



CITY COUNCIL

**Wednesday, March 30, 2022
1:00 PM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

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**Agenda
City Council
Wednesday, March 30, 2022**

Confirmation of Agenda

Adoption of Minutes

Minutes of the meeting held March 16, 2022

PUBLIC HEARING AND PUBLIC NOTICE BYLAWS

2022-20 The Regina Zoning Amendment Bylaw, 2022 (No.7)

2022-21 2022-21 : The Regina Zoning Amendment Bylaw, 2022 (No. 8)

DELEGATIONS, TABLED MOTION, PUBLIC NOTICE AND RELATED REPORTS

MN22-2 Whistleblower Policy

DE22-59 Jim Elliott, Regina, SK - Al Ritchie Supp. Report

DE22-60 Angela Ell, Al Ritchie Community Association, Regina, SK

CM22-10 Supplemental - Al Ritchie Neighbourhood Land-Use Plan

Recommendation

That Council receive and file this report.

CR22-29 Al Ritchie Neighbourhood Land-Use Plan

Recommendation

That City Council:

1. Approve an amendment to Part B of *Design Regina: The Official Community Plan Bylaw No. 2013-48* by adding the Al Ritchie Neighbourhood Land-Use Plan as Part B.19, with such amendments to come into force the later of the date of Ministerial Approval or June 1, 2022, to allow time for consideration and approval of corresponding amendment to *The Regina Zoning Bylaw, 2019*.



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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 approval of these recommendations and the required public notice.

DE22-46 Chief Brady O'Watch, Councillor Conrad Medicine Rope, and Pat Fiacco, Carry the Kettle Nakoda Nation

CR22-35 City of Regina and Carry the Kettle Nakoda Nation - Municipal Services and Compatibility Agreement

Recommendation

That City Council:

1. Approve the Municipal Servicing and Compatibility Agreement between the City of Regina and Carry the Kettle Nakoda Nation, attached to this report as Schedule A.
2. Instruct the City Solicitor to prepare the necessary execution bylaw authorizing the City Clerk to execute the Municipal Services and Compatibility Agreement.
3. Upon the Municipal Services and Compatibility Agreement becoming effective, delegate authority to the Executive Director, City Planning & Community Development or their designate to approve subsequent servicing agreements with Carry the Kettle Nakoda Nation, in its own capacity or through its development corporation, with respect to the servicing required to support each phase of development of the reserve, provided that the terms and conditions of such agreements are consistent with the City's Servicing Agreement Standard Conditions 2011 and Development Charges Policy applicable to City lands.

CR22-36 Response to COVID-19 Property Tax Relief Requests

Recommendation

That City Council:

1. Direct Administration to implement an arrears payment plan with a reduced penalty rate of 0.75 per cent as described in this report by March 31, 2022.
2. Instruct the City Solicitor to bring forward amendments to Bylaw 2003-69, being The Regina Administration Bylaw and any other necessary Bylaws in order to implement the arrears payment plan and reduced penalty as



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described in this report.

3. Deny the request from Regina Hotel Association for a 25 per cent exemption on 2021 municipal property taxes for hotels and motels (Appendix A).
4. Deny the request from Regina Downtown Business Improvement District for a property tax credit equal to properties' 2021 Business Improvement District taxes (Appendix B).
5. Deny the request from Regina Warehouse Business Improvement District for a property tax credit equal to properties' 2021 Business Improvement District taxes (Appendix C).

DE22-47 Judith Veresuk, RDBID, Regina, SK

CM22-7 Regina Downtown Business Improvement District - 2022 Budget

Recommendation

That City Council:

1. Approve Regina Downtown Business Improvement District's 2022 budget attached as Appendix A to this report.
2. Approve the proposed 2022 levy for the Regina Downtown Business Improvement District of 0.7595 mills.
3. Instruct the City Solicitor to prepare the necessary property tax bylaws to implement the above approved mill rate at the April 20, 2022 meeting.

DE22-48 Leasa Gibbons, RWBID, Regina, SK

CM22-8 Regina Warehouse Business Improvement District - 2022 Budget

Recommendation

That City Council:

1. Approve the Regina Warehouse Business Improvement District's (RWBID) 2022 budget attached as Appendix A to this report.
2. Approve the proposed 2022 levy for RWBID of 0.73674 mills.
3. Instruct the City Solicitor to prepare the necessary property tax bylaws



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to implement the above approved mill rate for the April 20, 2022 meeting.

DE22-49 Connie Buchan, OLDPUG, Regina, SK

CR22-37 Off-Leash Dog Park Program Update

Recommendation

That City Council:

1. Approve the development of an off-leash dog park in A.E. Wilson Park.
2. Amend *The Regina Animal Bylaw, 2009* to include Horizon Station Park Off Leash Area.
3. Approve Litzenberger Park boarded rink as a seasonal off-leash area.
4. Instruct the City Solicitor to prepare an amendment to *The Regina Animal Bylaw, 2009*, to create the proposed off leash parks as further described in this report, to be brought forward to the meeting of City Council following approval of these recommendations by City Council.

DE22-50 Orion Paradis, Regina, SK

CP22-5 Rachel Wolbaum, Regina, SK - Clean Communities

CR22-38 Clean Communities

Recommendation

That City Council:

1. Approve Service Option 1, which continues to offer the same level of solid waste service to all residents of the city.
2. Approve Enforcement Option 2, which introduces a notice of violation tickets for actions in contravention of *The Waste Management Bylaw, 2012, Bylaw No. 2012-63* that lead to increased incidents of litter as outlined in this report.
3. Direct the City Solicitor to prepare the necessary bylaw amendments to the Waste Management Bylaw and *The Regina Community Standards Bylaw, Bylaw No. 2016-2* to be consistent with the recommendations outlined in Schedule A to this report.



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4. Remove MN21-3 Clean Communities items 1 to 4 from the List of Outstanding Items for City Council.

DE22-51 Amy Snider, EnviroCollective, Regina, SK
DE22-52 Gail Fennell, Regina, SK
DE22-53 Anna Norris, Regina, SK - ESF
DE22-54 Tom Atkins and Jerry Boulanger, Regina, SK
DE22-55 Jared Clarke, Regina, SK
DE22-56 Majiri Ighota, Regina, SK
DE22-57 Dan Beveridge, KAIROS Regina, Regina, SK - ESF
DE22-58 Dr. Mehran Mehrandezh, Regina, SK - ESF
CR22-39 Energy & Sustainability Framework

Recommendation

That City Council:

1. Approve the Energy & Sustainability Framework (Appendix A) and authorize the use of the Framework as a guide for future energy, emissions, and sustainability-related decisions and actions.
2. Request that Administration provide a yearly progress report regarding implementation of the Framework to Executive Committee starting in the second quarter of 2023.
3. Remove item PPC20-9 from the List of Outstanding Items for City Council.

CITY MANAGER'S REPORTS

CM22-9 COVID-19 Update

Recommendation

That City Council receive and file this report.



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COMMITTEE REPORTS

EXECUTIVE COMMITTEE

CR22-40 Clean Property Bylaw Integration into Traffic Bylaw

Recommendation

That City Council:

1. Approve the integration of relevant sections of *The Clean Property Bylaw, Bylaw No. 9881* (the “Clean Property Bylaw”) into *The Regina Traffic Bylaw, 1997, Bylaw No. 9900* (the “Traffic Bylaw”), and the resulting amendments to both bylaws as proposed in this report.
2. Direct the City Solicitor to amend the *Traffic Bylaw* and the *Clean Property Bylaw* to reflect the changes as detailed in the Discussion section of this report.

CR22-41 Economic Development Opportunity - Viterra Memorandum of Understanding and Related Agreements

Recommendation

That City Council:

1. Approve the City of Regina entering into a Memorandum of Understanding (“MOU”) with Viterra Canada Inc., ancillary to the Option to Purchase Agreement dated April 12, 2021, that:
 - a) outlines the various incentives that the City of Regina (“City”) will provide to Viterra to support the construction of a canola crush plant (“Plant”), consistent with the terms and conditions stated in this report; and
 - b) is conditional on ministerial approval of a boundary alteration that brings the related lands into the City.
2. Delegate authority to the Executive Director, Financial Strategy & Sustainability or their designate, to negotiate and approve any other commercially relevant terms and conditions of the MOU that do not substantially change what is described in this report.
3. Delegate authority to the Executive Director, Financial Strategy & Sustainability or their designate, to negotiate and approve the final



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binding agreements with Viterra Canada Inc. (the “Agreements”) reflective of the concepts contained in the MOU, any amendments to the Agreements that do not substantially change what is described in the MOU and any ancillary agreements or documents required to give effect to the Agreements. The authority delegated by this section excludes the approval of any tax exemption agreement which must be approved by City Council.

4. Approve the transfer of up to \$12.6 million from the Land Development Reserve to fund the costs of providing water and wastewater infrastructure, paying development charges, and acquiring land for rail, water and wastewater infrastructure as described in this report.
5. Approve the transfer of \$6.0 million from the Asset Revitalization Reserve to fund the costs of investments in rail line development as described in this report.
6. Delegate authority to the Executive Director, Financial Strategy & Sustainability to approve an extension to the Option Term provided for in the Option to Purchase Agreement between the City and Viterra dated April 12, 2021 as, in his discretion, is reasonably necessary as long as Viterra is diligently pursuing its due diligence of the related development proposal.
7. Authorize the Executive Director, Financial Strategy & Sustainability to negotiate and approve agreements for the acquisition of land or easement rights, as required, in connection with undertaking the infrastructure investments (rail and utilities) as described in this report (the “Land Agreements”), and any ancillary agreements or documents required to give effect to the Land Agreements, provided such acquisition is at or below fair market value.
8. Authorize the City Clerk to execute the MOU, the Agreements and the Land Agreements after review and approval by the City Solicitor.

CR22-42 2022 Property Tax Exemptions Related to 2014 Boundary Alteration

Recommendation

That City Council:

1. Approve the property tax exemptions as listed in Appendix B subject to the Government of Saskatchewan approving the exemption or partial exemption of the education portion of the taxes for amounts that are



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\$25,000 or greater.

2. Instruct the City Solicitor to bring forward the necessary bylaw to provide for the property tax exemptions listed in Appendix B.
3. Authorize the Executive Director Financial Strategy & Sustainability or delegate to apply to the Government of Saskatchewan on behalf of property owners for any exemption of the education portion of the taxes that is \$25,000 or greater as outlined in Appendix B.

CR22-43 Update to Implications of 9th Avenue North Truck Route Removal

Recommendation

That City Council remove item MN20-23 from the List of Outstanding items for City Council.

BYLAWS AND RELATED REPORTS

2022-12 Carry the Kettle Nakoda Nation Municipal Services Agreement Execution Bylaw

2022-23 The Wastewater and Storm Water Amendment Bylaw, 2022

Adjournment

AT REGINA, SASKATCHEWAN, WEDNESDAY, MARCH 16, 2022

AT A MEETING OF CITY COUNCIL

AT 1:00 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: Mayor Sandra Masters, in the Chair
Councillor Lori Bresciani (Videoconference)
Councillor Bob Hawkins
Councillor John Findura
Councillor Dan LeBlanc (Videoconference)
Councillor Landon Mohl (Videoconference)
Councillor Jason Mancinelli
Councillor Terina Shaw
Councillor Cheryl Stadnichuk
Councillor Andrew Stevens
Councillor Shanon Zachidniak

Also in Attendance: Interim City Clerk, Amber Ackerman
Council Officer, Martha Neovard
A/City Manager, Kim Onrait
City Solicitor, Byron Werry
A/Executive Director, Citizen Services, Kurtis Doney
A/Executive Director, City Planning & Community Dev., Deborah Bryden
Executive Director, Financial Strategy & Sustainability, Barry Lacey
Executive Director, People & Transformation, Louise Folk
Director, Parks, Recreation & Cultural Services, Laurie Shalley
Director, Planning & Development Services, Autumn Dawson
Manager, City Planning, Ben Mario (Videoconference)
Manager, Parks Maintenance & Cemeteries, Ray Morgan
Senior City Planner, Jeremy Fenton

CONFIRMATION OF AGENDA

Councillor Jason Mancinelli moved, seconded by Councillor Cheryl Stadnichuk, AND IT WAS RESOLVED, that the agenda for this meeting be approved, at the call of the Chair, with the tabling of item MN22-2: Whistleblower Policy.

ADOPTION OF MINUTES

Councillor Bob Hawkins moved, seconded by Councillor John Findura, AND IT WAS RESOLVED, that the minutes for the meeting held on March 2, 2022 be adopted, with a correction to item CR22-19: Appointments for the Regina Airport Authority to indicate an expiring term of April 30, 2025 for both Bernadette McIntyre and Cory J. Furman.

PUBLIC HEARING AND PUBLIC NOTICE BYLAWS

2022-19 The Development Levy Amendment Bylaw, 2022

First Reading

Councillor Terina Shaw moved, seconded by Councillor Andrew Stevens that Bylaw No. 2022-19 be introduced and read a first time.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Shaw
SECONDER:	Councillor Stevens
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

The Bylaw was read a first time.

No one indicated a desire to address City Council respecting Bylaw No. 2022-19.

Second Reading

Councillor Terina Shaw moved, seconded by Councillor Lori Bresciani that Bylaw No. 2022-19 be introduced and read a second time.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Shaw
SECONDER:	Councillor Bresciani
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

The Bylaw was read a second time.

Third Reading Consent

Councillor Terina Shaw moved, seconded by Councillor John Findura that City Council hereby consent to Bylaw No. 2022-19 go to third and final reading at this meeting.

The motion was put and declared CARRIED UNANIMOUSLY as required by law.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Shaw
SECONDER:	Councillor Findura
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

Third Reading

Councillor Terina Shaw moved, seconded by Councillor Dan LeBlanc that Bylaw No. 2022-19 be read a third time.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Shaw
SECONDER:	Councillor LeBlanc
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

The Bylaw was read a third and final time.

DELEGATIONS, COMMUNICATION, PUBLIC NOTICE AND RELATED REPORTS

CR22-25 Zoning Bylaw Amendment - The Towns, Phase 2 - PL202100202

Recommendation

That City Council:

1. Approve the application to rezone portions of lands located at 3000 Woodland Grove Drive, Part of SW 14-17-19-2 Ext 15 and Part of NW 14-17-19-2 Ext 35, within the Towns Concept Plan, as shown in Appendix A-1 as follows:
 - a. Blocks 36, 37, and a portion of Block 38 from UH – Urban Holding Zone to RU – Residential Urban Zone
 - b. Parcel L from UH – Urban Holding Zone to RH – Residential High-Rise Zone
 - c. Parcels J4 and J5 from UH – Urban Holding Zone to ML – Mixed Low-Rise Zone
 - d. Parcels W5 and W6 from UH – Urban Holding Zone to PS – Public Service Zone

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.

DE22-29 Cathy Lawrence, representing Terra Developments Inc, from Regina, SK, addressed City Council.

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

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Findura
SECONDER:	Councillor Zachidniak
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

CR22-26 Proposed Concept Plan & Zoning Bylaw Amendment - Part of 3000 Woodland Grove Drive - PL202100206 & PL202100204

Recommendation

That City Council:

1. Approve the application to amend the Towns Concept Plan by redesignating the land uses (low density to medium density residential and medium density to low density residential) within the area identified as the subject property and adopt the amended Concept Plan as set out in Appendix A-3.
2. Approve the application to rezone portions of lands from the Towns Phase 2, being part of NW 14-17-19-2 Ext 35 and SW 14-17-19-2 Ext 15, located within the Towns Concept Plan from UH - Urban Holding Zone to:
 - a. RU – Residential Urban Zone – Parts of proposed block 38, 40, 41, 42 and 43;
 - b. RL - Residential Low-Rise Zone – Proposed Block 39, 44 and Parts of proposed block 40, 4, 42 and 43; and
 - c. LA - Lane Access Overlay Zone to parts of Block 40 and 43.
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 approval of these recommendations and the required public notice.

DE22-29 Cathy Lawrence, representing Terra Developments Inc, from Regina, SK addressed City Council.

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

The motion was put and declared CARRIED.

RESULT:	CARRIED [10 to 1]
MOVER:	Councillor Findura
SECONDER:	Councillor Mancinelli
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Zachidniak and Mayor Masters
AGAINST:	Councillor Stevens

(Councillor Lori Bresciani declared a conflict of interest prior to the presentation of delegations and consideration of item CR22-27, citing a personal relationship with the part-owner of the parcel adjacent to the applicant and abstained from discussion and temporarily left the meeting until the motion was addressed and voted on.)

CR22-27 Discretionary Use Application - 3810 Chuka Boulevard - PL202100166

Recommendation

That City Council:

1. Approve the Discretionary Use application for the proposed development of an "Accessory Drive-Through" land use restaurant on the property at 3810 Chuka Boulevard (Previously 4401 E Green Falls Drive), Blk/Par P-Plan 102144305 Ext 1, 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-3.3, prepared by Dillon Consulting and dated February 9, 2022.
 - b) Aesthetic screening shall be provided along the shared property line with Parcel P5 in accordance with *The Regina Zoning Bylaw, 2019* requirements. This condition may be waived by the Development Officer if a non-residential development on Parcel P5 is approved.
 - c) Except as otherwise specified in this approval, the development shall comply with all applicable standards and regulations in *The Regina Zoning Bylaw, 2019*.
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.

The following addressed City Council:

- DE22-31 Jeff Balon, representing Balon Consulting Corp, from Regina, SK
- DE22-32 Kevin Reese, representing Karina Developments Ltd, from Regina, SK
- DE22-45 Mike DiStasi and Kaitlyn Brown, representing DiStasi Real Estate, from Regina, SK

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

The motion was put and declared CARRIED.

RESULT:	CARRIED [9 to 1]
MOVER:	Councillor Findura
SECONDER:	Councillor Hawkins
IN FAVOUR:	Councillors: Findura, Hawkins, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters
AGAINST:	Councillor LeBlanc
AWAY:	Councillor Bresciani

RECESS

Pursuant to the provisions of Section 33(2.1) of City Council's Procedure Bylaw No. 9004, a 15 minute recess was called.

The Committee recessed at 2:29 p.m.

The Committee reconvened at 2:48 p.m.

(Councillor Lori Bresciani returned to the meeting.)

CR22-28 Discretionary Use Application - 2723 Narcisse Drive - PL202100155

Recommendation

That City Council:

1. Approve the Discretionary Use application for the proposed development of "Building, Row- Planned Group" located at 2723 Narcisse Drive, being Parcel R1, Plan 102257030 in the Hawkstone Subdivision, 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 to A-3.8, inclusive, prepared by North Ridge Development, dated December 3, 2021.
 - b) Except as otherwise specified in this approval, the development shall comply with all applicable standards and regulations in *The Regina Zoning Bylaw, 2019*.

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.

DE22-33 Pat Mah, on behalf of Freya Marchuk representing North Ridge Developments, Regina, SK addressed City Council.

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

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Findura
SECONDER:	Councillor Shaw
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

CR22-29 Al Ritchie Neighbourhood Land-Use Plan

Recommendation

That City Council:

1. Approve an amendment to Part B of *Design Regina: The Official Community Plan Bylaw No. 2013-48* by adding the Al Ritchie Neighbourhood Land-Use Plan as Part B.19, with such amendments to come into force the later of the date of Ministerial Approval or June 1, 2022, to allow time for consideration and approval of corresponding amendment to *The Regina Zoning Bylaw, 2019*.
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 approval of these recommendations and the required public notice.

DE22-34 Angela Ell and Gale Russell, representing the Al Ritchie Community Association, from Regina, SK addressed City Council.

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

Tabling Motion

Councillor Bob Hawkins moved, seconded by Councillor Andrew Stevens that this report be tabled, and that Administration prepare and bring a supplemental report to address concerns with height allowance and other issues raised by the delegation

from the Al Ritchie Community Association to the March 30, 2022 meeting of City Council.

The tabling motion was put and declared CARRIED.

RESULT:	CARRIED [10 to 1]
MOVER:	Councillor Hawkins
SECONDER:	Councillor Stevens
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Stadnichuk, Stevens, Zachidniak and Mayor Masters
AGAINST:	Councillor Shaw

CR22-30 Heritage Building Rehabilitation Program Review

Recommendation

That City Council:

1. Approve the amended Heritage Incentives Policy (Appendix A).
2. Direct Administration to initiate a call for applications, with funding and tax exemption recommendations returning to Council prior to October 2022.
3. Approve the following amendments to existing heritage bylaws and regulations be brought forward in Q3 2022:
 - a) Replace the current Grade 1/Grade 2 categorization system; and
 - b) Adopt a categorization system based on Heritage Assessment Form and Statement of Significance Form both based on the thematic approach as outlined in the Luxton report.

Councillor Cheryl Stadnichuk moved, seconded by Councillor Terina Shaw, AND IT WAS RESOLVED, that communication CP22-4: Stu Niebergall, Regina and Region Homebuilders' Association, Regina, SK be received and filed.

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

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Shaw
SECONDER:	Councillor Hawkins
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

CR22-31 Lead Program Enhancements - Bylaw Changes

Recommendation

That City Council:

1. Approve the amendments to *The Regina Water Bylaw*, Bylaw No. 8942 as outlined in the discussion of this report to implement the approved enhancements to the Lead Service Connection Management Program as outlined in CR21-90.
2. Instruct the City Solicitor to prepare an amendment to *The Regina Water Bylaw*, Bylaw No. 8942 as generally described in Appendix A to this report, to be brought forward to the meeting of City Council following approval of the recommendations in this report by City Council.
3. Instruct the City Solicitor to prepare amendments to *The Regina Administration Bylaw*, Bylaw No. 2003-69 to allow for the lead service connection equalized payment plan program participants to continue to participate in the Tax Installment Payment Plan Services (TIPPS).

Councillor Terina Shaw moved, seconded by Councillor Jason Mancinelli that the recommendations contained in the report be concurred in.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Shaw
SECONDER:	Councillor Mancinelli
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

DELEGATIONS AND RELATED MOTION

MN22-1 Regulate the Non-essential (Cosmetic) Use of Pesticides

Recommendation

THEREFORE BE IT RESOLVED that Regina City Council direct Administration to prepare a report for Executive Committee by Q4 of 2022 that includes:

1. A review of the research on how the elimination of cosmetic pesticides protects our biodiversity, especially birds and pollinators like bees and butterflies;
2. A summary of the regulation and best practices in Canada to maintain green spaces and yards without the cosmetic use of pesticides;
3. Feedback from the public through community engagement on a cosmetic pesticide ban; and
4. Recommendations and implications of implementing a cosmetic pesticide ban and the funding requirement for a public education and communications plan on such a ban including the promotion of safe alternative products and best practices for yards, gardens and parks.

Councillor Shanon Zachidniak moved, seconded by Councillor Jason Mancinelli, AND IT WAS RESOLVED, that the written submission from delegation DE22-42 Devon Anderson, Regina, SK be received and filed.

The following addressed City Council:

- DE22-35 - Aura Lee MacPherson, representing Calling Lakes Ecomuseum
- DE22-36 - Gail Fennell, representing Nature Regina

RECESS

Pursuant to the provisions of Section 33(2.1) of City Council's Procedure Bylaw No. 9004, a 15 minute recess was called.

The Committee recessed at 4:16 p.m.

The Committee reconvened at 4:31 p.m.

(The meeting reconvened in the absence of Councillors John Findura, Dan LeBlanc, and Shanon Zachidniak)

- DE22-37 - Elaine Ehman, representing Regina Bird Friendly City

(Councillor Dan LeBlanc returned to the meeting)

(Councillor John Findura returned to the meeting)

- DE22-38 - Sarah Valentine, representing the Canadian Association of Physicians for the Environment

(Councillor Shanon Zachidniak returned to the meeting)

- DE22-39 - Paule Hjertaas, representing Saskatchewan Network for Alternatives to Pesticides (SNAP)

- DE22-40 - Phil Johnson, representing
DE22-41: Dr. Robert Wright, Regina, SK

(Councillor Shanon Zachidniak left the meeting.)

- DE22-43: Tanya Dahms, Regina, SK (virtual)

(Councillor Shanon Zachidniak returned to the meeting.)

- DE22-44: Catherine Gibson, Regina, SK (virtual)

Councillor Cheryl Stadnichuk moved, seconded by Councillor Jason Mancinelli that the recommendations contained in the report be concurred in.

Tabling Motion

Councillor Bob Hawkins moved, seconded by Councillor Lori Bresciani that this item be tabled, and that Administration prepare and bring a supplementary report outlining an estimate of the cost to complete a study containing the parameters outlined in motion MN22-1 to the April 20, 2022 meeting of City Council.

The tabling motion was put and declared CARRIED.

RESULT:	CARRIED [7 to 4]
MOVER:	Councillor Hawkins
SECONDER:	Councillor Bresciani
IN FAVOUR:	Councillors Bresciani, Findura, Hawkins, LeBlanc, Mohl, Shaw, and Mayor Masters
AGAINST:	Councillors: Mancinelli, Stadnichuk, Stevens, Zachidniak

COMMITTEE REPORTS EXECUTIVE COMMITTEE

CR22-32 Buffalo Pound Water Treatment Corporation - Appointment of Directors

Recommendation

That City Council:

Authorize the Executive Director, Financial Strategy & Sustainability, as the City's proxy, to exercise the City's voting rights at the upcoming Buffalo Pound Water Treatment Corporation (BPWTC) membership meeting to elect the following individuals to the Board of Directors for a three-year term, ending April 30, 2025:

- Judy May (re-appointment); and
- Dale Schoffer (re-appointment).

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

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Shaw
SECONDER:	Councillor Findura
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

Councillor Jason Mancinelli moved, seconded by Councillor Shanon Zachidniak, AND IT WAS RESOLVED, that City Council recess for five minutes instead of the mandatory 45 minute break, and that item IR22-1 - CNC22-02 2020 and 2021 Annual Report, be tabled to the March 30, 2022 meeting of City Council.

RECESS

City Council recessed at 5:57 p.m.

City Council reconvened at 6:03 p.m.

CR22-33 Advance Notice of Water Shutoff Update

Recommendation

That City Council remove item MN21-12, Advance Notice of Water Shutoff, from the List of Outstanding Items for City Council.

Councillor Terina Shaw moved, seconded by Councillor Shanon Zachidniak that the recommendations contained in the report be concurred in.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Shaw
SECONDER:	Councillor Zachidniak
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

CR22-34 Cemeteries Funding Structure, Fee Schedule and Bylaw Amendments

Recommendation

That City Council:

1. Approve the recommended Cemeteries Financial Model in Appendix A which proposes funding major capital infrastructure projects – specifically upgrades to the Administration Building, maintenance

shops and future expansions - from current contributions to capital.

2. Approve the Cemeteries Fee Schedule for 2022, 2023 and 2024, as set out in Appendix C, and that the 2022 rates come into effect on the first date of the month following passage of the fee schedule by City Council.
3. Approve the amendments to *The Cemeteries Bylaw, 2008-27* as described in this report and Appendix B.
4. Direct the City Solicitor to prepare the necessary amendments to *The Cemeteries Bylaw, 2008-27* to give effect to the Fee Schedule and the additional amendments as described in this report to be brought forward to a meeting of City Council following approval of these recommendations by City Council.

Councillor Terina Shaw moved, seconded by Councillor Jason Mancinelli, that the recommendations contained in the report be concurred in.

Amending Motion

Councillor Bob Hawkins moved, in amendment, seconded by Councillor Terina Shaw, that the following be removed from Appendix B of this report:

“39 (4) No person shall advertise, host or carry on any tour, event or commercial activity to be held in a cemetery or offer any goods or services in a cemetery except as authorized by this Bylaw pursuant to a written contract between the City and the person.”

The amending motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Hawkins
SECONDER:	Councillor Shaw
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

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

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Shaw
SECONDER:	Councillor Mancinelli
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

INFORMATIONAL REPORTS

CM22-6 COVID-19 Update

Recommendation

That City Council receive and file this report.

Councillor Shanon Zachidniak moved, seconded by Councillor Bob Hawkins that this report be received and filed.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Zachidniak
SECONDER:	Councillor Hawkins
IN FAVOUR:	Councillors: Bresciani, Findura, Hawkins, LeBlanc, Mancinelli, Mohl, Shaw, Stadnichuk, Stevens, Zachidniak and Mayor Masters

NOTICE OF MOTION

MN22-3 Ending Homelessness

Councillor Dan LeBlanc gave written notice that at the June 15, 2022 meeting of City Council, he intends to make the following recommendations:

That Administration be directed to include the following in the 2023 proposed budget:

- 1. Full operational funding to solve homelessness throughout the City using a housing first, supportive housing model. This draft funding to be clearly demarcated in a line item of its own.**
- 2. Any supplemental report required to explain the costing of point 1, above.**
 - a. This report will provide the estimated number of chronically homeless persons in Regina, the anticipated cost per individual to provide supportive housing to these individuals, the anticipated timeline to house these individuals if the draft funding were approved, and the means by which the City would deploy the funding if approved (including through working with service partners).**
 - b. This report will also describe the financial cost of continued inaction on this issue. This analysis will outline the current, ongoing costs of unaddressed homelessness throughout the City.**

ADJOURNMENT

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

The meeting adjourned at 6:20 p.m.

Chairperson

Secretary

BYLAW NO. 2022-20

THE REGINA ZONING AMENDMENT BYLAW, 2022 (No.7)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 The purpose of this Bylaw is to amend *The Regina Zoning Bylaw, 2019* by re-zoning the subject lands to accommodate proposed residential development consistent with the Towns Concept Plan.
- 2 The authority for this Bylaw is section 46 of *The Planning and Development Act, 2007*.
- 3 Schedule “A” of *The Regina Zoning Bylaw, 2019* is amended in the manner set forth in this Bylaw.
- 4 Chapter 9 – Zoning Map (Map Nos. 3286(A) and 3486(A)) are amended by re-zoning the lands described in this section and shown as outlined on the map attached as Appendix “A” to this Bylaw as follows:

Land Description: Part of SW 14-17-19-2 Ext 15, and
Part of NW 14-17-19-2 Ext 35

Civic Address: Part of 3000 Woodland Grove Drive

Current Zoning: UH – Urban Holding Zone

Proposed Zoning: RU - Residential Urban Zone – as to Blocks 36, 37 and a portion of Block 38
RH - Residential High-Rise Zone – as to Parcel L
ML – Mixed Low-Rise- as to Parcels J4 and J5
PS – Public Service Zone – as to Parcels W5 and W6

- 5 This Bylaw comes into force on the date of passage.

READ A FIRST TIME THIS 30th DAY OF March 2022.

READ A SECOND TIME THIS 30th DAY OF March 2022.

READ A THIRD TIME AND PASSED THIS 30th DAY OF March 2022.

Mayor

City Clerk (SEAL)

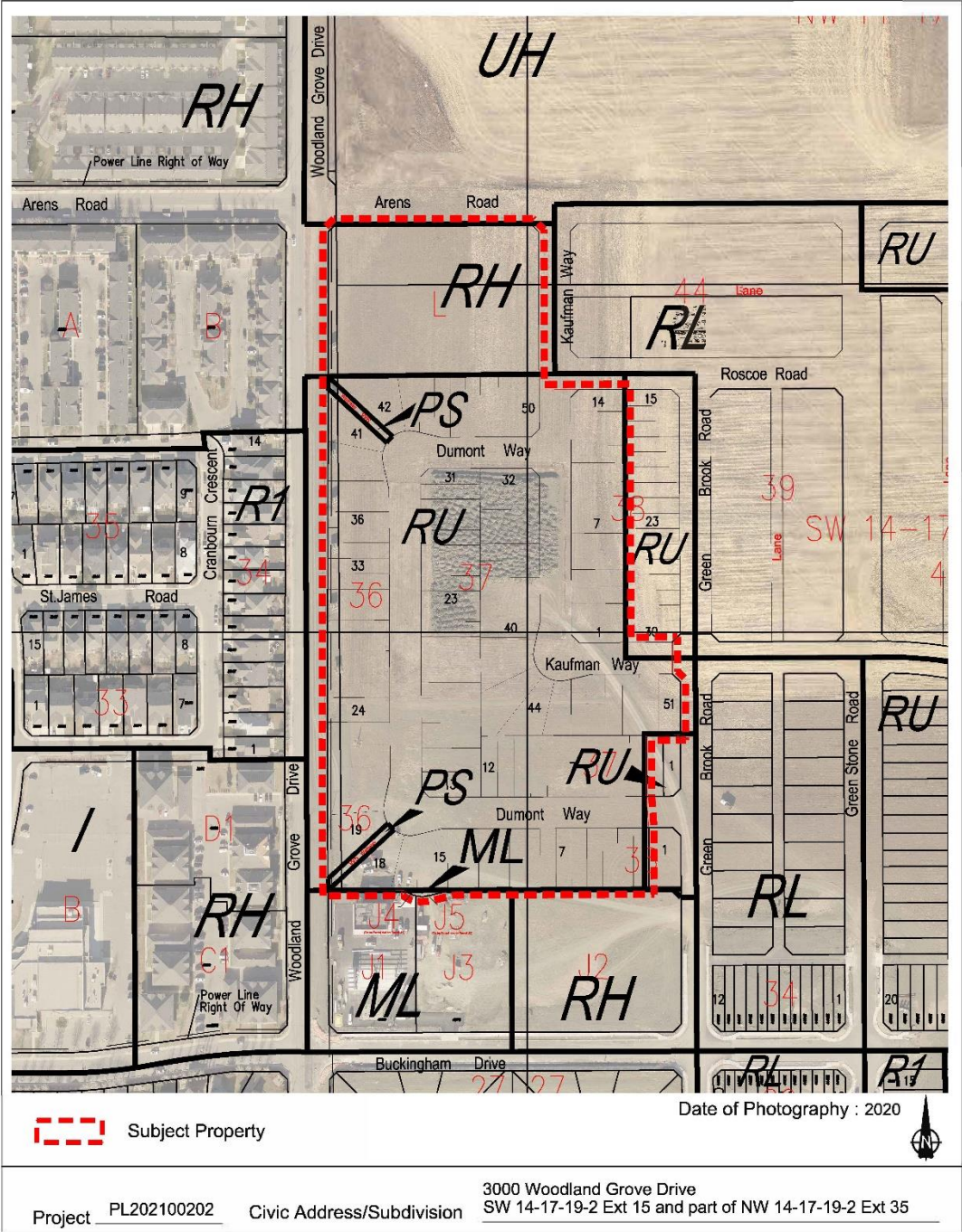
CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

APPENDIX “A”



ABSTRACT

BYLAW NO. 2022-20

THE REGINA ZONING AMENDMENT BYLAW, 2022 (No.7)

PURPOSE:	The purpose of this Bylaw is to amend <i>The Regina Zoning Bylaw, 2019</i> to accommodate proposed residential development consistent with the Towns Concept Plan.
ABSTRACT:	The Bylaw re-zones the subject lands from UH – Urban Holding Zone to RU – Residential Urban Zone, RH – Residential High-Rise Zone, ML – Mixed Low-Rise and PS – Public Service Zone.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER’S APPROVAL:	N/A
PUBLIC HEARING:	A public hearing is required between first and second reading of this Bylaw pursuant to section 10 of <i>The Public Notice Policy Bylaw, 2020</i> and in accordance with <i>The Procedure Bylaw</i> .
PUBLIC NOTICE:	Required, pursuant to section 13 of <i>The Public Notice Policy Bylaw, 2020</i> .
REFERENCE:	Regina Planning Commission, March 8, 2022, RPC22-6; City Council, March 16, 2022, CR22-25.
AMENDS/REPEALS:	Amends <i>The Regina Zoning Bylaw, 2019</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning & Community Development
INITIATING DEPARTMENT:	Planning & Development Services

BYLAW NO. 2022-21

THE REGINA ZONING AMENDMENT BYLAW, 2022 (No.8)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 The purpose of this Bylaw is to amend *The Regina Zoning Bylaw, 2019* by re-zoning the subject lands to accommodate proposed residential development consistent with the Towns Concept Plan.
- 2 The authority for this Bylaw is section 46 of *The Planning and Development Act, 2007*.
- 3 Schedule “A” of *The Regina Zoning Bylaw, 2019* is amended in the manner set forth in this Bylaw.
- 4 Chapter 9 – Zoning Map (Map Nos. 3486(A), 3286 (B) and 3486(B)) are amended by re-zoning the lands described in this section and shown as outlined on the map attached as Appendix “A” to this Bylaw as follows:

Land Description: Part of NW 14-17-19-2 Ext 35 and
SW 14-17-19-2 Ext 15

Civic Address: Part of 3000 Woodland Grove Drive

Current Zoning: UH – Urban Holding Zone

Proposed Zoning: RU - Residential Urban Zone – as to parts of proposed
Blocks 38 and 40-43
RL - Residential Low-Rise Zone – as to proposed Block
39, 44 and parts of proposed Blocks 40-43
LA – Lane Access Overlay Zone – as to parts of proposed
Blocks 40 and 43

- 5 This Bylaw comes into force on the date of passage.

READ A FIRST TIME THIS 30th DAY OF March 2022.

READ A SECOND TIME THIS 30th DAY OF March 2022.

READ A THIRD TIME AND PASSED THIS 30th DAY OF March 2022.

Mayor

City Clerk (SEAL)

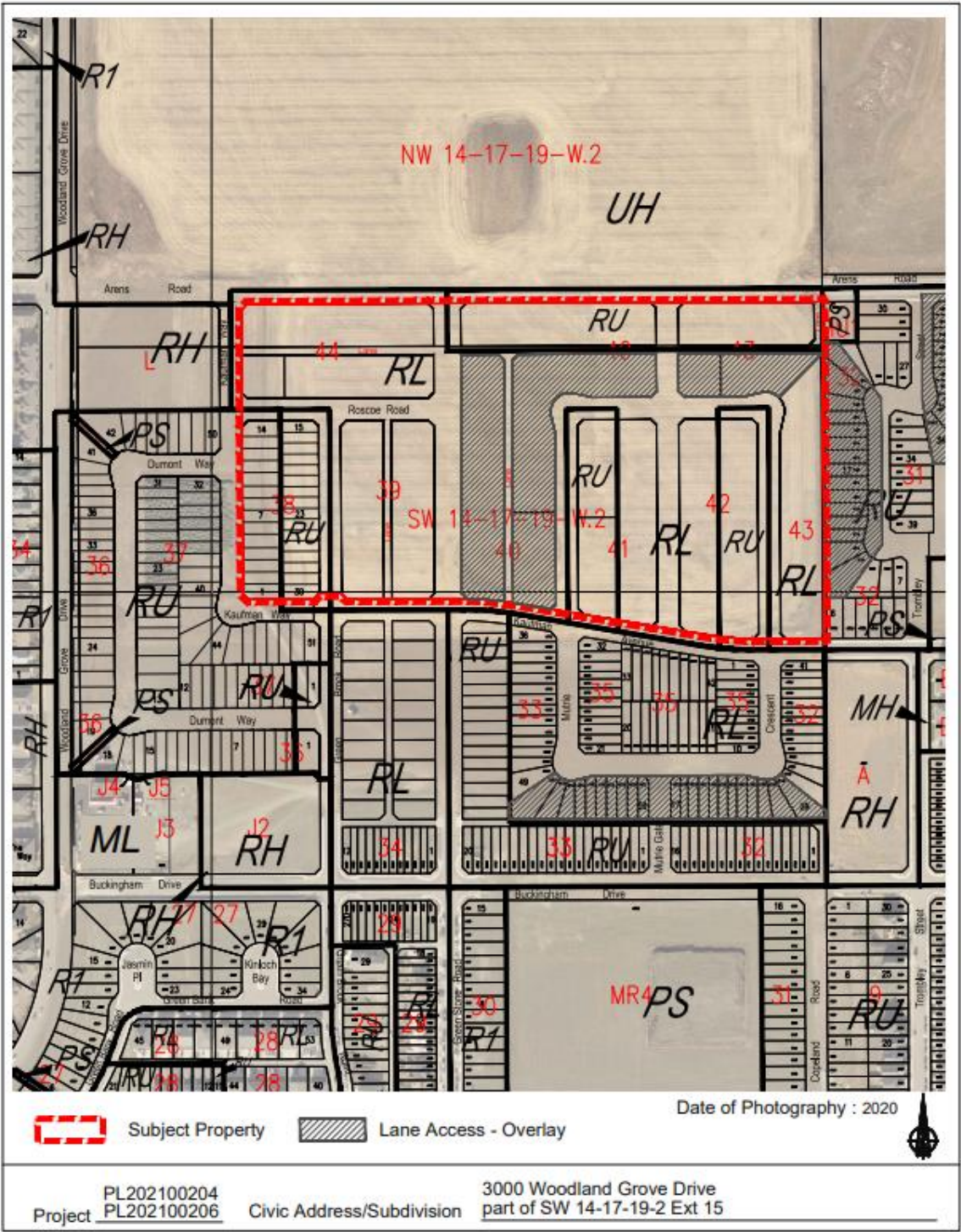
CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

APPENDIX “A”



ABSTRACT

BYLAW NO. 2022-21

THE REGINA ZONING AMENDMENT BYLAW, 2022 (No.8)

PURPOSE:	The purpose of this Bylaw is to amend <i>The Regina Zoning Bylaw, 2019</i> to accommodate proposed residential development consistent with the Towns Concept Plan.
ABSTRACT:	The Bylaw re-zones the subject lands from UH – Urban Holding Zone to RU – Residential Urban Zone, RL – Residential Low-Rise Zone and LA – Lane Access Overlay Zone.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER’S APPROVAL:	N/A
PUBLIC HEARING:	A public hearing is required between first and second reading of this Bylaw pursuant to section 10 of <i>The Public Notice Policy Bylaw, 2020</i> and in accordance with <i>The Procedure Bylaw</i> .
PUBLIC NOTICE:	Required, pursuant to section 13 of <i>The Public Notice Policy Bylaw, 2020</i> .
REFERENCE:	Regina Planning Commission, March 8, 2022, RPC22-7; City Council, March 16, 2022, CR22-26.
AMENDS/REPEALS:	Amends <i>The Regina Zoning Bylaw, 2019</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning & Community Development
INITIATING DEPARTMENT:	Planning & Development Services

MOTION

March 30, 2022

To: Mayor Masters and City Councillors

Re: Whistleblower Policy

WHEREAS the City of Regina established a Whistleblower Policy in January 2020 that provides protections and procedures for employees to confidentially or anonymously report allegations of wrongdoing by the City of Regina;

WHEREAS the current Whistleblower Policy states that the City Manager will review reports of wrongdoing to determine if the allegation of wrongdoing will be investigated by an independent investigator, or by appropriate City staff.

WHEREAS the City Manager's Office acts as the point of contact for any independent investigators appointed or City staff assigned to an investigation of wrongdoing under this Policy;

WHEREAS the policy should provide adequate safeguards to ensure that no employee experiences any form of retaliation when bringing forward information in good faith;

WHEREAS the City of Regina can have a Whistleblower Policy that offers protection similar to other jurisdictions; and

WHEREAS this policy would support City Council in providing good governance to the citizens of Regina;

THEREFORE BE IT RESOLVED that the Administration be directed to prepare a report for Executive Committee by Q2 of 2022 that:

1. Amends the current Whistleblower Policy for City of Regina employees as follows:
 - a) The City Manager's authority to manage the policy be revoked and an internal tribunal be created to manage the policy that includes the following internal representatives:
 - i. Internal Auditor
 - ii. Director of People & Organizational Culture or designate
 - iii. City Solicitor or designate
 - b) Section 4.5 of the policy requires the Tribunal to provide a non-identifying summary of reports made under this policy and outcomes of subsequent investigations to Executive Committee for information at least annually.

2. Outline any associated costs and implications related to the implementation of these amendments.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Lori Bresciani', is written over a horizontal line.

Lori Bresciani
Councillor – Ward 4

My name is Jim Elliott. I am a resident in Al Ritchie for 27 years. I was past Chairperson and a board member for the Al Ritchie Community Association up to September of 2021. I was part of the earlier parts of the consultation on the neighbourhood plan in front of you today.

For reference sake, I also sat on development of the Infill Housing Guidelines, the Laneway & Garden Suite Guidelines and participated in the Zone Forward and the Official Community Plan development. I can also attest that the variance was neither discussed nor mentioned in the various meetings we had with the city administration. My notes don't indicate any discussion.

I listened to the discussions you had with the neighbourhood plans and your request to have this supplementary report produced.

I have both problems with the scope of this report as well as the extent to which it covers the height variance discussed in this report. Further 10% variance on a 7.5 metre height is 0.75 metres or 29.5 inches, not 75 centimetres as it states in the report on page 4, line 12.

I heard clearly from the discussion on the 16th the problems talked about the general 10% variance given to all of the restrictions to housing, not just the height variance. This report does not discuss that at all.

Secondly, and just as importantly, I see no justification for the 10% variance suggested by the administration other than it is nice to have some wiggle room in the rules. It is also easier if it is a blanket policy and not specific to various parts of the community.

Thirdly, the need for a blanket allowance across the city for all zoning requirements does not understand the nature of housing especially in the downtown of this city. Most are on a 25 foot lot and any variance will significantly impact both the use of the property and further will encroach on the ability of the neighbours to enjoy and utilize their property. I have a personal example of this and can explain if you wish to ask. You already heard of the shading encroachment because of the height of the cash towers. This problem is not limited to the Arnhem and Assiniboine Avenue sub-areas.

Further, if there was intent to have blanket policies to cover the city, then why are the neighbourhood plans even being developed? We could just have one plan with all of the necessary variances identified in the plan. Each individual neighbourhood plan is intent to catch and preserve the nuances and the character of the neighbourhoods. And just because there have not been variances asked for, we only have to look at 2540 Atkinson Street or the cash towers. Someone found the loophole.

I see clearly only one reason for what are euphemistically called "cash towers". There is an attempt to get as much square footage on a small lot as is possible to maximize the sale value of the house while minimizing the fixed costs of the foundation. The extra 2 feet will allow for features like vaulted ceilings adding to the sale value of the home at minimal cost.

And lastly, I reviewed the residential chapters of the zoning bylaw and could only find one reference to exceptions to the height restrictions and these for the most part do not have a lot of reference to the overall intent of the variance exemption discussed a couple of weeks ago. The report was simply talking about a simple overall height increase of 2.46 feet, not the list of exemptions identified in the residential chapters.

I would recommend that the 10% variance be taken out of the zoning bylaw for all features of housing and building construction. And if there is a need expressed by the property owner or developer that this would trigger the need to get permission from the Regina Planning Commission and that the request and reasons for the variance be clearly stated in the report. This would facilitate a broader discussion of the merits of this variance with the community beyond the two property owners adjacent to the property in question.

Respectfully submitted,

Jim Elliott

Al Ritchie Community ~~Neighbourhood Plan~~ Land Use Plan

Request: That the 10% variance provision of the zoning bylaw be eliminated for all builds in the Al Ritchie neighbourhood.

Date of meeting we wish to appear at: March 30, 2022

Subject to be discussed: Concerns about negative impacts of the variance provision of the zoning bylaw in the Al Ritchie neighbourhood, particularly in the Arnhem and Assiniboia subdivisions.

Spokespersons

Angela Ell

There are seven key points that we wish to make regarding the negative impacts and our concerns of the 10% variance provision of the zoning bylaw on the Al Ritchie Neighbourhood:

1. Impact on environmental sustainability
2. Impact on food solidarity and green spaces
3. Impact on infrastructure
4. Impact on population density
5. Failure of the administration of the current zoning bylaw and variance provision.
6. Other impacts on neighbours
7. Creation of patchwork housing

Background

The Al Ritchie Neighbourhood is the first City of Regina neighbourhood to have a Neighbourhood Plan developed. The process used in developing this plan is to be used to inform what happens in other Regina neighbourhoods' plan developments.

During the development of the plan, the Al Ritchie Community Association (ARCA) Board carried out a detailed survey of the community residents. We used the results of that survey to direct our work with the City Neighbourhood Plan developer. The biggest concern to emerge from that survey was keeping the height of the new builds, particularly in the Arnhem and Assiniboia subdivisions, which historically have bungalows and short two-storey homes on very small lots.

ARCA was pleased when the city planner informed us that he was able to put a maximum height of 7.5m in those areas, and since we had been told that despite the undertaking being framed as a neighbourhood plan it actually could not address, or even mention, anything about infrastructure, we gladly wrote a letter of support for the plan.

It was after the submission of that letter of support that the 10% variance provision to the zoning bylaw was brought to our attention. This provision to the bylaw means that, in fact, the maximum height for Arnhem and Assiniboia is 8.3 m, not 7.5 m, and that difference will have a

lot of negative impacts for both the residents of the two sub-divisions and for the City as a whole. Those impacts, and our general concerns, are next briefly explained.

Impact on Environmental Sustainability

Recently, there has been much talk, and even some restructuring action, in the City of Regina around a goal to work towards environmental sustainability and is actively engaged in the preparation of an Energy and Sustainability Framework (ESF). Another City goal is net zero emissions and sourcing net zero renewable energy by 2050.

A big part of achieving environmental sustainability (ESF and the net zero goal) is contingent upon the decrease and ultimately complete disuse of fossil fuels. In homes in the Al Ritchie area, the best and most affordable alternative to fossil fuel heating is solar power. Other options include geo-thermal and wind power; however, the clay-based soil in the area is not stable enough to make geo-thermal power sustainable, and wind power requires substantial land use - ,land which the city does not have.

To have solar power, however, you need to have places to put solar panels that can catch the sun. Even builds of 7.5 m will block out the sun (with the exception of the very start of daylight and the end of daylight in a day) on the typical shorter homes in the area. Because the lots are small in this area, builds with a height of 7.5m or higher will not only block out the sun from the roof of the adjoining property home, but also the south side of the roof of the next home over.

Consider the picture (showing homes on the south end of the 2600 block of the west side Atkinson Street) which shows two high builds and then the two smaller homes to the north of them. This picture was taken on March 9, 2022 at 5:30 PM so at that time some sunlight will hit the north side of the first home's roof and the south side of the second home's roof, but the duration of that sunlight availability will average to less than an hour a day. From the front, you will see that there are large City elm trees which in the summer would block the early morning sunlight as they are filled in with leaves. Once the sun moves past those trees, it will be completely blocked from the two smaller adjacent homes for the majority of the day. This will render the use of solar paneling on the homes as an alternative energy source ineffective. If the two larger builds had been built to a height that was compatible with the homes to the north of them, solar paneling would have been a viable and valuable option.



The 10% variance provision for the zoning bylaw only takes into consideration the adjoining lots to the lot in question, but as you can see below, the increased height would actually negatively impact a non-adjoining lot as well in terms of sunshine.



Despite being taken at 4:00, when the sun is in the west, you can see here how the first two houses are completely in shadow.

Impact on Food Solidarity and Green Spaces

Food solidarity and sustainability has become a very real concern for many people, and with the impacts of the pandemic on the supply chain, and the inevitable cost of living increases, more and more people are turning to growing their own vegetables and fruits. Extra height allowances on the buildings, just as it did in terms of alternative power sources, also negatively impacts home owners and renters ability to grow most foods because of the same impact on the sunlight hours, and also heat, as described for the alternative energy sources discussion. Considering then the 10% variance on the maximum height, 75 cm (more than 2 feet), will eliminate even a small viable garden space.

With the photo below, you can see how the afternoon shadow of another build, illegally done against the back alley, completely shades out the entire backyard. In a discussion with the owner of the smaller home she reported that she can no longer grow her own vegetables in her back yard.



In addition, when larger builds are made on our smaller lots, it requires clear cutting of the lots to make space for the machinery and the eventual builds. These trees, bushes, and shrubs are never replaced, including the City trees. Despite the bylaw on the removal of City trees, the developers of these larger builds are never fined for the removal of the City trees.

In addition, it should be noted that the OCP states that urban forests need to be protected and preserved. Consider the images below that document the clear cutting of all of the forestry on the lot of 2776 Atkinson Street to accommodate the building of two towers. Neither of these two new builds have replaced any of the trees, bushes, or shrubs. Trees do not naturally grow in Regina. It takes a lot of time, care, and attention to grow a large tree. We should be very concerned about housing practices that remove such trees ... even the City trees.



Impact on Population Density

First, it should be noted that population size of Al Ritchie is already larger than that of Melville, yet the land area that it occupies is 1/7 of that of Melville. Despite this, the City is set on intensification even in Arnhem and Assiniboia.

Unfortunately, the strategies used so far for intensification have increased the heights of new builds, but the number of people living in those new builds is consistently less than (or

occasionally equal to) the number of people who lived on the same lots in shorter homes. Increasing heights does not equate to greater population density. The addition of the 10% variance to the 7.5 m does not equate to more people living in the area, so this argument for keeping the 10% variance provision in place is not valid.

The two homes shown side by side below, which replaced a single bungalow, currently house at least one person less than previously lived on the lot, and as noted previously, the trees are gone and up to two existing homes can no longer make use of solar energy to heat their homes.



After infill:
infill:

Before



Net result: one less person in the community, green space destroyed, and sunshine on two existing homes is diminished, at best.

Impact on Infrastructure

Although infrastructure maintenance and upkeep are not part of the neighbourhood plan (which is why it is now being proposed that “neighbourhood plan” be changed to “land use plan”), it is illogical to seek intensification in isolation from consideration of infrastructure.

Al Ritchie has some of the oldest infrastructure in the city. Water main breaks plague the neighbourhood, rank, toxic sewer smells emanate throughout the neighbourhood all year round, and the roads and sidewalks are in terrible neglect of repairs. All of these conditions point to an infrastructure that is not able to accommodate the existing population density, let alone an intensification of it. The 10% variance provision only serves to increase the burden on the infrastructure through increased water and sewer usage. The result will be an increase in the costs to the City and tax payers for more band-aid solutions.

Failure of the Administration of the Current Zoning Bylaw and Variance Provision

ARCA was told by the Development and Planning, that out of 600 building permits, only two have requested the 10% variance allowed by the bylaw. However, most (if not all) of the builds in Al Ritchie over the past five years have exceeded the current zoning bylaw. This, unfortunately, must mean that the administration of the current zoning bylaw has not been done appropriately, or that its processes are inappropriate. It is bad enough that our community has had to put up with these “mistakes” that have already happened, but then with the variance provision being made available for enactment in our community through our new Neighbourhood Land Use Plan, this is just opening the door for even more “mistakes” to happen.

Consider the following “mistake” (2514 Atkinson Street) that somehow slipped through the administration of the city zoning bylaws: a large house built against the back alley in a yard that has another house in the front of the yard.

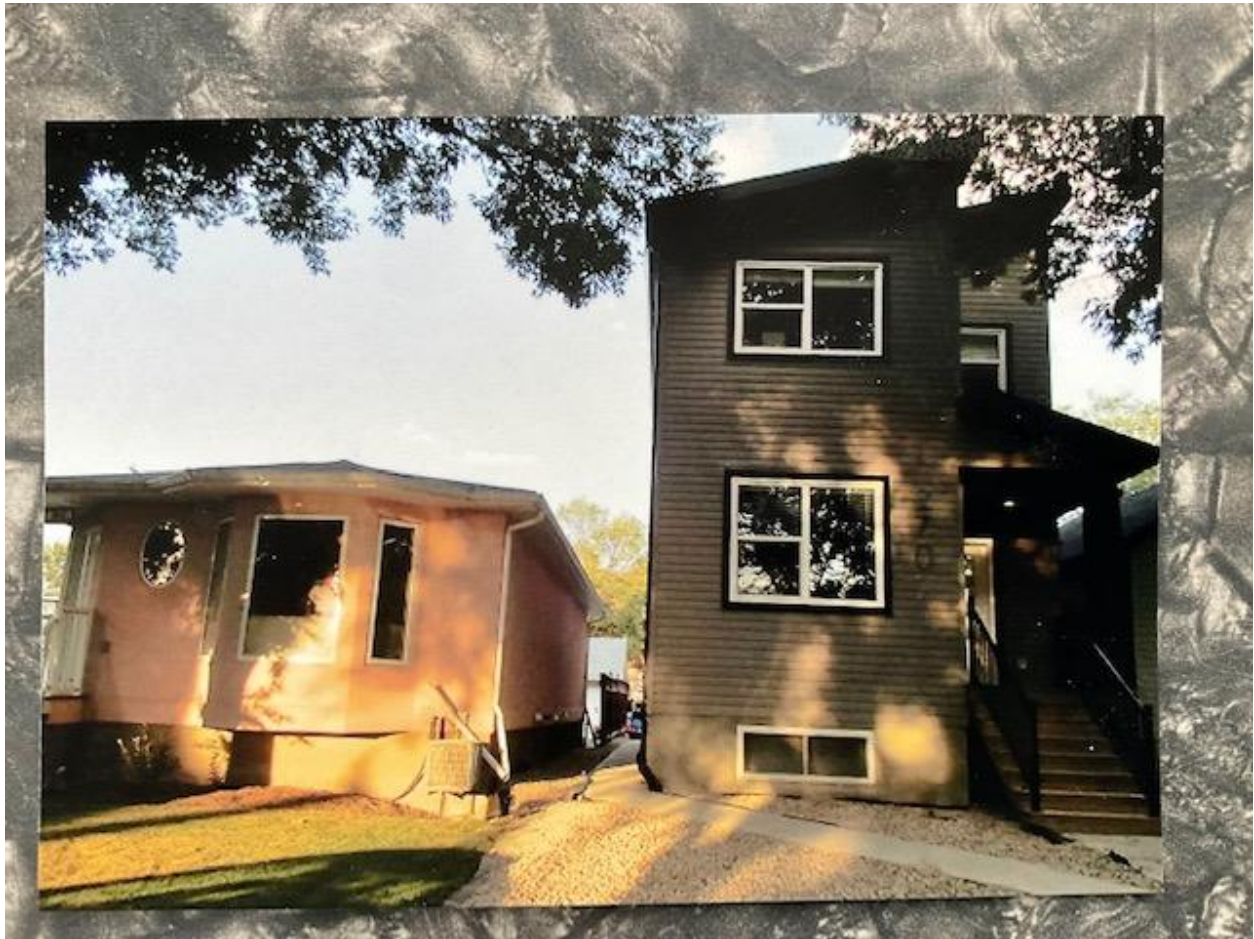




The neighbourhood was notified of the request to do this build and the neighbourhood rejected it. A couple of years later, it got built anyway with no notification to the neighbourhood. What was done to deal with this infraction of the zoning bylaw? Nothing.

Along with the pair of new builds previously shown, there are many other missed infractions of the zoning bylaw. Here are a few more examples:

2700 Block MacDonald



2700 MacDonald Street



2200 Block MacDonald Street



2300 MacDonald Street



2400 Block Reynolds



2505 Atkinson Street



Broadway Avenue





2600 Wallace Street



2700 Wallace



(Note: the home (a group home) to the right of the tower was a new build, and they had no idea that the tower was going to be built beside them.)

2600 Wallace Street



Other Impacts on Neighbours

People who live in homes that are on lots adjoining to the ones with the taller builds (that exceed 7.5 m) also now have to deal with privacy issues. In speaking with a number of these home owners, as well as renters, the closeness of the homes (due to small lots) has resulted in the new build's kitchen, dining rooms, or living rooms having windows that look directly into the bathroom or bedroom of the neighbouring home. This was not an issue with the previous smaller build homes that once occupied those lots.

The owner of the smaller home pictured below, who, you may recall, can no longer grow vegetables in her backyard, also lamented the loss of her back yard privacy, as is evidenced by the picture that follows.



Creation of Patchwork Housing

Reviewing the photos provided previously clearly indicates that patchwork housing is becoming a reality in Al Ritchie and its progress needs to be stopped. Allowing the 10% variance provision to the bylaw will increase the progress and severity of the patchwork.

Conclusion

It is for all of the above summarized reasons that we come to you today to request that you not allow the appliance of the 10% variance provision to the zoning bylaw in the Al Ritchie neighbourhood, particularly in the Arnhem and Assiniboia sub-divisions.

If we had known that this provision existed, ARCA would have argued for a 6.8 m maximum height so that new builds would remain below our true maximum target of 7.5 m.

We cannot stress enough how there is no benefit to the higher builds. Instead, the 10% variance provisions negatively impacts any efforts towards environmental sustainability (and beyond the single adjacent lots that the zoning bylaw provision only considers), food solidarity, green spaces, infrastructure, and neighbour privacy.

As well, allowing higher builds has not shown to increase population density in our area (in fact, the reverse is true) and Al Ritchie is already doing more than its fair share in relation to the City of Regina's population density.

Finally, with no assurance that the administration of the zoning bylaw will be improved, we see no need for the 10% variance provision in the Al Ritchie neighbourhood and removing that provision would help mitigate the creation of patchwork housing in our area.

Our Neighbourhood Plan Vision

To assure the City that we are not opposed to OCP's call for compatible infill and preservation of the existing housing stock, we leave you with some fabulous examples of what Al Ritchie's Neighbourhood Land Use Plan should be promoting and supporting.

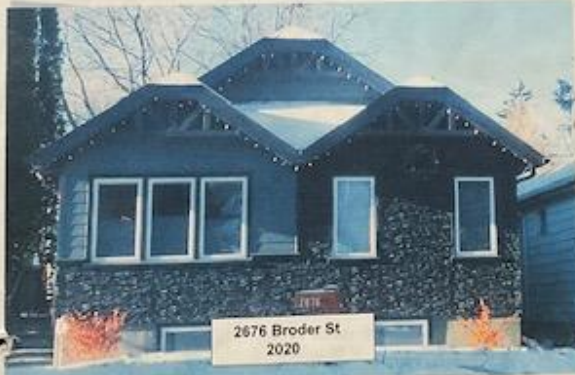


ANGELA'S COPY

Examples of Renovated Properties in Arnheim Assinibola Place Neighbourhood



2676 Broder St
2017



2676 Broder St
2020



Supplemental - Al Ritchie Neighbourhood Land-Use Plan

Date	March 30, 2022
To	City Council
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	CM22-10

RECOMMENDATION

That Council receive and file this report.

ISSUE

At the March 16, 2022 City Council (Council) meeting, while considering item CR22-29 - The proposed Al Ritchie Neighbourhood Land-Use Plan (Al Ritchie NLP), Council approved a motion directing Administration to prepare a supplemental report for the March 30, 2022 meeting of City Council that addresses the concerns with height allowance and other issues raised by the delegations representing the Al Ritchie Community Association.

IMPACTS

There are no financial, environmental, policy or strategic implications or considerations.

OTHER OPTIONS

No alternative options are identified for this report.

COMMUNICATIONS

Interested Parties will receive a copy of the report and notification of their right to appear as a

delegation at the Council meeting.

DISCUSSION

At its March 16, 2022 meeting, Council considered a report which provided an overview of the AI Ritchie NLP. Members of the AI Ritchie Community Association (ARCA) raised concerns related to minor variance provisions of the Zoning Bylaw. The delegation requested that minor variance provisions not apply to the Assiniboia Place and Arnhem Place sub-areas, as the increases afforded by the provisions could be detrimental to the existing character of these areas.

As a response to the discussion, Council deferred approval of report CR22-29 and directed the Administration to return with additional information regarding:

- An explanation of why there is a trend to construct taller homes today and implications; and
- Implications for maintaining or eliminating applicability of the minor variance provision.

A key concern raised by AI Ritchie Neighbourhood residents, through the preparation and review of the AI Ritchie NLP, was incompatible infill development – specifically, the height disparity between modern infill and older, original, homes (the former being much taller than the latter). Modern homes, being built in the AI Ritchie Neighbourhood, range between 7.5 metres and 8.5 metres in height, whereas, older, original, homes range between 5.5 metres and 6.5 metres in height, typically. Residents had the following concerns: aesthetics and dimensions of modern homes; shadow effect on neighbouring properties.

The Assiniboia Place and Arnhem Place sub-areas, in particular, have more original housing stock and less infill development than other areas in the AI Ritchie Neighbourhood. Further, there are more examples of smaller, original, bungalows, including the “Veteran Housing” constructed for returning WWII veterans. The AI Ritchie NLP recognizes these sub-areas as a “Traditional Character Area”.

The Administration responded to the concerns of residents by proposing a height strategy that contemplates a gradual height reduction from north to south – that is, from Victoria Avenue to Wascana Park. This strategy recognizes that areas closer to Victoria Avenue are more suitable for a higher level of intensification due to transit availability and the prevalence of more infill development that has already occurred. This strategy resulted in low-density areas transitioning from 8.5 metres to 7.5 metres maximum height.

To recognize the Traditional Character Area qualities of the Assiniboia Place and Arnhem Place sub-areas, the AI Ritchie NLP includes the following additional policies:

- A further reduction of building height to 6.5 metres for lots in Arnhem Place sub-area.

- A reduction of main floor height from 1.37 metres to 1.2 metres.
- A maximum building depth (length) of 15 metres.

The current Residential Infill Development Overlay Zone (RID Zone), which applies to the low-density area of the Al Ritchie Neighbourhood, has a maximum height of 8.5 metres or the average height of the buildings on a given block - whichever is greater (8.5 metres would be the maximum height in this case).

The RID Zone was introduced through the current Zoning Bylaw, approved in 2019, and is intended to help ensure that infill development, in the low-density residential areas, is compatible with existing homes from a form and massing perspective. In addition to height, the RID Zone includes provisions regarding setbacks, first floor height, etc. Previous to the adoption of the Zoning Bylaw in 2019, the former Zoning Bylaw “9250” allowed for 11 metre height limits. This former 11 metre height limit dates back to the City’s first Zoning Bylaw (1927).

The Al Ritchie NLP, therefore, contemplates that the maximum height of 8.5 metres, afforded by the RID Zone, remain in some areas, while in other areas (moving south from Victoria Avenue), height be reduced to 7.5 metres and, in Arnhem Place, 6.5 metres.

Reasons for Taller Home Construction

Regarding the implications of reducing height from 8.5 metres, maximum, to 7.5 metres: these implications affect design, which, in turn, limits options for achieving lifestyle options through home design. Reasons for taller modern home are:

- Larger basement windows for more spacious, light-filled basement apartments or living areas.
 - Early 20th century homes did not intend basement areas to be living spaces.
 - When homes were designed with basement apartments in the past (including recent past) basement windows were shorter or window wells were used.
 - While building code requires larger windows for egress, builders often choose to exceed the standard, for lifestyle preference reasons.
- There is a trend to pursue bigger main floor rooms – 9 foot ceilings, instead of 8 foot (which was common until recently).
- It is cheaper to support floors with engineered floor truss construction instead of lumber joists. Engineered floor truss construction is typically 12-24 inches in depth, whereas lumber joists are usually 8-12 inches.
- Economically, it is more cost effective to construct the same size of home on two-storeys versus the same floor area over one-storey because basement construction costs are higher for a larger

footprint building. Bungalows are also more difficult to efficiently design on narrow lots as building code constrains door and window openings on reduced side yards. As such, two storey homes are much more common in the market.

Lots within the Arnhem Place subdivision are wider and have more flexibility to accommodate single storey construction. Arnhem Place is limited to 6.5 metres height.

Taller Homes – Energy Efficiency

In terms of shadowing effect taller, modern, homes cast a more extensive shadow and can affect solar energy and vegetation growth on neighbouring properties. While a legitimate concern, Administration suggests that shadow effect is a common implication associated with urban habitation. Ensuring shadow-free habitation would require a very low-density built-form, which has other implications for sustainable planning. Furthermore, in the worst-case scenario, a minor variance would add 75 centimetres to the height of a 7.5 metre tall building and the additional cast shadow would not be significant in comparison.

In terms of energy efficiency implications: modern homes are bigger, but generally much more energy efficient than older, original, homes due to modern insulation and design; however, as a general rule, the larger a home is, the more energy it will need.

Minor Variance Provision

The minor variance provision is important for allowing building modifications in unique situations and applying a degree of flexibility where the implication is not offensive to the surroundings. This provision is available in every neighbourhood in the city. Approval of a variance request is not guaranteed and would be considered on a case-by-case basis. As part of the process, the City is required to consult adjoining landowners and cannot approve the variance where one of the adjoining landowners objects.

Refusal of a variance request can be appealed to the Development Appeal Board; however, the Board would be obliged to uphold the AI Ritchie NLP policy. Administration also suggests that maintaining the variance provision is important for ensuring that the Zoning Bylaw is applied consistently across all neighbourhoods.

A review of minor variance applications in 2020 and 2021 shows that only two applications were approved with respect to the height of principle buildings. There were 631 applications for 1-2 unit buildings in that period. One application was within the RID overlay, which reduces the maximum height from 11 metres to 8.5 metres.

As the maximum height within the Al Ritchie would be further reduced to 7.5 metres, Administration cannot be certain that the minor variance provision for height will be as rare as in the rest of the city. Administration is confident a two-storey home can be built within the 7.5 metre height with some potential compromises such as reducing the interior wall height from 9 feet to 8 feet.

Consultation with the RRHBA

At the March 16, 2022 meeting at City Council, Administration committed to consult the Regina and Region Home Builders' Association (RRHBA) regarding the referral motion. The RRHBA provided feedback to confirm building trends and market preferences as articulated in this report.

DECISION HISTORY

On March 16, 2022, Council considered item *CR22-29: Al Ritchie Neighbourhood Use Plan* and directed Administration to report back with further information at its meeting on March 30, 2022.

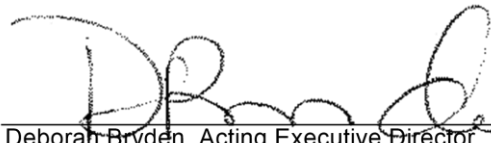
Respectfully Submitted,

Respectfully Submitted,



Autumn Lawson, Director, Planning & Development Services

3/24/2022



Deborah Bryden, Acting Executive Director

3/24/2022

Prepared by:



Al Ritchie Neighbourhood Land-Use Plan

Date	March 30, 2022
To	Mayor Masters and City Councillors
From	Regina Planning Commission
Service Area	City Planning & Community Development
Item #	CR22-29

RECOMMENDATION

That City Council:

1. Approve an amendment to Part B of *Design Regina: The Official Community Plan Bylaw No. 2013-48* by adding the Al Ritchie Neighbourhood Land-Use Plan as Part B.19, with such amendments to come into force the later of the date of Ministerial Approval or June 1, 2022, to allow time for consideration and approval of corresponding amendment to *The Regina Zoning Bylaw, 2019*.
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 approval of these recommendations and the required public notice.

HISTORY

At the March 8, 2022 meeting of Regina Planning Commission, the Commission considered the attached report RPC22-10 from the City Planning & Development Division.

Jeremy Fenton, Senior City Planner, City Planning Department, made a PowerPoint presentation to the Commission, a copy of which is on file in the Office of the City Clerk.

Angela Ell, representing the Al Ritchie Community Association, addressed the Commission.

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

Recommendation #3 in the attached report does not need City Council approval.

Respectfully submitted,

REGINA PLANNING COMMISSION


Elaine Gohlke, Council Officer 3/10/2022

ATTACHMENTS

RPC22-10 AI Ritchie Neighbourhood Land-Use Plan

AI RitchieNLP_RPCRep_AppA

AI RitchieNLP_RPCRep_AppB



AI Ritchie Neighbourhood Land-Use Plan

Date	March 8, 2022
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC22-10

RECOMMENDATION

Regina Planning Commission recommends that City Council:

1. Approve an amendment to Part B of *Design Regina: The Official Community Plan Bylaw No. 2013-48* by adding the AI Ritchie Neighbourhood Land-Use Plan as Part B.19, with such amendments to come into force the later of the date of Ministerial Approval or June 1, 2022, to allow time for consideration and approval of corresponding amendment to *The Regina Zoning Bylaw, 2019*.
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 approval of these recommendations and the required public notice.
3. Approve these recommendations at its meeting on March 16, 2022.

ISSUE

A Neighbourhood Land-Use Plan (NLP) has been prepared for the AI Ritchie Neighbourhood and, through this report, is submitted to City Council for approval consideration (Appendix B). NLPs form part of *Design Regina: The Official Community Plan Bylaw 2013-48* (OCP); therefore, City Council approval of a bylaw to amend the OCP is required.

Preparation of the AI Ritchie NLP is part of a program to develop new NLPs for neighbourhoods within the city's Intensification Area identified in the OCP. NLPs serve as a policy framework for guiding the type, location and design of new development in a particular neighbourhood with the

intent to support objectives of the OCP, and aspirations of neighbourhood residents, relating to growth and development. The AI Ritchie NLP is the first NLP to be developed as part of this new program.

Preparation of the AI Ritchie NLP involved a rigorous process, including comprehensive public engagement and consultation with the AI Ritchie Community Association. In addition to process due diligence, the AI Ritchie NLP is deemed to comply with relevant provincial legislation (*Planning and Development Act, 2007* and the *Statements of Provincial Interests Regulations*) and with Part A of the OCP (*Design Regina*).

To implement the AI Ritchie NLP, amendments to the *Regina Zoning Bylaw 2019-19* (Zoning Bylaw) will also be required, which will be brought forward for consideration at a future date. Accordingly, to ensure consistency between the two bylaws, this report also recommends that the adoption of the AI Ritchie NLP not come into force until such time as the related Zoning Bylaw amendments are also adopted. This approach will allow Council to confirm or amend the AI Ritchie NLP before a detailed Zoning Bylaw review is undertaken.

IMPACTS

Financial Impact

This Neighbourhood Land-Use Plan (NLP) serves as a policy framework for guiding the type, location and design of new development in the AI Ritchie Neighbourhood. The cost of any additional, or changes to existing, infrastructure that may be required to support new development, directly or indirectly, will be the responsibility of individual developers, in accordance with City standards and applicable legal requirements.

Environmental Impact

City Council set a community goal for Regina to achieve net-zero emissions and sourcing net-zero renewable energy by 2050. In support of this goal, City Council asked Administration to provide energy and greenhouse gas (GHG) implications of recommendations so that Council can evaluate the climate impacts of its decisions.

The AI Ritchie NLP identifies opportunities for additional residential and commercial development; therefore, supports a more compact and “complete” neighbourhood that offers “live-work-play” opportunities within walking distance. Accommodating opportunities for daily life needs in existing neighbourhoods, while encouraging more people where appropriate, will likely contribute to increased population density and reduce GHG emissions as result.

Intensification in established areas of cities is generally known to contribute to the reduction of energy consumption and associated GHG emissions in various ways, including:

- Reducing travel distances
- Encouraging active transportation and use of transit, while promoting active and healthy lifestyles

- Making more efficient use of land and infrastructure already developed and in place

The City is currently preparing an Energy & Sustainability Framework (ESF) to direct Council's objective noted above. Following approval of this framework, neighborhood land-use plans will be reviewed to ensure alignment with the ESF.

Policy/Strategic Impact

Official Community Plan

- Section C, Goal 1, Policy 2.3: Direct at least 30% of new population to existing urban areas as the City's intensification target
- Section C, Goal 2, Policy 2.4: Make use of residual capacity of infrastructure in existing urban areas.
- Section C, Goal 2, Policy 2.5: Develop compact and contiguous neighbourhoods.

The AI Ritchie NLP identifies opportunities for intensification to support the intensification target, for compact and "complete" neighbourhoods and the efficient use of existing infrastructure and services.

- Section C, Goal 3, Policy 2.8: Require intensification in BUILT OR APPROVED NEIGHBOURHOODS to be compatible with the existing built form and servicing capacity.

The AI Ritchie NLP includes policy and guidelines for supporting compatible infill development, including targeted height and land-use control measures.

The AI Ritchie NLP authorizes the City to require that applicants associated with major development proposals (e.g. multi-unit buildings) demonstrate servicability.

- Section D5, Goal 1 – "Enable the development of complete neighbourhoods."

Through the AI Ritchie NLP, opportunities for additional commercial and alternate housing types (e.g., town/ row house and multi-unit buildings) have been identified, which will help diversify the AI Ritchie Neighbourhood while maintaining its identity through implementation of height, massing and setback requirements.

- Section D5, Goal 3, Policy 7.12: Cluster high density built form within URBAN CORRIDORS adjacent to TRANSIT NODES, POTENTIAL TRANSIT NODES, or prominent intersections.

The AI Ritchie Neighbourhood is framed by the Victoria Avenue Urban Corridor, which includes an express transit route. The AI Ritchie NLP supports intensification along this corridor; however, does not provide a detailed strategy for achieving this. A future Corridor Plan could include a strategy for

enhancing the roadway and streetscape and incentivizing specific development.

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

Through the AI Ritchie NLP, opportunities for additional neighbourhood-oriented (local) commercial have been identified.

- Section D6, Goal 1, Policy 8.8: Support residential intensification in existing and NEW NEIGHBOURHOODS to create complete neighbourhoods.

The AI Ritchie NLP identifies opportunities for intensification and additional medium and high-density housing types, as discussed in this report.

- Section E, Goal 2, Policy 14.9: Ensure that community engagement is a component of the community building process and is a fundamental tool in achieving this Plan.

The process to develop the AI Ritchie NLP included comprehensive community consultation, including three public engagement events.

Comprehensive Housing Strategy

- Goal # 3 – 29: Strengthen Official Community Plan policies related to encouraging a mix of land uses, walkable neighbourhoods, and access to public transportation.

Through the AI Ritchie NLP, opportunities for additional neighbourhood-oriented commercial and alternate housing types (e.g. town/ row house and multi-unit buildings) have been identified, which will help diversify the AI Ritchie Neighbourhood.

Regina Cultural Plan

- Identify and understand the heritage value and character of not only buildings but also areas, streetscapes, and cultural landscapes through the process of creating neighbourhood plan and related local area studies.

Heritage was part of the community consultation discussion as it relates to community character. There is significant support for the older, original homes, which, in the AI Ritchie Neighbourhood, tend to be of smaller scale compared to modern; therefore, AI Ritchie NLP includes policies for controlling height and massing to ensure new development is compatible with existing neighbourhood character.

Underutilized Land Improvement Strategy

Underutilized lands were examined through the review process. Although there are few vacant parcels (and these relate to small lots), the Victoria Avenue corridor has potential for significant intensification. The AI Ritchie NLP supports intensification along this corridor; however, does not provide a detailed strategy for achieving this.

OTHER OPTIONS

Alternative options would be:

1. Deny the amendment to Part B of the OCP, to include the proposed AI Ritchie Neighbourhood Land-Use Plan. Growth policies in Part A of the OCP will continue to apply but neighbourhood specific growth policies would be absent in the AI Ritchie neighbourhood.
2. Refer the AI Ritchie NLP back to Administration. If City Council has specific concerns with the proposal, it may refer the applications back to Administration to address or make additional recommendations and direct that the report be reconsidered by RPC or brought directly back to Council following such further review.

COMMUNICATIONS

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. Notification and a link to the report will also be posted on the City's Be Heard public engagement project page: Regina.ca/alritchie

Public notice of Council's intention to consider the OCP amendment (AI Ritchie NLP) as well as of the public hearing that is required to be conducted upon consideration of the proposed bylaw will be given in accordance with the *Public Notice Policy Bylaw, 2020*.

DISCUSSION

Background

In 2016, City Council passed motion MN16-9 - Neighbourhood Plans directing that the City of Regina prioritize the completion of new "neighbourhood plans". Historically, the City has used neighbourhood plans to guide growth, development, servicing, and other matters within specified neighbourhood areas. Neighbourhood plans form part of the OCP (Part B) and include specific growth policy for individual neighbourhoods.

In 2019, Administration presented, to a Committee of Council (PPC19-2), a strategy for completing these new neighbourhood plans which included direction for:

- The area of the city that would be subject to new neighbourhood plans (Intensification Area).
- Prioritizing when a particular neighbourhood receives a new neighbourhood plan (sequencing plan).
- Establishing neighbourhood plans boundaries (that follow Community Association boundaries).
- Defining the scope and intent of the neighbourhood plans (land-use, urban design and

infrastructure servicing).

The neighbourhood plan strategy transitioned into an active program and the process and objectives were further defined. A key feature of the current process is the focus on “land use” and “built form”. Respectively, this means: the type and location of new development; the shape, design and configuration of buildings. The term “neighbourhood land-use plan” (NLP) has since been implemented to better reference this more refined focus. The Al Ritchie Neighbourhood is the first neighbourhood to receive a new NLP.

This focus (land use and built form) recognizes the significant work to develop new “master plans” over the last five years to address various City services including: Water Master Plan; Wastewater Master Plan; Transportation Master Plan; Recreation Master Plan; Regina Cultural Plan, etc. Notwithstanding this focus, the need for neighbourhood-specific servicing analysis may be considered on a case-by-case basis for each project (e.g., when a proposed NLP supports intensive development).

In most cases, the Zoning Bylaw will be the primary method for implementing the policies of an NLP; however, these plans also have the potential to direct other related regulations, such as heritage. In turn, NLPs serve to implement the related objectives of OCP Part A (*Design Regina*) and provide a bridge between the high-level policy and detailed, neighbourhood-specific, regulations.

Neighbourhood Overview

The Al Ritchie Neighbourhood (Neighbourhood) is a primarily residential neighbourhood located in close proximity to the east boundary of the Downtown. It is bound by the Victoria Avenue Urban Corridor to the north, Wascana Centre park to the south, Winnipeg Street to the west and the Ring Road to the east.

The Neighbourhood was developed between 1911 and 1970, through three annexations. Subdivisions west of Park Street (Broders Annex; Assiniboia Place) were some of the earliest in the city, while others developed after WWII (Arnhem Place) and during the 1960s and 1970s (Glen Elm Park). The Neighbourhood is fully developed and includes a mix of residential, commercial, civic and open space land uses.

Composition

Population:

The Al Ritchie Neighbourhood is growing and diversifying. Between 2006 and 2011, the Neighbourhood grew by 245 people and between 2011 and 2016, the Neighbourhood grew by another 485 people, resulting in a 2016 population of 8235 people. This represents a growth rate of 9.5% over this ten-year period. The 2021 population and recent change will be made available in 2022, as part of the Stats Canada census release.

Note: The demographic composition is explained in detail through the Neighbourhood Profile inventories maintained by the City – www.regina.ca.

Residential:

The predominant residential building types in the Neighbourhood fall in the low-density category, which includes single-detached dwellings (70%) and 2-unit dwellings (6%). Medium and high-density residential building types are mostly clustered in two locations and represent 11.5% and 14% of residential dwelling units, respectively.

Although it may be concluded that medium and high-density residential types are limited, especially 3-unit buildings (e.g. triplexes) and town/row homes, the typical narrow lot design (7.5 metre lot width) allows for a relatively dense arrangement of single-detached dwellings.

Commercial:

The primary location for commercial development is along Victoria Avenue, which is a designated Urban Corridor (per OCP). Additionally, there are three neighbourhood-oriented commercial nodes within the Neighbourhood and two on the periphery. The predominant commercial type in all of these locations is small-scale retail and service-oriented businesses (e.g. restaurants; personal care; etc.).

There is no industrial development in the Neighbourhood or any land-use or facilities considered as having a health or safety risk (e.g. rail corridors or pipelines).

Planning considerations (associated with Neighbourhood's composition):

- Limited opportunities for medium and high-density housing.
- Strategic locations for flexible land-use solutions (residential, commercial or mixed-use).
- The absence of a grocery store within walking distance of the Neighbourhood.
- Expansion of existing neighbourhood-oriented commercial nodes.
- Intensification of Victoria Avenue corridor.

Character

The Neighbourhood was developed over an extended period; therefore, it represents diverse features. West of Park Street was developed first and is based on a grid street network; evenly spaced local and collector streets; rear lanes; and narrow lots (7.5 metres is typical). East of Park Street was developed during the 1960s and 1970s and is based on a modified grid street pattern, rear lanes, and wider lots (15 metres is typical). These areas are separated by Arcola Avenue, which is an arterial roadway with limited crossing points.

Due to the extended build-out period (1911 – 1970s), there is a diversity of residential buildings styles in the Neighbourhood, including: Craftsman bungalow, Prairie Style, Four Square, "Wartime/Veteran" housing (especially in the Arnhem subdivision), and modern 2-storey designs. Replacing original homes with modern is an ongoing trend, especially west of Park Street. Where a new development is situated amongst original homes, the difference regarding design style and massing (i.e. height and length) is often conspicuous. The issue of infill compatibility is a key concern expressed by Neighbourhood residents.

Planning considerations (associated with Neighbourhood's character) include:

- Height and massing difference between original and modern homes.
- Concentration of "Wartime/ Veteran" housing in the Arnhem Place subdivision.
- Limiting the encroachment of non-residential uses into residential areas.

Public Engagement

Preparation of the AI Ritchie NLP was subject to significant public engagement, including the following:

- Three public consultation opportunities (summarized in Appendix A)
- External stakeholder consultation, which included: school boards; Saskatchewan Health Authority; Regina and Region Home Builders' Association; and Regina Realtors Association
 - The City only received comments from the school boards. Both noted that there is no intent to eliminate existing schools and there is no current need for additional schools to accommodate the Neighbourhood.
- Regular check-in meetings with the AI Ritchie Community Association (ARCA) and consideration of a door-to-door survey they had undertaken, during the course of preparing this NLP, regarding a broad range of neighbourhood issues. The ARCA has indicated general support for the AI Ritchie NLP; however, they do not fully support proposed Policy 4.2.1, which confirms available variance provisions of the Zoning Bylaw apply to the maximum height limits set forth in the AI Ritchie NLP (it is the preference of the ARCA that the maximum height limits be final without the variance provision).

The ARCA also indicated concern with the following matters that are beyond the scope of this NLP project:

- The condition of sidewalk and roadway infrastructure.
- Sanitary sewer – odour.
- Park upgrades and maintenance.
- Property maintenance; crime; bylaw enforcement.
- Property maintenance and rehabilitation – incentives.

The City responded to these concerns by outlining, as part of the September 28, 2021 public consultation event, the following initiatives:

- Implementation of "Eastern Pressure Zone" is planned for 2026, which will improve water pressure.
- Approximately 50 per cent of the sanitary sewers in the Neighbourhood have been recently relined and the City continues to inspect the remaining areas.
- Upcoming drainage upgrade projects in the area will improve on the stormwater service levels.
- Comprehensive Housing Strategy will be reviewed in 2022. Initiatives regarding affordable housing; regeneration and repair, etc. will be reviewed.
- Parks Master Plan underway - public engagement is ongoing.

Plan Strategy

Land Use

The focus of the AI Ritchie NLP is maintaining the existing character and land-use composition of the Neighbourhood while allowing a transition to higher-density residential or commercial or mixed-use development at key locations. Key components of the land-use strategy include:

- Support the continuation of the Residential Urban Zone as the predominant zone for the low-density areas, which allows for single-detached dwellings to continue or a transition to 2-unit residential buildings (e.g. duplexes).
- Maintain existing medium and high-density clusters and allow additional opportunities for medium-density residential adjacent to Victoria Avenue.
- Support Victoria Avenue as the primary commercial area and location for potential transition to high-density mixed-use development.
- Recognize Victoria Avenue, west of Arcola Avenue, as a downtown gateway by restricting “auto-oriented” land uses, thus helping to support a more “urban-oriented” streetscape and appropriate transition to Downtown.
- Provide opportunity for the existing neighbourhood-oriented commercial nodes to expand.
- Provide opportunity for “flexible” (residential, commercial or mixed-use) land-use solutions at key locations.

Built Form

The general focus of the built-form strategy is height control – respecting the character of the low-density, low-height areas while supporting taller buildings along major corridors and existing clusters. The AI Ritchie NLP also includes policy for supporting the original character of the Assiniboia and Arnhem Place subdivisions. Key facets of the built-form strategy:

- A gradation of height, from taller to smaller, moving southward through the Neighbourhood from Victoria Avenue to Wascana Park.
- Support tallest buildings at Victoria Avenue – Park Street intersection, recognizing this key intersection and proximity of express transit service.
- Support building height and massing within the Assiniboia and Arnhem Place subdivisions associated with original housing styles.
- Further limit building height within Arnhem Place subdivision to recognize the prevalence of smaller residential buildings, including “Wartime/ Veteran” housing.

Plan Implications

Intensification

Population and building permit data indicate that the Neighbourhood has experienced intensification over the last ten years. This trend is partly accounted for through the replacement of single-detached dwellings with 2-unit residential buildings (e.g. duplexes) in the low-density areas and the construction of a multi-unit building in the Glen Elm Subdivision. New duplex dwellings are generally in the form of “stacked” buildings, where one unit is located above the other, as opposed to side-by-side design due to the typical narrow lots found in the Neighbourhood, including within the low-density area.

The areas with greatest intensification potential is low-density area and the Victoria Avenue corridor and adjacent blocks. Most of the low-density area is zoned Residential Urban Zone, which allows for single-detached dwellings or duplex dwellings. Although most buildings are single-detached dwellings (one unit), allowances are provided for 2-unit dwellings. It should be noted, however, where a single-detached dwelling with a basement apartment is replaced by a duplex dwelling, the net increase in units is zero (as two units is maximum).

The segment of Victoria Avenue abutting the Neighbourhood has the potential, per existing zoning, to transition from its current low-density and massing to a continuous street wall of buildings up to 6-storeys in height; however, this scenario is not appear viable in todays market. To encourage development, a future corridor plan can support the transitioning to a mixed-use, attractive, pedestrian-friendly environment.

In addition to the aforementioned areas where existing zoning already allows for intensification, the AI Ritchie NLP allows the blocks between the Victoria Avenue rear-lane and 14th Avenue to transition from low-density to medium density. Factoring in the proposed height regulations, a maximum scenario would be replacement of single-detached dwellings with 3-storey apartment buildings behind Victoria Avenue and replacement of single-detached dwellings with row/ townhouse buildings in the balance of the area (currently, this area is all single-detached dwellings). However, considering historic growth trends and the logistics of assembling multiple lots for larger development, it is expected that the transition of this area to a higher density scenario will be gradual over time.

Zoning Bylaw

To implement the policies of the AI Ritchie NLP, an amendment to the Zoning Bylaw is required. Currently, the Residential Infill Development Overlay Zone (RID Zone) is used to help support more compatible and complementary infill development; however, these regulations are generic in nature and apply to all one and 2-unit residential buildings in the city corresponding to the Intensification Area (OCP Map 1c). As the AI Ritchie NLP includes regulations specific to the AI Ritchie Neighbourhood, the Zoning Bylaw will need to be amended to include neighbourhood specific regulations.

An amendment to the Zoning Bylaw, as discussed above, will be presented to City Council in Q2, 2022. A recommendation of this report includes a provision ensuring that the AI Ritchie NLP and the Zoning Bylaw amendments come into force concurrently. These amendments will not result in “up-zoning” (rezoning to accommodate intensification), as it is expected that landowners will pursue this, voluntarily over time, through site-specific applications.

DECISION HISTORY

On August 29, 2016, City Council passed a Motion from Councillor Shawn Fraser: Neighbourhood Plans (MN16-9).

Respectfully Submitted,

Respectfully Submitted,



Jen Stevenson, Manager, Servicing & Infrastructure

1/20/2022



Autumn Lawson, Director, Planning & Development Services

2/21/2022

Prepared by: Jeremy Fenton, Senior City Planner

ATTACHMENTS

AI RitchieNLP_RPCRep_AppA

AI RitchieNLP_RPCRep_AppB

AI Ritchie Neighbourhood Land-Use Plan Public Consultation Summary	
Community Event #1	
<p>Date: November 21, 2019</p> <p>Type: Walk-in Open House – Core Ritchie Neighbourhood Centre (Supplemented by Online Option)</p> <p>Goal: Project kick-off; share ideas; learn about residents’ aspirations and concerns</p> <p>Participants: 86 walk-in attendees; four online respondents</p>	
Key Feedback	City Response
<p>What people like: Access to amenities (e.g. Neighbourhood Centre, Wascana Park, Downtown); low-density character; walkable; local shops; original homes; trees/ parks</p> <p>Generally accept some higher density/ intensification along major corridors</p>	<p>The AI Ritchie NLP is focused on maintaining key elements associated with the existing character while allowing some higher density/ intensification along major corridors</p>
<p>Views regarding the predominance of single-detached dwellings was mixed – while many expressed favor for this composition, others expressed a desire for alternate housing types, such as seniors housing, condominiums, affordable, small (<1000sqft), secondary suites</p>	<p>The AI Ritchie NLP identifies areas that may transition from low-density to medium-density housing, which could include town/ row house; triplexes and 3-storey multi-unit buildings</p>
<p>A majority indicated interest in more shops, amenities and services including a grocery store</p>	<p>The AI Ritchie NLP identifies sites suitable for commercial and mixed-use development, which could accommodate a grocery store; although, large lots with redevelopment potential are few</p>
<p>Desire to preserve and rehabilitate original homes was raised by some, but was not a broadly emphasized sentiment</p>	<p>The AI Ritchie NLP does not contemplate heritage or architectural control areas; however, these measures could be considered through a future amendment to the AI Ritchie NLP, should there be an initiative by residents to explore this</p>
<p>Matters of concern (within scope of NLP): Infill development and lot splitting/densification (size; design; traffic)</p>	<p>The AI Ritchie NLP includes policy for controlling the height and massing of infill development with the intent of supporting traditional character</p>
<p>Matters of concern (beyond scope of NLP): Property maintenance; crime/safety; rental properties; condition of streets and sidewalks; sewer capacity (odour)</p>	<p>The City explained matters that are beyond the scope of the NLP. Further, updates regarding related City initiatives were provided as part of Community Event 3</p>

Al Ritchie Neighbourhood Land-Use Plan Public Consultation Summary	
Community Event #2	
Date: January 25 – February 5, 2021 Type: Online survey (Be Heard Regina) Goal: Share draft planning concepts Participants: 58 survey submissions	
Key Feedback	City Response
Strong support for targeting intensification along major corridors and preserving the low-density character over the majority of the neighbourhood; however, many felt there was too much proposed intensification along College Avenue and blocks backing Victoria Avenue	City scaled back amount of land identified for intensification, while still retaining key locations, thus accommodating resident concerns while still supporting some growth and diversification
Strong support for a decreasing height gradation from Victoria Avenue going southward Strong support for a decrease in maximum height, for residential buildings within the low-density areas, from 8.5 metres to 7.5 metres; however, there was general support that blocks closer to Victoria Avenue could be reserved for taller buildings (8.5 – 11 metres)	City scaled back amount of land identified for 8.5 metre height area, while still retaining key locations for this scale of building, as well as areas for medium and high-density, thus accommodating resident concerns while still supporting some growth and diversification
Support for modest expansion of neighbourhood-oriented commercial nodes; however, many had concern with the amount of proposed “Flex-Area” along College Avenue and Winnipeg Street, which could allow for residential or commercial or mixed-use development	City eliminated the Flex-Area 1 designation and scaled back the area designated as Flex-Area 2, while still retaining key locations, thus accommodating resident concerns while still supporting some growth and diversification
Support for additional development controls in Assiniboia Place and Arnhem Place subdivisions to better ensure that infill is compatible with the scale and massing of original housing	This was retained due to positive support

Al Ritchie Neighbourhood Land-Use Plan Public Consultation Summary	
Community Event #3	
Date: September 28, 2021 Type: Virtual, live presentation with feedback opportunities via email or phone Goal: Review of full NLP document Participants: Eight viewers	
Key Feedback	City Response
Comments respecting the NLP were minor and limited	No additional changes required
Some reiterated comments relating to matters beyond the scope of the NLP	<p>The City explained matters that are beyond the scope of the NLP. Further, the following updates regarding related City initiatives was provided:</p> <ul style="list-style-type: none"> • Implementation of “Eastern Pressure Zone” will occur in 2026, which will improve water pressure • Approximately 50% of the sanitary sewers in the neighbourhood have been recently relined and City continues to inspect the remaining areas • Upcoming drainage upgrade projects in the area will improve on the stormwater service levels • Comprehensive Housing Strategy will be reviewed in 2022. Initiatives regarding affordable housing; regeneration and repair, etc. • Parks Master Plan underway - public engagement is pending

Al Ritchie Neighbourhood Land-Use Plan

OCP – Part B. 19



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ENACTMENT

		Date	Bylaw
Approved	City of Regina		
	Government of Saskatchewan		N/A
Amended			

This Plan forms part of:
Design Regina: The Official Community Plan Bylaw No. 2013-48

Enactment of this Plan is authorized through Section 29 of:
The Planning and Development Act, 2007

1.0 INTRODUCTION

1.1 Summary

Figure 1 - Location



The intent of the Al Ritchie Neighbourhood Land-Use Plan (“Al Ritchie NLP” or “Plan”) is to serve as a policy framework for guiding the type, location and design of new development in the Al Ritchie Neighbourhood.

As the City continues to grow and evolve, it is important to guide new development in a way that supports the aspirations of residents, as well as broader objectives that aim to foster a vibrant and sustainable city. This Plan supports this objective by establishing a policy framework for guiding new development in the Al Ritchie Neighbourhood (Neighbourhood). The intent is to enhance the Neighbourhood by encouraging complementary and compatible new development.

This Plan focusses on land-use and built-form. Respectively, this means: the type and location of new development; the shape, design and configuration of buildings. This Plan has a specialized role by directing how the regulations of the Zoning Bylaw, which provides detailed direction for land-use and built-form, are applied appropriately to the Neighbourhood. Other important matters, such as the provision of various community services, are addressed in City master plans.

Thank you to the residents of the Al Ritchie Neighbourhood for providing valuable input into the preparation of this Plan. The objectives and policies grew through community dialog and evolved through the process as we checked back with residents at various stages. Although generally long-term in nature, this Plan may be subject to reviews, so that it remains in alignment with evolving resident aspirations, market conditions and development concepts.

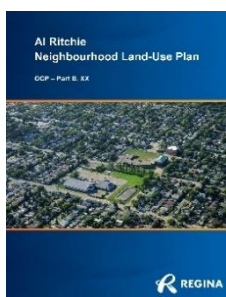
This Plan forms part of the City’s Official Community Plan (*Design Regina: The Official Community Plan Bylaw No. 2013-48*) and is in accordance with Provincial legislation and regulations: *The Planning and Development Act, 2007* and the *Statements of Provincial Interests Regulations*.

1.2 Legal

The City uses a hierarchy of policy and regulatory instruments to guide land-use and development across the city, from the high-level, city-wide policy of the Official Community Plan to the detailed regulations of the Zoning Bylaw. Neighbourhood Land-Use Plans fit in the middle, providing policy direction for the growth and development of specific neighbourhoods.



At the top of the policy hierarchy is the Official Community Plan (*Design Regina: The Official Community Plan Bylaw No. 2013-48*). The Official Community Plan (OCP – Part A) is used to guide growth, development, the provision of services, and other important matters, across the city. The OCP is comprehensive and long-term in focus. Neighbourhood Land-Use Plans and the Zoning Bylaw must be in conformity with the OCP.



The AI Ritchie NLP forms part of the OCP (OCP - Part B), and acts as a bridge between the high-level goals of the OCP and the detailed regulations of the Zoning Bylaw. Neighbourhood Land-Use Plans specify how the applicable policies of the OCP, and the regulations of the Zoning Bylaw, are applied to a particular neighbourhood. The Zoning Bylaw, and “zoning bylaw related decisions”, must be consistent with this Plan.

This Plan includes maps, policy and various terminology for guiding land-use and development and associated administrative processes. Key terms should be interpreted as follows:

- “Shall” equates to mandatory compliance.
- “Should” infers that compliance is generally expected, except where execution of the policy is not practical or where an exceptional situation applies, etc.
- “May” infers that execution of the policy is optional; however, where “may” is used in conjunction with a City directive, the City has final authority to require or waive requirement.

When specific land-uses are mentioned, please refer to the Zoning Bylaw for further clarification.

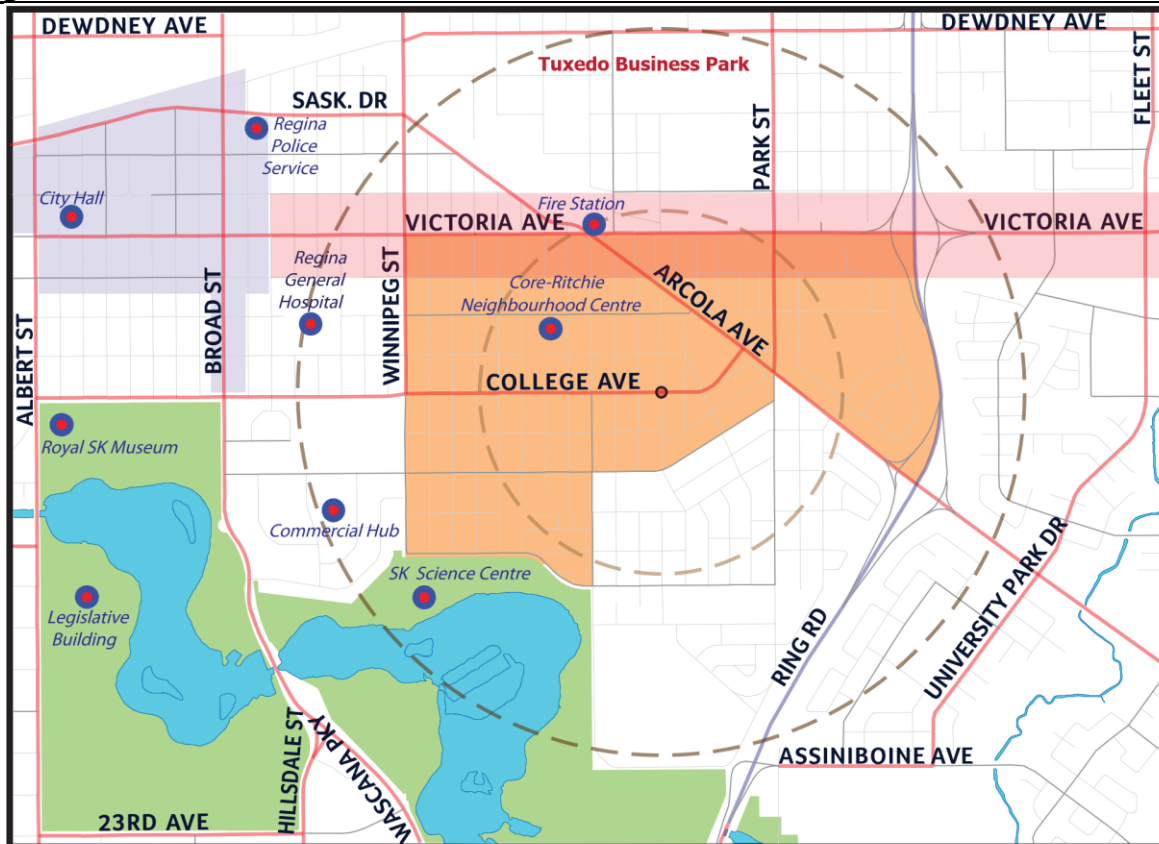
Where a proposed development conflicts with this Plan, an amendment is possible where it is in accordance with the decision authority of the City Council and Section 4.3 of this Plan.

2.0 OVERVIEW

2.1 Context

Located in close proximity to the east edge of the Downtown, the Al Ritchie Neighbourhood is framed by major placemaking features, including the Victoria Avenue urban corridor (north); Wascana Centre park (south) and Ring Road (east). It is further defined by transecting collector and local streets, including the historic College Avenue roadway. This location and design allows for convenient access to all major downtown, and other nearby, services and amenities.

Figure 2 - Context

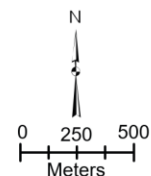


LAND USE

- Al Ritchie Neighbourhood
- Urban Corridor
- Downtown
- Wascana Centre
- Landmarks

MOBILITY

- Arterial Road
- Collector Road
- Local Road
- Expressway
- 800 metres radius (10 min. walk)
- 1600 metres radius (20 min. walk)



2.2 History

**Regina is located on Treaty 4 land
and within the traditional territory of the Metis.**

Regina was incorporated, as a City, in 1903. The city was centered on a CP Rail station and the original town plan was based on a classic CP Rail settlement design: grid pattern; evenly spaced roadways; central town hub and train station. Al Ritchie Neighbourhood is based on an extension of this original gridiron framework.



City of Regina Emblem

The Al Ritchie Neighbourhood was developed between 1911 and 1970, through three annexations. Subdivisions west of Park Street were some of the earliest: Broders Annex; Assiniboia Place, while other developed after WWII (Arnhem Place) and during the 1960s and 1970s (Glen Elm Park). Today, housing design represents an eclectic array of many different styles.



1927 Zoning Map

The neighbourhood is named after Alvin (Al) Ritchie, who was inducted into the Saskatchewan Sports Hall of Fame in 1966 and who holds the distinction of being the only coach to have won national championships in the ranks of hockey and football. In between his amazing sports career, he took time to serve overseas in WWI.



Al Ritchie

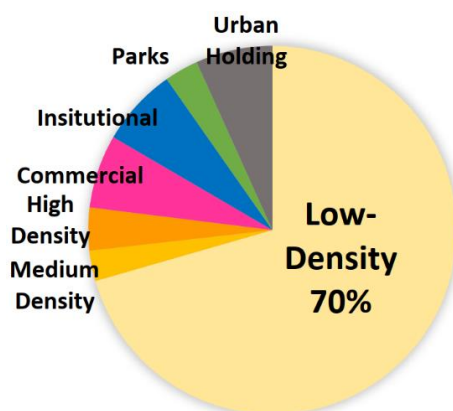
The Al Ritchie Community Association (ARCA) is a registered charity that has been advocating on behalf of the community and helping to serve its community needs since 1987. The Core Ritchie Neighbourhood Centre is the civic heart of the neighbourhood and serves a number of community functions, including a public library.



Core Ritchie Neighbourhood Centre

2.3 Composition (2020)

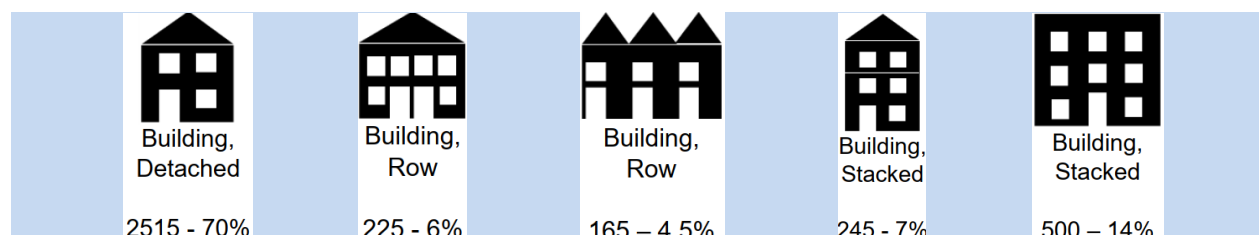
Land-Use



The Al Ritchie Neighbourhood consists mostly of low-density residential development; however, there are clusters of medium-density and high-density in different locations as well. Non-residential development includes: commercial along all of Victoria Avenue and at key intersections along College Avenue; four schools; five parks and a neighbourhood centre.

The land-use pattern has existed since the neighbourhood was originally developed and overall change has been minimal. Although medium and high-density residential is limited, the characteristic narrow lots (7.6 metres) allows for a dense pattern of single-detached homes.

Residential



Building, Detached (single-detached) homes are the most common residential building type. The neighbourhood was developed through multiple annexations, and over several generations, so includes a diversity of design styles. Historic styles include: Craftsman bungalow, Prairie Style, Four Square and the “War-time Housing” provided to veterans and families. A trend within the Al Ritchie Neighbourhood is the replacement of older homes with modern, including taller buildings with two or more units. This trend partly accounts for the continuing population increase.

Population



Stats Canada data shows that the population is growing:

2006	2011	2006-2011	2016	2011-2016
Pop. = 7505	Pop. = 7750	+ 3 %	Pop. = 8235	+ 6 %

For more demographic data, go to City website and search:
[“Neighbourhood Profiles”](#)


2.4 Public Realm

The Al Ritchie Neighbourhood public realm consists of streets, lanes, parks and civic facilities. At the heart, is the Core-Ritchie Neighbourhood Centre, which includes a gym, library, community garden and other facilities. The neighbourhood is also well serviced by transit, including two express transit routes and local service. The street and block pattern is based on a grid, which generally allows for a high level of mobility in multiple directions; however, the neighbourhood is bifurcated by Arcola Avenue, which is a major arterial roadway with limited crossing options.

Figure 3 – Features



FEATURES

	Road Right-of-Way		Civic Use
	School		Public Open Space
	Storm Water Facility		Private Open Space

MOBILITY

	Arterial Road
	Collector Road
	Bus Route
	Express Bus Route











2.5 Built Realm

The Al Ritchie Neighbourhood consists, primarily, of residential blocks that were developed over an extended period (1910-1970). Other major defining features include Victoria Avenue, which is a major commercial and traffic corridor, and College Avenue, which defines the heart of the Neighbourhood through its central location, design and local shopping opportunities. The Al Ritchie Neighbourhood is diverse and includes several “sub-areas” that have unique characteristics. These sub-areas are defined through the pages that follow.

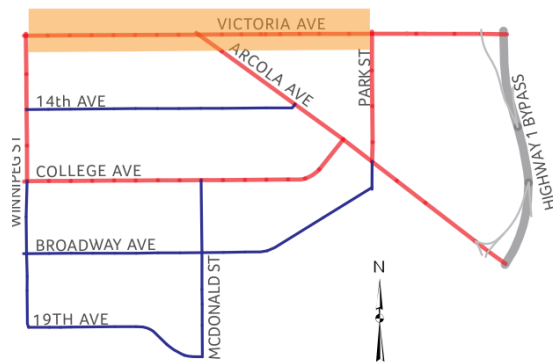
Figure 4 – Features



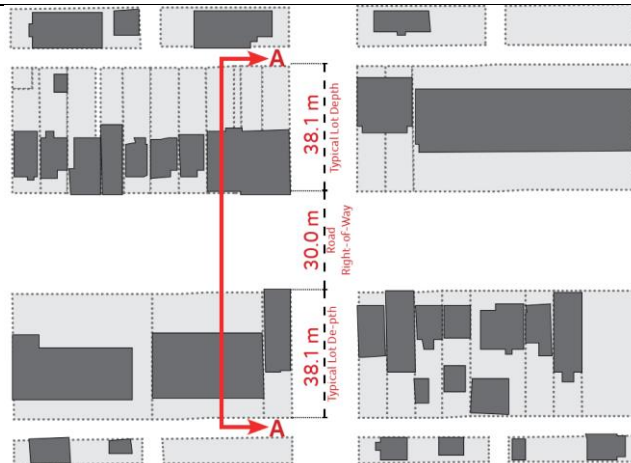
FEATURES

 Urban Corridor	 Civic Use	 Religious Institution
 Residential Areas	 Public Open Space	 Heritage Building
 School	 Private Open Space	 Commercial Node
		 Commercial Node (outside of plan area)

Victoria Avenue Corridor



Key Map



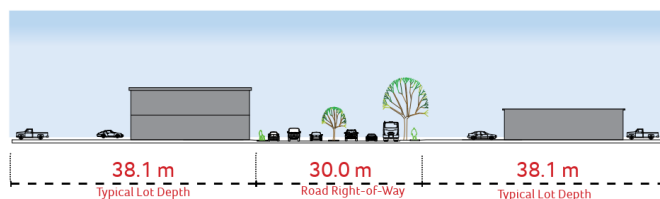
Typical Block Pattern

Overview:

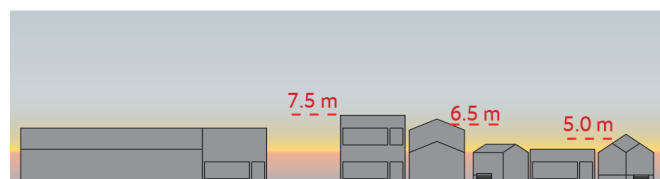
Victoria Avenue was first developed during the City's formative years and was extended over time. As the primary gateway into the city and downtown, the corridor is named in honor of Queen Victoria.

Victoria Avenue has long been recognized for its commercial potential – commercial zoning, from the downtown to Park Street, dates back to the City's first zoning bylaw (1927).

Victoria Avenue's historic and mixed-use legacy is visible today – along its length, are original pre and post-WWII homes converted into commercial. Alongside, are purpose-built commercial buildings representing a broad age swath, from original to present day.



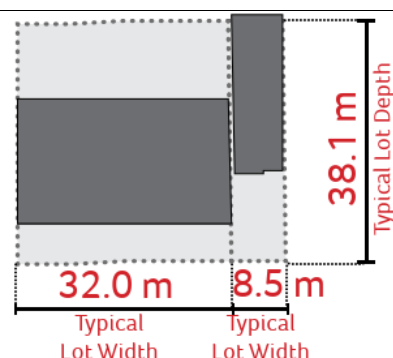
Typical Cross Section – A-A



**Typical Streetscape
Heights Vary Between 5.5m and 7.5m**

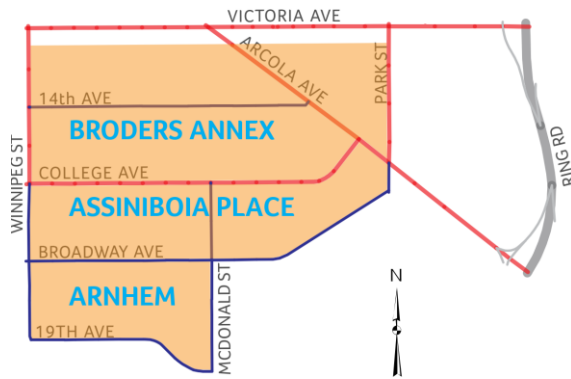
Considerations:

- Interface between Victoria Avenue commercial and adjacent residential.
- Capitalizing on transit potential through mixed-use and intensification, while considering arterial roadway and traffic.
- Aging buildings, underutilized lots and urban design objectives.
- Gateway into the city – land-use transition.

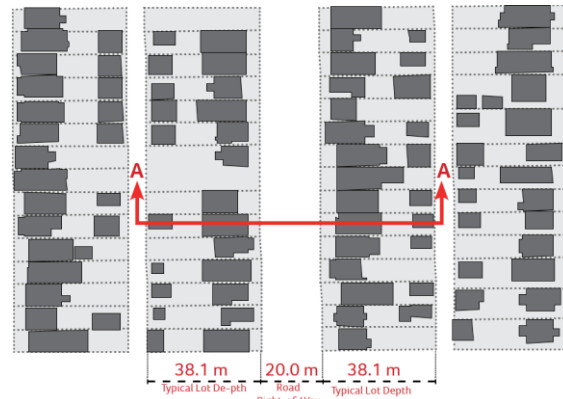


Typical Lot Dimensions

Broder's Annex/ Assiniboia Place/ Arnhem Place



Key Map



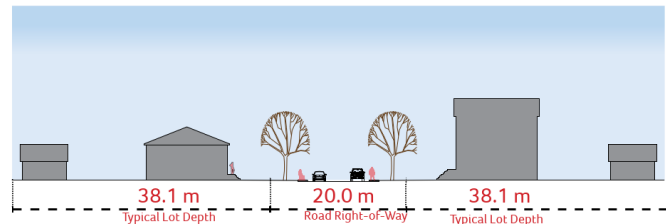
Typical Block Pattern

Overview:

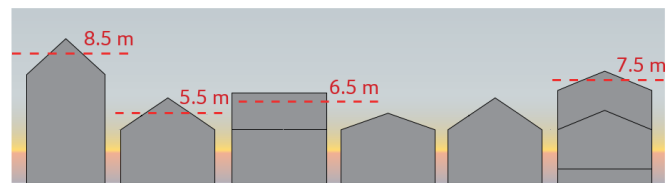
Broder's Annex, Assiniboia and Arnhem Place were annexed into the City during 1911; substantially developed from 1910 to 1960 and subject to the City's first Zoning Bylaw (1927).

These areas were designed based on a classic grid, replete with rear lanes throughout. There is a wide variety of housing types; however, many are pre-1950. Also included: parks, schools and College Avenue, which is a key corridor that includes local commercial nodes and transit.

Arnhem Place is notable for its WWII theme, including collection of 1945-1955 "wartime housing". The name and Holland Park is tribute to Canada's role liberating Holland in WWII.



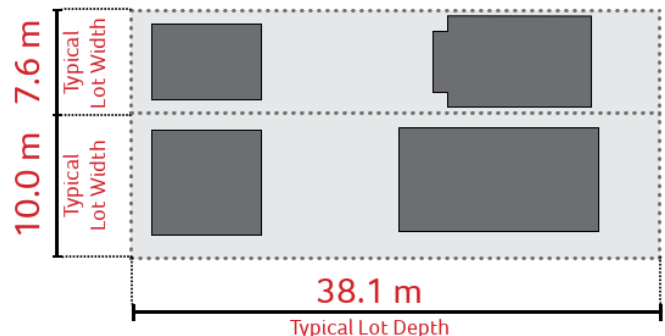
Typical Cross Section – A-A



Typical Streetscape
Heights Vary Between 5.5m and 8.5m

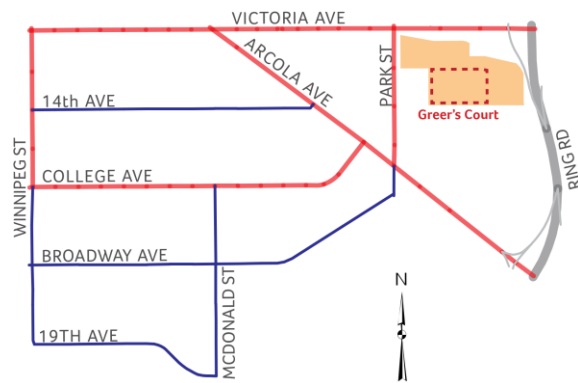
Considerations:

- Grid pattern and rear-lanes, which supports walkability; development flexibility.
- Narrow lots (7.6m is common).
- Accommodating modern building design while respecting historic character.
- The prevalence of original single-detached dwellings and a diversification trend.
- The unique qualities of College Avenue, including local commercial areas; transit.

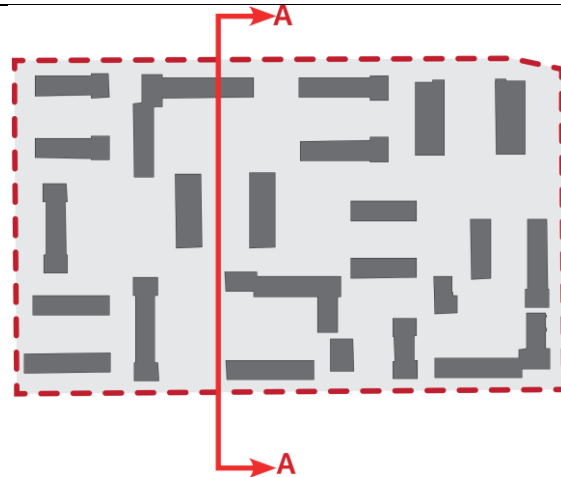


Typical Lot Dimensions

Glen Elm Park – North



Key Map



Typical Block Pattern

Overview:

Greer's Court and adjacent multi-unit lots were annexed into the City during 1951; were substantially developed from 1960s to 1980s.

This area is unique by its collection of multi-unit buildings, including 3-4 story "walk-up" apartments. It also shares, with Glen Elm Park South, a neighbourhood core that includes park space, schools and a local commercial area.

Greer's Court was built in 1967 as Regina's second public housing project. The uniform design consists of two-story row houses with brick facades. This development is managed by the Saskatchewan Housing Authority.

Considerations:

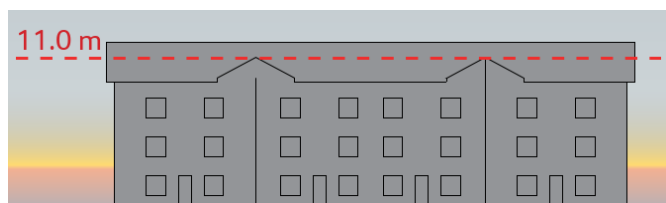
- Neighbourhood core, consisting of park, schools and local commercial area.
- Prevalence of multi-unit buildings and affordable housing opportunities.
- The unique character of Greer's Court.
- Interface with Victoria Avenue and Victoria Avenue - Ring Road interchange.



Typical Cross Section – A-A

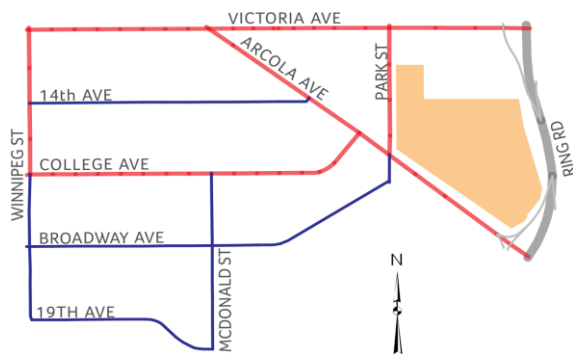


**Typical Streetscape
Greer's Court Townhome**

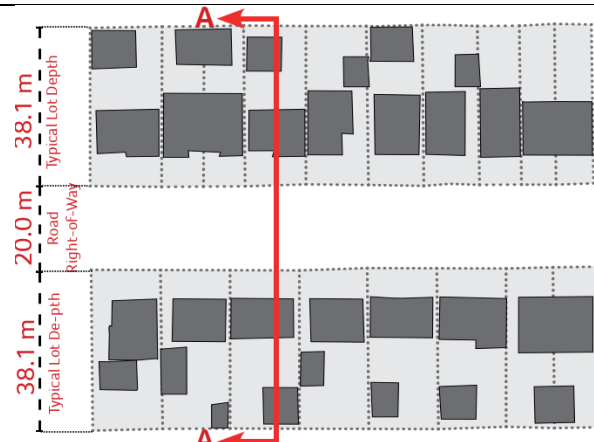


**Typical Streetscape
Multi-Unit Building**

Glen Elm Park – South



Key Map



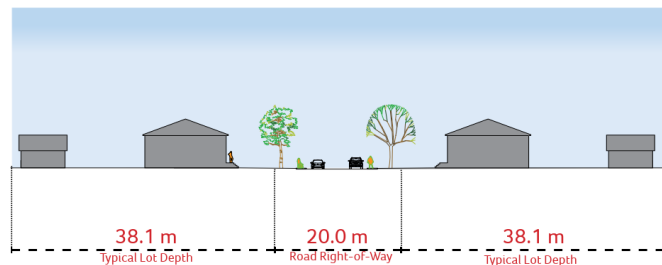
Typical Block Pattern

Overview:

Glen Elm Park South was annexed into the City during 1951; 1956; was substantially developed from 1955 to 1980 and was subject to the City's first Official Community Plan (Faludi Plan).

This area is unique, in the Al Ritchie Neighbourhood, by the prevalence of large lots (15m wide) and common building design – square, single-story bungalows. Glen Elm Park South was developed during the transition between pre-WWII grid and more modern form, which is why you still see lanes, but the lots are not as wide as more modern neighbourhoods. It is bordered by major roads on all sides.

In addition to housing, Glen Elm Park South shares, with Greer's Court and adjacent areas, a neighbourhood core that includes park space, schools and a local commercial area.



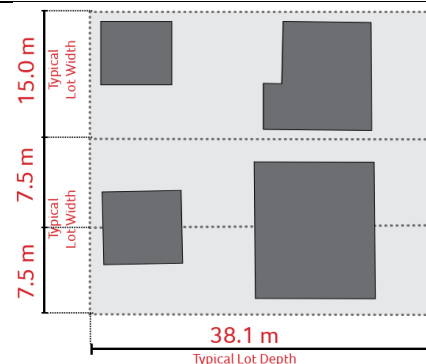
Typical Cross Section – A-A



**Typical Streetscape
Heights Vary Between 5.5m and 7.5m**

Considerations:

- Neighbourhood core, consisting of park, schools and local commercial area.
- Prevalence of square, single-story bungalows on large lots (15m); or equally sized duplexes on 7.5 m wide lots (per unit).
- Interconnectivity, considering all sides are bordered by major roadways.
- Limited commercial amenities.



Typical Lot Dimensions

3.0 OBJECTIVES

The following objectives of this Plan are focused on supporting the existing land-use pattern and character, while allowing for appropriate growth and development in key locations. These objectives reflect the goals and vision of Neighbourhood residents and serve to direct the policy of this Plan; how the policy is to be interpreted and future amendments to this Plan.

AI Ritchie Neighbourhood Land-Use Plan Objectives

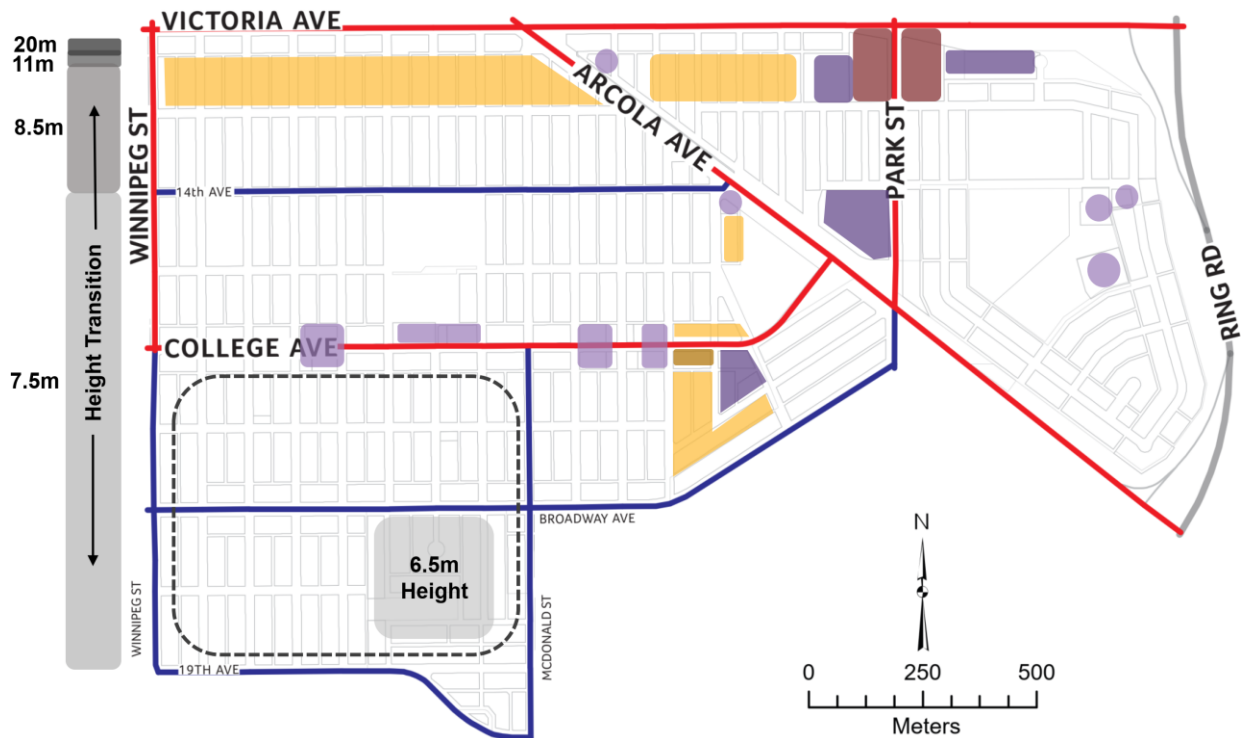
- 1 Preserve the main residential character by directing non-residential land-use (stores, amenities, etc.) to specified areas and corridors.
- 2 Direct more intense commercial development to the Victoria Avenue Corridor.
- 3 Support the two local commercial areas along College Avenue and allow for modest expansion to provide additional amenities and services to the community.
- 4 Direct medium-density residential development to major corridors with transit service and to existing medium-density clusters and the community centre.
- 5 Support the development of a community-oriented grocery store by identifying potential adequately sized location(s).
- 6 Direct higher-density residential development to existing high-density areas as infill.
- 7 Focus taller buildings along, and adjacent to, Victoria Avenue and within high-density residential areas.
- 8 Support smaller building dimensions in the south part of the community, complementing the rich stock of more traditional homes and the border of Wascana Park.
- 9 Seek ways to support maintenance of the existing neighbourhood character while encouraging the development of a variety of housing types to meet current and future residents' needs.
- 10 Maintain public open space as a community amenity.

These objectives are illustrated through the following graphics

Figure 5 – Neighbourhood

This map illustrates a potential future land-use scenario - transition areas that will allow the Neighbourhood to grow and evolve over time, in accordance with the Plan objectives.

The areas in white will continue to support the existing pattern of land-use, blending together with the transition area to form a cohesive and synergistic Neighbourhood design pattern.



- Medium-Density Residential
- High-Density Residential
- Flex Area 1: Low/ Medium-Density or Small-Scale Commercial or Mixed-Use Buildings
- Flex Area 2: Medium/ High-Density or Medium-Scale Commercial or Mixed-Use Buildings
- Mixed-Use 3: Larger-Scale Commercial or Mixed-Use Buildings
- Traditional Character Area

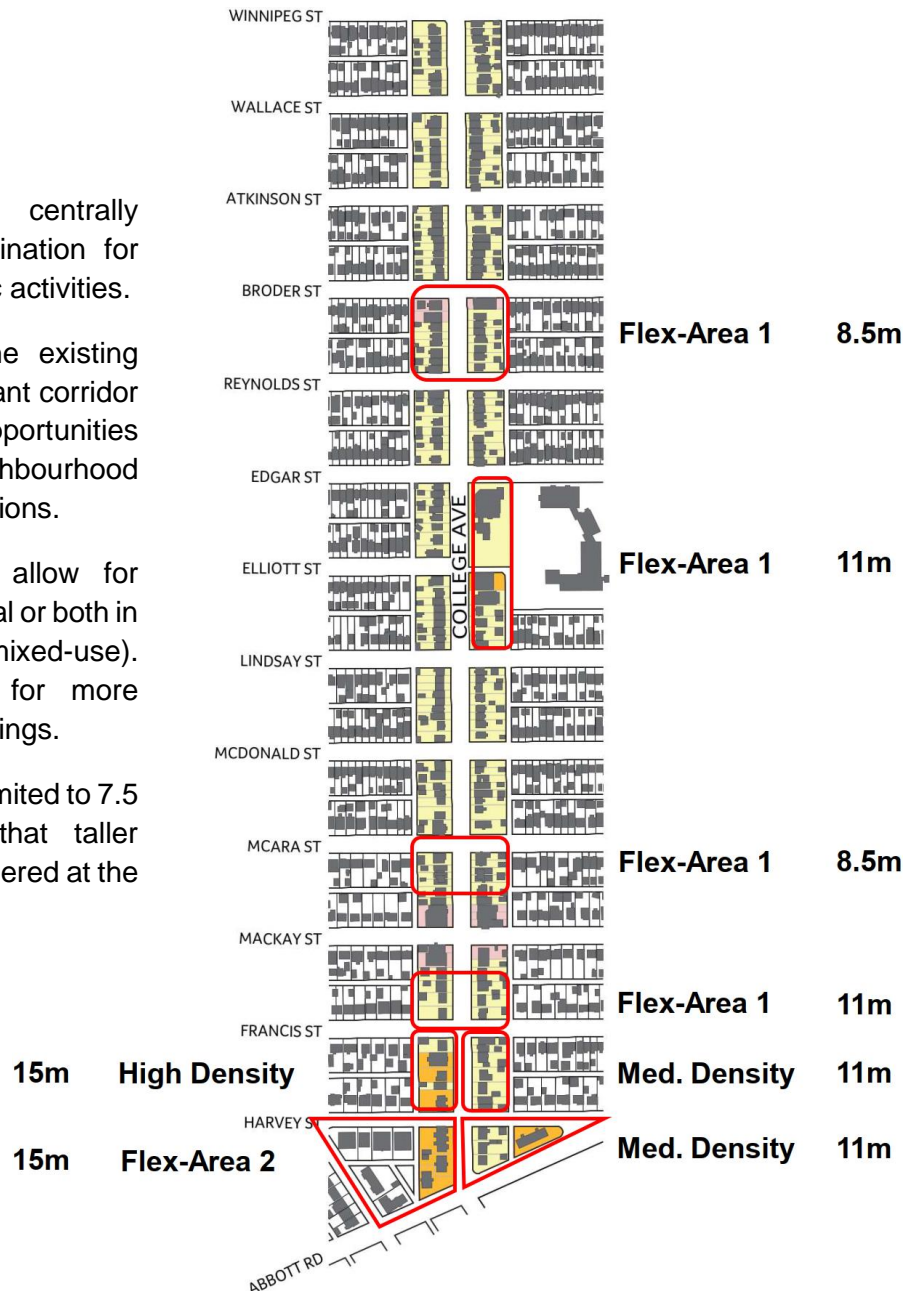
Figure 6 College Avenue

College Avenue is centrally located and is a destination for local shopping and civic activities.

This Plan supports the existing character of this important corridor while encouraging opportunities for additional neighbourhood commercial at key locations.

Flex-Areas 1 and 2 allow for residential or commercial or both in the same building (mixed-use). Flex Area 2 allows for more diversity and taller buildings.

Building height will be limited to 7.5 metres (m), except that taller buildings may be considered at the key locations shown.



4.0 POLICY

4.1 Land-Use

1. Land-use shall be in accordance with Figure 7 and Table 1.
2. Notwithstanding Policy 4.1.1:
 - a. The following land-uses shall be prohibited from locating along Victoria Avenue, west of Arcola Avenue: gas/service stations; car washes; drive-through restaurants and cafes; parking lots (as principal use); outdoor sale yards (Retail Trade, Outdoor Lot).
 - b. The following additional land-uses may be approved for the area designated as Flex Area 2, located at the intersection of Park Street and Arcola Avenue, as shown on Figure 7: office; institutional; recreation; open space.
 - c. Greer's Court, as shown on Figure 7, shall be reserved for medium-density housing types (i.e. Building, Row [3+ units]; Building, Stacked [3+ units]).
3. Notwithstanding Policies 4.1.1; 4.1.2, the existing gas/ service station located at Winnipeg Street and Victoria Avenue may continue as an acceptable land-use at this location.
4. Public open space shall remain as public open space, except where the City approves a portion of the public open space for a facility associated with a public utility or service.
5. Notwithstanding Policies 4.1.1; 4.1.4, should a school no longer be required, the site may transition to public open space, or another land-use, as per the School Re-Use policies of Part A of *Design Regina: The Official Community Plan Bylaw No. 2013-48*.
6. Low-Density B area, as shown on Figure 7, shall be reserved for lot size and development corresponding to the RN – Residential Neighbourhood Zone of the Zoning Bylaw.
7. Expansion of commercial zoning/ development relating to the neighbourhood commercial nodes along College Avenue (at Broder Street and MacKay Street intersections) shall be contiguous with existing commercial development.
8. Within the Urban Corridor Interface Area, as shown on Figure 7, the City may require, where a new commercial development is being proposed, that screening (e.g. fence/ wall, landscaping) be implemented to help reduce off-site impacts affecting residential lots.

Figure 7 – Land-Use

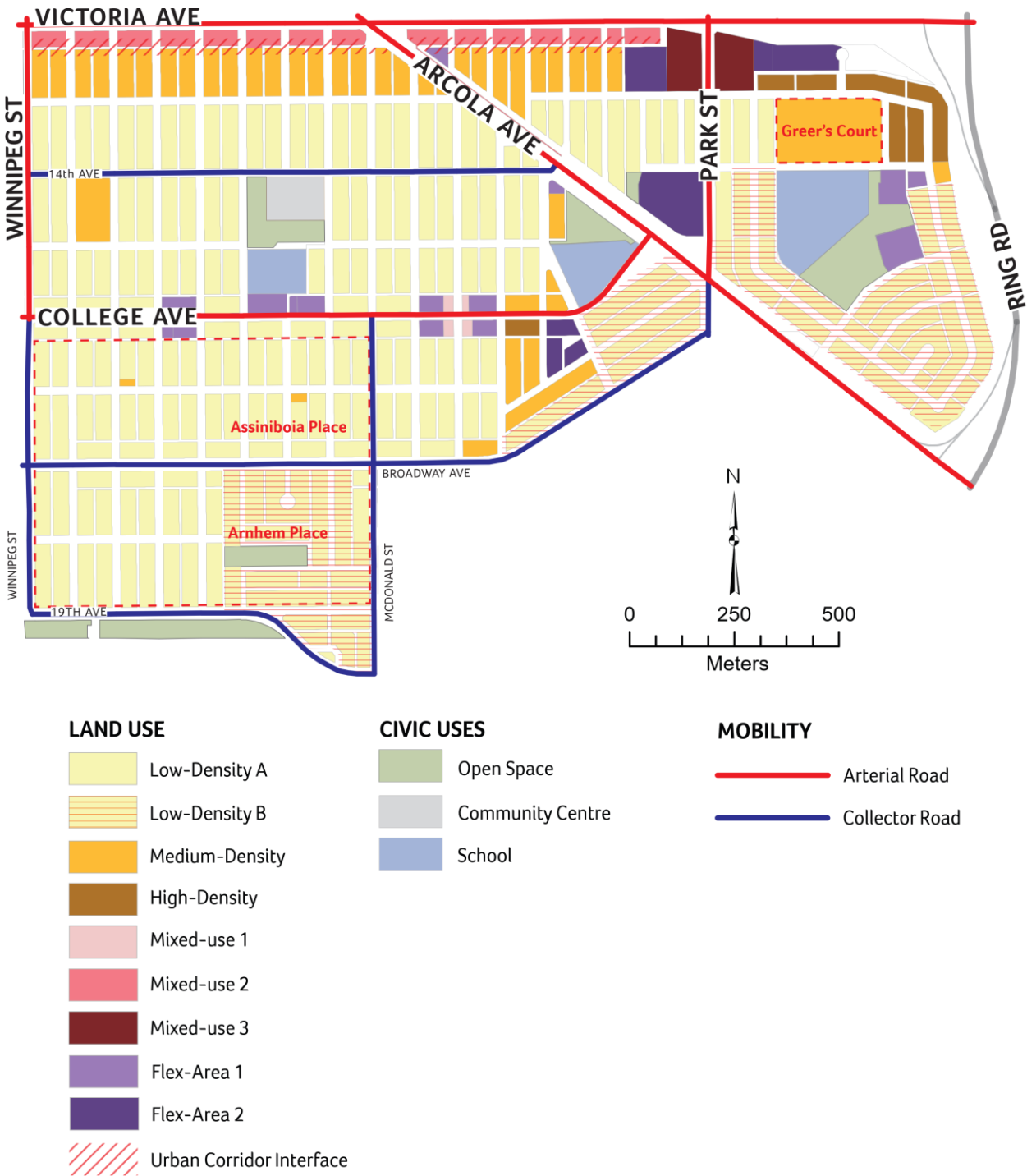


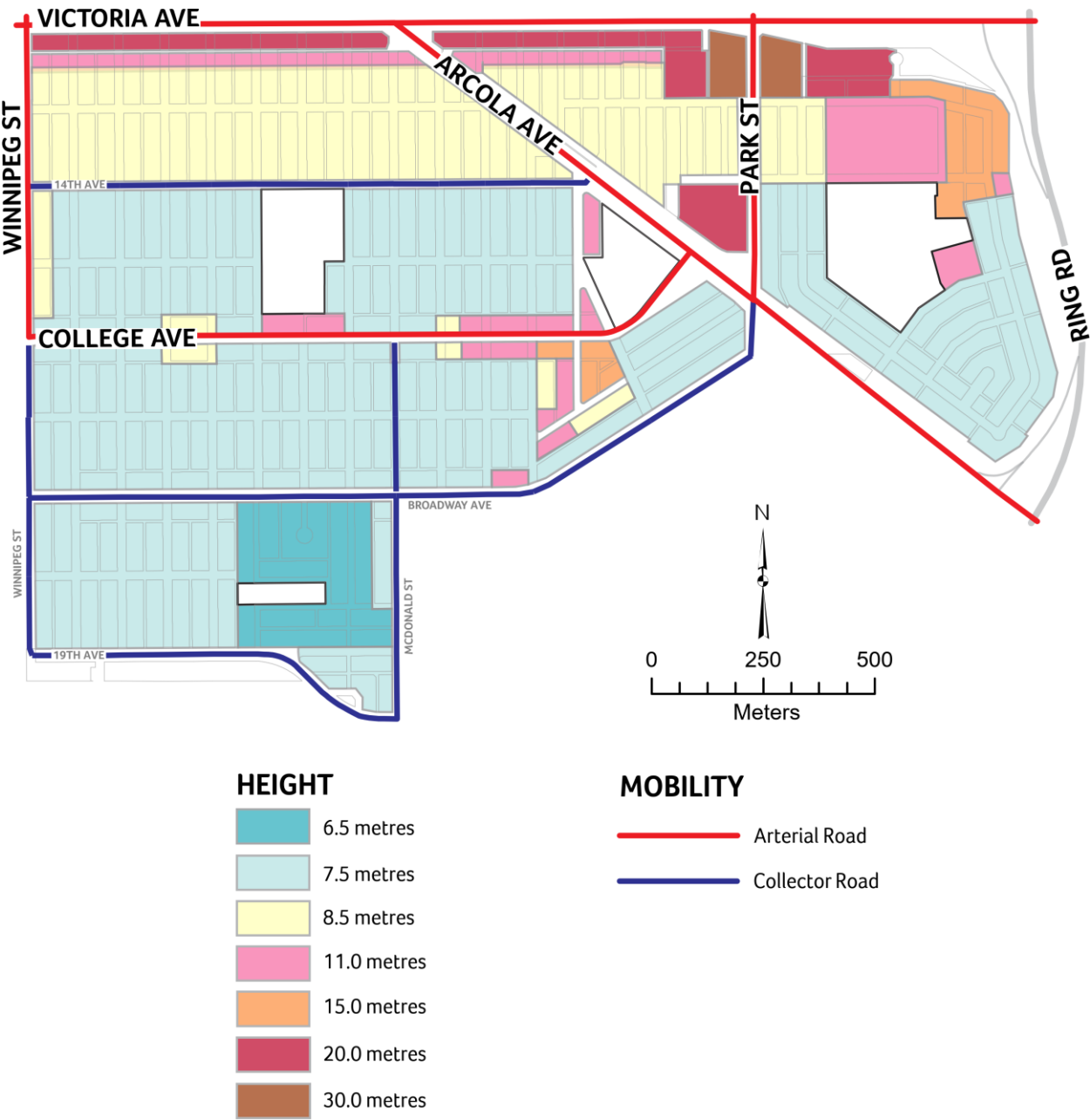
Table 1 - Land-Use Categories

Low-Density Residential (A) 	<p>The intent of the Low-Density Residential (A) area is to accommodate single-detached, semi-detached and duplex dwellings, as well as complementary land-uses</p> <p>Corresponding Zoning Designations that support this category include: Residential Neighbourhood Zone; Residential Urban Zone</p>
Low-Density Residential (B) 	<p>The intent of the Low-Density Residential (B) area is to accommodate single-detached, semi-detached and duplex dwellings, as well as complementary land-uses, on wider lots</p> <p>Corresponding Zoning Designations that support this category include: Residential Neighbourhood Zone</p>
Med-Density Residential 	<p>The intent of the Medium-Density Residential area is to accommodate a range of housing types, from single-detached dwellings to townhouses and low-rise apartments, as well as complementary land-uses</p> <p>Corresponding zoning designations that support this category include: Residential Urban Zone; Residential Low-Rise Zone</p>
High-Density Residential 	<p>The intent of the High-Density Residential area is to accommodate apartment-style (multi-unit) housing opportunities, as well as complementary land-uses</p> <p>Corresponding zoning designations that support this category include: Residential Low-Rise Zone; Residential High-Rise Zone</p>
Mixed-Use Area 1 	<p>The intent of the Mixed-Use 1 area is to accommodate small-scale commercial opportunities that cater to neighbourhood residents, which may also include mixed-use buildings (commercial on bottom and residential on top)</p> <p>Corresponding zoning designations that support this category include: Mixed Low-Rise Zone</p>
Mixed-Use Area 2 	<p>The intent of the Mixed-Use 2 area is to accommodate medium-scale commercial opportunities that cater to the neighbourhood and broader public, which may include mixed-use buildings (commercial on bottom and residential on top)</p> <p>Corresponding zoning designations that support this category include: Mixed High-Rise Zone</p>
Mixed-Use Area 3 	<p>The intent of the Mixed-Use 3 area is to accommodate larger-scale commercial opportunities that cater to the community and broader public, which may include mixed-use buildings (commercial on bottom and residential on top)</p> <p>Corresponding zoning designations that support this category include: Mixed Large Market Zone</p>
Flex-Area 1 	<p>The intent of the Flex-Area 1 area is to accommodate either low or medium-density housing types or small-scale, neighbourhood-oriented commercial development, or a combination of all</p> <p>Corresponding zoning designations that support this category include: Residential Urban Zone; Residential Low-Rise Zone; Mixed Low-Rise Zone; etc.</p>
Flex-Area 2 	<p>The intent of the Flex-Area 2 area is to accommodate either medium or high-density housing types or medium-scale commercial development, or a combination of all</p> <p>Corresponding zoning designations that support this category include: Residential Low-Rise Zone; Residential High-Rise Zone; Mixed Low-Rise Zone; Mixed High-Rise Zone; Institutional Zone; etc.</p>

4.2 Built-Form

1. The maximum height of buildings shall be in accordance with Figure 8. (excepting approved variances authorized through the Zoning Bylaw)
2. Notwithstanding Policy 4.2.1, for a proposed building within the Low-Density Area, as shown on Figure 7, the maximum building height shall be the greater of: the requirements of Figure 8, or the average of the actual building height of all existing principal buildings on the same block face as the proposed development.
3. Notwithstanding Policies 4.2.1 and 4.2.2:
 - a. For the areas shown on Figure 8 that have a height limit of 8.5 metres and are located along Winnipeg Street and north of 14th Avenue, the maximum height limit shall be 7.5 metres for corner lots.
 - b. Within the 6.5 metre height area (Arnhem Place subdivision), as shown on Figure 8, existing buildings that are greater than 6.5 metres in height may be rebuilt/ replaced to a maximum of 7.5 metres in height.
 - c. The height limits shown on Figure 8 shall not apply to the following land-uses: Assembly, Religion; Institution, Education.
4. Within the area identified as Arnhem Place and Assiniboia Place, as shown on Figure 7:
 - a. The maximum finished floor height of the first/ ground floor shall be 1.2 metres above established grade.
 - b. The depth (length) of buildings shall not exceed 15 metres.
 - c. Residential design reflecting traditional architectural design, is encouraged:
 - i. Roof examples: gable or hip (simple or varied), gambrel
 - ii. Material examples: stucco, wood, masonry (or engineered replication)
 - iii. Color examples: earth tone, pastel, off-white
 - iv. Enhanced front façade (e.g. veranda, pent roof, hooded door, bay windows)
 - v. Fenestration articulation: (e.g. sills and headers [min. 25 mm projection])
 - vi. Avoidance of utility/ mechanical equipment visibility on walls facing street

Figure 8 – Height Limits



4.3 Implementation

Zoning Bylaw

1. The Zoning Bylaw shall be amended, as needed, to implement the policies of this Plan.
2. Within the Medium-Density area north of 15th Avenue, as shown on Figure 7, allowable medium-density building types may be accommodated via parcel specific rezoning, where the existing zoning does not permit the development.

Servicing

3. The City may require, at its discretion, that applications for major developments (e.g. high-density residential buildings; large-scale commercial and mixed-use development, etc.) be accompanied by analysis, prepared by qualified professionals, demonstrating serviceability (e.g. provision of transportation and utility services).

Plan Review

4. Applications to amend this Plan, to accommodate a proposed development, shall be contingent on demonstration, to the City's satisfaction, that the proposed development is:
 - a. In general accordance with the Plan objectives, and
 - b. Is considered complementary and compatible with adjacent development.
5. At the City's discretion, this Plan may be subject to periodic reviews to ensure that the information and policies remain current and continue to reflect resident aspirations.
6. The process associated with applications to amend this Plan, or to amend the Zoning Bylaw, in relation to development proposals within the area of this Plan, shall include consultation with the affected Community Association.

March 30,2022

EX 22-34 City Council meeting-City of Regina Carry the Kettle Nakoda Nation-municipality services and compatibility agreement

Good morning Mayor Masters, City Councillors and City of Regina administration.

On behalf of Chief Brady O'Watch and Council members of Carry the Kettle Nakoda Nation, we would like to thank the City of Regina administration for their cooperation and partnership in helping us complete the Municipal Services and compatibility agreement that we are looking for City Council to approve today.

The CTK leadership of the day purchased the North Regina Lands in the late 90's that this MSCA is intended for. Their vision was that these lands would be developed so that there would be wealth created for the CTK members and that CTK would be full participants in the Regina and Saskatchewan economy for many generations to come. That vision is very close to becoming a reality with the MSCA being approved today.

First Nations land development is very complicated with several bureaucratic steps that must be taken. Over that past year, the City of Regina Administration, Mayor Masters and members of City Council worked together to develop the MSCA. At the beginning of 2021, City Council and CTK signed a MOU that would help guide us to the development of the MSCA. We are very happy that this has been achieved. Once the MSCA is approved by City Council, we will then take the next steps for Urban Reserve development. The MSCA is required in order for Indigenous Services Canada to proceed with Urban Reserve development. Our expectation is that approval for Urban Reserve status will be completed this fall.

Over the past year, we have worked with several partners, like the Regina Regional Home Builders Assoc that CTK are members of, KGS Group Engineers, and several other developers that have provided us with great guidance and advice.

We still have a lot of heavy lifting ahead of us but this MSCA is critical to the economic development success of CTK. CTK is looking forward to developing a green sustainable development that will benefit all of Regina, all of Saskatchewan and all First Nations.

We look forward to continuing to work with the City of Regina as partners in the development of the North Regina lands and ensuring that CTK and all First Nations are full participants in the Regina and Saskatchewan and Canadian economy.

As you know, the Truth and Reconciliation Commission had 94 calls to action. Number 92 call to action is Business and Reconciliation,

And states , We call upon the corporate sector in Canada to adopt the United Nations Declaration on the Rights of Indigenous Peoples as a reconciliation framework and to apply its principles, norms, and standards to corporate policy and core operational activities involving Indigenous peoples and their lands and resources.

The Regina City Council's approval of the MSCA is a major step to this call to action.

We are more than happy to answer any questions.

Thank you,

Pat Fiacco on behalf of Chief Brady O'Watch and CTK Council



City of Regina and Carry the Kettle Nakoda Nation - Municipal Services and Compatibility Agreement

Date	March 30, 2022
To	Mayor Masters and City Councillors
From	Executive Committee
Service Area	Planning & Development Services
Item #	CR22-35

RECOMMENDATION

That City Council:

1. Approve the Municipal Servicing and Compatibility Agreement between the City of Regina and Carry the Kettle Nakoda Nation, attached to this report as Schedule A.
2. Instruct the City Solicitor to prepare the necessary execution bylaw authorizing the City Clerk to execute the Municipal Services and Compatibility Agreement.
3. Upon the Municipal Services and Compatibility Agreement becoming effective, delegate authority to the Executive Director, City Planning & Community Development or their designate to approve subsequent servicing agreements with Carry the Kettle Nakoda Nation, in its own capacity or through its development corporation, with respect to the servicing required to support each phase of development of the reserve, provided that the terms and conditions of such agreements are consistent with the City's Servicing Agreement Standard Conditions 2011 and Development Charges Policy applicable to City lands.

HISTORY

At the March 23, 2022 meeting of the Executive Committee, the Committee considered the attached EX22-34 report from the City Planning & Community Development Division.

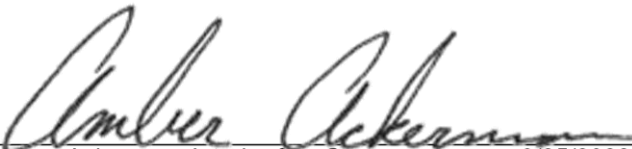
Councillor Conrad Medicinerope and Pat Fiacco, representing Carry the Kettle Nakoda Nation, addressed the Committee.

(Councillor Dan LeBlanc declared a conflict of interest prior to consideration of item EX22-34, citing a conflict in relation to this report with respect to his professional tenure, abstained from discussion and voting and temporarily left the meeting.)

The Committee adopted a resolution to concur in the recommendation contained in the report after including the revised Schedule "A-1" - Lands in the report that is forwarded to City Council for approval.

Recommendation #4 in the attached report does not require City Council approval.

Respectfully submitted,



Amber Ackerman, Interim City Clerk 3/25/2022

ATTACHMENTS

EX22-34 - City and CTK - MSCA
Municipal Services and Compatibility Agreement



City of Regina and Carry the Kettle Nakoda Nation - Municipal Services and Compatibility Agreement

Date	March 23, 2022
To	Executive Committee
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	EX22-34

RECOMMENDATION

The Executive Committee recommends that City Council:

1. Approve the Municipal Servicing and Compatibility Agreement between the City of Regina and Carry the Kettle Nakoda Nation, attached to this report as Schedule A.
2. Instruct the City Solicitor to prepare the necessary execution bylaw authorizing the City Clerk to execute the Municipal Services and Compatibility Agreement.
3. Upon the Municipal Services and Compatibility Agreement becoming effective, delegate authority to the Executive Director, City Planning & Community Development or their designate to approve subsequent servicing agreements with Carry the Kettle Nakoda Nation, in its own capacity or through its development corporation, with respect to the servicing required to support each phase of development of the reserve, provided that the terms and conditions of such agreements are consistent with the City's Servicing Agreement Standard Conditions 2011 and Development Charges Policy applicable to City lands.
4. Approve these recommendations at its meeting on March 30, 2022.

ISSUE

Carry the Kettle Nakoda Nation (CTK), through its holding company, Nakoda Developments

Corporation, acquired land located in the northwest part of Regina, Saskatchewan (NW Sec10-Twp18-Rge20-W2 Extension 136 and BLK/Par B Plan No 101229005 Extension 138). CTK intends to have the land set apart as reserve land pursuant to the terms of the Carry the Kettle Nakoda Treaty Land Entitlement Settlement Agreement.

In February 2021, the City of Regina (City) and CTK signed a Memorandum of Understanding (MOU) formalizing their mutual commitment to work together as CTK pursues an urban reserve and the subsequent development of its lands that are currently within the City's boundaries. Further to the Saskatchewan Treaty Land Entitlement Framework Agreement and Canada's Additions to Reserve Policy, a First Nation seeking reserve status on land located within or adjacent to an urban centre is required to negotiate and execute an agreement with the affected municipality.

The development of the Municipal Services and Compatibility Agreement (MSCA) is the next step to guide the provision of services to the land as well as ensure development and application of bylaws is compatible with (though not necessarily the same as) the City's. More specifically, in accordance with the Treaty Land Entitlement (TLE) Framework and CTK's band-specific agreement, the MSCA is required to address the provision of municipal services, including compensation for loss of taxes, bylaw compatibility, application and enforcement and an appropriate dispute resolution mechanism for resolving matters of mutual concern.

The City and CTK have negotiated the MSCA on terms acceptable to both parties. As well, CTK will be required to enter into a separate agreement with the Regina Police Service with respect to policing services specifically which will be prepared and presented to the Board of Police Commissioners. The Government of Canada's review and approval is required prior to the land being designated as a reserve and is a condition of the MSCA coming into effect.

IMPACTS

Financial Impact

Upon obtaining urban reserve status, CTK will have jurisdiction to control and implement its own tax system on the lands. However, consistent with other MSCAs the City has entered into, CTK agrees to pay, in consideration for the services, an annual amount which equals the municipal and library portion of the property tax and special tax levy that would be assessed if the land were not reserve land. These costs are considered cost recovery.

The proposed MSCA does allow for the review and refinement of these terms as CTK builds its capacity and determines if there are services it prefers to provide directly instead of receiving from the City. If this occurs, the MSCA would be amended accordingly, with both parties agreeing to and approving changes to reflect how services are provided and paid.

Future infrastructure costs, agreements for servicing of specific development phases, and associated development implications will be identified in subsequent discussions as the lands are built out over time. While specific financial implications are not yet defined, the MSCA seeks to mitigate risks for both parties by identifying the need for these future agreements and establishing the process and activities that will prompt them to be negotiated. The proposed MSCA contemplates the application of existing policies (e.g., Administration of Servicing Agreement Fees and Development Levies Policy) as a basis for determining the allocation of costs for services. The report recommends delegating authority for approval of subsequent agreements to the Executive Director, so servicing requirements can be dealt in a similar fashion to the process that exists for lands within City jurisdiction. If, at any time, servicing requests are made outside of existing policy, Council approval would be required.

Policy/Strategic Impact

The following impacts are identified according to *Design Regina, the Official Community Plan Bylaw No. 2013-48* (OCP).

- Section C, Goal 1 (Long-Term Growth), Policy 2.1: Endeavour to ensure that lands contained within the LONG-TERM GROWTH AREA (500K) are protected over the long term to accommodate a city population of 500,000 as conceptually shown on Map 1 – Growth Plan.
- Section C, Goal 2 (Efficient Servicing), Policy 2.6: Phase and stage development in accordance with the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw (OCP) and Map 1B – Phasing of New Neighbourhoods and New Mixed-Use Neighbourhoods.

The area identified for development by CTK is in the northwest part of the city and is mostly within the future long-term growth area (~500K population) as per the OCP, Map 1: Growth Plan. However, there is a strip of land along the southern boundary of the proposed area (north of Maple Ridge) that is within the current 300K growth horizon. It is identified as Phase 1 and is a carry forward from the City's previous OCP that identified this area for development within the 235K growth horizon.

Once designated as urban reserve, the Lands would no longer be within the City's jurisdiction. The MSCA will guide how the development of those lands are coordinated with the City. The implications for the City's growth plan and OCP policy will be considered as part of the 10-year OCP Review, with scoping of that project commencing in the near future.

If the area does not receive urban reserve designation, the development status of these lands would not change and would continue to be considered the same as other long-term development areas outside of the current growth plan. The exception would be the land along the southern boundary of the proposed area, north of Maple Ridge; being within the current growth plan, this area could proceed with residential development once servicing is established.

- Section D10, Goal 2 (Economic Growth), Policy 12.6: Collaborate with community economic development stakeholders across the region to leverage shared economic advantages and tourism opportunities, including but not limited to:

12.6.3 Collaborating with surrounding First Nations, Metis and Inuit communities to promote shared prosperity; and

12.6.5 Support urban reserves that are in keeping with overall land use and growth policies.

Working to build this partnership with CTK and supporting development of the proposed reserve lands furthers the City's commitment to strengthening partnerships with First Nations and creating economic development opportunities that support growth in our city and surrounding region. Furthermore, the City acknowledges its place in helping the Treaty commitments, between First Nations, Government of Canada and the Government of Saskatchewan, to be met.

OTHER OPTIONS

If Council has specific concerns with the proposed MSCA, it may refer it back to Administration to consider further recommendations or to endeavour to negotiate specific changes to the MSCA with CTK. The report may be reconsidered by Executive Committee at a future date or brought back directly to City Council after such further review. Referral of the report back to Administration will delay approval of the MSCA with CTK until the requested information has been gathered, or changes to the MSCA have been made.

COMMUNICATIONS

Administration has been actively working with CTK over the last year to prepare the recommended MSCA. CTK received a copy of this report and was made aware of when it was on the agenda to proceed to Executive Committee and City Council.

DISCUSSION

The legal description of the land proposed to be set apart as urban reserve and referenced as the subject of this MSCA is:

Surface Parcel #112644132

Reference Land Description: NW Sec 10 Twp 18 Rge 20 W2 Extension 136; and

Surface Parcel #111695126

Reference Land Description: Blk/Par B Plan No 101229005 Extension 138

(the Lands)

The Lands do not have an assigned civic address but are generally located in the City's northwest corner, as shown on Schedule A-1 of the attached MSCA.

As defined by the federal government, an urban reserve is a reserve within or adjacent to an urban centre. Pursuant to the Federal *Addition of Lands to Reserves and Reserve Creation Act* and through the Policy on Additions to Reserve/Reserve Creation, CTK will work through a process with the federal government to pursue urban reserve designation of the Lands. In these circumstances, lands are often acquired through the Treaty Land Entitlement process (which was the case for CTK) that recognizes that some First Nations did not receive the amount of land they were promised under the Treaties. As well, historically designated reserve lands were often located in remote or rural areas that were not conducive to supporting economic development and opportunity. Many First Nations are now looking to acquire land that is within or adjacent to urban centres that can better meet their community needs. These locations may be separate from the main reserve, but within their treaty territory.

Once the Lands are set apart as urban reserve by the federal government, the Lands transition from being under the jurisdiction of the City to that of CTK. The MSCA is the tool that provides the framework for how the City and CTK will work together to ensure compatibility of land use, growth policies, bylaws, and procedures, as well as the means by which CTK will acquire and develop the services it needs for the Lands.

While the City has entered into MSCAs with other First Nations, specific provisions were included in this MSCA to take into account and reflect the significant size, condition (i.e. raw land) and location of the Lands that make this agreement unique. In particular, the CTK lands:

- Cover a large area (approximately 268 acres/108 hectares),
- Are located outside of the City's current growth plan,
- Include residential development within its plans, and
- Have lands in a raw and unserved state.

The other five MSCAs that the City has entered into to date have been site-specific and within existing established areas, and used for commercial or institutional purposes.

Accordingly, this MSCA takes a different approach. Rather than confirming servicing and land use, the Agreement sets out an overall framework for working out the detail amongst the parties as partners. To support this approach, the MSCA sets out provisions for annual meetings of councils (at a minimum) and establishing a Joint Land Use and Bylaw Committee to manage regular activities and ensure compatibility as development occurs.

As well, the proposed MSCA has provisions to clarify that no development can occur until the area is designated as an urban reserve and contemplates that reserve status might also be attained in phases. Initially, once the Lands or relevant portion thereof are set apart as reserve, only the first phase of development – the travel centre/truck stop – may proceed (when servicing is established) prior to completion of thorough servicing studies and a formal concept plan for the broader area. Consultation with the public is also identified to be included as the plan is finalized and as amendments occur over time.

To help address the servicing challenges, the MSCA sets out allowances for interim servicing solutions as well as long-term requirements that City services be connected to, when they are available. The MSCA also sets out provisions for developing the subsequent agreements to address servicing requirements, payment of development charges and infrastructure construction costs, and concept plan refinements as conditions for the connection to and supply of services (including water, wastewater, parks and roads) based the requirements and demands as each phase proceeds. As previously identified, the general requirements are that these matters will be addressed between the parties consistent with the way the City imposes payments, construction obligations, assurances, etc. in relation to similarly zoned developed non-reserve lands within the City.

The MSCA seeks to mitigate risk for both parties by clearly defining payments for services, enabling amendments as agreed to by both parties, requiring renewal of the agreement every five years, and having provisions that outline how disagreements will be resolved. As was initiated through the MOU, the City is committed to working collaboratively with CTK, with mutual respect and trust, to promote prosperity in a compatible and coordinated way.

An important part of the City and CTK's commitment to both work and resolve disputes that may arise between them on a collaborative basis, particularly in relation to land use and bylaw compatibility, is reflected in the MSCA by the establishment of a Joint Land Use and Bylaw Committee. The Committee and the review process connected to it provides for:

- specific notification at the administrative level of proposed bylaws or development proposals that may impact the use and development of the City or CTK lands, as the case may be;
- an opportunity for joint review and more direct discussion between the parties and determination of whether the intended bylaw or development is compatible and/or how potential concerns regarding compatibility can be addressed before the matter proceeds; and
- an escalation of issues that the Committee can't come to agreement on to the respective councils to consider matters before more formal arbitration or other legal process is resorted to.

This is in addition to the generally contemplated annual meeting of the respective councils “to discuss such matters as may have arisen between them, and to keep open the lines of communication” that is also provided for in the MSCA.

Once the MSCA is jointly signed by both councils, the City expects that CTK will apply to the federal government for urban reserve designation of the lands. While the timing of this process is unknown, Administration’s efforts will in the meantime focus on supporting preparation for Phase 1 (the travel centre/truck stop), establishing subdivision requirements to address road dedication and servicing easements, and CTK’s servicing and concept planning efforts. Following the designation of the lands as reserve, the MSCA will formally come into effect with a first expected task being the establishment of an agreement for servicing the first phase.

Within the City, Administration has been delegated authority to enter into servicing and development levy agreements that comply with City policies, and it is proposed that the same authority be extended to continue to these Lands, following reserve designation. However, if something should be sought that is outside of standard City policies, further City Council approvals will be needed as the build-out occurs.

In summary, the significant provisions of the MSCA are as follows:

- The City shall provide all normal City services to the Land. The type and level of services supplied shall be the same as the City provides to similarly zoned lands within Regina, which are in a similar state of development, and subject to any interim servicing arrangements agreed to by both Parties. This includes fire protection and policing services, regardless of the state of land development.
- CTK agrees to pay the City in consideration for the municipal services, an annual amount which equals the municipal and library portion of the property tax levy for any given year that would have been levied on the land if the land were not reserve land. As noted, this is subject to future renegotiation should service delivery preferences change.
- CTK agrees to annually pay any local improvements, any Business Improvement District levies and any special charges levied against the land.
- Annual amounts to be paid by CTK shall not cover those services which are normally provided by the City in consideration for a direct charge or user fee payable by the party to whom such services are provided. Such services include the supply of water and the provision of sanitary and storm sewer systems; CTK will be responsible for paying these charges similar to other users of these services.

- Prior to reserve creation, CTK will apply for subdivision approval to address roadway dedication and other servicing issues; amended legal land descriptions will be attached to the MSCA following this subdivision.
- CTK agrees that it will take all necessary steps, including passing and enforcing compatible bylaws to ensure that, at all times, the occupation, use, development and improvement of the land is compatible with City land, particularly in regard to land use, building and fire standards, public health and safety, and business regulation. The City may adopt technical construction and site drainage standards for new developments, and CTK agrees that compatible standards shall apply to all new developments on the land.
- All parties acknowledge that the Land is currently raw and unserviced, and a separate servicing agreement for each phase of development shall be entered into between CTK and the City prior to any development proceeding on the land. Use of interim services may be agreed to, provided CTK connection will be made to the municipal services when they become available.
- CTK agrees that the Land will be developed in a manner compatible with the City development standards for similarly zoned non-reserve land in the City and in a manner compatible with the requirements of any legislation or regulations of any other jurisdiction that may apply to the Land, or any particular development proposed on the Land.
- CTK agrees that all buildings will be constructed in a manner compatible with City building standards and will be responsible for processing and administration of all building and development permit applications.
- CTK agrees that prior to issuing any development or building permit, a copy of the full application will be provided to the City for its review and comment within 21 days to enable identification of any specific technical requirements that need to be met to access water and wastewater services and the applicable servicing connection fees, if any, that must be paid prior to connection.
- CTK agrees that the first phase of development, the truck stop/travel centre, shall be the only phase that proceeds in a form consistent with City standard requirements prior to the establishment of a formal concept plan for all remaining portions of Land.
- CTK agrees to undertake public consultation to inform, engage and solicit feedback on the planned development from the general public as part of the preparation of the formal concept plan; the City will provide support as may be needed.
- CTK agrees that no development would occur until the land is designated as an urban reserve.

- The parties agree to provide notice to each other of proposed bylaws or developments that will affect the others' lands, and on request, a Joint Land Use and Bylaw Committee comprised of representatives from the City and CTK shall be used to resolve any concerns with the same. If a dispute remains as to bylaw compatibility, land use or another matter not subject to the joint committee process, the parties agree to refer such matters to binding arbitration, unless the dispute relates to levies or charges which can be addressed through a joint meeting of councils. If no agreement is reached, the matter will move to arbitration.
- CTK and the City agree that their respective councils, and/or their representatives, will meet at least once in each calendar year to discuss such matters as may have arisen between them and to keep open the lines of communication.
- CTK and the City agree that this MSCA will continue for an initial term of five years and will automatically renew for another five years until one party serves the other notice of its intention not to renew the Agreement. At the same time, if either the City or CTK deem it necessary to make an alteration or addition to the Agreement, they may do so by means of a written agreement between them and form part of this Agreement.

DECISION HISTORY

The City of Regina and Carry the Kettle – Memorandum of Understanding was considered and approved by City Council at its meeting on February 10, 2021 (CR21-17).

City Council approval is required to advance to the next step, signing the MSCA between the two parties.

Respectfully submitted,

Respectfully submitted,


Aubrey Johnson, Director, Planning & Development Services

2/8/2022


Deborah Bryden, Acting Executive Director 3/10/2022

Prepared by: Kim Sare, Senior City Planner

ATTACHMENTS

Municipal Services and Compatibility Agreement

THIS AGREEMENT ENTERED INTO THE ____ DAY OF _____, 2022

BETWEEN:

CARRY THE KETTLE NAKODA NATION
(“Carry the Kettle”)

- and -

NAKODA DEVELOPMENTS CORPORATION
(the “Development Corporation”)

- and -

THE CITY OF REGINA
(the “City”)

MUNICIPAL SERVICES AND COMPATIBILITY AGREEMENT

WHEREAS:

A. Carry the Kettle, through its holding corporation Nakoda Developments Corporation (the “**Development Corporation**”), has acquired land located within the corporate limits of the City and currently legally described as follows:

Surface Parcel #112644132

Reference Land Description: NW Sec 10 Twp 18 Rge 20 W2 Extension 136; and

Surface Parcel #111695126

Reference land Description: Blk/Par B Plan No 101229005 Extension 138

and as shown on the map attached to this Agreement as Schedule “A-1” (the “**Land**”);

B. Pursuant to Canada's Additions to Reserve Policy, where a band wishes to have land placed into reserve status, that band is responsible for addressing third-party interests or concerns, and in the case where the land is located within the boundaries of an urban municipality, the band must make all reasonable efforts to address any reasonable concerns raised by the urban municipality;

C. Carry the Kettle intends to have the Land set apart as reserve land pursuant to the terms of the Treaty Land Entitlement Settlement Agreement among Carry the Kettle, Her Majesty the Queen in Right of Canada and Her Majesty the Queen in Right of Saskatchewan, dated March 29, 1996 (the “**Treaty Land Entitlement Settlement Agreement**”); and

D. Carry the Kettle, the Development Corporation and the City (each a “**Party**”, collectively the “**Parties**”) wish to establish a long-term relationship of practical cooperation between the Parties which recognizes and respects Carry the Kettle's exclusive jurisdiction in respect of the Land following reserve creation, but which also recognizes the need for ongoing compatibility and coordination between the Parties, particularly as to land use, building and fire standards, public health and safety, and business regulation due to the close proximity of the Land to other lands and businesses within the City and the provision of municipal services to the Land.

NOW, THEREFORE, in consideration of the premises and the mutual covenants and conditions hereinafter contained and other good and valuable consideration now exchanged by and between each of the Parties (the receipt and sufficiency of which is hereby acknowledged), the Parties agree as follows:

ARTICLE 1 - INTRODUCTORY PROVISIONS

- 1.1 The recitals and all schedules annexed to this Agreement are expressly incorporated into this Agreement and form an integral part of this Agreement.
- 1.2 For the purpose of this Agreement, the term “reserve” means a reserve as defined in subsection 2(1) of the *Indian Act*, R.S.C. 1985, c. I-5 (the “*Indian Act*”), and shall

include designated land, and land of a similar status under any successor legislation replacing the *Indian Act*, and shall include "First Nation land" as defined in the *First Nations Land Management Act*, SC 1999, c. 24.

- 1.3 The Parties acknowledge and agree that Carry the Kettle, through the Development Corporation or another corporate nominee, intends to develop the Land in accordance with a conceptual land use plan, in substantially the form of Conceptual Land Use Plan attached to this Agreement as Schedule "A-2" (the "Conceptual Land Use Plan"). The Parties further agree that the Conceptual Land Use Plan may be subject to change from time to time, provided development of the Land remains compatible with use and development of adjacent lands and the City is notified in advance of any material change to such Conceptual Land Use Plan. For greater certainty, the Parties acknowledge that the Conceptual Land Use Plan is separate and apart from the detailed concept plans required pursuant to section 7.2.
- 1.4 Prior to reserve creation, Carry the Kettle, through the Development Corporation or another corporate nominee, will make application for subdivision approval of the Land to address roadway dedication and other servicing issues, which may include but shall not be limited to requirements related to the construction, integration, alignment or extension of Courtney Drive, Diefenbaker Drive and Armour Road, and which will result in an amended legal land description. Upon conclusion of the subdivision, the amended legal land description identifying the boundaries of the Land, will be attached to this Agreement as Schedule "D". Other than the preliminary application(s) contemplated by this section, no development of the Land shall occur prior to the Land being set apart as reserve, unless such development conforms to *Design Regina, Official Community Plan Bylaw* and other applicable regulations of the City.
- 1.5 Notwithstanding sections 1.3 and 1.4 and the terms or conditions of any servicing agreements that may be entered into between the City and Carry the Kettle (or the Development Corporation, as the case may be), Carry the Kettle acknowledges and agrees that the existing median crossing at the intersection of the Regina Bypass and Armour Road is under provincial jurisdiction and the City has been advised by the Province that the existing crossing is temporary and is intended, at the discretion of the Province, to become a right-in, right-out access only between Armour Road and the Bypass.
- 1.6 The Parties acknowledge that, based on the proposed subdivision and detailed servicing plans to be agreed between the Parties pursuant to Article 6 of this Agreement, the Land will be subdivided into separate parcels and the dates on which the parcels are set apart as reserve may differ.
- 1.7 This Agreement shall become valid and effective in respect of a particular parcel of Land as and when that particular parcel is set apart as reserve.
- 1.8 The City specifically agrees to the Land being set apart as reserve.

- 1.9 Nothing in this Agreement shall be construed so as to diminish, derogate from or prejudice the constitutional, treaty or other rights of either party.
- 1.10 The Chief and Council (collectively, "Council") of Carry the Kettle has approved this Agreement by passing a Band Council Resolution at a duly convened meeting of the Council held on the ____ day of _____, 2022, in accordance with paragraph 2(3)(b) of the *Indian Act*. A copy of the resolution is attached to this Agreement as Schedule "B".
- 1.11 The Regina City Council has approved this Agreement by passing Bylaw No. 2022-12 at its duly convened meeting held on the 30th day of March, 2022. A copy of Bylaw No. 2022-12 is attached to this Agreement as Schedule "C".

ARTICLE 2 - AUTHORITY TO TAX

- 2.1 The Parties acknowledge and agree that effective as of the date a parcel of Land has been set apart as reserve:
- (a) Carry the Kettle shall be the sole taxing authority for such parcel, and any improvements, occupants and businesses located on the Land; and
 - (b) the City shall not tax the parcel or any improvements or occupants thereon, or any interest therein pursuant to *The Cities Act*, SS 2002, c C-11.1, as amended from time to time ("*The Cities Act*"), or pursuant to any other applicable legislation.

ARTICLE 3 - PROVISION OF MUNICIPAL SERVICES

- 3.1 The Parties agree that the City shall provide all normal City services to the Land and the occupants thereof (collectively, the "Municipal Services"). The type and level of Municipal Services supplied to the Land and the occupants thereof shall be the same as the City supplies to similarly zoned lands within the City, which are in a similar state of development and, subject to any interim servicing arrangements agreed to by the Parties pursuant to section 6.2, shall include, as the services become available dependent upon the state of development of the Land: road maintenance, repair and clearing, potable water distribution, sewage collection and treatment, garbage and recycling collection, and transit.
- 3.2 The Parties agree that, regardless of the state of development of the Land and subject to section 3.3, the City shall at all times supply fire protection and policing services (the "Emergency Services") to the Land and the occupants thereof. For greater certainty, reference to "Municipal Services" in this Agreement includes reference to "Emergency Services", unless the context otherwise requires.

- 3.3 Policing services shall be provided in accordance with a separate agreement between Carry the Kettle and the Regina Board of Police Commissioners provided that any fees or charges for policing services shall be included in the calculation for fees and charges for Municipal Services, and Carry the Kettle shall not be required to pay any additional amounts for policing services. The Municipal Services shall not include services provided by the Boards of Education of the Regina School Division No. 4, the Regina Catholic School Division or by a governmental authority other than the City.

ARTICLE 4 - PAYMENT FOR MUNICIPAL SERVICES

- 4.1 Carry the Kettle agrees to pay to the City, in consideration for the provision of the Municipal Services, an annual amount which equals the municipal and library portion of the property tax levy for any given year that would have been levied on the Land if the Land were not reserve.
- 4.2 If Carry the Kettle receives grants in lieu of taxes from a corporation whose land, improvements, business or interest in land is exempt from taxation or from the Government of Canada or the Government of Saskatchewan or any agency of those governments (in this section, the "Exempt Taxpayer") with respect to an interest in the Land or any portion thereof, Carry the Kettle shall, where applicable, pay to the City in addition to the amount required to be paid under section 4.1 an annual amount equal to the portion of the grant in lieu that would have otherwise been collected as the municipal and library property tax levy if the Exempt Taxpayer were not exempt from taxation.
- 4.3 Carry the Kettle agrees to annually pay, where applicable, in addition to the amount required to be paid under section 4.1:
- (a) any local improvement levies;
 - (b) any business improvement district levies; and
 - (c) any special charges,
- in respect of related services performed by the City, and in each case that would have applied in respect of the Land if the Land was not reserve (the amounts referred to in sections 4.1, 4.2 and 4.3 are collectively referred to as the "Municipal Services Fees").
- 4.4 Notwithstanding any other provision of this Agreement, it is understood and agreed that the Municipal Services Fees shall not cover those services which are normally provided by the City in consideration for a direct charge or user fee payable by the party to whom such services are provided (the "Direct Charge Services"). Direct Charge Services include, without limitation, the supply of water and the provision of sanitary and storm sewage systems. The charges for Direct Charge Services shall be invoiced and paid by Carry the Kettle or by the occupant of the Land to

whom such services are provided, in the same manner as any other person or entity to whom such services are provided. Such payment will include, if required by law, any tax imposed by federal or provincial legislation in relation to the provision of such services and the provision of Direct Charge Services by the City will be subject to the same terms and conditions as are required to be agreed to by any other person or entity to whom such services are provided and such terms shall be deemed to include observation of all water conservation practices that the City requires its customers to observe and compliance with City bylaws concerning water supply and wastewater connections. Without limiting the generality of the foregoing, the City may, upon thirty (30) days' written notice to Carry the Kettle or by the occupant of the Land to whom Direct Charge Services are provided, as applicable, suspend or withdraw any or all such services provided in consideration for a direct charge or user fee.

- 4.5 The City shall deliver an invoice to Carry the Kettle for the Municipal Services Fees (an "Invoice") concurrently with the issuance of the City's annual property tax notices. Subject to section 9.3, the invoice for the Municipal Services is payable in full on or before June 30 in each year or such other date as the Regina City Council may specify by bylaw of general application.
- 4.6 If the Invoice is not paid in full on or before June 30 of the year in which it was issued, any unpaid amount shall be subject to the same additional percentage charges that the City imposes on unpaid current property taxes. If the Invoice remains unpaid after December 31 of the year in which the invoice was issued, any unpaid amount shall be subject to the same additional percentage charges that the City imposes on property tax arrears.
- 4.7 Carry the Kettle shall have the right in any year to prepay all or part of the Municipal Services Fees. The same discount rates allowed by the City for prepayment of property taxes shall apply to any prepayment made by Carry the Kettle.
- 4.8 If, before December 1 in any year, there is a change in value respecting any improvement on the Land, the City shall send a supplemental Invoice to Carry the Kettle to reflect the resulting change in the cost of the Municipal Services. In the case of an increase in the cost of Municipal Services, the supplemental Invoice shall be paid by Carry the Kettle on or before December 31 of that year and, if any portion of the supplemental Invoice remains unpaid after December 31, that unpaid portion shall be subject to the same additional percentage charges that the City imposes on property tax arrears. In the case of a decrease in the cost of Municipal Services, the supplemental Invoice shall detail the resulting credit in favour of Carry the Kettle, such credit to be applied in accordance with the reasonable instructions of Carry the Kettle.
- 4.9 Subject to the application of section 9.3 hereof, if any invoice for Municipal Services, other than an invoice for services provided in consideration for a direct charge or user fee, has not been paid in full by December 31 of the year in which it was issued, the City may, upon thirty (30) days' written notice to Carry the Kettle,

suspend or withdraw any or all of the Municipal Services, other than Emergency Services, which it provides to the Land or the occupants of the Land until the Invoice and any additional interest or penalties have been paid in full. The City's right to suspend or withdraw the Municipal Services shall be without prejudice to any other remedy which may be available to the City.

ARTICLE 5 - THE CITY'S RIGHTS AND OBLIGATIONS IN RELATION TO THE LAND

- 5.1 Carry the Kettle agrees to allow and accommodate the City, its officers, employees and agents to have access to the Land and improvements thereon, upon reasonable notice, to:
 - (a) collect assessment information necessary to prepare the Invoices, provided that the City agrees to provide Carry the Kettle, upon request, the assessment information and data collected along with, if available, any other information relating to the costs associated with the provision of the Municipal Services; and
 - (b) carry out any work that is reasonably necessary to maintain, repair or replace any utilities, works, equipment or other facilities needed to provide the Municipal Services.
- 5.2 Carry the Kettle agrees that where, in the opinion of the Fire Chief of the City or a person authorized to act in the event of an emergency under federal or provincial laws of general application, a condition exists on the Land which is an imminent danger to the public safety, the Fire Chief or person authorized to act, or their respective agents, may enter upon the Land and take any reasonable emergency action to eliminate the danger in a manner and process that would have been taken in the City if the Land were not reserve. Whenever it is reasonably possible to do so, Carry the Kettle shall be advised in advance of any actions to be taken.
- 5.3 In the event that the Municipal Services are disrupted for reasons other than suspension or withdrawal pursuant to section 4.9 of this Agreement, the City shall have no greater liability for such disruption than it has to the owners and occupants of other lands within the City. All defences available to the City under *The Cities Act* shall be available to the City as if incorporated in this Agreement. The City shall have no liability for a suspension or withdrawal of Municipal Services pursuant to section 4.10 of this Agreement.
- 5.4 Prior to any development proceeding on the Land, Carry the Kettle agrees that it will take all steps and do all things as may be necessary, including passing and enforcing compatible bylaws, to ensure that, at all times, the occupation, use, development and improvement of the Land is compatible with the occupation, use, development and improvement of adjacent lands. Carry the Kettle agrees to ensure such compatibility in regard to land use, building and fire standards, public health and safety, and business regulation.

- 5.5 The Parties acknowledge that the City from time to time adopts technical, construction and site drainage standards for new developments and the Parties agree that compatible standards shall apply to all new developments upon the Land.
- 5.6 Carry the Kettle acknowledges that the City has the authority to approve driveway crossings defined as “that portion of a sidewalk, curb, or boulevard permanently improved or designed for the passage of vehicular traffic across the sidewalk, curb or boulevard”. Carry the Kettle agrees to:
- (a) co-ordinate vehicular access points shown on any site plan with driveway crossings approved by the City;
 - (b) apply to the City and pay the City for any new driveway crossings required by any new development which driveways shall be designed and constructed to the City’s standards and specifications and constructed by the City or by a contractor approved by the City. Carry the Kettle shall contact the City’s Planning and Development Services Department (or equivalent department) a minimum of two weeks prior to driveway installation to confirm all construction details; and
 - (c) pay to close any existing crossings no longer required.
- 5.7 If, at any time, the City is of the view the occupation, use, development or improvement of the Land is not compatible with the occupation, use, development or improvement of adjacent lands, and such condition continues for a period of thirty (30) days following written notification by the City to Carry the Kettle of such condition, the Parties consent to proceed with binding arbitration in accordance with section 9.1 to determine whether the occupation, use, development or improvement of the Land is compatible with the occupation, use, development or improvement of adjacent lands, and in such case the Parties shall commence the arbitration process without delay. If the decision of the arbitrator determines that the occupation, use, development or improvement is incompatible and such condition is not remedied in accordance with the decision of the arbitrator, the City may, at its option and without prejudice to any other remedy which may be available, suspend or withdraw any or all of the Municipal Services which it provides to the Land or the occupants thereof, until the condition is remedied.

ARTICLE 6 - DEVELOPMENT OF LAND

- 6.1 It is acknowledged by the Parties that the Land is currently in a raw and un-serviced state. A separate servicing agreement for each phase of development authorized pursuant to Article 7 shall be entered into between Carry the Kettle (either in its own capacity or through the Development Corporation) and the City prior to any development proceeding on the Land, which by agreement may include, but shall not be limited to, provisions:

- (a) requiring payment to the City of all servicing agreement fees and development levies then in effect for similarly zoned and developed non-reserve land within the City;
- (b) requiring the installation or construction of certain infrastructure as required to service the proposed development, including any of the matters referred to in subsection 172(3) of *The Planning and Development Act, 2007*, SS 2007, c P-13.2, as amended from time to time ("*The Planning and Development Act*");
- (c) requiring the provision of letters of credit, performance bonds or other forms of assurance to ensure payment and construction is completed in accordance with the servicing agreement;
- (d) requiring the granting and registration of any easements or other interests as may be necessary for the provision of Municipal Services; and
- (e) relating to any other matter or thing that may ordinarily be included in such agreement as set out in Parts VIII and IX of *The Planning and Development Act*.

(the "Servicing Agreement")

- 6.2 The servicing fees and development levies contemplated in subsection 6.1(a) are calculated by the City based on a standard means and timeline of installing services. Should Carry the Kettle wish to employ a method that varies from the standard on an interim basis (the "Interim Services"), the City may allow for Interim Services to be employed as agreed by the Parties; provided, however, that Carry the Kettle agrees that at such time as Municipal Services become available, Carry the Kettle shall discontinue the Interim Services and connect to the municipal services and shall be responsible for the payment of all applicable fees or levies then in effect at the time of connection. Any Interim Services agreed to will be identified in the Servicing Agreement(s).
- 6.3 Carry the Kettle agrees that the Land will be developed or redeveloped in a manner compatible with the City development standards then in effect for similarly zoned, non-reserve land in the City and in a manner compatible with the requirements of any legislation or regulations of any other jurisdiction that may apply to the Land or any particular development proposed on the Land, including but not limited to obtaining any applicable permits, licenses and authorizations of any nature that may be required.
- 6.4 Subject to Carry the Kettle's obligations under this Agreement to adopt compatible bylaws, the Parties acknowledge and agree that upon reserve creation:
 - (a) the planning and development regime established by *The Planning and Development Act* and the City's *Zoning Bylaw* do not generally apply to the Land and the City is thereby not responsible as an approving authority, or

for undertaking any review, inspection or issuance of development permits on the Land; and

- (b) the building standards and permitting regime established by *The Construction Codes Act* and the City's *Building Bylaw* do not generally apply to the Land and that the City is thereby not responsible as a local authority or otherwise for undertaking any review, inspection or issuance of building permits on the Land.

6.5 Notwithstanding section 6.4, Carry the Kettle agrees that:

- (a) all buildings or improvements will be constructed on the Land in a manner compatible with City building standards then in effect for non-reserve land in the City;
- (b) Carry the Kettle will be responsible for the processing and administration of all building and development permit applications, including responsibility for services such as plan examination and site inspections, for all development undertaken on the Land and for applicable construction related regulation compliance, including ensuring that any defects or safety hazards are remedied in a timely manner; and
- (c) Carry the Kettle releases and holds the City harmless from any liability that may arise in relation to the processing and administration of permits in accordance with subsection (b).

6.6 Carry the Kettle further agrees that, in addition to the requirements of Article 11:

- (a) prior to issuing any development or building permit Carry the Kettle shall deliver a copy of the full application to the City for its review and comment;
- (b) the City shall review the application and make every reasonable effort to provide written comments to Carry the Kettle within 21 days, detailing, *inter alia*, any specific technical requirements that must be met in order for the development to be able to access Municipal Services pursuant to this Agreement and the applicable servicing connection fees, if any, that must be paid to the City prior to connection; and
- (c) the City reserves the right to refuse to connect Municipal Services to any development if either the City has not received the related application as required by subsection (a) or the technical requirements and payment of fees required and communicated to Carry the Kettle in accordance with subsection (b) are not complied with.

6.7 Carry the Kettle agrees that the City is not required to provide connections to the Land or to begin supplying Municipal Services to the Land or any portion thereof, unless Servicing Agreements are complete and any related amounts owing to the City have been paid in full.

ARTICLE 7 - PHASING OF DEVELOPMENT

- 7.1 Phasing of development of the Land is permitted, with the first phase of development being construction of a roadside service station and travel centre. Development of the first phase shall be substantially in accordance with the preliminary phase one site plan that has been agreed to by the Parties and is identified within the boundary as outlined in heavy black on the Conceptual Land Use Plan (the "Phase One Site"). Development of the Phase One Site shall occur in accordance with Article 6.
- 7.2 Development shall not proceed beyond the first phase unless Carry the Kettle produces or causes to be produced a formal concept plan for all remaining portions of the Land (each, a "Formal Concept Plan"), and submits a copy of same to the City in advance of proceeding with such further development. The Parties further agree that the Formal Concept Plan may be subject to change from time to time, provided development of the Land remains compatible with use and development of adjacent lands and the City is notified in advance of any material change to such Formal Concept Plan.
- 7.3 As part of the preparation of any Formal Concept Plan or any proposed material changes thereto, Carry the Kettle agrees:
- (a) to undertake reasonable public consultation to inform, engage and solicit feedback on the planned development from the general public;
 - (b) to give due consideration to such consultations in preparing such Plan; and
 - (c) if requested by the City, Carry the Kettle shall provide a summary of the consultation outcomes and how they were integrated in the Plan; and
- The City agrees to provide reasonable assistance to facilitating or supporting the public consultation contemplated by this section if or as requested by Carry the Kettle.
- 7.4 A Formal Concept Plan shall be in a form consistent with the City's standard requirements for such plans then in effect for non-reserve land within the City and shall provide details on the proposed land uses, transportation network, services and any other relevant information required to evaluate the proposal. Without limiting the generality of the foregoing, every Formal Concept Plan shall include:
- (a) detailed information on the proposed development area (planning and technical rational for the development);
 - (b) necessary diagrams and maps to demonstrate proposed development;
 - (c) technical reports prepared by a professional engineer licensed to practice in the province of Saskatchewan including, but not limited to, a

transportation impact assessment, and sanitary sewer and storm water management reports;

- (d) a method for addressing the provision of public roads, buffer strips, utility parcels and recreation space, it being further acknowledged that the overall development of the Land will include recreation space that is set aside and established as parks and greenspace to an extent compatible with such requirements for City lands;
- (e) comments from appropriate utility agencies;
- (f) comments from Transport Canada, the Regina Airport Authority, NavCanada and such other agencies as may be appropriate; and
- (g) any other technical document necessary to determine appropriate use and development of the site.

7.5 Carry the Kettle shall be responsible for all costs related to the preparation of any Formal Concept Plan.

ARTICLE 8 - APPLICABILITY OF LAWS

- 8.1 The Parties both acknowledge that, subject to Section 35 of the *Constitution Act, 1982*, all provincial laws of general application, including municipal bylaws, which are not in conflict or inconsistent with the provisions of the *Indian Act*, any Band bylaw enacted thereunder, or any other laws or legislation enacted by Carry the Kettle shall, apply to any activity carried out on the Land and may be enforced on the Land.
- 8.2 In the event of a dispute between the Parties as to whether a provincial law or municipal bylaw is a law of general application which applies to activities carried out on the Land and may be enforced on the Land, the Parties agree to meet to try to develop a practical solution which respects Carry the Kettle's jurisdiction and the City's need for compatibility of occupation, use, development and improvement.
- 8.3 If the Parties fail to reach a practical solution which is satisfactory to the Parties, and legal proceedings are commenced by any party to determine whether a provincial law or municipal bylaw is a law of general application which applies to activities carried out on the Land and may be enforced upon the Land, the Parties agree that nothing in this Agreement shall be construed to diminish, derogate from or prejudice the constitutional, treaty or other rights of any party, nor affect their legal position in the matter. The Parties further agree that nothing in this Agreement shall be construed as preventing any Party from commencing any court proceedings as may be necessary to avoid the application of any pending limitation period governing any dispute hereunder. The application, interpretation and enforcement of this Agreement shall be governed by and construed in accordance

with the laws of the Province of Saskatchewan, the laws of the Dominion of Canada and the laws of Carry the Kettle, as applicable. Other than as set out in Article 9, the Parties covenant and agree to attorn to the jurisdiction of the courts of the Province of Saskatchewan in relation to any actions or proceedings as taken in relation hereto.

ARTICLE 9 - ARBITRATION

- 9.1 Except for disputes involving any levy or charge sought to be collected by the City, which will be dealt with in accordance with section 9.3, in the event of any dispute with regard to the interpretation or enforcement of this Agreement, the matter may, with the consent of both Parties, be referred to binding arbitration to be conducted in accordance with the *Commercial Arbitration Act* (Canada), with such arbitration to take place in the City of Regina, in the Province of Saskatchewan. Each party shall bear its own legal costs and shall pay one-half of the cost of the arbitrator. The decision of any arbitrator conducting arbitration pursuant to this section shall be final and binding and have the same force and effect as a final judgment in a court of competent jurisdiction.
- 9.2 If either party fails to abide by the decision or award of the arbitrator, then the opposing party shall have the right to apply to the appropriate court or courts to obtain an order compelling the enforcement of the decision or award of the arbitrator.
- 9.3 The Parties agree that if Carry the Kettle disputes any of the Municipal Services Fees, the following shall be used to resolve the dispute:
 - (a) Carry the Kettle may, within thirty (30) days of receipt of an Invoice, request a joint meeting of the Councils to discuss the dispute concerning the Municipal Service Fees in good faith with a view to resolving such dispute;
 - (b) If no agreement is reached at the joint meeting referred to in subsection (a), Carry the Kettle may, within fifteen (15) days after the meeting, serve a notice to arbitrate the issue;
 - (c) If Carry the Kettle serves a notice to arbitrate the dispute on the City, the following shall apply:
 - (i) Unless the Parties otherwise agree, the issue shall be determined by a panel of three arbitrators (the "arbitration board"), with one arbitrator appointed by Carry the Kettle and one arbitrator appointed by the City. Each party shall, within fifteen (15) days following the giving of notice for arbitration, advise the other in writing of the name, address and calling of their arbitrator selected. The two arbitrators as selected shall, within a reasonable period of time, but not exceeding a period of thirty (30) days, jointly appoint a third arbitrator, who shall act as chair of the arbitration board. In the event the two arbitrators

selected by the Parties fail to appoint a third arbitrator within the said thirty (30) days, then either party at any time thereafter may apply upon notice to the other to a Justice of the Court of Queen's Bench for Saskatchewan for an order appointing the third arbitrator to act as chair of the arbitration board;

- (ii) The arbitration board shall hear and determine the dispute. In reaching its decision, the arbitration board may confirm the Municipal Services Fees, or it may substitute Municipal Services Fees which the arbitration board considers, in the circumstances, to be fair and reasonable. In conducting the arbitration, the arbitration board shall proceed in accordance with the *Commercial Arbitration Act*, (Canada). The decision of the arbitration board shall be final and binding and shall have the same force and effect as a final judgment of a court of competent jurisdiction;
- (iii) Pending a final determination by the arbitration board, the City's rights under section 4.9 shall be suspended;
- (iv) If a matter has been submitted to arbitration and no final determination has been made by the arbitration board prior to December 31 of the year in which the submission to arbitration is made, Carry the Kettle agrees to tender payment equal to the amount levied by the City together with interest calculated in accordance with the City's bylaw of general application. In the event that Carry the Kettle shall be successful or partially successful in the arbitration, the arbitration board shall, in addition to any other remedies, award interest to Carry the Kettle calculated on the same basis as that charged by the City under its bylaws from the date that payment is made to the City; and
- (v) In conducting the arbitration, the arbitration board shall take into account the rules, principles and policies of assessment applied generally in the City, together with any other information as deemed relevant by the arbitration board.

- 9.4 If Carry the Kettle is not satisfied with any levy or charge, other than those described in section 9.3, Carry the Kettle shall have the same rights to challenge the levy or charge as are provided to other persons or entities receiving similar services.

ARTICLE 10 - MISCELLANEOUS

- 10.1 The Parties agree that their respective Councils, and/or their representatives, will meet together at least once in each calendar year to discuss such matters as may have arisen between them, and to keep open the lines of communication.

- 10.2 The Parties agree that the initial term of this Agreement will commence on the effective date of the Agreement and continue for an initial term of five (5) years (the "Initial Term"). The Parties agree that thereafter, the Agreement will automatically renew at the expiry of the Initial Term for successive five (5) year terms (each, a "Renewal Term"), until such time as one party serves on the other notice of its intention not to renew the agreement.
- 10.3 The notice referred to in section 10.2 must be served on the receiving party no less than six (6) months prior to the end of the then-current term. Unless the Parties agree otherwise in writing, failure to serve notice of non-renewal within the time period prescribed by this section will result in the addition of a Renewal Term following the end of the then-current term.
- 10.4 If, at any time during the continuance of this Agreement, the Parties shall deem it necessary or expedient to make any alteration or addition to this Agreement, they may do so by means of a written agreement between them which shall be supplemental and form part of this Agreement.
- 10.5 Subject to the following sentence, the rights and obligations of the Parties herein may not be assigned or otherwise transferred. The Development Corporation may assign its rights and obligations to a third party with the approval of Carry the Kettle and the City, and such approval shall not be unreasonably withheld. An amalgamation by a party, as contemplated by either the *Indian Act* or *The Cities Act*, does not constitute an assignment.
- 10.6 This Agreement enures to the benefit and is binding upon each of the Parties and their respective successors and any permitted assigns.
- 10.7 Any notice given or required to be given under this Agreement shall be in writing and shall be deemed to have been given if delivered personally, by electronic mail or regular prepaid mail, to the other party at the address stated below or at the latest changed address given, by the party to be notified as hereinafter specified.

Carry the Kettle First Nation
 PO Box 57
 Sintaluta, SK S0G 4N0
 Attention: Chief and Council
 Email: _____

The City of Regina
 PO Box 1790
 Regina, SK S4P 3C8
 Attention: City Clerk
 Email: _____

Either party may, at any time, change its address for the above purpose by mailing, as aforesaid, a notice stating the change and setting forth a new address.

- 10.8 The failure on the part of either party to exercise or enforce any right conferred upon it under this Agreement shall be deemed not to be a waiver of any such right or operate to bar the exercise or enforcement thereof at any time or times thereafter.
- 10.9 It is intended that all provisions of this Agreement shall be fully binding and effective between the Parties, but in the event that any particular provision or provisions or a part of one is found to be void, voidable or unenforceable for any reason whatsoever, then the particular provisions or provision or part of the provision shall be deemed severed from the remainder of this Agreement and all other provisions shall remain in full force.
- 10.10 The Parties shall at all times and upon every reasonable request provide all further assurances and do such further things as are necessary for the purpose of giving full effect to the covenants and provisions contained in this Agreement.
- 10.11 This Agreement constitutes the entire agreement between the Parties and there are no undertakings, representations or promises express or implied, other than those expressly set out in this Agreement.
- 10.12 This Agreement supersedes, merges and cancels any and all pre-existing agreements and understandings in the course of negotiations between the Parties.
- 10.13 The Development Corporation consents to the terms of this Agreement and agrees to be bound by the same.

ARTICLE 11 – JOINT LAND USE & BYLAW COMMITTEE

- 11.1 For the purposes of this Article, “City lands adjacent to the Land” means the adjacent lands within the Maple Ridge Concept Plan Area and Coopertown Neighbourhood Plan Area.
- 11.2 (a) Carry the Kettle shall provide written notice to the City of its intention to:
- (i) exercise its powers under the *Indian Act* to enact a bylaw that materially affects the City or the use and development City lands adjacent to the Land;
 - (ii) materially amend the Conceptual Land Use Plan or a Formal Concept Plan; or
 - (iii) develop and construct buildings or undertake improvements or conduct a new business enterprise upon the Land, or permit any third party to do any of the foregoing, that is materially inconsistent with the Conceptual Use Plan or a Formal Concept Plan.

- (b) The City shall provide written notice to Carry the Kettle of its intention to:
 - (i) exercise its powers to enact or amend a bylaw that materially affects the Land or the occupation, use, or development of the Land; or
 - (ii) materially amend the existing concept plans relating to City lands adjacent to the Land or
 - (iii) develop and construct buildings or undertake improvements or conduct a new business enterprise upon City lands adjacent to the Land, or permit a third party to do any of the foregoing, that is materially inconsistent with the existing concept plans for such areas.
- 11.3 Carry the Kettle or the City, as the case may be, may, within fourteen (14) days of receiving the notice referred to in section 11.2, or in the case of the City, within fourteen (14) days of receiving a copy of a Formal Concept Plan, provide written notice to the other requesting that Carry the Kettle and the City form a Joint Land Use and Bylaw Committee to review the intended bylaw, development, improvement or business enterprise in detail. The notice shall also name the persons appointed by City or by Carry the Kettle, as the case may be, to serve as members on the Committee.
- 11.4 The Committee shall be comprised of the following:
- (a) two (2) members appointed by Carry the Kettle; and
 - (b) two (2) members appointed by the City.
- 11.5 The Committee shall review Carry the Kettle's bylaws or the City's bylaws, as the case may be, to determine whether the intended bylaw, development, improvement or business enterprise is compatible with the City's or Carry the Kettle's bylaws in existence at the time of the review. The Committee shall proceed with its review as soon as practicable and shall put the matter under review to a vote of the Committee within three (3) weeks of its meeting at which the matter was first reviewed, unless such period is extended by agreement of the Parties.
- 11.6 The intended bylaw, development, improvement or business may proceed:
- (a) where Carry the Kettle or the City does not provide notice to the other party pursuant to section 11.3 requesting formation of a Committee; or
 - (b) upon the prior written approval of the Committee.
- 11.7 In the event that the Committee cannot reach agreement about the intended bylaw, development, improvement or business, the Committee shall request a joint meeting of the Councils to discuss the dispute in good faith with a view to resolving such dispute. Thereafter, if no agreement is reached, the matter shall be resolved

in accordance with the dispute resolution process set out in section 9.1 of this Agreement.

11.8 In addition to the foregoing, the Committee may, from time to time:

- (a) make and amend formal terms of reference for the Committee, including rules to govern the procedures of the Committee;
- (b) develop guidelines on content of compatible bylaws; and
- (c) provide recommendations to the City's and Carry the Kettle's councils on matters reviewed by the Committee or concerns arising there from.

[The remainder of this page is intentionally left blank. Signature Page Follows]

IN WITNESS WHEREOF, the Parties have executed this Agreement, effective the day and year first above written as attested to by the hands of their proper signing authorities on their behalf.

NATION

SIGNED on behalf of the CARRY THE)
 KETTLE NAKODA NATION by at least a)
 Quorum of the Council of the Carry the)
 Kettle Nakoda Nation in the presence of:)
 Signature: _____)
 Name of Witness: _____)
 Address: _____)
 _____)
 as to all signatures unless otherwise indicated

CARRY THE KETTLE NAKODA

as executed by a quorum of the
 Council of the Carry the Kettle Nakoda
 Nation

Per: _____
 Chief

Per: _____
 Councillor

Per: _____
 Councillor

Per: _____
 Councillor

Per: _____
 Councillor

Per: _____
 Councillor

(seal)

THE CITY OF REGINA

 City Clerk

Consent of Development Corporation

Nakoda Developments Corporation consents to the terms of this Agreement and agrees to be bound by the same.

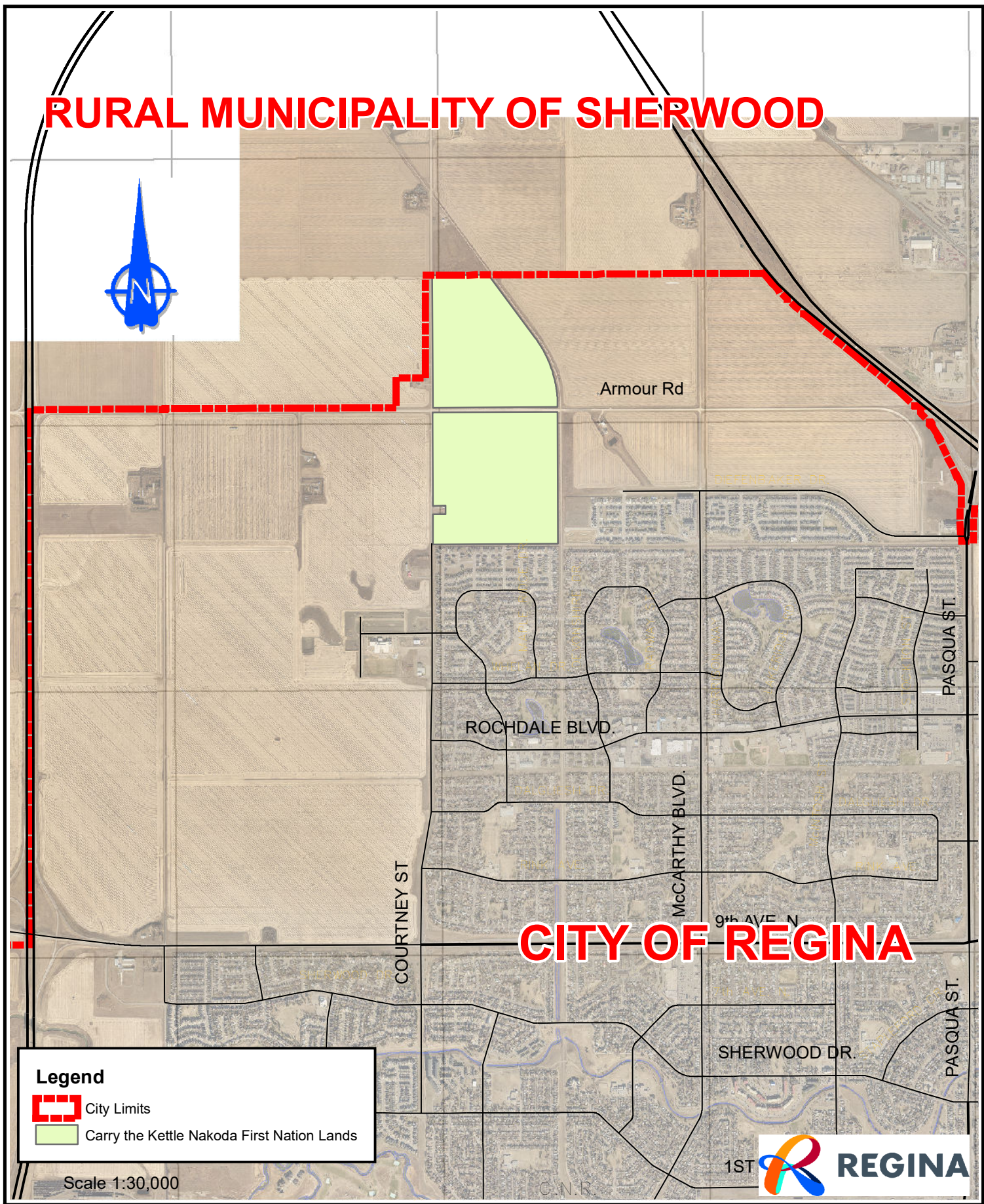
(seal)

NAKODA DEVELOPMENTS CORPORATION

 Per: Authorized Corporate Signatory

Carry the Kettle Nakoda First Nation Lands

RURAL MUNICIPALITY OF SHERWOOD



Legend



City Limits

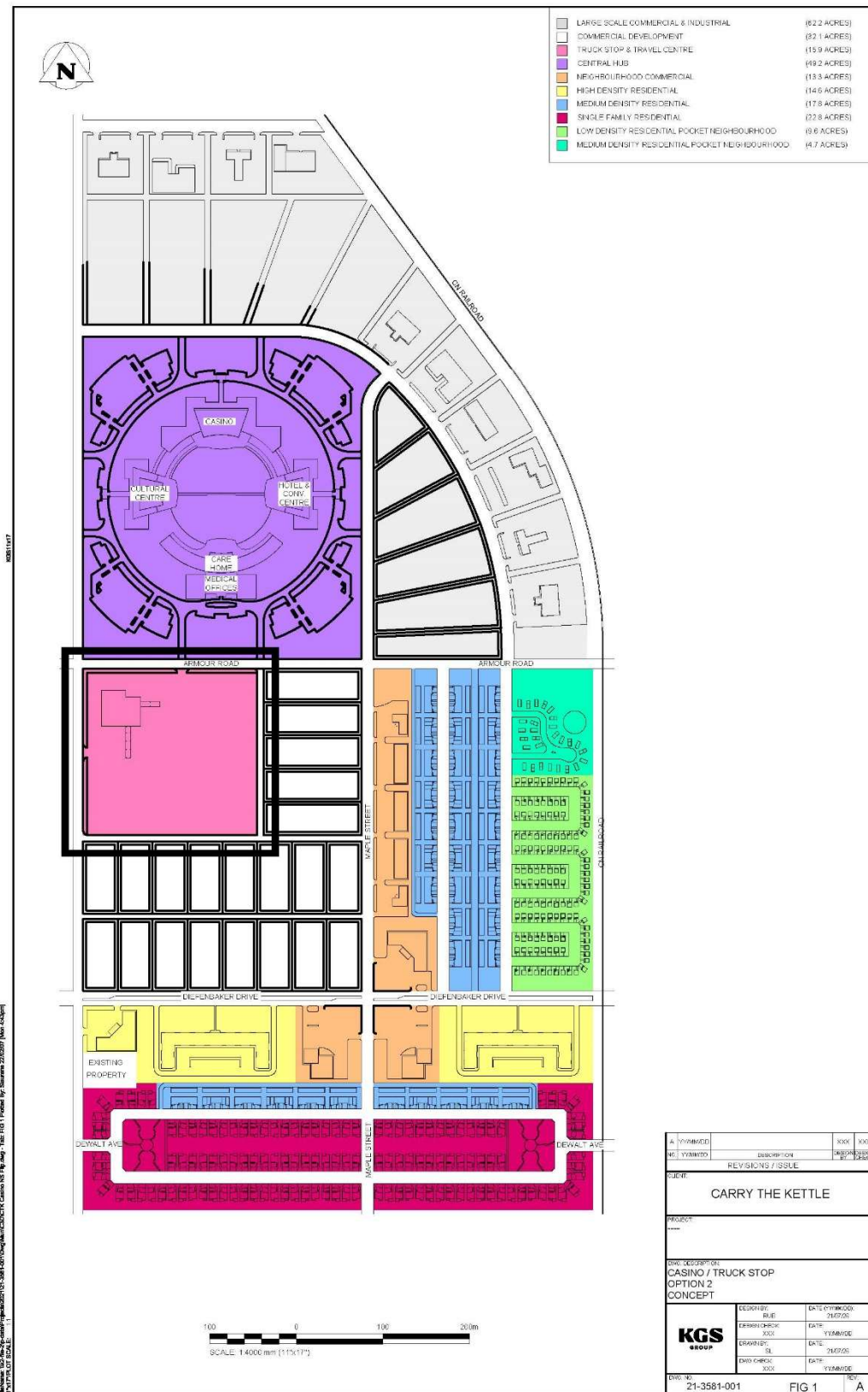


Carry the Kettle Nakoda First Nation Lands

Scale 1:30,000

500 250 0 500 Meters

SCHEDULE "A-2" – Conceptual Land Use Plan and Boundary of Phase One Site



SCHEDULE “B” – Band Resolution
to be completed (Band Resolution)

SCHEDULE “C” – City Council Resolution
to be completed (Council Resolution)

SCHEDULE “D” – Amended Description of Lands
to be completed (Amended Lands post-subdivision)



Response to COVID-19 Property Tax Relief Requests

Date	March 30, 2022
To	Mayor Masters and City Councillors
From	Executive Committee
Service Area	Accessibility Advisory Committee
Item #	CR22-36

RECOMMENDATION

That City Council:

1. Direct Administration to implement an arrears payment plan with a reduced penalty rate of 0.75 per cent as described in this report by March 31, 2022.
2. Instruct the City Solicitor to bring forward amendments to Bylaw 2003-69, being The Regina Administration Bylaw and any other necessary Bylaws in order to implement the arrears payment plan and reduced penalty as described in this report.
3. Deny the request from Regina Hotel Association for a 25 per cent exemption on 2021 municipal property taxes for hotels and motels (Appendix A).
4. Deny the request from Regina Downtown Business Improvement District for a property tax credit equal to properties' 2021 Business Improvement District taxes (Appendix B).
5. Deny the request from Regina Warehouse Business Improvement District for a property tax credit equal to properties' 2021 Business Improvement District taxes (Appendix C).

HISTORY


At the March 23, 2022 meeting of the Executive Committee, the Committee considered the attached EX22-6 report from the Financial Strategy & Sustainability Division.

The Committee adopted the following resolution:

1. Direct Administration to implement an arrears payment plan with a reduced penalty rate of 0.75 per cent as described in this report by March 31, 2022.
2. Instruct the City Solicitor to bring forward amendments to Bylaw 2003-69, being The Regina Administration Bylaw and any other necessary Bylaws in order to implement the arrears payment plan and reduced penalty as described in this report.
3. Deny the request from Regina Hotel Association for a 25 per cent exemption on 2021 municipal property taxes for hotels and motels (Appendix A).
4. Deny the request from Regina Downtown Business Improvement District for a property tax credit equal to properties' 2021 Business Improvement District taxes (Appendix B).
5. Deny the request from Regina Warehouse Business Improvement District for a property tax credit equal to properties' 2021 Business Improvement District taxes (Appendix C).
6. Approve these recommendations at its meeting on March 30, 2022.

Recommendation #6 does not require City Council approval.

Respectfully submitted,



Amber Ackerman, Interim City Clerk 3/25/2022

ATTACHMENTS

EX22-6 - Response to COVID-19 Property Tax Relief Requests

Appendix A - Regina Hotel Association - Request for Property Tax Exemption - February 26, 2021

Appendix B - Regina Downtown BID Request for Economic Recovery Support - March 2, 2021

Appendix C - Regina Warehouse BID Request for Economic Recovery Support - March 9, 2021

Appendix D - One-time Municipal Property Tax Reduction for Hotels and Motels (Option 3)

Appendix E - Jurisdictional Scan - Supports for Businesses



Response to COVID-19 Property Tax Relief Requests

Date	March 23, 2022
To	Executive Committee
From	Financial Strategy & Sustainability
Service Area	Assessment & Property Revenue Services
Item No.	EX22-6

RECOMMENDATION

The Executive Committee recommends that City Council:

1. Direct Administration to implement an arrears payment plan with a reduced penalty rate of 0.75 per cent as described in this report by March 31, 2022.
2. Instruct the City Solicitor to bring forward amendments to Bylaw 2003-69, being The Regina Administration Bylaw and any other necessary Bylaws in order to implement the arrears payment plan and reduced penalty as described in this report.
3. Deny the request from Regina Hotel Association for a 25 per cent exemption on 2021 municipal property taxes for hotels and motels (Appendix A).
4. Deny the request from Regina Downtown Business Improvement District for a property tax credit equal to properties' 2021 Business Improvement District taxes (Appendix B).
5. Deny the request from Regina Warehouse Business Improvement District for a property tax credit equal to properties' 2021 Business Improvement District taxes (Appendix C).
6. Approve these recommendations at its meeting on February 2, 2022.

ISSUE

In spring of 2021, the Regina Hotel Association (RHA), the Regina Downtown Business

Improvement District (RDBID) and the Regina Warehouse Business Improvement District (RWBD) submitted requests for additional support to assist with the ongoing impacts of COVID-19.

The RHA requested a 25 per cent reduction in municipal property taxes for 2021 (Appendix A). The Business Improvement Districts (BIDs) requested a one-time tax credit for all BID properties equal to the BID levies paid for 2021 (Appendices B and C). In March of 2021, Council referred these requests to the Recovery and Efficiency Task Force for consideration.

The Task Force provided comments regarding these requests to Administration in Q3 of 2021 and included a related recommendation in their report to Council on December 8, 2021. This report is in response to the requests made by the RHA and the BIDs.

This report presents options for economic recovery programs as requested by the RHA and the BIDs, as well as options that consider feedback received from the Task Force.

IMPACTS

Financial Impact

If the recommended option is approved there will be a reduction of property tax penalties. While it is hard to predict the uptake on the program and therefore the cost of the program, if an estimated 40 per cent of property tax arrears were paid through a payment plan the annual arrears penalty would be reduced by approximately \$892,500. This is expected to be partially offset by the benefits of increased cash flows and reduction in property tax arrears from honoured payment plans. The program would be funded by the unallocated Regina Economic Recovery Grant funding (\$267,000) and the General Fund Reserve (GFR) for 2022 and, based on participation in 2022, the operating budget would need to be adjusted in future years. Pursuant to the 2022 approved budget, the GFR uncommitted balance is projected to be \$21.3 million. The recommended minimum balance for the GFR is \$23 million. Implementing this option would bring the projected uncommitted GFR balance down to \$20.7 million.

Policy/Strategic Impact

If the recommendations in this report are approved by Council, owners with properties in arrears would be eligible to enter a payment plan, where they would repay outstanding taxes from previous and current years at a reduced penalty rate of 0.75 per cent compounded monthly (9.38 per cent per annum). The reduced rate would be applied while the approved payment plan is active. This program would be available to all property types, recognizing that COVID-19 has had an impact not only on businesses' ability to pay property taxes, but also for households. A payment plan at a reduced penalty rate will benefit the property owners by reducing the amount of penalty incurred on arrears, and the City, by adding additional incentive for property owners to make and honor payment arrangements.

This program would only apply to properties in arrears. While it has no implications on the existing TIPPS program, this program aligns with TIPPS, supporting customers to pay property tax arrears and transition to TIPPS. If Council wishes to pursue this program, the City Solicitor would have to be

instructed to bring forward changes to *The Regina Administration Bylaw 2003-69*, to allow payment arrangements as described.

An arrears payment plan program does not fully address the request from the BIDs or the RHA, but it does treat all property in the City equally and is easy to administer. These benefits align with some of the feedback from the Recovery and Efficiency Task Force and may encourage payment arrangements resulting in reduced arrears totals. Such a program could be implemented with current resources, requiring no additional operational funding.

Legal Impact

Changes are required to *The Regina Administration Bylaw 2003-69*, to allow for an arrears payment plan as described in this report.

There are no other expected, environmental, or accessibility impacts if the recommendations in this report are approved.

OTHER OPTIONS

Option 1: Status Quo

The City of Regina (City) received approximately \$16.3 million in senior government funding in 2020 to offset the impacts of the pandemic. The City used this funding to maintain and adapt essential services and to fund the Regina Economic Recovery Grant (RERG), a \$2 million program which provided grants to help businesses adapt to the challenges posed by the pandemic, and other initiatives. With the approval of the 2022 budget, all of the funding in the COVID-19 Recovery Reserve has been allocated.

The City continues to provide support to the community through its partnerships. In July 2020, City Council approved a policy for the attraction of Events, Conventions and Trade Shows to Regina. Events, Conventions and Tradeshow (ECT) are important drivers of the local, provincial, and national economy, contributing to trade and investment outcomes, innovation, job creation and tourist visitation. During the 2021 budget deliberations, Council confirmed annual ongoing funding of \$325,000 per year to fund the City's share of bid/event fees incurred when attracting ECTs.

In this option Council would deny the requests from the BIDs and the RHA as outlined in recommendations three, four and five. Currently the City offers the TIPPS program which allows customers to pay their current taxes over several months instead of in one lump sum, with no penalty. Administration works with customers in property tax arrears to create payment arrangements that meet their unique needs, while incurring penalties as outlined in *The Regina Administration Bylaw 2003-69*.

Option 2: A grant equal to Business Improvement District Levy for all non-residential properties in a Business Improvement District, as per the request from the BIDs.

In this option Council would approve a one-time grant equal to the 2021 BID levy to all taxable non-residential properties located in the RDBID or the RWBID. The total grant would be equal to the taxable portion of the levy, \$1,160,176. Table 1 summarizes the breakdown of the BID levies.

Table 1: 2021 Business Improvement Levies

BID	Taxable		Grant in Lieu		Total	
	# of Properties	Levy	# of Properties	Levy	# of Properties	Levy
Regina Downtown (RDBID)	349	\$912,507	21	\$213,871	370	\$1,126,379
Regina Warehouse (RWBID)	459	\$247,669	4	\$9,676	463	\$257,345
Total	808	\$1,160,176	25	\$223,548	833	\$1,383,724

The total cost of this option is \$1,160,176. This option could be funded from the unallocated RERG funding (\$267,000) and the GFR. Pursuant to the 2022 approved budget, the GFR uncommitted balance is projected to be \$21.3 million. The recommended minimum balance for the GFR is \$23 million. Implementing this option would bring the projected uncommitted GFR balance down to \$20.4 million.

This option recognizes the struggle that businesses in the BIDs are facing by providing immediate financial relief to property owners. The RDBID and RWBID levies represent 3.35 per cent and 2.83 per cent of a property's total property tax levy respectively. The benefit will be provided to owners of commercial property within the BID areas. There is no guarantee that this benefit will be passed on to individual businesses.

Although the businesses in the BID areas have been impacted by the pandemic and a grant would benefit these businesses, evidence suggests the pandemic has negatively impacted businesses in all parts of the city, particularly in the accommodation and food service sector.

Administration does not recommend this option as it only provides a benefit to commercial property owners within the BID areas of the City and would further reduce the GFR for the total of the grant. Additionally, the Federal Government has implemented programs to help properties hit the hardest by the COVID-19 pandemic.

Option 3: One-time municipal property tax reduction for hotels and motels, as per the request from the Regina Hotel Association.

In this option the City would exempt 25 per cent of 2022 municipal property taxes for hotels and

motels. A list of affected properties is provided in Appendix D. The cost of this option would be approximately \$954,540 in foregone municipal property taxes. This option could be funded from the unallocated RERG funding (\$267,000) and the GFR. Pursuant to the 2022 approved budget, the GFR uncommitted balance is projected to be \$21.3 million. The recommended minimum balance for the GFR is \$23 million. Implementing this option would bring the projected uncommitted GFR balance down to \$20.6 million.

The hotel industry in Regina is largely dependent on major events and attractions. Through the COVID restrictions many of these events were cancelled or delayed and while some events are scheduled for 2022, the hotels in Regina are struggling. Based on information provided by the RHA, the occupancy rate for 2021 was estimated at 32 per cent, a considerable gap from pre-COVID rates of 60 per cent. The decrease in occupancy translates to significant annual revenue losses when compared to 2019. Combined with losses of food, beverage, and meeting/conference space rentals the loss is forecast at \$162 million in total for the 2020 and 2021 business year.

The recently introduced Federal Tourism and Hospitality Recovery Program provides support to the tourism and hospitality sector offering subsidies up to 75 per cent of eligible rent, including property taxes, and wages for businesses in the tourism and hospitality sector who experienced at least a 40 per cent revenue drop during the pandemic. The Hardest-Hit Businesses Recovery Program offers subsidies up to 50 per cent of the same expenses for businesses who do not qualify for the Tourism and Hospitality Recovery Program and who experienced at least a 50 per cent revenue drop.

Administration does not recommend this option as it only provides a benefit to hotel properties only and would further reduce the GFR. Additionally, the Federal Government has recently implemented programs to support the tourism and hospitality industries and properties hit the hardest by the COVID-19 pandemic.

Option 4: Deferral of 2022 municipal property taxes for qualifying non-residential properties.

Under this option eligible non-residential properties will be allowed to defer all or a portion of 2022 municipal property taxes on an approved repayment plan over a period of up to 24 months, without incurring penalty. This option also reflects the response provided by the Recovery and Efficiency Task Force and would be implemented according to Section 244 of *The Cities Act* which allows Council to defer all or a portion of the municipal taxes for a particular property. This option would not apply to education or library portions of property taxes.

This option recognizes feedback from the Task Force which suggests any program should consider business owners, specifically those that saw a net revenue loss as a result of COVID-19 and restrictions due to public health orders.

To be eligible under this option, businesses occupying the property must:

- have been in good standing for all property taxes in 2019;
- have had to close partially or fully for any part of 2020 or 2021 as a result of COVID-19 or public health orders;

- be in a loss position for 2021;
- have a minimum year-over-year revenue loss of 40 per cent between 2021 and 2019; and
- intend to continue as a business operating with pre-pandemic staffing levels.

Consideration will be given to businesses that opened in 2020.

While a property tax deferral preserves the City's long-term financial sustainability as the taxes deferred are eventually recovered, there will be short term cashflow implications as deferred revenue is not collected in 2022. It is unknown how many businesses may apply for the program, so actual financial impacts are difficult to estimate. Non-residential property tax constitutes 35 per cent of the municipal property tax base. If 10 per cent of the non-residential municipal property tax is deferred, in 2022, this would be approximately \$9.9 million dollars. Any offset funding to cover cash flow needs would be funded from the positive cash flow balance. As well, there would likely be some reduction in 2022 arrears penalty revenue.

The risk of property tax deferrals is mitigated by the City's ability to proceed with tax enforcement for unpaid property taxes, all property taxes are levied to the property owner, not the businesses occupying the property.

Many businesses rent/lease their space from property owners. Property tax is levied to the property owners. Property tax deferrals are applied directly to the property tax account and do not provide support directly to businesses who rent their premises. The City has no authority to ensure that the benefits of a tax deferral are passed from property owners to the tenants.

To implement this option, a joint application between the business occupant and property owner would be required. A similar approach was taken with the early implemented Canada Emergency Commercial Rent Assistance Program. This approach was one of the major criticisms of the program as some property owners did not support their tenants in the application process. The need to engage both the applicant and the property owner may make deferrals administratively cumbersome. Additionally, Administration's ability to verify eligibility requirements is limited. While other levels of government have the ability to audit program eligibility through cross referencing programs, information available to administration would be limited to that provided by applicants.

While property tax deferrals do provide short term relief for property owners, pressure will be compounded in future years as deferred taxes will need to be paid in addition to future levies. There is a risk that some property owners may not be able to pay back the deferred amounts. There is also a risk that the business benefitting from the deferral may not occupy the space once the tax is due and not bear the consequences of paying the deferred amounts. In short, the property owner would have provided the deferral to the tenant and would then be responsible for the property tax regardless of the occupancy of the property.

Administration does not recommend this option as it only provides a benefit to commercial property owners, is administratively cumbersome, and therefore costly, for both property owners and the City, and would impact cash flows of the city for its duration. In addition, the program would operate on

criteria supported by affidavits signed by the property owners, with no real way to verify information provided.

Options Summary

Table 2: Evaluation of Options' Comparative Performance compares the options' performance based on financial cost to the City, cash flow, the scope of assistance (i.e., who is eligible), and the requirements for implementation and administration. Good performance is highlighted in green, moderate or mixed performance is highlighted in yellow and low performance is highlighted in red. Performance evaluation is based on a simple ranking relative to other options.

Table 2: Evaluation of Options' Comparative Performance

Option	Cost	Scope of Assistance	Implementation Requirements
Recommendation: Arrears Payment Plan	Reduced penalty revenues, partially offset by increased arrears collections. Cost is dependant on uptake.	All properties in arrears, including residential properties.	Moderate effort to implement. Ongoing administration.
1: Status Quo	None	No additional assistance	Not Applicable
2: Grant for BID Businesses	\$1,160,176 withdrawal from the General Fund Reserve.	Only benefits BID properties. Does not help businesses that rent.	Simple to implement. No ongoing administration.
3: One-Time Tax Reduction for Hotels and Motels	\$954,540 in foregone revenue— withdrawal from General Fund Reserve to meet revenue shortfall.	Only hotels and motels.	Simple to implement. No ongoing administration.
4: Deferral of 2022 Municipal Taxes for Qualifying Non-resident Properties	Short-term revenue reduction from reduced interest earnings on uncollected taxes (value uncertain). Reduction in penalty revenue. Full cost-recovery of tax revenues in long-term.	All commercial property owners where the business occupying the property is experiencing hardships due to the COVID-19 Pandemic. Does not directly support businesses that rent or lease space.	Significant effort to implement and administer. Application verification challenging and costly.

COMMUNICATIONS

The RDBID, RWBID and the RHA were provided copies of this report and will be advised of Council's decision.

If Council approves any alternative options, Administration will develop a communication strategy to ensure the relevant property owners are informed of programs or other provisions being offered and the implications to their property taxes.

There are public notice requirements that must be met prior to considering a tax deferral program if a tax deferral option is selected. Public notice of this report was provided on January 18, 2022.

DISCUSSION

Following the declaration of state of emergency in March 2020, the Federal, Provincial and Municipal governments took action to support people and businesses. In 2020, the City of Regina implemented several administrative measures including extending deadlines for property tax and utility bill payments, waiving fees for mobile food vendor and outdoor restaurant seating permits and improving the Tax Installment Payment Plan Service (TIPPS) which allows taxpayers to pay their current taxes over several months instead of in one lump sum, with no penalty. Additionally, adjustments to processes while working with customers in property tax arrears were made to improve customer experience and help property owners pay their property taxes with flexible payment arrangements. In 2021 regular fees and deadlines returned, while changes to the TIPPS processes and utility payment plans remained.

Financial supports were delivered primarily by the Federal and Provincial Governments, but the City received requests for further support from the Regina & District Chamber of Commerce, the RHA, the Canadian Federation of Independent Businesses, and the BIDs. These requests led to the implementation of the Regina Economic Recovery Grant (RERG) which aimed to fill gaps in funding support from other levels of government and provide more wholesome and impactful support for the Regina business community as it recovers from COVID-19.

Property Tax Current State

Regina property owners have the ability to pay property tax through the TIPPS program, one time payments, or through flexible payment options. Property owners on TIPPS pay annual instalments on current taxes without incurring penalties.

Property owners in arrears may make payment arrangements but the outstanding balance continues to incur penalties as per Section 64 of *the Regina Administration Bylaw*. Payment arrangements consider arrears, current and future property taxes and are helpful in assisting customers in paying property tax arrears over a period of time (typically 24 months). If a customer is honoring their payment arrangement, the property does not proceed through tax enforcement, but outstanding balances continue to incur penalties. Penalties are established to encourage payment of property taxes by the payment deadline, ensuring predictability and stability in the City's main revenue stream. However, penalties may add to difficulty in paying off the outstanding property tax. In some cases, payment arrangements fail which results in the property progressing through tax enforcement, incurring additional charges as per legislation.

Over the past several years, a high percentage of property owners in Regina have paid their property taxes. As of December 31, 2021, approximately 98.6 per cent of the 2021 property tax has been paid and approximately 52 per cent of the taxable properties in Regina are on the TIPPS program. These percentages are comparable to pre-COVID payment patterns.

Arrears Payment Plan (Recommendation)

Administration is recommending Council implement an arrears payment plan program. The program would establish a reduced penalty rate on outstanding property tax when the owner enters into and honours a payment arrangement. Property owners would be eligible for an arrears payment plan program where they have outstanding taxes from previous years, and they have entered into a formal written payment arrangement and they are complying with the conditions of the payment arrangement. Where the property owner discontinues the payment arrangement, fails to comply with the payment arrangement or the property is sold, the payment arrangement would be terminated, and the penalties would revert back to rates outlined in *The Regina Administration Bylaw 2003-69* from the date of the termination of the payment arrangement. Existing penalty rates are 1.5 per cent (9.34 per cent six months) on outstanding taxes from the current year (applied after June 30 deadline, July through December) and 1.75 per cent (23.14 per cent per annum) on outstanding taxes from previous years. Where a payment arrangement has been terminated, the City reserves the right not to accept another payment arrangement with reduced penalties from that taxpayer.

The reduced penalty rate suggested is in the high end of a range of expected interest rates for property owners in tax arrears on a short-term loan or line of credit, this reduced rate is significantly lower than the existing penalty rates as per Section 64 of *the Regina Administration Bylaw 2003-69* and would encourage continued participation in payment plans.

A reduced penalty for property owners with arrears enrolled in an active payment plan would be unique to the City of Regina. Other municipalities across Canada offer payment arrangements similar to the City's current practice, where arrears penalty rates are applicable, even if a payment arrangement is in place. The focus of the program is to help property owners honour their payment plans and reduce the outstanding property taxes in Regina. This program would be another tool available to administration to encourage property owners to maintain payment plans and gradually encourage the property owner to register in the TIPPS program

Regina Economic Recovery Grant (RERG)

The RERG program was approved at the July 29, 2020 City Council meeting. The program was intended to fill gaps in Provincial and Federal support programs by providing grants to businesses to help them adapt to the new way of doing business during the pandemic. The program had a budget of \$2 million and operated in two phases:

- Phase 1 ran from August 2020 to December 15, 2020 and provided grants valued at \$1,000, \$2,500 and \$5,000 to address immediate short-term needs related to COVID-19 such as improvement needed for resuming operations and personal protective equipment. A total of \$309,000 was awarded to 137 businesses.
- Phase 2 began on December 15, 2020 and provided grants valued at \$1,000, \$2,500, \$5,000, \$10,000 and \$25,000 to help support economic recovery through long-term business initiatives and by improving business sustainability. As of the end of 2021, \$1,424,000 had been allocated to 185 businesses. Phase 2 ended on December 31, 2021.

A total of \$1,733,000 was distributed to 322 businesses through the RERG program resulting in \$267,000 of unallocated funding.

RERG was similar to several other programs implemented by other cities such as Calgary's Reopening Grant Program, Winnipeg's Economic Support Grant Program and Edmonton's Economic Recovery Grant Program.

In February 2021, the RHA requested additional assistance in the form of a 25 per cent reduction in municipal property taxes for 2021. In March 2021, the RD and RW BIDs submitted requests for support in the form of a one-time credit for all BID properties equal to the BID levies paid for 2021. These requests were referred to the Recovery and Efficiency Task Force for consideration.

Recovery and Efficiency Task Force

The Regina Recovery and Efficiency Task Force was established at the City Council meeting on February 24, 2021 to engage community stakeholders and develop a COVID-19 recovery plan focused on improving the business environment for jobs and community and strategic infrastructure investments. Membership in the committee is representative of key sectors in our community and represent business and social enterprises. At the April 14, 2021 City Council meeting, the Task Force was asked to consider the proposals from the BIDs and RHA.

In the Task Force's final report, the recommendation was to alleviate the impacts of COVID-19 without compromising on revenues and to develop a program that allow business property taxes for 2021 & 2022 to be paid over an extended period. Additional feedback from the Task Force, provided high level guidance for consideration if Council wishes to provide additional supports to businesses by way of the property tax system. The Task Force recognizes that the impacts of the COVID-19 pandemic are widespread in the community and are not limited to specific areas or locations within the City. They provided that all properties should pay their taxes and if additional support is to be provided, it should be in the form of a property tax deferral with flexible payment options. Additionally, any program should consider business owners, specifically those that saw a net revenue loss as a result of COVID-19 and restrictions due to public health orders. The Task Force also provided that the application process should be designed to support businesses and should be simplified where possible.

Initiatives in Other Jurisdictions

A jurisdictional scan of 41 jurisdictions, including the Federal and Provincial Governments, major municipalities in each province, and several municipalities in Saskatchewan, identified a variety of supports for businesses that have been implemented since March 2020. Property-tax-based support for businesses were identified in 24 jurisdictions. Detailed results of the scan of property-tax-based supports can be found in Appendix E. Table 3, below, summarizes the property tax supports implemented by the major prairie cities in 2020 and 2021.

Table 3: Summary of Property Tax Related Covid-19 Supports in Prairie Cities

Initiative	Municipality				
	Regina	Saskatoon	Winnipeg	Edmonton	Calgary
2020					
Extended payment deadline	✓	✓	✓	✓	✓
Reduction in penalty rates					
Suspended TIPPS administration fee *	NA	NA	✓		✓
Partial BID rebate				✓	
2021					
BID tax Credit/Grant				✓	✓
Property tax deferral for Hotels and Motels					✓
Increased small business tax credit threshold			✓		
2022					
Increased small business tax credit threshold			✓		

*Regina and Saskatoon do not charge administration fees for their TIPPS programs.

Property-tax-supports were more prevalent in the early stages of the pandemic. Municipalities shifted the policy focus to grant, rebate and other more general financial supports in 2021. Table 4, below, summarizes grant, rebate, and other financial assistance programs implemented by the major prairie cities.

Table 4: Summary of Grant, Rebate and Other Financial Covid-19 Supports in Prairie Cities

Municipality	Program	2020	2021	2022
Regina	Regina Economic Recovery Grant Program (RERG)	✓	✓	
Saskatoon	10% Power Utility Rebate (similar to SaskPower)	✓	✓	
Winnipeg	Economic Support Grant		✓	
Edmonton	Economic Recovery Grant Program	✓	✓	✓
	Reduced business license fees		✓	✓
Calgary	Calgary Reopening Grant		✓	
	Calgary Restrictions Exemption Program Business Support Grant		✓	✓
	Fee waivers for business licenses, planning and development, and other services	✓	✓	✓

There are two Federal initiatives that have implications for any new supports for business implemented by the City. These supports were announced on October 21, 2021 and replace the Canada Emergency Rent Subsidy (CERS) and Canada Emergency Wage Subsidy (CEWS). CERS was one of the core business supports offered by the Federal Government during the pandemic. The benefits and eligibility criteria varied since it was implemented but in October 2021 CERS

offered a 20 per cent subsidy on eligible commercial rent and property expenses (including property tax) for businesses that had experienced a revenue decline of 10 per cent or more between the intake period and a base period.

The new programs are similar but provided enhanced benefits and are targeted at the hardest-hit sectors still experiencing significantly reduced revenues:

- The Tourism and Hospitality Recovery Program offers subsidies up to 75 per cent of eligible rent (including property taxes) and wages for businesses in the tourism and hospitality sector who experienced at least a 40 per cent revenue drop between March 2020 and February 2021 and between the current month and a base period.
- The Hardest-Hit Businesses Recovery Program offers subsidies up to 50 per cent of wages and rent (including property taxes) for businesses who do not qualify for the Tourism and Hospitality Recovery Program and who experienced at least a 50 per cent revenue drop between the current month and a base period.

Additionally, the Local Lockdown Program was created in December of 2021 to allow businesses, charities, and non-profits to receive support through the Tourism and Hospitality Recovery Program if they are subject to a qualifying health restriction. Organizations do not need to be in the tourism, hospitality, arts, entertainment, or recreation sectors to be eligible for support. Properties must meet all of the following conditions:

- Be subject to an order that meets the criteria for a public health restriction.
- Have experienced a revenue drop of at least 40 per cent in the current claim period (no need for the 12-month revenue drop).

Temporary regulatory changes in December 2021 allowed organizations experiencing capacity-limiting public health restrictions of 50 per cent or more to qualify for support and reduced the current-month revenue decline requirement to 25 per cent. The temporary changes only apply from December 19, 2021 to February 12, 2022.

State of the Recovery

Data published by Statistics Canada indicate that the economy in Regina is recovering, but that the recovery is uneven. The recent announcements of support from the Federal Government target specific areas where recovery is slow.

The estimated number of active businesses increased 1.0 per cent between September 2019 and September 2021. The estimated total number of jobs increased by 0.5 per cent between December 2019 and December 2021. The unemployment rate fell from 6.2 per cent in December 2019 to 5.6 per cent in 2021. The average unemployment rate for December in the five years preceding the pandemic (2015-2019) was 5.4 per cent.

Though overall employment numbers are recovering, the accommodation and food services, other

services, business, building and other support services, and professional, scientific and technical services industries still have significantly fewer jobs compared to December 2019. Though the number of active businesses is recovering, the statistics do not indicate the capacity at which businesses are operating. The emergence of the Omicron variant adds an additional layer of uncertainty when evaluating the state of the recovery.

DECISION HISTORY

On July 29, 2020, Council approved \$2 million in funding for the creation of the Regina Economic Grant Recovery Program (CR20-68).

On April 12, 2021, Council recommended the requests from the RHA, RDBID and RWBID for economic recovery support be considered by the Regina Recovery and Efficiency Task Force in the development of the opportunities for economic and community recovery (CR21-50).

On December 8, 2021, the Recovery and Efficiency Task force presented their final recommendations to Council (IR21-6).

Respectfully submitted,

Respectfully submitted,


Deborah Bryden, Acting Executive Director 11/18/2021


Barry Lacey, Exec. Director, Financial Strategy & Sustainability 1/19/2022

Prepared by: Tanya Mills, A/Director, Assessment & Property Revenue Systems

ATTACHMENTS

Appendix A - Regina Hotel Association - Request for Property Tax Exemption - February 26, 2021

Appendix B - Regina Downtown BID Request for Economic Recovery Support - March 2, 2021

Appendix C - Regina Warehouse BID Request for Economic Recovery Support - March 9, 2021

Appendix D - One-time Municipal Property Tax Reduction for Hotels and Motels (Option 3)

Appendix E - Jurisdictional Scan - Supports for Businesses

APPENDIX A

February 26, 2021

Regina City Council
City of Regina
2476 Victoria Avenue
Regina, Saskatchewan S4P 3C8



Re: 2021 Property Tax Exemption Request For Hotels

The Regina Hotel Association recognizes the pandemic impact and financial hardship the City of Regina has been facing during this pandemic and wishes to express its appreciation for the temporary property tax deferral last year and support through the Regina Economic Recovery Grant for our hotel members.

As you are aware, the economic downturn that Saskatchewan experienced pre-pandemic had forced many hoteliers to operate on minimal revenue and take on additional debt; leaving them little or nothing to draw from as the economic impacts of COVID-19 hit. Unlike other sectors of the economy, the hotel industry is one of the hardest hit sectors and will be the last to recover from this pandemic. In 2020, Regina's hotel industry experienced an **overall \$81 million loss in revenue** compared to the previous year.

Today, hotels are not expected to be in a financial position to meet their fixed cost obligations until 2022 with financial recovery to 2019 levels forecasted for 2023/2024. To bridge hotels for the foreseeable future, we respectfully request the City of Regina to consider a 25% exemption on the municipal portion of hotels 2021 property taxes.

We have enclosed the continued devastating impact the pandemic has had on our industry on the second page of this document entitled "The State of Regina's Hotel Industry". On-going travel and public gathering restrictions, public health orders and travel/resident sentiment continue to impact hotel opportunities to generate revenue.

- Hotels cater to a variety of market segments including leisure travellers, business travellers and event & convention attendees. Travel and public gathering restrictions, compounded by both traveller and resident feelings of safety and comfort, has reduced the demand for a hotels core offering – an overnight stay. This resulted in a **\$44 million revenue loss in guest room sales** in 2020 compared to 2019.
- Many hotels have conference space, meeting rooms and other amenities like pools and waterparks to attract guests and revenue. However, these past revenue opportunities have been significantly impacted due to public health orders and the loss of revenue in **food, beverage and meeting space rentals was an estimated \$37 million loss** in 2020 compared to 2019.
 - *Unlike restaurants, which are permitted to operate - serving food and beverage - by maintaining two metres of physical distance, **hotel conference centres and meeting rooms for all event types, including weddings, small meetings and funeral receptions is limited to 30 persons.** Furthermore, **food and beverage is not permitted** in these hotel spaces.*
 - *While select hotels with pools and waterparks have a unique offering to entice guest room nights, the allowable capacity in our **pool areas has been significantly reduced** by public health, which directly limits the amount of guest rooms we can sell for this purpose.*

Hotels have and continue to suffer devastating revenue losses during the COVID-19 pandemic and continue to struggle with overwhelming fixed costs with little revenue generation ability. Property tax represents the largest of these fixed costs for hotels.

To bridge hotels for the foreseeable future, the Regina Hotel Association is respectfully requesting the City of Regina to consider a 25% exemption on the municipal portion of hotel 2021 property taxes and to kindly exercise its legislative authority to apply to the Province for a similar exemption on the education portion.

Thank you for your consideration.

Respectfully submitted;



Tracy Fahlman
President & CEO

cc: Mr. Chris Holden, City Manager
Ms. Deborah Bryden, Director - Assessment & Tax

State of Regina's Hotel Industry January 2021

Almost 60% of hotels in Regina are owned by Saskatchewan residents that operate branded franchises and independent hotels. Many are first or second generation family-run businesses that had employed over 1,600 Regina residents.

900 +

Residents have not returned to work in the hotel industry

-\$7 Million

Lost Revenue in January 2021

Room Revenue		
Occupancy	Rates	Revenue
↓ 58.1%	↓ 16.6%	↓ 65.4%
↓ \$4.3 million loss compared to Jan 2020		
F & B and Meeting Space Revenue		
↓ 2.7 million loss		

22.6% occupancy in January 2021
24% occupancy forecasted for February 2021

March 2, 2021

Deborah Bryden
Director, Assessment, Tax and Utility Billing
City of Regina
2476 Victoria Avenue, Box 1790
Regina, SK S4P3C8

Re: Pandemic Recovery Support for Regina Downtown Businesses

Dear Ms. Bryden:

The Regina Downtown Business Improvement District appreciates the pandemic recovery supports the City of Regina has made available to businesses to date. Many of our downtown businesses have accessed the Regina Economic Recovery Grant to assist with their transition to the post-pandemic landscape. While this Grant has been helpful to many, there are still many others who continue to struggle. For Downtown Regina to truly recover from the pandemic additional supports are urgently needed.

We are urging the City of Regina to begin development of programs and initiatives focused specifically on providing supports to enable our ground floor retail businesses, including food and beverage businesses, to survive. Attracting, developing, or renovating space for a new business, is much more difficult than providing supports to enable existing businesses to continue operating. Additional effort must be made to support our existing businesses, who have made significant investments in the Regina community.

A large number of downtown businesses have an office worker customer base. With many of our office employers under a work from home directive, foot traffic and the customer base of our downtown businesses has virtually disappeared. In Regina, this situation is unique to the downtown. Prior to the pandemic, Downtown Regina had an average of more than 30,000 people working downtown and supporting downtown businesses on a daily basis – through coffee breaks, lunch meetings, and shopping errands. Currently, office towers are averaging approximately 15% occupancy, which means the customer base of downtown businesses has dropped by a similar amount. The drop from a customer base of 30,000 to 4,500 has been devastating to our retailers.

There is a very real concern that many retailers are on the brink of closure, given that health restrictions and consumer confidence are not likely to improve for some time. Additional closures and vacancies are a serious concern for the Downtown, and they will become increasingly hard to fill, even as we enter recovery. Property owners are already providing as much support as they are able, to their tenants, through rent abatement and/or deferrals; however, these supports are not sustainable for the longer term.

Our membership has been very vocal in advising us that:

- main floor retail has been seriously impacted by the Covid-19 pandemic;
- federal programming has been helpful to main floor retail business , but doesn't compare to a "business-as-usual" scenario;
- landlords have been working hard to provide a considerable amount of aid to their existing tenants;
- significant work needs to be done to address gaps in the existing support programs, rather than in simply "topping up" federal programs (for example, there is very little to no support programs for new businesses);
- property taxes are a direct pass through to the renter in 98% of leases and are therefore a very real fixed cost of doing business.

The projected economic situation of post-pandemic Downtown Regina is extremely serious and worrisome, and it should be an issue of great concern to the City. To protect and revitalize Regina's downtown will take incentives, grants and many layers of government support. If we, as a community want a thriving, vibrant downtown, we must first focus on supporting and protecting our ground floor retail businesses.

RDBID urgently requests that the City of Regina begin development of an economic stimulus program directed to our City Centre Core, as part of our municipal economic recovery strategy. Short term solutions in this stimulus program could include grants to support the redevelopment of vacant spaces, business attraction efforts, and public space enhancements to create safe and appealing environments for visitors and businesses.

As a longer-term solution, the City of Regina should also consider property tax abatement programs directed to Downtown Regina. The City already has property tax abatement programs in place for the downtown development of condominiums and heritage properties. We request that a similar program for main floor commercial, and retail improvements to businesses, be considered for Downtown Regina. These tax abatements (generally over 5 years in other programs) would incent retailers to locate in Downtown Regina and would help to revitalize the City's downtown post pandemic. This grant would be focused on re-developing existing properties, but there could also be consideration for new build. We would also recommend that main floor building improvements be included in the grant program.

As an immediate support to our small businesses, we request the City of Regina implement a program similar to the [City of Calgary Business Improvement Area Relief Program](#). The City of Calgary has allocated over \$4.2 million in provincial and federal COVID-19 recovery funding towards their Business Improvement Areas. There are 15 BIAs located in Calgary and all 6,044 businesses located within the BIAs will have a one-time credit equal to their 2021 BIA tax bill applied to their account. Business owners will be mailed an updated account statement showing the credit applied and their current account balance. This program will reduce costs



on the shop owners, restaurants, and arts and culture organizations that bring vibrancy to the community.

Currently, Regina's downtown has over 65 vacant storefronts (as of September 2020) and this number is growing. Regina Downtown and the City of Regina need to work proactively together to ensure future business closures are minimized, and vacant storefronts are filled. Programs and initiatives are urgently needed to address recovery, long-term viability and attraction of new businesses to the City's Downtown. We urge the City to consider, adopt, and implement all measures, including those proposed in this letter, to enable the long-term viability of the very heart of our City, Downtown Regina.

Should you have further questions, please do not hesitate to contact me at 306.359.7573.

Sincerely,

Judith Veresuk
Executive Director
Regina Downtown Business Improvement District

Cc Mr. Michael MacNaughton, RDBID Chair
Mayor Sandra Masters, City of Regina
Councilor Jason Mancinelli, City of Regina
Ms. Diana Hawryluk, City of Regina

APPENDIX C



SOUL

OF THE

CITY

240-2300 Dewdney Ave
Regina, SK, S4R 1H5

March 9, 2021

Deborah Bryden
Director, Assessment, Tax and Utility Billing
City of Regina
2476 Victoria Avenue, Box 1790
Regina, SK S4P3C8

Re: Urgent Request - Pandemic Recovery Support for Regina's Warehouse District Businesses

Dear Ms. Bryden:

I am writing with an urgent request on behalf of Regina Downtown and Regina's Warehouse District businesses.

This letter is written in support of the communication you have recently received from Judith Veresuk of the Regina Downtown Business Improvement District, and it provides insights on the situation also currently faced by Regina's Warehouse District businesses.

Similar to the impact faced by Regina's Downtown, businesses in Regina's Warehouse District have been gravely impacted by the Covid-19 pandemic, and the resulting reduction in traffic throughout the RWBID area. Many businesses have been decimated; others are hanging on by a thread.

In Regina's Warehouse District, the nighttime economy has been very nearly obliterated – two of the districts more prominent night clubs have closed - permanently. Not only is this an issue for the business owners and the economy of the district, but the closures have also created vacant spaces for landlords, who are now struggling to fill those spaces during a pandemic.

The food and beverage industry in the District is also fighting for its very survival, already operating with a very tight margin, these businesses now have significantly reduced revenue, and in many cases aren't able to pay rent. Landlords are doing all they can to assist their existing tenants, but they can only do so much, because many of them are struggling.

The ongoing vacancy of downtown office towers is also negatively impacting the consumer traffic in the Warehouse District.

We are in urgent need of both short-term pandemic recovery assistance and a longer-term solution to support the economic recovery of our City Centre Core.

In the longer-term, we urge the City of Regina to consider property tax abatement programs directed at businesses in Regina's Downtown and Warehouse Districts. A tax abatement program would play a key role in assisting business and the BIDs to move past the pandemic and into a recovery mode.

#YQRWD

@WAREHOUSEYQR





SOUL

OF THE

CITY

240-2300 Dewdney Ave
Regina, SK, S4R 1H5

The City's current property tax abatement programs for the downtown development of condominiums and heritage properties, could be used as a basis for this new program.

In the immediate term, we appeal to you to implement a program similar to the **City of Calgary 2021 Business Improvement Area Relief Program**, recently announced by the City of Calgary. Through this program, the City of Calgary is providing more than \$4.2 million in provincial and federal COVID-19 recovery funding towards the City's Business Improvement Areas. All 6,044 the businesses located within the City's Business Improvement Areas (BIA) will receive a one-time credit equal to their 2021 BIA tax bill. Business owners will be mailed an updated statement showing the that the credit has been applied to their account.

For Regina's City Centre Core businesses, a program such as this would play a critical role in reducing business costs, and it would enable the City to act quickly in support of City Centre Core businesses.

Regina's Downtown and Warehouse Districts have already seen an alarming number of store closures. We must work proactively to enable businesses to continue to operate. The success of our city and our future recovery is tied to maintaining a vibrant city centre core.

We are in urgent and immediate need of both short term and longer-term recovery programs to enable the long-term viability of Regina's Downtown. We urge you to examine the **City of Calgary 2021 Business Improvement Area Relief Program** for immediate use with Regina businesses and to undertake serious consideration of a property tax abatement program for the longer-term.

We would be pleased to discuss both proposed programs and their impact on Regina Downtown and the Regina Warehouse District, in more detail, at your convenience. Please feel free to reach me at (306) 585-3904.

Sincerely,

Leasa Gibbons
Executive Director
Regina's Warehouse Business Improvement District

Cc Mr. Mark Heise, RWBID Chair
Mayor Sandra Masters, City of Regina
Councilor Cheryl Stadnichuk, City of Regina
Ms. Kim Onrait, City of Regina

#YQRWD

@WAREHOUSEYQR



Appendix D: One-time Municipal Property Tax Reduction for Hotels and Motels (Option 3)

Property Address	2022 Municipal Levy	25% of 2022 Municipal Levy
777 ALBERT STREET	\$ 53,560	\$ 13,390
1009 ALBERT STREET	\$ 28,055	\$ 7,014
1009 ALBERT STREET	\$ 1,012	\$ 253
1818 VICTORIA AVENUE	\$ 147,513	\$ 36,878
1907 11TH AVENUE	\$ 64,914	\$ 16,229
1911 BROAD STREET	\$ 260,478	\$ 65,120
1110 E VICTORIA AVENUE	\$ 65,488	\$ 16,372
2050 E VICTORIA AVENUE	\$ 71,859	\$ 17,965
2730 E VICTORIA AVENUE	\$ 117,587	\$ 29,397
3221 E EASTGATE DRIVE	\$ 106,699	\$ 26,675
3321 E EASTGATE BAY	\$ 82,746	\$ 20,687
1810 E ARGAN DRIVE	\$ 72,947	\$ 18,237
3841 E EASTGATE DRIVE	\$ 76,438	\$ 19,109
3830 E EASTGATE DRIVE	\$ 129,945	\$ 32,486
2125 VICTORIA AVENUE	\$ 240,231	\$ 60,058
835 VICTORIA AVENUE	\$ 18,152	\$ 4,538
835 VICTORIA AVENUE	\$ 655	\$ 164
3915 ALBERT STREET	\$ 94,991	\$ 23,748
4025 ALBERT STREET	\$ 31,146	\$ 7,787
4177 ALBERT STREET	\$ 60,138	\$ 15,034
1919 SASKATCHEWAN DRIVE	\$ 433,859	\$ 108,465
1931 RUPERT STREET	\$ 17,600	\$ 4,400
1931 RUPERT STREET	\$ 635	\$ 159
1800 PRINCE OF WALES DRIVE	\$ 117,900	\$ 29,475
1717 VICTORIA AVENUE	\$ 36,258	\$ 9,064
1700 BROAD STREET	\$ 103,657	\$ 25,914
1800 E VICTORIA AVENUE	\$ 132,792	\$ 33,198
4255 ALBERT STREET	\$ 139,005	\$ 34,751
3840 E EASTGATE DRIVE	\$ 127,396	\$ 31,849
4899 HARBOUR LANDING DRIVE	\$ 126,122	\$ 31,530
4801 HARBOUR LANDING DRIVE	\$ 141,557	\$ 35,389
1506 PASQUA STREET	\$ 187,274	\$ 46,818
2415 DEWDNEY AVENUE	\$ 98,265	\$ 24,566
3875 E EASTGATE DRIVE	\$ 138,274	\$ 34,568
4300 DIEFENBAKER DRIVE	\$ 154,151	\$ 38,538
3800 HARBOUR LANDING DRIVE	\$ 138,863	\$ 34,716
Total	\$ 3,818,162	\$ 954,540

Appendix E: Jurisdictional Scan - Supports for Businesses

The following tables present the results of a jurisdictional scan of 41 jurisdictions including the Federal and Provincial governments, major municipalities in each province, and several municipalities in Saskatchewan. The results should not be considered comprehensive as they only reflect initiatives that were published on government news pages and web sites, and does not include supports that were implemented prior to March, 2020. Tables 1, 2 and 3 focus on property-tax-based supports. Table 4 focuses on grants, rebates and other financial supports provided by major municipalities.

Table 1: Active and Expired Property Tax Supports for Businesses in Canada and the Provinces

Government	Active Supports	Expired Supports
Federal	<p>Tourism and Hospitality Recovery Program</p> <ul style="list-style-type: none"> Rent and wage subsidy up to 75% for businesses in the tourism and hospitality sector who experienced at least a 40% revenue drop between March 2020 and February 2021 and between the current month and a base period. <p>Hardest-Hit Businesses Recovery Program</p> <ul style="list-style-type: none"> Rent and wage subsidy up to 50% for businesses who do not qualify for the Tourism and Hospitality Recovery Program and who experienced at least a 50% revenue drop between the current month and a base period. <p>Local Lockdown Program</p> <p>Allows businesses, charities, and non-profits to receive support through the Tourism and Hospitality Recovery Program if they are subject to a qualifying health restriction and experienced a 40% revenue drop in the current claim period. Organizations do not need to be in the tourism, hospitality, arts, entertainment, or recreation sectors to be eligible for support. (Temporary regulatory changes allow organizations experiencing capacity-limiting public health restrictions of 50 per cent or more to qualify for support, and reduced current-period revenue decline to 25%. These changes only apply from December 19, 2021 to February 12, 2022).</p>	<p>Canada Emergency Rent Subsidy</p> <ul style="list-style-type: none"> Subsidy up to 20% of eligible commercial rent or property expenses for businesses who experienced at least 10% revenue decline.
Nova Scotia	Tourism Accommodations Real Property Tax Rebate Program (Phase 2)	Small Business Real Property Tax Rebate Program

Government	Active Supports	Expired Supports
	<ul style="list-style-type: none"> Provides eligible hotels, motels, and inns with a 50% rebate on the first six months of their 2021-2022 commercial property taxes. 	<ul style="list-style-type: none"> Provides eligible small businesses with rebates equal to \$1,000 or 50% of the commercial real property taxes paid in the final six months of the 2020-2021 tax year. <p>Tourism Accommodations Real Property Tax Rebate Program (Phase 1)</p> <ul style="list-style-type: none"> Provides eligible hotels, motels, and inns with a 25% rebate on their 2020-2021 commercial property taxes. <p>Commercial Lease Deferral Incentive</p> <ul style="list-style-type: none"> Commercial landlords who defer lease payments for three months for tenants who had to close due to public health orders related to COVID-19 were allowed to claim additional \$5,000 in losses per month if the tenant did not continue operating.
Prince Edward Island		<p>Commercial Lease Rent Deferral Program</p> <ul style="list-style-type: none"> Financial assistance up to \$50,000 per landlord and \$15,000 per tenant for landlords who defer rent payments from May 2020 through July 2020 and cannot recovery the rent. <p>Property Tax Support</p> <ul style="list-style-type: none"> Deferred provincial property tax and fee payments and property assessment appeal deadlines until December 31, 2020, provided interest relief for tax year 2020 including on past due amounts, suspended tax sale processes for the remainder of 2020, and delayed mailing of provincial tax bills for 2020 until June.

Table 2: Active and Expired Property Tax Supports for Businesses in Major Cities

Major Cities	Active Supports	Expired Supports
Vancouver, BC		<p>Property Tax Deadline Extension</p> <ul style="list-style-type: none"> Extended 2020 property tax deadline to September 30, 2020.
Victoria, BC		<p>Property Tax Deadline Extension</p> <ul style="list-style-type: none"> Extended payment deadline to August 4, 2020. <p>Reduced Property Tax Late Fees for 2020</p>
Calgary, AB		<p>Property Tax Deferral Program for Hotels and Motels</p> <ul style="list-style-type: none"> Allowed eligible hotel and motel property owners to defer 2021 property taxes without penalties until December 31, 2022. <p>Property Tax Deadline Extension</p> <ul style="list-style-type: none"> 2020 property tax payment deadline extended from June 30 to September 30, 2020, with no penalties on previous outstanding taxes. <p>Tax Installment Payment Plan (TIPP) Fee Suspension</p> <ul style="list-style-type: none"> 2% filing fee for taxpayers joining TIPP after January 1, 2020 suspended until January 1, 2021. <p>2021 Business Improvement Area (BIA) Tax Credit</p> <ul style="list-style-type: none"> Tax credit equal to 2021 BIA taxes to all businesses in a BIA
Edmonton, AB		<p>Property Tax Deadline Extension</p> <ul style="list-style-type: none"> Extended property tax deadline to August 31, 2020 with no penalties on previous year's outstanding taxes between July 1 and August 31, 2020. <p>Deferred Business Improvement Area (BIA) Tax Levy Payment Penalties</p>

		<ul style="list-style-type: none"> Deferred the payment of BIA payments to September 30, 2020 with no late penalties. <p>Business Improvement Area (BIA) Fee Rebate</p> <ul style="list-style-type: none"> Rebates for up to three months' worth of BIA fees for businesses that closed for a minimum of two weeks in 2020 because of the pandemic and earned zero revenue during that time. <p>2021 Business Improvement Area (BIA) Grant Program</p> <ul style="list-style-type: none"> Grants covering the BIA taxes for all businesses in a BIA.
Regina, SK		<p>Property Tax Deadline Extension</p> <ul style="list-style-type: none"> Extended deadline for 2020 property taxes to September 30, 2020.
Saskatoon, SK		<p>Property Tax Deadline Extension</p> <ul style="list-style-type: none"> Property tax deadline extended three months to September 30, 2020.
Winnipeg, MB		<p>Property and Business Tax Deadline Extension</p> <ul style="list-style-type: none"> Extended property tax payment deadline from June 30, 2020 to September 30, 2020. Business tax deadline was extended from May 29, 2020 to August 31, 2020. <p>Tax installment Payment Plan (TIPP) Fee Waiver</p> <ul style="list-style-type: none"> Waived enrolment fees for TIPP and penalty fees resulting from insufficient funds until October 1, 2020.
Ottawa, ON		<p>Interim Property Tax Deadline Extension</p> <ul style="list-style-type: none"> Extended interim property tax due date from March 19 to April 15, 2020 for all accounts. <p>2020 Interim Property Tax Hardship Deferral Program</p> <ul style="list-style-type: none"> Extended interim and final property tax deadlines to October 30, 2020 for accounts that were paid up to date before the interim tax installment. <p>Farm Grant Program</p>

		<ul style="list-style-type: none"> Allowed eligible farmers to move property tax deadline to December 8, 2020.
Toronto, ON	<p>Expanded Creative Co-Location Facilities Property Tax Sub-Class</p> <ul style="list-style-type: none"> Reduced property taxes by 50% relative to commercial properties. Now includes live music venues. <p>Small Business Property Tax Sub-Class</p> <ul style="list-style-type: none"> The City is developing a new small business property tax sub-class that will grant a 15% tax reduction to eligible properties. 	
Montreal, QC		<p>Municipal Tax Deadline Extension</p> <ul style="list-style-type: none"> Deadline for second installment of municipal taxes extended to July 2, 2020.
Halifax, NS	<p>Reduced Arrears Interest Rate</p> <ul style="list-style-type: none"> Reduced interest rate on arrears from 15% per year to 10% per year. 	<p>Property Tax Deadline Extension</p> <ul style="list-style-type: none"> Extended tax bill due date from April 30, 2020 to June 1, 2020.
St. John's, NL		<p>Interest Fee Waiver on Property and Water Meter Taxes Until December 31, 2020.</p>

Table 3: Business Supports in Municipalities in Saskatchewan

Municipalities in Saskatchewan	Active Supports	Expired Supports
RM of Edenwold		Reduced mill rates for 2020 by 15%
Estevan		Property Tax Deadline Extension <ul style="list-style-type: none"> Extended tax bill due date from July 31, 2020 to September 30, 2020.
Melville		Property Tax Deadline Extension <ul style="list-style-type: none"> Extended tax bill due date from August 31, 2020 to September 30, 2020.
Moose Jaw		Property Tax Rebate <ul style="list-style-type: none"> \$500 tax credit for businesses with a Category A or B business license. Waived Utility and Property Tax Late Penalties <ul style="list-style-type: none"> From April 14, 2020 to September 30, 2020.
North Battleford		Property Tax Deadline Extension <ul style="list-style-type: none"> Extended tax bill due date from August 31, 2020 to September 30, 2020. Interest Subsidy <ul style="list-style-type: none"> Three month interest subsidy for lines of credit taken out to pay 2020 commercial property taxes.
Town of Pense		Reduced municipal taxes for businesses by 50%
Prince Albert		Property Tax Deadline Extension <ul style="list-style-type: none"> Extended tax bill due date from June 30, 2020 to July 6, 2020. Extended due date for properties experiencing significant tax increase to November 30, 2021.

		<p>Tax Deferral Program (actually a deadline extension)</p> <ul style="list-style-type: none"> Property owners could apply to extend the tax deadline extended from June 30, 2020 to September 30, 2020.
Regina		<p>Property Tax Deadline Extension</p> <ul style="list-style-type: none"> Extended tax bill due date from June 30, 2020 to September 30, 2020.
Saskatoon		<p>Property Tax Deadline Extension</p> <ul style="list-style-type: none"> Extended tax bill due date from June 30, 2020 to September 30, 2020.
Swift Current		<p>Property Tax Deadline Extension</p> <ul style="list-style-type: none"> Extended tax bill due date from June 29, 2020 to September 30, 2020.
Town of White City		<p>Property Tax Deadline Extension</p> <ul style="list-style-type: none"> Extended tax bill due date from October 31, 2020 to December 31, 2020.

Table 4: Active and Expired Grants, Rebates and Other Financial Supports for Businesses in Major Cities

Major Cities	Active Supports	Expired Supports
Calgary, AB	<p>Calgary Restrictions Exemption Program (REP) Business Support Grant</p> <ul style="list-style-type: none"> \$2,000 grants for businesses requiring proof of vaccination, a recent negative COVID-19 test, or a valid medical exemption letter to gain entry <p>Fee Waivers and Deferrals</p> <ul style="list-style-type: none"> Waived and deferred business license and planning and development application fees in 2020. Waived business license, fire inspection, planning, and police service fees in 2021 and 2022. 	<p>Calgary Reopening Grant Program</p> <ul style="list-style-type: none"> Grants of \$2,500, \$7,500, or \$15,000 to help restaurants, pubs, bars, fitness centres, nightclubs and live music venues reopen.
Edmonton, AB	<p>Edmonton Economic Recovery Grant Program</p> <ul style="list-style-type: none"> Matching grants up to \$25,000 for projects aligned with Edmonton's Economic Action Plan. <p>Reduced Business License Fees</p> <ul style="list-style-type: none"> 50% reduction for business license fees, 100% reduction for dispatch and vehicle license fees for limousines, 50% reduction in vehicle license fees for all other vehicles for hire until March 31, 2022. 	
Regina, SK		<p>Regina Economic Recovery Grant</p> <ul style="list-style-type: none"> Grants of \$1,000, \$2,500, \$5,000, \$10,000, and \$25,000 to support economic recovery through long-term business initiatives. <p>Waived Fees for Mobile Food and Patio Applications</p>
Saskatoon, SK		<p>Utility Rebate</p> <ul style="list-style-type: none"> 10% rebate to all Saskatoon Light and Power customers for power consumed between December 1, 2020 and November 30, 2021.
Winnipeg, MB		<p>Economic Support Grant Program</p> <ul style="list-style-type: none"> Grants up to \$1,500 per organization for small businesses and non-profit organizations that were forced to prohibit access to their premises after May 9, 2021.

Ottawa, ON		<p>Innovative Pilot Program - Recovery Stream</p> <ul style="list-style-type: none"> • Funding for five technology pilot projects to support Ottawa's economic recovery.
Toronto, ON		Reduced Licensing Fees for Taxicabs and Vehicles-for-Hire
Montreal, QC		<p>Subsidies for Businesses</p> <ul style="list-style-type: none"> • Grants up to \$10,000 to support businesses in digitizing their operations, implement an online store, or change the physical layout of their premises in compliance with sanitary measures. <p>Digital Arts Strolls and Art Installations</p> <ul style="list-style-type: none"> • \$800,000 to set up lanes to display digital works of art, including podcasts and temporary art installations. <p>Educational Active Lanes</p> <ul style="list-style-type: none"> • \$200,000 to set up lanes to host sports and recreational activities.

Regina Downtown Business Improvement District

Budget Presentation to City Council

March 30, 2022

Mayor Masters and City Council,

On behalf of the Regina Downtown Board of Directors, thank you for the opportunity to present our proposed budget for 2022.

The COVID 19 pandemic has had an unprecedented impact on Downtown Regina and on our members. Our mission is to act on behalf of our members to favorably position downtown as a unique, attractive and desirable neighbourhood for businesses, residents and visitors. COVID 19 does not change this mission. Our organization is needed more than ever – to support our members through this crisis and advocate on their behalf as we continue through this recovery phase.

In January 2022, the RDBID Board approved a new three year strategic plan that recognizes the impact the COVID 19 has had on our Downtown community and supports the role the BID will have in its recovery. The 2022 Regina Downtown Budget was based on this new strategic direction. We respectfully request that mill rate of 0.7595 be approved today.

Due to COVID-19, many non-profit or service organizations have had to adjust their operations and introduce new programs. Regina Downtown is no different. The completion of some of our planned projects, events and programs will depend on ever-changing COVID-19 economic landscape. Depending on the impact of the variants of concerns, the rate of vaccination and state of consumer confidence, we anticipate having to be as flexible with our programs to ensure we are providing the needed support to our members while operating in a safe manner. Our Board is aware of the continued impact of COVID 19 on our members and will continue to adjust our programs to best support business recovery in Downtown Regina.

Some of our key 2022 projects will include:

- Continued operation and expansion of the Community Support program in partnership with the City of Regina, the Regina Police Service and the Warehouse District.
- Production of Frost@Downtown and the upcoming Grey Cup activities in Downtown Regina
- Development of the Downtown Regina Vision Plan
- Communications support for Downtown Regina Construction Projects
- Update of the 10-Year RDBID Strategic Plan
- Continuation of our Summer in the Square activation of City Square Plaza
- Development of a modular warming station for the Victoria Park Ice Rink
- Expansion of our cleaning operations with our sweeper and pressure washer

RDBID's proposed operating budget for 2022 is estimated to be \$2,264,476. Of that amount, \$1,180,262 would be fully funded by Regina Downtown commercial property owners through the BID levy. \$969,250 would be funded through grants and sponsorships and the remaining \$115,000 would be funded through transfers from our unappropriated surplus and capital reserves.

DE22-47



In closing, RDBID respectfully requests a mill rate in the amount of 0.7595 for 2022, and that a provision for assessment appeals in the amount of \$22,481 be allocated. We also request that the revenue, expenditure and transfers outlined in the 2022 budget submission be approved.

Thank you.

Judith Veresuk
Executive Director
Regina Downtown



REGINADOWNTOWN.CA



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E INFO@REGINADOWNTOWN.CA



Regina Downtown Business Improvement District - 2022 Budget

Date	March 30, 2022
To	City Council
From	Financial Strategy & Sustainability
Service Area	Financial Services
Item No.	CM22-7

RECOMMENDATION

That City Council:

1. Approve Regina Downtown Business Improvement District's 2022 budget attached as Appendix A to this report.
2. Approve the proposed 2022 levy for the Regina Downtown Business Improvement District of 0.7595 mills.
3. Instruct the City Solicitor to prepare the necessary property tax bylaws to implement the above approved mill rate at the April 20, 2022 meeting.

ISSUE

Under *The Cities Act*, City Council is required to approve the proposed budget for Regina Downtown Business Improvement District (Regina Downtown). Regina Downtown has submitted an operating budget of \$2.3 million for approval.

Regina Downtown Business Improvement District members fund approximately 50 per cent of these costs through fees paid, which are collected by the City of Regina. The balance of the costs are proposed to be funded from a special project grant and an allocation from reserves. The proposed 2022 budget is included in Appendix A.

IMPACTS

The proposed expenditures of \$2.3 million for Regina Downtown are funded through the business improvement district levy and other revenue sources. Regina Downtown's 2022 levy is proposed to increase to 0.7595 mills in 2022 from 0.7233 mills in 2021. The proposed levy would raise approximately \$1.2 million and represents an increase of almost \$54,000 over the 2021 amount. The Regina Downtown assessment levy is billed and collected by the City of Regina. Amounts collected are disbursed to Regina Downtown.

Additionally, RDBID requests a provision for assessment appeals in the amount of \$22,481. This results in an estimated reduction of \$102,038 in comparison to 2021.

OTHER OPTIONS

None with respect to this report.

COMMUNICATIONS

A copy of this report has been provided to Regina Downtown. The Regina Downtown 2022 Budget is posted to the Regina.ca website as part of the regular process for posting material prior to a public meeting.

DISCUSSION

Appendix A provides the proposed 2022 budget for Regina Downtown as well as an overview of the Strategic Plan and summary of initiatives for the upcoming year.

Regina Downtown's 2022 budget is aligned with RDBID's 2022-2024 Strategic Plan and reflects:

- Revenues of \$2.3 million, with 52 per cent, \$1.2 million, from the levy increase.
 - An estimated increase of approximately \$615,000 in revenues contributed by special projects, grants and sponsorships.
- Expenses reflect the anticipated revenues.
- The levy for Regina Downtown is applied to the assessment of commercial property within the business improvement district area.

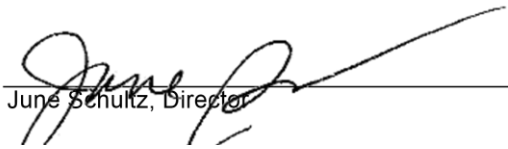
The Board of Directors' approved budget is balanced with a surplus of \$36. Assessment appeals continue to pose uncertainty for Regina Downtown. Within the projected expenditures, there is a \$22,481 provision for estimated appeal assessments. This estimate is based on information provided by the City of Regina. Regina Downtown will receive \$45,000 from Capital Reserve and \$70,000 from Unrestricted Reserve in 2022.

DECISION HISTORY

In 1981, City Council created what is now called the Regina Downtown Business Improvement District pursuant to Bylaw 2003-80. The purpose is to promote and enhance the City's downtown for businesses operating in the district and improve the quality of life for those who use and visit downtown. Regina Downtown's activities are guided by a board of directors according to the responsibilities and obligations in Sections 25 and 26 of *The Cities Act* and *Bylaw 2003-80*.

Respectfully Submitted,

Respectfully Submitted,



June Schultz, Director

3/16/2022



Barry Lacey, Exec. Director, Financial Strategy & Sustainability

3/17/2022

Prepared by: Keely Farrell, Coordinator, Financial & Business Support

ATTACHMENTS

Appendix A - RDBID 2022 Budget Submission to City

Regina Downtown Business Improvement District

2022 Budget

Presented to City Council
March 15, 2022

1822 Scarth Street, 2nd Floor
Regina, Saskatchewan
S4P 2G3
www.reginadowntown.ca

*Downtown Regina is located on Treaty 4 lands.
Treaty 4 is home to the Cree, Ojibwe, Saulteaux, Dakota, Nakota,
and Lakota peoples, as well as, the homeland of the Metis Nation.*

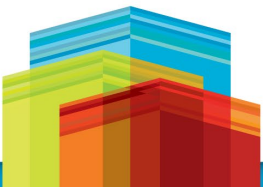


OUR MISSION

Act on behalf of our members to favorably position Regina's downtown as a unique, attractive and desirable neighbourhood for businesses, residents and visitors.

OUR VISION FOR DOWNTOWN

Regina's Downtown
A place where people want to be and businesses want to invest.



2022 BUDGET RECOMMENDATIONS

1. That the mill rate be set at 0.7595 for 2022
2. A provision for estimated 2022 assessment appeals in the amount of \$22,481.



EXECUTIVE SUMMARY

BUDGET 2022

The Regina Downtown Business Improvement District (RDBID) 2022 - 2024 Strategic Plan constitutes the basis for expenditures outlined in the 2022 budget. Full budget details are included in Attachment 2.

BUDGET SUMMARY

2022	0.5997	0.5997	0.7233	
	2019	2020	2021	2022
	Actual	Actual	Actual	Proposed
REVENUE				
Bid Levy	1,137,032	1,137,448	1,126,277	1,180,262
Recovery of Assessment Appeals	-	-	-	-
Other Funding Sources	10,273	5,912	3,994	-
Special Projects / Grants / Sponsorship	307,623	142,131	354,384	969,250
Allocation From Unrestricted Fund Balance	-	-	-	70,000
Allocation From Contingency Reserve	-	-	-	-
Allocation From Capital Reserve	-	-	-	45,000
Total Revenue	1,454,928	1,285,491	1,484,655	2,264,512
EXPENDITURES				
Organization Management	1,012,279	588,548	598,579	594,320
Member Engagement and Services	267,604	271,736	209,523	229,375
Place Making	350,987	357,627	460,431	1,257,300
Business & Residential Attraction/Retention	18,072	21,153	23,036	57,500
Transformational Projects	8,925	25,662	122,390	103,500
Allocation To Unrestricted Fund Balance	-	-	-	-
Allocation To Contingency Reserve	-	-	-	-
Allocation To Capital Reserve	-	-	-	-
Provision for Assessment Appeals	-	-	124,519	22,481
Total Expenditures	1,657,867	1,264,726	1,538,478	2,264,476
Surplus (Deficit)	(202,939)	20,765	(53,823)	36



ACCUMULATED SURPLUS

	2019 Actual	2020 Actual	2021 Actual	2022 Proposed
Accumulated Surplus, Beginning of the Year, as previously reported	814,333	611,394	632,159	578,336
Prior Period Adjustment				
Accumulated Surplus, Beginning of the Year	814,333	611,394	632,159	578,336
Accumulated Surplus, Beginning of the Year	814,333	611,394	632,159	578,336
<i>Unappropriated Surplus</i>	150,000	56,892	77,576	79,869
<i>Contingency Reserve</i>	215,000	215,000	215,000	135,000
<i>Capital Reserve</i>	220,473	141,121	158,771	158,771
<i>Investment in Tangible Capital Assets (TCA)</i>	228,860	198,381	180,812	204,696
Allocation of Annual (Deficit)/Surplus				
<i>Unappropriated Surplus</i>	(202,939)	20,765	(53,823)	-
<i>Contingency Reserve</i>	-	-	-	-
<i>Capital Reserve</i>	-	-	-	36
Allocations to (from) Reserves				
<i>Unappropriated Surplus</i>	109,831	(81)	80,000	(70,000)
<i>Contingency Reserve</i>	-	-	(80,000)	-
<i>Capital Reserve</i>	(79,352)	17,650	-	(45,000)
<i>Surplus Attributable to TCA</i>	-	-	-	-
<i>Change in TCA Investment</i>	(30,479)	(17,569)	(23,884)	-
Accumulated Surplus – End of Year	611,394	632,159	578,336	463,372
<i>Unappropriated Surplus</i>	56,892	77,576	79,869	9,869
<i>Contingency Reserve</i>	215,000	215,000	135,000	135,000
<i>Capital Reserve</i>	141,121	158,771	158,771	113,807
<i>Investment in Tangible Capital Assets (TCA)</i>	198,381	180,812	204,696	204,696



PROPOSED CHANGES TO NET ASSETS

RDBID received grant funding from the Canada Community Revitalization Fund. The successful project would fund enhancements to City Square Plaza to improve four season use. This project will include the construction for accessible, energy efficient, modular rink shelter, rink programming supplies, planters, trellises and a bike repair station. A \$45,000 transfer from the capital reserve is required for match funding.

A transfer of \$70,000 from the unappropriated surplus will be required to fund a number of operational projects in 2021.

No change to the Contingency Reserve is proposed for 2022. In accordance with RDBID financial policies and strategic objectives, Regina Downtown capped its Unappropriated Surplus at \$150,000 and the Contingency Reserve at \$215,000.

Should a surplus be realized at the conclusion of 2022, 85% of the surplus will be directed to the Capital Reserve to fund the projects identified in the 5-Year Capital Plan and to meet the Board target of \$500,000 in accordance with the Capital Reserve policy.

PROPOSED CHANGES TO NET ASSETS

	2019 Actual	2020 Actual	2021 Actual	2022 Proposed
Accumulated Surplus – End of Year	611,394	632,159	578,336	463,372
<i>Unappropriated Surplus</i>	<i>56,892</i>	<i>77,576</i>	<i>79,869</i>	<i>9,869</i>
<i>Contingency Reserve</i>	<i>215,000</i>	<i>215,000</i>	<i>135,000</i>	<i>135,000</i>
<i>Capital Reserve</i>	<i>141,121</i>	<i>158,771</i>	<i>158,771</i>	<i>113,807</i>
<i>Investment in Tangible Capital Assets (TCA)</i>	<i>198,381</i>	<i>180,812</i>	<i>204,696</i>	<i>204,696</i>



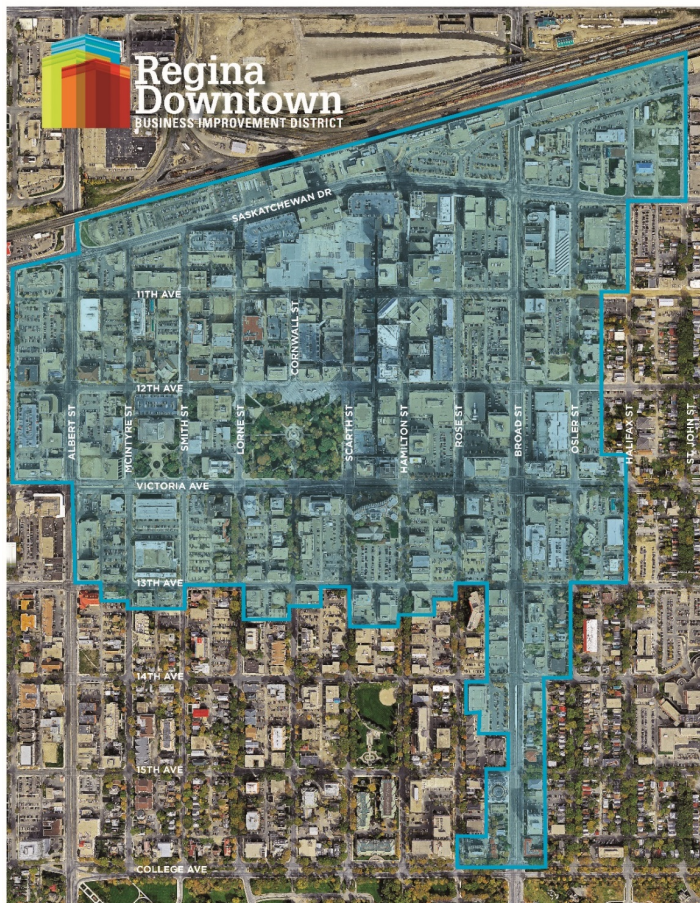
OVERVIEW OF REGINA DOWNTOWN

What is Regina Downtown?

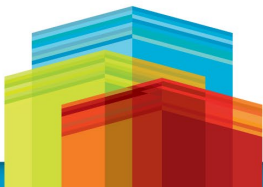
Regina Downtown is a Business Improvement District that has been in operation for over 40 years. It was created in April 1981 as an organizing and financing mechanism used by property owners to work together to promote and enhance Downtown's unique assets, improve conditions for businesses operating in the district, and improve the quality of life for those who use and visit Downtown.

Today, Regina Downtown fulfills its original purpose while continuously improving and enhancing member services. Whether it is through the research and development, such as the streetscape enhancement installations completed in 2008, replacement of holiday decorations in 2011, or through attracting and facilitating new events Downtown such as Frost Regina, Regina Downtown Concert Series, the Cinema Under the Stars Series and Hockey Week Downtown, RDBID strives to make Downtown the best place to live, work, shop and play in Regina.

Regina Downtown Business Improvement District operations are funded primarily through a levy on the taxable assessment of all commercial properties located within the district boundaries. These boundaries encompass 53 blocks defined by Angus Street to the west, 13th Avenue to the south, Halifax Street to the east, and Saskatchewan Drive to the north. RDBID also extends along Broad Street south to College Avenue.



**Regina Downtown
Business Improvement District Map**



Legislation

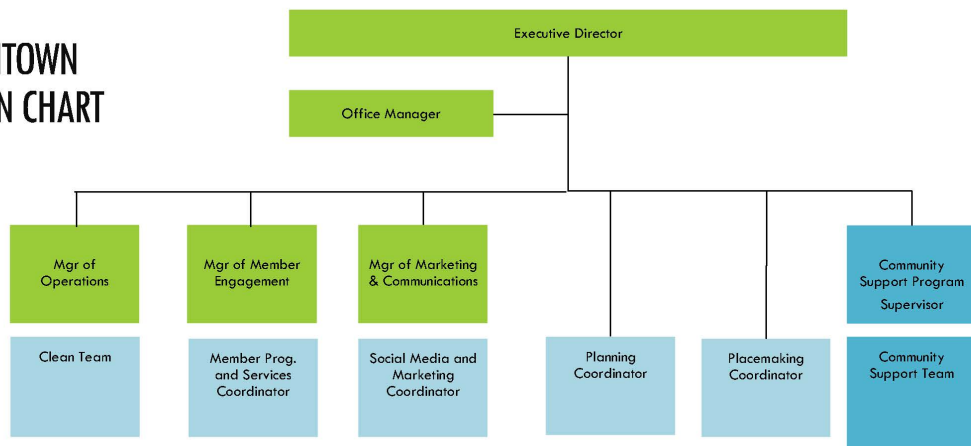
Authorized under Section 25 & 26 of *The Cities Act* and City of Regina *Bylaw No 2007 – 85*, Regina Downtown programs and services are financed by a special assessment collected from commercial property owners located in the defined boundaries of the Downtown District. The assessment is billed and collected by the City of Regina annually and then disbursed to Regina Downtown, where it is used to supplement the services already provided by the City of Regina.

Governance

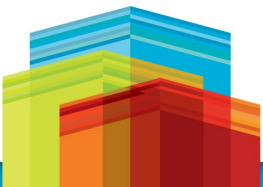
The Board of Directors consists of thirteen persons (one member of City Council and twelve members who have a vested interest in the district) appointed by resolution of City Council. In addition, one senior City of Regina official and the Executive Director of Regina Downtown hold advisory roles on the Board and are non-voting members.

Organizational Structure (2022)

2022 REGINA DOWNTOWN ORGANIZATION CHART



As of February 28, 2022



SUMMARY OF STRATEGIC PLAN 2022 - 2024

Since 1981, the Regina Downtown Business Improvement District (RDBID) has served the downtown community. Offering a range of business and community services to promote and enhance downtown Regina, the organization plays a critical role in improving the quality of the community as a place to live, work, and play.

Despite its long-standing status as a major contributor to the City's economy and property tax base, the downtown community has long faced challenges attracting the necessary investment, development, and infrastructure renewal necessary to support its importance as a vibrant city centre. Significant emphasis has been placed on addressing these gaps across previous iterations of the BID's strategic plan, and important progress has been made. Despite these efforts, however, the BID's resources have been limited relative to the scope of the challenge represented by the greater macroeconomic forces affecting the downtown. A weakening resource sector, ongoing changes in the behaviour of retail consumers, policy-driven barriers to investment and development, and ongoing perceptions concerning access and safety, have all contributed to a perceived decline in the vitality of the community that stood in contrast to a more optimistic tone offered by stakeholders during the formulation of the 2018 – 2021 strategic plan.

In emergence of the Covid-19 pandemic in early 2020 dealt an unprecedented blow to the downtown community, which rapidly observed a virtual exodus of the over 25,000 people that work downtown and major restrictions on the economic activity of many downtown businesses. The challenges of the navigating the pandemic persist, and the BID's role in driving a 'return to downtown' as the world cautiously recovers from what is hoped to be the worst of the crisis is more important than ever. While the downtown community is likely to face major challenges addressing the impact of the pandemic for years to come, it has also created a rare opportunity to re-examine the role of the downtown in Regina and how changes in how people choose to live and work will shape our future. The strategic plan presented in this document is the result of the BID's desire to emerge stronger, and with a clear vision for the downtown community we are working to build for the generations that follow.

The process of revisiting the BID's strategy has revealed a renewed sense of optimism and urgency amongst stakeholders to take on the 'big challenges and opportunities' of the downtown. A series of significant, generational investments are being considered in the community that could dramatically reshape the downtown landscape, and the office towers left empty during the worst days of the pandemic are increasingly occupied. The hospitality industry is once again welcoming guests, and retailers are enjoying a busy holiday shopping season. There is once again hope and energy in the downtown.

Over the next three years, RDBID will lead the creation of a bold vision for the downtown community while creating meaningful value for its members.

Critical outcomes of this three-year strategy include:

- Drive the creation of a clear and compelling vision for the future of Regina's downtown
- Refocus organization around high-impact, longer-term objectives
- Prioritize the identification, pursuit, and support of major projects and investments in the downtown community
- Strengthen the relationship between the BID and the City of Regina, and shape the City's expected investment of \$40 million into the downtown community over the next 5 years
- Support the vibrancy of the downtown community through increased a focused core activation strategy for street-level activation and position the organization to more effectively support other organizations that aim to activate the downtown.

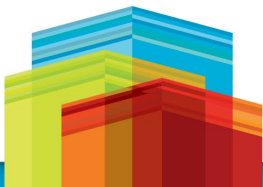


Priorities

The organization will focus its efforts on four strategic priorities:

Building a Vision	The BID recognizes that, absent a vision, it is challenging to marshal the organization's resources effectively and focus its priorities. Similarly, it is difficult to engage and focus the support of the City and other key partners in support of a common dream. This strategic priority, which is expected to be the dominant focus of the organization in the first year of the strategy, will see the BID leading a city-wide effort to build a vision for the downtown's long-term future.
Investment Growth	There are unique challenges to investing in the downtown, and unique opportunities. With several major opportunities on the horizon that might find a home in our community, the BID will work to secure large projects and investments by making the case for why investors should choose the downtown. The BID will also work to identify and remedy barriers that hinder our competitiveness relative to other districts.
Advocacy	Downtown members and stakeholders have a wide range of priorities, and often engage the BID for support and advocacy. Going forward, the BID will focus its advocacy efforts primarily in support of its vision for downtown, and on building a stronger and more productive relationship with the City and other partners. As ever, the fundamental priority of advocacy efforts is to deliver real positive changes for the membership.
Placemaking	<p>The BID has long been the primary driver of activations in the downtown to draw visitors and improve the liveliness and vibrancy of the community. These efforts have made an impact but are a significant draw on the organization's resources and capacity. Consequently, the organization's emphasis on activations and programming have drawn focus away from more strategic initiatives with greater potential impact.</p> <p>The BID will continue to execute a core suite of activations that ensure the downtown community comes alive in support of key events in City and will position itself to support and encourage other organizations to take the lead on new activations in the community. Efforts to ensure a clean, safe, and inviting downtown will continue.</p>

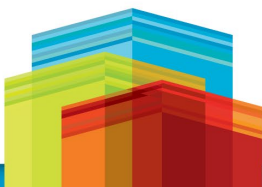
The balance of the organization's effort and resources to be directed in support of each strategic priority will change from year-to-year as the focus of the strategy evolves.



RDBID Strategy Map 2022-2024

The RDBID Strategy Map explains how RDBID will achieve its vision of being a place where people want to be and businesses want to invest. This will happen by relying on its operating principles to execute its organizational capabilities and key pillars so that its outcomes and objectives are realized.

	Building the Vision	Investment Growth	Advocacy	Placemaking
Purpose	We will construct a bold vision for the future of our downtown, supported by our members, partners, and stakeholders, that will focus our collective action and investment in support of a common dream.	We will make the case for investment growth in the downtown, support the attraction of major projects, and improve our competitiveness as a City.	We will advocate our vision for downtown, strengthen relationships with the City and our partners, provide informed support on issues, investments, and projects, and deliver positive changes for our membership.	We will foster a vibrant and inviting downtown through our core activations and support our partners' efforts to do the same. A lively, clean, safe, and well-maintained community will support positive experiences in the downtown.
Outcomes	<ol style="list-style-type: none"> 1. Bold vision for the downtown 2. Strong City, partner, and stakeholder support 3. Engaged and excited public 4. Evidence of alignment of City and partner priorities and investments 	<ol style="list-style-type: none"> 1. Increased level of investment 2. Increased occupancy rates 3. Attraction of a major project(s) to the downtown 4. Shape investments of the City and our partners in the downtown 	<ol style="list-style-type: none"> 1. Broad support for the downtown vision 2. Stronger relationship with the City 3. Stronger relationships with key partners 4. Impact on City policy decisions favourable to downtown growth and development 	<ol style="list-style-type: none"> 1. Improved public perception and visitation intentions 2. Positive business impacts and downtown experience during core activations 3. Increased activity in the downtown driven by partner-led program and activations 4. Clean, safe, and inviting downtown community
Priorities	<ul style="list-style-type: none"> ▪ City-wide initiative to create downtown vision ▪ An engaging visual and narrative communication strategy for the vision ▪ Active and vocal support from City and partners ▪ Strong public interest and support ▪ Direct, formal link to City strategic planning cycle 	<ul style="list-style-type: none"> ▪ Investment strategy for the downtown ▪ Articulate the case for investing in the downtown ▪ Identification and mitigation of barriers to investment ▪ Aggressive pursuit of proposed arena ▪ Aggressive pursuit of major projects ▪ Creation of deal flow model to assess emergent opportunities 	<ul style="list-style-type: none"> ▪ Secure broad support for the downtown vision ▪ Hold City accountable for investing in restoring the downtown and realizing the vision ▪ Direct, formal link to shaping City's planned \$40m investment in downtown ▪ Permanent funding model for downtown ▪ Policy positions consistent with downtown vision 	<ul style="list-style-type: none"> ▪ Core activation strategy built around key events ▪ Engage downtown partners to take leadership role in creating new programs and activations ▪ Routinely assess member, public, and stakeholder perspectives on the downtown experience ▪ Invest in maintenance and beautification of downtown
Foundation	Membership Services Support our members' business success in the dynamic downtown environment			
	Operational Effectiveness Develop the organizational capacity and capability necessary to deliver strategic outcomes			
	Financial Management Effectively deploy our financial resources, seek opportunities to magnify our investments, and shape the investments of others			



SUMMARY OF 2022 INITIATIVES

Membership Services

Goal:

To provide key services for members related to maintaining the look and feel of downtown, marketing and promotions, public safety and business support. To do so, Regina Downtown will focus on providing core member services that have been provided in the past, and greater emphasis will be placed on ensuring that members utilize these services.

Objective:

To ensure Downtown is a place where people feel safe and welcome and to enhance the appearance and identity of Downtown.

2022 Initiatives:

- Facilitate cleaning and maintenance of the pedestrian environment
- Facilitate removal of downtown graffiti
- Conduct regular amenity checks
- Advocate for repair and enhancement of downtown amenities
- Continue to operate the Info on the Go visitor services program
- Continue and expand the Community Support Program



Objective:

To continue to play a key role in marketing and promoting Downtown Regina to the greater community.

2022 Initiatives:

- Continue to maintain and update the RDBID website and member database
- Continued member outreach through the member reception, member visits and social media efforts
- Produce and distribute promotional materials including RDBID maps, dining guide, annual report, strategic plan, downtown report and business recruitment material
- Develop downtown advertising/marketing campaigns to promote consumer confidence in Downtown Regina



Place-making

Goal:

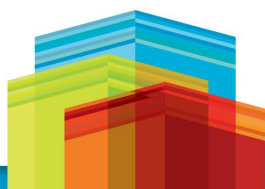
To support the flourishing of Downtown Regina through the promotion, facilitation, and development of events and special initiatives in Downtown. The BID will play a strategic role focusing on the support of key initiatives being produced by others through the dissemination of knowledge and information, and acting as a resource.

Objective:

To organize signature Regina Downtown events.

2022 Initiatives:

- Support community wide events such as Frost Regina and Grey Cup
- Offer Summer in the Square Programming year round through partnerships with local organizations
- Facilitate opportunities for new events and promotions that support Downtown's role as the heart of the community
- Advocate for growth of new festivals



Objective:

To facilitate capital improvements within the Downtown neighbourhood that enhance the public realm.

2022 Initiatives:

- Install additional seasonal lights
- Maintain and manage the Downtown Regina Visitor Service Pavilion at City Square Plaza
- Construct a modular rink shelter



Objective:

To market Downtown as Regina's premier events venue, and stimulate the creation of new events in Downtown through collaborations with Economic Development Regina, Attractions Regina, Conventions Regina, the arts community, City of Regina, and other key stakeholders (local businesses, University of Regina, etc.).

2022 Initiatives:

- Collaborate with key partners to attract and grow events Downtown
- Promote awareness of RDBID as a potential partner and informational resource to those seeking support, coordination services and partnerships for delivering events in Downtown



Investment Growth

Goal:

To establish Downtown as a highly desirable, unique neighbourhood within Regina where residents, businesses, niche retail, and entrepreneurship thrive.

Objective:

To build public and private sector perceptions of Downtown as more than just a location for conventional retail and offices.

2022 Initiatives:

- Continue to be the information gathering and distribution centre for Downtown businesses, property owners, and residents
- Support the creation of a mix of uses and amenities necessary to create a complete community Downtown
- Conduct regular pedestrian counts throughout Downtown
- Explore opportunities for business attraction and retention programs



Downtown Advocacy

Goal:

To position Regina Downtown as the advocate for downtown interests and to disseminate its positions in a manner that shapes public dialogue and decision-making, and inspires investment in Downtown.

Objective:

Develop timely consensus on key issues, rooted in concrete research and analysis in relation to current and upcoming projects and larger trends in city-wide planning.

2022 Initiatives:

- Develop vision for Downtown
- Ensure timely consensus on responses to key issues
- Continue to develop and disseminate official policy positions on a variety of identified issues
- Continue to advocate for downtown interests in key community projects



2022 BUDGET

Assessment

Regina Downtown Business Improvement District operations are funded primarily through a levy on the taxable assessment of all commercial properties located within the district boundaries. These boundaries encompass 55 blocks defined by Angus Street to the west, 13th Avenue to the south, Halifax Street to the east, and Saskatchewan Drive to the north. RDBID also extends along Broad Street south to College Avenue. For 2022, it is recommended that the mill rate of 0.7595 is applied to the current commercial property assessment. This will provide sufficient revenue to fund all planned operating expenditures in 2022. Total revenue generated from the levy is estimated to be \$1,180,262

Outstanding assessment appeals and property assessment adjustments continue to result in an uncertain revenue base each year. Regina Downtown will continue to carefully manage expenses and set aside allowances annually to cover any potential losses from economic instability or outstanding assessment appeals.

While the outcomes of these appeals and Regina Downtown's resulting obligations are uncertain, a provision representing the potential repayment of a portion of the levies on properties under appeal has been recorded and set aside. Based on information received from the City of Regina, an assessment appeal provision of \$22,481 is recommended in 2022.

Other Funding

RDBID is not anticipating revenue from other funding sources (e.g. Mobile food vendors, asset rental fees, etc.) in 2022.

Grants, Sponsorship and Advertising

Revenue generated from sponsorship, grants, and advertising sales over the past few years have provided Regina Downtown with opportunities to expand and enhance existing services with minimal impact to its operating budget.

In 2022, our goal is to secure grants and sponsorship in the amount of \$969,250. This revenue will be used to sustain and enhance a number of projects including the Community Support Program and the development of a modular skate shelter.

Transfers

As a result of an uncertain revenue base each year, we have carefully managed expenditures and set aside allowances to cover potential losses from outstanding assessment appeals as well as an uncertain economy. Unanticipated recoveries from this allowance over the past few years have contributed, in part, to operating surpluses.

To ensure the future financial stability of Regina Downtown, the Board of Directors implemented a policy in March 2005 to allocate any surpluses to a Contingency Reserve and Capital Reserve. The purpose of the Contingency Reserve is to cover any substantial and unexpected one-time assessment appeal expenditures and to support six months of operations to wind-down the Business Improvement District in the event of its dissolution. The Capital Reserve will be used to invest in our property, equipment and to leverage additional funds to improve infrastructure and streetscape.

In March 2016, the Board of Directors adopted the following reserve policy:

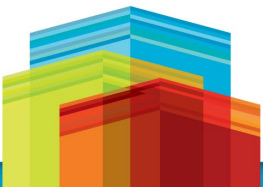
- That any 2015 and future operating surpluses be allocated 85% to the Capital Reserve and 15% to the Unrestricted Reserve.
- That the Unrestricted Reserve be capped at \$150,000.
- That upon reaching the Unrestricted Reserve cap, all future surpluses will be directed to the Capital



Reserve.

- That the Capital Reserve target remain \$500,000.
- That the Contingency Reserve cap remain \$215,000.

A transfer of \$45,000 is required for the capital revenue to match the grant received from the Canada Community Revitalization fund for the development of a modular skate shelter. A transfer of \$70,000 from the unappropriated surplus is required for expenditures for a number of operational projects.



2022 BUDGET - Revenue Projections

2021 BUDGET - REVENUE

	2019 Actual	2020 Actual	2021 Actual	2022 Budget
ASSESSMENT				
Bid Levy	1,137,032	1,137,448	1,126,277	1,180,262
Adjustments (Board of Revision, etc.)	-	-	-	-
Recovery of Assessment Appeals	-	-	-	-
Sub-total	1,137,032	1,137,448	1,126,277	1,180,262
OTHER FUNDING				
Special Membership Fees	-	-	-	-
Office and Equipment Rental	-	-	-	-
Other	10,273	5,912	3,994	-
Sub-total	10,273	5,912	-	-
SPECIAL PROJECTS				
Sponsorship & Advertising Sales	54,159	15,500	4,000	-
Grants	253,464	126,631	350,384	969,250
Sub-total	307,623	142,131	354,384	969,250
TRANSFERS				
Allocation from the Unappropriated Surplus	-	-	-	70,000
Allocation from the Capital Reserve	-	-	-	45,000
Sub-total	-	-	-	115,000
REVENUE TOTAL	1,454,928	1,285,491	1,484,655	2,264,512



2021 BUDGET - Expense Overview

2021 BUDGET - EXPENSES				
	2019 Actual	2020 Actual	2021 Actual	2022 Budget
ORGANIZATION MANAGEMENT				
General Operating and Personnel	519,463	516,764	531,638	593,820
Investment in Equipment	-	-	-	500
Amortization	69,231	69,929	66,941	-
Capital Contribution to City of Regina	423,585	-	-	-
Loss on Disposal	-	1,855	-	-
Sub-total	1,012,279	588,548	598,579	594,320
MEMBER ENGAGEMENT AND SERVICES				
Communications	69,588	37,516	52,039	112,450
Advertising	48,206	121,740	89,394	20,800
Publications	4,132	4,665	2,822	2,200
Downtown Maintenance	82,697	79,704	57,277	77,300
Downtown Ambassador Services	62,981	28,111	8,041	16,625
Sub-total	267,604	271,736	209,523	229,375
PLACE-MAKING				
Events and Programming	285,740	172,567	213,500	230,450
Neighbourhood Enhancements	53,344	66,386	48,962	445,500
Special Projects	11,903	118,674	197,963	581,350
Sub-total	350,987	357,627	460,431	1,257,300
BUSINESS & RESIDENTIAL ATTRACTION & RETENTION				
Business Research and Initiatives	18,072	21,153	23,036	57,500
Residential Research and Initiatives	-	-	-	-
Sub-total	18,072	21,153	23,036	57,500
TRANSFORMATIONAL PROJECTS				
Project Support	8,925	25,662	122,390	103,500
Sub-total	8,925	25,662	122,390	103,500
PROVISION FOR ASSESSMENT APPEALS	-	-	124,519	22,481
EXPENSE TOTAL	1,657,867	1,264,726	1,538,478	2,264,476





**SOUL****OF THE****CITY**

March 24, 2022

Good Morning,

On March 30th, 2022, I would like to appear related to item CM22-8 Regina's Warehouse Business Improvement District - 2022 Budget. Appearing with me will be Jason Carlston, Board Chair.

Regina's Warehouse District Board of Directors has approved a BID Levy of 0.73674, providing an operating budget of \$335,639 for 2022.

Funding for the 2022 Budget is derived from a combination of the current year's BID Levy and grant funding. Key priorities for the year include:

- Temporary use of the Yards and Dewdney Ave Revitalization
- Neighbourhood Plan Renewal
- Business Attraction

We look forward to providing an over view at the March 30th meeting. Please let me know if you have any questions.

Sincerely,

Leasa Gibbons

Executive Director

#YQRWD

@WAREHOUSEYQR



Regina's Warehouse District

2022 Budget



4TH AVE

7TH AVE

BROAD ST

ST JOHN ST

WINNIPEG ST

ALBERT ST

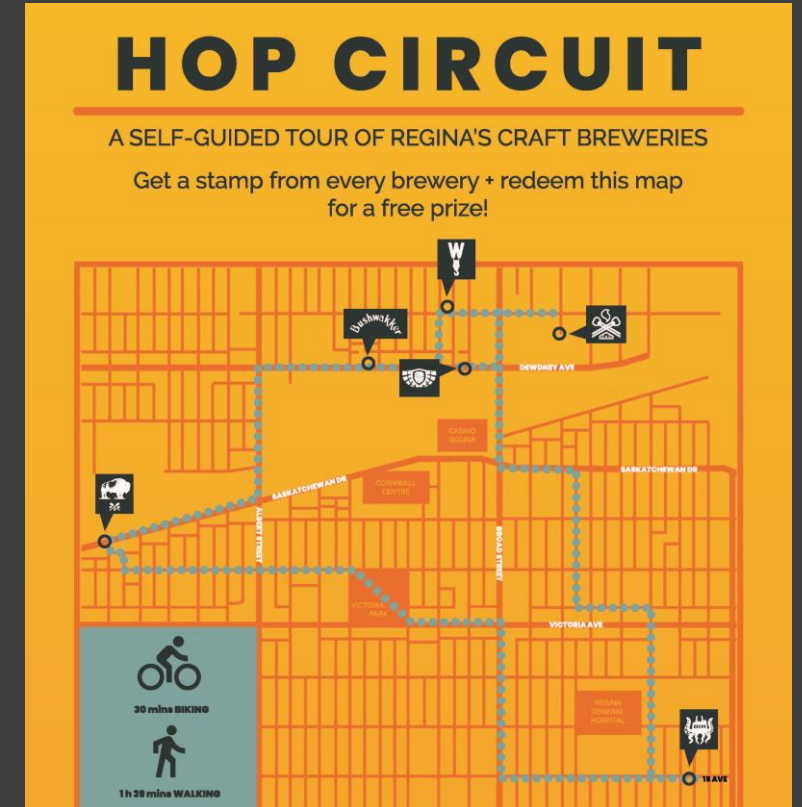
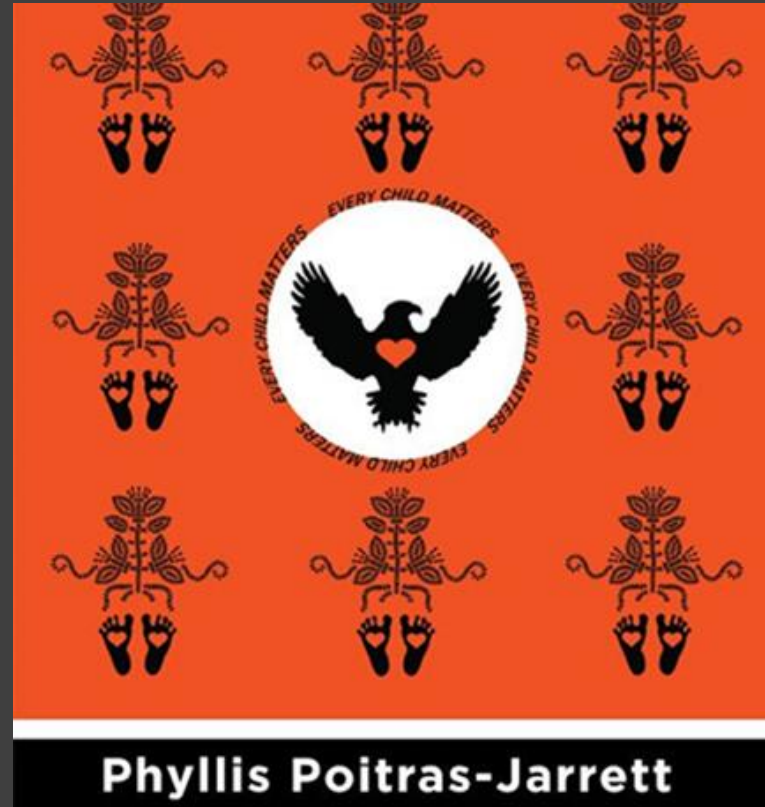


Regina's Warehouse Business Improvement District

- Represent over 600 businesses within 80 city blocks, providing advocacy, marketing and community connection
- Renewed and growing interest in the Warehouse District from investors
- The Warehouse District is the city's showcase for historic, reimagined architecture
- More than ever, a popular destination for residents and visitors featuring Saskatchewan's premiere breweries and distillery

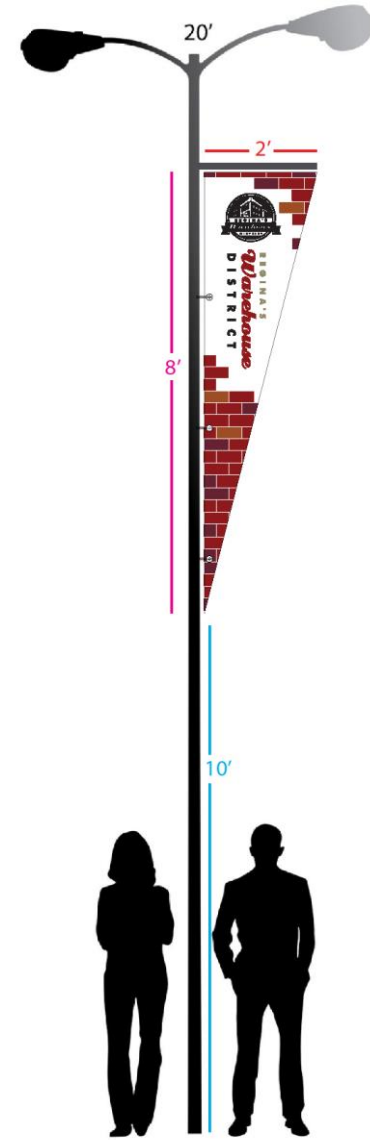






2021 Projects:

Stadium Shuttle, Indigenous Footprint Project, Hop Circuit



BID LEVY HISTORY	
Year	BID Mill Rate
2004	0.93
2005	1.13
2006	1.13
2007	1.3107
2008	1.3107
2009	0.8809
2010	0.9785
2011	0.9785
2012	0.9785
2013	0.7587
2014	0.7587
2015	0.7588
2016	0.7588
2017	0.47503
2018	0.48928
2019	0.50396
2020	0.52916
2021	0.54573

BUDGET OVERVIEW

- During the 2017 property reassessment, the RWBID Levy incurred a significant drop
- Between 2017 and today, RWBID has transitioned from part time staff and outside management with a working board organization to a full time ED, small staff, and governance board

BUDGET OVERVIEW

- Implications from the 2021 reassessment reduced the BID operating budget by \$20,000, in sharp contrast with a remarkable upswing in scale of operations in the district experiencing increased investment, and revitalization of Dewdney Ave and the Yards
- A small levy increase in 2019 was simply a stopgap measure. In 2020, the impact of the Pandemic on district businesses forced the RWBID board to reluctantly delay taking a sustainable operating budget BID levy match of Regina Downtown before city council.



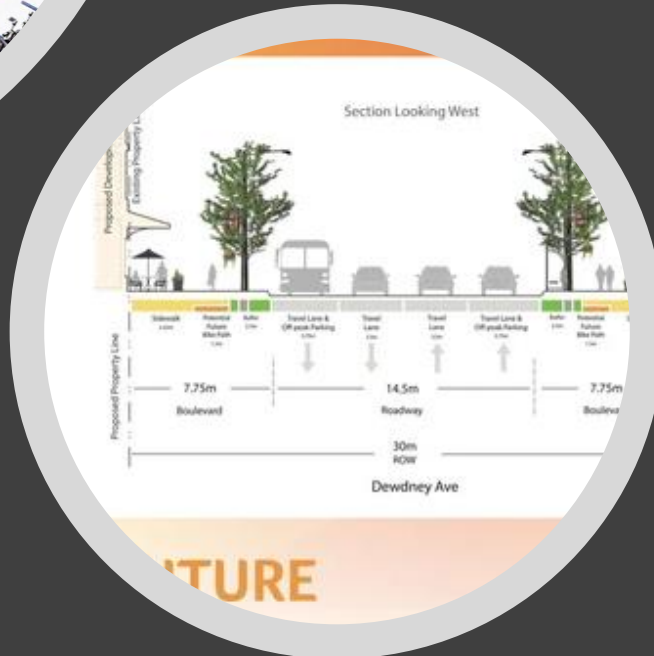
BUDGET REVENUE

- While aggressively pursuing additional funding through grants, the BID levy is the primary funding of work on behalf of Warehouse District members
- Expectations are high that continued work energizing and activating The Yards will create sponsorship opportunities to help defray interim use costs
- Additional funding is never guaranteed and RWBID must address its core revenue gap to continue the accomplishments and momentum recently achieved



KEY PRIORITIES:

- Interim Use of the Yards and Dewdney Ave Revitalization
- Neighbourhood Plan Renewal
- Business Attraction



COMMUNITY DEVELOPMENT

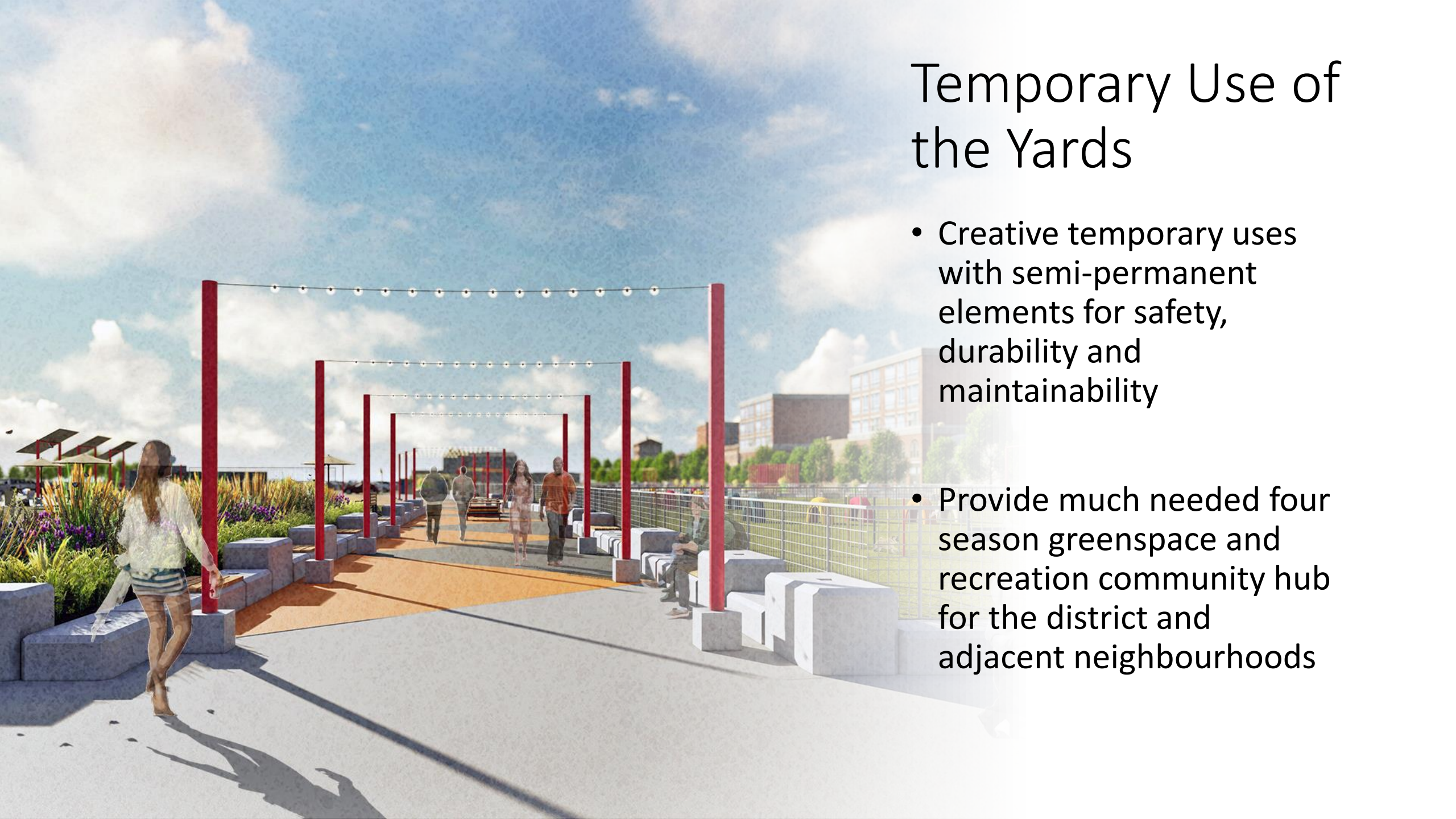
- Experiences like Frost and the Rider Shuttle connect our District with other areas of the city
- Accommodate the variety of diverse interests and needs of our community, including unique challenges like the temporary shelter
- Focus on the district's strengths, ensuring a strong member community and solidifying our role within the City as a whole





Temporary Use of the Yards

- Creative temporary uses with semi-permanent elements for safety, durability and maintainability
- Provide much needed four season greenspace and recreation community hub for the district and adjacent neighbourhoods



@Warehouseyr
#yrwd





Regina Warehouse Business Improvement District - 2022 Budget

Date	March 30, 2022
To	City Council
From	Financial Strategy & Sustainability
Service Area	Financial Services
Item No.	CM22-8

RECOMMENDATION

That City Council:

1. Approve the Regina Warehouse Business Improvement District's (RWBID) 2022 budget attached as Appendix A to this report.
2. Approve the proposed 2022 levy for RWBID of 0.73674 mills.
3. Instruct the City Solicitor to prepare the necessary property tax bylaws to implement the above approved mill rate for the April 20, 2022 meeting.

ISSUE

The purpose of this report is to submit the Regina's Warehouse Business Improvement District 2022 Budget and proposed levy for approval. A copy of the proposed budget for 2022 is included in Appendix A.

Under *The Cities Act*, City Council is required to approve the proposed budget for Regina's Warehouse Business Improvement District (RWBID). RWBID has submitted a balanced operating budget.

Section 26 of *The Cities Act* requires that the RWBID submit to City Council for approval the estimated revenues and expenditures for the current year.

IMPACTS

The proposed 2022 budget expenditures of \$433,926 is funded through the RWBID levy, grants and Frost Festival. The proposed 2022 levy increase of 35 per cent is anticipated to create revenues of \$335,639.

The RWBID assessment levy is billed and collected by the City of Regina. Amounts collected are disbursed to RWBID.

OTHER OPTIONS

None with respect to this report.

COMMUNICATIONS

A copy of this report has been provided to the RWBID. The RWBID 2022 Budget is posted to the Regina.ca website as part of the regular process for posting material prior to a public meeting.

DISCUSSION

The RWBID activities are guided by a board of directors according to the responsibilities and obligations in Section 25 and 26 of *The Cities Act* and *Bylaw 2003-15*.

The proposed budget is attached as Appendix A. In 2021, RWBID increased support to the businesses within the district and this work will continue in 2022 to support economic recovery.

Total revenues are budgeted at \$433,926 comprised of \$335,639 from the property tax levy applied to the assessment of commercial property within the business improvement district, and \$105,000 in revenue from the Frost Festival. In 2022, RWBID is budgeting to use \$6,713 of operating reserves to offset the projected excess of expenditures over revenues.

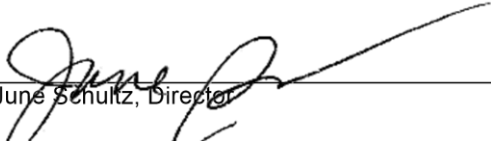
Revenues proposed to be collected from the levy in 2022 are expected to increase by \$63,298 from the 2021 budget. The increase to the BID levy is requested to support items such as increased conferences and planned festivals in 2022 including Frost, Experience Regina Block Party and Grey Cup.

DECISION HISTORY

In 2003, City Council passed *Bylaw 2003-15* to create Regina's Old Warehouse Business Improvement District. Effective January 28, 2007, City Council approved the change of the District's name to Regina's Warehouse Business Improvement District. The RWBID activities are guided by a board of directors according to the responsibilities and obligations in Section 25 and 26 of *The Cities Act* and *Bylaw 2003-15*.

Respectfully Submitted,

Respectfully Submitted,



June Schultz, Director

3/18/2022



Shaun Bzdel, Director, Land, Real Estate & Facilities

3/18/2022

Prepared by: Keely Farrell, Coordinator, Financial & Business Support

ATTACHMENTS

RWBID 2022 Budget Approved

Regina's Warehouse Business Improvement District



2022 Budget

EXECUTIVE SUMMARY

Overview:

Funding for the 2022 Budget is developed through a combination of the current year's BID Levy and grant funding.

The Warehouse District Board of Directors approved a BID Levy of 0.73674 and requests that Council support this levy. The impact on this levy will be an increase of \$193 on average annually to property owners.

In 2021, the Sears Warehouse Building (1050 Broad St) appealed their property assessment which had a significant impact on the BID Levy for 2021 and 2022. Although they didn't win the appeal, the City of Regina made an agreement with the property owner and did a review of their assessment model which resulted in an adjustment that affected many properties in our District. We were not consulted during this process; the result was a \$20,000 decrease to our operating budget.

Impact of Frost

While Frost was a successful festival for businesses and the District, placement of the Emergency Shelter directly across from our original chosen site was a great concern for vendors and resulted in a move to the Yards. Our preferred site had offered heated indoor space, access to electrical and washrooms. Moving Frost to the un-serviced Yards resulted in a cost overrun of approximately \$35,000 to establish those same required services. That overrun has been accounted for in the budget.

In 2020, the RWBID Board approved a 23% increase but the Covid-19 pandemic impacted this decision – resulting in a change of plans with no increase for our membership.

2022 Revenue:

BID Levy

- Commercial-use properties are assessed by levy, based on total property assessment, and levy is collected by the City.
- Levy is calculated on every \$1000 of property assessment and multiplies by a mill rate factor.
- In 2021 there was a significant change to the BID Levy capture with property reassessments.

Allowance for Appeals

An allowance for appeals has been suggested by the City of Regina and is reflected in the budget.

Grants

- Grants and sponsorship dollars were key to funding Frost and are reflected in the revenue of the 2022 budget. Additional grants may be applied for but haven't been identified at this time.

Key Priorities:**Advocacy/Development:**

- Dewdney Avenue Revitalization
A generational project with major impact to the Warehouse District and City of Regina, the Warehouse District will be key in working with surrounding businesses impacted by construction. Work has already begun on stakeholder engagement with construction starting in 2023.
- Temporary use of The Yards
The former railyard site has sat vacant for ten years. The Warehouse District has begun work on a temporary use strategy and will be working closely with City Administration and Stakeholders to help advance the use of this space. Frost was a great example of temporary use, allowing a try before you buy approach to public space.
- Hamilton Street Corridor
A growing pedestrian and vehicle coordinator, Hamilton Street between Dewdney Ave and 6th Ave has seen an increase in adaptive reuse projects. The intersection of 8th Avenue and Hamilton Street requires solutions to enhance pedestrian safety.
- Infrastructure Renewal
Aging infrastructure is something that we see impacting the Warehouse District. For examples. the 1500 – 1700 blocks of Dewdney Avenue where the curb has disintegrated and paving stones have started to emerge in the roadway. The Warehouse District should have an infrastructure renewal plan.
- Neighbourhood Plan Renewal
The current Neighbourhood Plan predates the formation of the Warehouse District BID. Developed in 1996 there have been a number of material changes and this document requires an urgent update to assist in density targets.
- City Building – the importance of density
There are a number of generational projects that the City of Regina will be reviewing in the near future. As a result, the Warehouse District will make this a priority in working with Council and Admin along with stakeholders.

Community Development:

- Frost
As part of the Winter City Strategy, the first annual winter festival was held in Regina featuring four hubs. The Warehouse District was proud to be one of the hubs and looks forward to future participation.
- Covid Recovery
As we round out two years of living through a global pandemic, businesses need a strong 2022 to continue their recovery. We will support their efforts through marketing and events.

- Hop Circuit
The Warehouse District is proud to be the home of the first craft brewery in Saskatchewan and now features four breweries and one distillery. The Hop Circuit is a popular way to explore breweries throughout the City Centre. We will continue to partner on this initiative which will launch summer of 2022.
- Experience Regina Block Party
Bringing together the popular Food Truck Wars and the Craft Beer Block Party for one epic weekend in the Warehouse District. Showcasing local food and beverage along with a craft market, it's going to be a must attend event.
- National Aboriginal Day
In 2021, the Warehouse District, along with our partner Regina Downtown, hosted the Indigenous Footprint Project recognizing the unmarked graves being discovered at former residential schools across Saskatchewan and Canada.
- Expansion of the Stadium Shuttle Program
The Stadium Shuttle has been a success connecting Rider fans with businesses in the district both pre and post game. We look forward to expanding this program in 2022 by adding parking on the former railyard site.
- Grey Cup
This will be the first year that the Grey Cup festivities will be focused on the REAL Campus. As such, we will work with our hospitality industry to ensure we create a welcoming environment for festival goers, encouraging them to support businesses in our District.
- Holiday Promotions
Promotions include: Win the Wishlist and our Gingerbread Building contest, along with a number of other partner initiatives.

Warehouse District Budget

	2018 Audited	2019 Audited	2020 Audited	2021 Budget	0.73674
REVENUE					
Property Tax Levy (net)	261,035	265,079	264,290	272,341	335,639
Less: Allowance for property appeal	1,051	6,884	-	9,532	6,713
Grants-in-Lieu	-	-	-	-	-
Frost					105,000
Grants - Canada Summer Jobs	-		34,345	41,000	-
Healthy Communities Initiative				60,000	-
City of Regina Grant					-
Provincial Grant				7,000	-
TOTAL REVENUE	\$ 259,984	\$ 258,195	\$ 298,635	\$ 370,809	\$ 433,926
EXPENSES					
Administration					
Administration Expenses	\$ 131,012	\$ 193,443	\$ 189,809	\$ 180,000	\$ 190,000
Audit Services	7,534	7,925	9,408	9,500	9,000
Management Services	114,076	10,997	10,865		-
Computer Hardware			-		-
Investment in Equipment	127	64	928		-
Rent				28,000	33,000
Conferences, Meetings & Training				4,000	17,000
Memberships				1,000	2,500
Insurance				7,000	3,000
Office Supplies				1,500	2,500
Telephone & Internet				3,000	6,500
Total Administration	\$ 252,749	\$ 212,429	\$ 211,010	\$ 234,000	\$ 263,500
Marketing and Image:					
Newsletter	-	-	-		
Social Media/Communication	\$ 801	\$ 242	\$ 1,014	\$ 2,500	\$ -
Web Hosting & Development	732	934	639	700	500
Christmas Promotion	5,529	-	-	-	2,500
Advertising and Promotion	13,612	14,312	22,877	8,000	7,426
Graphic Design Consultant	435	127	5,819	-	-
Annual Report		2,491	636	750	-
Total Marketing and Image	\$ 21,109	\$ 18,106	\$ 30,985	\$ 11,950	\$ 10,426
Development					Option B 35%
Amortization	\$ 13,369.00	\$ 15,737.00	\$ 18,128.00	\$ -	\$ -
Planning and Feasibility Studies	3,376	-	-	-	-
Membership Reception	8,800	15,092	1,418	-	-
Member Events	6,499	6,460	41,888	-	-
Business Research & Initiatives	16,396	4,500	-	-	10,000
	\$ 48,440	\$ 41,789	\$ 61,434	\$ -	\$ 10,000

Advocacy & Fostering Investment					
Special Projects	\$ 4,043.00	\$15,716.00	\$ 6,381.40	\$ -	\$ -
Interim Use of The Yards				72,338	-
Mayor's Lunch & Stakeholder Meetings				500	-
Pedestrian Count		-	-	2,500	2,500
	\$ 4,043	\$ 15,716	\$ 6,381	\$ 75,338	\$ 2,500
Community Development	2018 Audited	2019 Audited	2020 Audited	2021 Budget	Option B 35%
Festivals	\$32,557.00	\$38,019.00	\$32,605.00		
Frost					140,000
Experience Regina Block Party					5,000
Rider Shuttle/GreyCup					2,500
Clean-up Crew	9,890	7,770	4,305	4,000	-
Summer Students HR	-	-	19,679	41,000	-
Clean Up Patrol				-	-
Streetscape	-	-		500	-
Fab Fit Feb	-	-	-	750	-
	\$ 54,968	\$ 52,891	\$ 56,589	\$ 46,250	\$ 147,500
	\$381,309	\$340,931	\$ 366,400	\$ 367,538	\$ 433,926
REVENUE OVER EXPENDITURES	-\$121,325	-\$82,736	\$ (67,765)	\$ 3,271	\$ -
Less: Provision for Appeals	\$ -		\$ -		
NET SURPLUS (DEFICIT)	\$ (121,325)	\$ (82,736)	\$ (67,765)	\$ 3,271	\$ -
SURPLUS, BEGINNING OF YEAR	\$ 407,381	\$ 292,808	\$ 221,494	\$ 153,729	\$ 157,000
SURPLUS, END OF YEAR	\$ 286,056	\$ 221,494	\$ 153,729	\$ 157,000	\$ 157,000

**Presentation to City Council
March 30, 2022**

Re: A. E. Wilson Park Dog Park

Litzenberger Park Seasonal Off-Leash Area

Towns Neighbourhood Level Dog Park

Good day Mayor and Councillors. My name is Connie Buchan. I am happy to appear before you today on behalf of the Off-Leash Dog Park User Group (OLDPUG is our acronym). Our Facebook page has approximately 1600 members now and there are still more users of the dog parks who are not on social media or not yet on our page. We are a large group and growing.

I rise in support of Administration's proposals today. Dog parks are People Parks; people with dogs. They create community and provide both people and dogs with exercise in a safe, appropriate space. Having a dog park or off-leash area in a neighbourhood brings more eyes to that neighbourhood which can help deter crime and increase safety.

The VAST majority of people bring their dogs to a dog park during daylight hours. Any concern that "There will be loads of people there at all hours of the night" is not, in fact what happens. People do not typically walk their dogs anywhere in the dark.

Most people's working hours are weekdays, something like 8 or 9 - 5. They don't use a dog park during those hours. That is when I take my dogs so I know there is only a small handful of people there. A concern of "Lots of car being around all the time" is not supported by actual experience. Also, seeing the A. E. Wilson location is in a park with many nice walking paths, some dog owners will choose to walk from their own neighbourhoods to the park with their dog.

I organize clean up days in all the dog parks once or twice a year to clean up any debris or orphaned poops that may be in the park. These have been well attended by park users. We also have a few people who randomly do a bit of clean up whenever they visit. Odour from dogs has never been an issue.

I have never experienced excessive barking in a dog park. Dog parks are not noisy places. When dogs bark at home they are protecting their territory but at the dog park they have no territory to protect. They are busy playing, sniffing and exploring.

It is true that with the recreation already in this area, there can be times when parking is at a premium. Dog owners, like other visitors to the area, may have to park on adjacent streets, and cross McCarthy to reach the dog park. Therefore, to increase safety, OLDPUG would like to show their support for the suggestion by a concerned citizen, to add crosswalks with a push button system to the McCarthy and Brunskill Place and/or the McCarthy and 4th Ave intersections.

A US study in 2015 found dog parks to be growing faster in number than any other type of urban park.

Here are a few numbers from 2020 for comparison:

Boise, Idaho – 6.3 dog parks per 100,000

Henderson, Nevada – 5.8 dog parks per 100,000

Regina – 1.2

Calgary, which is the city that is held up as the Jewel of Dog Parks in North America and perhaps the whole world, has 157 off-leash multi-use parks and areas of various types.

Edmonton has 40, including trails and open areas.

Closer to home:

Saskatoon has 11, with I think, 3 more added last year so 14 now

Winnipeg has 17

And Brandon with a population of only 54,000 people has 3.

Regina has approximately 263,000 people. We have 3 year-round dog parks and 7 Seasonal Off-Leash areas, which are boarded rinks.

The City's plan for more dog parks and off-leash areas of various kinds in Regina will help with any congestion and over-use of our few locations. It will help lessen the wear and tear on the turf and give dog owners options closer to their own homes and of a style of park that suits their dog and their family.

I have worked with City Administration on the development and improvement of dog parks in Regina. We have established a good working relationship over the years. On behalf of the members of OLDPUG, I would like to thank Administration

and Council for their work and look forward to continuing to improve the dog park situation in our city.

Thank you for your time. I can answer any questions you may have.



Off-Leash Dog Park Program Update

Date	March 30, 2022
To	Mayor Masters and City Councillors
From	Executive Committee
Service Area	Parks, Recreation & Cultural Services
Item #	CR22-37

RECOMMENDATION

That City Council:

1. Approve the development of an off-leash dog park in A.E. Wilson Park.
2. Amend *The Regina Animal Bylaw, 2009* to include Horizon Station Park Off Leash Area.
3. Approve Litzenberger Park boarded rink as a seasonal off-leash area.
4. Instruct the City Solicitor to prepare an amendment to *The Regina Animal Bylaw, 2009*, to create the proposed off leash parks as further described in this report, to be brought forward to the meeting of City Council following approval of these recommendations by City Council.

HISTORY

At the March 23, 2022 meeting of the Executive Committee, the Committee considered the attached EX22-40 report from the City Planning & Community Development Division.

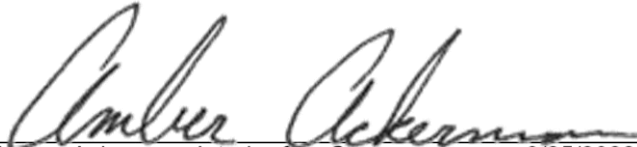
The following addressed the Committee:

- Connie Buchan, representing Off-Leash Dog Park User Group (OLDPUG), Regina, SK; and
- Shelly Carlson, Regina, SK.

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

Recommendation #5 in the attached report does not require City Council approval.

Respectfully submitted,


Amber Ackerman, Interim City Clerk 3/25/2022

ATTACHMENTS

EX22-40 - Off-Leash Dog Park Program Update

Appendix A - AE Wilson Off Leash Area

Appendix B - Horizon Station Off Leash Area

Appendix C - Litzenberger Park Off Leash Area

Appendix D - AE Wilson Survey Responses



Off-Leash Dog Park Program Update

Date	March 23, 2022
To	Executive Committee
From	City Planning & Community Development
Service Area	Parks, Recreation & Cultural Services
Item No.	EX22-40

RECOMMENDATION

The Executive Committee recommends City Council:

1. Approve the development of an off-leash dog park in A.E. Wilson Park.
2. Amend *The Regina Animal Bylaw, 2009* to include Horizon Station Park Off Leash Area.
3. Approve Litzenberger Park boarded rink as a seasonal off-leash area.
4. Instruct the City Solicitor to prepare an amendment to *The Regina Animal Bylaw, 2009*, to create the proposed off leash parks as further described in this report, to be brought forward to the meeting of City Council following approval of these recommendations by City Council.
5. Approve these recommendations at its meeting on March 30, 2022.

ISSUE

Administration has been working to establish three new off-leash parks and is seeking Council approval as follows:

1. A.E. Wilson Park Off-Leash Area

Administration has undertaken work to assess the potential to develop an off-leash area in A.E. Wilson Park. This report provides a summary of community engagement activities, along with a

concept plan (Appendix A) for the proposal. Administration is requesting approval to proceed with the development and to amend the Animal Bylaw 2009-44 to include the site in Schedule B, “Off-Leash Areas”, effective October 1, 2022. This bylaw amendment enables residents to have their dogs off-leash in the space.

2. Horizon Station Park Off-Leash Area

As part of the development of Horizon Station Park (Appendix B) in the Towns neighbourhood, the developer has included a small off-leash area in the park. The park is expected to be turned over to the City of Regina (City) in the spring/summer of 2022. To allow use of the off-leash facility once it has been turned over to the City, Administration seeks approval from Council to amend the Animal Bylaw 2009-44 to include the Horizon Station off-leash dog park in Schedule B, “Off-Leash Areas”, effective July 1, 2022.

3. Litzenberger Park Seasonal Off-Leash Area

Based on feedback from adjacent residences, Administration has also assessed the potential to designate the boarded rink in Litzenberger Park as a seasonal off-leash area and is now requesting Council approval for the designation. To do so, Administration seeks approval from Council to amend the Animal Bylaw 2009-44 to include the Litzenberger Park boarded rink as a seasonal off-leash dog park in Schedule B, “Off-Leash Areas”, effective May 1, 2022.

IMPACTS

Strategic Implications

The development of additional off-leash areas in the City is consistent with the *Recreation Master Plan* (RMP) which establishes a goal of one off-leash area per 45,000 residents in the City. Regina has an estimated dog population of 30,000. Providing additional off-leash areas provides recreation, exercise and socialization opportunities for these dogs and their owners. In addition, increasing the number of fenced off-leash facilities in Regina will help to balance the user impact on existing facilities. The development of fenced off-leash areas is also intended to reduce the number of dogs being illegally run off-leash in non designated areas, increasing compliance with the Animal Bylaw and improving the comfort level of park users in general.

Financial Implications

Through the 2021 budget process Council allocated \$339,000 for the development of the A.E. Wilson Dog Park. During the first round of public engagement additional project elements were identified by the adjacent residents including trees, pathways and traffic calming in addition to the off-leash area. Funding for the following elements has been found in existing budgets from related program areas.

- Multi-use Pathway from 4th Avenue to the pedestrian bridge
 - Sustainable infrastructure: \$60,000
 - Roadways Preservation: \$70,000
- Traffic Calming in the Lane
 - Crime Prevention Through Environmental Design: \$25,000
- Tree Planting:
 - Forestry: \$20,000

There are no financial implications related to the designation of either the Horizon Station Off-Leash area, or the Litzenberger Seasonal Off-Leash Park.

Accessibility Implications

Paved asphalt pathways will be included at the A.E. Wilson Park off leash area, making it Regina's first accessible off-leash area.

Environmental Impact

Council set a goal for the City of achieving net-zero emissions and sourcing of net-zero renewable energy by 2050. In support of this goal, Council asked Administration to provide energy and greenhouse gas implications of recommendations for Council to evaluate the climate impact of its decisions. The construction of any new infrastructure or development contributes to additional greenhouse gas (GHG) emissions. Producing building materials and the construction process itself are both energy intensive and generate emissions.

OTHER OPTIONS

1. A.E. Wilson Park Off-Leash Area

- a. Status Quo: Do not to develop an off-leash park in northwest Regina.
- b. Alternate Location: Direct Administration to continue to search for an alternate location in northwest Regina. Administration has conducted an extensive search for locations in northwest Regina and has not found an option that better meets the criteria for an off-leash area. Should Council choose this option, construction of a new off-leash area in northwest Regina will be delayed for a minimum of one year.

2. Horizon Station Park Off Leash Area

- a. Status Quo: Do not designate the area in Horizon Station Park as an off-leash area in the Animal Bylaw. Council has already approved this use as part of the concept plan for the park and the facility is almost complete.

3. Litzenberger Park Seasonal Off-Leash Area

- a. Status Quo: Do not designate the existing boarded rink in Litzenberger Park as a seasonal off-leash area. The site is already being used by some residents as an off-leash area, but the activity is not currently permitted by the bylaw. There has been only one service request expressing a concern regarding this activity.

COMMUNICATIONS

Over the course of the development of Regina's off-leash program, Administration has reached out to individual homeowners and to the wider community to seek their feedback on the program in general and individual parks specifically.

1. A.E. Wilson Off-Leash Area

In May of 2021 Administration sent letters to 61 residences which are adjacent to the proposed location of the A.E. Wilson Off-Leash Park, along with the Councillor and the surrounding community associations. Residents provided feedback which was then used to modify the initial design.

A follow-up letter was then sent to the same residences in January of 2022 to provide an update on the project, an overview of the changes that were made based on their feedback and to invite these residents to provide additional responses through an online survey on the revised design. The on-line survey was live from January 25 to February 6. A total of 1,367 responses to the survey were received. A summary of the responses is provided in the discussion section below.

2. Litzenberger Park Seasonal Off-Leash Area

In February 2022 residences adjacent to Litzenberger Park were sent a letter on behalf of the City and the Walsh Acres, Lakeridge/Garden Ridge Community Association seeking feedback on the designation of the existing boarded rink as a seasonal off-leash site. A summary of the responses is provided in the discussion section below.

DISCUSSION

In response to the recommendations of the RMP, CR19-99 established two levels of off-leash parks to be developed in Regina, Municipal and Neighbourhood.

Municipal level dog parks are characterized as larger, destination off-leash parks with parking, higher fences, and a service area of 45,000 residents. Regina currently has three such parks, Cathy Lauritsen in the west, Ross Industrial in the east, and Mount Pleasant in the north. The proposed A.E. Wilson off-leash area would be the fourth such park to be developed. CR19-99 provides a

target of five such parks, to provide coverage in each area of Regina. Administration is also working to secure a location in the east for a fifth municipal dog park.

Neighbourhood level dog parks are smaller parks that typically serve a user base who can walk to the park. As such, parking is not provided. A new neighbourhood off leash dog park at the former site of the Regent Par 3 is being opened this year. Horizon Station Park off-leash area is another such example.

A.E. Wilson Park

In determining possible locations for off-leash areas throughout Regina, Administration reviewed all existing parks and open spaces along with suitable publicly owned lands for their appropriateness for development as an off-leash area. Each parcel was evaluated based on the following features:

1. Size – ability to accommodate the desired size of off-leash area
2. Location – ability to serve an area of the city that is not currently served by another off-leash area
3. Proximity to adjacent residences – with a desire to remain at least 20 metres from the closest residence
4. Proximity to schools – parks spaces immediately adjacent to schools were excluded from consideration
5. Proximity to major roadways and rail lines- portions of park spaces that were immediately adjacent to major roads and rail lines were excluded from consideration
6. Proximity to the multi-use pathway system – park spaces that included direct access to the multi-use pathway system were ranked higher to provide ease of access to the park
7. Existing site amenities, which can be deemed to be complementary to an off-leash area
8. Potential for development without displacing existing uses

Based on this analysis, the proposed location at A.E. Wilson Park ranked the highest of all locations in northwest Regina. In report CR 19-99, which provided a plan for increasing the number of dog parks in the city, Administration proposed this site as part of a broader plan and advised Council that it would undertake a community engagement process and report back to Council prior to construction. Funding for a park in the northwest was approved through the 2021 budget process.

If approved, the proposed off-leash dog park would be located immediately west of the Jack Hamilton Arena in A.E. Wilson Park in northwest Regina. The design, as depicted in Appendix A, includes the following features incorporated into the existing rolling landscape of the park:

1. 1.6 Hectare (4 acre) fully fenced (1.8m high) all-dog off-leash area.
2. Internal asphalt pathways
3. Benches
4. Trees
5. Asphalt pathway connection from 4th Avenue to the multi-use pathway

6. Irrigated and unirrigated turf
7. 22 parking stalls including two accessible stalls added to the Jack Hamilton parking lot
8. Traffic calming investments along the laneway adjacent to the park from 4th Avenue north to Oriole Place

As part of the design process, Administration sent a letter to 61 residences which back or front immediately onto A.E. Wilson Park to get their feedback. It should be noted, that the closest property line of only 11 of the 61 residences is within 180m (585 feet) of the proposed off-leash area, with the closest residential property line being 85m (276 feet) away. Nineteen residents responded to the City's letter, with eight expressing support for the project and 11 expressing concerns and requesting design changes. The remaining 31 did not respond with feedback.

As is illustrated in Table 1 below, Administration used the feedback received from residents to revise the design of the park.

Table 1: Administration's Response to Resident Feedback

Park element	What we heard	How we responded
Park size	The proposed park is too large	Reduced the park in size from 2.2 hectares to 1.6 hectares (27 per cent reduction)
Park location	The proposed park is too close to residences	Moved the eastern-most portion of the off-leash area 85m (275 feet) from the nearest property line
Fence	The fence around the park will interrupt views	Added 65 trees to be planted along the northern and eastern sides of the off-leash area to screen the fence
Parking lot	The access to the parking lot off of 4 th Avenue will create traffic safety issues in the laneway	Changed the parking lot access from 4 th Avenue to the western end of the parking lot on the south side of the Jack Hamilton Arena
Laneway	There are traffic safety issues in the laneway due to speeding	Added traffic calming measures to the laneway between 4 th Avenue and Oriole Place along with speed control signage and additional tree plantings to slow traffic and discourage short-cutting
Pedestrian Access	The former roadway from 4 th Avenue to the pedestrian bridge is an important neighbourhood connection to the multi-use pathway system which is cut off by the design	Added a paved multi-use pathway north of the off-leash area from 4 th Avenue to the pedestrian bridge

Park element	What we heard	How we responded
Accessibility	Crusher dust pathways are not always an accessible surface for users with mobility challenges	Changed the pathways and entry gate areas within the off-leash park from crusher dust to asphalt to improve accessibility
Soil contamination	There is glass on the surface in the area	Planned for removal of surface glass and addition of a new cover layer of topsoil wherever necessary within the off-leash area.
Small dog only area	Any small dog only area should be larger than the small dog only area at Mount Pleasant	Various options were explored to provide a larger small dog only area at this site. Administration has reserved land adjacent to the all-dog area for a future small-dog area, but deferred construction until funds are available, and the operation of the all-dog area has been demonstrated to not impact the adjacent residences. The estimated cost of a .3 hectare (.75 acre) small dog area is \$100,000.

The resulting revised design was then shared with the original 61 residences and on Be Heard Regina along with a community survey. A total of 1,367 responses were received to the survey (Appendix D) with support for the development coming from 83 per cent of the respondents. Detailed responses to each question are below:

1. 89.7 per cent of respondents are dog owners; 10.3 per cent are not
2. 83 per cent of respondents agree that A.E. Wilson is an appropriate location for a dog park
3. 63 per cent of respondents would regularly use the park
4. 90 per cent of respondents agree that off-leash parks are important
5. 89 per cent believe it is important to have more fenced off-leash parks in Regina

The survey also included an open-ended question to allow respondents to provide comments. A total of 699 responses to this question were received. Common responses included:

Issue	Number of Responses
A small dog area should be added	97
An off-leash area should be added to south / southeast Regina	12
Ensure that the site is fully fenced	31

As was listed in Table 1 above, a small dog-only area was included in the original design. However, this element was deferred in order to reduce the overall size of the off-leash park in response to feedback from the adjacent residents as well as to increase the setback between the area and the nearest residences and to bring the project in on budget. Land has been reserved for development of this element in the future should funds become available and it can be demonstrated that there have been no negative impacts of the all-dog area on the adjacent residences. In the interim, the City currently has one small-dog area at the Mount Pleasant Off-Leash Park and will be opening a second in the spring of 2022 as part of the Regent Par 3 redevelopment project. The current plan is to also include a small-dog area in the future southeast Regina off-leash park.

Horizon Station Park Off-Leash Area

As part of the development of Horizon Station Park (Appendix B) in the Towns neighbourhood, a small off-leash area has been included in the park. Features of this off-leash area include:

- .33 Hectare (.81 acre) fully fenced (1.2m high) all dog off-leash area.
- Benches
- Trees
- Agility and enhancement amenities
- Irrigated turf

As indicated above Horizon Station Park off-leash area is considered a neighbourhood off-leash park and is only intended to serve the immediate area surrounding the park due to its small size, low perimeter fence and lack of on-site parking. Council approval is now required to add it as a designated off-leash area in the Animal Bylaw.

Litzenberger Park Seasonal Off-Leash Area

Seasonal off-leash parks in Regina are currently located in many outdoor boarded rinks throughout Regina. These rinks are not used for summer programming due to their crusher dust surfacing. Currently Regina has seven such sites which are designated in the Animal Bylaw as seasonal off-leash sites from May 1 to September 30 annually.

As depicted in Appendix C, the Litzenberger boarded rink is in Litzenberger Park in the Walsh Acres neighbourhood. It has come to Administration's attention that several residents in the area use the rink as an off-leash area. In response, in cooperation with the Walsh Acres, Lakeridge/Garden Ridge Community Association, Administration reached out to the neighbours who back the park to determine whether they were in support of a designation of this rink as a seasonal off-leash area.

Thirty-six letters were sent out. Only seven responses were received, five of which supported the designation and two of which had concerns. The concerns were regarding existing illegal parking in the laneway during pick-up and drop off at the schools and a fear that future illegal parking by users of the off-leash area would make the situation worse. As the boarded rink is adjacent to two

elementary schools, its hours of operation will be limited to 4 pm to 11 pm weekdays and 6 am to 11 pm weekends, from May 1 to September 30, meaning that its hours of operation will not coincide with school hours. The City has installed no-parking signs along the alley and enforcement will be undertaken as warranted.

The other concern raised by a resident was dog owners would not pick up after their pets leading to smells and unhygienic conditions in the off-leash area. Should Council approve this location, Administration will add garbage bins at the site for dog waste and will pick up the waste daily or as needed. Dog park rules signage will also be posted which include the requirement of owners to pick up after their pets.

Administration is recommending approval of the site as an off-leash area. There are no costs associated with such a recommendation and it is currently being used for this purpose regularly. Administration will monitor the site and, if problems arise, will work with the community to resolve the issues, or recommend closure of the site as an off-leash area at a later date.

DECISION HISTORY

In 2019, Administration presented CR19-99 to Council. This report recommended that the City establish a program of up to five municipal level off leash parks and up to 26 neighbourhood level off-leash parks.

Respectfully submitted,

Respectfully submitted,



Laurie Shalley, Director, Parks, Recreation & Cultural Services

3/1/2022



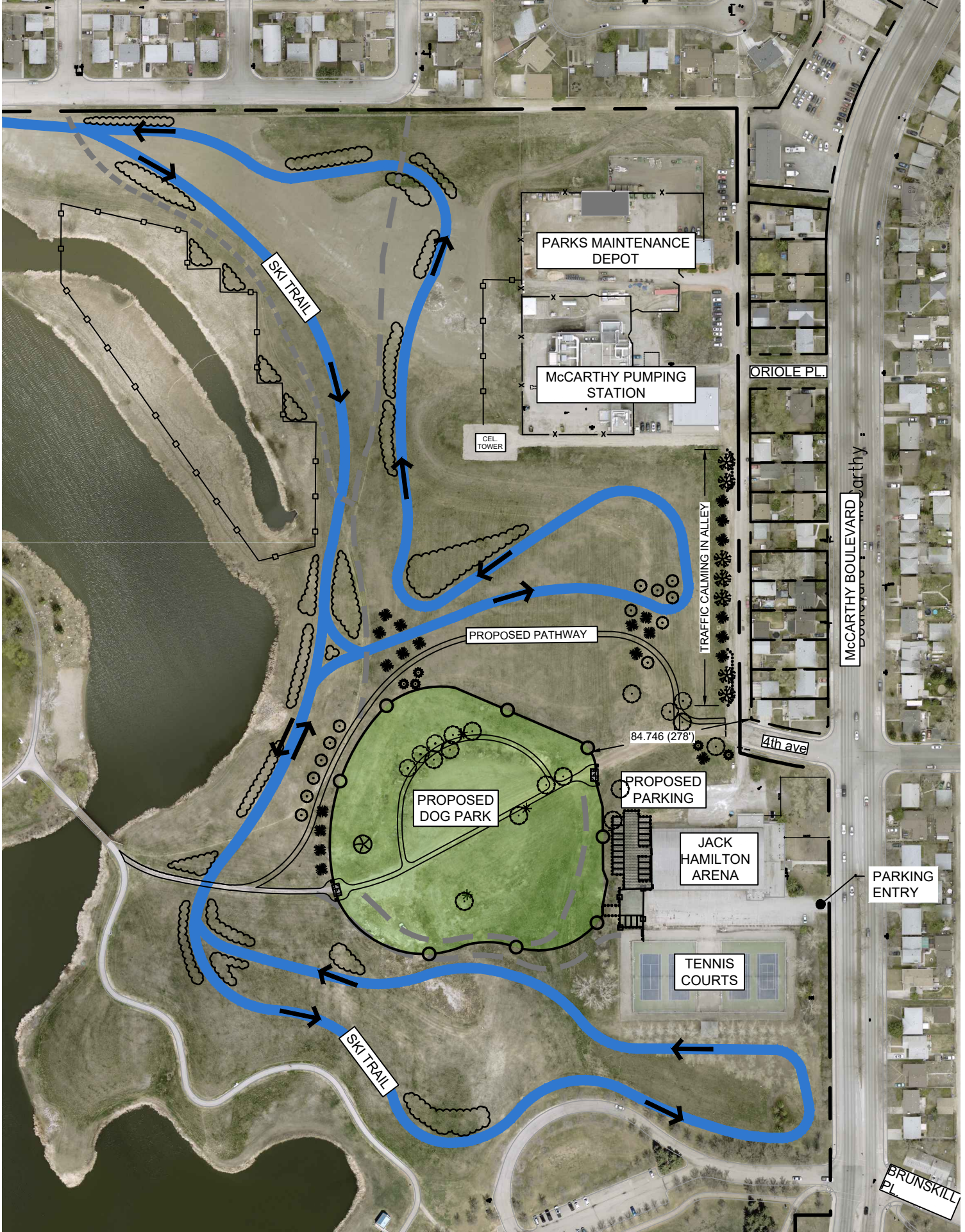
Deborah Bryden, Acting Executive Director

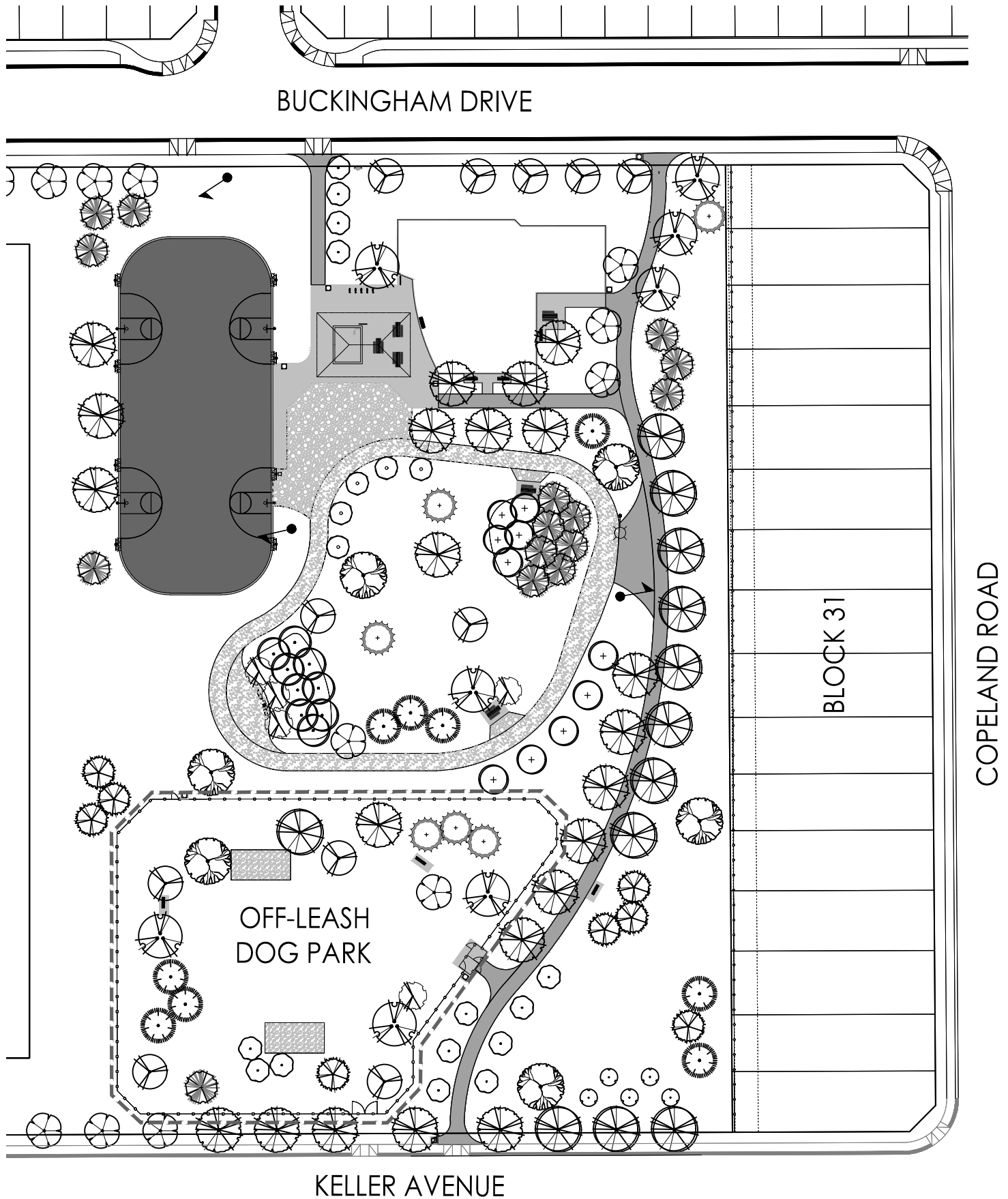
3/10/2022

Prepared by: Chris Sale, Coordinator of Integration & Stakeholder Relations

ATTACHMENTS

- Appendix A - AE Wilson Off Leash Area
- Appendix B - Horizon Station Off Leash Area
- Appendix C - Litzenberger Park Off Leash Area
- Appendix D - AE Wilson Survey Responses





HORIZON STATION PARK THE TOWNS SUBDIVISION



Seasonal Off-Leash Dog Site Rules

===== Open May 1 to September 30 =====

**Hours of operation: 4 p.m. to 11 p.m. on school days
6 a.m. to 11 p.m. on non-school days**

- Use at your own risk
- Pick up dog waste immediately
- Owners/handlers are responsible for any injuries or damages caused by their dog(s)
- Owners/handlers must supervise and have voice control of their dog(s) at all times
- Dogs must have a current license and be vaccinated
- Dogs and their humans only – no other pets allowed
- Dogs must be at least four months old
- Dogs must be leashed while entering and exiting the park
- Dogs should not bark excessively
- Dogs must not display any signs of aggressive behaviour
- Non-sterilized female dogs in heat are prohibited from entering the park
- Dangerous animals are prohibited in the park
- Dispose of all litter in the garbage bin
- Children under 12 must be supervised by an adult

The Regina Animal Bylaw 2009-44 applies to this location.
You are responsible for your dog's actions. Failure to obey could result in fines.

For a non-emergency, call Animal Bylaw Enforcement at 306-777-7700.

For life threatening emergencies, call 911.

City of Regina



Off-Leash Dog Park Survey

SURVEY RESPONSE REPORT

14 February 2020 - 06 February 2022

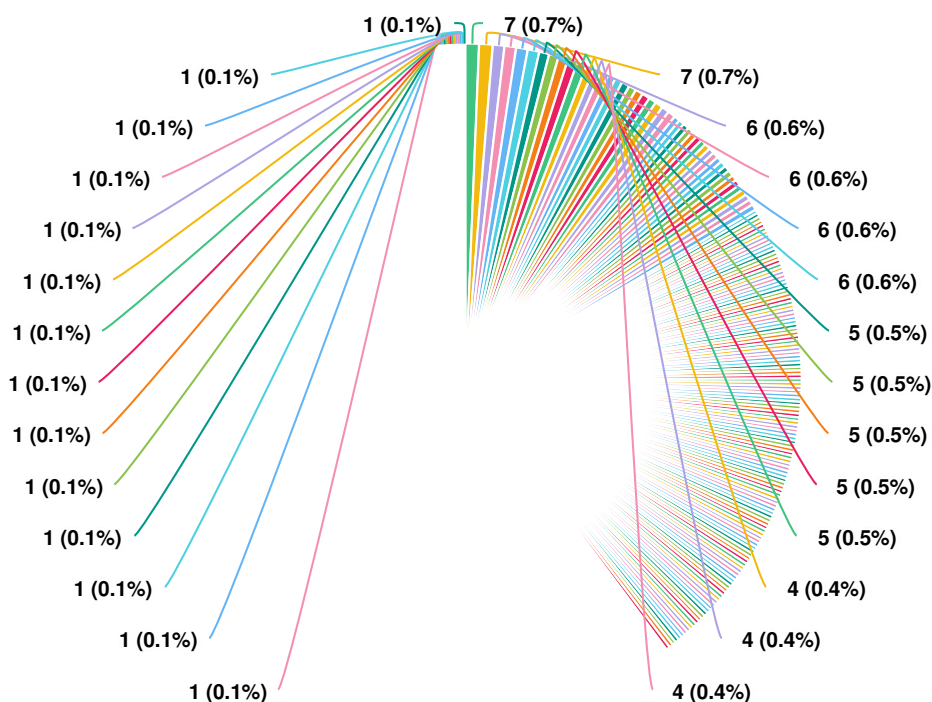
PROJECT NAME:

A. E. Wilson Park Off-Leash Area



SURVEY QUESTIONS

Q1 Please enter your postal code



Question options

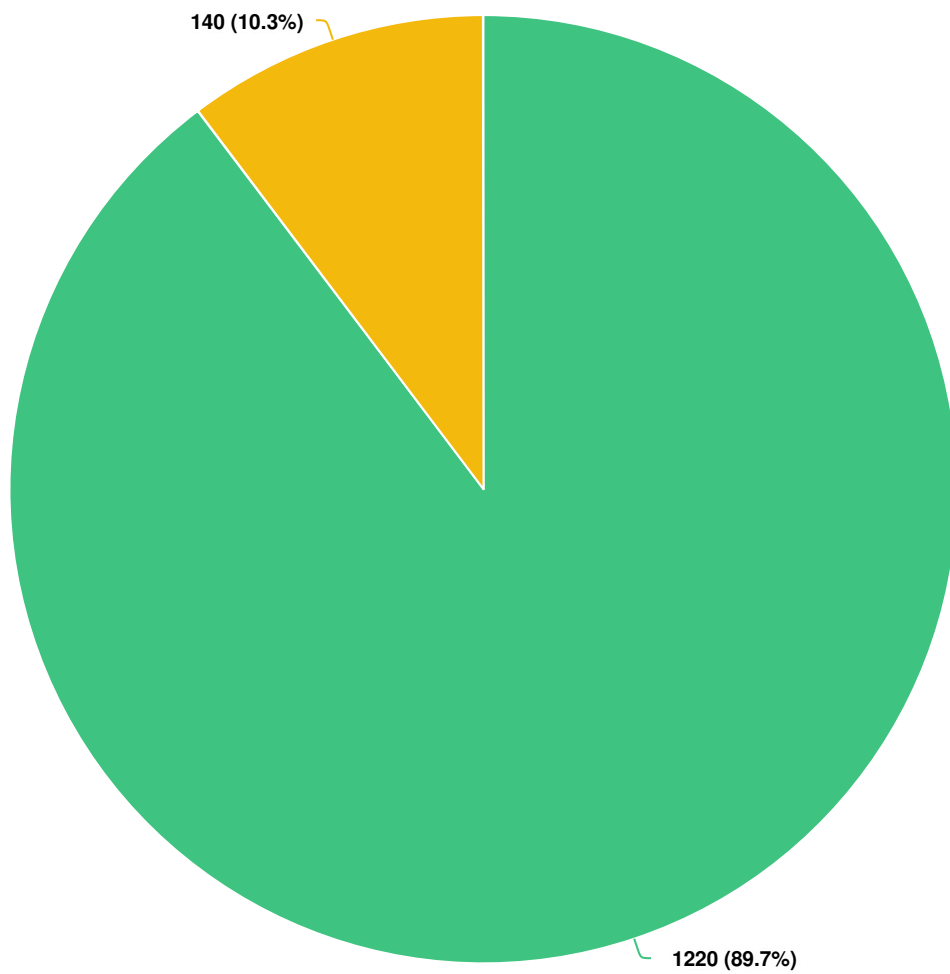
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 ■ Regina, SK, S4T3E3

▲ 1/14 ▼

Optional question (1068 response(s), 300 skipped)

Question type: Region Question

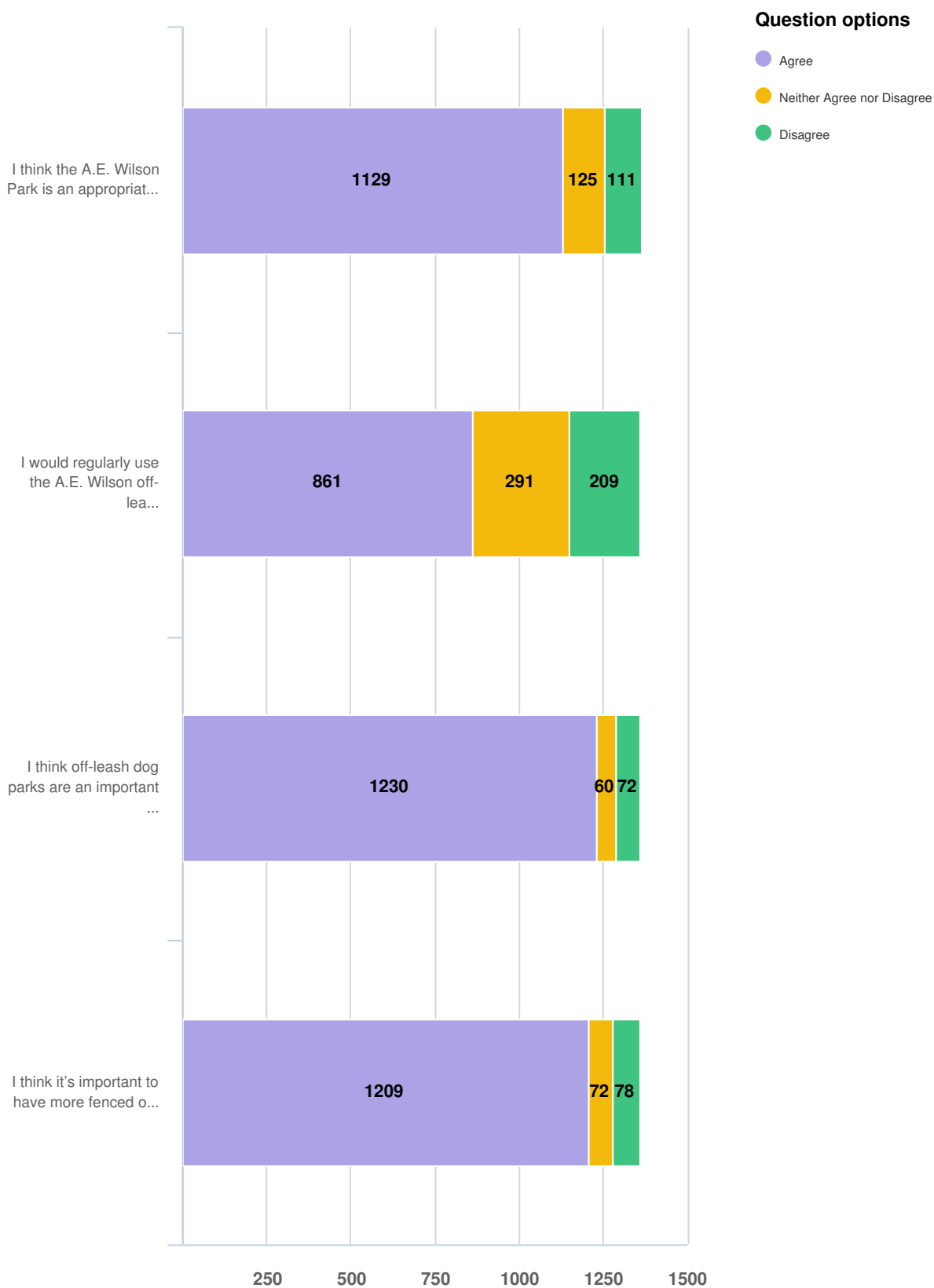
Q2 Are you a dog owner?



Question options

☒ Yes ☐ No

*Optional question (1359 response(s), 9 skipped)
Question type: Radio Button Question*

Q3 Please indicate your level of agreement with the following statements:

Optional question (1366 response(s), 2 skipped)

Question type: Likert Question

Q3 Please indicate your level of agreement with the following statements:

I think the A.E. Wilson Park is an appropriate location for a fenced off-leash dog park

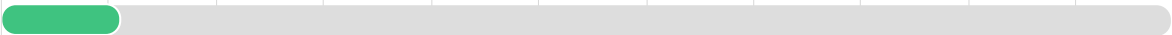
Agree : 1129



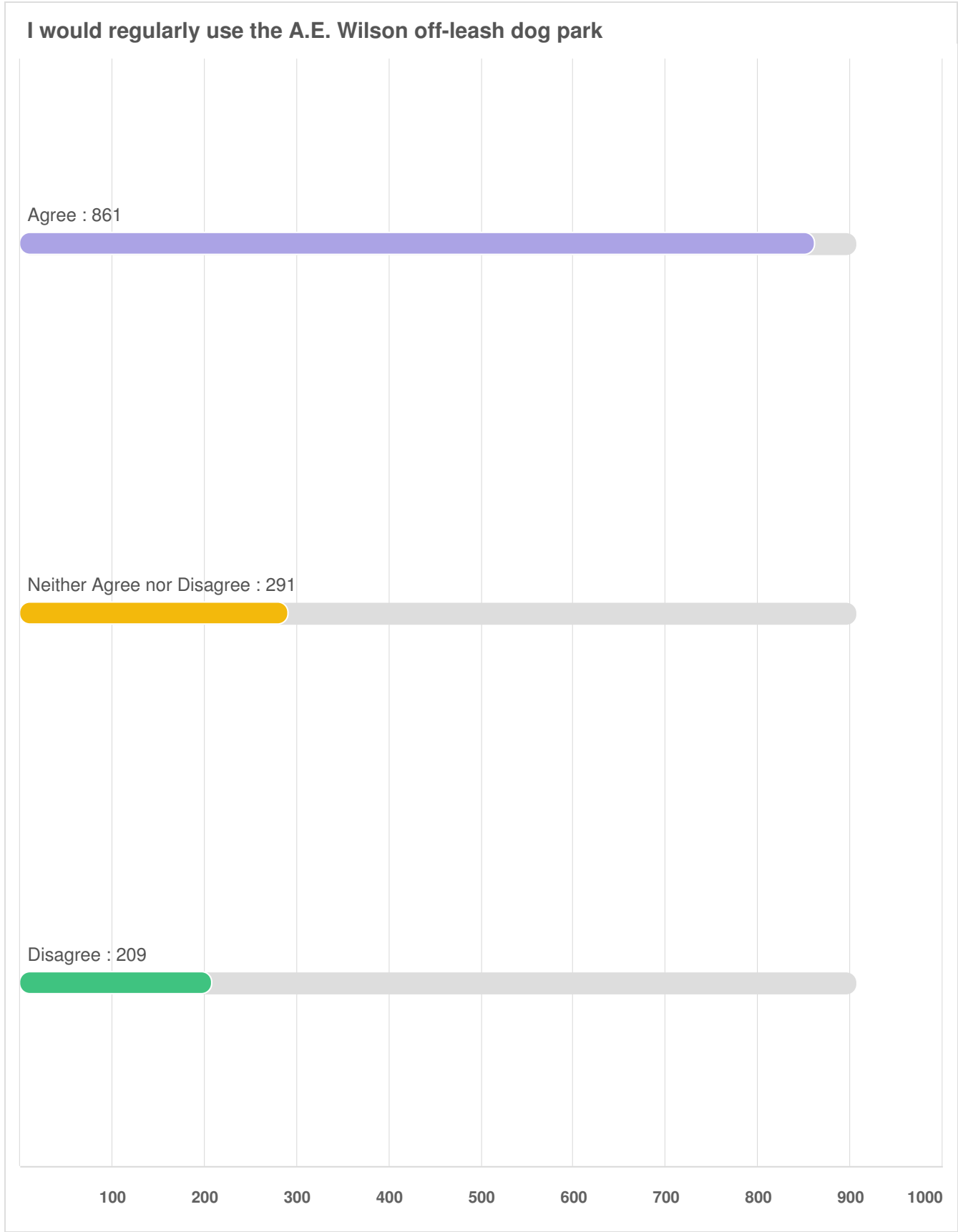
Neither Agree nor Disagree : 125

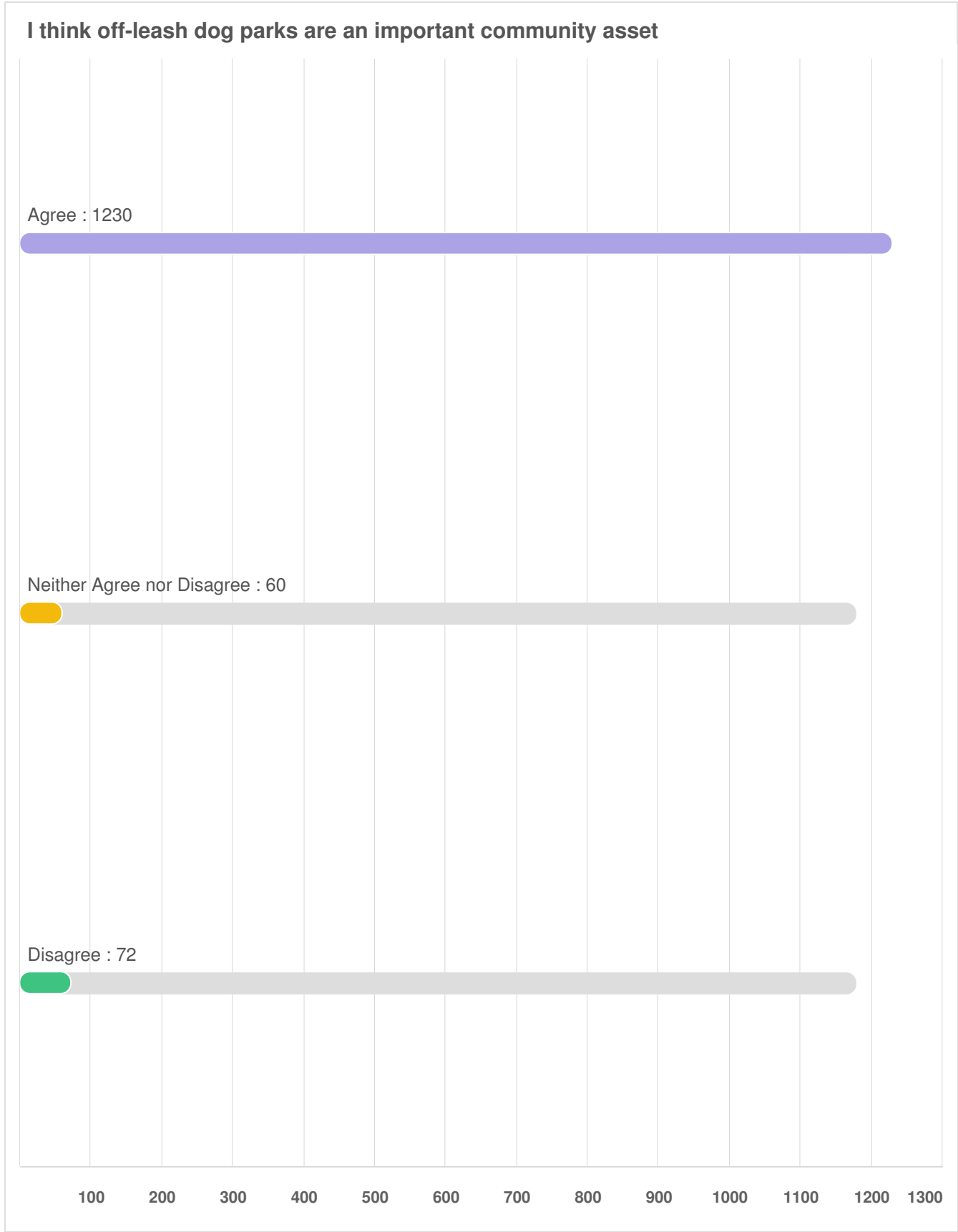


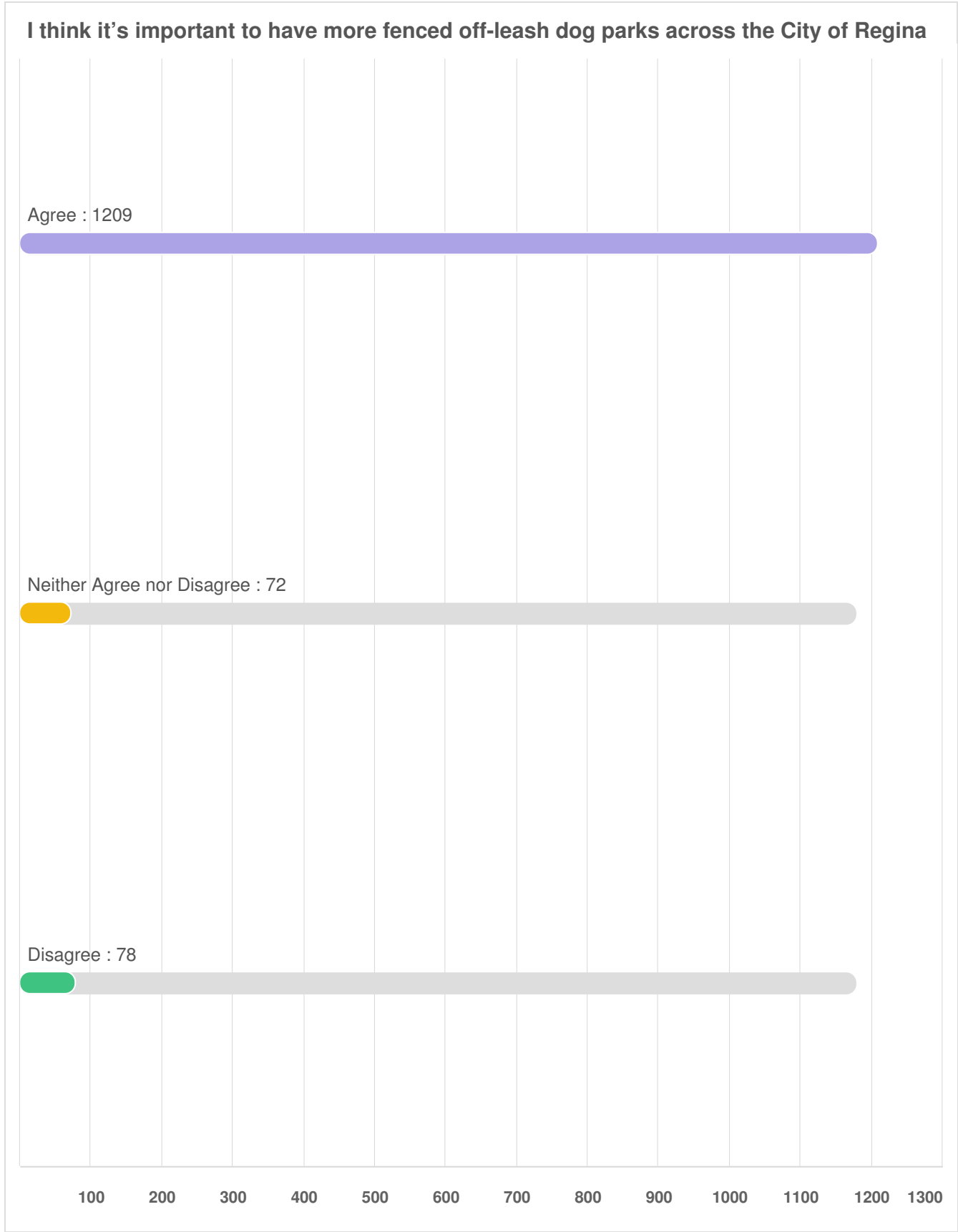
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Good afternoon City Councillors and Mayor Masters,

Orion Paradis here - I am presenting today in support of Clean Communities. I own a home, rental property and a business property in Heritage.

Spring should be a happy time – the sun is shining, snow is melting, and everyone is getting outside into their neighborhoods’... only in Heritage this can be rather depressing as it means a bunch of rotting trash, needles and debris overflows from my alley as the snow recedes – this, needless to say, takes away from my feelings of “harmony and thriving” in my home, that are so important to the City of Regina’s long term vision statement.

I am very thankful that Councilor’s LeBlanc and Andrews have spearheaded this motion in an attempt to address some of these waste issues, including ticketing for repeat offenders and shortening the timelines to clean up infractions. This means perhaps there will be a light at the end of the tunnel for citizens such as myself, who have been shouldered for years with using the “service request” system on our own time, with many repeat follow ups and re-reporting of the same properties needed over months of slow inaction, only to have the same problems reappear and start the whole long winded process again, time and time again, with no consequences for the offending property owners.

Just today I spent my morning cleaning up a large bins worth of trash that is coming up out of the melt, out front in the street around our dance school business located in Heritage near the Victoria Club. I don’t mind doing this spring (and continuous weekly) cleanup, as it just part of life in Heritage, and I enjoy making the neighbourhood a more pleasant environment for myself, my neighbours and our customers.

What I do mind, is that when I go into the alley, this goes from a problem I can solve with a little elbow grease as I collect stray items into my bin, into a major dump disaster, with multiple bins dumped (10 in my alley alone currently), old furniture and beds, and rotting food all over. This happens on a regular basis throughout the year, and gets a lot worse with the return of the warm weather, as the decomposing waste become a real health and vermin hazard (plus its more visible due to the melted snow).

I do welcome these targeted spring melt clean ups, and general debris clean ups mentioned in the report, but it seems that these are mainly based on “service requests” which again puts the onus on private citizens for reporting. As well, the issue of “where the alley ends and private property begins”, has in my experience caused the city to revert to the very slow and ineffective system of trying to get action out of property owners when the waste is not fully “in the alley. Currently this can take months, and all the while the neighbourhood is left in the lurch as “private edges” of the alley are still filled with trash, which contaminates the rest of the alley shortly after. I hope that these new enforcement bylaws will make this a much quicker process with more teeth and less citizen involvement required, but currently, this “targeted cleanup” system has NOT served Heritage well at all. I greatly look forward to improvements on

implementation of this policy, as I think that while this idea is sound, the reality is not so effective.

One simple solution on the proactive end, which has **not** been recommended by the city administration I see, is to simply pick up more often in Heritage and North Central. As a resident, I can testify to the simple truth, that a LOT of the trash issues are caused by scavenging, and the less trash in in a bin, the more likely it will be “sorted” **inside** the bin, and not on the ground. The old large metal bins were better in this regard, as scavengers would rip up the bags inside the bins, and thus the contents would remain in there as well.

As to the idea that Blue Cart and the upcoming Green Carts will help reduce the amount of trash in Brown Carts is false IMO, as they will not be used properly in my neighbourhood. Blue Bins already equal a “second trash bin” to many residents, and I can’t imagine much of the “recycling” collected from this area is actually able to be used, as it is so contaminated with waste. I can’t see how this would work out any differently with the Green Carts, so I really think the overly optimistic “wait and see” approach suggested by administration, is communicating that city is ok with the status quo of “dump alleys”, and that the city is not willing to take the obvious step of more frequent pickup, due to putting budget concerns before residents lived experience. This is very disheartening, and will continue to insure that this unhealthy and non-equitable living environment is maintained for lower income citizens, all to save a rather small amount in the overall city budget.

I realize that our ward does not contribute as much to the tax base, or have the same ability to advocate as some more affluent neighbourhoods of the city, but that makes the cities response all the more important. After all, it’s how a government treats its most vulnerable, that is the true sign of the depth and quality of leadership beyond sloganism. Many times when I have been outside cleaning up the alley, I have had neighbouring residents come up to me and thank me, and tell me how much it means to them that someone cares and is trying. I welcome you all to be part of this intention and show the best parts of our communal Regina spirit.

Thanks for your time and consideration,

Heritage Resident

Orion Paradis

Homeowner, FadaDance Owner, and Landlord on 1900 block Toronto Street

DE22-50



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DE22-50

Our apologies for not being able to attend the meeting today, please see below for our statement in support of Motion MN21-3 Clean Communities.

We are a family of 3 with a young child and have owned (and lived) in Heritage Community for over 20 years, owning a property since 2006. The conditions and cleanliness of the neighbourhood have been a concern over the years, but mostly so in the last 7 years for us personally when the house next to ours was sold and owned solely for the purposes of making money.

Generally, the property would turn over every 6 months and we adjusted to the cycle, that was wrong and this should have been addressed sooner. I am hopeful changes such as outlined will be the start to accountability with property owners.

It is clear from our interactions with the bylaw office that The City lacks the tools to hold these property owners to account. Below are some examples we have personally experienced in the last 3 years in the house next to ours – granted some of these are specific to tenants in the area however the bottom line is that these properties being rented have owners and the owners shall be held accountable to keep the property clean and provide a safe place to rent to individuals as well as being contributing members of the community in which they own property. The examples below we believe are replicated over and over again throughout the community.

2018/19

- Various renters, debris would be strewn about for months at a time – also Piano left in front yard for months until people vandalized it and spread it in the streets of Heritage.
- Property vacant, garbage and blue bins collected in the backyard, the back door open on 3 separate occasions, reported to City of Regina and finally through the non-urgent RPS line, back door secured (Properly).

2020

- Landlord rented out the property to a vulnerable person, recovering from addictions (that is what she told us). Relapsed numerous times, numerous break-ins, numerous activity from RPS and several unauthorized fires in the back yard including burning of copper wires.
- Landlord “evicted” tenant in late summer of 2020, tenant continued to squat in the house, the water was turned off by city of Regina as there was a leak in the entry to the house. Once the water was turned off the illegal tenant and any friends frequenting the house defecated in between our house and the subject property. Human waste, unable to be addressed by city of Regina or RPS when we phoned in the situation.
- Landlord came to rent the house to new tenants in early fall (October) of 2020. When he arrived, we asked him for his number so we can contact him when illegal activities are happening or to let him know if a break in is occurring and to have him clean up the human waste from his tenants, he was unaware that anyone was living in the house for the last 2 months (as he never came to check on it). He provided his number, re-rented the house and it was occupied in November 2020.

Starting in April 2021 we used the service request avenue to draw attention to the property and bring it to repair. The process is frustrating and not a good use of taxpayer and staff energy.

- we have been unable to open our windows starting in April of 2021, often unable to be outside due to the smell (when we placed a service request).
- tenants would never take out the garbage, they brought out old appliances in the yard. They used an old mattress box spring as a fence and piled their garbage in-between my house and theirs, probably to hide it. And bags of garbage heaped against our property (reported to landlord).
- illegal fire pit, destroying their own fence for wood and stealing pallets from around the neighbourhood and using baseball bats to smash them into pieces. (reported to landlord, fire dept).
- We were threatened by these people and was told they are sending a large group of big guys to take my house away from me and my family – this threat was made right in front of our child. (reported to landlord and RPS).
- Several nights each week they had large parties and we are being woken up at all hours by fighting in the street, during health restrictions and all. We call the police but when they arrive, everyone either runs or they all go inside and pretend they were not fighting. Multiple times per week we were woken by fighting at 12:00 am, 2:30 am, 3:30 am and 7:30 am. Our child especially was very anxious about the situation and only wanted to sleep in our room with us. (reported to landlord – almost every single time, reported to RPS noise complaint or 911 depending on the circumstances).
- Tenants puking on our house, pulling carpet from the residence out to the front yard
- They left their dog outside barking for multiple hours in the day, their dog regularly escapes and charges and attacks us and the other neighbours – the dog was finally surrendered and euthanized in one day as Animal Control found unable to rehome or handle (reported to landlord).
- All party debris (dozens of cans, cigarette butts and glass bottles) thrown at our house as they party and shout obscenities from the street (reported to landlord, RPS).

Some of these issues were resolved when SCAN was able to evict the latest tenants in July. As the eviction occurred the tenants smashed every window of the house, and we could view them smashing walls and cabinets inside.

The state of the property is an ongoing issue, the house was partially boarded, and re-boarded and broken into as people can tell it is vacant and uncared for and small windows of the basement left broken for rodents to seek shelter as the weather changes. The property has not been repaired and continues to have service request needs with the city, as random items lay in the yard either due to the slow attempt to rectify the problem inside or it is becoming a dumping ground for people in the neighborhood.

I feel it is important to explain how this is not just a one-time tenant issue but a much larger, long-term problem that has negatively affected our lives for years. All while we have put over \$200,000 into the improvement of our property and home and work to build a community here.

We alerted the landlord to the mistreatment of the property for months and he did nothing to care for it, nothing to hold tenants to account and as there has been no work done on the house since the eviction in July it is apparent that the landlord is unwilling to do anything to fix the situation. It is evident that he cares nothing for negatively impacting the neighbourhood. If he is not held seriously accountable for his actions and the state of his property, nothing is likely to improve over the long term.

Because of the above we chose to move, and certainly lost money on the sale due to the condition of the property next door, but we have many friends and loved ones in the community and will still be present there

regularly and want to see the area not go any further into disrepair - but to rebuild and rejuvenate with the potential it has. **CP22-5**

We wish to thank Andrea McNeil-Wilson for the work she is trying to move forward within her capacity as bylaw manager, her area needs more tools to better be able to do their job and deal with problematic property owners.

Also thank you to Councillor LeBlanc and Stevens for dedicating time to this work.

Please vote yes today to this motion, for the community; we have a new pool that we want to feel safe to enjoy, and many young families in both our neighbourhood and across the city that deserve better.

Respectfully submitted,
Rachel and Brad Wolbaum



Clean Communities

Date	March 30, 2022
To	Mayor Masters and City Councillors
From	Executive Committee
Service Area	Water, Waste & Environment
Item #	CR22-38

RECOMMENDATION

That City Council:

1. Approve Service Option 1, which continues to offer the same level of solid waste service to all residents of the city.
2. Approve Enforcement Option 2, which introduces a notice of violation tickets for actions in contravention of *The Waste Management Bylaw, 2012, Bylaw No. 2012-63* that lead to increased incidents of litter as outlined in this report.
3. Direct the City Solicitor to prepare the necessary bylaw amendments to the Waste Management Bylaw and *The Regina Community Standards Bylaw, Bylaw No. 2016-2* to be consistent with the recommendations outlined in Schedule A to this report.
4. Remove MN21-3 Clean Communities items 1 to 4 from the List of Outstanding Items for City Council.

HISTORY

At the March 23, 2022 meeting of the Executive Committee, the Committee considered the attached EX22-36 report from the Citizen Services Division.

The Committee adopted the following resolution:

1. Approve Service Option 1, which continues to offer the same level of solid waste service to all residents of the city.
2. Approve Enforcement Option 2, which introduces a notice of violation tickets for actions in contravention of *The Waste Management Bylaw, 2012, Bylaw No. 2012-63* that lead to increased incidents of litter as outlined in this report.
3. Direct the City Solicitor to prepare the necessary bylaw amendments to the Waste Management Bylaw and *The Regina Community Standards Bylaw, Bylaw No. 2016-2* to be consistent with the recommendations outlined in Schedule A to this report.
4. Remove MN21-3 Clean Communities items 1 to 4 from the List of Outstanding Items for City Council.
5. Direct Administration to report to Council one year after the implementation of the changes proposed in the Clean Community report outlining the number of Service Requests, community impact, number of tickets issues, rate of voluntary compliance, and general effectiveness of the respective policies and bylaws.
6. Approve these recommendations at its meeting on March 30, 2022.

Recommendation #6 does not require City Council approval.

On December 15, 2021, City Council considered the *2022 Council and Committee Meeting Calendar* and approved recommendation 1(a) contained in the report, to incorporate the respective responsibilities of the Operations & Community Services Committee into Executive Committee (CM21-29). Therefore, the Clean Communities report has been tabled to the Executive Committee for its consideration at its meeting on March 9, 2022 (OCS21-37).

On November 17, 2021, the Operations and Community Services Committee tabled the Clean Communities report to the first meeting of the Operations and Community Services Committee in 2022 (OCS21-37).

Respectfully submitted,



Amber Ackerman, Interim City Clerk 3/25/2022

ATTACHMENTS

OCS21-37 - Clean Communities



Clean Communities

Date	November 17, 2021
To	Operations and Community Services Committee
From	Citizen Services
Service Area	Water, Waste & Environment
Item No.	OCS21-37

RECOMMENDATION

The Operations and Community Services Committee recommends that City Council:

1. Approve Service Option 1, which continues to offer the same level of solid waste service to all residents of the city.
2. Approve Enforcement Option 2, which introduces a notice of violation tickets for actions in contravention of *The Waste Management Bylaw, 2012, Bylaw No. 2012-63* that lead to increased incidents of litter as outlined in this report.
3. Direct the City Solicitor to prepare the necessary bylaw amendments to the Waste Management Bylaw and *The Regina Community Standards Bylaw, Bylaw No. 2016-2* to be consistent with the recommendations outlined in Schedule A to this report.
4. Remove *MN21-3 Clean Communities* items 1 to 4 from the List of Outstanding Items for City Council.
5. Approve these recommendations at its meeting on November 24, 2021.

ISSUE

This report is in response to *MN21-3 Clean Communities* (Motion 21-3) which requested:

1. Identifies a strategy of increasing fines and prosecution efforts of landlords and offenders for illegal dumping and/or repeat violations of City of Regina (City) bylaws, and the introduction of proactive bylaw enforcement specific to litter, garbage, refuse and other waste material on private and public property.
2. Considers the cost and feasibility of introducing summary offense ticketing powers for bylaw enforcement officers.
3. Considers the feasibility of reducing the timeline provided to property owners to remove garbage and debris from their properties, in accordance with *The Regina Community Standards Bylaw*, Bylaw No. 2016-2 (Community Standards Bylaw).
4. Considers the costs and implications of the following based on bylaw enforcement and waste collection data:
 - a. Empowering waste-pickup crews with bylaw enforcement authority.
 - b. More frequent residential recycling and garbage pickup in areas with higher-than-average incidents of street and alley waste.
 - c. Community (dumpsters, etc.) garbage, composting, and recycling bins in areas with higher-than-average incidents of street and alley waste.
5. Increased financial and service support for community clean-up initiatives in high- need areas.

To address Motion 21-3, the Administration reviewed the City's processes and conducted jurisdictional scans to inform a review of City waste services, processes and enforcement practices to support the recommendations outlined in this report.

This report does not address point 5 of Motion 21-3 because that inquiry was addressed in *Report CR21-135* (In-kind Service and Community Clean Ups) which was approved at the September 29, 2021 City Council meeting.

IMPACTS

Financial Impact

The Administration's focus for *The Waste Management Bylaw, 2012, Bylaw No. 2012-63* (Waste Management Bylaw) has been education, not enforcement.

Introducing Notice of Violation ticketing, in addition to consistent and regular notification to residents of improper conduct through tagging for offences that lead to increased incidents of litter, will have resourcing impacts.

Currently, tagging is done by Solid Waste Operations on collection days or as a result of a Service Request being submitted. Outside of scheduled garbage collection days, which are weekly in the summer and bi-weekly in the winter, there is no proactive tagging of carts that are in violation of the Waste Management Bylaw which contribute to litter and debris in the alleys. At this time, it is unknown what the full financial impact will be of a comprehensive enforcement strategy involving Bylaw Enforcement Officers (BEOs), Solid Waste Operators (SWOs) and Waste Diversion Officers

(WDOs). If the enforcement demands exceed the available resources, a budget request will be brought forward in the 2023 budget process.

Administration does not have a software system that will support cost-effective management for Notice of Violation tickets. Currently, Notice of Violation tickets issued under the Community Standards Bylaw are manually entered and tracked in an Excel spreadsheet. Any Notice of Violation tickets issued under the Waste Management Bylaw, should the proposed recommendations be approved, would follow the existing manual process. As it is recommended that Notice of Violation tickets be issued in instances of continued non-compliance, the Administration will monitor the effort in tracking tickets and determine if there are efficiencies by investing in a software system which would be brought forward as part of the 2023 budget process.

Policy/Strategic Impact

The recommendations in the report contribute to the City's vision to be Canada's most vibrant, inclusive, attractive, sustainable community, where people live in harmony and thrive in opportunity. The recommendations in the report support the Community First principle by considering what's best for the whole over the needs of one or a few.

The recommendations support providing waste services to residents based on the needs of the overall community, offering options for residents with needs exceeding the curbside service through free depot services, ensuring affordable and cost-effective services in accordance with the available resources. Goals specific to *Design Regina: The Official Community Plan* (OCP) include:

B Financial Policies, Goal 2 – Sustainable Services and Amenities, 1.3.2

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

1.3.1 Provide affordable and cost-effective services and amenities in accordance with available financial resources and capabilities.

Legal Impact

The Waste Management Bylaw will require amendments to add Notice of Violation tickets allowing an additional enforcement technique for the Waste Management Bylaw provisions that contribute to increased incidents of community litter. These proposed amendments to the Waste Management Bylaw are outlined in Appendix A of this report. Additional amendments are also being proposed to the Waste Management Bylaw to address items illegally dumped on private property when it cannot be determined who placed the items there.

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 may result in additional greenhouse gas emissions from increased use of enforcement vehicles however those impacts are expected to be limited.

OTHER OPTIONS

The options are separated into Service Options and Enforcement Options. When determining the elements of the recommended Service Options and Enforcement Options, Administration assessed the current operational strategies, as well as an examination of other municipalities' strategies for waste services and waste enforcement practices. The review of other municipalities is in Appendix B of this report.

SERVICE OPTIONS

Administration is recommending Service Option 1, which is maintaining the current level of curbside garbage and recycling service for all areas of the city. This level of service also includes proactive clean ups after the spring melt in addition to other debris pick-ups as needed through Service Requests or operational inspections.

The recommended Service Option aligns with services provided by other municipalities, like Saskatoon, which balances the community waste needs over individual area need. Below are the two other options that were explored:

Service Option 2 – More frequent residential recycling and garbage pickup in areas with higher-than-average incidents of street and alley waste.

On average, only 78 per cent of the capacity in the garbage cart is used by collection day. The benefits of increasing collection frequency would be limited and only benefit the few alleys that have debris issues at certain times of the year. Administration is planning to roll out a food and yard waste service (Green Cart Project) in 2023, meaning there will be implications to frequency and volume of waste collection for the entire city. At this time, the recommendation is to not alter the service until the Green Cart Project has been implemented and residents' behaviours are established.

To increase garbage cart collection frequency for the entire city prior to 2017 levels (all year weekly service) the cost increase would be approximately \$250,000. This reflects the labour and fuel cost savings associated with reduced collection frequency. There is no impact to capital costs. However, increasing service by neighbourhood would represent an increased cost proportional to the number of residences. For example, the Heritage and North Central neighbourhoods combined represent approximately 17 per cent of the residences that receive City waste service, which translates into approximately \$50,000 increase per year to switch to all-year weekly service.

Across all the services, the increased benefit would only be to a small number of residences due to the average cart only being 78 per cent full with a set-out rate of 84 per cent. Further, the City's current practice is to, upon request, collect a cart that is full regardless if the bin was missed on the normal pick-up process.

As stated above, this option is not recommended until after an assessment of the Green Cart Project deployment to the entire city.

Service Option 3 – Adding community waste bins for garbage, recycling and composting in areas with higher-than-average incidents of street and alley waste.

In 2012, the City switched from a community bin collection process for residential waste collection, to a curbside household cart collection system. The waste collection industry largely made this shift to place responsibility for waste disposal on individual households. Curbside service creates a natural limitation on the amount of waste disposed of per household. This encourages diversion to more environmentally friendly disposal methods (i.e., recycling and food and yard waste). Tracking of contamination is more difficult with a community bin system as well because it is more difficult to attribute improper disposal to an individual household.

The other primary reason for the shift to curbside service is the costs are lower for municipalities. Community bins are, by design, bigger and require specialized equipment to operate. If the City was to move back to this form of service, there would need to be an estimated initial capital cost of approximately \$2 million just for the neighbourhoods with high debris. The industry has, for the most part, switched to individual cart service meaning there is reduced competition for the larger equipment leading to higher risk and cost. Further, these bins are more expensive per capita and in addition to larger collection trucks, a crane truck will be needed to manage overfilled bins. Other challenges with community bins include:

- More non-residential waste will end up in these bins. Residents may use these bins for construction and demolition material as well as landscaping materials. This will create issues with collection because the bins will be too heavy and will require specialized equipment to collect.
- If only one or two residential areas has community bin service, it will lead to people from other parts of the city dropping their waste off in these neighbourhoods at no cost instead of going to the landfill. The enforcement of this issue would be very difficult without extensive resourcing.
- When the bin is full, there is a higher chance of residents piling garbage around the bin which would need to be managed manually. This problem would be exacerbated by other neighbourhoods dropping off.

The community bin option is not recommended at this time due to the high cost and risk.

ENFORCEMENT OPTIONS

Administration is recommending Enforcement Option 2, which is introducing notice of violation tickets to the Waste Management Bylaw for violations that lead to increased incidents of litter and debris. This option also includes a more aggressive enforcement process for untidy and unsightly violations under the Community Standards Bylaw. Below is the other option that was considered.

Enforcement Option 1 – Focus on Education, not Enforcement

Enforcement of the Waste Management Bylaw would continue to focus on education with a consistent and focused education program. The SWOS and WDOs would continue to monitor compliance to waste and recycling requirements as outlined in the Waste Management Bylaw. Where the resident is not following the Waste Management Bylaw, the designated position (SWO or

WDO) would issue an information tag(s) identifying the violation. In some cases, the resident would be asked to correct the violation prior to the cart being collected. Repeated issuance of a tag would result in a letter to the property owner and billing client, informing them of the non-compliance at their property.

Educational tags would remain focused on informing property owners and occupants on proper cart usage for both garbage and recycling. Tags would be issued when the property violates any of the following:

- Garbage is not bagged, and recyclable material is bagged
- Excessive waste/overfilled carts (material does not fit in cart with the lid closed)
- Cart placement issues (too close to obstruction)
- Setting out waste that is not accepted in the garbage or the recycling cart (cart contents)

Cart tagging by SWOs already occurs as part of the collection duties. Since 2018, Administration has managed the CartSmart program to focus on recycling contents to educate residents on proper recycling practices.

In the case of a complaint, the City would investigate the complaint to see if the concern raised is in violation of the Waste Management Bylaw or other applicable bylaw. In cases where the complaint identifies a breach of the Waste Management Bylaw, the City would issue a letter to the resident identifying the violation and ask them to remedy it within a specified time. Where issues persist, the City would continue to follow up with the property owner to find a resolution. In the case of no resolution, the City would discontinue service or proceed to prosecution. If the complaint does not identify a violation of the Waste Management Bylaw or other applicable bylaw then, the City would speak with the complainant to explain the rules and why there is no violation.

Enforcement of the Community Standards Bylaw would continue for untidy and unsightly violations on private property with the City issuing an order to comply when violations are found. If the property owner does not comply with the order, the City would clean up the yard and apply the costs to the property tax account after the applicable appeal period has expired.

This approach, with a focus solely on education, has not reduced litter and debris in alleys where the incidents are high nor has this approach managed violations on private property in a timely manner or changed the behaviours of repeat offenders. For these reasons, this option is not being recommended.

COMMUNICATIONS

Administration will develop a communication strategy to inform and educate residents and support the implementation of any regulations resulting from the recommendations in this report. Part of this communication plan will involve updated content on Regina.ca informing residents of the Waste

Management Bylaw and the Community Standards Bylaw, how Service Requests for each bylaw are investigated and the length of time it may take to resolve an issue.

DISCUSSION

Current Curbside Waste Services

The City provides curbside waste services on a frequency and with a cart size that meets the needs of the community overall while recognizing some residents have waste needs above or below this service level. The City uses waste audit studies to determine the service levels that meet the needs for the overall community. The waste studies show:

- Garbage carts are 78 per cent full on collection day and 84 per cent of carts in service are set out for collection
- Recycling carts are 77 per cent full on collection day and 73 per cent of carts in service are set out for collection

Waste capacity can vary among residents due to age, number of people in household, number and type of pets and other lifestyle choices. For residents that have waste needs in excess of the curbside service level, the City offers free depot services such as the Big Blue Bins for recycling, or the Yard Waste Depot. Further, property owners can take additional garbage to the landfill or the residents can purchase an additional garbage cart for a fee.

Debris, Litter and Illegal Dumping

Spring Melt Clean-Up

The City currently has an operational program in the spring to both reactively and systematically undertake debris pickups in alleys. After the spring melt, there is often an increase in the number of debris requests in alleys due to litter being more visible once the snow melts. The Administration uses Service Request data and operator knowledge to establish locations for alley clean ups in the spring. The City will identify and remove debris in the first three to four weeks after most of the snow has melted.

General Debris Clean-Up

Beyond the spring program, the City responds to all debris Service Requests that may come in throughout the year. There is more detail in the next section of this report, but in general, if the debris is on public property, City crews will undertake the clean-up. If the debris is on private property, the Bylaw Enforcement Branch will take appropriate enforcement action with the property owner.

Education, Clean-Up and Enforcement within Specific Neighbourhoods or Locations

As part of the preparation of this report, Administration reviewed the Service Request data of instances of debris in the alleys. The data showed that, while there were neighbourhoods with a high number of Service Requests, the individual instances were localized to particular alleys.

This data further shows that debris problems are not widespread within these areas. Instead, it is a small proportion of the alleys within the area that are problematic. This means the problem is

significant for a relatively small, specific area of only certain neighbourhoods. Therefore, broad solutions for these neighbourhoods would be costly in comparison to the value brought to the small number of locations that have waste disposal issues.

As a result, the Administration recommends a more targeted approach to the few areas within a few neighbourhoods within the city as the most cost-efficient approach to resolve the problem of debris where it is occurring.

Illegal Dumping

Littering, or illegal dumping, is regulated by *The Regina Clean Property Bylaw, Bylaw No. 9881* (Clean Property Bylaw). In order to enforce the Clean Property Bylaw, the designated officer must observe a person littering in order to prove that a violation has occurred. The City often finds out about the situation after the material has been deposited and the person has left the area.

In situations where a witness provides the City with a license plate and photographic evidence of the littering occurring, the City can and has sent a letter informing the vehicle owner that a vehicle registered under their name was seen dumping items on public property in violation of The Clean Property Bylaw. In some instances, the City has been successful in getting the vehicle owner to remove the items.

The challenge of enforcing littering or illegal dumping is not a situation that is unique to Regina. In the jurisdictional scan attached as Appendix B, the municipalities researched dealt with loose litter in a similar manner by picking up debris on public property. Most municipalities did not have a dedicated or focused enforcement effort and rely on community clean-ups and systematic seasonal clean-ups instead.

Understanding the challenges associated with enforcing littering, but still recognizing the importance of ensuring that these matters are dealt with as discussed in the previous section, the City uses a debris matrix which is managed by Service Regina and dispatches Service Requests to the appropriate business area. The matrix identifies areas where litter or debris may be found, such as alleys, easements or highway ditches and the business area responsible for picking up and removing the debris.

In the case of alley litter, the current process in place for Service Requests is to assign it to a BEO who will go out to the location to try and determine who placed the items and if the items are located on private or public property. In situations where debris is on public property but the BEO cannot determine who placed the items there, the BEO will send a request to Solid Waste Operations who will dispatch a truck to come and remove the items. If the debris is found on private property and the property is found to be in violation of the untidy and unsightly regulations under the Community Standards Bylaw, the BEO will start enforcement action under that bylaw.

Bylaws and Enforcement

The Waste Management Bylaw, 2012, Bylaw No. 2012-63

The Waste Management Bylaw regulates the collection and disposal of waste for properties serviced by the City as well as properties that do not receive City service. The Waste Management Bylaw also levies the garbage and recycling fees.

Any person who contravenes any provision of the current Waste Management Bylaw is guilty of an offence and liable on summary conviction for an individual to a fine, not to exceed \$10,000 or imprisonment for not more than a year, or both. In the case of a corporation, a fine not to exceed \$25,000. These are the highest fines the City can set based on *The Cities Act*. In addition, the City Manager has the authority to suspend or discontinue collection of waste or recyclable material if the owner or occupant of a city serviced property where such person contravenes a provision of the Waste Management Bylaw.

Waste management crews are already enabled to enforce the Waste Management Bylaw during their day-to-day work by issuing a tag when they observe overflowing carts, inappropriate content and incorrect cart placement.

The City has not discontinued service or prosecuted anyone for a contravention of the Waste Management Bylaw because the property owner has generally handled and resolved the problem without the City needing to take further action.

Incidents of litter in alleys can be attributed to overfilled carts, carts left in alleys and not secured on the property after collection, broken carts (holes in the sides, etc.) and scavenging.

The Regina Community Standards Bylaw, Bylaw No. 2016-2

The Community Standards Bylaw regulates select matters on private property which may affect the amenity of a neighbourhood, including untidy and unsightly yards. The regulations under the Community Standards Bylaw prohibit a person from allowing any land, building, structure or yard from becoming untidy or unsightly due to serious disregard for general maintenance or upkeep.

When there is a general law and a specific law, the specific law is intended to take precedence over the general law. While there can be similarities and overlap between the Community Standards Bylaw and the Waste Management Bylaw, The Waste Management Bylaw would be used when dealing with litter and debris situations created as a result of overflowing waste containers, waste not being properly bagged and containers being left in the alley because the Waste Management Bylaw would be considered the specific law. The Community Standards Bylaw would be the enforcement tool for violations on private property resulting from an excessive accumulation of debris considered to be a violation of the Community Standards Bylaw.

In the event a property is not in compliance with the standards established by the Community Standards Bylaw for untidy and unsightly properties, BEOs may use the enforcement tools provided by *The Cities Act* to seek remediation of the contravention. The most effective tool granted by *The Cities Act* is the ability for the City to enter private property and conduct the work necessary to bring the property into compliance with the Bylaw and apply the cost of doing so to the property tax account of the registered owner.

However, there are conditions on the exercise of this authority. If the City wishes to recover the costs of doing the work, the City must follow the process established by s. 328-330 of *The Cities Act*. The process requires that following an inspection during which a contravention of the Community Standards Bylaw is discovered, the Bylaw Enforcement Officer must issue a formal written order to the property owner. Since 2018, the Bylaw Enforcement Branch had an average of 1493 untidy and unsightly yard cases per year. During this same period, the average voluntary compliance rate was 93 per cent (approximately 1068 cases) and 7 per cent (approximately 108) cases requiring remedy by the City.

During the spring, summer and fall, the City conducts yard clean-ups on a weekly basis for properties that do not comply with an order. Yard clean-ups are planned at least a week in advance in order to schedule resources and provide a final five-day clean-up notice in order to gain compliance. The clean-ups are completed by a contractor. However, they are led onsite by BEOs who document the items that are removed, the items that are left and the time that was spent at the property remedying the violation. The costs of remedying an untidy and unsightly violation also includes at least one Regina Police Service officer who is onsite for the duration of the clean-up to provide protection to the BEOs and the contractor while the work is being performed.

Given the complexity and follow-up associated with untidy and unsightly violations under the Community Standards Bylaw, it is not practical to have SWOs enforce these violations. The operational areas will improve communications to provide addresses that are observed during collection and require follow-up by Bylaw Enforcement.

A housekeeping amendment to Schedule B of the Community Standards Bylaw is required to allow for additional notice of violation tickets to be issued after the third ticket.

Summary Offence Ticketing Information

Summary Offence Ticket Information (SOTI) is a type of court document used by the Province to lay charges for summary conviction offences and summon people to court. SOTIs are rarely used to charge bylaw offences, though members of Regina Police Service occasionally use a SOTI to lay a charge for a bylaw offence typically under *The Noise Abatement Bylaw, Bylaw No. 6980*. It is an order issued under *The Cities Act* that allows the City to remedy a violation and apply costs of doing so to the tax account.

When a Regina Police Service member uses a SOTI to lay a bylaw enforcement charge, the City must engage in a manual process to track administration of the SOTI and must apply to the Province to have the funds transferred to the City if a fine is collected on a SOTI for a bylaw enforcement charge.

BEOs cannot access SOTIs. Even if they could, it would not aid the enforcement process in terms of remediating a violation because the issuance of a SOTI would only summon the owner to court while allowing the violation to persist on the property. It can take months for the matter to work its

way through the necessary legal proceedings. It is an order issued under *The Cities Act* that allows the City to remedy a violation and apply costs of doing so to the tax account.

While BEOs cannot access SOTIs, SOTIS are not the only kind of court document that can be used to lay a charge. The City can, and does, initiate charges for contraventions of bylaws and of provincial legislation administered by the City (other than parking tickets) by swearing an Information before a Justice of the Peace and having a summons to court issued for an accused.

Outside the formal criminal court process, the City has the authority, through bylaws, to establish voluntary payment regimes whereby a person who has contravened a bylaw may make payment in an amount established by the bylaw to avoid prosecution. The City calls its voluntary payment regimes Notices of Violation. The Community Standards Bylaw is one bylaw that provides for issuance of Notices of Violation for offences of that bylaw and the proposed amendments contained within Appendix A to this report include a Notice of Violation option to be added for specific sections of the Waste Management Bylaw. In the event an offender does not make the voluntary payment stated in the Notice of Violation, then the City can proceed, if deemed appropriate, to lay a formal charge against the offender using the Information/Summons process.

Recommendations

Administration recommends the following options:

Service Option 1 - Providing the same level of service to all residents, regardless of their neighbourhood. The City will maintain weekly garbage collection from April to October and biweekly collection November to March, along with a biweekly recycling collection service until the Food and Yard Waste service is deployed Citywide. Once the Citywide Food and Yard Waste service is deployed garbage collection will be bi-weekly year round.

This option provides a level of service to residents that meets the overall needs of the city-wide community, based on cart set out rates and cart utilization and supports the residents in taking accountability for the litter in their own neighbourhoods. This level of service also includes proactive clean ups after the spring melt in addition to other debris pick-ups as needed through Service Requests or operational inspections

Enforcement Option 2 – Introduce Notice of Violation ticketing within the Waste Management Bylaw and use ticketing for repeat offenders under the Community Standards Bylaw.

The Waste Management Bylaw – This option requires amendments to the Waste Management Bylaw to introduce a Notice of Violation ticket option for violations that contribute to increased incidents of litter. The proposed Notice of Violation schedule would see increasing voluntary payment amounts for the first, second and third Notice of Violation ticket. The proposed voluntary payment amounts would be \$100 for the first violation ticket, \$150 for the second violation ticket and \$200 for the third and subsequent violation tickets. The Notice of Violation tickets would be issued to the property owner and not to the tenants.

As part of this option, BEOs would be equipped with tags to notify residents of carts that are left out in the alley following the collection day. The tagging done by BEOs would be provided to the program area for tracking and further enforcement action, as deemed necessary. This collaborative response allows the City to be proactive on matters that contribute to debris and litter in alleys.

In this option, a Notice of Violation ticket would be issued as part of an escalated enforcement program that is focused first on achieving compliance through education, specifically, tagging of bins followed by a letter to the property owner and the client in billing. If non-compliance continues, the City would use escalated enforcement tools, such as a violation ticket or a prosecution. In extreme situations where ticketing or a prosecution does not result in the property owner complying with the requirements in the Waste Management Bylaw, the City would look to suspend or cancel services.

In the event the person does not pay the voluntary payment or if the City chooses to proceed directly to prosecution, the Administration recommends amendments to the Waste Management Bylaw to introduce specific fines for violations that contribute to increased incidents of litter. The proposed fine schedule would see increasing fine amounts for the first, second and third convictions. The fine amounts would be \$200 for the first conviction, \$250 for the second conviction and \$300 for the third conviction. For the fourth and subsequent convictions, the court will establish an appropriate fine up to the maximums permitted under *The Cities Act*. The offence notice would be issued to the property owner and not the tenants.

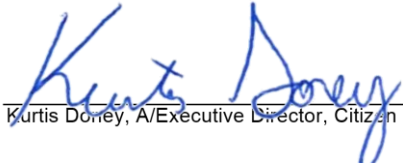
The Regina Community Standards Bylaw – In this option, a Notice of Violation ticket would be issued for any repeat offender of the untidy and unsightly regulations within a calendar year. A repeat offender occurs when the same violation occurs at the same location with the same owner. In these situations, a Notice of Violation ticket would be issued for a second or subsequent violation. Notice of Violation ticketing is already an option within the Bylaw, with a fine amount for \$500 for a first violation ticket, \$1,000 for a second violation ticket and \$1500 for a third violation ticket. Therefore, an amendment to the Community Standards Bylaw is not required.

To reduce enforcement times, the Bylaw Enforcement Branch will no longer issue informal notices to property owners as part of their process and issue an order under *The Cities Act* for all violations instead. This administrative change in process is estimated to reduce compliance times by up to 14 days depending on enforcement demands, whether compliance is achieved voluntarily and when the remedy by the City is scheduled to be completed.

DECISION HISTORY

At its meeting on April 29, 2021, City Council passed Motion 21-3, which directed Administration to bring back a report to the Operations and Community Services Committee in Q4 of 2021 providing recommendations on enforcement of litter and garbage on private and public property, as well as service level options related to garbage and recycling services.

Respectfully Submitted,



Kurtis Doney, A/Executive Director, Citizen Services

11/3/2021

Respectfully Submitted,



Kim Ohra, Executive Director, Citizen Services

11/10/2021

Prepared by: Janet Aird, Manager, Waste Diversion

ATTACHMENTS

Appendix B - Municipal Scan Waste Services Enforcement

Appendix A - Proposed Notice of Violation Schedule For The Waste Management Bylaw, 2012

Municipality	Are additional services provided for low income areas?
Saskatoon	<p>Same services for whole city.</p> <p>City does have litter issues in low income areas but doesn't have any special programs to control other than cleanup activities.</p>
Prince Albert	No service differences identified.
Kelowna	No service differences identified.
Portland, Oregon	<p>Metro(Directly elected Regional Government serves Portland, Oregon and 23 other cities) provides some support for homeless campsites. RID Patrol (Regional Illegal Dumping Patrol) cleans up dumped or abandoned garbage sites near homeless campsites. Metro's bag program offers a free pickup and disposal service for those experiencing homelessness. Low income families generating Health condition related waste, may apply for financial assistance from the City. Eligible Customers will be allowed a garbage service level upgrade for health condition related waste for no additional charge.</p>

Regional District of Nanaimo	No service differences identified.
Calgary	No. All areas receive same service. City does have litter issue throughout the city and perform cleanups based on complaint basis. The City of Calgary Parks host an annual litter clean up across the city.
Denver (American equivalent to Calgary)	No service differences identified.
Edmonton	No service differences identified.

Minneapolis (American equivalent to Edmonton)	No service difference identified. All areas receive same services.
Winnipeg	No additional services are offered but they will offer services for charity for reduced cost.
Region of Peel	No service differences identified.

Guelph	No service level differences identified.
Thunder Bay	No service level differences identified.
Halifax	No service level differences noted.

Do they have enforcement provisions related to waste?	Do they actively enforce?
<p>Yes. 1. Tickets can be issue for waste bylaw infractions 1st Offence - \$100, 2nd - \$200, 3rd or subsequent - not less than \$200 and not more than \$10,000 for individuals. For corporations, can be up to \$25,000. 2. Disposing garbage & recycling other than permitted in bylaw may be ticked 1st offence-\$500, 2nd- \$1000, 3rd or subsequent -\$2,000-\$10,000.</p>	<p>Cart-related offences as follows: 1st offence - Warning 2nd offence - Letter 3rd offence - Ticket Not all offences are eligible for tickets.</p>
<p>Bylaw infractions can be fined as, 1st offence - \$100, 2nd - \$200, 3rd & subsequent - \$300. If penalty paid within 10 days of notice of violation shall be 25% discounted for 1st & 2nd offence.</p>	
<p>Every person who violates any provision of bylaw, or who permits any act or thing to be done in violation of bylaw, or who fails to do any act or thing required by bylaw, shall be deemed to have committed an offence against this bylaw and shall be liable to a fine up to \$150 per offence.</p>	<p>They generally don't enforce.</p>
<p>Any person violating any provision of this chapter shall be subject to: (1) A civil fine of not more than US\$500 for each violation; and (2) An award of costs to reimburse Metro for the administrative costs of investigation and collection; and cleanup, management, and disposal costs incurred.</p>	<p>No active enforcement noted.</p>

<p>Any person who contravenes the bylaw, by doing any act which the bylaw forbids, or omitting to do any act which the bylaw requires is guilty of an Offence and is liable, on summary conviction, to a fine of not less than \$200 and not more than \$2,000.</p>	<p>No active enforcement noted.</p>
<p>A person who commits an offence under waste bylaw may be issued a violation ticket by a Bylaw Enforcement Officer. If the person to whom an order has been issued pursuant to the Bylaw sections, fails to comply with the order within the time specified the City may take whatever steps are necessary to remedy the breach of this Bylaw and the cost of doing so becomes a debt owing to the City by the person to whom the order was issued. Any person who contravenes a provision of waste Bylaw is guilty of an offence and is liable to the penalty on conviction as follow, for a first offence- between \$125-\$250, for repeated offence within 24 months will be \$250-\$500</p>	<p>First and second violations - Verbal Warning or Warning letter, repeated violations may be ticketed. Mostly the City doesn't enforce ticketing as have some limitations.</p>
<p>Each manager and director authorized to enforce the provisions of this article shall coordinate with the manager of transportation and infrastructure to establish policies to assist in the assessment of civil penalties for administrative citations issued for illegal dumping or unlawful disposal. First citation: US\$150. Second citation: US\$500. Third and each subsequent citation: \$999.</p>	
<p>A person or owner found guilty of an offence under Waste Bylaw is liable to a fine in an amount not less than \$250. If a person or owner is guilty of a subsequent offence, the fine amounts are doubled.</p>	

<p>Enforcement may include the abatement of overflowing dumpsters upon failure of the owner to respond to written orders with the resultant cost assessed against the property. The director of regulatory services or any authorized representative may order to clean up and charge for the cleanup or other abatement of overflowing dumpsters or any other solid waste collection device or solid waste collection point throughout the city, whether or not the city provides solid waste and recycling services for the property involved. Any building owner or operator who fails, omits, neglects, or refuses to comply with the provisions of separation and collection of recyclable material requirement after any period of compliance provided for in the notice, shall be subject to a fine of US\$100 for a first offense within 12 months and a fine of US\$200 for a second offense within 12 months. A third offense within 12 months shall subject the party to a fine of US\$450 and a US\$700 fine shall be imposed for the fourth and any subsequent violation within any 12 months period.</p>	
<p>Upon summary conviction for the contravention of bylaw provision, to a fine of not less than \$300 for individuals or \$600 for corporations plus mandatory court costs as provided by The Summary Convictions Act. In addition to his or her powers of enforcement as a designated employee, the Director may refuse to provide solid waste collection services if appropriate fees not paid or not in compliance with waste by-law or another by-law of the City.</p>	<p>Truck driver has tags but they are not used often. Bylaw officers have authority to issue tickets but don't right now unless it's a very large infraction. They are currently working on training programs for future tagging/ticketing.</p>
<p>Where any person contravenes any provision of Waste Bylaw, the Commissioner, or any Officer may, by written notice delivered by personal service, require such person to comply with this Bylaw within the time specified in the notice. Where a person does not comply with a notice issued, the Commissioner may perform or carry out that which is required to be done or cause it to be performed or carried out at that person's expense.</p>	

<p>If an Officer finds waste which is either not stored or not set out in accordance with the provisions of waste By-law, the Officer may issue an Order to the responsible Waste Generator or Property Owner, requiring the waste described in the Order to be removed at the expense of the Waste Generator or Property Owner, or to be properly stored or set out in accordance with the provisions of waste By-law. If a Waste Generator or Property Owner has not complied with any applicable provision of this By-law, and the applicable property receives City Waste Collection Service, then the City may discontinue the City Waste Collection Service to that property</p>	
<p>Based on complaint.</p>	
<p>Every person who violates any provision of Waste Bylaw is guilty of an offence and is liable on summary conviction to a penalty of not less than \$200 and not more than \$10,000 and in default of payment thereof to a term of imprisonment for not more than 60 days.</p>	

For what infractions can they issue a waste related ticket?

Waste accumulation on property other than as permitted; Not covering waste while transporting; Owner/operator of vehicle involved in illegal waste disposal (Illegal dumping of waste); Placing carts in public right-of-way 24 hrs before collection day; Leaving carts in public right-of-way after 24hrs of collection day; Disposing garbage in recycle cart; Dispose recyclable materials other than as permitted; Not maintaining carts in a sanitary state; Causes any loss of or damage to city owned waste containers.

Disposes of garbage or recyclable material other than as permitted in Bylaw; Not securing waste loads while transporting; illegal dumping; causes any loss of or damage to a City-owned waste containers; Failing to maintain waste containers in sanitary state; Leaving carts in public right-of-way for more than 24 hrs; Disposing commercial recyclables in recycling depots; Disposing non recyclable materials in recycling depots

Accumulation of rubbish on premises; Illegal waste dumping in public place; Disposing garbage or recyclable in prohibited places; dispose imported materials; Use of landfill/depots after hours; Fail to cover load while transporting; dispose of Garbage any place other than a Garbage Cart for collection as part of the City's collection system; Dispose of Mandatory Recyclable Material any place other than a Recyclables Cart or directly at a Recycling depot; Deposit Garbage or Yard Waste to a Recycling Depot; Place Garbage for pick-up with the Garbage of others or place Garbage in Garbage Carts owned by others without that Owner's permission; Scavenge Garbage or Recyclable Materials, whether placed out for collection at Residential Dwelling Premises or deposited at a Recycling Depot or the Landfill; Contamination of garbage, recycle or yard waste cart.

Throw or place any solid waste, upon the private land or waters of another person, into a solid waste receptacle of another person without the permission of the owner, upon public lands or waters, or upon any public place other than at a solid waste facility authorized to accept; Vehicles with uncovered load of waste or recyclable while transporting; delivering to a Metro household hazardous waste facility or collection event any hazardous waste other than household hazardous waste; Disposing hazardous waste in transfer station.

Deposit or dispose of refuse in places other than designated place or authorized collection container; Contamination of recycling cart or food waste cart; disposing banned Recyclables; exceed the weight limit or capacity specified on the Collection Cart; setting out carts for collection earlier than 5 AM on collection day and not removing cart 10 PM on collection day; Not maintaining carts in good, clean and sanitary condition; disposing waste on public property.

Not storing waste where it was generated or storing waste in others property without concern of that property owner; A person depositing waste in automated container or next to container without consent of the container's owner; Not storing waste properly on property; A person setting out containers creating offensive odour or untidy to adjacent premises; Not keeping automated collection containers clean; Fail to appropriately sort waste materials; setting out collection containers with more than 60 kg in total weight; Fail to set out containers for collection without obstructing traffic in street or alley; Set out collection containers earlier than 7 p.m. on the day before collection day or fail to remove containers from collection location before 7 p.m. on collection day.

Dispose of or remove any trash to dump, litter, deposit or cause to be deposited on any public or private property other than those premises lawfully designated for waste storage; deposit any trash in city-owned trash containers which are designated by the department of transportation and infrastructure for residential use only; Any commercial user to deposit any trash in city-owned trash containers; Deposit any trash in privately owned trash containers without the owner's permission;

Any person who disturbs, or remove the contents of a container; scavenging City waste facility or waste containers; Damaging or tamper with or vandalize waste containers; disposing of waste produced at residential premises or non-residential premises into a public litter receptacle; depositing waste into a container without the consent of an owner of the premises where the container is located; fail to properly sort and segregate recyclable materials before disposal into a blue bin designated at a community recycling depot; residents fail to source-separate and place within the correct type of container for curbside collection; Residents using plastic liner or plastic bag or uncertified compostable bag as a liner in an organic cart; set out carts with contamination

Illegal dumping in public or private property; Depositing wastes or recyclables in any other containers without the permission of owner or occupier; Littering park and parkways.

Remove solid waste from one property and deposit it on another property with out concern of property owner; place solid waste into any container in others property without the concern of an owner of the container or property; placing unacceptable waste in recycle waste container and compostable waste container; scavenge or pick through or remove solid waste that is located at a solid waste disposal site and from collection container; fail to maintain collection cart in clean and odour-free state; fail to store collection carts in private property unless set out for collection;

Set out collection carts obstructing the travelled portion of the roadway or sidewalk or footpath; Set Out Residential Waste prior to 7:00 p.m. on a day immediately preceding a Scheduled Collection Day and not removed from the Collection Point at which it was Set Out no later than 8:00 p.m. on the Scheduled Collection Day; Set Out Residential Waste which is not contained in a Proper Receptacle; Set Out Waste in a Proper Receptacle which is emitting a foul or offensive odour; set out containers packed in such a manner that Waste exceeds the height of the receptacle; fail to keep Cart in good condition, and not in a condition that is noxious, offensive or dangerous to public health; set out containers with contamination; Fail to source-separate Waste as described in By-law; Set Out, place, discard or cause Waste to be placed on Public Property other than as provided for herein; Scavenge any Waste that has been Set Out for collection;

Fail to ensure Cart or Front-end Bin in good condition, and not in a condition that is noxious, offensive or dangerous to public health; Fail to separate Organics, Recyclables and Garbage from any Non-collectable Waste before set out for collection; Set out carts for collection before 5:00 p.m. on the day preceding the day scheduled for collection and all Containers, and any waste not collected, are removed from the Collection Point before 7:00 p.m. on the day of collection; scattering any waste set out for collection pursuant to waste Bylaw, whether on public or private property; Fail to set out for collection without impede or obstruct pedestrian or vehicular traffic or as to endanger the safety of the public; Deposit refuse generated on private property, into public street or park containers.

No Waste Bylaw.

The owner or occupier who fail to utilize regulation containers for the storing and collection of mixed waste or recyclable materials and organic materials; fail to maintain such regulation containers in good repair and in a sanitary condition; fail to source-separate all collectible waste generated from eligible premises at the point of generation so as to comply with the provincial disposal bans and to facilitate; deposit or cause the deposit of illegally dumped material.

APPENDIX A

PROPOSED NOTICE OF VIOLATION SCHEDULE FOR *THE WASTE MANAGEMENT BYLAW, 2012*

Repeal section 2 and replace with the following:

2. The authority for this Bylaw is sections 8, 324, 330, 333, and 355 of *The Cities Act*,

Repeal section 13 and replace with the following:

13. No person shall cause, permit or allow waste to be:
 - (a) placed anywhere other than a container, commercial bin or specified location at the landfill; or
 - (b) as otherwise specified in this or any other applicable bylaw.

Add a new section 13.1 as follows:

- 13.1 If the identity of the person who has caused, permitted, allowed or disposed of or placed waste on land contrary to this Bylaw cannot reasonably be ascertained, then the owner or occupant of the land shall remove the waste or cause the waste to be removed.

Add the following provisions to Part IX OFFENCES AND PENALTIES:

- 56.2(1) When a Bylaw Enforcement Officer has reason to believe that a person has contravened any provision of this Bylaw specified in Schedule "F", the Bylaw Enforcement Officer may issue a Notice of Violation to the person in contravention.

- (2) A Notice of Violation issued pursuant to subsection (1) shall contain a voluntary payment amount, determined by the nature of the contravention and the number of times a notice of violation has been issued for a contravention of the same nature, at the same property, to the same owner, as prescribed in Schedule "F".
- (3) Where a Notice of Violation is issued, a person may make voluntary payment of the amount shown on the Notice of Violation, if the person does so before the date specified as the payment date set out in the Notice of Violation.
- (4) A Notice of Violation shall be served by any method available to the City pursuant to section 347 of *The Cities Act*.
- (5) Where the City receives a voluntary payment of the prescribed amount in Schedule "F" before a court summons is issued, the person receiving the Notice of Violation shall not be liable to prosecution for the contravention.
- (6) Payment of a voluntary payment amount specified in a Notice of Violation does not relieve the owner of the property from compliance with an order issued pursuant to *The Cities Act* and this Bylaw.

Section 57 is repealed and replaced with:

- 57 (1) Notwithstanding section 56.2, every person who contravenes any provision of this Bylaw is guilty of an offence and liable on summary conviction to:
- (a) a fine in the amount set out in Schedule "G";
 - (b) in the case of an individual, a fine of not more than \$10,000, or imprisonment for not more than 1 year, or to both;
 - (c) in the case of a corporation, a fine of not more than \$25,000; and

- (d) in the case of a continuing offence by an individual or a corporation, to a maximum daily fine of not more than \$2,500 for each day or part of a day during which the offence continues.

57.1(1) For the purpose of determining the applicable Notice of Violation or fine required by clauses 56.2(1) or 57(1)(a), respectively, the number of offences shall be determined by the number of previous Notices of Violation, that are not the subject of an appeal, issued in relation to that particular person.

- (2) For offences relating to carts, the applicable Notice of Violation or fine required by clauses 56.2(1) or 57(1)(a) respectively shall be determined by the number of Notices of Violation issued in relation to the same address.
- (3) A Notice of Violation issued in the previous calendar year shall not be used to calculate the number of offences for the purpose of clauses 56.2(1) or 57(1)(a).
- (4) The failure of any person to remedy a breach of this bylaw within twenty-four hours after receipt of a Notice of Violation shall be deemed to constitute a separate offence for which an additional Notice of Violation may be issued or a prosecution initiated.
- (5) Nothing in this section shall be construed to prevent any person from exercising his right to defend a charge of contravention of this Bylaw.

Sections 58 and 59 are repealed.

The following schedules be added to the Bylaw:

Schedule "F"

Notices of Violation

BYLAW SECTION	CONTRAVENTION	1ST NOTICE OF VIOLATION	2ND NOTICE OF VIOLATION	3RD and Subsequent NOTICES
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				OF VIOLATION
14(a)	The owner or occupant of a designated property shall ensure that containers assigned to that designated property are: (a) stored in a location at the designated property that is under the care and control of the owner or occupant of that designated property	\$100	\$150	\$200
19(a)	Every person receiving city waste services shall ensure his or her waste meets the following requirements: (a) all garbage shall be bagged or bundled in the container	\$100	\$150	\$200
19(c)	Every person receiving city waste services shall ensure his or her waste meets the following requirements: (c) where city waste service is automated collection or semi-automated collection, all waste shall fit in the cart with the cart's lid closed	\$100	\$150	\$200
22	No person shall set out a container for city waste service at a set out location before 6:00 p.m. on the day before the collection day.	\$100	\$150	\$200

24	No person shall cause or permit a container or uncollected waste to remain at the set-out location after 12:01 a.m. of the day following the collection day	\$100	\$150	\$200
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Schedule "G"

Fines

BYLAW SECTION	CONTRAVENTION	FINE ON 1 ST CONVICTION	FINE ON 2 ND CONVICTION	FINE ON 3 RD CONVISIONS	FINE ON 4 TH AND SUBSEQUENT CONVICTION
14(a)	The owner or occupant of a designated property shall ensure that containers assigned to that designated property are: (a) stored in a location at the designated property that is under the care and control of the owner or occupant of that designated property	\$200	\$250	\$300	Established by the Court

19(a)	Every person receiving city waste services shall ensure his or her waste meets the following requirements: (a) all garbage shall be bagged or bundled in the container	\$200	\$250	\$300	Established by the Court
19(c)	Every person receiving city waste services shall ensure his or her waste meets the following requirements: (c) where city waste service is automated collection or semi automated collection, all waste shall fit in the cart with the cart's lid closed	\$200	\$250	\$300	Established by the Court
22	No person shall set out a container for city waste service at a set out location before 6:00 p.m. on	\$200	\$250	\$300	Established by the Court

	the day before the collection day.				
24	No person shall cause or permit a container or uncollected waste to remain at the set-out location after 12:01 a.m. of the day following the collection day	\$200	\$250	\$300	Established by the Court

Consequential Amendment to *The Regina Community Standards Bylaw*

Delete the column heading :3RD NOTICE OF VIOLATION” and replace with “3RD and Subsequent NOTICES OF VIOLATION”.

I speak to you today as a board member of EnviroCollective and as a founder of EcoStress Regina.

The Framework states that its implementation will “generate a net return of over 18 billion dollars across the community above the business-as-planned scenario by 2100.” While that is substantial, and highlights absolute advantage of transitioning our resource-based economy to resources that the world will continue to demand well into the future, it doesn’t do justice to the full return on investment of this Framework, by far. I’ll give examples of what I mean concerning health.

The types of pollution that would be reduced or mitigated via this Framework include smog (a co-benefit of reducing combustion engine vehicles), and extreme weather events caused by climate change, which is treated as a form of pollution.

The report “Costs of Pollution in Canada,” published by the International Institute for Sustainable Development in 2017, states that the minimum financial cost of pollution to Canada in the year 2015 alone was 39 billion dollars, and possibly twice that large. Costs include but are not limited to premature deaths, increased illness, and loss of enjoyment of recreational opportunities. The latter is nothing to sneeze at. This proposed Framework points out that tourism has historically been a major component of Regina’s economy. Can we boast about our beautiful Wascana Lake when nearby forest fires cause the air quality health index to be consistently above 7, a high health risk, or when the temperature is above 40 degrees for many days of our short summers? Such extreme weather events will also increasingly put a crimp on the many outdoor festivals that generate revenue for Regina. Let us not forget about the eventual spread of viruses due to rising temperatures, such as West Nile, that will make our mosquitoes more than just irritating. These very few examples of the physical health consequences and ensuing economic burdens of pollution demonstrate that reducing smog caused by combustion engines and mitigating global climate change will have direct economic co-benefits beyond what I see included in this already very thorough Framework.

I’d like to speak next about the mental health costs of not taking ambitious enough action on climate change. I’ve alluded to some of the loss of enjoyment of life that climate change is already causing for us in so far as our summers are becoming increasingly smoky and hot. There is more to the situation than that. Acknowledging that Reginans are privileged to not be bearing the brunt of *this* specific effect of colonialization, in as much as we are not losing our homes to sea-level rise or (yet) to catastrophic storms, many people here are already experiencing great amounts of stress over the climate crisis. Solastalgia, or distress caused by environmental change, and anxiety about our future and our children’s future is becoming prevalent. The Government of Canada just released an assessment report of the effects of climate change on health last month, in which the Minister of Mental Health and Addictions Carolyn Bennett states, “it is clear that concerns about climate change have increased the stresses on the mental health of Canadians.” One “quick fact” from the report is that “given the current high costs of mental illness to society, and the breadth of mental

health impacts related to climate change, future financial costs will increase without greater adaptation.” I personally am suffering from climate grief and anxiety. As a result, together with two others, I recently created a group called EcoStress Regina that gives people a place to acknowledge their environmental grief and anxiety and learn ways to cope with it. The group meets weekly for eight weeks. We were hoping to have six to eight people join. Instead, we ended up with nearly thirty people, so we formed two separate groups of ten and a waitlist for future one. What I’ve heard from these people is that there is a shared sense that living here makes it difficult to speak about environmental stress as, historically, the city and the province have not taken environmental issues seriously, and this contributes to a culture of ignorance and apathy towards climate change. This has created an extra layer of stress and sense of hopelessness in many citizens who are deeply worried about this existential crisis and fear that not enough is being done to address it. There are economic benefits of having a mentally healthy as well as physically health population, of course.

Therefore, I want to end by thanking you all for the incredible work that has gone into creating this Framework. It has already made a positive impact on my life and the lives of many others in terms of the relief of seeing our city take a bold leadership position on this most serious issue of our time. More crucially, it will help Regina achieve its vision of providing a place where we can live in harmony and thrive in opportunity, as its vision states.

Costs of Pollution in Canada: Measuring Impact on Families, Businesses and Governments.

<https://www.iisd.org/publications/costs-pollution-canada-measuring-impacts-families-businesses-and-governments>

Health Canada releases assessment report on effects of climate change on health

<https://www.canada.ca/en/health-canada/news/2022/02/health-canada-releases-assessment-report-on-effects-of-climate-change-on-health.html>

Thank you,
Amy Snider.

I am Gail Fennell from Broder's Annex in Ward 6, represented by Dan LeBlanc. I am speaking in favor of adopting Regina's Energy & Sustainability Framework.

Thank you, Mayor Masters and Councillors, Greg Kuntz, Ryan Gray and your team for your big-picture vision and the fortitude needed to get the E&S Framework to this stage.

I am 70 and the scale of what we have to do to get our energy appetites under control scared the heck out of me when i realized it would take all the rest of my life, and the next 3 generations to reach netzero by 2050, if we start today. One way or another, a change is coming. We are counting on you, Mayor Masters and Councillors, to be leaders with the courage to take the bold step to pass the E&S Framework today and get the Action Plan started. The next 8 City Councils will say "Thank you" for making their goals easier to achieve by 2050.

Jobs gained on the way to net zero

Fears of jobs lost and who's going to pay for it all cannot be excuses for delaying. I get why some people are afraid of losing their jobs. It happened to me and 400 coworkers when Keystone was cancelled the first time, 14 months before i was supposed to retire. I was so angry i was physically sick and depressed for over a year.

But it was not governments' or environmentalists' fault i lost my job. It was a business choice by the oil company i worked for to terminate us. They knew what was coming through 3 years of layoffs, hire backs and reducing wages. They decided to continue "business as planned." We even had experience building LEED Silver units. Imagine if that company had decided to switch to building solar & wind powered modular units. Today they could have had 400 very creative solution-oriented trades people and labourers with 10 years experience building the new technologies. Instead, that company is still counting on the pipeline, still has 2 plants closed, has no install crew left and the company's stock plummeted from \$442 cnd to \$30. I myself, went from a very comfortable \$60,000 a year income to the well below the poverty line.

Local businesses are not going to choose the short-term gain for shareholders, long-term pain for workers option chosen by the foreign-owned company I worked for because they know the people working for them. The E&S Framework shows a path for the creative innovators we have in Regina to grab the opportunity to create those 4000 long-lasting full-time jobs per year in solar and wind power, retrofitting and energy efficient construction.

Net zero justice for the low-income people in Regina

I am not going to lie, life for me is tough financially. I am one of the currently housed who is one financial crisis away from being homeless. If i lose my mortgaged house, rents are 3 times my mortgage for the same 700 sq ft, 93 year old housing. That financial crisis could be as simple as having to pay back replacing a lead water line and retrofitting my house for reduced energy use all at the same time. I do not want pity nor handouts. I do want a levelled playing field that finances the transition and does not rely on large

amounts of personal equity to stay housed, which creates a more equitable city for all. I am very willing to pay what i can.

The only inheritance i can leave my kids and grandkids is a better chance that they will still have a liveable world in 2050. Understand that no matter my circumstances, I believe passing the science based 1.5 degree E&S Framework is that chance.

Net zero justice for resources that come to us from beyond our city limits

The fate of 1/3 of our province, 252,000 sq km out of 652,000, outside our city limits will be decided by the actions of people living in cities.

To paraphrase *The Little Prince* by Antoine de Saint-Exupéry, "*People have forgotten this truth, the fox said [to the little prince] but you mustn't forget it. You become responsible forever for what you've tamed.*"

Regina's taking responsibility for our own emissions means building more sustainably because the Boreal Forest where our lumber comes from and is home to 10s of millions of unique songbirds, insects, mammals, and plants, also cools the heat of the Grasslands. It means retrofitting our homes to reduce our energy demands from the 2 hydro dams upstream from Kitaskinaw, so the 3rd largest inland delta in the world remains a unique home to 10s of millions of wetland plants, and insects, birds, fish and mammals raising young.

The distribution network of wind and solar generators we are counting on to heat our houses and power our cars is on the same Grasslands where 10s of millions of birds stop on migrations and 10s of millions more birds, insects, plants, mammals and fish unique to Grasslands live, including endangered Piping Plovers and Burrowing Owls.

Our lives in Regina and the lives of the 100s of millions of wild beings living in our forest, delta, grasslands, rivers, lakes, parks and backyards are inextricably entwined on this journey to tame our appetites for energy and space so we can all continue to live beyond 2050.

The Energy & Sustainability Framework has the Action Plan so Regina can own and act on our share of responsibility to our children, the wild beings where we draw our resources and those who share our city with us.

Mayor Masters and Councillors, can I and the next four generations of everyone in the city, human and wild, count on your courage to vote "yes" today to to reach net zero by 2050 using the boldest Framework with the science based 1.5 degree option?

Respectfully,
Gail Fennell
Broder's Annex Ward 6

My name is Anna Norris. I will be speaking to Council today on the adoption of the proposed Energy & Sustainability Framework. I will speak to the impact of the current inadequacy of sustainable public transit on Regina organizations, businesses and public safety, and the necessity of the measures contained in the Framework to the economy and culture of Regina.

Presentation to the City of Regina
City Council Meeting March 30, 2022
EX22-41 Energy and Sustainability Framework
Submitted by: Tom Atkins

Presentation

My name is Tom Atkins, and my colleague's name is Jerry Boulanger. We are citizens of Regina, and we represent a group of Regina professionals with many decades of experience in the engineering and construction industries, primarily related to building mechanical and energy systems. We want to thank you for the opportunity to speak to City Council with respect to this very important issue and initiative. We are here because, like the City, we see this as an important step in the development of the City and its contribution to addressing the climate crisis. We commend the efforts of the city and the contributors to the Framework. It provides a jumping off point for the very urgent and important steps to decarbonizing our energy consumption. We want this plan to be successful for many reasons, not the least of which is that Regina is our home.

As a result of our backgrounds, most of our comments will be focused on the buildings sector. That is not meant to diminish the important contributions that other sectors will make. Indeed, with all large problems, it will take action in all areas to achieve a successful conclusion. With that being said, the following are the key points that we would like the City to consider.

1. **Engagement with the architectural, engineering and construction or AEC industry –**
The AEC industry will be an important partner for this effort and can help in many areas including technical expertise, economic analyses of options, a conduit to developing technology, and a sounding board for related issues. With a significant portion of emissions related to the buildings sector, it is imperative that a robust and active engagement process be developed with that AEC industry at the earliest opportunity. It will be an important forum for exchanges of technical and market related issues and development of solutions to the many issues that will arise.
2. **Utilize technical resources that are available** - There are many technical resources available to the City. Organizations such as [ASHRAE](#), which has a large and active local chapter, can and should be used.
3. **Engage with SaskPower** - The move away from fossil fuels will require the concurrent development of a low carbon and expanded electrical grid that is reliable and adequate to meet the increased demand from all sectors. As pointed out in the report, there will be important partnerships required to achieve this, most notably with SaskPower but also with other parties as renewable energy sources are developed. Apart from the obvious impacts on the generation mix for the grid, the impacts on the transmission and

distribution systems will be significant. Upgrading SaskPower's electrical transmission and distribution systems will be an important early step to ensuring adequate electrical supply will be available for buildings when they are upgraded.

4. **Develop a process for plan updates** - As the report points out, the City and its plans will need to be adaptable and flexible. The Framework has been developed with a certain set of conditions and those conditions will change over the next number of years and decades. The City should develop a process for revisiting the plan on a regular basis so that the plan is kept in line with current conditions including but not limited to changes in regulation, technology, funding opportunities, etc.
5. **Work with the surrounding municipalities** - It will be important that the City of Regina is not an 'island' in the approach to dealing with the challenges ahead with respect to net-zero goals. Capital, people, and tax revenue will flow to other locales with better economics and Regina may be hollowed out if it becomes an expensive place to live and do business relative to other municipalities.
6. **Develop legislations, programs and partnerships** - As many of the proposed Big Moves are not in the direct control of the City, legislation, programs and partnerships will need to be developed with other levels of government in order to drive change. This will all need to be done with affordability in mind. The average homeowner and small business owner will not have the tens of thousands of dollars to implement the necessary changes.
7. **Develop a robust communication strategy** - Communication will be a critical element. Education on energy issues, the options available to transition away from fossil fuels, and the economic impact of implementation will be an important part of achieving buy-in for the steps required. Communications will have to be clear, consistent, and regular.
8. **Develop implementation standards** - It will be important that processes are in place to minimize potential technical implementation issues that can arise when changes are made on a large scale in a relatively short period of time. It is typical for many potential vendors/contractors to materialize to meet surges in demand and it will be necessary to ensure that both the products and the workmanship meet relevant standards.
9. **Become an enabler** - The City should expand its outreach efforts as an enabler to look for opportunities for additional enhanced co-benefits. Examples could be
 - a. Looking at larger waste heat emitters partnering with other groups to capture and re-use the waste heat for large commercial scale greenhouses or district energy systems, or
 - b. Facilitating community energy system development
10. **Keep your eye on energy reduction** - As the report points out, reduction in energy use is critical. This cannot be overstated. Without it, the financial and technical challenges will be even more daunting and will indeed become a limiting factor in the success of the efforts.

Thank you for your consideration of these points. We are only eight years away from the first milestone in the plan. Action is required now.

Hello Mayor Masters, Councillors, City Administration and fellow delegates. My name is Jared Clarke. I am teacher and biologist. I was born and raised here in Regina and now work at Grant Road school in the south end of the city. I presented here, in this room to council back in 2018, when the motion to make Regina 100% Renewable by 2050 was unanimously passed. What an inspiring night that was.

Now today, we gather again to encourage you to give the citizens of Regina hope in the face of the ever-increasing threat of the climate crisis, by voting in favour of the Energy and Sustainability Framework. It is wonderful to be with you today. I brought my kids, as I wanted them to be here for this historic day for this city. This is Rowan and Teal, they're ten years old. It is kids like them, and kids like my grade 6/7 students, that we are doing this all for. Their futures on this planet is at stake. And the decisions you make today will help or hinder that future.

If I may look back for a moment, since the passing of that 100% renewable motion in 2018, we have seen the impacts of climate change more stark than every in this province. For example, how about that record setting drought that sucked the moisture out of southern Saskatchewan last year. John Pomeroy, the Canada Research Chair in Water Resources and Climate Change at the U of S, said in August, "This particular drought is a good wake-up call for Saskatchewan. It has the greatest spatial coverage and uniformity, and some of the greatest severity of any drought we've ever had". Saskatchewan crop insurance paid out \$2.4 billion dollars due to the drought last year!

Another thing my kids and I have noticed is the unreal smoke these past few summers. We know as it gets drier, forest fires get bigger and more destructive and with more fires comes more smoke. I don't remember growing up in the 90's and having thick smoke in the air so frequently during the summer. Climate change is clearly here now.

Now, in terms of the Energy and Sustainability Framework, there are a lot of great pieces here! Ramping up renewable energy – yes! Energy efficient building codes – yes! Electrifying transit – yes! I still want to see fair free transit for ALL youth 18 years and under – and I hope that's coming in the upcoming Transit Master plan.

Is this plan perfect? No, but it is a living document and we can improve it as we go. I would like to see more emphasis on natural carbon sequestration using native plants and trees in the city. Could we plant native prairie grasses with meter long root systems on all of the city boulevards to help sequester far more carbon than Kentucky blue grass, and reducing our water use. Another concern I have ensuring the city has brought in all of the key players we need to collaborate with. Let's break down the silos in the city and outside and work together.

Lastly, we need an amazing communication plan to mobilize the people of this city to engage with this framework and work towards this monumental task. The framework must be the key document driving all decision making at the city of Regina going forward.

If today, we fail to act, we are complicit in failing our children by not leaving them a legacy of a stable climate. Our climate actions matter! Our emissions matter. Your decision matters and it must be a decision to work together to achieve net-zero by 2050. Because if now is not the time to act, then when? When drought has absolutely crippled our economy because farmers cannot grow any crop? When the summer sky is so dark with smoke from ever increasing forest fires? When the lakes all around us, like the Qu'Appelle chain, are so green from toxic summer algae, directly linked to climate

change? If not now, then when? No. Now is the time to act. We cannot kick this proverbial can further down the road. These children's lives depend on this decision, as do the children and grandchildren in your lives. Today, be bold. Be brave. Do what is right and vote in favour of the Energy and Sustainability Framework in front of you here and make Regina a leader. And then I implore you to immediately start funding initiatives that will get us to the framework's targets.. Show the world what the people of this city are capable of. Thank you.

Hello Mayor and Council,

My name is Majiri Ighota and I will be representing myself as well as the Miller permaculture club.

First, I want to thank the council for this opportunity. I see it as a great honor and privilege. Also, it is good to know that the council is taking steps to make Regina a place to be by making and approving the energy and sustainability framework.

The reality of climate change cannot be over emphasized. Each year we hear of new disasters facing our world as a result of climate change. I personally have had an experience with climate change. I come from the riverine area of my country which is near the Niger river. A few years ago, the water levels rose above normal levels and caused a huge disaster. It destroyed people's homes and many of them had to seek refuge in camps. My grandfather's house served as one of the camps. This disaster did not only destroy houses, but also farms which serve as the main source of livelihood for many people in that area. There are many other examples that are even close to us like the heat wave in British Columbia last year during the summer. The Energy and Sustainability framework helps to avoid disasters like these.

Regina has a population of over 200,000 people. She is also home to many people across the world for immigrants like myself. Many people migrate to Canada to secure a better life for themselves and their children. With the Energy and Sustainability Framework there can be an improvement in quality of life for immigrants in terms of employment and healthy living.

The Framework is not only beneficial to immigrants, but to Regina as a whole. The last two years have been financially draining to the residents and economy of Regina. However, if the framework is passed there could be more job opportunities for residents. It can also lower household expenditures. In respect to the economy, it contributes to the local economic development as well as protect the economy from future economic crises.

In conclusion, I believe it is the government's responsibility to take care of its citizens in order to thrive and prosper as a community, therefore this framework is essential. I ask that you please consider my own story, and the stories of many others who have been impacted through climate change and economic struggles. If the council should approve the Energy and sustainability framework it would create a better place for future generations to call home.

For presentation by Dan Beveridge to City of Regina City Council meeting of Wed. Mar. 30, 2022 in relation to the Energy and Sustainability Framework

Good afternoon and thank you for this opportunity to speak in support of the Energy and Sustainability Framework and a target of 1.5 degrees.

My name is Dan Beveridge. I have been a resident of Ward 1 for 50 years. I am Convenor of an ecumenical group called KAIROS Regina. Last week you heard from Laura Stewart, chair of our Climate Justice working group. Most of our active members are in Regina and have come from Roman Catholic, United, Anglican, Lutheran and Unitarian traditions.

First of all, I commend City Council for your action so far on this major issue. To me this feels like a second chance. The first time was in 2000 when the City Council created the Green Ribbon Advisory Committee on Climate Change. I took part in a sub-committee, as well as in university, provincial and federal efforts. There was widespread interest in action for several years.

Today, I'd like to focus on **climate change as a justice issue**. Justice is about fairness and equity. A key aspect of justice is the question: how are the benefits and burdens of something shared? Let's look at four examples.

First, global justice. The greatest burden of climate change is falling on people in the Global South (what we used to call the developing nations) and the Far North, those who contributed least to the problem.

Canada and other nations who developed economically and industrialized by using coal and petroleum, now enjoy the benefits of burning these fuels while the nations of the Global South are already suffering the negative impacts of our emissions: rising sea levels, coastal flooding, heat waves, more frequent and intense storms, and droughts leading to land conflicts and refugees, who had no part in causing this problem. Climate change is not the only cause of these problems but is making them much worse. Historically Canada has been one of the world's top 10 emitters in the world for over 100 years and is currently about tenth in annual emissions.

Second, gender justice: climate change has a disproportionate impact on women. For example in Africa, where I worked for several years, women often carry the family water supply daily, and now must walk farther and in more danger.

Third, generational justice: Greta Thunberg and other youth call on us to act out of concern for our grandchildren and future generations yet unborn, who have no part in causing the climate crisis, but who shall inherit it. I am very concerned about the future my grandchildren shall inherit.

Fourth, species justice: many species of animals cannot adapt quickly enough to the rapidly changing climate and are declining or going extinct.

So now, **what needs to happen?** Canada is committed to reduce current emissions to 40-45% below 2005 levels by 2030 and to net zero by 2050, this to limit global warming to 1.5 degrees above pre-industrial levels. Even at 1.5 degrees 70 % of the world's coral

reefs would be lost, while at 2 degrees all would be destroyed. Global temperature is already 1 degree above pre-industrial levels. Dinosaur times were only 4 degrees warmer than now.

KAIROS Canada and many other groups are calling on Canada to adopt stronger targets: to increase Canada's emissions target to 60% below 2005 levels by 2030 and to substantially help developing countries to reduce their emissions and adapt. Remember Canada's large contribution to global emissions since industrialization began.

I said this feels like a second chance. This time, I ask you to support the Framework as a start on the path we need to be on. Adopt it now and keep making it stronger as our community joins in to do our share, not only as citizens of Regina but as global citizens.

Thank you.

Dan Beveridge

I will be speaking to City Council about the University of Regina Engineering research activities around the design and development of an islanded microgrid including wind, solar, and geothermal in the City of Estevan. This is in collaboration with Evolution Growers.

Mehran Mehrandezh, PhD, PEng
Professor, Faculty of Engineering & Applied Science
University of Regina



Energy & Sustainability Framework

Date	March 30, 2022
To	Mayor Masters and City Councillors
From	Executive Committee
Service Area	Innovation, Energy & Technology
Item #	CR22-39

RECOMMENDATION

That City Council:

1. Approve the Energy & Sustainability Framework (Appendix A) and authorize the use of the Framework as a guide for future energy, emissions, and sustainability-related decisions and actions.
2. Request that Administration provide a yearly progress report regarding implementation of the Framework to Executive Committee starting in the second quarter of 2023.
3. Remove item PPC20-9 from the List of Outstanding Items for City Council.

HISTORY

At the March 24, 2022 meeting of the Executive Committee, the Committee considered the attached EX22-41 report from the People & Transformation Division.

The following addressed the Committee:

- Fred Clipsham, Regina, SK;
- Yvette Crane, Regina Energy Transition. Regina, SK;
- Matt Pointer, Saskatchewan Electric Vehicle Association, Regina, SK;;

- Laura Stewart, Regina Chapter of KAIROS Canada, Regina, SK;
- Tom Atkins and Jerry Boulanger, Regina, SK;
- Josh Campbell, Wascana Solar Co-op, Regina, SK;
- Amy Snider, Regina, SK;
- Aura Lee, Regina, SK;
- Sophia Young, Regina, SK;
- Emily Eaton, Regina, SK;
- Brett Dolter, Regina, SK;
- Larry Kowalchuk, Regina, SK;
- Joe Thomas, Regina, SK;
- Grant Gilchrist, Regina, SK;
- Mark Akerman, Saskatchewan Sustainable Energy Management Corp; and
- Hayley Watson, Regina, SK.

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

Recommendation #4 in the attached report does not require City Council approval.

Respectfully submitted,



Amber Ackerman, Interim City Clerk 3/25/2022

ATTACHMENTS

EX22-41 - Energy & Sustainability Framework

Appendix A - CoR Energy and Sustainability Framework

Appendix B - ESF Municipal Operations Action Plan



Energy & Sustainability Framework

Date	March 24, 2022
To	Executive Committee
From	People & Transformation
Service Area	Innovation, Energy & Technology
Item No.	EX22-41

RECOMMENDATION

The Executive Committee recommends that City Council:

1. Approve the Energy & Sustainability Framework (Appendix A) and authorize the use of the Framework as a guide for future energy, emissions, and sustainability-related decisions and actions.
2. Request that Administration provide a yearly progress report regarding implementation of the Framework to Executive Committee starting in the second quarter of 2023.
3. Remove item PPC20-9 from the List of Outstanding Items for City Council.
4. Approve these recommendations at its meeting on March 30, 2022.

ISSUE

The Energy & Sustainability Framework (Appendix A) outlines a dynamic and living plan for the community to reach its goals of becoming 100 per cent renewable and net-zero by 2050. The Framework is ambitious and requires sustained effort from the City of Regina, residents and all sectors of the community. It outlines opportunities available to all sectors of Regina's community and follows the principle of "reduce, improve, switch". This principle underscores the need to reduce energy use where possible and drastically increase energy efficiency before and while transitioning to renewable energy sources. These actions minimize greenhouse gas (GHG) emissions, decrease

the burden on utility systems and maximize the financial return while improving quality of life for today and future generations.

For our community to be successful we must learn, innovate and work together to implement the plan. The City recognizes as a municipal government we do not have jurisdiction over consumer choices and each sector in the community, however, we can act as a catalyst by taking a leadership role by implementing actions that are within the City's control, setting a community target, building partnerships and providing information so the community can make informed choices and decisions.

IMPACTS

In developing the Energy & Sustainability Framework, the City along with consultant Sustainability Solutions Group carried out a robust engagement process and worked through a series of emissions, energy-use and financial modelling exercises. Through this process, impacts were identified and a plan tailored to Regina's needs was established.

Current Emissions and Energy Use

The first energy-use and emissions modelling exercise investigated the community's current energy use and resulting emissions. Over 70 data sets including demographic, building and utility were collected and analyzed. This was important to understand current energy-use and emission patterns in the community and establish a baseline to set targets and develop actions. Regina has a unique emissions profile with per capita emissions that are 1.7 times more than the national average (23.5 tonnes of CO₂e compared to 14.2 tonnes of CO₂e) and 4.7 times more than the global average (5 tonnes of CO₂e). One tonne of CO₂e is equal to emissions from driving 4,500 kilometres which is approximately nine round trips from Regina to Saskatoon.

Business-as-Planned Scenario

The next step was to model a "business-as-planned" scenario that looked at what the community's energy-use and emission patterns would be in 2050 if no action was taken to improve efficiency or reduce emissions other than action already planned. This scenario demonstrates that without strategic and deliberate action, emissions will not decrease and the City's 2050 goal would not be achieved.

Developing a Low-Carbon Pathway

With the "business-as-planned" scenario established, the next step was to model a series of actions based on the principle of "reduce, improve, switch". The possible actions available to communities are very similar with a high degree of consistency in over 60 community-based plans across

Canada. The exercise produced multiple nuanced scenarios that explored more and less aggressive “low-carbon pathways” to reduce emissions, improve energy consumption and switch to renewable or low carbon energy sources.

The scenario or “low-carbon pathway” for Regina is based on opportunities and constraints within the community and guided by stakeholder input and the Intergovernmental Panel for Climate Change (IPCC) recommendations to limit global temperature rise to below 1.5 degrees Celsius. The IPCC’s recommendation is based on the threshold needed to avoid the impacts of climate change. By implementing actions on the “pathway”, it is expected emissions in Regina will decrease by 97 per cent (equivalent to emissions of 1.4. million vehicles) and our community energy consumption will decrease by approximately 38 per cent (equivalent to energy needed to power 3 million homes).

Regina’s “low-carbon pathway” includes Seven Big Moves with actions that are necessary to achieve the 2050 goal. It is based on existing and available technology and is consistent with actions in other plans being implemented across Canada. The actions also factor in federal legislation that will impact consumer markets. A summary of the Seven Big Moves is provided below and additional information can be found in the *Implementing the Framework* section in Appendix A.

Big Move 1: Building Retrofits: Energy use in buildings accounts for 69 per cent GHG emissions in Regina. Retrofitting buildings presents a significant opportunity to achieve reductions in both energy consumption and GHG emissions. Retrofitting buildings also creates local jobs and generates cost savings for households and businesses. Current buildings must be approximately 50 per cent more efficient, on average, than what they are today.

Big Move 2: Clean Heating: Most of the emissions from buildings in Regina currently come from natural gas used for space and water heating. In the future, new and retrofitted buildings will need to use more efficient and cleaner space and water heating systems. This is realized by switching out fuel heating systems to electric systems.

Big Move 3: Net-Zero New Construction: Buildings and the heating and cooling systems within them are long-lasting assets. When new buildings are being designed and constructed, the community will need to continue to work towards buildings that are not sources of carbon emissions. All provinces have agreed to adopt the Government of Canada’s net-zero energy-ready building code for new residential builds by 2030. Encouraging net-zero new construction now means that fewer new buildings will be contributing to GHG emissions in the community, and fewer buildings will need to be retrofitted in the future.

Big Move 4: Renewable Energy Generation: One of the most significant low-carbon transition opportunities the community can pursue is to increase renewable energy generation. Transitioning and scaling up renewable energy generation can be achieved by investing in

individual and community-scale wind and solar power. Moving to these sources will allow the community to decrease emissions from the electricity grid, which is directly related to emissions levels from electricity use in homes and businesses and in electric vehicles. It also maximizes the emissions reduction benefits of building retrofits and fuel-switching.

Big Move 5: Low-Emissions Vehicles: Similar to many Canadian cities, Regina is heavily reliant on individual automobile trips to get around. The transportation sector makes up 23 per cent of community emissions on a yearly basis. While not all vehicle trips can be avoided, there are viable alternatives to gasoline-fueled vehicles.

Big Move 6: Increase Active Transportation and Transit Use: In addition to increasing low-emissions vehicles, increased active transportation and transit use are important strategies to reduce transportation emissions. Efforts to increase transit use, walking, and cycling will be critical to reducing emissions from transportation. Active transportation provides many co-benefits related to health and community well-being.

Big Move 7: Cleaning and Re-energizing Industry: Regina's industrial sector represents one-third of energy consumption and GHG emissions in the community. The City is committed to continue its positive dialogue with industry stakeholders to encourage industry to consider their energy transition and to work together on solutions to mitigate the economic risk associated with the transition to a low-carbon economy.

SaskPower is a key community partner whose goals of decreasing emissions from the power grid by 50 per cent by 2030 and working towards net-zero by 2050 will contribute significantly to Regina achieving our community goal by 2050. It is also expected the green economy will continue to evolve and provide new opportunities through innovation and technology that may enable the community to achieve the 2050 goal sooner.

Financial Modelling and Quality of Life

A financial analysis of the "low-carbon pathway" was completed and describes an investment opportunity that will generate jobs, stimulate businesses, reduce GHG emissions and provide benefits for the community and the City. The timing and sequencing of the actions are intended to maximize the financial return while improving quality of life for today and future generations.

The City is beginning to see the green economy grow in Regina with a number of economic development opportunities in the industrial sector aimed at decarbonization. This positions our community for growth and prepares us for economic shocks and shifts that are expected as the world continues to move towards a net-zero global economy.

Businesses and residents are also making consumer choices and decisions based on the principle of “reduce, improve, switch”. Collectively these decisions can contribute directly to local economic development and household savings in the long-term. In 2020, household energy expenditures were \$6,333 and are estimated at \$4,036 in 2050 after full implementation of the “low-carbon pathway”.

The net financial benefit for the overall community is projected to be over \$12.5 billion¹ by 2050 and \$18 billion by 2100. It is also estimated that as the community transitions, an average of over 4,000 full time equivalent jobs will be generated per year through to 2050. To achieve the benefit, community-wide investment is estimated at \$11.5 billion.

This is a significant community investment and implementation includes actively pursuing funding opportunities, financing mechanisms including incentives and strategic partnerships. Funding already exists from other levels of government and third parties such as the Federation of Canadian Municipalities and the Government of Canada. Upcoming funding opportunities have also been announced by the Canadian Mortgage and Housing Corporation.

As a leader, the City will be assessing municipal contributions through our budget processes and Council resolution based on priorities. In anticipation of the Framework’s release, \$6 million in strategic investments to advance municipal actions on the “low-carbon pathway” were made by the City in 2022.

OTHER OPTIONS

City Council set the target of becoming a renewable and net-zero community by 2050. Developing the Framework involved considering the effects of more and less ambitious pathways and their impacts on meeting City Council’s target. The selected pathway was identified after considering the evidence-based impacts and feasibility along with feedback gathered from the community and subject matter experts.

A more ambitious pathway would still achieve City Council’s goal but was found to be not feasible due to local constraints, market supply constraints and to avoid adverse impacts on Regina’s economy and labour force.

A less ambitious pathway was not chosen because it would not achieve the goal of becoming a renewable and net-zero community by 2050. Choosing a less aggressive pathway also positions Regina behind its peer cities across Canada, including Saskatoon. This diminishes Regina’s competitive advantage in attracting economic investment in the green economy and third-party

¹ For comparison, Regina’s Gross Domestic Product (GDP) was \$15.8 billion in 2020.

funding.

Regina's "low-carbon pathway" creates the best possible economic and co-benefits for the community, while balancing the need to minimize the negative effects of climate change and optimizing Regina's competitive advantage amongst other Canadian cities.

COMMUNICATIONS

Energy & Sustainability Framework Development

Community and stakeholder engagement was a vital component of developing the Energy & Sustainability Framework. Extensive input from the community was sought to ensure the unique conditions, constraints and community voices in Regina were heard and understood. The plan was influenced by input from:

- A Community Advisory Group made up of community members from different sectors.
- An Internal Advisory Committee made up of cross-departmental staff from the City of Regina.
- Discussions with Regina's residents using a variety of outreach techniques and formats.
- Research on best practice.
- Sustainability Solutions Group expertise from working with other municipalities across Canada.

Transparency was at the heart of the engagement with meeting recordings and working drafts being regularly published on the City's public engagement platform, *Be Heard Regina*, for the public to review and stay informed. Further information can be found in *The Community Lens* section of the Framework (Appendix A).

Implementation of Low-Carbon Pathway

The development of the Framework is just the start of community and stakeholder engagement. As this is a community plan, residents and all sectors in the community will want to further explore "what does this mean to me?". Administration does not have all answers today and is committed to work with residents and the community to understand how collectively we can answer that question and take action to make Regina renewable.

DISCUSSION

Regina's "low-carbon pathway" cannot be implemented by Regina's municipal government alone. It will require significant effort, collaboration and investment from all sectors, other levels of government, utilities, residents and businesses.

Community Leadership

City Council has established several priorities for the community including economic prosperity, community safety and well-being, environmental sustainability, enhancing a vibrant community and operational excellence. Building a strong, healthy and vibrant community requires focus in these priority areas and partnerships between all levels of government, industry and community-based organizations. Although the City may not have jurisdiction in all areas, we see the impact these initiatives have on the quality of life for all residents and often take a leadership role to partner and advance action throughout the community.

The City will continue to expand its role as a community leader to advance progress on the Seven Big Moves through ongoing advocacy, partnership, awareness/education and direct action in the municipal operations. The Framework identifies a number of opportunities for partnership and collaboration, and notes where community education and leadership from other sectors are required. The City is planning to continue with the Community Advisory Group with an updated mandate that focuses on implementing the plan across the community.

For advocacy, Administration continues to work with other levels of government (provincial, federal) as well as organizations such as Federation of Canadian Municipalities. We know that financial support exists within some of these groups targeted at municipal governments but also individuals, homeowners, and businesses. The City is actively exploring opportunities for leveraging that funding to make Energy & Sustainability related actions more affordable for residents and the community.



Under partnership, there are several opportunities that are being explored by Administration with our external stakeholders. The City looks forward to upcoming investment and innovation opportunities that strengthen its relationships with indigenous communities and industry. We know our partners at Economic Development Regina will be vital in attracting and reporting on businesses in the green economy and job growth.

Education and awareness will be one of the most important pieces as our community continues on the journey of transitioning to a Renewable Regina. As a demonstration of leadership, the City is focusing efforts on building energy literacy within the community and educating about the impacts of climate change. The choices each of us make every day are key to achieving the 2050 goal.

Our goal is to clearly communicate the economic, social, and environmental benefits of pursuing Regina's renewable goal, and to create awareness of available programs and resources that will encourage and drive sustainable change.

The City has invested \$70,000 in 2022 to continue the broad energy literacy campaign that began in 2021 and is also focusing on increasing awareness about vehicle idling and energy consumption. The City is not alone in needing to increase education and awareness and looks forward to partnering with other corporations like SaskPower on these campaigns.

We will continue to use the City's online engagement platform *Be Heard Regina*, as well as in-person experiences to keep residents updated and engaged.

Municipal Operations Takes Action on the Seven Big Moves

The City has the opportunity to lead the way and demonstrate benefits that can be achieved by taking action to make the Seven Big Moves within municipal operations and through partnership. Administration has many initiatives already underway or planned between now and 2024 that align directly to the Seven Big Moves and the principle of “reduce, improve, switch”. With the approval of the Framework, these actions are expected to expand based on discussions with stakeholders on how we can work in partnership to advance broader community action on the Seven Big Moves.

In addition to the Framework, there are synergies between the actions municipal operations are taking and the recent Efficiency Review. There are several initiatives that move us towards our Energy & Sustainability goals and are significant efficiency improvements for municipal operations including facilities, fleet, landfill/waste diversion, transit trees, water/wastewater and land use planning. An overview of these initiatives is included in Appendix B.

In 2022, the City invested approximately \$6 million in actions in anticipation of the Seven Big Moves. An overview of those investments and the associated work is provided below:

Investment in energy retrofits at City facilities (\$250K). Building energy retrofits are a key part of the Energy & Sustainability Framework and the City will begin this work in 2022 with additional investment being required in subsequent years. Retrofits at City facilities are being targeted where energy consumption is highest based on data collected from the Energy Monitoring & Optimization Project. These investments will yield a decrease in energy expenses over the long term. Work is currently being done to estimate additional capital expenditures in future years and the ongoing operating budget reductions that could be achieved with continued investment in additional retrofit work which will be reflected in the 2023/24 budget. (Big Moves: Building Retrofits and Renewable Energy Generation).

Launching a residential home retrofit program to help make retrofits affordable for homeowners, renters, and landlords (\$200K). Home retrofits are expensive. Administration is committed to advancing a recommendation for City Council to consider establishing a Residential Retrofit Rebate program. The program is expected to be modelled after the Federal Government's Greener Homes Grant Program and to provide top-up rebates on items that qualify for the federal program. The funding in 2022 will enable this program to begin, with

funding for subsequent years requested through the 2023/24 budget process. It is important to accelerate this program prior to 2023/24 to ensure federal funding does not run out. (Big Move: Building Retrofits).

Investment in facility upgrades that prepare our transit buildings for alternative fuel buses (\$250K). Prior to transitioning to alternative fuel buses, facility infrastructure upgrades will be required to operate and maintain the new buses in the fleet. These upgrades will take several years to complete and the sooner we begin, the sooner we can switch. Facility infrastructure design work is anticipated to commence in 2022 with implementation in 2023 so that it is ready to use when the new bus fleet begins arriving in 2024. Funding for implementation will be requested in the 2023/24 budget. (Big Move: Low Emissions Vehicles).

Installation of vehicle charging infrastructure (\$50K). As our Fleet is transitioned to electric vehicles investment in charging infrastructure is required. As the number of electric vehicles in our fleet will be minimal in 2022, only \$50K is requested. Additional investment in charging infrastructure will be included in the 2023/24 budget request. (Big Move: Low Emissions Vehicles).

Investing in marketing and awareness programs (\$70K). Building energy literacy and educating residents about the impacts of climate change and their contribution toward mitigating is key to achieving a Renewable Regina. This money is being used to continue the broad energy literacy campaign led by the City throughout 2021, in addition to more targeted items like reducing vehicle idling and reducing energy consumption. (All Big Moves).

Investment of green bins for Curbside Food and Yard Waste Services (\$5.5M). The Curbside Food and Yard Waste Program is rolling out city-wide in fall of 2023. In preparation of the implementation green bins are being purchased in 2022.

The City is preparing for the upcoming two-year budget cycle and to remain on the “pathway”, targeted investment is expected to focus in the following areas: retrofitting City facilities, installing electrical vehicle charging infrastructure, purchasing electrical vehicles and buses, installing rooftop solar for City facilities and advancing partnership opportunities.

By taking significant action on City operations, we can use success to increase the education, awareness and adoption of residents and all sectors in our community to take action. This will facilitate ongoing work of City staff as they work with key stakeholders to advance actions outside of City jurisdiction that achieve targets for the Seven Big Moves.

Monitoring and Reporting

The Energy & Sustainability Framework has been developed using a science and evidence-based approach with achievable targets and set milestones. It provides an opportunity to establish how

data can be used to track to the plan and measure success and/or recalibrate to achieve long-term targets.

The City is participating in the Harvard Bloomberg Data Track which is allowing us to develop a foundation for monitoring and reporting starting with municipal operations. We will continue to add additional reporting as we work with community partners and explore how we can share data to tell our community's progress towards Renewable Regina.

The first annual progress report is scheduled to be considered by Council in the second quarter of 2023.

Using data to demonstrate positive impacts of implementing actions to advance the Seven Big Moves across other priority areas such as community well-being and economic growth is an important success factor to building a strong, healthy and vibrant community.

DECISION HISTORY

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

- a. Community and municipal-wide action plans, with timelines and targets to achieve a Renewable Regina by 2050;
- b. Actions focused on land use and transportation planning, development and building permit guidelines, energy efficient building design, transportation demand management, waste management, energy conservation, regulatory tools, financial tools, advocacy for legislative change, as well as public education and awareness;
- c. Community engagement through the development and implementation;
- d. A regular and ongoing progress reporting framework that includes community reporting at regular intervals; and
- e. A preliminary estimate of the financial and economic impacts associated with implementing an action plan.

In response, at the June 20, 2019 Planning and Priorities Committee meeting, the Administration recommended:

1. That the City of Regina host and Energy and Sustainability Conference in May 2020 to provide input into the development of an Environmental Sustainability Framework, which among other initiatives, would include a roadmap for the organization to move to more renewable energy sources, autonomous vehicles and solar panels.
2. That the return date for item MN18-11, MN18-1 and MN18-4 be updated to Q3 of 2020 on the List of Outstanding Items of City Council.

These recommendations were approved by the Committee and forwarded to the July 29, 2019 City Council meeting where they were approved. The *Reimagine Conference* was scheduled for May 20-21, 2020. The conference agenda was focused on best practices in energy management and environmental sustainability. The content would have provided input into the development of Regina's Framework/Roadmap.

On March 13, 2020, the Energy and Sustainability Conference Planning Group made the decision to postpone the Conference until Fall 2020. The scope and duration of the unfolding public health emergency was unknown but significant enough that all levels of government-imposed restrictions on most aspects of society including travel and public gatherings.

Item MN18-11 Make Regina a Renewable City, considered at the October 29, 2018 meeting of City Council stated:

1. That Administration return to Council of Q4 of 2019 with a proposed framework and implications for the City of Regina to join the growing number of municipalities from around the world and commit to be a 100 per cent renewable city by 2050.
2. That Administration seek external funding sources, such as grants made available through the Federation of Canadian Municipalities, to finance the report and any future costs incurred from this commitment.
3. Said report include at least four possibilities of new and concrete actions for improving the environmental sustainability of the City of Regina that could be considered by Council for implementation by Q4 of 2023.

Respectfully Submitted,



Cara Simpson
Director, Innovation, Energy & Technology

Respectfully Submitted,



Louise Folk
Executive Director, People & Transformation

ATTACHMENTS

Appendix A - CoR Energy and Sustainability Framework
Appendix B - ESF Municipal Operations Action Plan



Energy & Sustainability Framework

Land Acknowledgement

The City of Regina acknowledges that we are on traditional lands of the Treaty 4 Territory, a Treaty signed with 35 First Nations across Southern Saskatchewan and parts of Alberta and Manitoba, and the original lands of the Cree, Saulteaux, Dakota, Nakota, Lakota, and the homeland of the Métis Nation.

All of us who are fortunate to live on these lands are Treaty People, bound to the Peace and Friendship Treaties of the 18th century, with an inherited responsibility to share this land in peace and friendship.

Indigenous communities across the globe—and throughout Canada/Turtle Island—are extremely vulnerable to the impacts of climate change. Indigenous people also hold knowledge and solutions that are integral in the fight against climate change.

The projects and initiatives resulting from the implementation of this Framework must be equitable, must benefit and respect everyone who lives here, and must aim to protect, sustain, and nurture our natural environment, which we all depend upon for survival.

Contributors to the Framework

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And many members of the community.

Disclaimer

Reasonable skill, care, and diligence have been exercised to assess the information acquired during the preparation of this analysis, but no guarantees or warranties are made regarding the accuracy or completeness of this information. This document, the information it contains, the information and basis on which it relies, and the associated factors are subject to changes that are beyond the control of the author. The information provided by others is believed to be accurate but has not been verified.

This analysis includes strategic-level estimates of the City of Regina that should not be relied upon for design or other purposes without verification. The authors do not accept responsibility for the use of this analysis for any purpose other than that stated above and do not accept responsibility to any third party for the use, in whole or in part, of the contents of this document. This analysis applies to the City of Regina and cannot be applied to other jurisdictions without analysis. Any use by the City of Regina, its sub-consultants, or any third party, or any reliance on or decisions based on this document, are the responsibility of the user or third party.

A Note on the Impact of Coronavirus (COVID-19)

The analysis in this document was completed as COVID-19 was spreading rapidly in Canada, but doesn't include detailed considerations for changes in population, transportation, housing, and office building needs that have or may result from the pandemic. Even so, the analysis continues to be relevant not only because the climate crisis persists, but also because this document provides solutions that can stimulate the economy during pandemic-induced economic challenges and changes. The solutions the report recommends, ranging from retrofits to investing in renewable energy, are designed to decrease emissions and increase energy efficiency while creating jobs.

In the context of COVID-19, here are some key points to consider:

- The pandemic is a global health crisis that has radically transformed societies and economies, resulting in tragedy and disrupting work and home life everywhere.¹
- Nearly two years into the pandemic, the impact of COVID-19 on people, workplaces, and the economy, as well as the duration of those impacts, presents many uncertainties. The recovery and 'new normal' will be affected by a combination of factors such as the evolution of the pandemic, the design of public policy responses, and the continuing response by global institutions.
- A decline in activity has resulted in a short-term reduction in GHG emissions but concentrations of GHG emissions in the atmosphere continue to climb and global temperatures continue to increase.² The pandemic has also disrupted international efforts to address climate change.
- In the short term, the impacts of COVID-19 both challenge and reinforce actions outlined in the Framework.
- As Canada initiates efforts to recover from the impact of the coronavirus, there is an opportunity to stimulate the economy with investments that simultaneously address the climate crisis. This Framework describes an investment opportunity that will generate jobs, stimulate businesses, reduce GHG emissions, and provide benefits for the community and the City.

¹ World Health Organisation (2020). World health statistics 2020: monitoring health for the SDGs, sustainable development goals. Retrieved from: <https://apps.who.int/iris/bitstream/handle/10665/332070/9789240005105-eng.pdf>

² World Meteorological Organisation (2020). The Global Climate in 2015-2019. Retrieved from: https://library.wmo.int/doc_num.php?explnum_id=10251

Abbreviations

BAP – Business-as-planned scenario

City – The City of Regina municipal corporation/government

city – The broader Regina community

CO₂ – Carbon dioxide

CO₂e – Carbon dioxide equivalents

GHG – Greenhouse gas

ICI – Industrial, commercial, and institutional sector

LCS – Low-carbon scenario

NPV – Net present value

RNG – Renewable natural gas

PV – Photovoltaic

VKT – Vehicle kilometres travelled

A glossary of terms can be found in Appendix A.

Units

GHG emissions

1 MTCO₂e = 1,000,000 tCO₂e

One megatonne of carbon dioxide equivalents is equal to one million tonnes of carbon dioxide equivalents.

Energy

1 MJ= 0.001 GJ

1 TJ= 1,000 GJ

1 PJ= 1,000,000 GJ

1 GJ= 278 kWh

1 MWh= 1,000 kWh

1 GWh=1,000,000 kWh

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A Note from the City of Regina

The Energy and Sustainability Framework provides the City of Regina with a low-carbon pathway to make informed decisions that mitigate climate change, support continued growth, and ensure a sustainable future for our community. The Framework outlines actions to achieve reductions in greenhouse gas emissions and change the way we use and source energy, while collective benefits for our environment, economy, community well-being and quality of life. These actions guide the City of Regina as it goes about setting policies and programs, making necessary investments, and establishing partnerships that will help achieve our target of becoming a renewable, net-zero emissions community that is known for its vibrancy, inclusivity, and resiliency.

Executive Summary

Regina, like cities around the world, is confronting the climate crisis. With each passing year, the window to take action to limit global warming and climate change to a level that will avoid the most catastrophic impacts is closing. Action must now occur at a scale and pace that will present both challenges and opportunities for Regina. Regina is acting now and planning ahead to seize opportunities relating to the energy transition, and to mitigate and address challenges that lie ahead in making that transition.

Regina's Commitment

In 2018, City Council voted unanimously for Regina to become a one hundred per cent renewable energy community by 2050. This means using renewable energy for transportation, heating and cooling, and power. It demonstrates Regina's commitment to the energy transition from fossil fuels to renewables happening across the world.

In October 2020, Council tasked City staff with pursuing the development of a community-wide Energy and Sustainability Framework to lay the groundwork for the transition to renewables, while decreasing greenhouse gas emissions. Council broadened their scope at this time to have staff investigate actions focused on land-use and transportation planning, development and building permit guidelines, energy-efficient building design, transportation demand management, waste management, energy conservation, regulatory tools, financial tools, advocacy for legislative change, and public education and awareness. This broader assessment of the community's emissions and energy use across all sectors is in line with the Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories, the global best practice for measuring and reporting on emissions at the community scale.

This Energy and Sustainability Framework (the "Framework") charts a pathway for responding to the climate crisis. Its recommendations align with the Intergovernmental Panel for Climate Change's (IPCC) recommended pathway by reaching net-zero emissions by 2050 and by more than halving Regina's community greenhouse gas emissions by 2030. According to the IPCC, this is the pathway required to limit global temperature rise to below 1.5 degrees Celsius, the threshold for avoiding the most devastating impacts of climate change.

The Framework outlines opportunities available to all sectors of Regina's community. It underscores the need to reduce energy use where possible and drastically increase energy efficiency before and while transitioning to renewable energy sources. This will minimize emissions, decrease the burden on utility systems, and maximize the financial return and co-benefits such as equity and job creation. For Regina to reach its targets, it will be key for the community to complete all of the actions on the schedule and in the order presented in the implementation timeline. Reaching the interim 2030 target of a 50 per cent decrease in GHG emissions by 2030 over 2016 levels will set the community on a pathway for reaching its 2050 net-zero emissions and one hundred per cent renewable energy goals.

Developing the Framework

The Framework was developed using the six major steps outlined below:

- 1. Preparation:** Understanding the local context in Regina and collecting local data, including population data, buildings data, and utility data.
- 2. Inventory:** Conducting baseline energy use and emissions modelling to understand Regina's current energy and emissions profile. Conducting additional energy use and emissions models to illustrate how we can expect the energy and emissions profile to change between now and 2050 based on current policies and practices.
- 3. Target-setting:** Using Regina's 2050 net-zero goal, best practices energy and emissions planning, and local engagement to determine the pathway to get there.
- 4. Actions and scenario:** Developing a set of actions and an overall low-carbon scenario with actions that are timed and sequenced for Regina to achieve its target. Assessing the financial impact of the low-carbon scenario.
- 5. Implementation:** Designing an implementation guide based on local context and best practices that outlines the programs, policies, initiatives, and infrastructure that will allow Regina to implement the low-carbon actions and achieve its target.
- 6. Monitoring and evaluation:** Designing a monitoring and evaluation structure that will allow the City and community to adapt and improve over time.

Current Emissions and Energy Use

Greenhouse gas and energy-use inventories were completed as one of the first milestones in developing the Framework. The inventories calculate the GHG emissions and energy use in a baseline year across each sector in the community including residential, commercial, municipal, transportation, industry, and waste. The findings for the 2016 baseline year³ were:

- 5.4 megatonnes of CO₂e emissions across the community
- 23.5 tonnes of CO₂e emissions per capita (compared to the national average of 19.2)⁴
- 71.3 PJ of energy use across the community
- 319 GJ of energy use per capita (compared to the national average of 363 GJ)

The major sources of emissions in 2016 were the industrial sector (34 per cent), transportation (24 per cent), commercial (17 per cent), and residential (16 per cent). Municipal operations made up just over one and a half per cent of total community emissions. By fuel type, natural gas made up 36 per cent of total community emissions, while grid electricity accounted for 20 per cent and gasoline for 16 per cent.

The major energy-use sectors in 2016 were industrial (43 per cent), transportation (26 per cent), residential (16 per cent), and commercial (15 per cent). Municipal government operations made up one per cent of total community energy use. By fuel type, natural gas made up the majority of energy use at 56 per cent, while gasoline for vehicles made up 18 per

³ Note that 2016 is the baseline year because it is the most recent Census year, which provides the best data for providing a scenario.

⁴ Note that Canada is a high-emitting country, with less than 0.5 per cent of the global population and nearly two percent of the world's emissions.

cent. Grid electricity made up less than eight per cent. End uses for energy were dominated by industrial processes, transportation, and space heating in buildings.

Key Findings from the Business-as-Planned Scenario

The business-as-planned scenario illustrates the energy-use and GHG emissions trajectory in Regina if the community takes no additional action on climate change beyond the activities that are already underway or planned. The scenario accounts for current plans, policies, legislation, and regulations at municipal, provincial, and federal levels, along with changes in population and jobs in Regina but not pledges, promises, or ideas that have not yet been endorsed, passed through legislation, or budgeted for. The results from the business-as-planned scenario included:

- Emissions dropping slightly and then returning to 5.4 megatonnes CO₂e by 2050;
- Emissions per capita decreasing from 23.5 tonnes of CO₂e per person to 14 by 2050;
- Energy use increasing from 71 PJ to 84 PJ by 2050; and
- Energy use per capita decreasing from 319 GJ to 220 GJ.

Decreased energy use and emissions reductions in the business-as-planned scenario are largely due to increasingly efficient new buildings and switching to electric vehicles. This downward trend is being negated by increases in population and job growth that result in additional energy use and emissions production. The result is a relatively stable emissions trajectory that will not meet Regina's goal.

Developing a Low-Carbon Pathway

The results of the business-as-planned scenario indicate that significant additional actions and efforts are needed in Regina to meet the community emissions reduction and one hundred per cent renewable energy targets. A low-carbon scenario was developed and modelled by considering locally relevant context, including opportunities and constraints, best practices from other communities, and input from stakeholders. The process identified seven key areas, known as the seven Big Moves, for action that are necessary to achieve the target:

1. **Building retrofits:** Current buildings must be approximately 50 per cent more efficient, on average, than what they are today;
2. **Clean heating:** Current and new buildings need to use more efficient and cleaner space- and water-heating systems;
3. **Net-zero new construction:** New construction must not be a source of GHG emissions;
4. **Renewable energy generation:** Renewable energy must be increased drastically at the building and community scale to meet Regina's energy needs in a clean and sustainable way;
5. **Low-emissions vehicles:** Low-emissions vehicles, including electric vehicles, must replace gasoline- and diesel-powered vehicles;

- 6. Increasing active transportation and transit use:** Active transportation and transit use must displace some single-passenger vehicle trips; and
- 7. Cleaning and re-energizing industry:** The industrial sector needs to reduce its emissions to be economically competitive in the future.

Additional moves, representing smaller decreases in GHG emissions were also identified, including enhancing composting and recycling programs and intensifying land use.

The Big Moves and additional moves are composed of 31 discrete actions that must be completed for the low-carbon pathway to be realized. Twenty-three of these actions need to be underway or in the planning stages by the end of 2023.

Table 1. Low-Carbon Actions.

ACTION	DESCRIPTION
1.1 Deep Retrofits—residential, pre-1981 construction	Achieve 50% thermal (building envelope) efficiency increase and 10% electrical savings in 100% of buildings by 2030
1.2 Deep Retrofits—residential, 1981–2016 construction	Achieve 50% thermal (building envelope) efficiency increase and 10% electrical savings in 100% of buildings by 2035
1.3 Deep Retrofits—ICI	Achieve 50% thermal (building envelope) efficiency increase and 10% electrical savings in 100% of buildings by 2035
2.1 Switch to clean fuels in existing buildings—residential	Add air-source heat pumps and electric water heaters to 100% of buildings when current systems reach end of life
2.2 Switch to clean fuels in existing buildings – ICI buildings	Add air-source heat pumps and electric water heaters to 100% of buildings when current systems reach end of life
2.3 Switch to clean fuels in all new construction – air-source heat pumps	Add air-source heat pumps and electric water heaters to 100% of new buildings without ground-source heat pumps starting immediately
2.4 Switch to clean fuels in all new construction – ground-source heat pumps	Add ground-source heat pumps and electric water heaters to 15% of new buildings starting immediately
3.1 All new residential construction is net-zero by 2030	The percentage of new buildings constructed to net-zero standards reaches 50% of new construction by 2026 and 100% of new construction by 2030
3.2 All new ICI buildings are built to National Energy Building Code	All new commercial and industrial buildings are built according to the National Energy Building Code tiers beginning in 2023

ACTION	DESCRIPTION
4.1 Maximize rooftop solar PV on new buildings	New builds will install solar PV (supplying 50% of the building's base load) to maximize rooftop solar potential, starting immediately
4.2 Maximize rooftop solar PV on existing buildings	Existing buildings will add solar PV in line with retrofit schedule (supplying 50% of the building's base load) to maximize rooftop solar potential
4.3 Meet energy needs through local energy generation—solar PV	Add 1915 MW of solar PV in community solar farms by 2035
4.4 Meet energy needs through local energy generation—wind farms	Add 475 MW of wind-generating capacity in community wind farms by 2035
4.5 Meet energy needs through local energy generation—geothermal heating at University of Regina	Convert the district energy system at the University of Regina to geothermal by 2030
5.1 Electrify vehicles—personal-use	80% of new light-duty, personal-use vehicles purchased are electric by 2025 100% are electric by 2030
5.2 Electrify vehicles—ICI use	80% of new light-duty, ICI-use vehicles purchased are electric by 2025 100% are electric by 2030
5.3 Electrify medium- and heavy-duty trucks, or purchase hydrogen-fueled*	100% of medium- and heavy-duty truck purchases are electric or hydrogen-fueled* by 2045 *green hydrogen
5.4 Electrify transit	100% of new City transit buses are electric
6.1 Expand transit service	Expanded service is offered to encourage a 25% transit mode share by 2025
6.2 Transportation demand management	Employ car-free zones, increased parking rates, car and bike-share programs, and work-from-home measures to reduce demand for personal-use vehicles, starting with pilot projects in 2023
6.3 Increase active transportation	Continue to develop active transportation system to reach 50% of short trips being active by 2050
7.1 Industrial efficiencies	Industrial process improvements will increase energy efficiency by 30% between now and 2045

ACTION	DESCRIPTION
7.2 Industrial energy shift—renewable natural gas and hydrogen	The industrial sector will shift away from natural gas towards hydrogen and renewable natural gas
7.3 Industrial process heat shift—electrification	50% of process heat electrified by 2050
7.4 Primary industry implements net-zero targets	Primary industry reduces methane and employs carbon sequestration to reach net-zero emissions by 2050
8.1 Waste and wastewater improvements	Increase methane capture to 95% by 2025 After 2025, the WWTP uses all available biogas/RNG from capture 10% reduction in water/wastewater consumption (behaviour change)
8.2 Recycling program	Increase recycling rates to meet 65% waste diversion by 2030
8.3 Organic compost program	95% of organics waste is composted by 2030
8.4 Landfill gas capture	Expand landfill gas capture program to reach 40%
8.5 Spatial densification—residential	Adapt the City's growth plan to allocate growth as follows: 15% new population to city centre; 50% to intensification areas—specific zones along transit nodes; and 35% to new neighbourhoods
8.6 Spatial densification—commercial	Adapt the City's growth plan to allocate growth as follows: 15% new population to city centre; 50% to intensification areas—specific zones along transit nodes; and 35% to new neighbourhoods

These 31 actions are further broken down into programs, initiatives, policies, and infrastructure investments that will drive their implementation. Wherever possible, attention to co-benefits, such as increased air quality, increased water quality, local economic development, and opportunities to implement actions in an equitable manner, have been highlighted.

The low-carbon pathway cannot be implemented by Regina's municipal government alone. In fact, it cannot be implemented by any one single individual, entity, business, or sector at all. It will require significant effort and investment from all sectors, other levels of government, utilities, community members and businesses. While the Framework focuses on actions the municipal government can take, it identifies opportunities for partnership and collaboration and notes where community education and leadership from other sectors are required.

During the development of the Framework, thousands of person-hours were dedicated to engagement. A Community Advisory Group, composed of community-wide organization and sector representatives, was involved in every stage of the Framework development. Interviews and focus groups were held with individuals with specialized knowledge and expertise. City of Regina staff members from across departments learned about the Framework and provided input on how actions could impact and align with other planning efforts and operations. The community was engaged through outreach by City staff and on the City's online public participation platform, through a community forum, a community survey, and through a student forum. This type of outreach, engagement, and collaboration needs to continue and evolve as the community sets out to implement the Framework.

The Framework responds to much of what was heard through engagement activities. This includes:

- Actions must consider equity effects;
- The municipal government must act as a leader, partner, and convener;
- Action must start now to demonstrate ambition and commitment;
- Innovation and new technologies must be considered;
- Communication and education from the municipal government is key; and
- Residents need support to take action.

Financial Modelling

Typically, implementing a low-carbon pathway can have a positive economic impact in a community with new jobs and industries being created and individuals saving money on energy costs in the long term. As the world moves toward the energy transition, those who do not participate may be left behind with industries and economies that are no longer relevant. Additionally, allowing the world to warm beyond 1.5°C will lead to an increase in severe weather events and the costs associated with them.

Regina is no exception to this trend. Implementing Regina's Framework is projected to generate a net financial benefit of over \$18 billion across the community by 2100 compared to continuing on the business-as-planned trajectory. Between 2022 and 2050, this is a cumulative total of 120,000 person years of employment. At its height, the Framework will generate an annual net financial benefit of two billion dollars.

Moving Forward

Implementing the Framework is critical to Regina's community health and wealth. It is an investment opportunity at an unprecedented scale that will generate positive impacts throughout every sector in the community. It will also take enormous effort and investment by every sector in the community and requires the leadership and endorsement of Regina's municipal government. The work must start now and must be monitored and adapted over the coming years to achieve the goals laid out by Regina City Council.

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Introduction

A Call to Action

Climate change is an unprecedented threat to global social, economic, and environmental systems. It poses risks to human health, public safety, infrastructure, livelihoods, and the world's biodiversity and ecosystems. As the earth continues to warm due to human-caused greenhouse gas (GHG) emissions, the risks increase in frequency and severity.

In an attempt to curb emissions and limit the impacts of climate change, 196 countries signed the Paris Agreement in December 2015, during COP21. Signatories of this legally binding international treaty on climate change agreed to limit global warming to well below a 2°C and preferably to a 1.5°C increase above pre-industrial levels.⁵ Despite these commitments, current global GHG emissions levels put the world on a trajectory towards 3°C or more of warming.⁶ Nationally, Canada has committed to reducing greenhouse gas by 45 per cent below 2005 levels by 2030.⁷ Canada has not reached any of its previous climate targets and has one of the highest levels of GHG emissions per capita in the world.

Despite global shortcomings in attempts to significantly reduce greenhouse gas emissions and amidst increasing scientific evidence of unprecedented and irreversible changes in the climate system, a recent report by the Intergovernmental Panel on Climate Change (IPCC) provides evidence that it is still possible to limit the most catastrophic impacts of climate change.⁸ Local governments and communities are on the forefront of creating the changes required to slow climate change by developing and implementing localized solutions that meet the needs of their communities and the broader global community.

⁵ United Nations Framework Convention on Climate Change. (2015). The Paris Agreement. Retrieved from: <https://unfccc.int/process-and-meetings/the-paris-agreement/the-paris-agreement>

⁶ United Nations Climate Change. (18 February 2021). New UNEP Synthesis Provides Blueprint to Urgently Solve Planetary Emergencies and Secure Humanity's Future. Retrieved from: <https://unfccc.int/news/new-unesp-synthesis-provides-blueprint-to-urgently-solve-planetary-emergencies-and-secure-humanity-s>

⁷ Government of Canada. (July 12, 2021). Government of Canada confirms ambitious new greenhouse gas emissions reduction target. Environment and Climate Change Canada, Press Release. Retrieved from: <https://www.canada.ca/en/environment-climate-change/news/2021/07/government-of-canada-confirms-ambitious-new-greenhouse-gas-emissions-reduction-target.html>

⁸ Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Masson-Delmotte, V., P. Zhai, A. Pirani, S.L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M.I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J.B.R. Matthews, T.K. Maycock, T. Waterfield, O. Yelekçi, R. Yu, and B. Zhou (eds.)]. (2021). Climate Change 2021: The Physical Science Basis. Cambridge University Press. In Press.

About Regina

Regina is the capital city of Saskatchewan and the province's second-largest city by population. It is the commercial hub for the southern part of the province and is the home of the University of Regina. It is located in south-central Saskatchewan along Wascana Creek within the Moist Mixed Grassland Ecoregion.

Regina had a total population of over 220,000 at the time of writing. The City of Regina's Official Community Plan projects significant population growth over the next 25 years, reaching well over 300,000 during that time frame.

Historically, Regina's economy has been rooted in agriculture, natural resources, and manufacturing, along with tourism. Since the 1950s, oil and gas has become a significant part of Regina's economy. Regina's economic reliance on the natural resources and agriculture industries creates an imperative to act on climate change—both to ensure that changes in local climate and severe weather events do not disrupt economic activity and to ensure that as the world transitions to new forms of energy production and consumption, Regina has the trained workforce, knowledge, and capabilities to continue supplying energy, products, and services.

Climate Change Impacts

Regina has already started to experience the impacts of climate change, with an increase in average temperatures, more days over 30°C in the summer, and wetter springs and winters. With these changes, there is an increased risk of extreme weather events, including longer and more intense heat waves and more flash floods. In the summer of 2021, during the development of the Energy & Sustainability Framework (the "Framework"), Regina experienced what is thought to be the worst drought on record for the region,¹² severe flooding due to heavy rainfall,¹³ and air quality warnings due to wildfires in northern

“The Energy & Sustainability Framework is Regina's community plan to help slow climate change and leverage new opportunities to create a more resilient, healthy, and wealthy community.”

⁹ Prairie Adaptation Research Collaborative (n.d.) SaskAdapt. <https://www.parc.ca/saskadapt/community-assessments/regina.html>

¹⁰ Economic Development Regina. (2021). Multiple Sector's Drive Regina's Economy. <https://economicdevelopmentregina.com/sectors>

¹¹ Canadian Plains Research Centre, University of Regina. (2016). The Encyclopedia of Saskatchewan, Oil and Gas Industry. https://esask.uregina.ca/entry/oil_and_gas_industry.jsp

¹² Sorokon, K. (August 12, 2021). Saskatchewan could be facing its worst drought on record. 980 CJME. <https://www.cjme.com/2021/08/12/saskatchewan-could-be-facing-its-worst-drought-on-record/>

¹³ Davenport, C. and Rattray, T. (June 11, 2021). 'This is a lot of water': Several Regina roads flooded following heavy rain. CTV News. Retrieved from: <https://regina.ctvnews.ca/this-is-a-lot-of-water-several-regina-roads-flooded-following-heavy-rain-1.5466535>

Saskatchewan.¹⁴ According to the Climate Atlas of Canada, Regina can continue to expect increases in average temperature, increases in the number of extremely hot days (over 34°C), and increased variability in rainfall patterns.¹⁵

Climate Change Mitigation Efforts in Regina

In October 2020, City Council approved the following recommendation from the 2018 motion:

“Direct the Administration to develop a community-wide Energy & Sustainability Framework and Action Plan that includes:

- a. Community- and municipal-wide action plans, with timelines and targets to achieve a renewable Regina by 2050;
- b. Actions focused on land-use and transportation planning, development and building permit guidelines, energy-efficient building design, transportation demand management, waste management, energy conservation, regulatory tools, financial tools, advocacy for legislative change, as well as public education and awareness;
- c. Community engagement throughout the development and implementation;
- d. A regular and ongoing progress reporting framework that includes community reporting at regular intervals; and
- e. A preliminary estimate of the financial and economic impacts associated with implementing an action plan.”

City staff also clarified that a 100 per cent renewable energy target was best achieved through a broader approach to 1) conserve energy where practical, 2) improve energy efficiency, and then 3) add renewable energy. The broader approach aims to minimize costs and maximize benefits and measures success through emissions reductions associated with reduced energy use and added renewables in the community.

Prior to the development of this Framework, climate change mitigation actions were outlined in several City policy and planning documents. The Official Community Plan (OCP) states a policy goal to:

“In 2018, the City of Regina’s City Council voted unanimously to become a renewable energy community by 2050, which means using 100 per cent renewable energy for transportation, heating and cooling, and power.”

¹⁴ Coleman, C.. (August 9, 2021). Regina, Saskatoon spend a combined 186 hours blanketed in wildfire smoke so far this year. CBC News. Retrieved from: <https://www.cbc.ca/news/canada/saskatchewan/regina-saskatoon-spend-a-combined-186-hours-blanketed-in-wildfire-smoke-so-far-this-year-1.6134396>

¹⁵ Climate Atlas of Canada (July 10 2019). Climate Atlas of Canada, version 2 (July 10, 2019), using BCCAQv2 climate model data. <https://climateatlas.ca/>

“Build a resilient city and minimize Regina’s contributions to climate change.”

The OCP outlines several actions to achieve this policy goal, including promoting more energy-efficient new construction; improving Regina’s air quality, including reducing corporate and community GHG emissions; monitoring changes in climate and their impact on the city, and developing mitigation strategies; and encouraging the reduction of GHG emissions through the use of alternative energy sources.

In June 2019, a staff report outlined that the City Administration was continuing to explore action the City of Regina could take including:

- Pursuing the generation of an additional four (4) MW of renewable electricity (currently the City produces one (1) MW of renewable energy through the landfill gas-to-energy generator);
- Transitioning all City vehicles to those that use renewable energy; and
- Transitioning to renewable methods of heating City facilities.

Charting a Path to Regina’s Renewable Energy Future

With a target in place, the next key step in realizing the opportunities relating to emissions and energy-use reduction, including lower utility bills, a more connected community, and better air quality, is to build a pathway to get there. To do this, a deep exploration and understanding of the local context and global best practices is critical.

Becoming a 100 per cent Renewable, Net-Zero City

Regina is taking a broad approach to addressing climate change. This Framework outlines actions that:

1. Reduce energy consumption;
2. Improve energy usage and efficiency; and
3. Switch fossil-fuel-driven systems to renewable and low-carbon energy sources.

Renewable energy methods like wind and solar cannot produce energy at the same scale as burning fossil fuels. Part of why fossil fuels are so attractive is that they produce incredible power from small amounts; however, they produce this power at the cost of the planet’s livable climate.

With this in mind, the path to Regina’s renewable energy future requires two shifts:

- 1) the community needs to reduce unnecessary energy consumption and drastically improve its energy efficiency as a precursor to making renewables cost-effective and viable, and
- 2) the community needs to switch from systems that burn fossil fuels to those that use renewable energy.

Technologies that use electricity are generally more efficient than their fossil-fuel-driven counterparts. As such, switching to electricity-powered technologies like electric heating and electric vehicles will do much of the work required to improve the city's energy efficiency.

A switch to electricity-powered technology—when that electricity is generated using renewables—has the added benefit of drastically reducing greenhouse gas emissions.

But electricity is not the only solution for Regina. Regina is a cold-climate city with a productive industrial sector. Solutions that meet the needs of residents and businesses will include, at the very least, interim shifts to low-emissions fuels including renewable natural gas and green hydrogen.

To reach its goal of becoming a 100 per cent renewable energy community with net-zero emissions by 2050, Regina needs to chart a path. The path needs to accommodate its unique circumstances and local context and set the community up for success. Such a shift does not happen overnight, and it does not happen without direction. This Framework charts that path and identifies the actions that must be taken to follow it.

The City carried out a robust engagement process and a set of emissions, energy-use, and financial modelling exercises to chart a path that is tailored to Regina's unique community and its needs.

The engagement process (Section Two) provided opportunities for interested stakeholders, including the public, to contribute to the path's development and kept people informed of key decisions.

The first energy-use and emissions modelling exercise (Section Three) investigated how the community uses energy today and what the resulting emissions are. This a crucial step in understanding the current energy-use and emissions patterns in the community and establishes the baseline from which future targets and actions can be developed. Further energy-use and emissions modelling was then completed to create a business-as-planned scenario. The business-as-planned scenario used the baseline data and other locally relevant data to project how that energy use and its related emissions could plausibly change into the future if the community were to take no action to improve efficiency or reduce emissions other than the actions already planned. This includes City policies and plans, such as intensification targets, federal targets such as the mandatory electric vehicles sales targets, and community-wide building retrofit rates, which are currently estimated to be 0.5 percent of the building stock per year.

The second energy-use and emissions modelling exercise (Section Four) involved modelling a series of actions aimed at improving energy efficiency, reducing reliance on fossil fuels,

“Undertaking an energy and emissions reduction strategy is about more than fixing a problem. It is about creating a healthy system, including a community and economy that is healthy for Regina's residents.”

and subsequently reducing emissions across the community. The exercise produced multiple nuanced scenarios that explored more and less aggressive pathways. The City chose a scenario for Regina based on opportunities and constraints within the community and guided by stakeholder input and IPCC recommendations.

To identify what would be required to fully chart the path, the City developed a financial analysis of the best-fit scenario, known as the low-carbon pathway (Section Five) and then devised an implementation plan (Section Six).

Overall, this Framework details the path Regina has charted to reach its 100 per cent renewable energy and net-zero emissions goal. It represents nearly a year of iterative analysis and engagement. If followed, this path is estimated to reduce Regina's energy use by 38 per cent, and reduce its emissions by 97 per cent by 2050. It will result in Regina's contribution to global warming aligning with recommendations outlined in the Paris Agreement—keeping global warming below 2°C above pre-industrial levels and moving towards limiting warming to 1.5°C.

While addressing climate change adaptation is outside the scope of this Framework, the City acknowledges that participating in limiting global warming and climate change is one way adaptation impacts and costs can be limited. This plan focuses on climate change mitigation, or addressing the cause of climate change (human-driven emissions) to avoid greater changes in the climate and the need for more adaptation in the future.

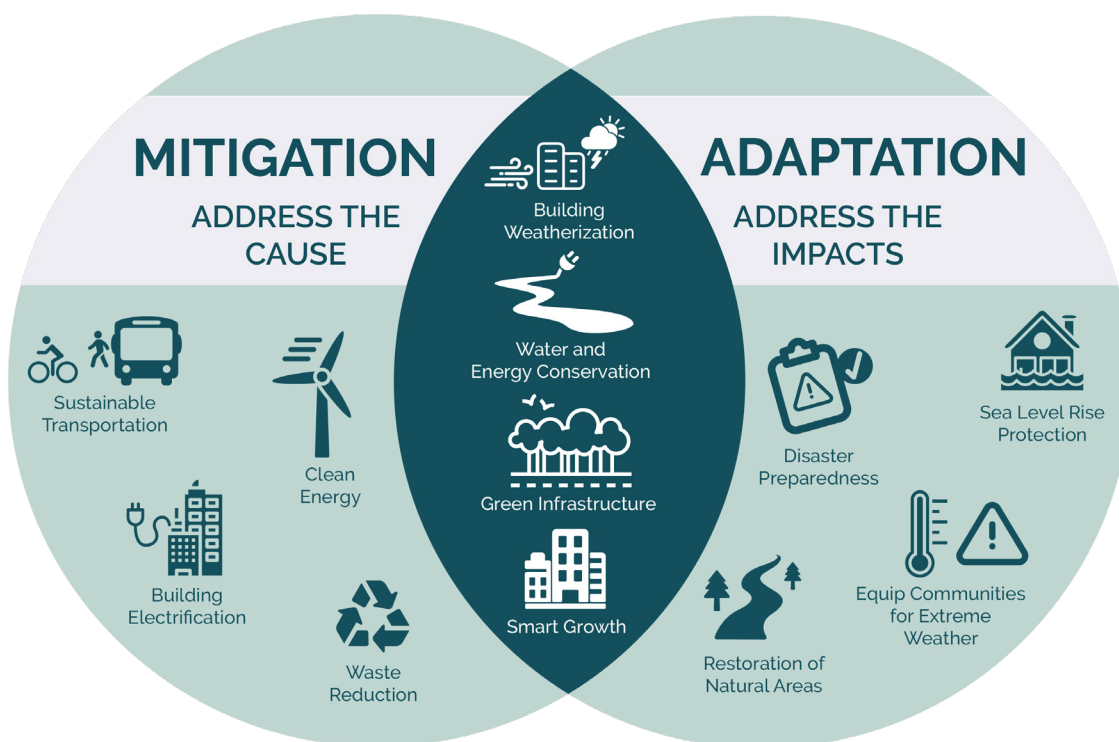


Figure 1. Adaptation and mitigation actions comparison.

A Community Lens

Although the endorsement of this Framework rests with Regina's City Council, it required extensive input from the community to ensure that the unique conditions, constraints, and community voices in Regina were heard and understood. This plan is influenced by input from:

- A Community Advisory Group made up of community members from different sectors;
- An Internal Advisory Committee made up of cross-departmental staff from the City of Regina;
- Discussions with Regina's residents using a variety of outreach techniques and formats;
- Research on best practices; and
- The consultant's expertise from working with other municipalities across Canada.

A detailed overview of engagement activities can be found in Appendix B.

Community Advisory Group and Focused Engagement

A Community Advisory Group (CAG) was formed at the outset of the Framework development. The CAG members were recruited by the City and included representation from across public institutions, utilities, industry, businesses, not-for-profit organizations, and Indigenous partners. The CAG's mandate was to inform the development of the plan and to ensure it reflects a range of community interests. Members engaged in workshops and reviews of project outputs at key stages in the planning process and provided individual feedback that represented their organization and/or sector. The CAG met four times during plan development. Participants provided feedback that helped refine the low-carbon actions and low-carbon pathway outlined in this Framework.

The CAG workshops were supported with six focus groups that included CAG members and other key stakeholders and subject matter experts in the community and five one-on-one interviews with key stakeholders and subject matter experts from the CAG. These engagements informed stakeholders of the state of the project and solicited input on low-carbon actions.

The CAG and other focused engagement opportunities provided insight into key considerations for the development and implementation of the Framework. Themes that emerged from these groups included the following:

Partnership is key: The majority of the individuals who participated in the CAG and in focused engagement opportunities are already addressing climate change in their organizations and/or sectors and are actively seeking ways to do more. Many noted ways the City could improve its partnerships with sectors and organizations by collaborating on pilot projects; providing clear direction on policies and regulations; taking feedback on how policies and regulations impact different sectors and adjusting accordingly; being an ongoing convener of interested and affected parties; and simply being a champion of climate action in the community.

Leadership from the City: Many of the participants and their organizations look to the City of Regina to show leadership in the community through its actions. This includes the City reducing energy use and emissions in its own operations and assets, and communicating transparently about its progress. For some, it also means the City being an advocate to higher levels of government for stronger action and incentives.

Communication and consideration are imperative: The focused engagement invited in a diversity of organizations and perspectives. And with this diversity came different opinions as well as levels of readiness, and support for different actions. However, all participants were clear that they want ongoing communication and clarity from the City. They expect the City to consider the various impacts their decisions will have, whether they be on costs to businesses, intergenerational justice, or services offered to residents.

Broader Community Perspectives

Soon after the project kick-off, the City launched a project website to inform the public about timelines and opportunities for engagement. Throughout the lifecycle of the project, residents were able to post their ideas for a low-carbon future on the Be Heard Regina public participation platform, ask questions to the project team, and share their vision for a low-carbon Regina.

The Be Heard Regina platform hosted a community survey during the low-carbon action development phase of the project and physical copies were available at City Hall. During this phase, a student forum and public forum were also held to provide an opportunity for members of the public to share their hopes and concerns around the Framework and the focus areas for GHG reductions and their feelings about climate change.

Input from the participants highlighted not only different perspectives on the impacts of energy and emissions reductions goals but key concerns held in the community around barriers to implementation and the opportunities participants saw in the community. Themes that emerged included:

Fear of inaction: Participants expressed concern that inaction would result after the development of the Framework. They cited several factors that could lead to inaction, including a lack of political will (at all levels of government); influence by industry (the oil and gas sector in particular); lack of public knowledge, understanding, and interest; difficulties in achieving the required behaviour change; and a general lack of urgency around the issue from both the public and politicians.

In particular, youth viewed a lack of action and urgency in an existential way and expressed fears about their future and human existence. This highlights a need for ongoing communication, transparency, engagement, and partnership, and for the City to maintain momentum for the Framework by implementing quick wins and pursuing implementation immediately.

Social equity: Participants expressed their concerns that climate change and the transition to a low-carbon community will not equally impact everyone in the community. Each could amplify existing inequities. Participants acknowledged both the impacts of climate change on vulnerable individuals and groups, including youth and those living on low and fixed incomes, and the need to ensure that these groups can benefit from the implementation of the Framework. This highlights the need to develop solutions that are tailored to different sections of the population to respond to differing needs.

Accessible transit and transportation for all: Participants across engagement opportunities highlighted the barriers that community members without access to personal vehicles face in travelling throughout the city and how the current transit and transportation system encourages personal vehicle use for those who can afford it. Participants highlighted the opportunity that exists to improve the transit and transportation systems to decrease emissions while creating more livable, accessible, and just communities.

Leadership from the City: Many community members who participated in engagement opportunities noted their desire for the City of Regina to take a leadership role. Similar to the feedback from focused engagement, participants want to see action in City vehicles and buildings, and they want the City to be a strong voice for climate action in the community.

Support to take action: An overwhelming majority of participants stated their need for support to take climate action in their own lives. According to the survey, the majority of respondents are looking for financial support to help them make energy-efficient upgrades in their homes, switch to cleaner fuel sources, add renewables, and purchase low-emissions vehicles. Many respondents are also seeking more information to understand the best choices for their home and lifestyle. They want to know which solutions work well in Regina, and they are looking for help finding the goods and services they need.

A Final Note on Engagement

This summary does not and cannot account for the many nuances and insights shared during the thousands of person-hours dedicated to engagement during the development of the Framework. City staff have retained detailed records of all of the engagement activities and will continue to use the valuable information collected as the implementation of the Framework begins.

In particular, the focused engagement reveals those who are ready and willing to work closely with the City and within their own organizations to help reach the goals laid out in the Framework. The broader public engagement provides a preliminary understanding of the opportunities and challenges that may present themselves as implementation begins and how community members wish to be supported. Both processes provided an opportunity to exchange ideas and engage with the City and other community members. If sustained through ongoing engagement opportunities, the relationships built during this process can contribute greatly to implementation of the Framework.

Regina's Business-as-Planned Energy Future

In Regina, residents, businesses, and the City use energy to keep the lights on and the engines running. In turn, these energy sources release greenhouse gas emissions into the atmosphere.

The municipal government has started planning to improve energy efficiency and reduce GHG emissions in its operations. Plans include transitioning City vehicles to electric and shifting to renewable methods of heating City facilities. The City is also promoting the construction of more energy-efficient buildings and has acted as a partner on a recent grant application for a net-zero development with affordable units within the community.

There are also factors outside the municipal government's control that will affect the community's energy use and GHG emissions toward 2050. For example, the Federal Government has mandated improvements to vehicle fuel efficiency standards. They have also mandated that all new cars and light trucks sold in Canada will be electric by 2035.

As the climate warms, Regina will experience fewer colder days, and as such, the city will need less energy to heat homes and buildings. Conversely, the provincial electricity grid is one of the most carbon-intensive in Canada. The provincial electric utility, SaskPower has a stated goal of decreasing emissions from the grid by 50% by 2030 and working towards net-zero by 2050. These goals have not been captured in the business-as-planned scenario because a detailed and funded pathway for reaching these goals is not yet in place.¹⁶

A Snapshot of Regina's Current Energy Use and Emissions

Energy

Regina's total energy use in the base year of 2016 was 71.3 PJ. Industry makes up nearly half of the city's energy consumption, or 43 per cent. Transportation in the city makes up the next largest share at 26 per cent. Though municipal operations make up only 1.3 per cent of Regina's energy consumption, this sector is also the one over which the municipal government has the most control.

¹⁶ SaskPower. (2021). Our Power Future, Emissions. SaskPower. <https://www.saskpower.com/Our-Power-Future/Powering-2030/Emissions>

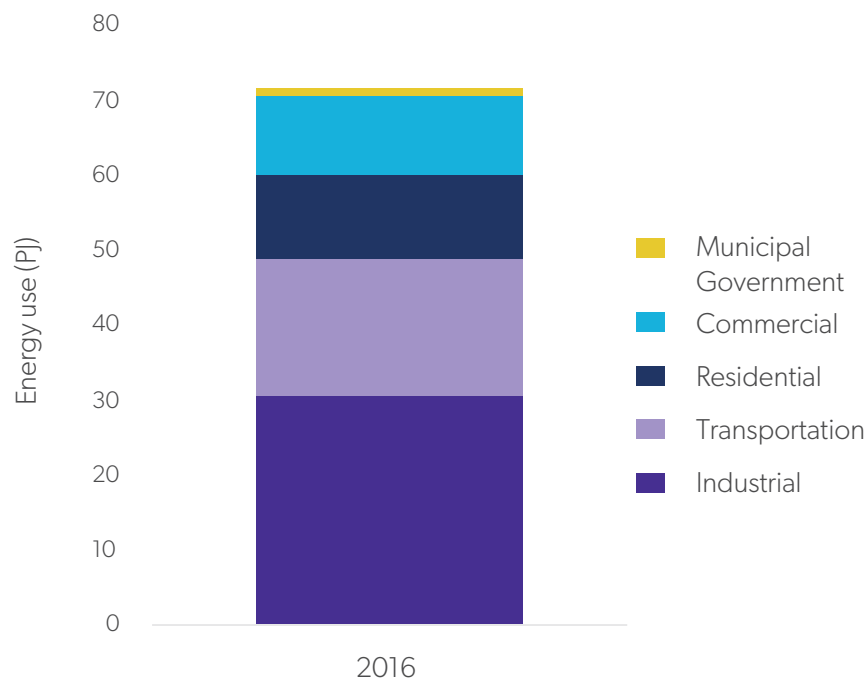


Figure 2. Regina's base-year energy use by sector.

Three major end uses make up 90 per cent of energy use: industrial processes, space heating, and transportation. Industrial processes make up 40 per cent of Regina's energy use and almost all of this use is centralized in buildings. Transportation makes up 26 percent of energy use and includes personal- and commercial-use vehicles. Space heating makes up 24 per cent of all energy use. Space heating in commercial and residential buildings contributes to 10 per cent and 11 per cent of Regina's overall energy use, respectively.

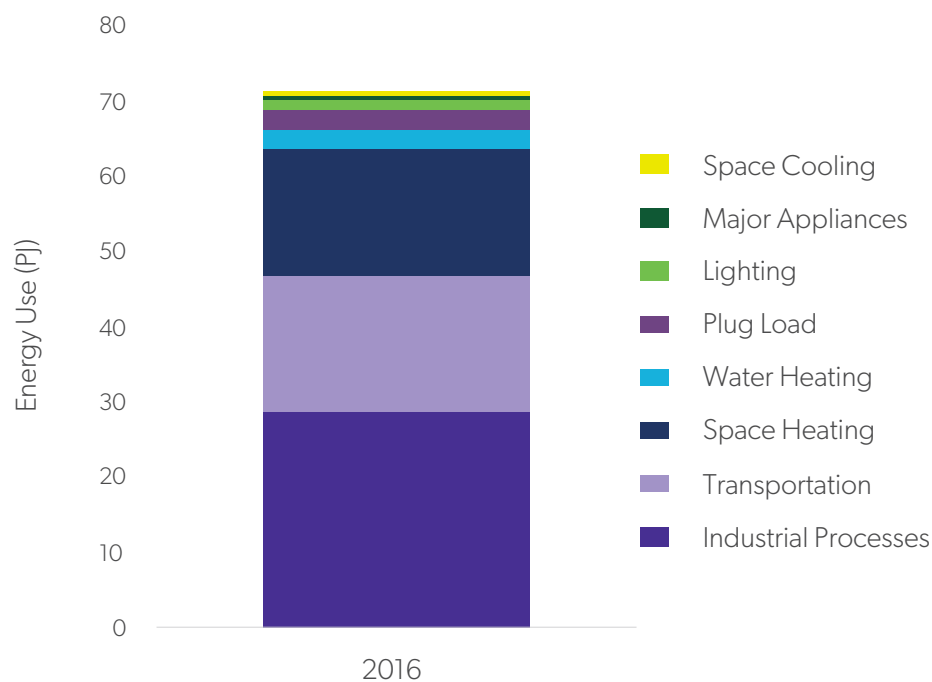


Figure 3. Regina's base-year energy use by end use.

What are industrial processes?

Industrial processes turn raw materials such as mined metals, minerals, and crude oil into usable products such as sheet metal, heating oil, or diesel. The manufacturing process also creates by-products, waste, and emissions as materials are converted from their raw form to a usable product. This is because industrial processes require energy, and sometimes water, chemicals, and other inputs to create the desired outputs.

Industrial processes, space heating, and transportation directly burn fossil fuels for energy. In fact, fossil fuels accounted for 82 per cent of all energy use in Regina in the base year.

Industrial processes and space heating both rely on natural gas. The natural gas used in industrial buildings makes up 43 per cent of all energy consumption in buildings and 32 per cent of overall energy use. The natural gas used to heat residential homes makes up 17 per cent of all building-related energy use and 13 per cent of energy use overall.

Transportation relies on gasoline and diesel, which, when combined, make up 25 per cent of energy use. Most private vehicles on the road are light trucks and SUVs. The gasoline used in light trucks makes up 44 per cent of transportation-related energy use and 10 per cent of energy use overall.

Only eight per cent of Regina's energy use comes from grid electricity.

Calculating Regina's Base Year

To project Regina's future GHG emissions, a calibrated base year was developed that represents current activities across multiple sectors, including population, transportation, buildings, energy, agriculture, and land use. This scenario uses 2016 as its base year because demographic information derived from the Statistics Canada Census describes people and their activities within Regina and forms the basis of the model. The most recent Census was completed in 2016. Additional baseline data, such as utility data, from 2017 to 2021 was used in the business-as-planned scenario, where provided.

Determining the Impact of Business-as-Planned

The activities described above were combined with expected population growth and modelled until 2050 to develop **a scenario that illustrates the GHG emissions in Regina if the community takes no additional action on climate change beyond the activities that are already underway or planned.** This scenario is called the business-as-planned (BAP) scenario. Low-carbon actions were modelled in a second future scenario—the low-carbon scenario (LCS)—to identify a pathway to reach Regina's net-zero emissions target.

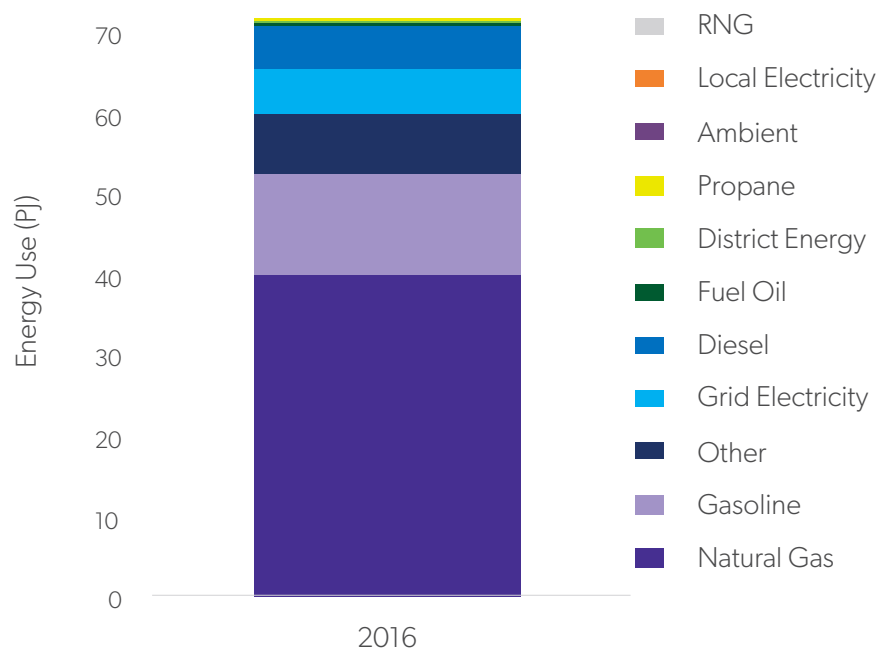


Figure 4. Regina's base-year energy use by fuel type.

At 32 per cent, natural gas consumption in industry makes up the largest share of Regina's overall energy use. Natural gas use in commercial and residential sectors combined makes up the next largest share at 23 per cent. Gasoline use accounts for three-quarters of transportation energy use and makes up 18 per cent of total energy use in the community.

Emissions

In the 2016 baseline year, Regina emitted nearly 5.3 MtCO₂e. The industrial sector is the largest emitter, contributing 34 per cent of emissions. Almost all of these emissions are tied to primary industry and industrial processes carried out in buildings.

Space heating in residential and commercial buildings each contribute to an equal share of emissions. They each make up 11 per cent of all building emissions and eight per cent of emissions overall.

Transportation makes up 24 per cent of all emissions. Light trucks and SUVs make up 47 per cent of all transportation-related emissions and 11 per cent of emissions overall.

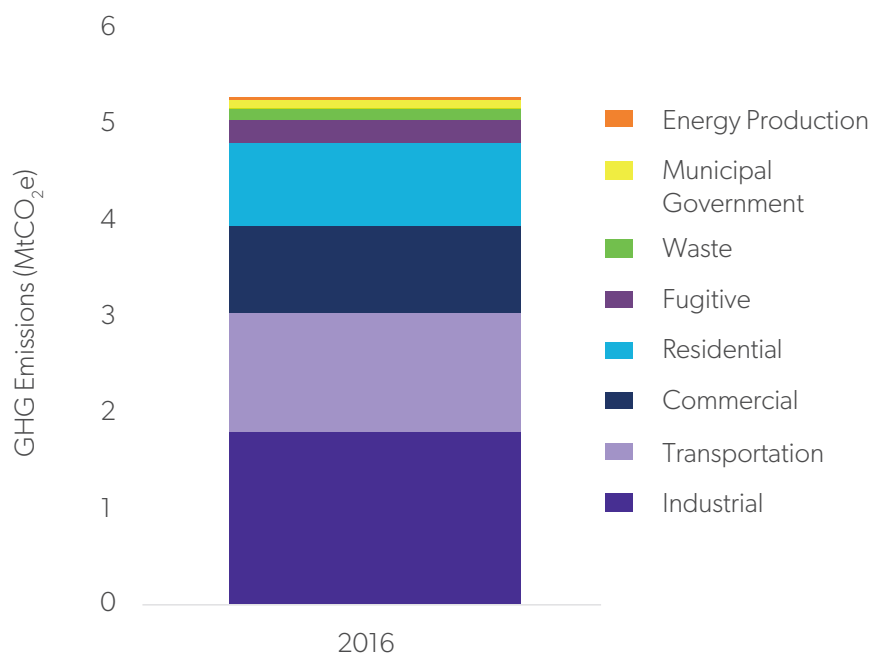


Figure 5. Regina's base-year emissions by sector.

Natural gas use contributes to 36 per cent of the city's base-year emissions. Most of the natural gas use in Regina is devoted to space heating in buildings. This includes significant use in the commercial, residential, and industrial sectors. Natural gas use in industrial buildings contributes to 30 per cent of buildings-related emissions and 20 per cent of base-year emissions overall.

What are fugitive emissions?

In this analysis, fugitive emissions are the emissions that result from the transportation and distribution of natural gas. During the transportation and distribution processes, small amounts of emissions from methane leak into the atmosphere from valves, casings, and pipes.

Gasoline use makes up 68 per cent of transportation-related emissions and diesel use makes up 32 per cent.

Heavy trucks have a significant effect on Regina's emissions. Diesel use in heavy trucks constitutes 11 per cent of transportation emissions and nearly three per cent of total base-year emissions.

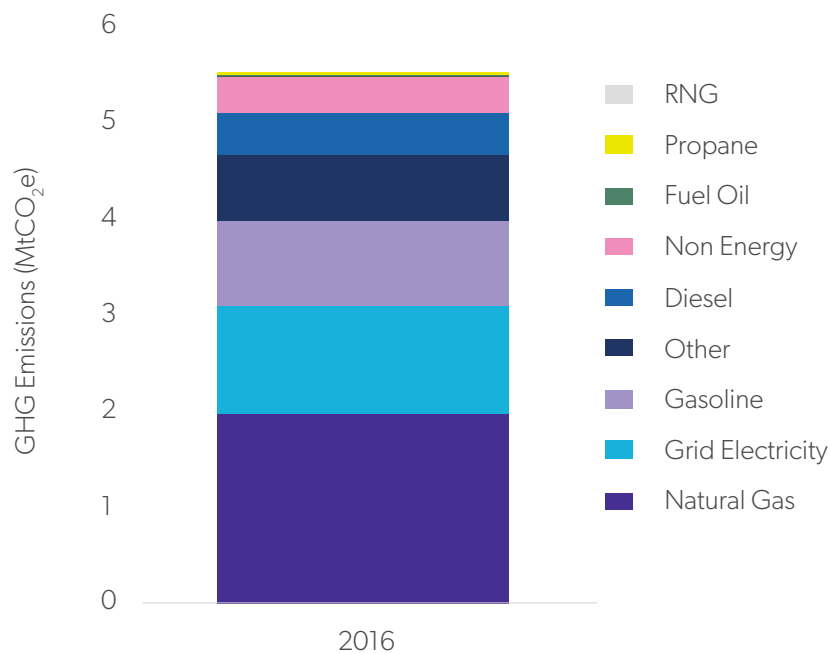


Figure 6. Regina's base-year emissions by fuel type.

Activity from industry dominates Regina's emissions; however, natural gas use in the commercial and residential sectors also make up substantial shares. These sectors offer significant opportunities for improved energy efficiency and a shift to renewable sources. The same is true for diesel and gasoline-powered cars and light trucks. As all sectors move toward improved energy efficiency and renewables, the GHG emissions associated with these sectors will decrease significantly.

The Business-as-Planned Scenario

In some cases, community members and sectors across Regina have already taken steps to improve energy efficiency and mitigate GHG emissions into the future. This includes taking advantage of retrofit programs, building more efficient buildings, purchasing renewable energy, and driving electric vehicles. Although these are commendable steps, more action needs to be taken and actions need to be adopted at a broader scale across the community to meet the 100 per cent renewable energy goal and contribute to the slowing of climate change by decreasing GHG emissions.

To reach these goals, it is key to first understand the scope of the challenge. The business-as-planned (BAP) scenario defines this scope.

In the business-as-planned scenario, existing municipal, provincial, and federal policy changes are modelled in conjunction with Regina's projected population, housing, and employment growth and the projected climate change effects that will be felt in the region. Any real data available for dates between 2016 and 2021 was considered in the development of the business-as-planned scenario. **No additional energy efficiency or low-carbon efforts are introduced beyond those that are planned, endorsed (via legislation, regulation, and/or policy), and have committed capital and/or operational funding.**

This scenario paints a picture of what Regina could look like if the community continues with its current plans without any adjustments or additional action.

Changing Demographics

Demographics are an important driver of energy consumption and GHG emissions. In Regina, the population and other key demographics are expected to grow. For example, the population is projected to increase from nearly 224,000 in 2016 to more than 382,000 in 2050. Personal vehicle ownership, households, and the number of jobs in Regina are expected to grow at a similar pace.

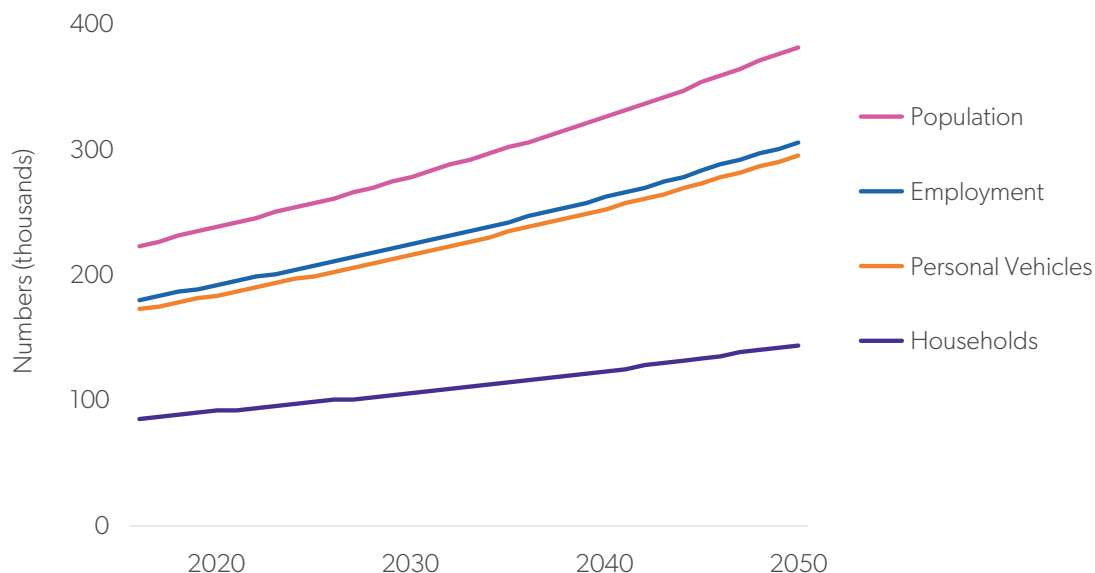


Figure 7. Projected demographic changes in Regina up to 2050.

Despite this projected growth, per capita energy use is expected to decrease by 31 per cent by 2050, dropping from 319 GJ per person to 220 GJ. This decrease accounts for increased energy efficiency measures in the transportation and buildings sectors.

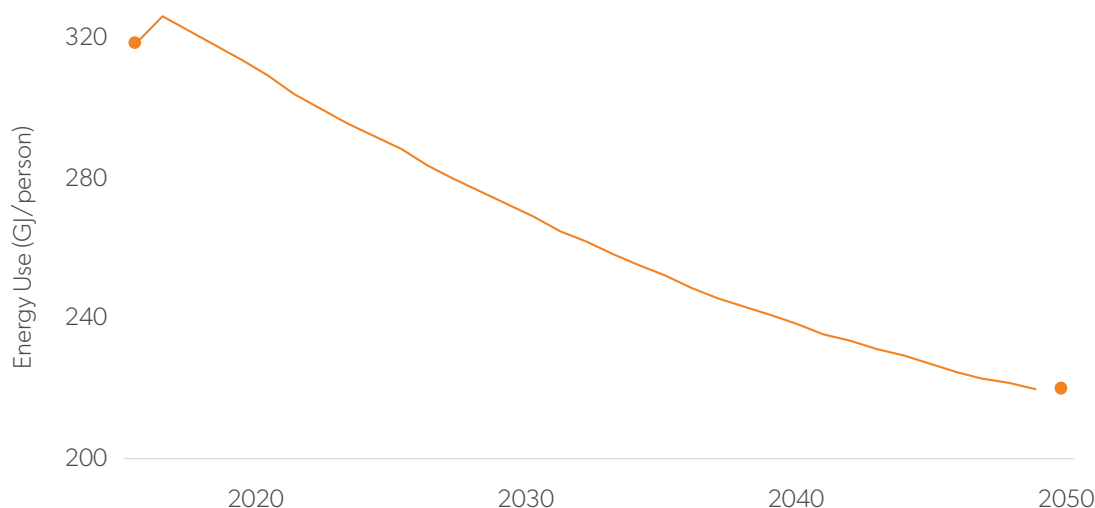


Figure 8. Projected per capita energy consumption in the business-as-planned scenario.

The same can be said for Regina's GHG emissions. Per capita emissions drop from 24 tCO₂e in 2016 to 14 tCO₂e in 2050. Efficiencies, slight decreases in grid emissions, and slight shifts toward renewable energy reduce the amount of fossil fuels being burned to power the community, so, per capita, Regina's GHG emissions decrease.

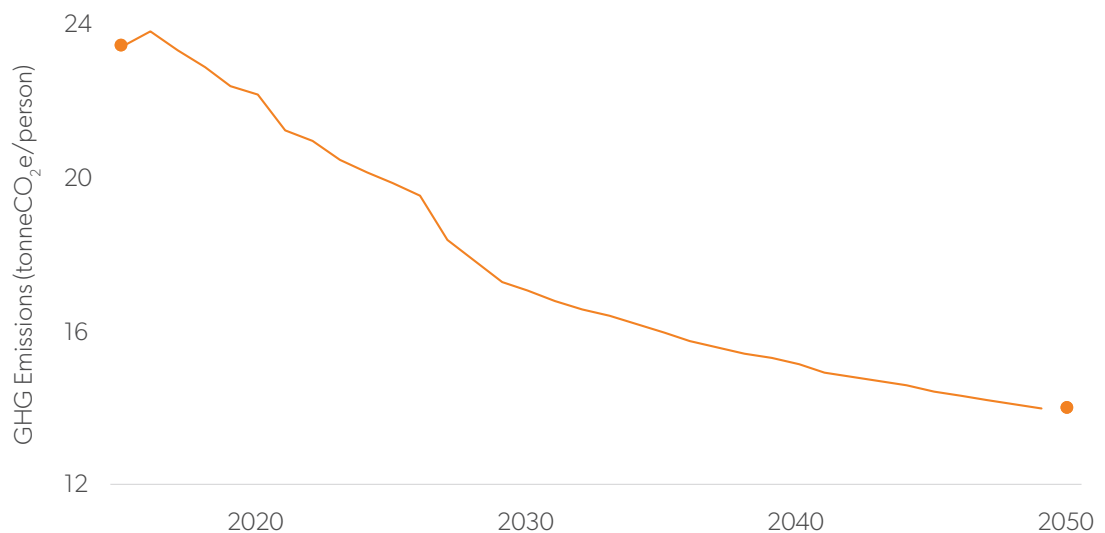


Figure 9. Projected per capita emissions in the business-as-planned scenario.

Though promising, these shifts alone are not enough to reach Regina’s goals. As per capita energy use and related emissions decrease, the population grows, which counteracts the improvements in terms of overall energy use and emissions.

Increasing Energy Use

Regina’s business-as-planned scenario is a story of slowly increasing cumulative energy use. Even if the 4 MW of local renewable energy were generated in the community, it would still not be enough to meet the community energy needs in the business-as-planned scenario.

In 2016, the community used 71 PJ of energy, and in 2050, it is projected to use 84 PJ, an 18 per cent increase. Despite the introduction of new technologies that reduce the energy needed to power the community, an increased population puts the opposite pressure on the city’s energy needs.

Though industry’s total energy use increases by 2.4 per cent, its share of overall community energy use declines from 43 per cent to 37 per cent. These improvements in industrial energy use are counteracted by increases in the commercial, residential, and municipal sectors, which each increase by just over 50 per cent. A slight uptick in electric vehicle adoption means that energy use from transportation decreases by about one per cent.

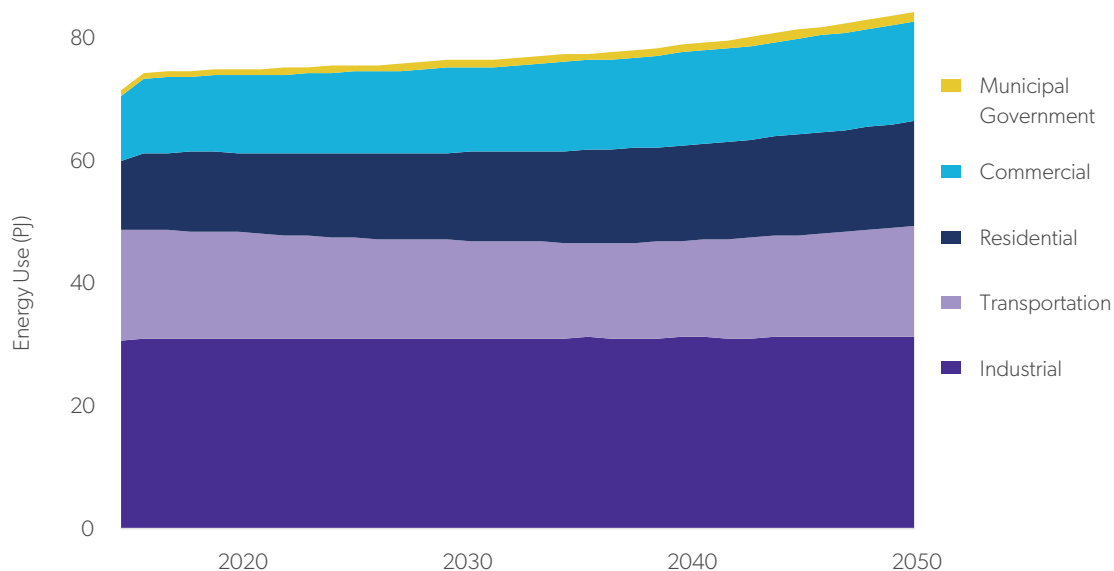


Figure 10. Energy use by sector from 2016 to 2050 in the business-as-planned scenario.

Increases in energy use in industrial processes are modest compared to increases in energy use in other sectors. More substantial increases in energy use by end use are driven by a growing population. Energy use in plug load and major appliances increases by 79 per cent and 90 per cent, respectively, which reflects more households charging more devices and running more washers and refrigerators, even though they are expected to become more efficient. Space heating also increases by 44 per cent despite a decrease in overall heating degree days over time.

What is plug load?

Plug load is the energy used by products plugged into a wall outlet in a building. Plug load can be decreased by purchasing more efficient products that need to be plugged in, and by unplugging appliances and other devices when not needed.

Space cooling experiences the most drastic increase. Climate change means warmer summers, which will lead to an increase in air conditioning. Combined with an increase in population, by 2050, space cooling energy use will increase by 367 per cent and will make up nearly three percent of total energy use.

Energy consumption in transportation drops by one percent as more people purchase electric vehicles. Conversely, the number of heavy trucks required to service a larger community will more than double by 2050. This results in the energy efficiency gains made across the transportation sector due to the increase in electric vehicles and more stringent efficiency standards for diesel vehicles to be counteracted by the 14 per cent increase in energy needed to power additional heavy trucks.

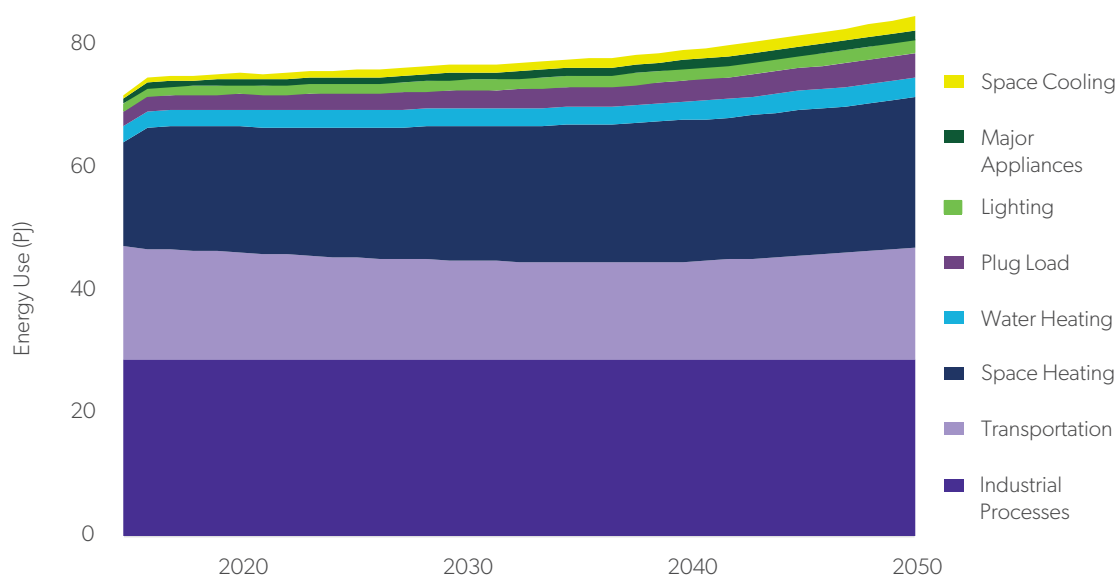


Figure 11. Energy use by end use from 2016 to 2050 in the business-as-planned scenario.

In the business-as-planned scenario, energy from natural gas increases by 20 per cent, but its share of overall energy use remains the same.

The share of energy being drawn from the electricity grid nearly doubles from eight per cent in 2016 to 14 per cent in 2050. This 108 per cent increase in energy use from grid electricity is driven in part by modest gains in electrification in buildings. For example, of all the energy used in residential homes, only 20 per cent comes from grid electricity in 2016. By 2050, this amount increases to 25 per cent. This is reflected by a drop in the share of residential energy coming from natural gas, which drops from 78 per cent in 2016 to 73 per cent in 2050.

The increase in grid electricity use is also driven by the number of cars and light trucks that have been converted to electric. As a result, energy use from gasoline drops. In 2016, gasoline makes up 18 per cent of energy use, but by 2050, it makes up 13 per cent. Gasoline energy use drops by 16 per cent overall while diesel use increases by 10 per cent overall. The diesel use increase is due to more heavy trucks being required to service the needs of a growing population.

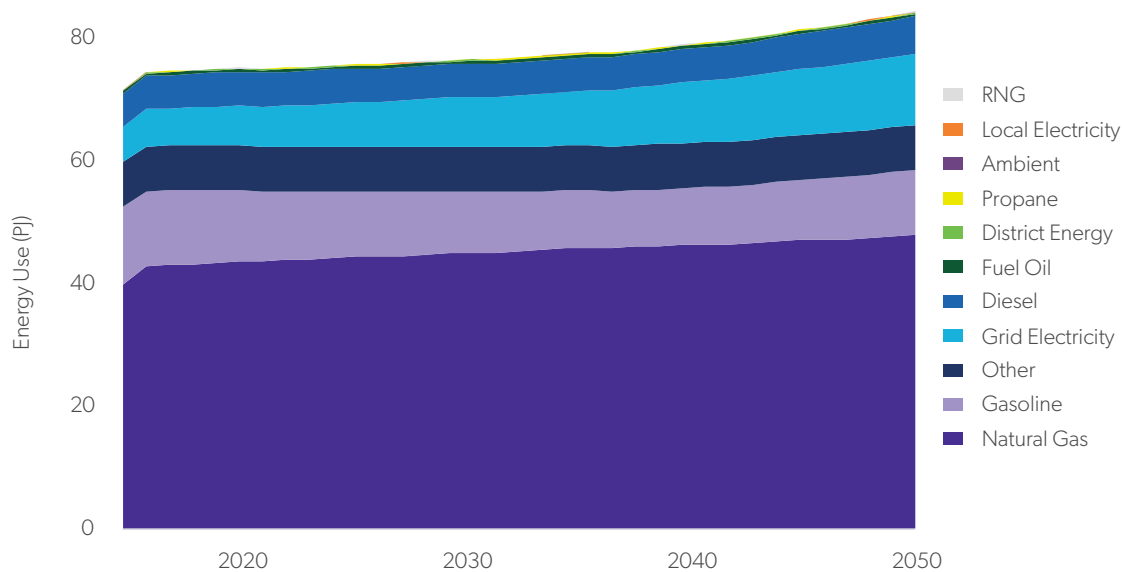


Figure 12. Energy use by fuel from 2016 to 2050 in the business-as-planned scenario.

Rising GHG Emissions

Regina's total annual emissions increase slightly between 2016 and 2050, from nearly 5.3 MtCO₂e to just over 5.3 MtCO₂e.

Emissions from the commercial, residential, and transportation sectors decrease substantially through the early 2030s. These decreases are primarily due to building code requirements driving greater efficiency in new buildings, modest energy retrofits to existing buildings, and a slight uptick in electric vehicle use.

After the mid-2030s, Regina's population growth counteracts much of the benefits of these advances. Ultimately, emissions from the commercial, residential, and transportation sectors decrease by nine per cent, one per cent, and two per cent, respectively.

Emissions from industry stay nearly steady across the next three decades, increasing by about one per cent by 2050.

At 138 per cent, waste emissions undergo the most drastic increase. This jump is driven by the increased waste generated by a larger population with no new plans to divert or reuse waste beyond the City of Regina's 65 per cent diversion rate goal for the residential sector set in 2011.

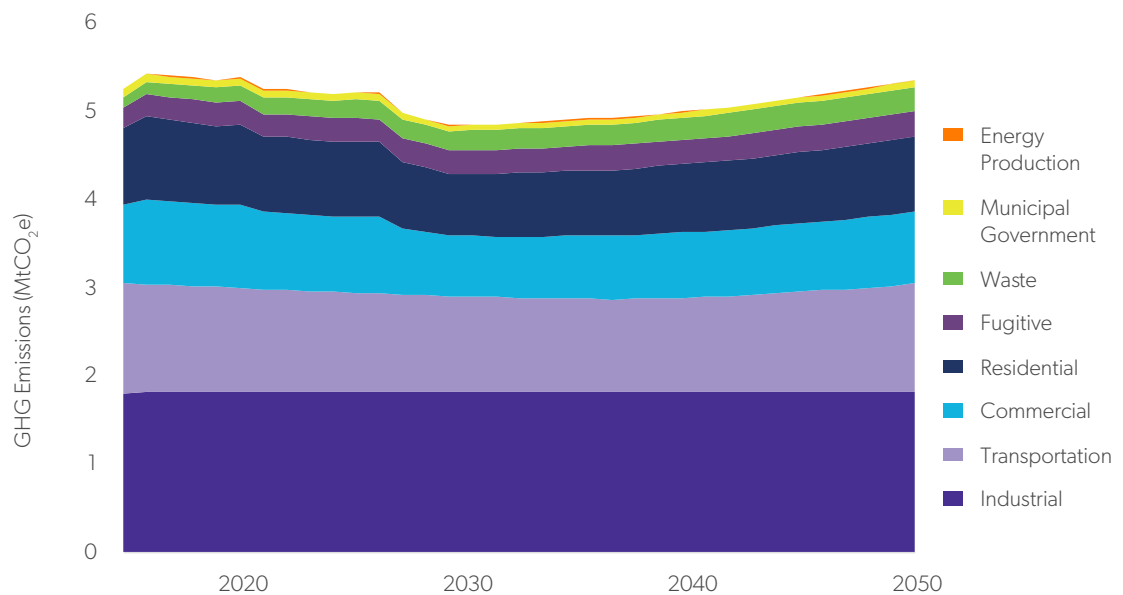


Figure 13. Regina's emissions by sector in the business-as-planned scenario.

Emissions from all fuel types increase in the business-as-planned scenario except for gasoline and grid electricity. Emissions from gasoline drop by 16 per cent as more people opt for electric vehicles. The 38 per cent drop in emissions from grid electricity is driven by SaskPower's efforts to reduce their own emissions.

The emissions reductions associated with these actions are most apparent between now and the early 2030s. Similar to energy use, they are counteracted by the pressures of a growing city over time.

Emissions from natural gas increase by 20 per cent because the city's growing population requires more dwellings and more commercial spaces, which require more natural gas to heat space and water.

Additionally, emissions from waste and non-energy sources increase by nearly 60 per cent as Regina produces more garbage. Their share of total emissions also increases as emissions from other sources drop. In 2016, waste and non-energy sources make up seven per cent of total emissions, but by 2050, they make up 10 per cent.

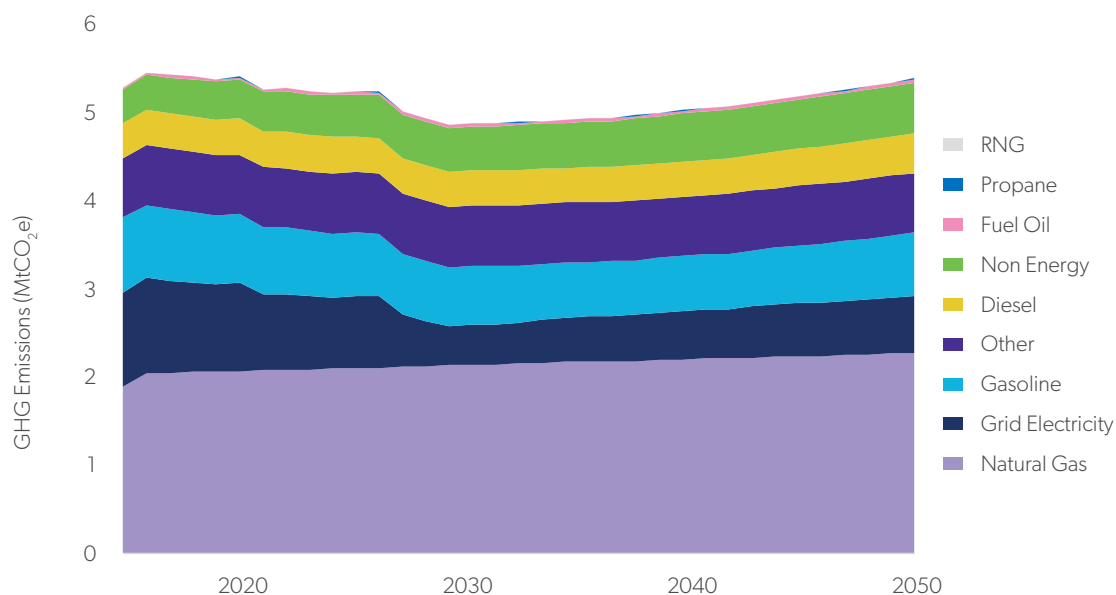


Figure 14. Regina's emissions by fuel in the business-as-planned scenario.

Emissions from natural gas in the industrial sector dominate other emissions sources throughout the business-as-planned scenario.

Key Business-as-Planned Indications

In summary, the business-as-planned scenario highlights that without further action and attention, emissions will not decrease and the City's 2030 and 2050 emissions targets will not be realized. It highlights the major assets and activities that will need to be addressed including industrial processes, vehicle fuel use, and buildings. It further highlights that changes will need to be made in all sectors in the community including industrial, transportation, commercial, residential, and municipal. In each of these sectors, there are opportunities to take action and imagine a new emissions and energy-use pathway.

Designing Regina's Low-Carbon Future

Creating a Pathway

No one person, organization, or sector can design a new future for an entire community. It takes commitment and input from lots of people from different sectors to design that future and to chart the path to reach it.

Actions recommended in the Framework reflect both the magnitude of the challenge to reach Regina's 2030 and 2050 targets and Regina's unique context, opportunities, and constraints that will shape the community's pathway to those targets. Feedback and insights from stakeholder groups and members of the public were key in defining the local context and identifying opportunities and constraints.

Were the actions viable? Were they ambitious enough? Were they too ambitious? Who might benefit from them the most? Whose needs are going unmet?

This led to the actions being refined, while still considering global best practices in emissions reductions pathways.

The low-carbon actions were then modelled in a sequence to maximize and build on their benefits. The sequence took into consideration energy efficiency, emissions reductions, and community co-benefits. The result of modelling the actions this way is a low-carbon scenario (LCS) that contrasts the business-as-planned (BAP) when comparing energy use and emissions.

Community Co-Benefits

Community co-benefits are benefits that are additional to the primary objective. In this case, the primary objectives are emissions and energy-use reductions and an increase in renewable energy use. Co-benefits associated with the actions that help achieve these objectives include job creation, enhanced equity, and better air and water quality.

For example, increasing transit service and offering free transit to some riders encourages the use of transit over a personal vehicle, which reduces emissions. It may also provide a more accessible and convenient service to individuals who cannot afford their own vehicle or are unable to drive.

Co-benefits are highlighted in the Implementation Overview and Implementation Guide portions of the Framework.

This scenario describes which actions to take and when in order to reach net-zero in Regina by 2050.

Alternatives Considered

The project team considered energy-use and emissions modelling results and stakeholder feedback on less aggressive and more aggressive pathways to meet the 2050 target. The pathways included nearly all of the same actions but explored the impact of completing the actions in longer and shorter timeframes.

The less aggressive pathway explored was almost as aggressive as the federal government's current emissions reduction goal (45 per cent reduction by 2030 and net-zero by 2050). This scenario did not maximize Regina's potential for local renewable energy or the industrial sector's capacity to adapt to new opportunities. It also carried the risk of not being aggressive enough to attract external funding and investment because it did not quite meet the federal target. The federal target is also subject to change with the release of the IPCC's Sixth Assessment and as new requirements to meet or exceed the 1.5°C global warming threshold are determined. Recently, the federal target shifted from a 40 per cent reduction in emissions to a 45 per cent reduction by 2030, highlighting the fluidity of the target over time with heightened awareness and new knowledge.

Consideration was given to a more aggressive approach to reducing emissions. A fair-share, science-based target is the emerging best practice for emissions reductions goals. The target sees cities in wealthy nations commit to reducing emissions to 2.9 tonnes per capita by 2030. This would amount to around an 84 per cent reduction in total emissions in Regina by 2030. While Regina acknowledges this best practice and strives to work towards it, the actions required to meet this goal are not feasible at this time due to local constraints, such as industrial and commercial sectors that will need more than eight years to adapt to new market demand, find suitable alternatives and technologies, and retrain workers to avoid adverse impacts on Regina's economy and labour force. A target this aggressive would also require retiring some assets, such as vehicles, before their natural end of life. Although the technology to make this shift exists, the availability of electric vehicles and charging infrastructure may not. Additionally, an action this aggressive creates the need for significant incentives for electric vehicles and/or regulations that tax or prohibit gasoline and diesel vehicles. This can create a burden for individuals on a low or fixed income who may be taxed for being unable to afford an electric vehicle.

The City will continue to collaborate with utility providers, other levels of government, training and labour representatives, and local industry to understand barriers and solutions to move closer to a 1.5°C fair-share pathway.

The Seven Big Moves

To reduce emissions and move toward 100 per cent renewable energy, there are seven Big Moves the community needs to take. These moves combine measures to limit the amount of energy the city needs and then meet those needs with renewable energy. To limit energy use, the measures eliminate unnecessary energy consumption and maximize energy efficiency. Then, renewable energy and low-carbon sources of energy are brought on to supply power. By reducing the need for energy first, Regina can decrease the amount of energy that must be generated in and for the community.

Retrofit Buildings

Energy use in buildings accounts for 69 per cent of GHG emissions in Regina. Emissions include those resulting from heating and cooling spaces, lighting, and electricity used to run appliances and equipment in homes, schools, offices, and industrial warehouses. To reach net-zero in Regina, all existing buildings in the community will need to be retrofitted to be more energy-efficient. This includes upgrading the building envelope to have more efficient windows and doors and more and/or better insulation. In addition to reducing energy use and emissions, retrofitting buildings can create savings in utility costs. Completing building retrofits can be labour-intensive, so it also generates jobs in the community.

Clean Heating

Most of the emissions from buildings in Regina currently come from natural gas used for space and water heating. For new and retrofitted buildings, energy systems will need to be converted to limit emissions. Switching to efficient electric systems like heat pumps is key because grid electricity can be decarbonized with the addition of renewable energy at the individual building or community scale. Like other energy efficiency upgrades, switching to clean heating can reduce utility bills because heat pumps are more efficient than most other heating systems. This means they can warm or cool a space with less energy and using less energy translates to utility savings.

Net-Zero New Construction

Ensuring that new buildings are not sources of carbon emissions is key to reaching an ambitious emissions reduction target. Buildings and the systems within them (e.g. heating and cooling systems) are long-lasting assets. If buildings that are carbon-emitting continue to be built in the community, the resulting operational emissions are 'locked in' over the span of 25 years or more. To meet the target outlined in this Framework, costly upgrades would be required to retrofit before the buildings' heating, cooling, and other essential systems are at end of life. To avoid mid-lifecycle upgrades to increase efficiency and mitigate the risk of regulations that will require efficiency upgrades during the lifecycle, it is better to invest in low-emissions buildings now. This also allows building owners and/or tenants to begin generating operational savings from lower utility bills right away and maximizes other co-benefits such as indoor air quality.

Emissions Lock-in

Emissions lock-in refers to a situation in which prior decisions relating to GHG-emitting assets or technologies lock the asset owner or community into a particular emissions pathway. These decisions often constrain future decision-making for reducing GHG emissions because the costs of replacing a GHG-emitting asset or technology before it is due to be replaced can be very expensive.

For example, if a new community centre is built using a GHG-emitting heating and cooling system, it is likely that system will stay in place for several decades because replacing the system would be costly, and it is difficult to justify replacing a large, expensive system early, from a financial perspective.

Widespread lock-in already exists in most communities, due to historical decisions that were made prior to widespread concerns about emissions and climate change. Now that we know better, and have low-emissions technologies, we can do better by committing to low-emissions technologies in all new buildings and assets.

Renewable Energy Generation

One of the most significant low-carbon transition opportunities the community can pursue is to increase renewable energy generation. Moving to these sources will allow the community to decrease emissions from the electricity grid, which is directly related to emissions levels from electricity use in homes and businesses and in electric vehicles. It also maximizes the emissions reduction benefits of building retrofits and fuel-switching. Transition to renewable energy generation can be achieved by investing in individual and community-scale wind and solar power.

Low-Emissions Vehicles

Regina, like many Canadian cities, is heavily reliant on individual automobile trips to get around. The transportation sector makes up 23 per cent of community emissions on a yearly basis. While the city cannot avoid all vehicle trips, there are viable alternatives to gasoline-fueled vehicles. The technology continues to evolve for battery electric vehicles while prices decrease. Other technologies such as hydrogen vehicles are in rapid development. Both solutions require new infrastructure to support their widespread adoption. Other benefits of low-emissions vehicles are that they are more efficient than gasoline- and diesel-powered vehicles, so they use less energy overall, and the ongoing operation and maintenance costs tend to be lower.

Increase Active Transportation and Transit Use

While low-emissions vehicles can help reduce emissions, increasing active transportation and transit use are also important strategies to help us reduce transportation emissions. A well-thought-out active transportation and transit network can help keep congestion low as the population increases, promote active and healthy lifestyles, and complement urban intensification and mixed-use developments while decreasing emissions.

Clean and Re-Energize Industry

Regina's industrial sector represents one-third of energy consumption and GHG emissions in the community. The City must continue its positive dialogue with industry stakeholders to encourage industry to consider their energy transition and to collaborate on solutions to mitigate the economic risk associated with the transition to a low-carbon economy.

An Alternative Future

The low-carbon scenario is achieved through the implementation of the seven Big Moves and additional actions identified in the Implementation Overview section. It paints a very different picture of a possible future.

In the low-carbon scenario, per capita energy use is expected to decrease by nearly 64 per cent by 2050. That amounts to a drop from 319 GJ per person to 117 GJ per person.

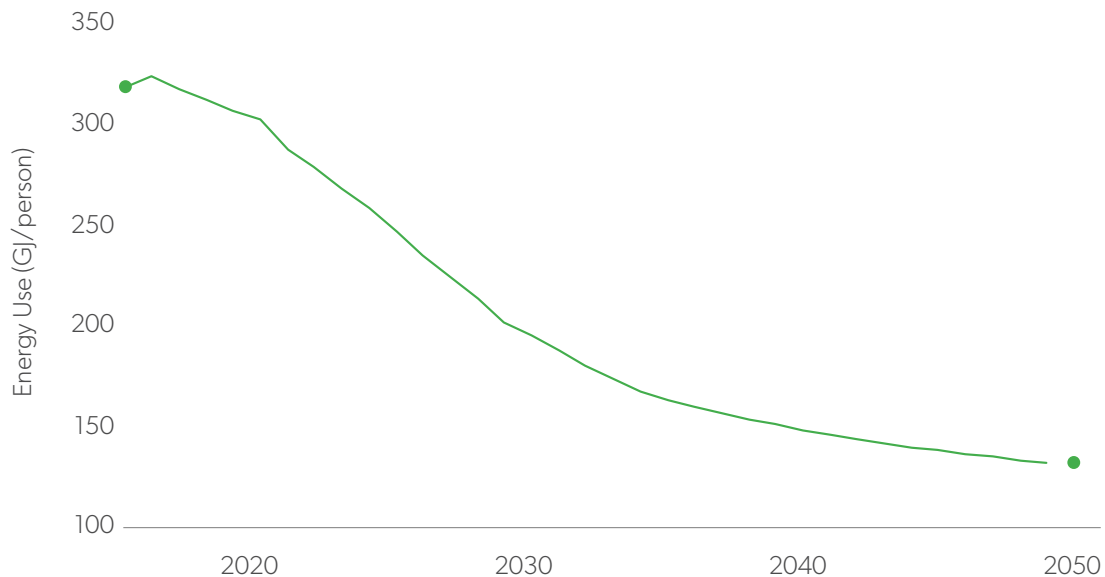


Figure 15. Projected per capita energy consumption in the low-carbon scenario.

Emissions per capita fall at an even greater rate than energy use. Between 2016 and 2050, emissions per capita decrease from nearly 24 tonnes/CO₂e per person to 0.4 tonnes/CO₂e per person or more than a 98 per cent reduction.

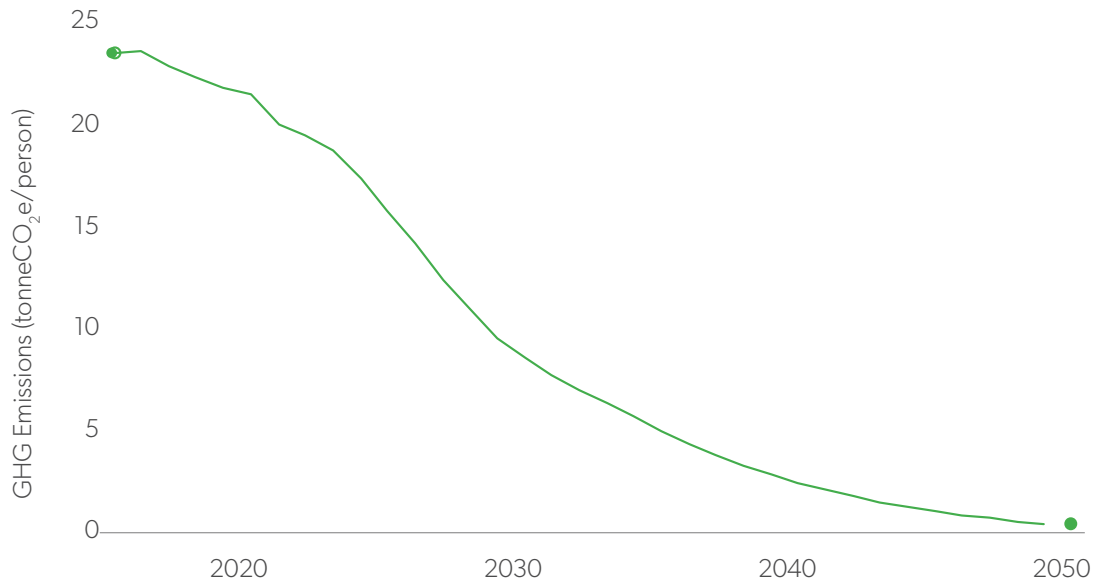


Figure 16. Projected per capita emissions in the low-carbon scenario.

Overall, energy consumption in Regina drops from more than 71 PJ in 2016 to less than 45 PJ in 2050. This represents a total decrease of nearly 38 per cent. This decrease is reached before 2040 and is marginally impacted by population growth out to 2050.

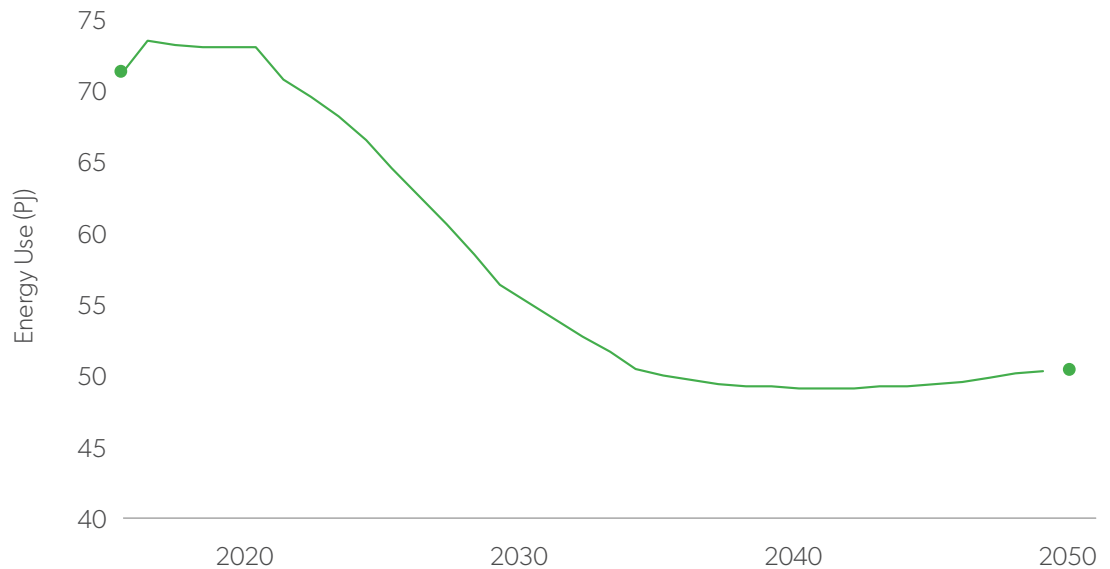


Figure 17. Projected total energy consumption in the low-carbon scenario.

Emissions decrease by 97 per cent, from nearly 5.3 MtCO₂e in 2016 to under 0.2 MtCO₂e by 2050. This leaves a small gap between what can be achieved through the actions laid out in this Framework and net-zero. This is expected to be accounted for over time through new technology and adaptive management practices.

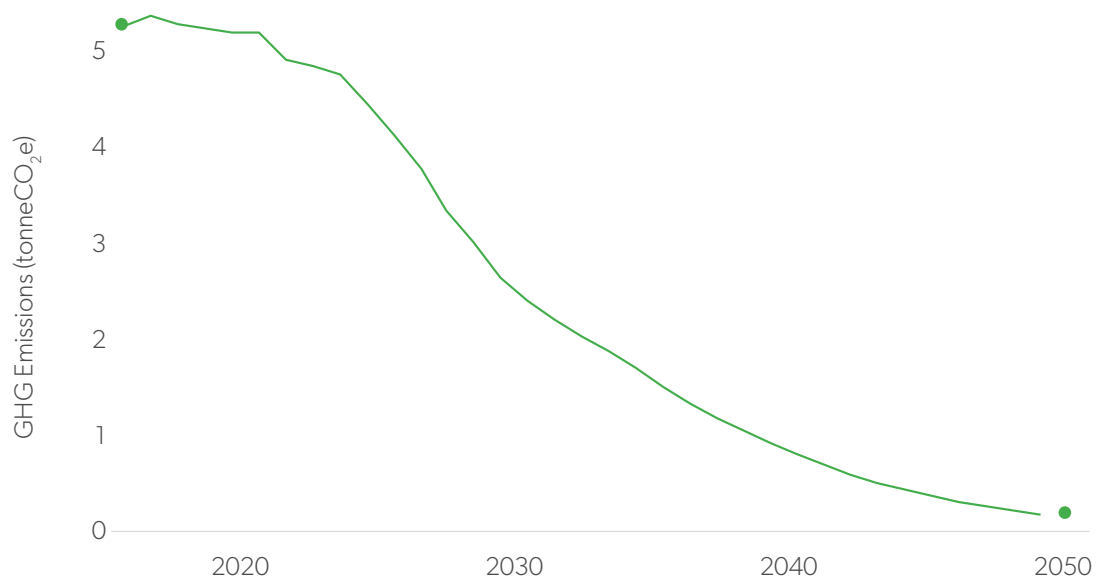


Figure 18. Projected total emissions in the low-carbon scenario.

Decreasing Energy Use

Energy use is decreased in the low carbon scenario, making the use of renewables to power the community more feasible. This is true both in terms of costs and the space required to build renewable energy sources within Regina.

Energy use decreases drastically in the transportation, commercial, residential, and municipal sectors as new energy-efficient technologies and practices are introduced. The reductions are 66 per cent, 39 per cent, 23 per cent, and 44 per cent, respectively. Technologies and practices include more efficient new builds, building retrofits, the introduction of efficient electric heat pumps, and the adoption of electric vehicles.

Industrial energy use decreases by 2.5 per cent as efficiency in industrial processes increases and buildings become more efficient.

Overall, energy use decreases by nearly 38 per cent.

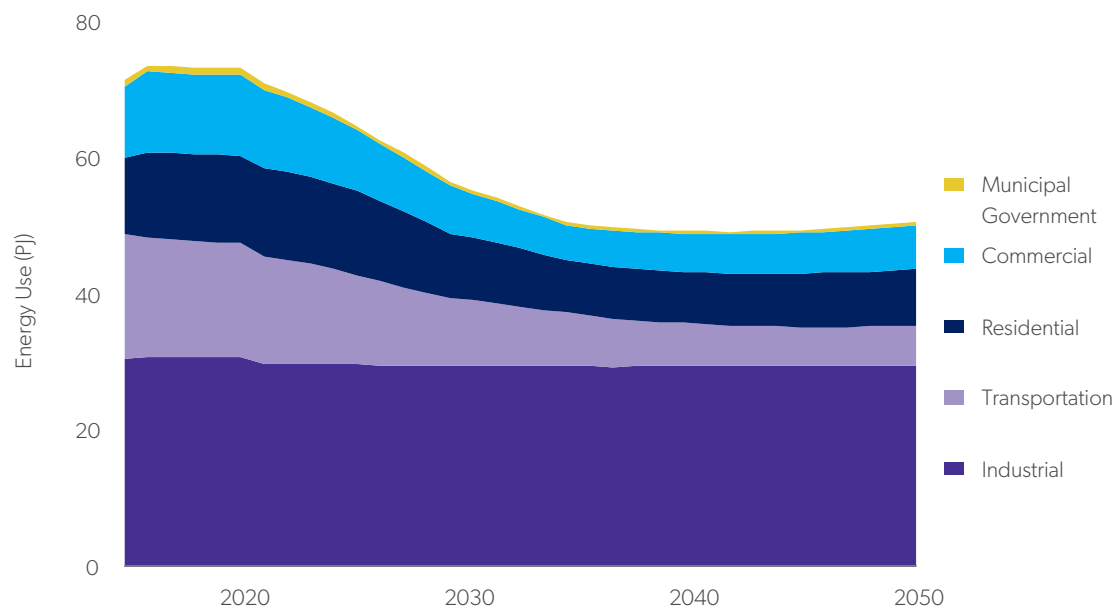


Figure 19. Projected energy use by sector in the low-carbon scenario.

Due to increases in population and usage, energy use increases for major appliances (115 per cent), lighting (42 per cent), and plug load (50 per cent). Energy consumption for space cooling increases by 44 per cent due to an increase in population and an increase in cooling degree days as the climate warms. It is important to note that these end uses make up a smaller proportion of energy use overall compared to the business-as-planned scenario.

Energy use for water heating and space heating decreases by 71 per cent and 55 per cent as efficient electric technologies become more prevalent.

Transportation energy use decreases by 66 per cent as more electric cars are introduced. Electric cars not only emit fewer GHGs but they are at least three times more efficient than gas- and diesel-powered vehicles.

Energy use from industrial processes decreases by 2 per cent as they become more efficient.

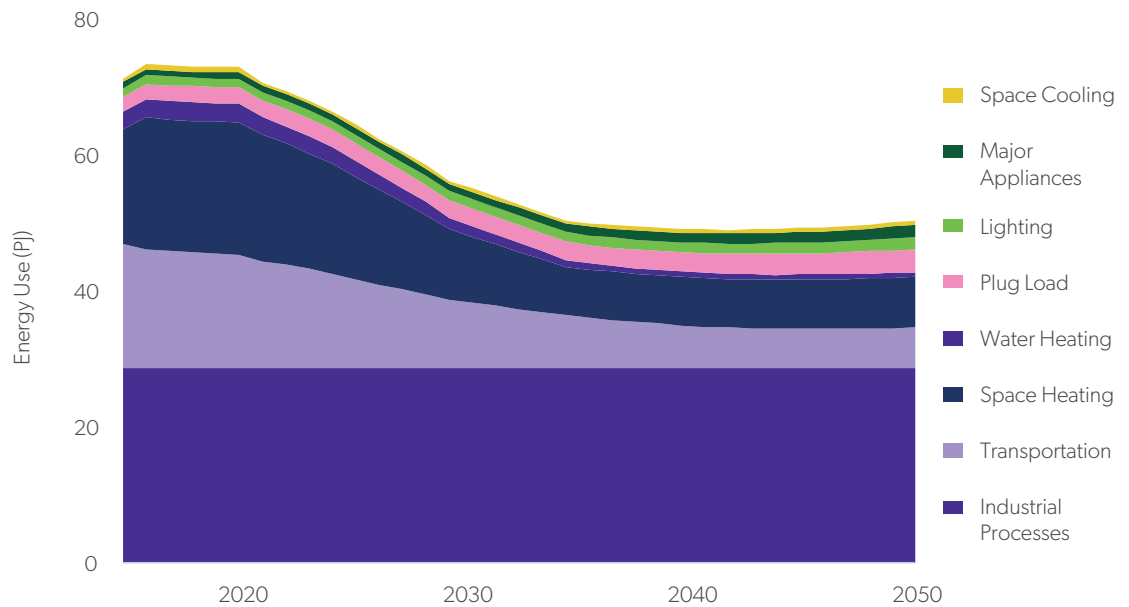


Figure 20. Energy use by end use from 2016 to 2050 in the low-carbon scenario.

New energy sources, including hydrogen, local electricity (renewables), and renewable natural gas are introduced. Energy use from propane, grid electricity, and gasoline is phased out as local electricity from renewables replaces these sources. Energy use from all other sources, including district energy, fuel oil, diesel, and natural gas decrease. The respective decreases are 62 per cent, 37 per cent, 81 per cent, and 99.4 per cent.

In 2016, local electricity was nearly non-existent, but by 2050, it makes up 46 per cent of energy use. Hydrogen gradually comes online after 2035 and increases to 37 per cent of energy use by 2050.

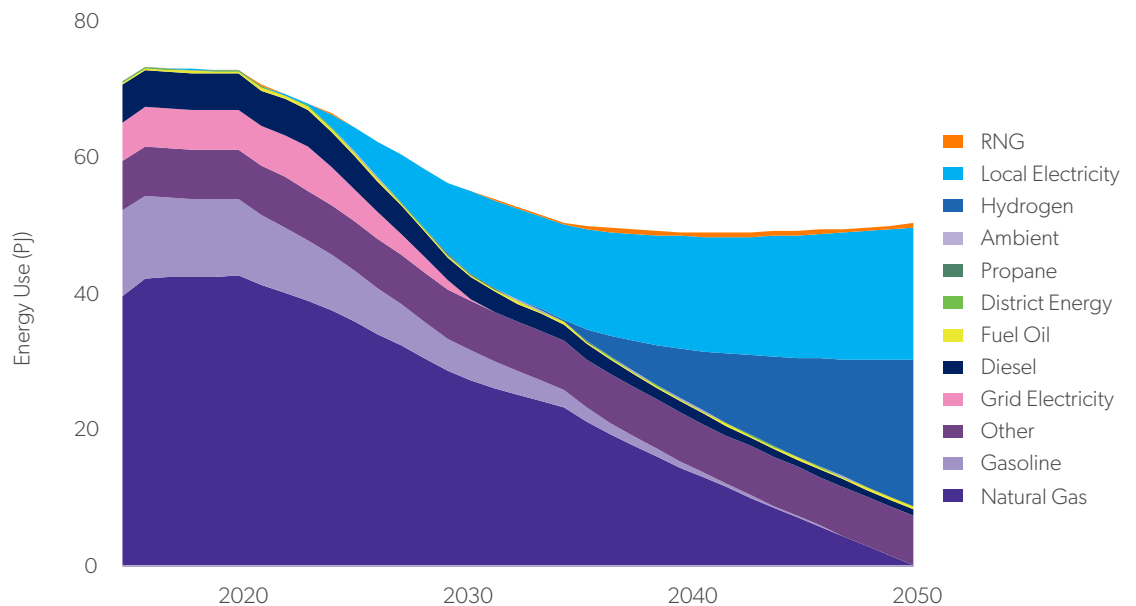


Figure 21. Energy use by fuel from 2016 to 2050 in the low-carbon scenario.

In 2050, natural gas used in industry is replaced mostly by hydrogen with a small amount of renewable natural gas. Gasoline in the transportation sector is mostly replaced by local electricity. The natural gas and grid electricity in the residential, commercial, and municipal sectors are largely replaced with local electricity generated from renewable sources.

Declining GHG Emissions

Regina's total annual emissions drop drastically between 2016 and 2050, from nearly 5.3 MtCO₂e to well under 0.2 MtCO₂e.

Emissions from all sectors decrease significantly in the low-carbon scenario. Emissions from the energy production, municipal, and commercial sectors are eliminated completely.

Emissions from fugitive, residential, transportation, and industrial emissions fall by well over 90 per cent in each sector.

Only solid waste remains a challenge; it only decreases by 48 per cent between 2016 and 2050, even with a 65 per cent capture of recyclables in the residential and ICI sectors, a 95 per cent organics diversion rate, and landfill gas capture increasing to 40% by 2035. Due to the massive decrease in other sectors, waste goes from representing two per cent of community emissions in 2016 to 39 per cent of emissions in 2050. In real terms, emissions from waste are decreased from 0.12 MtCO₂e in 2016 to 0.06 MtCO₂e in 2050.

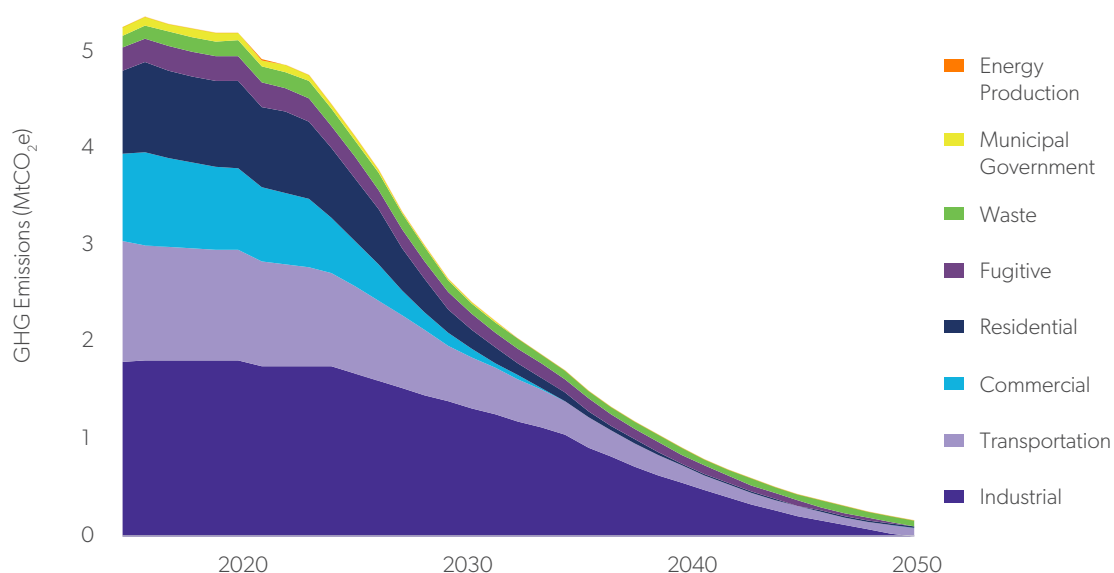


Figure 22. Regina's emissions by sector in the low-carbon scenario.

Emissions from all fuel types decrease in the low-carbon scenario. This is because higher emissions energy sources are phased out, including grid electricity and natural gas. They are replaced by lower-emissions sources including solar PV and wind generation, green hydrogen, and renewable natural gas.

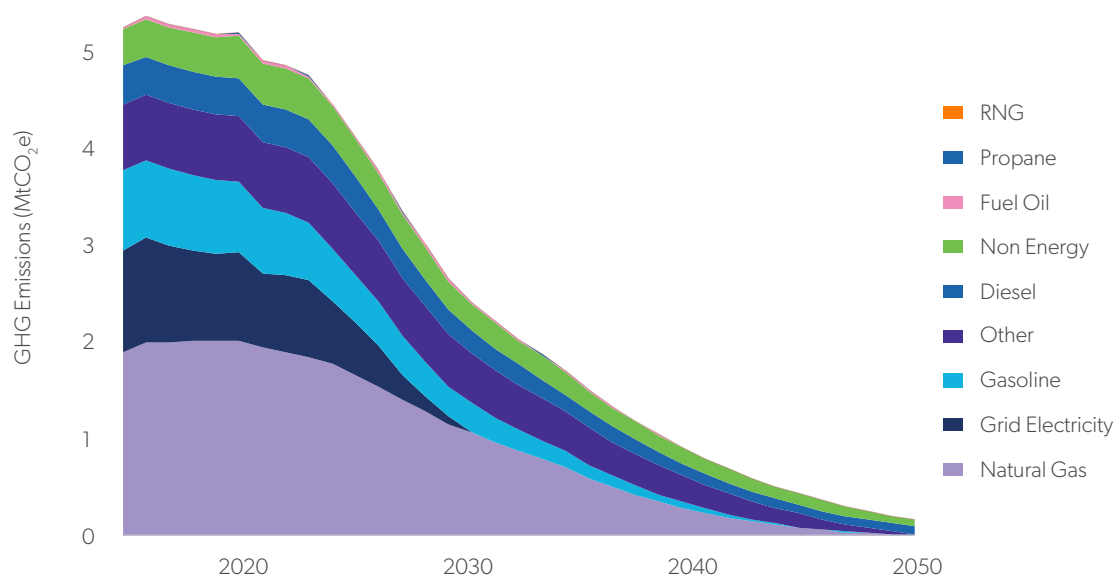


Figure 23. Regina’s emissions by fuel in the low-carbon scenario.

The decreases are evident in each sector as the community switches to low-emissions fuels.

Key Low-Carbon Scenario Indications

The low-carbon scenario describes a very different future than the business-as-planned scenario. In the low-carbon scenario, emissions decrease 98% over the 2016 baseline. Every sector is nearing or has reached net-zero emissions, and energy use is drastically decreased without sacrificing daily convenience or lifestyle. This scenario highlights what it looks like to take advantage of the opportunities for emissions and energy-use reduction in Regina. A lot of hard work will be required to make this scenario a reality. The Big Moves, described in the next section, highlight the major components required to turn this scenario into a reality.

Emissions Reductions by Big Move

The Big Moves represent broad actions that must be taken to significantly decrease emissions in Regina. The table describes these actions in more detail and illustrates the relative impact of each Big Move on GHG reductions. The wedge diagram (Figure 24) illustrates the emissions reductions associated with each of the modelled actions from 2020 to 2050.

Table 2. Summary of emissions reductions by Big Move.

BIG MOVE	CUMULATIVE GHG REDUCTION (MTCO ₂ E) 2016-2050	CONTRIBUTION TO TOTAL EMISSIONS REDUCTIONS
BUILDING RETROFITS	10,714	12%
CLEAN HEATING	7,932	9%
NET-ZERO NEW CONSTRUCTION	5,457	6%

RENEWABLE ENERGY GENERATION	21,257	23%
LOW EMISSIONS VEHICLES	10,126	11%
INCREASE ACTIVE TRANSPORTATION & TRANSIT-USE	4,282	5%
CLEAN AND RE-ENERGIZE INDUSTRY	25,305	27%
ADDITIONAL ACTIONS	7,131	8%

[1] Relative to the 2050 Business-as-Planned scenario emissions.

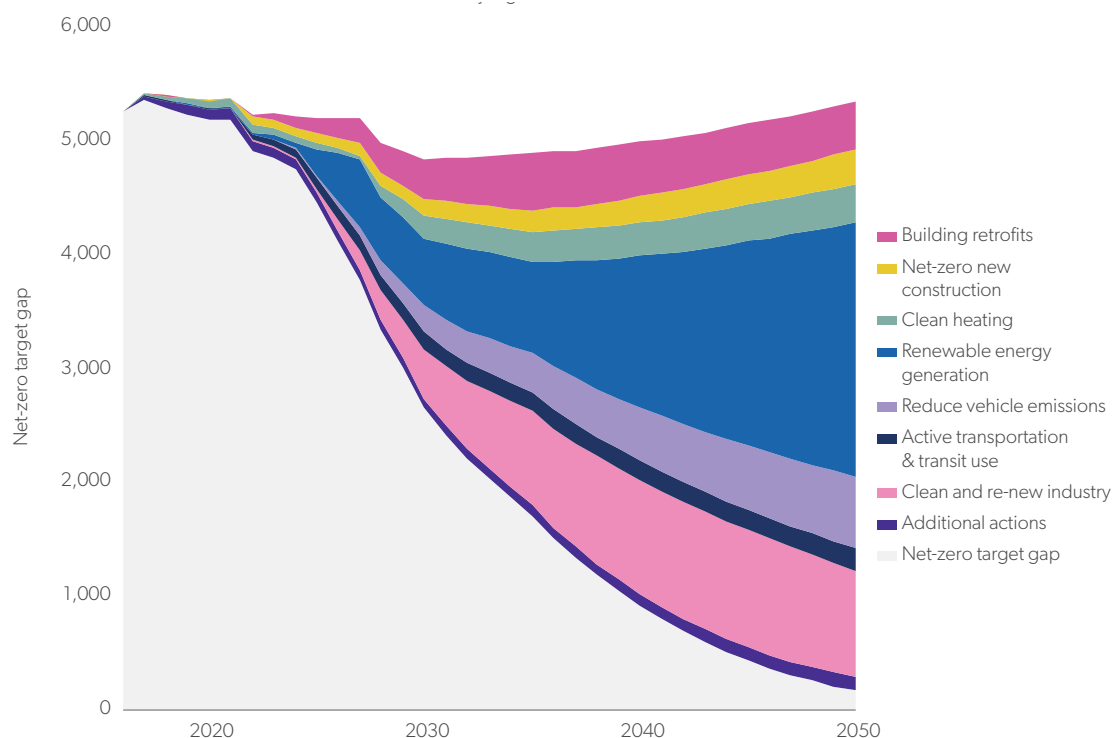


Figure 24. Emissions reductions by Big Move.

Measuring the Impact

Fully implementing the actions outlined in the Big Moves would result in a 52 per cent reduction in emissions and a 24 per cent reduction in energy use in Regina by 2030 and a 97 per cent reduction in emissions and a 38 per cent reduction in energy use by 2050. This can happen while Regina's population grows by the projected 25 per cent between 2016 and 2030 and 71 per cent between 2016 and 2050. By 2030, per capita emissions would be nine tonnes per person, and that would drop to 0.4 tonnes per person by 2050.

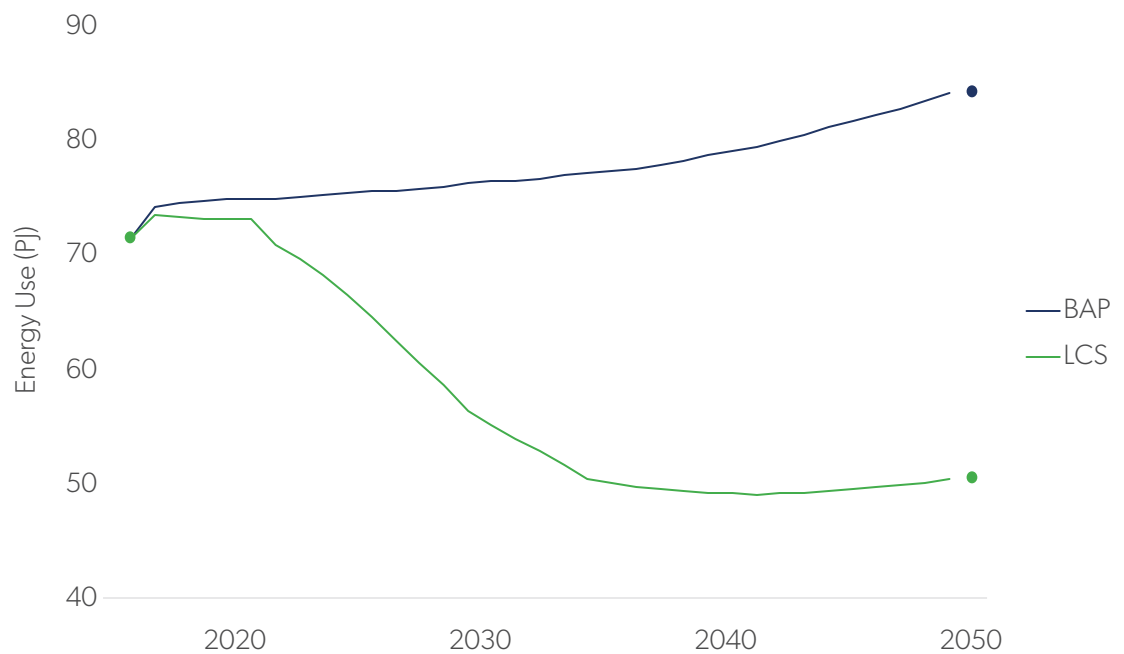


Figure 25. Regina's energy use in the business-as-planned and low-carbon scenarios.

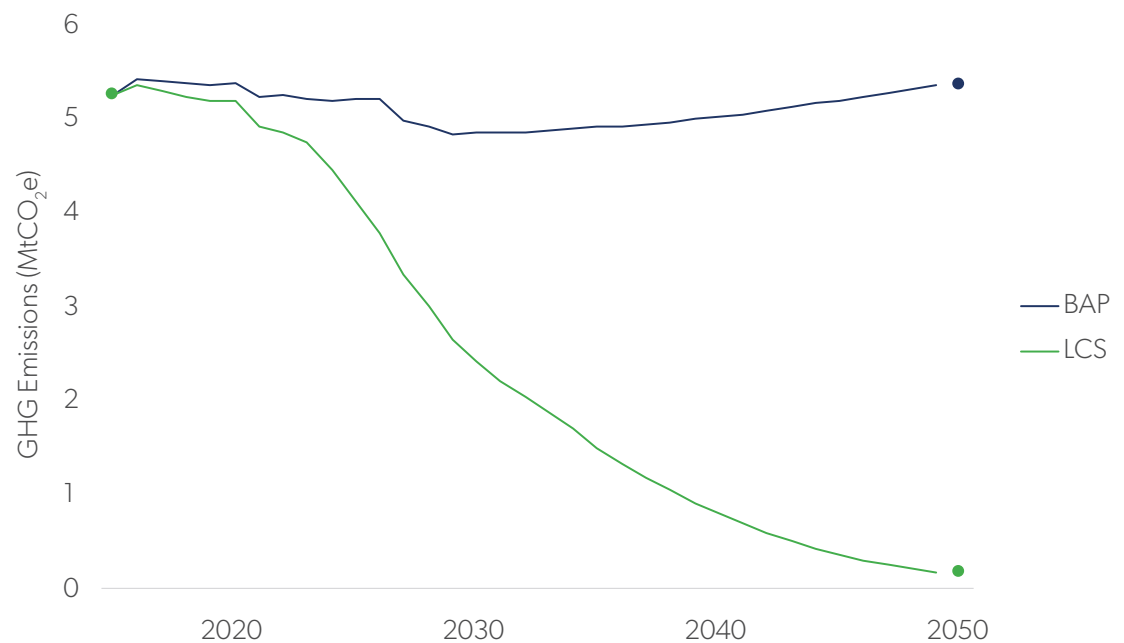


Figure 26. Regina's emissions in the business-as-planned and low-carbon scenarios.

The pathway is in line with Regina's contribution to keeping global warming to within reach of the 1.5°C threshold. This is in alignment with the Intergovernmental Panel for Climate Change's (IPCC) recommended pathway by reaching net-zero emissions by 2050 and by more than halving Regina's community greenhouse gas emissions by 2030. According to the IPCC, this is the pathway required to limit global temperature rise to below 1.5 °C.

In terms of emissions reductions, and in the context of the climate emergency, pathways to net-zero are crucial. Continuing with business as planned for the next decade or more and then curbing emissions to net-zero just before the deadline has a very different impact on the

cumulative emissions, or emissions over time, than taking aggressive action now. The former may lead to net-zero but push well beyond the 1.5 °C threshold, while the latter is more likely to stay within the threshold.

The Framework is developed as a pathway that starts reducing emissions right away to meet the interim 2030 goal of more than a 50 per cent reduction from the 2016 baseline. It is critical that the Framework is implemented both on the timeline and in the sequence laid out. The actions build on one another to maximize emissions and energy-use reduction opportunities and community co-benefits. The pathway sequencing also shapes the financial opportunities identified in the Framework. Although it may seem appealing to choose the actions that generate the best emissions reductions or financial payback, the results may not actually generate the same outcomes if the preceding actions are not completed as outlined. In other words, the sum of the actions is greater if completed as a pathway, than if actions are treated as standalone projects.

The selected pathway and associated actions laid out in the Framework balance best practices with Regina's local context and constraints and put the city on a pathway to contribute to between 1.5 and 2°C in global warming. If all regions of the world stay within this threshold, the planet would avoid the most devastating impacts of climate change.

Roles and Responsibilities Across Sectors

The City of Regina, as a municipal government, does not have direct influence over each sector that produces emissions within the community. The implementation overview section of the report outlines ways the City, as a contributor to the Framework, can collaborate with sectors and encourage change, but ultimately, meeting the target will require action on behalf of each sector and the community at large.

For example, the City does not control the emissions of the electricity grid. It can, however, work towards installing community solar farms and work with SaskPower to connect these to the grid. The City can also seek and provide financial and non-financial supports for the installation of rooftop solar PV to encourage uptake in residential and commercial sectors.

A broader example is the entire existing industrial sector. This sector makes up one-third of Regina's emissions, yet the City has very little influence over industry decisions that impact energy use and emissions. Industry decisions are, however, driven by different forces, including federal regulations and consumer demand.

During the development of the Framework, Federated Cooperatives Ltd., the largest contributor to Regina's industrial emissions, announced their intention to become a net-zero emitter by 2050. While precise actions are not all available for modelling at this time (assumptions were made in the Framework to reflect the technologies that could potentially be used in the industrial sector), this is an encouraging sign that industry is aligned with the goals of the Framework.

A Community Economic Opportunity

Implementing the Framework and transitioning to a low-carbon economy will require investments that are spread out across residents, businesses, institutions, the City of Regina, and other levels of government between now and 2050. Conversely, the actions will generate returns beginning immediately after implementation and provide an ongoing economic opportunity for the community.

The costs of investments overall will be greater than the savings they generate until 2028. After that point, savings and revenue outpace yearly investments. **Overall, implementing the Framework is projected to generate a net return of over 18 billion dollars across the community above the business-as-planned scenario by 2100.**

Implementing the Framework will also generate job growth in Regina. Implementation will create more than 120,000 person-years of employment between 2022 and 2050. This is equal to over 4,000 full-time equivalent jobs per year above the jobs that would be created in the business-as-planned scenario.

The financial impacts outlined in this framework identify the projected **investments and returns associated with low-carbon measures that are above and beyond those assumed in the business-as-planned scenario**. The financial analysis is developed at the low-carbon pathway level, meaning it **represents total costs across the community and does not allocate costs or savings specifically to the municipality or other sectors or investors**. Costs to the municipality are dependent on the degree to which the municipal government chooses to invest in certain actions and incentivize other sectors. Investigating all financial tools available to the municipal government and other community stakeholders, including individuals, businesses, and other levels of government, will be critical to the implementation of the Framework as capital costs and upfront investments are considered a primary barrier to climate action.

Framework Financials Overview

A financial analysis was undertaken for each of the actions that make up the low-carbon pathway. The analysis identifies the investment required, the net present value, the return on investment, marginal abatement costs, and the impact on employment.

The key concepts used to analyze the financial impacts of this Framework are outlined below.

Costs and Savings are Relative to the Business-as-Planned Scenario: The financial analysis tracks projected costs and savings associated with low-carbon measures that are above and beyond the assumed business-as-planned costs and investments.

Discount Rate: The discount rate represents the economic concept that money today is valued more than money in the future. Investments in a low-carbon future are evaluated with a three per cent discount rate.

What is a discount rate?

A discount rate assumes that money today is valued more than money in the future. An investment is considered viable by an investor if it generates a real rate of return equal to or greater than its discount rate. The discount rate varies with the type of investment or project, the duration of the investment, the risk involved, and the availability of capital.

The social discount rate is the discount rate applied when assessing the value to society of investments made for the common good. It is inherently uncertain and difficult to determine. Some argue that a very low or even zero discount rate should be applied in the evaluation of climate change mitigation investments—that is to say, we should not discount the future. In this project, low-carbon investments are evaluated with a three per cent discount rate, which is low for business, but appropriate for community benefits.

Net Present Value: The net present value (NPV) of an investment is the difference between the present value of the capital investment and the present value of the future stream of savings and revenue generated by the investment. Present value means that future dollars are discounted back to the current day.

Five aggregate categories are used to track the financial performance of the low-carbon actions in this analysis:

- Capital expenditures;
- Energy savings (or additional costs);
- Carbon cost savings (assuming the carbon price reaches \$170/tonne CO₂e in 2030 and is held constant thereafter);
- Operation and maintenance savings; and
- Revenue generation (associated with renewable energy production facilities).

Administrative costs associated with implementing programs, as well as any energy system infrastructure upgrades that may be required are excluded. Similarly, the broader social costs that are avoided from mitigating climate change are not included in this financial analysis.

Abatement Cost: The abatement cost of an action is the estimated cost for that action to reduce one tonne of GHG emissions. It is calculated by dividing the action's NPV by the total GHG emissions reductions (tCO₂e) resulting from the action. For example, if a project has an NPV of \$1,000 and generates 10 tCO₂e of savings, its abatement cost is \$100 per tCO₂e reduced.

Amortization: The costs of major capital investments are typically spread out over a period of time. Amortization refers to the process of paying off capital expenditures (debt) through regular principal and interest payments over time. In this analysis, a 25-year amortization rate has been applied to all investments.

Energy and Carbon Cost Projections: Energy cost projections underlie the financial analysis. These projections were derived from:

- The Independent Electricity System Operator's (IESO) Long-Term Energy Plan (electricity);
- The US Energy Information Administration (propane); and
- Canada's Energy Regulator (all other fuels).

The financial analysis is sensitive to electricity and natural gas costs.

An escalating cost of carbon, based on federal regulation, was applied out to 2030. That cost peaks at \$170/tCO₂e in 2030 and is held constant thereafter.

Marginal Abatement Costs

Abatement costs are a key indicator of whether an action will generate a return over its lifetime. Negative abatement costs signify a financial return. Figure 27, on the following page, summarizes the marginal abatement costs for actions in the framework. The width of each bar on the x-axis indicates the amount of GHG emissions each action/investment saves. Out of the 37 actions recommended for Regina, 23 have marginal abatement savings (generate a return), and 14 will have marginal abatement costs (generate a loss).

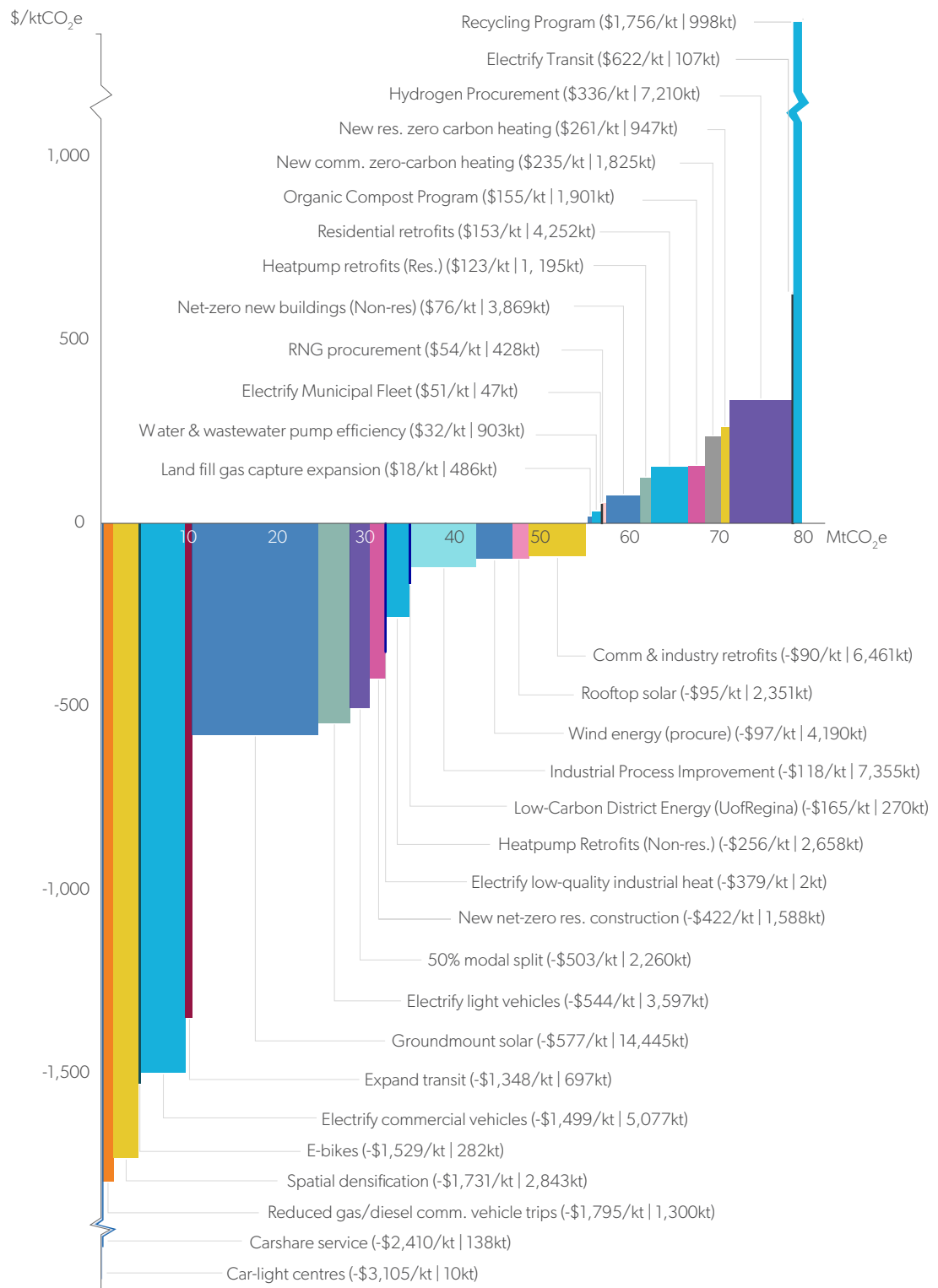


Figure 27. Marginal abatement cost curve.

The most expensive action per tonne of CO₂e reduced is expanding the residential recycling program to reduce waste emissions. Expanding the recycling program to sufficiently contribute to emissions reductions in the solid waste sector will cost \$1,756 per tonne of CO₂e reduced.

The action with the largest return per tonne of carbon is limiting personal-use vehicles in the downtown. It will cost -\$3,105 per tonne of CO2e reduced, or in other words, it will generate \$3,105 in savings and revenue per tonne of CO2e reduced. Other traffic demand actions, such as introducing a car-share program, introducing an e-bike program, increasing parking fees, and expanding transit, also generate high levels of savings and/or revenues per tonne of CO2e reduced.

“Implementing the low-carbon scenario now and in the near future will result in more than \$18 billion in financial returns for the community.”

Regardless of cost, each of the actions is required to meet the net-zero and 100 per cent renewables target. The actions are modelled in a sequence outlined in the 'Implementation' section to generate the emissions, energy-use, and financial results outlined in the Framework. **If the community chooses to only take the actions with the best payoff, they will not generate the same energy and emissions reductions and financial returns presented in the Framework.** For example, if a decision is made to increase solar and wind generation, which generates a net revenue in the community, before completing building retrofits and installing heat pumps, which have a net cost, the amount of renewable installations indicated in the plan will not meet the energy needs of the community and emissions from unclean grid electricity will remain.

Table 3. Summary of financial results (negative number = savings, positive number = cost).

FINANCIAL CONSIDERATION	CUMULATIVE, INCREMENTAL EXPENDITURES AND SAVINGS, 2022-2050	NET PRESENT VALUE (DISCOUNT RATE 3%), 2022-2050	NET PRESENT VALUE (DISCOUNT RATE 3%), 2022-2100
Capital investments [1]	\$16.4 billion	\$11.3 billion	\$11.3 billion
Operations & maintenance savings [2]	-\$5.5 billion	-\$3.3 billion	-\$4.0 billion
Energy cost savings	-\$6.3 billion	-\$4.5 billion	-\$7.3 billion
Carbon price savings	-\$10.3 billion	-\$5.9 billion	-\$7.3 billion
Revenue from local generation and services	-\$17.2 billion	-\$10.1 billion	-\$11.7 billion
Net return of actions [3]	-\$22.9 billion	-\$12.5 billion	-\$18.7 billion

[1] Does not include primary industry.

[2] Does not include returns from primary industry action.

[3] Net return will continue beyond 2050.

Capital Investments and Returns

Capital investments and returns for the low-carbon scenario were broken down by each of the seven Big Moves and completed for the overall scenario. The following table summarizes the investment categories that were calculated.

Year-over-year low-carbon scenario investment and returns

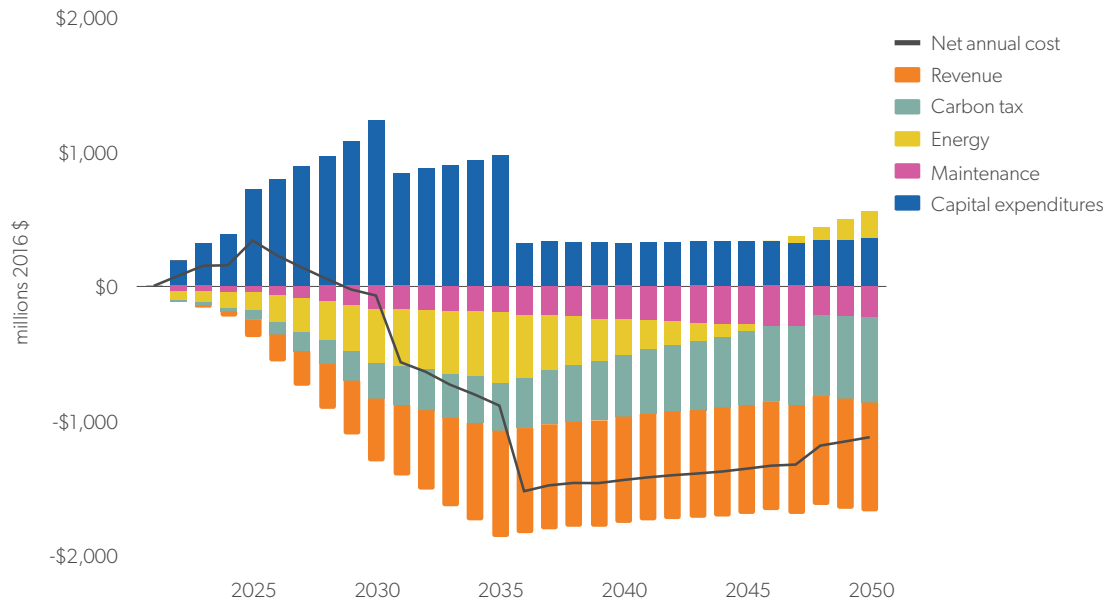


Figure 28. Year-over-year low-carbon scenario investment and returns.

By 2050, **cumulative community capital investment** in low-carbon actions will be \$11.5 billion and the cumulative net return will be \$12.5 billion, even with the three per cent discount rate considered and capital investments subtracted. The net return by 2100 will be \$18.7 billion. The savings include lower utility bills due to more efficient buildings, lower maintenance costs for electric cars compared to gas- and diesel-powered vehicles, and costs avoided from the carbon tax. Investments in local energy systems and assets such as community solar farms will also generate a revenue stream.

Because many of the actions are expected to begin in the 2020s, the investments during this decade are substantial. By 2028, the expected investment per year is around \$1 billion, but the costs drop off sharply by 2035. As the investments increase, so does the payback, with a net return being generated by 2029.

Putting the Financials in Context

Regina Gross Domestic Product (2020): \$15.8 billion (in 2012 dollars)

Regina GDP per capita (2020): ~\$60,100 (in 2012 dollars)

Saskatchewan Gross Domestic Product (2018): \$78.4 billion¹⁷

Regina capital budget—general and utility (2022): \$255.3

In the most expensive year of implementation, the Framework would represent a capital expenditure equal to just under eight per cent of Regina's 2020 GDP. On an amortized basis, the most expensive year is equal to just over four per cent of the GDP.

If all investments are amortized over a 25-year period, capital expenditures are much lower throughout the 2020s, at less than \$1 billion dollars over the timeframe versus more than \$5 billion. Expenditures increase over time, whereas revenue and savings shrink slightly by 2049.

Year-over-year low-carbon scenario investment and returns, with capex annualized

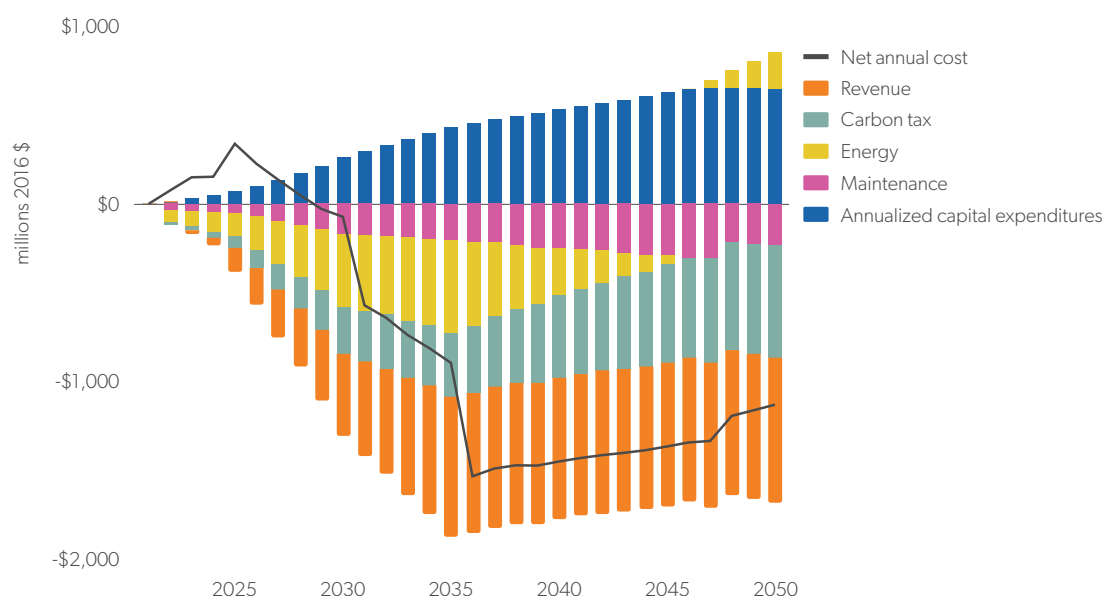


Figure 29. Year-over-year low-carbon scenario investment and returns, with capex annualized.

Capital expenditures by Big Move reveal that most costs are related to building retrofits and renewable energy generation. The costs for these activities occur in the implementation of the low-carbon pathway to achieve the GHG reductions and renewable energy targets desired.

Energy Costs and Savings

The energy costs in the business-as-planned scenario and low-carbon scenario tell two differing stories. The business-as-planned scenario illustrates energy costs that decrease slightly over time as efficiencies are gained. The low-carbon scenario depicts much larger

¹⁷ Conference Board of Canada (October 2021). Major City Insights: Regina. <https://www.conferenceboard.ca/focus-areas/canadian-economics/major-city-insights/11312> (paywall).

decreases in energy costs over time, although the pathway is not linear, illustrating the cumulative impact of actions as more and more are completed. Overall, the low-carbon scenario represents a 27 per cent reduction in household energy costs from the 2016 baseline while the business-as-planned scenario represents a 14 per cent reduction. In real terms, that is a difference of \$1,446 per household per year between the two households in 2050.

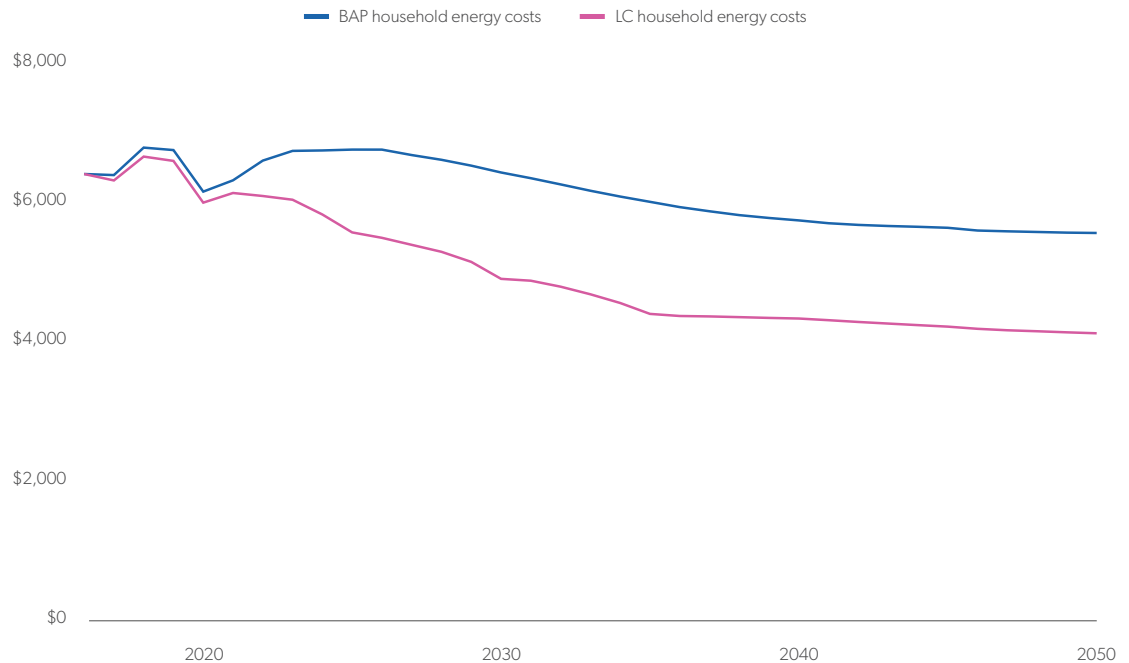


Figure 30. Household energy costs—business-as-planned scenario versus low-carbon scenario.

Employment

The capital expenditures associated with implementing the Framework are expected to create net new employment opportunities.

Standard employment factors for each sector were used to identify the jobs created through economic activity. For each action, the employment sector is identified and the full-time equivalent jobs per million dollars in economic activity are identified.

Overall, implementation of the Framework is expected to generate over 120,000 person-years of employment between now and 2050. This is equivalent to over 4,000 full-time equivalent jobs per year existing in the community, beyond job projections in the business-as-planned scenario. Expanding transit will generate more sustained employment than any other action. Building retrofits and solar PV installations will create an employment boom over the next decade and a half.

Implementing the Framework

Regina has adopted an aggressive evidence-based approach to reach its net-zero by 2050 goal. The City acknowledges that the community needs to work toward limiting global warming to 1.5°C. This approach includes setting interim targets along the pathway to 2050 and readjusting the targets based on new information, technologies, and best practices as they become available.

Implementing the low-carbon pathway described in the Framework will require sustained effort across all sectors of the community, including residents, businesses, the municipal government, institutions, industry, and the not-for-profit sector. Support will be required from the Government of Saskatchewan, the Government of Canada, and other external funders.

There are 25 distinct actions relating to the seven Big Moves and six additional actions outside of the Big Moves that need to occur to implement the Framework. Each action will be implemented through a series of programs, initiatives, policies, and infrastructure investments. The following section provides a summary of each action and implementation mechanism, along with timing, costing, co-benefits, and expected GHG reductions and annual metrics.

The summary is organized as follows:

Table 4. Summary table describing the implementation indicators

ACTION	DESCRIPTION	GHG IMPACT	CO-BENEFITS	COST	IMPLEMENTATION MECHANISMS	TIMING	METRICS
The title of the action that helps achieve the Big Move. Identifies the sector or asset being addressed.	A description of the action that needs to be taken, including targets. This also describes what was modelled in the low-carbon scenario for the action.	Describes the cumulative GHG emissions reduction impact for each action compared to the business-as-planned scenario. Enabler: Enables the reduction of GHG emissions. Low: <1,000 ktCO ₂ e Medium: 1,000–2,000 ktCO ₂ e High: >2,000 ktCO ₂ e	Co-benefits are community benefits that are expected to occur by implementing the Framework that go above and beyond GHG emissions reductions. There were three co-benefits in particular that stood out as important to community members during engagement. (See descriptions in the following table).	Costs are based on the upfront capital expenditure required to implement each action above and beyond the business-as-planned practice. Costs does not consider marginal abatement costs or the gain of the investment. \$: <\$1,000,000 \$\$: \$1,000,000 – \$100,000,000 \$\$\$: \$100,000,000 – \$500,000,000 \$\$\$\$: \$500,000,000 – \$1,000,000,000 \$\$\$\$\$: >\$1,000,000,000	Policy: A policy developed by the municipality and approved by Council. Program: An ongoing effort by the municipality, with staff and financing to support the effort. Initiative: A study or project, undertaken by the municipality, private sector, not-for-profit sector, or other sectors, individually or collaboratively, with a specific focus, that is implemented for a set time period. Infrastructure: Investment in physical infrastructure by the municipality or private sector, not-for-profit sector, or other sectors, individually or collaboratively. Leading by example: An activity undertaken by the municipality that demonstrates leadership and/or feasibility to the community.	A start and completion date for the action. *Start date denotes when planning for the action begins.	The method and measurement unit for measuring the impact of the action taken. All metrics should be analyzed on an annual basis for those that are being actively implemented.

Co-Benefit Indicators

Equity is dependent on several factors. Some actions, like expanding transit, can enhance equity to some degree without additional intervention because better access for more people more often is beneficial. Other actions, such as building retrofits, require the implementation of noted programs, such as those for low-income and social housing.

Employment is based on Statistics Canada data for employment factors. Although an action may be rated low based on jobs per million dollars invested, the actual number of jobs may be significant due to the scale of the investment.

Cost effectiveness denotes whether an action has a net financial cost to reduce emissions, breaks even, or if it will generate a net return. It contextualizes the cost of an action because an action may have a high cost but also a high rate of return. Note that although some actions will have a net cost, they contribute to the realization of other actions that may have a net return and cannot be taken out of the implementation sequence without a cascading impact.

Table 5. Co-benefit descriptions.

CO-BENEFIT	ENABLER	LOW	MEDIUM	HIGH
Equity	No discernible direct effect associated with supporting action but positive outcomes may occur in concert with other actions.	Without intervention, this action may favour certain groups or create greater disparity between equity-seeking groups and other sections of the population.	This action is more likely to be implemented in the community fairly, but existing powerful groups may still be at an advantage.	This action contributes to enhanced equity.
Employment	Enables employment	0-5 person-years of employment per \$million invested	5-10 person-years of employment per \$million invested	>10 person-years of employment per \$million invested
Cost effectiveness (CE)	—	This action will have a net cost.	This action will break even.	This action will have a net return/benefit.

BIG MOVE 1



Big Move One: Building Retrofits

Retrofitting buildings presents a significant opportunity to achieve reductions in energy consumption and GHG emissions and create local jobs. It is most cost-effective to decarbonize buildings by maximizing energy efficiency prior to adding renewables. Most programs currently retrofit one building at a time, however, in order to achieve the targets identified in the pathway, new approaches will be required. There are many efforts underway across Canada and beyond to undertake retrofits at scale by aggregating building retrofits both for bulk procurement and to achieve efficiencies in project delivery.

What are Energy Retrofits in Buildings?

The term energy retrofits can be used to describe a wide range of activities relating to upgrading energy-consuming systems in a building to reduce building energy-use. Minor energy retrofits can include activities such as upgrading lighting to LEDs and adding insulation. More extensive retrofits include replacing windows and doors, and updating heating and cooling systems with more efficient systems. In this Framework, the term building energy retrofits is used to describe a combination of activities, such as those listed above, that will result in thermal savings of at least 50 per cent and electrical savings of at least 10 per cent in buildings in Regina.

Big Move One: Building Retrofit Actions

Table 6. Building retrofit actions implementation summary table.

ACTION	DESCRIPTION	GHG IMPACT	CO-BENEFITS	COST	IMPLEMENTATION MECHANISMS	TIMING	METRICS
1.1 Deep Retrofits: residential, pre-1981 construction	Achieve 50% thermal (building envelope) efficiency increase and 10% electrical savings in 100% of buildings by 2030.		Equity: High (potential) Employment: Medium Cost Effectiveness: Low	\$\$\$\$\$	Program: Develop deep retrofit programs for all buildings. Initiative: Pilot a bulk retrofit program.	Start: Immediately Completion: 2030	Number of homes retrofit
1.2 Deep retrofits: residential, 1981-2016 construction	Achieve 50% thermal (building envelope) efficiency increase and 10% electrical savings in 100% of buildings by 2035.		Equity: High (potential) Employment: Medium Cost Effectiveness: Low	\$\$\$\$\$	Program: Develop deep retrofit programs for all buildings.	Start: Immediately Completion: 2035	Number of homes retrofit
1.3 Deep retrofits: ICI	Achieve 50% thermal (building envelope) efficiency increase and 10% electrical savings in 100% of buildings by 2035.		Equity: High (potential) Employment: Medium Cost Effectiveness: High	\$\$\$\$\$	Program: Develop deep retrofit programs for all buildings. Leading by example: Retrofit municipal buildings.	Start: Immediately Completion: 2035	Number of buildings retrofit

BIG MOVE 2



Big Move Two: Clean Heating

Buildings can be decarbonized by fuel switching space-heating systems to electric heat pumps and water-heating systems to electric. Both actions are especially impactful when coupled with the use of renewable energy and building retrofits. In particular, building retrofits reduce the size of the heat pump required, because a well-insulated, efficient home requires less energy to stay warm or cool. Heat pumps for space heating are also highly efficient, as they generate the same heat as a natural gas heating system with one-half to one-third of the input energy.

In Saskatchewan, the electricity grid has a higher emissions factor than in most other provinces in Canada. As such, fuel switching to heat pumps increases emissions in the short term until the grid becomes cleaner and/or local renewable generation is built. Therefore, the strategy focuses on building efficiency first, and then recommends adding renewables and switching to electric space- and water-heating systems on a similar timeline. This enables deep emissions reductions in the medium term.

Case Study: Ground-Source Heat Pumps and Electric Air-Source Heat Pumps in Edmonton

The Westmount Presbyterian Church and North Glenora social housing projects in Edmonton have completed a net-zero project that combines new and old buildings.¹⁸ Key to the success of the project has been the use of a geothermal system for space heating and air-source heat pumps for water heating. The system is twice as efficient as a conventional heating system, and no backup energy source is required. The builders credit an efficient building envelope, also completed during the retrofit and building, with negating the need for a backup heating system. Edmonton has an average temperature low of -15.1°C in February, which is comparable with Regina's average low of -16°C.

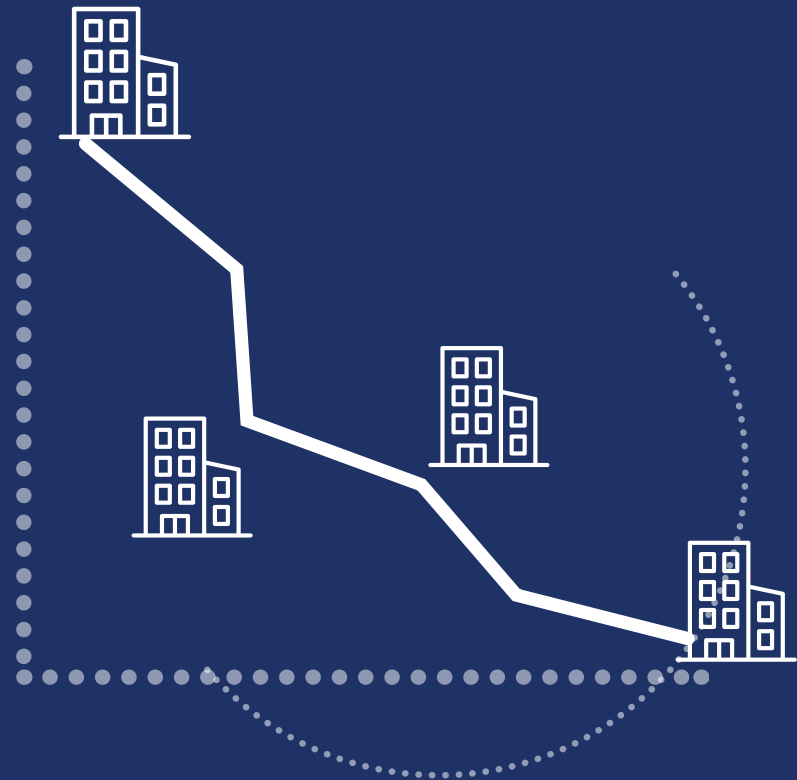
¹⁸ Green Energy Futures. January 29 2018. 186. Canada's first net-zero church and social housing project (Online Blog). <https://www.greenenergyfutures.ca/episode/canadas-first-net-zero-church>

Big Move Two: Clean Heating Actions

Table 7. Clean heating actions implementation summary table.

ACTION	DESCRIPTION	GHG IMPACT	CO-BENEFITS	COST	IMPLEMENTATION MECHANISMS	TIMING	METRICS
2.1 Switch to clean fuels in existing buildings: residential	Add air-source heat pumps and electric water heaters to 100% of buildings when current systems reach end of life.		Equity: Enabler (supports lower energy use and costs) Employment: Low Cost Effectiveness: Low	\$\$\$\$\$	Program: Develop fuel-switching programs for all buildings. Initiative: Educate community members about the benefits and feasibility of heat pumps in a cold climate.	Start: Immediately Completion: Ongoing (75% projected to be complete by 2035)	Number of systems replaced
2.2 Switch to clean fuels in existing buildings: ICI buildings	Add air-source heat pumps and electric water heaters to 100% of buildings when current systems reach end of life.		Equity: Enabler Employment: Low Cost Effectiveness: Low	\$\$\$	Program: Develop fuel-switching programs for all buildings. Leading by example: Use heat pumps in City buildings and report on performance.	Start: Immediately Completion: Ongoing (75% projected to be complete by 2035)	Number of systems replaced
2.3 Switch to clean fuels in all new construction: air-source heat pumps	Add air-source heat pumps and electric water heaters to 100% of new buildings without ground-source heat pumps.		Equity: Enabler Employment: Low Cost Effectiveness: Low	\$\$\$\$\$	Program: Develop fuel-switching programs for all buildings.	Start: Immediately Completion: Ongoing	Number of systems installed
2.4 Switch to clean fuels in all new construction: ground-source heat pumps	Add ground-source heat pumps and electric water heaters to 15% of new buildings.		Equity: Enabler Employment: Low Cost Effectiveness: Low	\$\$\$	Initiative: Pilot incentives for the installation of ground-source heat pumps.	Start: Immediately Completion: Ongoing	Number of systems installed

BIG MOVE 3



Big Move Three: Net-Zero New Construction

All provinces have agreed to adopt the Government of Canada's net-zero energy-ready building code for new residential builds by 2030. This makes planning for net-zero homes a necessity over the next decade, but there are also benefits to acting sooner. Regina is expected to grow significantly over the next decade, and encouraging net-zero new construction now means that fewer new buildings will be contributing to GHG emissions in the community, and fewer buildings will need to be retrofitted in the future. As buildings and building systems are long-lasting assets, choices made today will impact emissions in the community for decades to come and will either increase or decrease the burden on future generations. Increasing the proportion of net-zero builds over time can also prepare the workforce now for changes that will impact the whole industry by 2030. Other benefits include improved air quality as emissions decrease and lower utility bills associated with net-zero homes.

Net Zero Energy Ready (NZER) is a highly energy-efficient building that minimizes energy use such that on-site or community renewables or energy from a clean grid can be used to reach net-zero energy.

Net Zero Energy (NZE) is a building that uses an enhanced building envelope, solar orientation, and high-efficiency equipment to produce as much clean energy as it uses over the course of a year¹⁹.





City in Action: Fire Station No. 4

The City of Regina Fire Station No.4 has received LEED Gold Certification. The project received 40 LEED points through its incorporation of a range of environmental initiatives including solar water heating, sun screens, and a glazed hose tower that doubles as a passive ventilation shaft to aid in cooling the building.

¹⁹ What you need to know about the new building codes - Efficiency Canada.

Big Move Three: Net-Zero New Construction

Table 8. Net-zero new construction actions implementation summary table.

ACTION	DESCRIPTION	GHG IMPACT	CO-BENEFITS	COST	IMPLEMENTATION MECHANISMS	TIMING	METRICS
3.1 All new residential construction is net-zero by 2030	The percentage of new buildings constructed to net-zero standards increases from 2022, reaching 50% by 2026 and 100% by 2030.		Equity: Enabler Employment: Medium Cost Effectiveness: High		Policy: Create incentives for developers choosing net-zero buildings. Initiative: Create a net-zero neighbourhood. Program: Educate developers and builders on new building-code requirements and opportunities.	Start: Immediately Completion: 100% by 2030, ongoing after 2030	GHG intensity of new buildings (kgCO2e/m2)
3.2 All new ICI buildings are built to National Energy Building Code	All new commercial and industrial buildings are built according to the National Energy Building Code tier in line with code enhancements in 2023, 2025, 2027, and 2029.		Equity: Enabler Employment: Medium Cost Effectiveness: High		Program: Net-zero commercial and industrial buildings. Program: Educate developers and builders on new building-code requirements and opportunities.	Start: Immediately Completion: Ongoing	GHG intensity of new buildings (kgCO2e/m2)

BIG MOVE 4



Big Move Four: Renewable Energy Generation

Renewable energy generation makes a significant contribution to GHG reduction. It can take many forms, but all shifts to renewable energy require drastic changes that are challenging to scale up to meet current energy demand. However, when done in tandem with energy efficiency measures, renewable energy can meet much of Regina's energy needs while decreasing emissions.

Case Study: Cowessess First Nation

Cowessess First Nation, located 150 kilometres east of Regina, has been generating local renewable energy since 2013 and continues to expand its renewable energy assets. The community's first major project was a 800 kW wind project.²⁰ They won a 1 MW power purchase agreement with SaskPower through a competitive RFP process and also installed batteries to store energy to be used as needed. The second project, completed in 2018, was a 400 kW ground-mount solar installation. The project maxed out the power purchase agreement with SaskPower and leverages existing battery-based storage capability²¹.

In 2021, Cowessess installed more than 800 solar panels with a capacity of 321 kW on five community buildings. The energy generated is expected to decrease annual energy costs by \$20,000. Local labour was used to construct the solar panels²².

In 2021, Cowessess and partner Renewable Energy Systems signed an additional 200 MW power purchase agreement with SaskPower. They are planning to install 40 wind turbines across 20,000 acres, which will produce enough energy to power 100,000 homes²³.

²⁰ Cowessess First Nation Energizes Their Community and The Grid - Industry West (industrywestmagazine.com)

²¹ Cowessess First Nation Power Purchase Agreement | Profiles | Government of Saskatchewan

²² Cowessess unveils new solar project, aiming to become greenest First Nation in Canada | CBC News

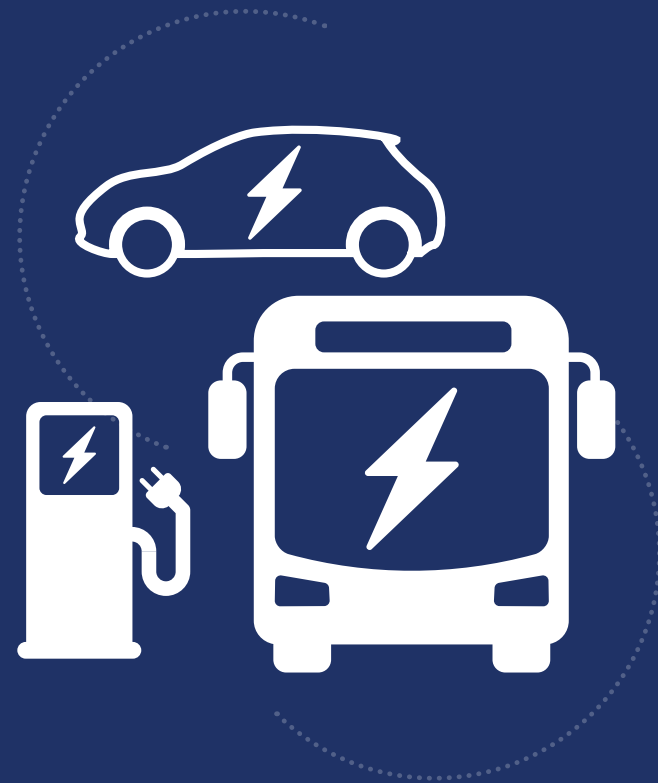
²³ Cowessess unveils new solar project, aiming to become greenest First Nation in Canada | CBC News

Big Move Four: Renewable Energy Generation Actions

Table 9. Renewable energy generation actions implementation summary table.

ACTION	DESCRIPTION	GHG IMPACT	CO-BENEFITS	COST	IMPLEMENTATION MECHANISMS	TIMING	METRICS
4.1 Maximize rooftop solar on new buildings	New builds will install solar PV (50% of building's base load) to maximize rooftop solar potential.		Equity: Low Employment: Low Cost Effectiveness: High	\$\$\$\$\$	Program: Develop solar PV programs for all building sectors.	Start: Immediately Completion: Ongoing	kW of solar PV installed Number of solar installations
4.2 Maximize rooftop solar on existing buildings	Existing building will add solar PV in line with retrofit schedule (50% of building's base load) to maximize rooftop solar potential.		Equity: Low Employment: Low Cost Effectiveness: High	\$\$\$\$\$	Program: Develop solar PV programs for all building sectors. Leading by example: add solar PV to municipal buildings.	Start: Immediately Completion: 2035	kW of solar PV installed Number of solar installations
4.3 Meet energy needs through local energy generation: solar PV	Add 1914 MW of solar PV in community solar farms by 2035.		Equity: Low Employment: High Cost Effectiveness: High	\$\$\$\$\$	Infrastructure: Create solar farms.	Start: 2025 Completion: 2035	MW of solar installed
4.4 Meet energy needs through local energy generation: wind farms	Add 473 MW of wind-generating capacity in community wind farms by 2035.		Equity: Low Employment: Low Cost Effectiveness: High	\$\$\$\$\$	Infrastructure: Create wind farms.	Start: 2025 Completion: 2035	MW of wind generation infrastructure installed
4.5 Meet energy needs through local energy generation: geothermal heating at University of Regina	Convert the district energy system at the University of Regina to geothermal.		Equity: Low Employment: Low Cost Effectiveness: Medium	\$\$\$\$\$	Initiative: Work with the University of Regina to determine support and collaboration opportunities.	Start: 2025 Completion: 2030	GHG intensity of the university (kgCO2e/m2)

BIG MOVE 5



Big Move Five: Low-Emissions Vehicles

In order to meet or exceed Federal targets of 100 per cent of personal and light-duty vehicle sales being electric by 2035, and for Regina to meet the 100 per cent renewable target in its own plan, the municipal government needs to develop and implement a strategy to move toward low-emissions vehicles.

Changing the Pathway by Creating Low-Emissions Vehicle Targets

In 2021, the Government of Canada announced that all new light-duty cars and passenger trucks sales across the country will need to be zero-emission by 2035. This advances the government's previous target by five years. The Government of Canada has also noted its intention to develop interim 2025 and 2030 targets and to support the adoption of electric vehicle sales through incentives and investments in charging infrastructure.²⁴

Case Study: EV Charging Requirements Bylaw

The City of Port Moody, British Columbia's zoning bylaw includes requirements for electric vehicle charging infrastructure in the community. Requirements for residential units include an energized outlet capable of Level 2 charging for each unit. For commercial parking, 20 per cent of spaces must include an energized outlet capable of Level 2 charging²⁵. Public EV charging is also available throughout the city for a fee, and an app is available for individuals to find charging stations, start a charging session, and track savings.²⁶

²⁴ Building a green economy: Government of Canada to require 100% of car and passenger truck sales be zero-emission by 2035 in Canada - Canada.ca

²⁵ Electrical Vehicle Charging Planning Requirements - City of Port Moody

²⁶ Electric Vehicle Charging Stations - City of Port Moody

Big Move Five: Low-Emissions Vehicles Actions

Table 10. Low-emissions vehicles actions implementation summary table.

ACTION	DESCRIPTION	GHG IMPACT	CO-BENEFITS	COST	IMPLEMENTATION MECHANISMS	TIMING	METRICS
5.1 Electrify vehicles: personal-use	100% of new light-duty, personal-use vehicles purchased are electric by 2030. 80% are electric by 2025.		Equity: Low Employment: Medium Cost Effectiveness: High	\$\$\$\$\$	Infrastructure: Partner on the deployment of electric vehicle charging stations. Initiative: Educate the community about the feasibility of electric vehicles in Regina.	Start: Immediately Completion: 2030	New electric vehicle sales or registrations Number of EV charging stations
5.2 Electrify vehicles: ICI use	100% of new light-duty, ICI-use vehicles purchased are electric by 2030. 80% are electric by 2025.		Equity: Low Employment: Medium Cost Effectiveness: High	\$\$\$\$\$	Infrastructure: Partner on the deployment of electric vehicle charging stations. Leading by example: Purchase electric vehicles for municipal fleet.	Start: Immediately Completion: 2030 City: no non-electric purchases after 2022	New electric vehicle sales or registrations Number of EV charging stations
5.3 Electrify medium- and heavy-duty trucks, or purchase hydrogen-fueled*	100% of medium- and heavy-duty truck purchases are electric or hydrogen-fueled* by 2045.		Equity: Low Employment: Medium Cost Effectiveness: High	\$\$\$\$\$	Infrastructure: Keep up to date on the deployment of hydrogen and electric vehicle infrastructure.	Start: 2035 Completion: 2045	Low-emissions medium- and heavy-duty vehicle sales
5.4 Electrify transit	100% of new City transit buses are electric.		Equity: High Employment: Medium Cost Effectiveness: Low	\$\$\$\$\$	Infrastructure: Purchase electric buses.	Start: 2024 Completion: 2039	% of transit vehicles electrified

* From green hydrogen sources

BIG MOVE 6



Big Move Six: Increase Active Transportation and Transit Use

Efforts to increase transit use, walking, and cycling will be critical to reducing emissions from transportation. They will also provide more co-benefits that relate to health and community well-being beyond those associated with the electrification of vehicles. The general path to an inclusive and less car-reliant community includes programs and initiatives led by the City that support transit and active transportation.

City in Action: Transit Master Plan

The City of Regina is completing its Transit Master Plan. The plan is expected to be released in the first quarter of 2022 and was developed on approximately the same timeline as the Energy and Sustainability Framework. Several meetings were held with the department leads for the Framework, the Transit Master Plan, and the consultants for each project. The groups shared draft actions outlined in each plan to align on actions that were complementary and met the objectives of each plan. The teams also shared data to strengthen both processes.

Moving forward, this is the type of cross-departmental and interdisciplinary collaboration that will ensure the City is able to align its plans and policies and effectively implement the Framework and other city commitments.

City in Action: Transportation Master Plan

Regina has already started thinking about enhancing active transportation and transit use in its Transportation Master Plan, released in 2017. Each of the four major targets in the plan are related to creating a sustainable transportation system, including:

1. Sustainable transportation;
2. Limited increase in vehicle kilometres travelled;
3. Improved transit service; and
4. Safer cycling and pedestrian environments.

The plan also contains explicit targets around shifting mode share to decrease single-occupancy vehicle trips.

Big Move Six: Increase Active Transportation and Transit-Use Actions

Table 11. Active transportation and transit-use actions implementation summary table.

ACTION	DESCRIPTION	GHG IMPACT	CO-BENEFITS	COST	IMPLEMENTATION MECHANISMS	TIMING	METRICS
6.1 Expand transit service	Offer expanded service to encourage a 25% transit mode share by 2025.		Equity: High Employment: High Cost Effectiveness: High	\$\$\$\$\$	Program: Increase transit service. Initiative: Pilot free transit initiatives.	Start: 2024 Completion: Ongoing	Transit ridership
6.2 Transportation demand management	Employ car-free zones, increased parking rates, car and bike-share programs, and work-from-home measures to reduce demand for personal-use vehicles. This will reduce vehicle kilometres travelled by up to 25% in city centre and to increase mode share to active transportation by five per cent for trips under five kilometres in other areas of the city.		Equity: Medium Employment: Medium Cost Effectiveness: High	\$\$\$\$\$	Initiative: Pilot car-free zones. Initiative: Pilot car and bike-share programs.	Start: Immediately Completion: Ongoing	Transportation emissions VKT/person
6.3 Increase active transportation	Continue to develop an active transportation system to reach 50% of short trips being active by 2050.		Equity: High Employment: Medium Cost Effectiveness: High	\$\$\$\$\$	Initiative: Trails and active transportation promotion.	Start: Immediately Completion: Ongoing	Transportation emissions Mode split

BIG MOVE 7



Big Move Seven: Clean and Re-Energize Industry

The industrial sector is anticipated to be responsible for one-third of Regina's total emissions from 2016 to 2050 under a business-as-planned scenario. While the City has limited direct input on the operational choices of existing industry, industry energy and emissions profiles are being shaped by other factors. These factors include federal regulations and consumer demand. Increasing process efficiency can be explored by companies to reduce energy use expenditures. The City can facilitate this advancement by hosting working groups, sharing the best practices, and publicly showing support.

After efficiency measures, the industrial sector must consider alternative fuels. This is driven by carbon pricing, which compels some industries to electrify their process or choose fuels such as renewable natural gas or biodiesel.

Understanding the Sector: Primary Industry

Primary industry includes any industry that is involved with the extraction of natural resources from the earth so they can be converted to products used by people. In other words, the term primary relates to the interaction with natural materials, not with the size of the industry in the community. Primary industries that are present in Regina include oil and gas and mining. These industries support the community's economy and employ approximately one percent of the community's labour force.²⁷

When industry already exists in a community, the local government has relatively little ability to control its activities because they are typically regulated by the federal government. This does not mean, however, that there is no movement in industry toward lowering emissions.

Federal regulations continue to evolve and are requiring primary industry to lower emissions. An example of this is the federal carbon tax. Industry, like all other businesses, is also influenced by consumer demand. As the world shifts towards renewable energy, there is lesser demand from consumers for fossil-fuel-based energy and products. Therefore, there is an economic and business imperative for industry to adapt and not be left behind.

In Regina, Federated Co-operatives Ltd. recently announced its plans to be a net-zero entity by 2050. This is a commendable target and a significant market signal, considering the co-operative's size, economic influence, and roots in the fossil-fuel industry.

²⁷ Communication with Economic Development Regina.

Big Move Seven: Clean and Re-energize Industry Actions

Table 12. Clean and re-energize industry actions implementation summary table.

ACTION	DESCRIPTION	GHG IMPACT	CO-BENEFITS	COST	IMPLEMENTATION MECHANISMS	TIMING	METRICS
7.1 Industrial efficiencies	Industrial process improvements will increase energy efficiency by 30%.		Equity: Enabler Employment: Medium Cost Effectiveness: Medium		Program: Industry energy roundtable.	Start: 2023 Completion: 2045	Participation Recommendations implemented
7.2 Industrial energy shift: renewable natural gas and hydrogen	The industrial sector will shift to hydrogen and renewable natural gas by 2050.		Equity: Enabler Employment: Medium Cost Effectiveness: Low		Program: Industry energy roundtable.	Start: 2035 Completion: 2050	Participation Recommendations implemented
7.3 Industrial process heat shift: electrification	50% of process heat electrified by 2050.		Equity: Enabler Employment: Medium Cost Effectiveness: Medium		Initiative: Industrial waste heat feasibility study.	Start: Immediately Completion: 2050	GHG intensity of industry processing (kgCO2e/m2)
7.4 Primary industry implements net-zero targets	Primary industry reduces methane and employs carbon sequestration to reach net-zero emissions by 2050.	Unknown	Unknown	Unknown	Program: Industry energy roundtable.	Start: 2023 Completion: 2050	Participation Recommendations implemented

Additional Actions

Additional Actions

The seven Big Moves will eliminate the bulk of Regina's emissions by 2050, but there are additional actions that need to be taken to reach that goal. Emissions from waste will need to decrease and the City will need to increase population density and building intensification to support other actions in the plan.

City in Action: Waste Reduction

Landfill Gas Capture

Since 2017, the City of Regina has operated a 1MW gas engine/generator that uses the methane gas from waste decomposition at the landfill for power generation. This renewable energy source feeds SaskPower's grid and produces revenue for the City. The facility produces up to 7,800,000 kWh of electricity per year, enough to power over 1,000 homes, and it reduces greenhouse gas emissions by an estimated 30,000 tonnes per year or the equivalent of taking 8,000 cars off the road.

Curbside Composting Program




After a successful pilot program, a new curbside compost program will be launched throughout the community in 2023.

This new service is part of the City's long-term solid waste management plan to send less waste to the landfill. The City is aiming to reach 65 per cent waste diversion by 2025. Based on the pilot, the City expects the composting program will drive the total waste diversion to over 50 per cent. The volume of waste disposed at the landfill is expected to decrease by approximately 24,000 tonnes per year, eliminating 10,820 tonnes of greenhouse gas emissions and extending the life of the City's landfill.

Additional Actions

Table 13. Additional actions implementation summary table.

ACTION	DESCRIPTION	GHG IMPACT	CO-BENEFITS	COST	IMPLEMENTATION MECHANISMS	TIMING	METRICS
8.1 Waste and wastewater improvements	<p>Increase methane capture to 95% by 2030.</p> <p>After 2030, the WWTP uses all available biogas/ RNG from capture.</p> <p>10% reduction in water/ wastewater consumption (behaviour change).</p>		<p>Equity: High</p> <p>Employment: Medium</p> <p>Cost Effectiveness: Medium</p>		Infrastructure: Methane capture expansion.	<p>Start: 2027</p> <p>Completion: 2030 (Ongoing once target met)</p>	Methane capture rate
8.2 Recycling program	Increase recycling rates to meet 65% waste diversion by 2025.		<p>Equity: Enabler</p> <p>Employment: Low</p> <p>Cost Effectiveness: Low</p>		Program: Expand recycling program.	<p>Start: Immediately</p> <p>Completion: 2025 (Ongoing once target met)</p>	Diversion rate
8.3 Organic compost program	95% of capture of organics to compost by 2025.		<p>Equity: Enabler</p> <p>Employment: Low</p> <p>Cost Effectiveness: Low</p>		Program: Expand compost program.	<p>Start: 2027</p> <p>Completion: 2030 (Ongoing once target met)</p>	Diversion rate
8.4 Landfill gas capture	Expand landfill gas capture program to reach 40%.		<p>Equity: Enabler</p> <p>Employment: Low</p> <p>Cost Effectiveness: Medium</p>		Infrastructure: Landfill gas capture expansion.	<p>Start: 2023</p> <p>Completion: 2035</p>	Landfill gas capture rate

ACTION	DESCRIPTION	GHG IMPACT	CO-BENEFITS	COST	IMPLEMENTATION MECHANISMS	TIMING	METRICS
8.5 Spatial densification: Residential	<p>Adapt growth plan to allocate growth as follows:</p> <p>15% new population to city centre.</p> <p>50% to intensification areas—specific zones along transit nodes.</p> <p>35% to new neighbourhoods.</p>		<p>Equity: Enabler</p> <p>Employment: Low</p> <p>Cost Effectiveness: High</p>		<p>Policy: Review building density policies and bylaws.</p>	<p>Start: 2023</p> <p>Completion: Ongoing</p>	<p>People per square kilometre</p>
8.6 Spatial densification: Commercial	<p>Adapt growth plan to allocate growth as follows:</p> <p>15% new population to city centre.</p> <p>50% to intensification areas—specific zones along transit nodes.</p> <p>35% to new neighbourhoods.</p>		<p>Equity: Enabler</p> <p>Employment: Low</p> <p>Cost Effectiveness: High</p>		<p>Policy: Review building density policies and bylaws.</p>	<p>Start: 2023</p> <p>Completion: Ongoing</p>	<p>People per square kilometre</p>

Putting the Plan in Motion

The Energy and Sustainability Framework identifies a viable pathway for the City of Regina to reach its 100 per cent renewable and net-zero targets. The Framework demonstrates that the actions that drive emissions reductions are also good for the community. They contribute to a healthy economy, a more equitable city, and a place that continues to thrive in the future. The Framework is also ambitious. It requires swift action and a deep commitment to be realized. This will require the sustained effort of the City, community members, businesses, institutions, and all sectors of the community. What will result is a low-carbon, sustainable community that is ready for the future and is economically, environmentally, and socially responsible.

The City will need to dedicate staff time and annual budget dollars for implementation to be successful. It must collaborate with community stakeholders to ensure that the goals are reached. This must include, in the near term, determining the financial tools, funders, project leads, partnerships, and governance for each action and implementation mechanism. In particular, the City must determine the details of its role in implementing each action and communicate clearly on what else is needed from whom in the community.

The City must also commit to regular monitoring, reporting, and reviewing relating to the overall Framework and individual implementation actions and mechanisms. In particular, the City needs to commit to continuing to stay up to date on the latest best practices and technologies to decrease GHG emissions, using adaptive management to reprioritize actions in this Framework as lessons are learned through implementation and as conditions change over time, to track progress and report to the public annually and to revise the Framework every five years.

Appendix A: Glossary

Adaptive management: Adaptive management is an iterative approach to project management that includes adjusting decisions, actions, and project implementations based on lessons learned, changing circumstances, and new information becoming available.

Air-source heat pump: A building heating technology that transfers heat from the outside air to heat or cool a building using a refrigeration system and process.

Baseline: The starting year for energy or emissions projections.

Building envelope: A building envelope is any building component that physically separates the interior and exterior of a building and shields the inside space from elements such as heat, cold, and precipitation. Building envelope components include windows, doors, walls, roof, and insulation.

Carbon budget: This term refers to three concepts: (1) an assessment of carbon-cycle sources and sinks on a global level through the synthesis of evidence for fossil-fuel and cement emissions, land-use change emissions, ocean and land CO₂ sinks, and the resulting atmospheric CO₂ growth rate. This is referred to as the global carbon budget; (2) the estimated cumulative amount of global carbon dioxide emissions that is predicted to limit global surface temperature to a given level above a reference period, taking into account global surface temperature contributions of other GHGs and climate forcers; (3) the distribution of the carbon budget defined under (2) to the regional, national, or sub-national level based on considerations of equity, costs, or efficiency.

Clean energy: Energy derived from renewable, zero-emissions sources.

Climate adaptation: Any initiative or action in response to actual or projected climate change impacts which reduce the effects of climate change on built, natural, and social systems.

Climate mitigation: Any policy, regulation, infrastructure, or other project-based measure that contributes to the reduction of greenhouse gas concentrations in the atmosphere.

CO₂: A naturally occurring gas, carbon dioxide, or CO₂, is also a by-product of burning fossil fuels (such as oil, gas, and coal), of burning biomass, of land-use changes (LUC), and of industrial processes (e.g. cement production). It is the principal anthropogenic greenhouse gas (GHG) that affects the Earth's radiative balance. It is the reference gas against which other GHGs are measured and therefore has a global warming potential (GWP) of one.

CO₂e: Carbon dioxide equivalent, a standardized measurement of greenhouse gases based on the warming potential of given gases compared with carbon dioxide.

Co-benefits: Benefits that are additional to the primary objective. In this case, the primary objectives are energy efficiency and emissions reductions and co-benefits include job creation, enhanced equity, and better air and water quality.

Cooling degree days: The number of degrees that a day's average temperature is above 18°C, requiring cooling.

Decarbonization: The process by which countries, individuals, or other entities aim to achieve a zero-fossil-carbon existence. Typically refers to a reduction of the carbon emissions associated with electricity, industry, and transport.

Deep building retrofits: A whole-building analysis and construction process minimizing building energy use by 50% or more compared to the baseline energy use.

Density: A measurement of the population per unit area.

District energy systems: A network of hot and cold water pipes that are used to heat and cool connected buildings more efficiently than if each building had their own heating/cooling systems.

Energy efficiency: Using less energy to perform the same task.

Greenhouse gas (GHG): Greenhouse gases are those gaseous constituents of the atmosphere, both natural and anthropogenic, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the Earth's surface, the atmosphere itself, and by clouds. This property causes the greenhouse effect. Water vapour (H₂O), carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄), and ozone (O₃) are the primary GHGs in the Earth's atmosphere. Moreover, there are a number of entirely human-made GHGs in the atmosphere, such as the halocarbons and other chlorine- and bromine-containing substances, dealt with under the Montreal Protocol. Beside CO₂, N₂O and CH₄, the Kyoto Protocol deals with the GHGs sulphur hexafluoride (SF₆), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).

Green hydrogen: Green hydrogen relies on surplus renewable electricity to generate hydrogen using electrolysis, which can then be combusted.

Grid electricity: Electricity that comes from an interconnected network of electricity from the point of generation to end consumers.

Ground-source heat pump: A building heating technology that transfers heat stored in the earth at a somewhat stable temperature into a building when it requires heating, and transfers heat out of a building into the ground when it needs cooling. Also referred to as a geothermal heat pump.

Heating degree days: Number of degrees that a day's average temperature is below 18 °C, requiring heating.

Intensification: Refers to land-use intensification and describes developing an area at a higher building density (units/sq km) than currently exists through development, redevelopment, infill, building expansion, and building conversion.

Lock-in: A situation in which the future development of a system, including infrastructure, technologies, investments, institutions, and behavioural norms, is determined or constrained ('locked in') by historic developments.

Low emissions: Low emissions is a term used to comparatively describe technologies and processes that produce much fewer GHG emissions than current conventional technologies and processes. There is no standard threshold for low emissions.

Net-zero emissions: Net-zero emissions are achieved when human-caused emissions of greenhouse gases to the atmosphere are balanced by anthropogenic removals over a specified period. Where multiple greenhouse gases are involved, the quantification of net-zero

emissions depends on the climate metric chosen to compare emissions of different gases (such as global warming potential, global temperature change potential, and others), as well as the chosen time horizon.

Paris Agreement: The Paris Agreement under the United Nations Framework Convention on Climate Change (UNFCCC) was adopted in December 2015, in Paris, France, at the 21st session of the Conference of the Parties (COP) to the UNFCCC. The agreement, adopted by 196 Parties to the UNFCCC, entered into force on 4 November 2016 and as of May 2018, it had 195 Signatories and was ratified by 177 Parties. One of the goals of the Paris Agreement is 'Holding the increase in the global average temperature to well below 2°C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5°C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change. Additionally, the Agreement aims to strengthen the ability of countries to deal with the impacts of climate change.

Pathway: The temporal evolution of natural and/or human systems towards a future state. Pathway concepts range from sets of quantitative and qualitative scenarios or narratives of potential futures to solution-oriented decision-making processes to achieve desirable societal goals. Pathway approaches typically focus on biophysical, techno-economic, and/or socio-behavioural trajectories and involve various dynamics, goals, and actors across different scales.

Renewable energy: Renewable energy is energy that is derived from a source that is not depleted when used or is regularly replenished, such as wind or solar energy. Renewable energy is commonly used interchangeably with 'clean energy' and is understood to be derived from zero- or low-emissions energy sources.

Renewable natural gas: Methane captured from bacterial decomposition of sewage, manure, waste, plant crops, or other organic waste products. It can be used as a natural gas replacement.

Scenario: A plausible description of how the future may develop based on a coherent and internally consistent set of assumptions about key driving forces (e.g. rate of technological change, prices) and relationships. Note that scenarios are neither predictions nor forecasts, but are used to provide a view of the implications of developments and actions.

Social cost of carbon: The net present value of aggregate climate damages (with overall harmful damages expressed as a number with positive sign) from one more tonne of carbon in the form of carbon dioxide, conditional on a global emissions trajectory over time.

Solar farm: A large-scale or centralized solar installation where photovoltaic panels are used to harvest the sun's energy. Solar farms are typically connected to the electricity grid, and energy from the farm is delivered to consumers as part of that system.

Solar photovoltaics: Solar photovoltaic technologies produce electricity from solar radiation.

Stranded assets: Assets exposed to devaluations or conversion to 'liabilities' because of unanticipated changes in their initially expected revenues due to innovations and/or evolutions of the business context, including changes in public regulations at the domestic and international levels.

Wind farm: A large-scale or centralized group of wind turbines that are used to harvest the energy from wind. Wind farms are typically connected to the electricity grid, and energy from wind farms is delivered to consumers as part of that system.

Appendix B: Summary of Engagement Opportunities

EVENT	OUTCOMES	PROJECT STAGE	FORMAT	LEAD FACILITATOR
Community Advisory Group				
Workshop 1: Introduction to the Process	<p>To inform members of the CAG on: the group's role and opportunities for input throughout the project; the Framework objectives and milestones; the project approach and modelling process; and the engagement strategy.</p> <p>To consult members of the CAG on: identifying opportunities to engage the community.</p>	Preparation (Data collection and local context)	Online workshop with presentation and Miro Board activity	SSG

EVENT	OUTCOMES	PROJECT STAGE	FORMAT	LEAD FACILITATOR
Workshop 2: Where We're Headed: Opportunities and Targets	<p>To inform members of the CAG on: the current project stage (business-as-planned scenario development); the draft BAP outputs; and emergent themes from the BAP and context setting.</p> <p>To consult the CAG on: the principles and terms of reference for the CAG; low-carbon action preferences; and the City's current climate target.</p>	Business-as-Planned	Online workshop with presentation and Miro Board activity	SSG
Workshop 3A: Low-Carbon Planning	<p>To inform members of the CAG on: the final BAP outputs; the key steps for developing the low-carbon scenario; and additional opportunities to provide feedback (follow-up survey for CAG members).</p> <p>To consult members of the CAG on: the Big Moves and their associated targets.</p>	Low-Carbon Scenario Development	Online workshop with presentation and Miro Board activity	SSG

EVENT	OUTCOMES	PROJECT STAGE	FORMAT	LEAD FACILITATOR
Workshop 3B: Low-Carbon Scenario Review	To inform members of the CAG on: the three low-carbon scenarios. To involve the members of the CAG in: identifying how the Big Moves will impact their organizations and/or sectors and providing feedback on the low-carbon scenarios.	Low-Carbon Scenario Development	Online workshop with presentation and roundtable discussion	SSG
Workshop 4: Framework Review	To inform members of the CAG on: the outputs and recommendations contained in the Framework.	Draft Development	Online presentation with question and answer period	SSG
Internal Advisory Committee				
Workshop 1: Introduction to the Process	To inform members of the IAC on: the group's role in developing the Framework; the Framework objectives and milestones; the current project stage (business-as-planned scenario development); the draft BAP outputs; and science-based targets. To consult members of the IAC on: a science-based target.	Low-Carbon Scenario Development	Online presentation with a poll question	SSG

EVENT	OUTCOMES	PROJECT STAGE	FORMAT	LEAD FACILITATOR
Workshop 2: Introduction to the Process	<p>To inform members of the IAC on: the seven Big Moves and the low-carbon scenarios.</p> <p>To involve members of the IAC in: identifying how the Big Moves and scenarios will impact their work and providing feedback on the low-carbon scenarios.</p>	Low-Carbon Scenario Development	Online presentation with roundtables on the big moves and scenarios	SSG
Workshop 3: Framework Review	To inform members of the IAC on: the outputs and recommendations contained in the Framework.	Draft Development	Online presentation with question and answer period	SSG

EVENT	OUTCOMES	PROJECT STAGE	FORMAT	LEAD FACILITATOR
Targeted Sector Engagement				
<p>Focus Groups: Focus groups were held with representatives from six sectors/areas of expertise including:</p> <p>Renewable energy sector, Buildings sector, Transportation sector, Industrial, Manufacturing, and Agriculture sectors, Equity-seeking groups, Labour and training groups</p> <p>The focus groups were held during the low-carbon action development phase of the project.</p>	<p>To inform participants about the objectives, scope, and timeline of the project.</p> <p>To consult participants about the Big Moves relevant to their expertise and their feedback on the actions, policies, and regulations the City can take to ensure goals are met.</p>	Low-Carbon Scenario Development	Online focus group with short presentation and roundtable discussion Questions provided to participants in advance	SSG

EVENT	OUTCOMES	PROJECT STAGE	FORMAT	LEAD FACILITATOR
Interviews: Interviews were held with subject matter experts on areas of local expertise relevant to the development of the low-carbon actions. The interviews were held during the low-carbon action development phase of the project.	To inform participants about, scope, and timeline of the project. To consult participants about the Big Moves relevant to their expertise and their feedback on the actions, policies, and regulations the City can take to ensure goals are met.	Low-Carbon Scenario Development	Conversations via Zoom Questions provided to participants in advance	SSG
Community Outreach and Engagement				
Student Forum: A student forum was held with several high school classes during the low-carbon action development phase to better understand students' perspectives on opportunities and challenges relating to climate action planning and the development of the Framework.	To increase the understanding of City Council's commitment to net-zero; To inform future community planning and actions by understanding the benefits and challenges of the scenarios from youth and equity perspectives and the roles youth could play in bringing the final low-carbon scenario to life and to more generally build relationships between youth and City Hall, making civic government more accessible to them.	Low-Carbon Scenario Development	Online via Microsoft Teams with participation sheets distributed to classes and gathered after the event Short presentation provided and then an iterative Now, Wow, How activity Hosted by Ahne Studios and co-hosted by SSG	Ahne Studios

EVENT	OUTCOMES	PROJECT STAGE	FORMAT	LEAD FACILITATOR
Public Forum: A public forum was held during the low-carbon action development phase to better understand perspectives from interested and affected members of the public on opportunities and challenges associated with climate action planning and the development of the Framework.	<p>To inform community members about the climate action planning process in order to understand how the ESF is being created.</p> <p>To involve members of the community in understanding the challenges and opportunities related to the ESF's Big Moves, from their perspectives and identifying how they would like to contribute to the success of the ESF.</p>	Low-Carbon Scenario Development	<p>Online via Microsoft teams</p> <p>Short presentation and then small breakout room discussions facilitated by SSG staff</p>	SSG
Community Survey: A community survey was held to offer interested and affected community members with an opportunity for input that was self-guided and had a minimal time commitment.	<p>To involve members of the community in commenting on challenges and opportunities related to the Big Moves, from their perspectives.</p>	Low-Carbon Scenario Development	<p>Survey available online via Regina's Be Heard platform and in-person at City Hall</p>	SSG

EVENT	OUTCOMES	PROJECT STAGE	FORMAT	LEAD FACILITATOR
Be Heard Regina: The City leveraged this Be Heard Regina platform to allow community members to stay informed on the project, ask questions, and leave comments on what they could do to support the transition to a low-carbon community.	<p>To inform community members about the Framework development process, milestones, and timeline.</p> <p>To consult community members on what they feel they can do to decrease emissions, their vision for the Framework, and the questions they have about the Framework.</p>	Throughout the project	Online via Regina's Be Heard website	City
Presentations to Groups: Regina Public Schools Climate Change Education Community of Practice Miller High School Environmental Club Regina Energy Transition Group Public via an Earth Day presentation	To inform community members on the development of the Framework and major milestones.	Throughout the project	Online and in-person Presentations and Q&A	City
Direct Outreach: At the Farmers' Market	To inform community members on the development of the Framework and major milestones.	Throughout the project—16 sessions	Informal conversations and Q&A	City
Experiential Marketing: At multiple community events	To inform community members on the development of the Framework and major milestones.	Throughout the project	Invited subscribers to Be Heard Regina for further information to be shared	City

Appendix C: GPC Tables

					IN TONNES			
GPC REF NO.	SCOPE	GHG EMISSIONS SOURCE	INCLUSION	REASON FOR EXCLUSION (IF APPLICABLE)	CO2	CH4	N2O	TOTAL CO2E
I STATIONARY ENERGY SOURCES								
I.1 Residential buildings								
I.1.1	1	Emissions from fuel combustion within the city boundary	Yes		419,815	287	2,412	422,514
I.1.2	2	Emissions from grid-supplied energy consumed within the city boundary	Yes		397,489	947	2,976	401,412
I.1.3	3	Emissions from transmission and distribution losses from grid-supplied energy consumption	Yes		33,716	80	252	34,048
I.2 Commercial and institutional buildings/facilities								
I.2.1	1	Emissions from fuel combustion within the city boundary	Yes		378,086	260	2,156	380,502
I.2.2	2	Emissions from grid-supplied energy consumed within the city boundary	Yes		549,880	1,310	4,116	555,306
I.2.3	3	Emissions from transmission and distribution losses from grid-supplied energy consumption	Yes		46,642	111	349	47,102
I.3 Manufacturing industry and construction								
I.3.1	1	Emissions from fuel combustion within the city boundary	Yes		1,770,503	739	7,292	1,778,534
I.3.2	2	Emissions from grid-supplied energy consumed within the city boundary	Yes		12,617	30	94	12,741
I.3.3	3	Emissions from transmission and distribution losses from grid-supplied energy consumption	Yes		1,070	3	8	1,081
I.4 Energy industries								
I.4.1	1	Emissions from energy used in power plant auxiliary operations within the city boundary	Yes		10,265	7	55	10,327
I.4.2	2	Emissions from grid-supplied energy consumed in power plant auxiliary operations within the city boundary	No	NR	0	0	0	0
I.4.3	3	Emissions from transmission and distribution losses from grid-supplied energy consumption in power plant auxiliary operations	No	NR	0	0	0	0
I.4.4	1	Emissions from energy generation supplied to the grid	No	NR	0	0	0	0
I.5 Agriculture, forestry and fishing activities								
I.5.1	1	Emissions from fuel combustion within the city boundary	No	NR	0	0	0	0

GPC REF NO.	SCOPE	GHG EMISSIONS SOURCE	INCLUSION	REASON FOR EXCLUSION (IF APPLICABLE)	IN TONNES			
					CO2	CH4	N2O	TOTAL CO2E
I.5.2	2	Emissions from grid-supplied energy consumed within the city boundary	No	NR	0	0	0	0
I.5.3	3	Emissions from transmission and distribution losses from grid-supplied energy consumption	No	NR	0	0	0	0
I.6 Non-specified sources								
I.6.1	1	Emissions from fuel combustion within the city boundary	No	NR	0	0	0	0
I.6.2	2	Emissions from grid-supplied energy consumed within the city boundary	No	NR	0	0	0	0
I.6.3	3	Emissions from transmission and distribution losses from grid-supplied energy consumption	No	NR	0	0	0	0
I.7 Fugitive emissions from mining, processing, storage, and transportation of coal								
I.7.1	1	Emissions from fugitive emissions within the city boundary	No	NR	0	0	0	0
I.8 Fugitive emissions from oil and natural gas systems								
I.8.1	1	Emissions from fugitive emissions within the city boundary	Yes		52	239,627	0	239,679
II TRANSPORTATION								
II.1 On-road transportation								
II.1.1	1	Emissions from fuel combustion for on-road transportation occurring within the city boundary	Yes		1,089,906	2,348	9,067	1,101,322
II.1.2	2	Emissions from grid-supplied energy consumed within the city boundary for on-road transportation	Yes		34	0	0	34
II.1.3	3	Emissions from portion of transboundary journeys occurring outside the city boundary, and transmission and distribution losses from grid-supplied energy consumption	Yes		61,791	125	210	62,126
II.2 Railways								
II.2.1	1	Emissions from fuel combustion for railway transportation occurring within the city boundary	Yes		71,667	136	8,733	80,536
II.2.2	2	Emissions from grid-supplied energy consumed within the city boundary for railways	No	NR	0	0	0	0
II.2.3	3	Emissions from portion of transboundary journeys occurring outside the city boundary, and transmission and distribution losses from grid-supplied energy consumption	No	NR	0	0	0	0
II.3 Water-borne navigation								
II.3.1	1	Emissions from fuel combustion for waterborne navigation occurring within the city boundary	No	N/A	0	0	0	0
II.3.2	2	Emissions from grid-supplied energy consumed within the city boundary for waterborne navigation	No	N/A	0	0	0	0

GPC REF NO.	SCOPE	GHG EMISSIONS SOURCE	INCLUSION	REASON FOR EXCLUSION (IF APPLICABLE)	IN TONNES			
					CO2	CH4	N2O	TOTAL CO2E
II.3.3	3	Emissions from portion of transboundary journeys occurring outside the city boundary, and transmission and distribution losses from grid-supplied energy consumption	No	N/A	0	0	0	0
II.4 Aviation								
II.4.1	1	Emissions from fuel combustion for aviation occurring within the city boundary	No	N/A	0	0	0	0
II.4.2	2	Emissions from grid-supplied energy consumed within the city boundary for aviation	No	N/A	0	0	0	0
II.4.3	3	Emissions from portion of transboundary journeys occurring outside the city boundary, and transmission and distribution losses from grid-supplied energy consumption	No	N/A	0	0	0	0
II.5 Off-road								
II.5.1	1	Emissions from fuel combustion for off-road transportation occurring within the city boundary	Yes		307	4	26	338
II.5.2	2	Emissions from grid-supplied energy consumed within the city boundary for off-road transportation	No	NR	0	0	0	0
III WASTE								
III.1 Solid waste disposal								
III.1.1	1	Emissions from solid waste generated within the city boundary and disposed in landfills or open dumps within the city boundary	Yes		0	96,545	0	96,545
III.1.2	3	Emissions from solid waste generated within the city boundary but disposed in landfills or open dumps outside the city boundary	No	N/A	0	0	0	0
III.1.3	1	Emissions from waste generated outside the city boundary and disposed in landfills or open dumps within the city boundary	No	N/A	0	0	0	0
III.2 Biological treatment of waste								
III.2.1	1	Emissions from solid waste generated within the city boundary that is treated biologically within the city boundary	Yes		0	0	0	0
III.2.2	3	Emissions from solid waste generated within the city boundary but treated biologically outside of the city boundary	No	N/A	0	0	0	0
III.2.3	1	Emissions from waste generated outside the city boundary but treated biologically within the city boundary	No	N/A	0	0	0	0
III.3 Incineration and open burning								
III.3.1	1	Emissions from solid waste generated and treated within the city boundary	No	N/A	0	0	0	0

GPC REF NO.	SCOPE	GHG EMISSIONS SOURCE	INCLUSION	REASON FOR EXCLUSION (IF APPLICABLE)	IN TONNES			
					CO2	CH4	N2O	TOTAL CO2E
III.3.2	3	Emissions from solid waste generated within the city boundary but treated outside of the city boundary	No	N/A	0	0	0	0
III.3.3	1	Emissions from waste generated outside the city boundary but treated within the city boundary	No	N/A	0	0	0	0
III.4 Wastewater treatment and discharge								
III.4.1	1	Emissions from wastewater generated and treated within the city boundary	Yes		0	24,001	751	24,752
III.4.2	3	Emissions from wastewater generated within the city boundary but treated outside of the city boundary	No	NR	0	0	0	0
III.4.3	1	Emissions from wastewater generated outside the city boundary	No	N/A	0	0	0	0
IV INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)								
IV.1	1	Emissions from industrial processes occurring within the city boundary	Yes		5,525	661	15	6,201
IV.2	1	Emissions from product use occurring within the city boundary	No	ID	0	0	0	0
V AGRICULTURE, FORESTRY AND LAND USE (AFOLU)								
V.1	1	Emissions from livestock within the city boundary	No	NR	0	0	0	0
V.2	1	Emissions from land within the city boundary	No	NR	0	0	0	0
V.3	1	Emissions from aggregate sources and non-CO2 emission sources on land within the city boundary	No	NR	0	0	0	0
VI OTHER SCOPE 3								
VI.1	3	Other Scope 3	No	N/A	0	0	0	0

TOTAL 5,255,098

Reason for exclusion:

N/A Not applicable; Not included in scope

ID Insufficient data

NR No relevant or limited activities identified

Other Reason provided under Comments



Appendix B – Energy & Sustainability Framework Municipal Operations Action Plan

Community Leadership					
Key Actions	Description	Big Move	Start Date	Investment (2022)	Measure
Community Advisory Group	Engagement will continue with the Community Advisory Group with an updated mandate. The Community Advisory Group is made up of community members from different sectors.	All	2021	\$0	Advancing community wide actions
Community Education and Awareness Program	Continuation of energy literacy campaign that began in 2021.	All	2021	\$70,000	Community Reach
Partnership	Applying for SaskPower's Renewable Partnership Offering. This is an opportunity to partner with SaskPower in the development of a new solar facility which is estimated to be completed in 2025.	Renewable energy	2022	TBD	kWh of Solar Purchased
Facilities					
Key Actions	Description	Big Move	Start Date	Investment (2022)	Measure
Energy Monitoring & Optimization	Implementation of energy efficiency recommendations of City facilities.	Retrofit Existing Buildings	2022	\$250,000	Energy Consumption GHG Emissions
Implement Solar	Implementation of Solar for Maple Leaf Pool, Wascana Pool, Glencairn Recreation Centre and Regina Police Service Headquarters.	Increase Renewable Energy	2021	\$164,000	kWh of Solar PV Installed GHG Emissions
Residential Retrofit Rebate Program	Develop and pilot a residential retrofit program.	Retrofit Existing Buildings	2022	\$200,000	# of Homes Retrofitted Energy Consumption

Fleet					
Key Actions	Description	Big Move	Start Date	Investment (2022)	Measure
Electrification of Light Fleet	Replacement of light fleet vehicles with electric vehicles.	Low Emissions Vehicles	2023	TBD	% of Electric Vehicles GHG Emissions
Electric Vehicle Charging Infrastructure	Installation of vehicle charging infrastructure.	Low Emissions Vehicles	2022	\$50,000	# of Electric Vehicle Charging Stations
Light Fleet Fuel Reduction	Implementation of Telematics technology in majority of light fleet vehicles to analyze data and reduce fuel consumption.	Low Emissions Vehicles	2022	\$100,000	Km Cost Fleet Energy Consumption GHG Emissions
Light Fleet Ratchet	Introduce a ratchet system into vehicle replacement process. Use Telematics to analyze utilization to reduce number of light duty vehicles.	Low Emissions Vehicles	2022	\$0	# of Light Vehicles Fleet Energy Consumption GHG Emissions
Scheduling Optimization	Implement scheduling software that will increase efficiencies in resource deployment (including vehicles).	Low Emissions Vehicles	2022	TBD	Fleet Energy Consumption GHG Emissions

Landfill / Waste Diversion					
Key Actions	Description	Big Move	Start Date	Investment (2022)	Measure
Curbside Food & Yard Waste (Organics)	Implement community-wide organics program (2023).	Additional Action	2023	\$5,500,000	% Residential Waste Diverted Tonnes of Solid Waste per Household Tonnes of Solid Waste Diverted per Household GHG Emissions
Landfill Gas to Energy	Process of collecting methane gas from the landfill to turn it into power.	Increase Renewable Energy	On-going	\$0	Renewable Energy Produced GHG Emissions
Transit					
Key Actions	Description	Big Move	Start Date	Investment (2022)	Measure
Electrification of Buses	Preliminary Engineering Design for Transit Operations (to prepare transit buildings for alternate fuel buses). Replacement of fuel buses to electric begins in 2024.	Low Emissions Vehicles	2022	\$200,000	% Electric Fleet Fleet Energy Consumption GHG Emissions
On-demand Transit	Continuation and expansion of on-demand transit routing to optimize transit routing.	Low Emissions Vehicles	TBD	TBD	Fleet Energy Consumption # of Buses GHG Emissions

Water/Wastewater					
Key Actions	Description	Big Move	Start Date	Investment (2022)	Measure
Advance Metering Infrastructure	Replacement of existing residential and commercial water meters.	TBD	2021	\$12,000,000	% Water Energy Consumption GHG Emissions
Offset Natural Gas Usage	Process of offsetting natural gas usage at Wastewater Treatment Plant.	Increase Renewable Energy	On-going	\$0	% Renewable Natural Gas (RNG) Utilized GHG Emissions



COVID-19 Update

Date	March 30, 2022
To	City Council
From	City Clerk's Office
Service Area	Office of the City Clerk- Council Reports
Item No.	CM22-9

RECOMMENDATION

That City Council receive and file this report.

DISCUSSION

The Interim City Manager will provide a verbal status update respecting COVID-19.

Respectfully yours,

A handwritten signature in black ink, appearing to read 'Amber Ackerman'.

Amber Ackerman, Interim City Clerk

3/4/22



Clean Property Bylaw Integration into Traffic Bylaw

Date	March 30, 2022
To	Mayor Masters and City Councillors
From	Executive Committee
Service Area	Roadways & Transportation
Item #	CR22-40

RECOMMENDATION

That City Council:

1. Approve the integration of relevant sections of *The Clean Property Bylaw, Bylaw No. 9881* (the “Clean Property Bylaw”) into *The Regina Traffic Bylaw, 1997, Bylaw No. 9900* (the “Traffic Bylaw”), and the resulting amendments to both bylaws as proposed in this report.
2. Direct the City Solicitor to amend the *Traffic Bylaw* and the *Clean Property Bylaw* to reflect the changes as detailed in the Discussion section of this report.

HISTORY

At the March 23, 2022 meeting of the Executive Committee, the Committee considered the attached EX22-37 report from the Citizen Services Division.

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

Recommendation #3 in the attached report does not require City Council approval.

Respectfully submitted,



Amber Ackerman, Interim City Clerk 3/25/2022

ATTACHMENTS

EX22-37 - Clean Property Bylaw Integration into Traffic Bylaw
Appendix A - Proposed Schedule P Traffic Bylaw - Outdoor Restaurant
Appendix B - Proposed Schedule Q Traffic Bylaw - Mobile Vending
Appendix C - Proposed Schedule R of Traffic Bylaw



Clean Property Bylaw Integration into Traffic Bylaw

Date	March 23, 2022
To	Executive Committee
From	Citizen Services
Service Area	Roadways & Transportation
Item No.	EX22-37

RECOMMENDATION

The Executive Committee recommends that City Council:

1. Approve the integration of relevant sections of *The Clean Property Bylaw, Bylaw No. 9881* (the “Clean Property Bylaw”) into *The Regina Traffic Bylaw, 1997, Bylaw No. 9900* (the “Traffic Bylaw”), and the resulting amendments to both bylaws as proposed in this report.
2. Direct the City Solicitor to amend the *Traffic Bylaw* and the *Clean Property Bylaw* to reflect the changes as detailed in the Discussion section of this report.
3. Approve these recommendations at its meeting on March 30, 2022.

ISSUE

Administration has identified provisions from the Clean Property Bylaw pertaining to the use of the street, sidewalks and/or public right-of-way for vending operations that should be integrated into the Traffic Bylaw.

This report recommends various amendments to the Traffic Bylaw and Clean Property Bylaw to support the amalgamation of these items. Council’s approval for the proposed amendments is required.

IMPACTS

The proposed amendments will streamline the permitting procedures for street vending by eliminating unnecessary duplication of provisions in the bylaws and provide a better understanding of the permitting requirements in the Traffic Bylaw by better articulating those requirements.

Environmental Implications

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 are administrative in nature and are not expected to have direct impacts on energy consumption and greenhouse gas emissions.

There are no financial, policy/strategic, accessibility or other implications or considerations.

OTHER OPTIONS

An alternative to the amalgamation of a portion of the Clean Property Bylaw and the Traffic Bylaw would be not to proceed and maintain the status quo. This is not being recommended.

COMMUNICATIONS

Upon Council's approval of the recommendations, bylaw amendments will be posted on Regina.ca. Administration will also update materials relating to the Traffic Bylaw and Clean Property Bylaw and communicate changes directly to impacted stakeholders and residents as required.

DISCUSSION

Administration reviewed the content of the existing Clean Property Bylaw and identified sections relating to the temporary use of public highways, sidewalks, boulevards, the Pat Fiacco Plaza, Frederick W. Hill Mall, or other public right-of-way that can be integrated into the Traffic Bylaw.

The affected sections outline the permitting responsibilities related to newspaper vending, sidewalk vending, sidewalk sales, mobile vending and outdoor restaurants. The associated fees for the permits for these activities are currently already prescribed in Schedule J of the Traffic Bylaw and they are administered in conjunction with other temporary street use permits.

The amalgamation of these sections of the Clean Property Bylaw into the Traffic Bylaw will involve various amendments to both bylaws. The proposed amendments are described below, including references to related appendixes containing further details on the amendments.

AMENDMENT 1 – Reorganization of Definitions in Clean Property Bylaw and Traffic Bylaw

Administration recommends that the definitions for “Mobile Food Vending Unit” and “Sidewalk Vendor” be repealed from the Clean Property Bylaw, Part 1. A subsequent revised definition for “Mobile Food Vending Unit” will be inserted into the Traffic Bylaw, Part 1.

A. Proposed Changes include to the Clean Property Bylaw and Traffic Bylaw:

Repeal from the Clean Property Bylaw, Part 1:	Add to the Traffic Bylaw, Part 1:
"Mobile Food Vending Unit" means a self-contained, self-propelled (motorized or muscle powered) vehicle containing equipment for the preparation and serving of food intended for immediate consumption without further preparation.	"mobile vending unit" means a self-contained, self-propelled (motorized) vehicle (truck or trailer) from which prepared food, beverages, or other approved merchandise goods are sold.
"Sidewalk Vendor" means any person or firm that sells goods to the public from public property.	

AMENDMENT 2 – Definition of Downtown in Clean Property Bylaw and Traffic Bylaw

Administration recommends that the definition of “Downtown” in the Traffic Bylaw, and “Regina Downtown” in the Clean Property Bylaw be revised to ensure consistency with the definition provided in *The Regina Downtown Business Improvement District Bylaw*, Bylaw No. 2003-80 (the “RDBID Bylaw”).

A. Proposed Changes to the Traffic Bylaw:

Repeal Definition in the Traffic Bylaw, Part I:	Insert Definition in the Traffic Bylaw, Part I:
<i>“downtown”</i> means the area of the city bounded by Victoria Avenue to the south, Albert Street to the west, Saskatchewan Drive to the north and Broad Street to the east, including the sidewalks and boulevard on both sides of those streets.	<i>“downtown”</i> means the area designated as “Regina Downtown” in <i>The Regina Downtown Business Improvement District Bylaw</i> , Bylaw No. 2003-80, as shown and described in that Bylaw.

B. Proposed Changes to the Clean Property Bylaw:

Repeal Definition in the Clean Property Bylaw, Part 1:	Insert Definition in the Clean Property Bylaw, Part 1:
<i>“Regina Downtown” means the area designated by Regina Bylaw No. 9014 and continued by Bylaw No. 2003-80, The Regina Downtown Business Improvement District Bylaw, as a Business Improvement District, the boundaries of which area are shown on the plan appended to this Bylaw as Schedule “A” to the Bylaw.</i>	“Regina Downtown” means the area designated as “Regina Downtown” in <i>The Regina Downtown Business Improvement District Bylaw</i> , Bylaw No. 2003-80, as shown and described in that Bylaw.

AMENDMENT 3 – Addition of New Definitions to Traffic Bylaw

Administration recommends that applicable definitions contained in the Clean Property bylaw schedules be added to the Traffic Bylaw, and a new definition for “sidewalk sale” also be added to the Traffic Bylaw. Amendment 7 in this report further discusses the impacted Clean Property Bylaw schedules.

A. Proposed new definitions to the Traffic Bylaw, Part I include:

“City Square” means the area of the City which includes the Pat Fiacco Plaza, Victoria Park, the Frederick W. Hill Mall, and the 1900 blocks of Scarth Street and Lorne Streets as shown on the City Square Map in Schedule “R”.

“newspaper vending” means the distribution of newspaper, magazines and other literature approved by the Director.

“outdoor restaurant” means an outdoor eating establishment which extends from the premises of a restaurant onto the adjacent right-of-way.

“Pat Fiacco Plaza” means the hard-surface portion of the City Square on the north side of Victoria Park between Lorne Street and the lane between Scarth Street and Hamilton Street.

“prepared food” means food or drink sold by vendors intended for immediate consumption without further preparation or cooking.

“seasonal boardwalk” means a temporary platform constructed in a parking lane located directly adjacent to an established restaurant and does not extend laterally beyond the restaurant’s frontage, for the purpose of creating a pedestrian corridor or to house any portion of an outdoor restaurant.

“sidewalk vending unit” means a static or muscle powered cart, or vending unit used for the display or selling of food or goods.

“vending site” means a location on a public highway, sidewalk, boulevard, pedestrian mall, Pat Fiacco Plaza, Frederick W. Hill Mall, or public right-of-way as permitted on a temporary or annual basis and determined by the Director to be appropriate for vending.

“Warehouse Business Improvement District” means that area designated as “Regina’s Old Warehouse Improvement District” in the *Regina’s Old Warehouse Business Improvement District Bylaw No. 2003-15*.

“sidewalk sale” means the temporary display or sale of merchandise conducted by businesses which utilize a portion of the city right-of-way adjacent to their place of business for the purpose of displaying and selling retail goods.

AMENDMENT 4 - Revisions to Section 65 and Section 92 of The Traffic Bylaw

The Administration recommends that sections 65.(1), 65.(2), 65.(3), 65.(5), 65.(6) and Section 92 of the Traffic Bylaw be revised to incorporate the various types and locations of vending activities that may be eligible for temporary street use permits.

Section 65(6) will be amended to indicate that temporary street use permit holders shall abide by the requirements outlined in the schedules to the Traffic Bylaw and the conditions imposed by the Director on the temporary street use permit.

Administration also recommends that 65.(8) be added to the Traffic Bylaw, Part VI to allow the City to maintain cost recovery for its administrative expenses incurred due to the issuance of permits, in the event they are revoked or suspended by the Director as described in section 65.(6) and 65.(7).

A. Proposed changes to Section 65 of Traffic Bylaw:

Repeal From Traffic Bylaw, Part VI:	Replace in Traffic Bylaw, Part VI:
65.(1) No person shall occupy any public highway, pedestrian mall, sidewalk or boulevard or cause any encroachment or obstruction thereon	65.(1) Subject to this Bylaw, and any other bylaw of the City authorizing the placing of objects on public property or any other permission granted by the City, no person shall occupy or place objects on any public highway, pedestrian mall, sidewalk, boulevard, pedestrian mall, Pat Fiacco Plaza, Frederick W. Hill Mall, public right-of-way, or cause any encroachment or obstruction thereon except for a person who has obtained a valid permit pursuant to this Bylaw.

<p>65.(2) Notwithstanding subsection (1), the Director may issue a temporary street use permit for temporary use of a public highway, sidewalk, boulevard or pedestrian mall.</p>	<p>65.(2) Notwithstanding subsection (1), the Director may issue a temporary street use permit for temporary use of a public highway, sidewalk, boulevard, pedestrian mall, Pat Fiacco Plaza, Frederick W. Hill Mall, or public right-of-way.</p>
<p>65. (3) Temporary Street Use Permits shall be restricted to situations involving major deliveries, the construction, repair, demolition or relocating a building or other object, fundraising by charitable organizations, and to special uses the Director deems appropriate.</p>	<p>65.(3) Temporary Street Use Permits shall be restricted to situations involving newspaper vending, sidewalk vending unit, sidewalk sales, outdoor restaurants, mobile vending unit, major deliveries, the construction, repair, demolition or relocating of a building or other object, fundraising by charitable organizations, and for special uses the Director deems appropriate.</p>
<p>65. (5) The Director may impose conditions on the issuance of a Temporary Street Use Permit. Failure to meet any condition outlined in the Street Use Permit is subject to a fine specified in the attached Schedule "L".</p>	<p>65. (5) The Director may impose conditions on the issuance of a Temporary Street Use Permit. Failure to meet any condition outlined in the Street Use Permit is subject to a fine specified in the attached Schedule "L". (5.1) In addition to any conditions the Director may impose, pursuant to subsection 65(5) of this Bylaw, all persons obtaining a temporary street use permit for an outdoor restaurant or for a mobile vending unit shall comply with requirements set out in the applicable schedules to this Bylaw as follows: (a) SCHEDULE "P" - Outdoor Restaurant; and (b) SCHEDULE "Q" - Mobile Vending Failure to meet any condition outlined in the Street Use Permit is subject to a fine specified in the attached Schedule "K".</p>
<p>65.(6) No person having obtained a Temporary Street Use Permit shall fail to abide by the conditions imposed by the Director pursuant to subsection (4).</p>	<p>65.(6) No person having obtained a temporary street use permit shall fail to abide by the conditions imposed by the Director pursuant to subsections (4) or (5) or as otherwise required by this Bylaw, any schedule to this Bylaw, or any other applicable law.</p>

**B. Proposed Addition to Traffic Bylaw under Part VI Restricted Use of Highways,
Section 65.(8):**

65.(8) Notwithstanding subsections (6) and (7), no refund shall be granted to any applicant for a temporary street use permit whose temporary street use permit has been revoked or suspended by the Director.

C. Proposed changes to Section 92 of the Traffic Bylaw, Part IX:

Repeal Existing Section 92 of Traffic Bylaw:	Replace in Section 92 of Traffic Bylaw:
92. Where an obstruction, encumbrance or encroachment is created or left on any public highway, boulevard or sidewalk, any police officer or other person authorized by the Chief of Police or the Director may remove or cause the removal of that obstruction, encumbrance or encroachment at the cost of the person who caused the obstruction, encumbrance or encroachment and may destroy or otherwise dispose of the obstruction, encumbrance or encroachment.	92. (1) Subject to this Bylaw, and any other bylaw of the City authorizing the placing of objects on public property, or any other permission granted by the City, no person shall place, leave or operate any temporary structure, furniture, newspaper vending unit, mobile vending unit or sidewalk vending unit, create an obstruction, encumbrance or encroachment on any part of a public highway, sidewalk, boulevard, pedestrian mall, Pat Fiacco Plaza, Frederick W. Hill Mall, or public right-of-way except for a person who has obtained a valid permit pursuant to this Bylaw. (2) Any police officer or other agent authorized by the Chief of Police, the Director, Parks, Recreation and Cultural Services, or the Director may remove or cause the removal of any obstruction, encumbrance, encroachment, or unauthorized object placed, left, or maintained on any part of a public highway, sidewalk, boulevard, pedestrian mall, Pat Fiacco Plaza, Frederick W. Hill Mall, or public right-of-way at the cost of the person who caused or allowed the object to be placed, left, or maintained, and may destroy or otherwise dispose of the obstruction, encumbrance, encroachment, or unauthorized object.

AMENDMENT 5 – Revisions to Section 9 of the Clean Property Bylaw

It is recommended that the Sections 9.(1), 9.(2), 9(2)(a), 9(2)(b), 9.(2)(C), and 9.(4) from the Clean Property Bylaw, Part 4 be repealed. These sections are no longer needed in the Clean Property Bylaw due to this content being inserted into the Traffic Bylaw, as discussed in Amendment 4.

Administration also recommends that subsection 9(3) be repealed from the Clean Property Bylaw, Part 4 due to a revised version being inserted into the Traffic Bylaw under Section 65. (5.1). This clause provides a list of schedules, which contain various requirements associated with different types of vending operations that require a temporary street use permit. Further details on the schedules that are being repealed associated with clause 9.(3) can be found under Amendment 7 of this report.

With the repeal of the existing Section 9 of the Clean Property Bylaw, it is recommended that a new clause be inserted to allow the City to continue using that bylaw to deal with items placed on public property that is not a public highway.

A. Proposed Change to Clean Property Bylaw, Part 4: Sidewalk and Mobile Food Vendors:

Repeal from The Clean Property Bylaw, Part 4	Replace with:
9. (1) Subject to the Traffic Bylaw, no person shall place, leave or operate any temporary structure, furniture or Mobile Food Vending Unit used for the purpose of serving food or seating customers on public property or any part of a public highway except for a Sidewalk Vendor or owner of a Mobile Food Vending Unit who has obtained a valid permit pursuant to this Bylaw.	9. Subject to any contract, permit or bylaw of the City authorizing the placing of objects on public property, no person shall place or leave any structure on public property except for a person who has entered into a lease or license agreement with the City regarding the use of the public property.
9.(2) The Director may issue a permit in a form as set out in Schedule "C" of this Bylaw to place, leave or operate a newspaper stand, sidewalk vending unit, outdoor restaurant furniture, Mobile Vending Unit or similar object or to conduct a sidewalk sale or similar activity on public property or any part of a public highway upon: (a) receipt of a fee from the applicant for each object in an amount established by resolution of Council. (b) receipt of an agreement from the applicant to indemnify the City for any damage or injury resulting from or caused by the object or activity. (c) satisfying himself that the object will	

not unduly interfere with the intended use, including the passage of pedestrian traffic, of the public property or public highway and that the object will not distract or impair the clear vision of or otherwise interfere with drivers or pedestrians.	
9.(3) Any person who wishes to operate as a Sidewalk Vendor or Mobile Food Vendor or to whom a permit is issued pursuant to this Part shall comply with the applicable regulations which are attached to and form part of this Bylaw as follows: (a) SCHEDULE "D" - Newspaper Vending; (b) SCHEDULE "E" - Sidewalk Vending; (c) SCHEDULE "F" - Sidewalk Sale; (d) SCHEDULE "G" - Outdoor Restaurant; and (e) SCHEDULE "K" - Mobile Food Vending	
9. (4) Any Bylaw Enforcement Officer or any member of the Regina Police Service may remove any unauthorized object placed, left or maintained on Public Property or any part of a Public Highway at the cost of the person who caused or allowed the object to be placed, left or maintained.	

AMENDMENT 6 - Revisions to Section 10 of The Clean Property Bylaw

It is recommended that Section 10.(2) be repealed from the Clean Property Bylaw. This is no longer needed as there is no appeal process in the Traffic Bylaw for revoking a permit under section 65.

A. The following will be repealed from Clean Property Bylaw, Part 4:

10.(2) Where the Director gives notice of his intention to cancel any agreement or permit issued pursuant to this Part., the owner or operator of the temporary structure, furniture or Mobile Food Vending Unit may appeal in writing within fourteen days of the notice of cancellation, to the Secretary of the Committee and the Committee may, affirm, modify or reverse the decision of the Director.

AMENDMENT 7 - Reorganizing Schedules within Clean Property and Traffic Bylaws

This amendment is to simplify the content of the schedules relevant to this report. Administration reviewed the procedural information within the various existing schedules related to permit applications in the Clean Property Bylaw. Upon this review, it has been determined that much of the information is not needed in a Bylaw and can be moved into a Procedures Manual in efforts to make the bylaws clear and less confusing for readers.

Proposed changes include:

A. Repeal Schedules “G” and Schedule “K” from The Clean Property Bylaw and insert them into The Traffic Bylaw

An updated version of Schedule “G” and “K” from The Clean Property will be inserted into the Traffic Bylaw as Schedule “P” and Schedule “Q” respectively. These are available in Appendices A and B to this report.

B. Add Schedule “R” to Traffic Bylaw

It is proposed that Schedule “R” be inserted to the Traffic Bylaw to display the boundaries of City Square. This schedule is provided in Appendix C of this report.

C. Repeal The Clean Property Bylaw, Schedule “A”

The existing Schedule “A” from the Clean Property Bylaw, which is referenced in the definition of “Regina Downtown” is no longer required since its content, such as a map of downtown boundaries, is outdated. The proposed definition for “Regina Downtown” will reference the official map provided in the RBID Bylaw, which reflects the most up to date downtown boundaries. This amendment eliminates unnecessary duplication of maps in different bylaws. Also, this amendment eliminates the risk of having conflicting information in the bylaws, in the event that updates are made in one of the bylaws and the other remain unchanged.

D. Repeal The Clean Property Bylaw, Schedule “C”

The existing Schedule “C” is not needed in the Traffic Bylaw because it contains the application form for temporary street use permits. Due to the evolving needs of the application form, excluding Schedule “C” from the Traffic Bylaw will allow the form to be updated without having to alter the Traffic Bylaw for every change.

E. Repeal schedules referenced in section 9.(3) of the Clean Property Bylaw

In accordance with the discussion of this report, the Administration recommends that the following schedules be repealed from the Clean Property Bylaw:

- The Clean Property Bylaw, Schedule “D”
- The Clean Property Bylaw, Schedule “E”
- The Clean Property Bylaw, Schedule “F”
- The Clean Property Bylaw, Schedule “G”
- The Clean Property Bylaw, Schedule “K”

F. Move applicable fees from Schedule “J” of the Clean Property Bylaw to Schedule “K” of The Traffic Bylaw.

Any offences associated with section 9 of the Clean Property Bylaw will be repealed from schedule “J” of that Bylaw and inserted into Schedule “K” of the Traffic Bylaw.

G. Repeal 9(1) and 9(4) from Schedule “J” of the Clean Property Bylaw and insert into Traffic Bylaw Schedule “K”:

Repeal from Schedule “J” of the Clean Property Bylaw:

SECTION	AMOUNT(\$)	OFFENCE DESCRIPTION
9(1)	50	Leave temporary structure on public property
9(4)	50	Fail to comply with street vending regulations

Add to Schedule “K” of the Traffic Bylaw:

Section	Amount	Description
65 (1)	\$180.00	Failing to obtain a temporary street use permit.
65(5.1)	\$50.00	Failing to comply with vending regulations.
92 (1)	\$50.00	No person shall place, leave or operate any temporary structure, furniture, newspaper vending unit, mobile vending unit or sidewalk vending unit, create an obstruction, encumbrance or encroachment on any part of a public highway, sidewalk, boulevard, pedestrian mall, Pat Fiacco Plaza, Frederick W. Hill Mall, or public right-of-way.

H. The Traffic Bylaw, Schedule “J”

The information on fees, payments and refunds associated with permits required to operate mobile vending units will be repealed from the Clean Property Bylaw Schedule “K” – Mobile Vending Regulations and inserted into the Traffic Bylaw Schedule “J” – Fees and Charges. This amendment ensures that all the fees associated with permits issued under the Traffic Bylaw are found in Schedule “J” and is in accordance with the amendments in this report.

The following lines for Mobile Food Vending will be repealed from Schedule “J” of the Traffic Bylaw:

65	<i>Temporary Street Use Permit (miscellaneous)</i>	
	Mobile Food Vending – Push Type Food Cart	\$400/year/unit
	Mobile Food Vending – with Meter Bag	\$1,680/year/unit
	Mobile Food Vending – without Meter Bag	\$1,300/year/unit

The following will replace the repealed sections in Schedule “J” after the line for “Horse Drawn Carriage”:

65	Temporary Street Use Permit (miscellaneous)	
	Mobile Vending: Payment of permit fees can be made in a lump sum or in two equal installments the first of which is due upon issuance of the permit and the second due June 1st. Permits issued after June 1st must be paid in full upon issuance of the permit. Vendors wishing to cancel their permits before June 1st will be refunded 50% of the total value of their permit. No refunds will be issued for cancelled permits on or after June 1st. The cost of a permit issued on or after August 1st shall be reduced by 50%. See permit fees below:	
	Sidewalk Vending Unit	\$400/year/unit
	Mobile Vending Unit – with Meter Bag	\$1,680/year/unit
	Mobile Vending Unit – without Meter Bag	\$1,300/year/unit

DECISION HISTORY

This report contains recommendations for the amendment of City Bylaws. Amendments to the *Traffic Bylaw* and the *Clean Property Bylaw* require City Council approval as stipulated in the Cities Act.

Respectfully submitted,

Respectfully submitted,



Chris Warren, Director, Roadways & Transportation

3/2/2022



Kim Ohra, Executive Director, Citizen Services

3/9/2022

Prepared by: Hebly Cushicondor, Engineer

ATTACHMENTS

Appendix A - Proposed Schedule P Traffic Bylaw - Outdoor Restaurant

Appendix B - Proposed Schedule Q Traffic Bylaw - Mobile Vending

Appendix C - Proposed Schedule R of Traffic Bylaw

Appendix A

SCHEDULE “P”

OUTDOOR RESTAURANT

CONDITIONS

1. In addition to any conditions the Director may impose on a vendor pursuant to section 65 of this Bylaw, the vendor operating under a temporary street use permit for outdoor restaurant shall comply with the following conditions:
 - (a) ensure prompt removal of the outdoor restaurant upon permit expiration;
 - (b) the temporary street use permit is non-transferrable and is only valid at the address indicated on the permit;
 - (c) ensure any signs for the outdoor restaurant shall comply with *The Regina Zoning Bylaw 2019*, Bylaw No. 2019-19 and *The Clean Property Bylaw*, Bylaw No. 9881, unless otherwise permitted;
 - (d) ensure barrier-free access to building entrances and exits, public utilities and service connections at all times;
 - (e) ensure the outdoor restaurant shall not be used for storage at any time;
 - (f) abide by all laws and regulations, bylaws and resolutions governing the vending operation including, but not necessarily limited to those below:
 - (i) properties located in the boundaries of the Victoria Park Heritage Conservation District in accordance with *The Victoria Park Heritage Conservation District Bylaw*, Bylaw No. 9656 and are regulated by the guidelines provided in that Bylaw; and
 - (ii) alterations to properties designated as municipal heritage properties in accordance with *The Municipal Architectural Design Guidelines Bylaw*, Bylaw No. 2007-78.
2. In the event the vendor causes damage to the public highway, sidewalk, boulevard, pedestrian mall, Pat Fiacco Plaza, Frederick W. Hill Mall, or public right of way, then the City, in its sole discretion, may repair such damage and the vendor shall be required to reimburse the City for the cost of such repair.
3. All costs associated with development and maintenance of the outdoor restaurant, including litter pick up, shall be the responsibility of the vendor.

Appendix A

SCHEDULE “P”

OUTDOOR RESTAURANT

LOCATION CRITERIA FOR OUTDOOR RESTAURANT

4. Temporary street use permits shall only be granted where the location criteria for an outdoor restaurant meets the following minimum requirements:
 - (a) if the outdoor restaurant is licensed by the Province of Saskatchewan to serve alcohol then it must compliance with *The Alcohol and Gaming Regulation Act*, as amended by the Government of Saskatchewan”;
 - (b) except for restaurants governed by clause (a) above, outdoor restaurants may be located along the curb allowing pedestrians between the outdoor restaurant and building face or directly adjacent the building face;
 - (c) operate directly adjacent and not extend laterally beyond the frontage of the established restaurant by the same vendor, unless otherwise approved by the City;
 - (d) not be located in a traffic lane or driveway;
 - (e) not be located adjacent to any driving lane or bus lanes where the passageway for pedestrians is less than 2 meters;
 - (f) not be located on any side boulevard landscaped with grass, plants, or landscape materials; and
 - (g) where the outdoor restaurant is on a corner, then such corner restaurants shall require special consideration to ensure intersection sightlines are maintained as described in section 69 and Schedule “H (1)” of this Bylaw, and is at the discretion of the City;
5. Notwithstanding section 4 above, all outdoor restaurants shall have and maintain a minimum 2 meter wide clear walkway for pedestrians at all times between the edge of the outdoor restaurant and either the curb face, or any obstructions along the sidewalk such as trees, tree pits (where a metal tree grate is not present), meters, light poles or other furnishings.
6. Notwithstanding section 4 above, a vendor may request from the Director permission as part of its temporary street use permit to install a seasonal boardwalk in a parking lane, where the City sidewalks would otherwise be too narrow to permit an outdoor restaurant.
7. In the event the Director grants the vendor permission to install a seasonal boardwalk in the parking lane, then such boardwalks shall only be permitted seasonally from April 1st and must be removed by October 15th of the same calendar year, unless otherwise permitted by the Director.
8. The vendor shall be solely responsible for all costs associated with erecting, maintaining and dismantling the seasonal boardwalk.

Appendix A

SCHEDULE “P”

OUTDOOR RESTAURANT

9. If a seasonal boardwalk is installed at a parking meter location, then the vendor shall obtain a parking meter bag and pay an additional fee, in addition to the temporary street use permit fee.

DESIGN CRITERIA FOR OUTDOOR RESTAURANT

10. Temporary street use permits shall only be granted where the design criteria for an outdoor restaurant meets the following minimum requirements:
 - (a) an open appearance with defined edge such as a railing or a row of planters or pots;
 - (b) all furniture or articles shall be of commercial quality;
 - (c) all furniture placement shall not extend beyond the approved perimeter for the outdoor restaurant;
 - (d) all advertising and other equipment used in the operation of the restaurant shall not lean against or hang from any streetlight, traffic sign, parking meter or other structure on public property;
 - (e) if the vendor chooses to install a railing then such railing shall not:
 - (i) exceeding 1.2 meters in height to delineate the restaurant area; or
 - (ii) obstruct view of seated patrons.
 - (f) If a seasonal boardwalk is installed, then such boardwalk:
 - (i) shall be minimum 2 meters wide; and
 - (ii) shall not exceed the width of a parking lane.

Appendix B

SCHEDULE “Q”

MOBILE VENDING

CONDITIONS

1. In addition to any conditions the Director may impose on a vendor pursuant to section 65 of this Bylaw, any vendor operating under a temporary street use permit for a mobile food vending unit or sidewalk vending unit shall comply with the following conditions:
 - (a) vending shall be permitted in only approved vending sites;
 - (b) approved vending sites are sites at the following locations:
 - (i) parking lanes on streets classified as local streets throughout the City, including the downtown;
 - (ii) 11th Avenue from Lorne Street to McIntyre Street;
 - (iii) 11th Avenue from Broad Street to Winnipeg Street;
 - (iv) 12th Avenue from Scarth Street to Broad Street;
 - (v) Victoria Avenue from Rose Street to Smith Street on the north side and Rose Street to Lorne Street on the south side;
 - (vi) 13th Avenue from Albert Street to Elphinstone Street; or
 - (vii) such other locations as determined acceptable by the Director.
 - (c) approved vending sites do not include:
 - (i) areas designated as “No Parking” or “No Stopping”;
 - (ii) areas that restrict or interfere with the ingress or egress of adjacent property owners;
 - (iii) areas within 20 metres of a permanent business selling prepared food while that permanent business is open to customers unless the business owner/manager provides prior, written consent;
 - (iv) areas within 20 metres of a licensed sidewalk vendor while the sidewalk vendor is open to customers unless the sidewalk vendor’s owner/manager provides prior, written consent;
 - (v) areas within 10 metres of an intersection or crosswalk;

Appendix B

SCHEDULE “Q”

MOBILE VENDING

- (vi) any street abutting school property on a school day between 8:00 a.m. and 6:00 p.m.;
 - (vii) any portion of a block that is primarily residential for more than 20 minutes per day; or
 - (viii) areas on any City owned leisure facility property unless authorized by the City’s Manager of Community and Recreation Programs or designate.
- (d) vendors are free to relocate their mobile vending unit at any time in accordance with this Schedule.

MOBILE VENDING UNIT REQUIREMENTS

2. The mobile vending unit or sidewalk vending unit shall:
 - (a) not exceed 7.6 metres (25’) in length and 2.4 metres (8’) in width;
 - (b) not have music or any device used to attract business to the mobile vending unit that exceed sixty-five (65) decibels measured at any property line;
 - (c) not have electrical generators that exceed sixty-five (65) decibels measured at any property line.
 - (d) be configured to allow customers to safely access the service window from a sidewalk;
 - (e) be equipped with a garbage receptacle; and
 - (f) be stored in accordance with this Bylaw when the mobile vending unit is not in use.
3. All vehicles used for mobile vending units or sidewalk vending units shall bear a sign or signs that:
 - (a) prominently indicates “This unit makes frequent stops” at the rear of the mobile vending unit;
 - (b) has lettering of the message required in clause (a) above that is at least five (5) centimetres high; and
 - (c) has the entire message located fifteen (15) to sixty (60) centimetres above the rear bumper of the vehicle.

Appendix B

SCHEDULE “Q”

MOBILE VENDING

4. A slow moving vehicle warning device in accordance with *The Vehicle Equipment Regulations, 1987* shall be affixed to the rear of the vehicle, if applicable.

HOURS OF OPERATION

5. Vendors shall operate a mobile vending unit or sidewalk vending unit only between dawn and dusk.
6. Notwithstanding section 5 of this Schedule, vendors:
 - (a) in downtown;
 - (b) in the Warehouse Business Improvement District; or
 - (c) Pat Fiacco Plaza,may operate a mobile vending unit or sidewalk vending unit after dusk.
7. Vendors operating a mobile vending unit or sidewalk vending unit outside of downtown or the Warehouse Business Improvement District shall not park the vending unit for a period longer than the time limit posted in adjacent parking signs.
8. The vendor shall ensure that its mobile vending unit or sidewalk vending unit does not occupy any space in downtown or the Warehouse Business Improvement District for more than 24 consecutive hours.

PARKING METER BAGS

9. In addition to a temporary street use permit a vendor may be required to apply for a permit that includes a parking meter bag by submitting a written application to the Director. If approved, the vendor shall bag any available meter that meets the criteria set out in this Schedule and operate its mobile vending unit or sidewalk vending unit from that location.
10. If a vendor also obtains the permit for a parking meter bag, then vendor shall ensure that:
 - (a) the parking meter bag is securely affixed to the meter once the vendor is in place;
 - (b) the parking meter bag remains securely affixed to the meter the whole time the vendor is in attendance;
 - (c) the mobile vending unit is not left unattended at a bagged parking meter for more than 15 minutes; and
 - (d) the parking meter bags is removed at the end of each day;

Appendix B

SCHEDULE “Q”

MOBILE VENDING

11. The City or its agents may remove parking meter bags left in place while the vendor is absent from the mobile vending unit or sidewalk vending unit for more than 15 minutes.
12. The vendor shall pay to the City the cost of replacing a lost parking meter bag.

VENDING IN THE PAT FIACCO PLAZA

13. Seven (7) vending sites intended for use by mobile vending units or sidewalk vending units on the Pat Fiacco Plaza are identified on the City Square Map in Schedule “R”. Daily access to individual sites will be on a first-come-first-served basis.
14. Vendors operating on the Pat Fiacco Plaza:
 - (a) shall ensure that its mobile vending unit or sidewalk vending unit is not located in Pat Fiacco Plaza prior to 7:00 a.m.;
 - (b) shall ensure its mobile vending unit or sidewalk vending unit is removed from Pat Fiacco Plaza no later than 11:00 p.m. daily;
 - (c) may provide commercial quality bistro-type chairs, tables and umbrellas adjacent to their vending unit for the use of their clientele;
 - (d) shall ensure such furnishings as set out in clause (c) above, are removed from Pat Fiacco Plaza at the end of each day;
 - (e) may sell promotional items related to their mobile vending operation;
 - (f) shall ensure its support vehicles, including trucks required to transport mobile vending units or sidewalk vending unit are not parked on the Pat Fiacco Plaza except for the purposes of dropping off or picking up a mobile vending unit or sidewalk vending unit;
 - (g) notwithstanding subsection 14(f) above, shall ensure all support vehicles are removed from Pat Fiacco Plaza between 10:00 a.m. and 2:00 p.m.;
 - (h) shall not operate generators on the Pat Fiacco Plaza except in the case of a power outage;
 - (i) shall ensure that material from the vendor’s mobile vending unit or sidewalk vending unit and any ancillary vehicles or equipment are not discharged onto Pat Fiacco Plaza’s surface;
 - (j) shall use the electrical services provided by the City on a first-come-first-served basis;

Appendix B

SCHEDULE “Q”

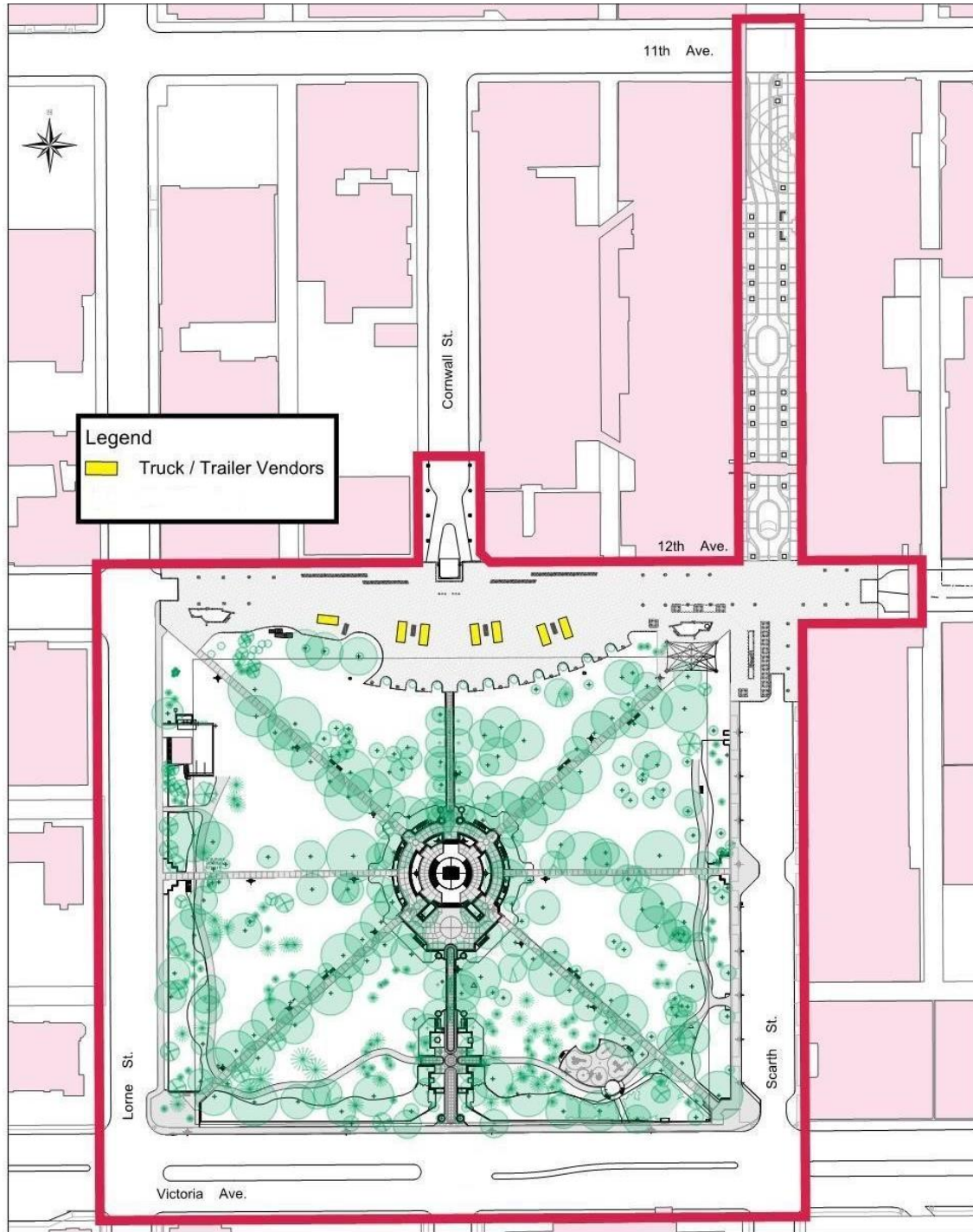
MOBILE VENDING

- (k) shall bear all costs related to the clean-up of improper discharges of material and reimburse the City for any and all costs associated with such an improper discharge.
- 15. No person shall operate a mobile vending unit or sidewalk vending unit on the Pat Fiacco Plaza during a City Square special event without the prior, written consent of the City Square special event permit holder(s).
- 16. Special event permit holders are under no obligation to provide space for vendors during their events.

Appendix C

SCHEDULE "R"

Map of City Square Boundaries





Economic Development Opportunity - Viterra Memorandum of Understanding and Related Agreements

Date	March 30, 2022
To	Mayor Masters and City Councillors
From	Executive Committee
Service Area	Financial Strategy & Sustainability
Item #	CR22-41

RECOMMENDATION

That City Council:

1. Approve the City of Regina entering into a Memorandum of Understanding ("MOU") with Viterra Canada Inc., ancillary to the Option to Purchase Agreement dated April 12, 2021, that:
 - a) outlines the various incentives that the City of Regina ("City") will provide to Viterra to support the construction of a canola crush plant ("Plant"), consistent with the terms and conditions stated in this report; and
 - b) is conditional on ministerial approval of a boundary alteration that brings the related lands into the City.
2. Delegate authority to the Executive Director, Financial Strategy & Sustainability or their designate, to negotiate and approve any other commercially relevant terms and conditions of the MOU that do not substantially change what is described in this report.
3. Delegate authority to the Executive Director, Financial Strategy & Sustainability or their designate, to negotiate and approve the final binding agreements with Viterra Canada Inc. (the "Agreements") reflective of the concepts contained in the MOU, any amendments to the Agreements that do not substantially change what is described in the MOU and any ancillary

agreements or documents required to give effect to the Agreements. The authority delegated by this section excludes the approval of any tax exemption agreement which must be approved by City Council.

4. Approve the transfer of up to \$12.6 million from the Land Development Reserve to fund the costs of providing water and wastewater infrastructure, paying development charges, and acquiring land for rail, water and wastewater infrastructure as described in this report.
5. Approve the transfer of \$6.0 million from the Asset Revitalization Reserve to fund the costs of investments in rail line development as described in this report.
6. Delegate authority to the Executive Director, Financial Strategy & Sustainability to approve an extension to the Option Term provided for in the Option to Purchase Agreement between the City and Viterro dated April 12, 2021 as, in his discretion, is reasonably necessary as long as Viterro is diligently pursuing its due diligence of the related development proposal.
7. Authorize the Executive Director, Financial Strategy & Sustainability to negotiate and approve agreements for the acquisition of land or easement rights, as required, in connection with undertaking the infrastructure investments (rail and utilities) as described in this report (the "Land Agreements"), and any ancillary agreements or documents required to give effect to the Land Agreements, provided such acquisition is at or below fair market value.
8. Authorize the City Clerk to execute the MOU, the Agreements and the Land Agreements after review and approval by the City Solicitor.

HISTORY

At the March 23, 2022 meeting of the Executive Committee, the Committee considered the attached EX22-33 report from the City Planning & Community Development Division.

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

Recommendation #9 in the attached report does not require City Council approval.

Respectfully submitted,



Amber Ackerman, Interim City Clerk 3/25/2022

ATTACHMENTS

EX22-33 - Economic Development Opportunity - Viterra Memorandum of Understanding and Related Agreements

Appendix A - Viterra MOU - Rail

Appendix B - Viterra MOU Map



Economic Development Opportunity - Viterra Memorandum of Understanding and Related Agreements

Date	March 23, 2022
To	Executive Committee
From	Financial Strategy & Sustainability
Service Area	Financial Strategy & Sustainability
Item No.	EX22-33

RECOMMENDATION

The Executive Committee recommends that City Council:

1. Approve the City of Regina entering into a Memorandum of Understanding ("MOU") with Viterra Canada Inc., ancillary to the Option to Purchase Agreement dated April 12, 2021, that:
 - a) outlines the various incentives that the City of Regina ("City") will provide to Viterra to support the construction of a canola crush plant ("Plant"), consistent with the terms and conditions stated in this report; and
 - b) is conditional on ministerial approval of a boundary alteration that brings the related lands into the City.
2. Delegate authority to the Executive Director, Financial Strategy & Sustainability or their designate, to negotiate and approve any other commercially relevant terms and conditions of the MOU that do not substantially change what is described in this report.
3. Delegate authority to the Executive Director, Financial Strategy & Sustainability or their designate, to negotiate and approve the final binding agreements with Viterra Canada Inc. (the "Agreements") reflective of the concepts contained in the MOU, any amendments to the Agreements that do not substantially change what is described in the MOU and any ancillary

agreements or documents required to give effect to the Agreements. The authority delegated by this section excludes the approval of any tax exemption agreement which must be approved by City Council.

4. Approve the transfer of up to \$12.6 million from the Land Development Reserve to fund the costs of providing water and wastewater infrastructure, paying development charges, and acquiring land for rail, water and wastewater infrastructure as described in this report.
5. Approve the transfer of \$6.0 million from the Asset Revitalization Reserve to fund the costs of investments in rail line development as described in this report.
6. Delegate authority to the Executive Director, Financial Strategy & Sustainability to approve an extension to the Option Term provided for in the Option to Purchase Agreement between the City and Viterra dated April 12, 2021 as, in his discretion, is reasonably necessary as long as Viterra is diligently pursuing its due diligence of the related development proposal.
7. Authorize the Executive Director, Financial Strategy & Sustainability to negotiate and approve agreements for the acquisition of land or easement rights, as required, in connection with undertaking the infrastructure investments (rail and utilities) as described in this report (the "Land Agreements"), and any ancillary agreements or documents required to give effect to the Land Agreements, provided such acquisition is at or below fair market value.
8. Authorize the City Clerk to execute the MOU, the Agreements and the Land Agreements after review and approval by the City Solicitor.
9. Approve these recommendations at its meeting on March 30, 2022.

ISSUE

Viterra Canada Inc. ("Viterra") and the City of Regina ("City") have entered into a land purchase option agreement for the purpose of building a canola crush plant ("Plant") north of the City. The Plant as proposed will be one of the largest canola crush plants in the world. The development would represent a significant investment in the City and contribute to Regina's agriculture and agri-food industry. Beyond the economic impact of the Plant, this development would serve as a catalyst for further economic growth in protein extraction, renewable fuel, and other complimentary industrial development.

Viterra has evaluated the economic competitiveness of multiple geographic locations for the Plant and has selected Regina as its preferred site. Viterra continues its due diligence process with the expectation the Viterra Board will make a final investment decision in the near future. To achieve its

desired 2024 plant commissioning, site preparation work must begin in spring/summer of 2022. Providing certain incentives is required to make Regina competitive with other jurisdictions in Viterra's site selection process. The incentives relate to the provision of infrastructure for water and wastewater, the provision of a five-year property tax exemption, and the City paying the development charges to develop the area. The City also has an opportunity to invest in rail construction that leverages Viterra's rail investment to reduce the future cost of the City's rail relocation project. The City typically does not provide incentives to attract businesses and therefore significant consideration has been given to the incentives contemplated and their alignment with the Economic Development Regina's 2020-2030 Economic Growth Plan, and the City's priorities relating to Economic Prosperity, Environmental Sustainability and Financial Sustainability.

To provide assurance to its Board, Viterra is seeking to formally secure those incentives through a Memorandum of Understanding (MOU), followed shortly thereafter with formal agreements with the City.

The purpose of this report is to describe and obtain Council's approval of the proposed City commitments.

IMPACTS

Economic Impact

The proposed Plant and the development of associated agri-businesses is expected to have a transformational impact on the Regina economy. The Plant will create approximately 1,000 construction jobs and 100 permanent jobs upon completion. Pursuant to an economic analysis performed by Economic Development Regina (EDR), the Plant would add approximately \$500 million (or 3 per cent) to the gross domestic product of the Regina region annually and \$1.6 billion in total economic impact in the region. This level of increased economic activity will indirectly support up to 1,500 jobs. EDR estimates the construction phase of the development will bring approximately \$23 million in municipal government revenue (property taxes, fees/charges, electrical surcharge revenue, etc.) related to the economic and job creation impact of the Plant to the Regina region.

Development of the proposed Plant would further establish Regina as an agriculture and agri-food hub. It is expected the Plant would attract complimentary development that is synergistic with the canola crush plant.

Financial Impact

The following provides a summary of the estimated cost of the incentives being recommended. A detailed description of these incentives is described further in the “Discussion” section of this report.

Summary of Incentives and Funding

	Estimated Cost
Water & Wastewater	\$ 9.3 M
Development Charges	\$ 2.0 M
Rail (capped)	\$ 6.0 M
Land Acquisition (rail and water access)	\$ 1.3 M
Cost of incentives recommended in report	\$18.6 M
Land Option (less than market value) previously approved by Council	\$ 2.3 M
Total incentives	\$20.9 M

Pursuant to the above table, Administration is recommending Council approve an investment of approximately \$18.6 million to support and realize the Viterra economic opportunity. The City will pursue opportunities to recover the costs or leverage the investments into future savings (e.g. recovery through future development accessing the water and wastewater infrastructure built, or leverage Viterra’s investment in rail as it relates to the Ring Road Rail Relocation project). This investment is in addition to the discounted land purchase price of \$2.3 million previously approved by Council.

The above investments, with the exception of the \$2.3 million related to the land purchase option, are conditional upon a boundary alteration occurring that would bring the subject lands within the City’s boundary. The property when developed is expected to generate \$800,000 annually in municipal taxes. Once the proposed five-year tax exemption expires, these taxes would be available to repay the City investments into this economic project. Using a simple payback calculation on the estimated cost of \$20.9 million without forecasting any future increase in property taxes at the Viterra Plant, increases in property value of adjacent City owned lands, reduction in cost to the City for future rail relocation, or recoveries from adjacent land developers benefiting from installation of infrastructure, and ignoring all other economic benefits the Plant is forecasted to bring to Regina, the payback period is approximately 31 years ($\$20.9 \text{ million} / \$800,000/\text{year} = 26 \text{ years} + 5 \text{ year tax exemption} = 31 \text{ years}$).

Administration proposes to finance the initial investment internally as follows:

- \$9.3 million related to water/wastewater infrastructure to be funded from the Land Development Reserve (LDR), as the City is the land owner putting in infrastructure to ensure the development

of the lands. The LDR would recover a portion of these infrastructure costs from other land owners or developments benefiting from the infrastructure being in place, with any remaining amount repaid from future property taxes generated from the Viterra property.

- \$2 million related to the Development Charges from the LDR as the City is the land owner, with the LDR being repaid through future property taxes generated from the Viterra property.
- \$1.3 million related to land acquisition costs for rail and water servicing purposes be funded from the LDR as the City is the land owner, with the LDR being repaid through future property taxes generated from the Viterra property.
- \$6 million related to rail from the Asset Revitalization Reserve (ARR), with the ARR being repaid through future property taxes generated from the Viterra property.
- The previously approved sale of land at \$2.3 million less than market value, which decreases land sale proceeds into the LDR, will be repaid through future property taxes.

As the above investments, with exception of rail, are intended to advance the economic development activity on lands owned by the City, and the City is the owner of those lands and additional surrounding lands, it is recommended funding needed to advance that work be funded from the LDR. While the LDR currently has a negative balance of approximately \$18 million related primarily to funding of the Towns and Yards developments, should the land purchase option agreements be exercised by Viterra and FCL, the LDR will receive approximately \$9.4 million from the sale of the lands. Further, as proposed above, the LDR will be reimbursed for these investments either from the recovery of costs from other land developments that access the infrastructure to be built, or future Viterra property taxes. While the LDR is in a negative position, the City has sufficient cash reserves (or positive cash flow) in excess of \$400 million allowing the City to fund these investments from internal funds knowing any net investment will eventually be repaid through future Viterra property taxes.

With respect to the rail investment, Administration recommends funding be drawn from the ARR, as the investment ties to an infrastructure investment related to the Ring Road Rail Relocation project. The asset revitalization reserve is intended to have an uncommitted balance of approximately \$9.6 million at the end of 2022. It is proposed that the ARR be repaid from this investment from future Viterra property taxes. Although the City has previously forecasted using funding from the Asset Revitalization Reserve to fund part of an Indoor Aquatics Centre in the coming years, there is a current pressing need to advance this economic development project and gain synergies in rail location aligning with the City's future Ring Road Rail Relocation project. A reduction in the ARR reserve balance will require Administration to re-strategize funding for future commitments related to the Indoor Aquatics Centre.

While not directly related to this report, the City will have to expand the capacity of the wastewater treatment facility at an estimated cost of \$76 million to accommodate several significant economic growth projects including the Viterra and FCL projects, as well as general City growth. A report

regarding this matter will be brought forward for Council consideration in the future upon completion of further analysis by Administration.

OTHER OPTIONS

None with respect to this report.

COMMUNICATIONS

None with respect to this report.

DISCUSSION

The City and Viterra agreed to a discounted land sale price during the negotiation of the land purchase option agreement. For the City to be competitive with other jurisdictions and for Viterra to move forward with development of the Plant, Administration recommends entering into a MOU and related agreements to make the following investments:

Act as Land Developer

- The City, as the majority landowner of lands in the northeast, will extend water and wastewater services to the general area and specifically to the West property line of the Viterra site at an estimated cost of \$9.3 million. Extending services to the general area will also increase the value of adjacent City owned lands in the northeast, as well as City owned lands in Hawkstone. Extending the services will eliminate a major barrier to development and make the area “development-ready” for other industrial and commercial businesses requiring City services.
- Potable water service is available through a connection to the Kensington Greens subdivision. This connection is estimated to cost approximately \$2.8 million. The rate/pricing structure for the water supply shall be at standard City rates in accordance with *The Regina Water Bylaw*. Should Viterra arrange provision of potable water service from another source (e.g., RM of Sherwood), the City will not have any obligation for providing potable water service.
- Wastewater service for the project can be provided via a sanitary main that runs under Highway 6 and ends just west of Kensington Greens. Initial modelling indicates that the City can support the wastewater volume. The estimated cost to extend existing infrastructure to the site is approximately \$6.5 million. Viterra will be required to install a water and/or effluent meter in accordance with section 111 of the *The Wastewater and Storm Water Bylaw, 2016*, and enter into a pre-treatment plan agreement with the City, if required by the City, in accordance with section 32 of *The Wastewater and Storm Water Bylaw, 2016*. The rate/pricing structure for

water and wastewater service will be consistent with *The Wastewater and Storm Water Bylaw, 2016*.

- Administration anticipates partial recovery of these servicing costs through the increased sale price of adjacent City owned lands, and through an area specific SAF rate or agreements similar to endeavor to assist registrations on adjacent non-City owned lands benefitting from the infrastructure investment.
- The Plant site is subject to development charges in accordance with the City's *Development Levy Bylaw, 2011* and Development Charges Policy. Development charges for the property have been calculated at \$102,000 per hectare on the land that would be occupied by the proposed Plant or approximately \$2 million. As the land developer, in order to make this site competitive with other locations Viterra has indicated it was considering, the City will pay the development charges and not pass these fees onto Viterra.

Property Tax Exemption

- The City to provide conditional support for a five-year property tax exemption to Viterra for the years 2025-2029, to be commensurate with the completion of the construction and the commencement of operation of the facility, with a specific tax exemption agreement to come forward to a future City Council meeting for approval. Property taxes are estimated to be at least \$1.4 million annually (municipal portion is estimated at \$800,000). Once the five-year tax exemption period expires, the City would receive approximately \$800,000 in municipal property taxes annually from the property. The City will apply on Viterra's behalf requesting the Province provide a similar exemption of the education portion of the property taxes.

Leverage Viterra Rail Investment

- The City should invest in Viterra's construction of a rail spur line to the Plant to ensure the rail location aligns with the future City rail relocation plans, and leverages Viterra building a line that integrates into the City's Rail Relocation project, reducing the overall cost to the City for this section of the relocated CP mainline if and when the relocation project proceeds. Administration proposes the City pay for the length of new rail required to accommodate rail relocation which is in excess of the length required for Viterra to otherwise connect their Plant to the existing rail alignment, as well as the incremental cost of building the rail line to a main line standard along that section of rail that shall serve as future main line after City rail relocation. Viterra shall agree to transfer ownership of the main line portion to CP and the southern spur portion to the City as shown in Appendix A – Rail at such time that the City completes the remaining work required in the Rail Relocation project. The City investment is proposed to be capped at \$6 million, in addition to City land to be transferred to Viterra at nominal value upon which the rail line will be built. Viterra shall agree to transfer land for rail back to the City upon request should development of the Plant not proceed consistent with the terms of the land purchase option.
- Until such time as the rail is transferred to CP for its main line relocation, Viterra will own and control the rail and be responsible for its maintenance and operation as a private spur line.

- Constructing the rail line on the routing proposed for rail relocation will also keep Viterra rail traffic off the existing rail line adjacent to Kensington Greens and Uplands. Upon completion of rail relocation, the rail lines adjacent to Kensington Greens and Uplands will be removed from service. The importance of the Rail Relocation project will continue to increase as the City grows and traffic volumes for rail and vehicle traffic increase in the northeast.
- The potential savings on rail relocation that the City expects to achieve by leveraging Viterra's investment in rail infrastructure is estimated at approximately \$6 million.

Land Acquisition (Rail and Water Access)

- In order to align the rail with the City's Rail Relocation project, privately held land will need to be secured by the City as shown in Appendix B. These lands would need to be secured regardless of the Viterra economic development opportunity in order to proceed with the Rail Relocation project. In addition, lands for the required water infrastructure also need to be secured. The total estimated cost of securing these lands is approximately \$1.3 million. The City has secured or is in the process of finalizing land sale agreements for these lands conditional upon future Council approval.

Negotiate Boundary Alteration

- The above investments are conditional on a boundary alteration that brings these and adjacent City owned lands within the City's boundaries. The City is currently pursuing negotiation of a boundary alteration agreement with the RM of Sherwood, which will include additional financial compensation being paid by the City to the RM, in an amount still to be determined.
-

DECISION HISTORY

On April 12, 2021, City Council approved the City to enter into a land purchase option agreement with Viterra (CM21-6).

On March 2, 2022, City Council directed Administration to give public notice of Council's intention to apply for an alteration to the City's boundaries and negotiate a Boundary Alteration Agreement with the RM of Sherwood (CR22-18).

On March 2, 2022, City Council approved \$1 million to fund consulting services for the NE Economic Development Project (CR22-20).

Respectfully submitted,

Respectfully submitted,


Chad Jedlic, Director, Economic & Business Development

3/10/2022


Barry Lacey, Exec. Director, Financial Strategy & Sustainability

3/11/2022

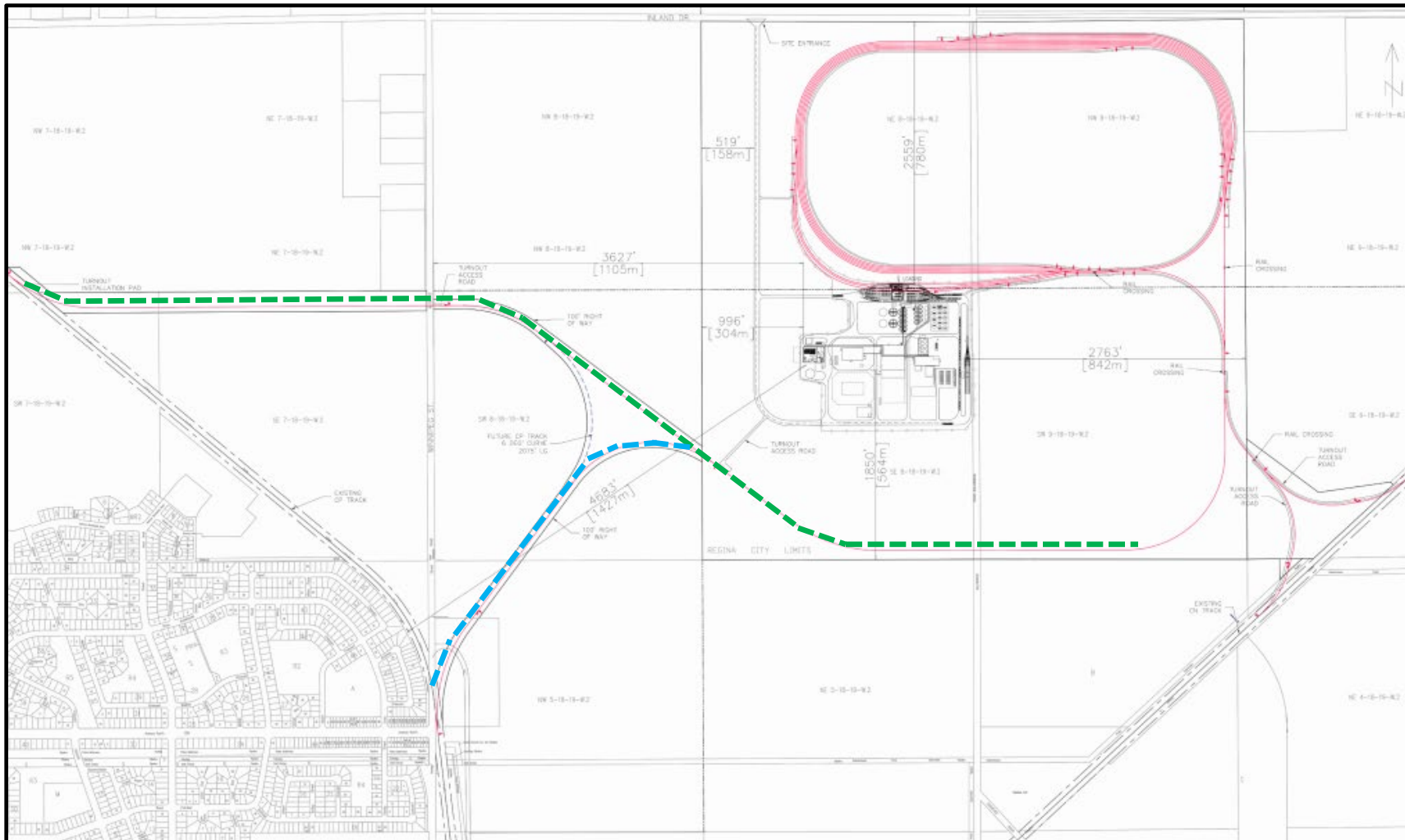
Prepared by: Chad Jedlic, Director, Economic & Business Development

ATTACHMENTS

Appendix A - Viterro MOU - Rail

Appendix B - Viterro MOU Map

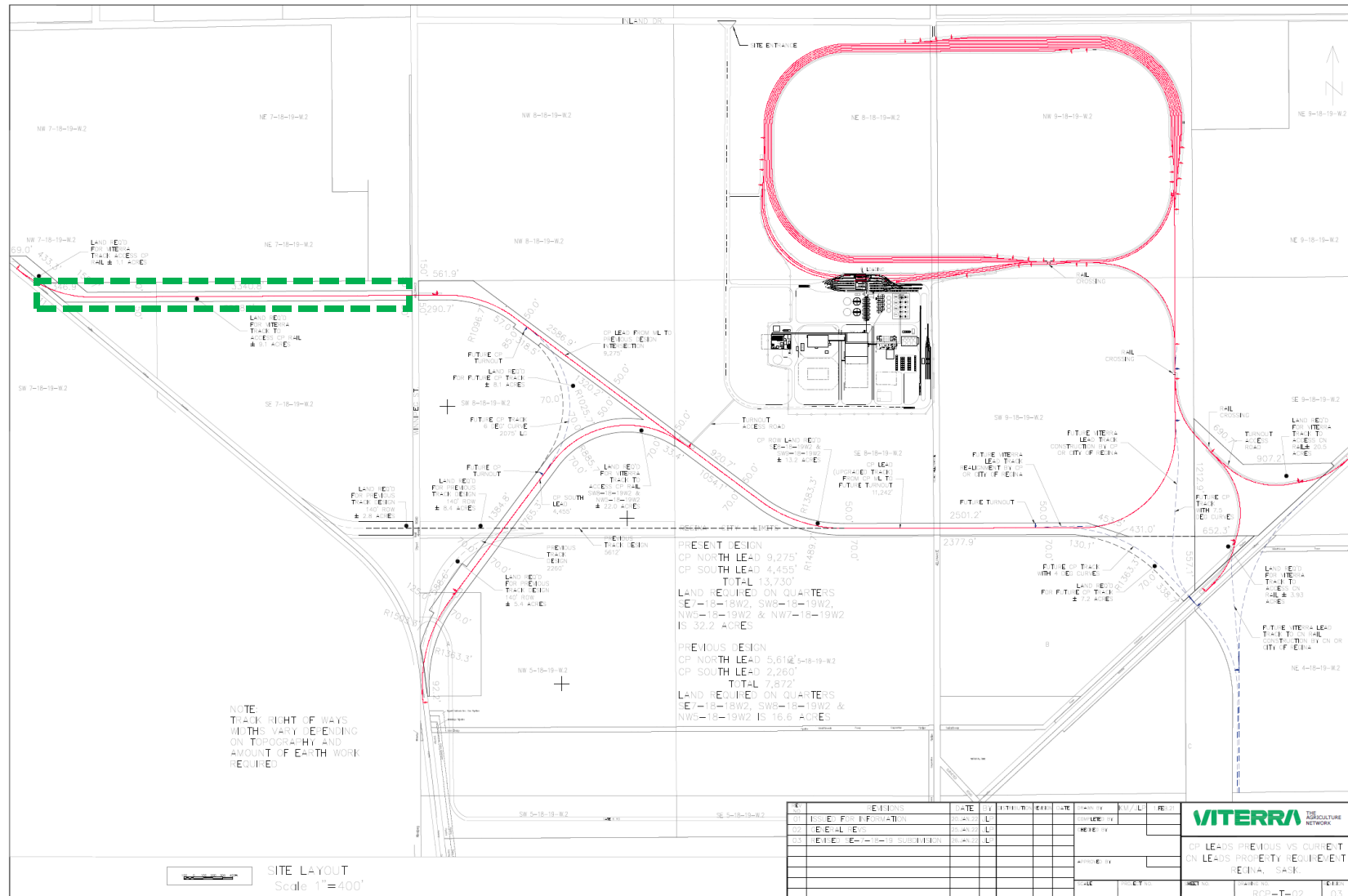
APPENDIX A – RAIL



New rail to be constructed by Viterra:

- Future main line
- Future southern spur
- Viterra siding

Privately held lands required for rail relocation and infrastructure corridor outlined in dashed green line.





2022 Property Tax Exemptions Related to 2014 Boundary Alteration

Date	March 30, 2022
To	Mayor Masters and City Councillors
From	Executive Committee
Service Area	Assessment & Property Revenue Services
Item #	CR22-42

RECOMMENDATION

That City Council:

1. Approve the property tax exemptions as listed in Appendix B subject to the Government of Saskatchewan approving the exemption or partial exemption of the education portion of the taxes for amounts that are \$25,000 or greater.
2. Instruct the City Solicitor to bring forward the necessary bylaw to provide for the property tax exemptions listed in Appendix B.
3. Authorize the Executive Director Financial Strategy & Sustainability or delegate to apply to the Government of Saskatchewan on behalf of property owners for any exemption of the education portion of the taxes that is \$25,000 or greater as outlined in Appendix B.

HISTORY

At the March 23, 2022 meeting of the Executive Committee, the Committee considered the attached EX22-39 report from the Financial Strategy & Sustainability Division.

The Committee adopted a resolution to concur in the recommendation contained in the report after correcting Appendix B under Part B: South East Mitigation Area respecting the percent - exempt set for address 6200 E Primrose Green Drive to read as "74.75%."

Recommendation #4 in the attached report does not require City Council approval.

Respectfully submitted,



Amber Ackerman, Interim City Clerk 3/25/2022

ATTACHMENTS

EX22-39 - 2022 Property Tax Exemptions Related to 2014 Boundary Alteration

Appendix A - Tax Mitigation Area Maps

Appendix B - Mitigation Properties-2022 Estimated Levy



2022 Property Tax Exemptions Related to 2014 Boundary Alteration

Date	March 23, 2022
To	Executive Committee
From	Financial Strategy & Sustainability
Service Area	Assessment & Property Revenue Services
Item No.	EX22-39

RECOMMENDATION

The Executive Committee recommends that City Council:

1. Approve the property tax exemptions as listed in Appendix B subject to the Government of Saskatchewan approving the exemption or partial exemption of the education portion of the taxes for amounts that are \$25,000 or greater.
2. Instruct the City Solicitor to bring forward the necessary bylaw to provide for the property tax exemptions listed in Appendix B.
3. Authorize the Executive Director Financial Strategy & Sustainability or delegate to apply to the Government of Saskatchewan on behalf of property owners for any exemption of the education portion of the taxes that is \$25,000 or greater as outlined in Appendix B.
4. Approve these recommendations at its March 30, 2022 meeting.

ISSUE

This report identifies the properties affected by the 2014 boundary alteration requiring Committee and Council approval for 2022 property tax exemptions. Property tax mitigation tools and principles for properties affected by the 2014 boundary alteration were approved in Report CM13-14: Reconsideration of 2013 Boundary Alteration CM13-14 on November 6, 2013, and Report CR19-15 Boundary Alteration 2019 Property Tax Exemptions on February 25, 2019. These principles and

tools were designed to plan the City's long-term growth needs, as outlined in the *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP), while protecting the property owners from unreasonable financial hardship.

IMPACTS

Financial Impact

The estimated financial impact for 2022 is approximately \$294,833 in municipal levies. The estimated cost for the remaining one-year period of 2023 is approximately \$294,833 in municipal levies. The estimated cost for the next five-year period of 2024-2028 is \$1,474,164 in municipal levies.

Exemption levies are reflected in the 2022 budget.

Policy/Strategic Impact

The recommendation for property tax exemptions outlined in Appendix B of this report are consistent with Council principles and past exemption approvals.

Other Impacts

The education portion of the taxes is subject to *The Education Property Tax Act* which specifies that any exemption of education taxes that is \$25,000 or greater in any given year, must be approved by the Government of Saskatchewan. Total Levy includes education levies estimated using 2022 rates.

OTHER OPTIONS

None with respect to this report.

COMMUNICATIONS

All affected landowners will receive communication with respect to the resolutions passed by Council regarding assessment exemptions for lands within the Boundary Alteration area.

The exemptions outlined in this report will be reflected on the 2022 Property Tax Notices for the affected properties.

Copies of the report will be provided to the Ministry of Education, Regina Roman Catholic Separate School Division No. 81, and the Regina Public Library Board.

DISCUSSION

On November 6, 2013, Council approved the recommendations in CM13-14 for the boundary alteration. All lands affected by the boundary alteration are outlined in Appendix A.

The report contained the following tax mitigation principles:

- Protect the property owner, whose land is annexed into the City of Regina from unreasonable financial hardship;
- Balance the need to protect the City's financial viability with protecting its long-term growth needs;
- Property tax mitigation will be applied through existing legislation; and
- Property tax mitigation will expire over time either when the property is developed or when the time frame for the mitigation expires.

The mitigation tools applied to each category, beginning in 2014, are shown in Table 1: Approved Tax Mitigation Tools. The levels of mitigation applied to each category were designed to reflect the levels of services that the property received over the period. All properties receiving mitigation are subject to mill rate increases.

Table 1: Approved Tax Mitigation Tools

Category	Tax Mitigation
Commercial Corridor	<ul style="list-style-type: none">▪ Five-year tax mitigation, which phases in the City taxation levels on the commercial properties, at a rate of 20% per year.▪ Fully taxable at City of Regina mill rates in 2018.
New Neighbourhood (300k population) *	<ul style="list-style-type: none">▪ Five-year tax mitigation whereby the taxes would remain at RM levels.▪ Fully taxable at City of Regina mill rates in 2019.
Future Long-Term Growth (500k population)	<ul style="list-style-type: none">▪ Five-year tax mitigation, whereby the taxes would remain at RM levels which may be extended to 10 (approved in CR19-95) and then 15 years.▪ This recognized that longer-term growth areas would not be eligible for development and servicing under the growth plan and would remain as largely rural lands zoned as urban holdings for longer term.

*Agricultural properties within the Commercial Corridor were identified as New Neighbourhood (300k population) as they were not identified as employment lands in the OCP.

Properties where the tax difference between the 2013 rural taxes and the 2014 estimated municipal tax was less than \$10 do not receive tax mitigation. There are some linear properties, such as pipelines and railways, within the boundary alteration area crossing through the city that did not receive tax mitigation.

Since the approved mitigation tools were implemented in 2014 the following has occurred:

- In 2018, commercial properties in the Commercial Corridor category became fully taxable at City of Regina rates.
- In 2019, all properties in the original New Neighbourhood (300K population) category became taxable at City of Regina rates and Council approved the next five years (2019-2023) of mitigation for properties in the Future Long-Term Growth (500K population) mitigation area (Appendix B: Part A).
- In 2019, Council created a Southeast Mitigation category to give consideration to lands effected by the amendment of Design Regina: The Official Community Plan (OCP) which took place after design for the Regina Bypass was finalized (Appendix B: Part B).
- Subsequent requests from some agricultural property owners in the New Neighbourhood (300K population) resulted in extending mitigation for eight properties. (Appendix B: Part C)
- As properties in the approved mitigation area are developed, they were removed from mitigation.

The levels of mitigation applied to the property reflect the levels of services that the property receives. Existing uses of the land will continue until the land is planned for development. Development will occur in a staged approach consistent with growth management policies in the OCP and development regulations in the Zoning Bylaw to ensure an orderly transition from primarily agricultural land to urban development.

DECISION HISTORY

Property tax mitigation tools and principles for properties affected by the 2014 boundary alteration were approved in Report CM13-14: Reconsideration of 2013 Boundary Alteration on November 6, 2013. Mitigation was approved for a five-year period which ended in 2018.

Council approved Report CR19-15 Boundary Alteration Property Tax exemptions on February 25, 2019, creating a new mitigation category, Southeast Mitigation and set the direction for the next five years of mitigation for properties in the new category and the Future Long-Term Growth (500K population) mitigation areas.

On October 28, 2019, Council approved report: CR19-95: Dewdney West Boundary Alteration - 2019 Property Tax Exemption Request. This report granted a property tax exemption for three

agricultural properties in the New Neighbourhood (300K population) area for 2019 with a recommendation for exemptions for 2020-2023 and reconsideration for an additional five years.

On January 29, 2020, Council approved report CR19-118: 2019 Tax Exemption Request - Boundary Alteration. This report granted a property tax exemption for two agricultural properties in the New Neighbourhood (300K population) area for 2019 with a recommendation of exemptions for 2020-2023 and reconsideration for an additional five years.

On February 26, 2020, Council approved report CR20-18: Property Tax Exemption Request – 600 Pinkie Road. This report granted a property tax exemption for one agricultural property in the New Neighbourhood (300K population) area for 2020 and recommendation of exemptions for an additional three years (2021-2023) and reconsideration for an additional five years.

On May 27, 2020, Council approved report CR20-48: Property Tax Exemption Request - 5000 & 5800 Armour Road. This report granted a property tax exemption for two agricultural properties in the New Neighbourhood (300K population) area for 2020 and recommendation of exemptions for an additional three years (2021-2023) and reconsideration for an additional five years.

Respectfully submitted,

Respectfully submitted,


Deborah Bryden, Acting Executive Director 2/23/2022

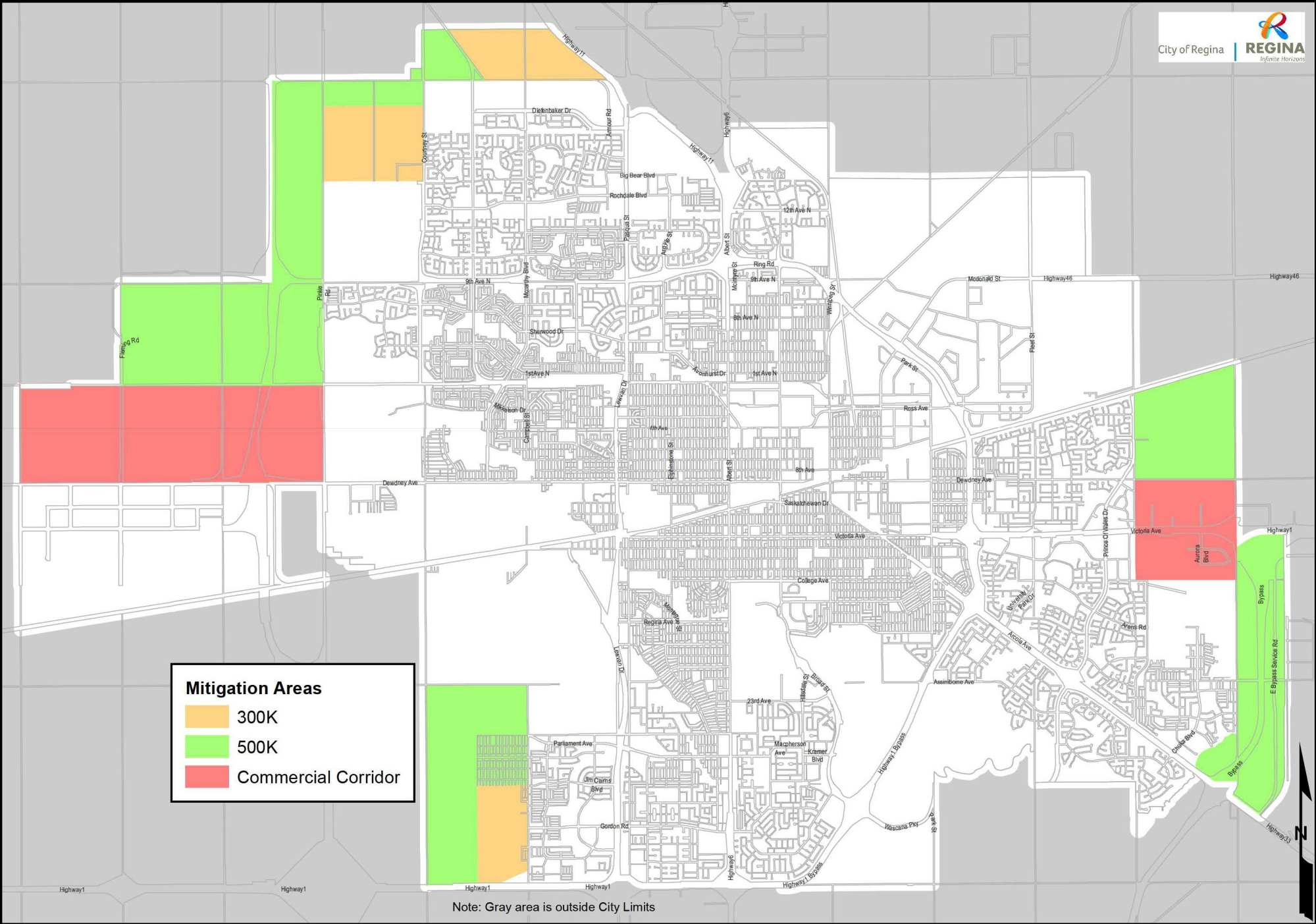

Barry Lacey, Exec. Director, Financial Strategy & Sustainability 3/7/2022

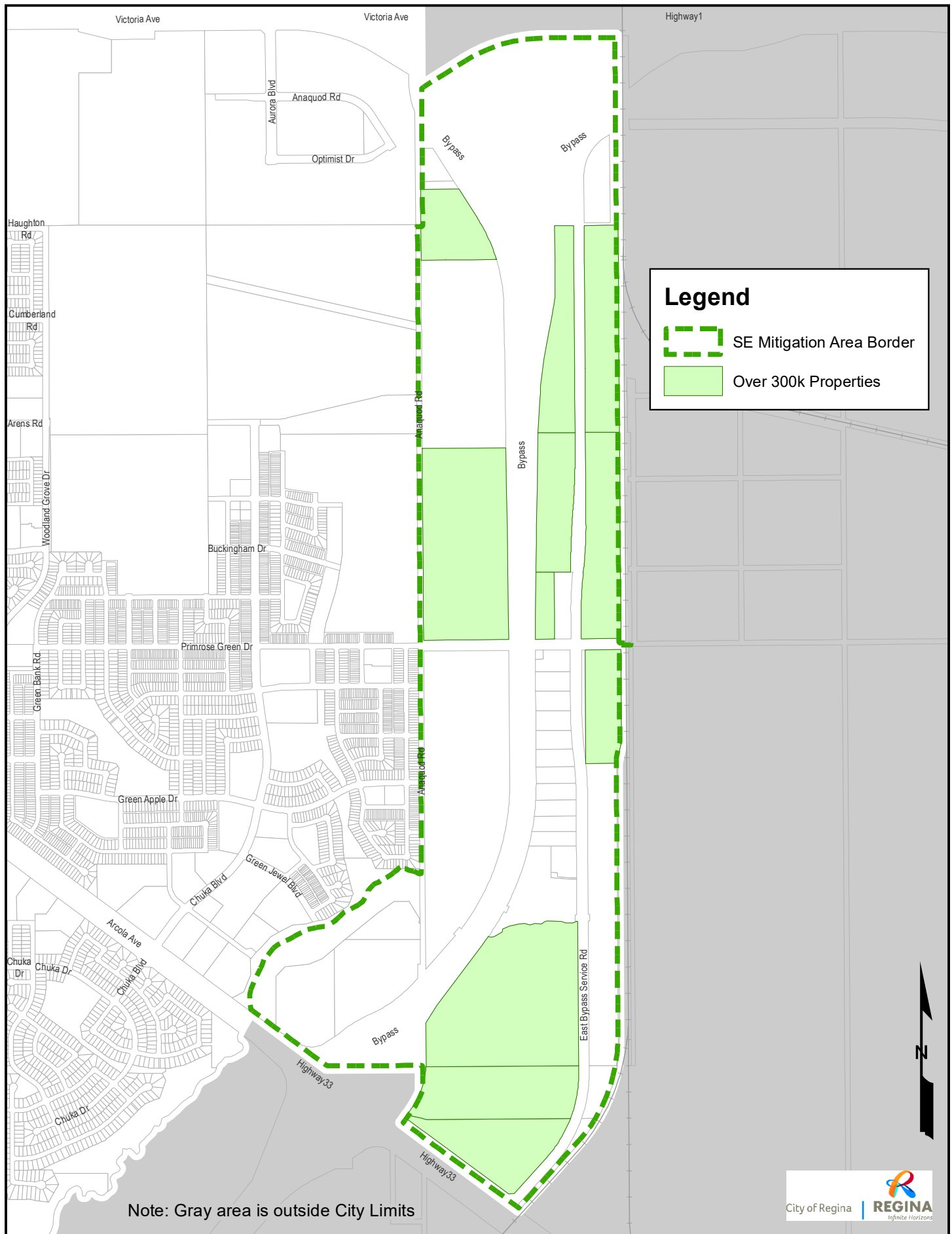
Prepared by: Tanya Mills, A/Director, Assessment & Property Revenue Systems

ATTACHMENTS

Appendix A - Tax Mitigation Area Maps

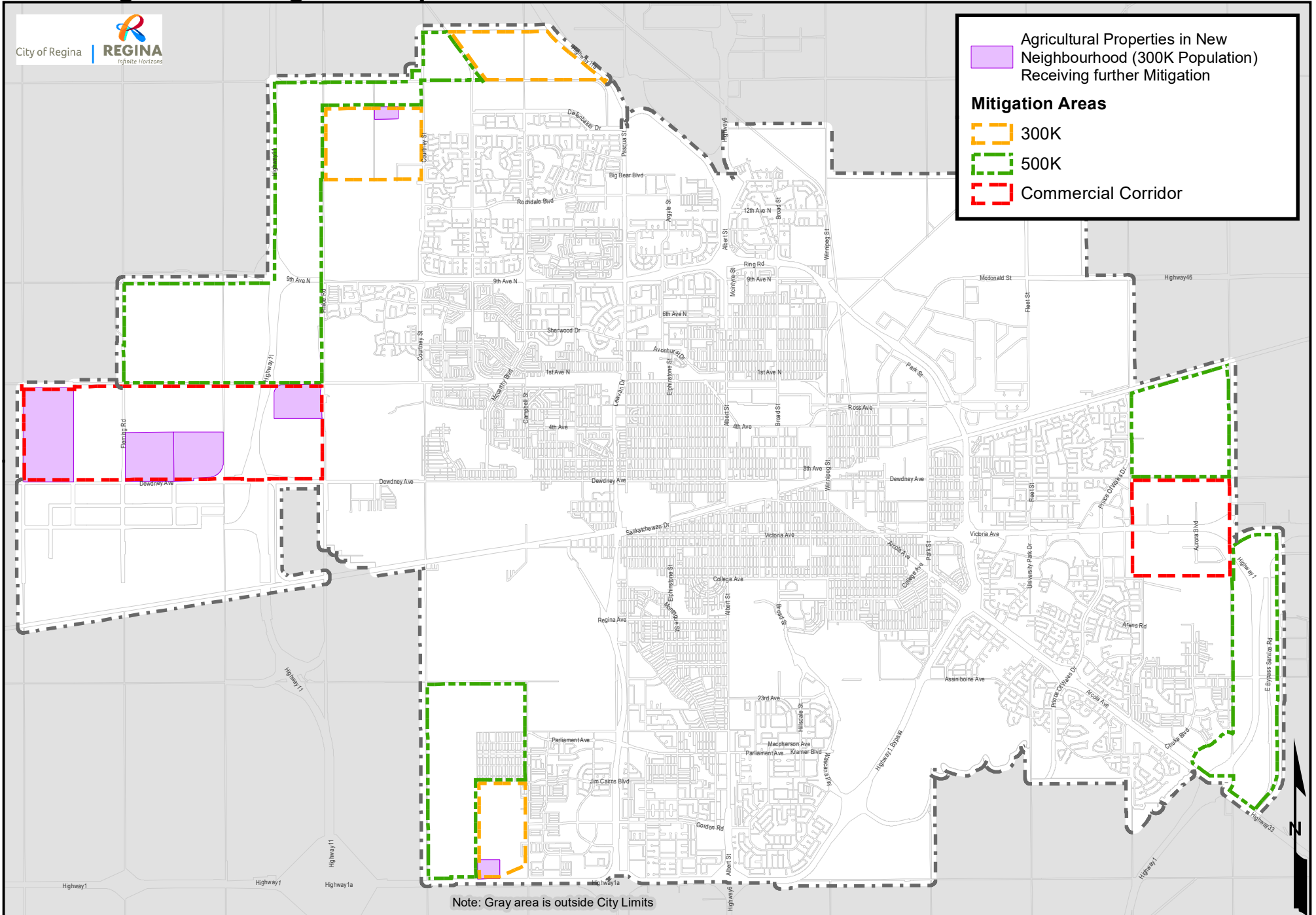
Appendix B - Mitigation Properties-2022 Estimated Levy





Agricultural Properties in New Neighbourhood (300K Population) Receiving further Mitigation Map

Appendix A: Part 3



Appendix B

1 of 3

List of Properties - 2022 Estimated Levy

PART A: Future Long Term Growth Totals							
CIVIC ADDR	PERCENT EXEMPT	MUNICIPAL LEVY BEFORE MITIGATION	MUNICIPAL LEVY AFTER MITIGATION	MUNICIPAL LEVY MITIGATED	TOTAL LEVY BEFORE MITIGATION	TOTAL LEVY AFTER MITIGATION	TOTAL LEVY MITIGATED
1101 PRINCE OF WALES DRIVE	91.99	2,705	217	2,489	3,248	260	2,988
9801 9TH AVENUE N	45.06	5,896	3,239	2,657	7,079	3,889	3,190
300 N PINKIE ROAD	83.61 RESI 79.9 OAGR	18,052	3,454	14,598	23,510	4,447	19,063
1950 N COURTNEY STREET	86.29	2,982	409	2,573	3,580	491	3,089
1801 N PINKIE ROAD	37.06	8,609	5,419	3,191	12,529	7,886	4,643
6700 ARMOUR ROAD	70.49	4,138	1,221	2,917	4,969	1,466	3,502
4301 GARRY STREET	14.95	838	713	125	1,006	856	150
5800 31ST AVENUE	20.57	453	360	93	543	432	112
4117 BELMONT STREET	15.1	1,006	854	152	1,208	1,025	182
4140 CARLTON STREET	14.95	838	713	125	1,006	856	150
4108 CARLTON STREET	14.37	503	431	72	604	517	87
4101 ELLICE STREET	83.93	335	54	281	402	65	338
6001 PARLIAMENT AVENUE	20.57	453	360	93	543	432	112
3901 DONALD STREET	15.24	1,259	1,067	192	1,511	1,281	230
3900 ELLICE STREET	15.24	1,258	1,066	192	1,510	1,280	230
4200 FORT STREET	14.37	502	430	72	603	516	87
6501 28TH AVENUE	95.75	1,677	71	1,606	2,013	86	1,928
4112 DONALD STREET	14.37	503	431	72	604	517	87
4100 FORT STREET	14.96	1,677	1,426	251	2,013	1,712	301
4040 CARLTON STREET	14.95	839	713	125	1,007	857	151
4028 BELMONT STREET	15.1	1,006	854	152	1,208	1,025	182
4069 ABBOTT STREET	70.96	83	24	59	100	29	71
6200 PARLIAMENT AVENUE	21.31	906	713	193	1,088	856	232
3920 DONALD STREET	14.95	839	713	125	1,007	857	151
3821 ELLICE STREET	15.03	923	784	139	1,108	941	167
3809 DONALD STREET	14.74	671	572	99	806	687	119
4201 BELMONT STREET	12.63	901	787	114	1,081	945	137
4044 CAMPBELL STREET	14.85	754	642	112	905	771	134
4021 BELMONT STREET	14.74	671	572	99	806	687	119
6401 PARLIAMENT AVENUE	21.32	815	642	174	979	770	209
6437 PARLIAMENT AVENUE	20.17	90	72	18	108	86	22
6501 PARLIAMENT AVENUE	21.31	906	713	193	1,088	856	232
4020 ABBOTT STREET	14.37	503	431	72	604	517	87
6500 28TH AVENUE	94.35	1,258	71	1,187	1,510	85	1,425
6116 PARLIAMENT AVENUE	21.06	543	429	114	652	515	137
3921 FORT STREET	14.58	587	501	86	705	602	103
3900 GARRY STREET	15.1	1,006	854	152	1,208	1,025	182
5900 PARLIAMENT AVENUE	20.57	453	360	93	543	432	112
3821 FORT STREET	57.48	839	357	482	1,007	428	579
4037 ABBOTT STREET	14.37	503	431	72	604	517	87
3840 FORT STREET	14.95	839	713	125	1,007	857	151
3848 ELLICE STREET	14.74	671	572	99	806	687	119
7801 ARMOUR ROAD	54.79	7,424	3,357	4,068	11,672	5,277	6,395
6101 PARLIAMENT AVENUE	21.31	905	712	193	1,087	855	232
4020 ELLICE STREET	15.24	1,258	1,066	192	1,510	1,280	230
4021 DONALD STREET	15.24	1,258	1,066	192	1,510	1,280	230
3901 ELLICE STREET	14.74	671	572	99	806	687	119
5920 PARLIAMENT AVENUE	20.57	453	360	93	543	432	112
4101 FORT STREET	82.68	1,257	218	1,039	1,509	261	1,248
4112 CAMPBELL STREET	14.58	586	501	85	704	601	103
4100 GARRY STREET	82.68	1,257	218	1,039	1,509	261	1,248
2200 N COURTNEY STREET	23.09	7,398	5,690	1,708	11,740	9,029	2,711
3916 FORT STREET	15.03	923	784	139	1,108	941	167
11601 9TH AVENUE N	83.31	3,702	618	3,084	4,444	742	3,703
4053 BELMONT STREET	14.58	587	501	86	705	602	103
500 TOWER ROAD	47.12	2,750	1,454	1,296	3,302	1,746	1,556
3600 CAMPBELL STREET	40.28	3,924	2,344	1,581	6,444	3,848	2,596
4800 E DEWDNEY AVENUE	40.03	13,842	8,301	5,541	19,288	11,567	7,721
9300 9TH AVENUE N	60.67	4,095	1,611	2,485	4,917	1,934	2,983
3933 ELLICE STREET	14.58	587	501	86	705	602	103

Appendix B

2 of 3

List of Properties - 2022 Estimated Levy

CIVIC ADDR	PERCENT EXEMPT	MUNICIPAL LEVY BEFORE MITIGATION	MUNICIPAL LEVY AFTER MITIGATION	MUNICIPAL LEVY MITIGATED	TOTAL LEVY BEFORE MITIGATION	TOTAL LEVY AFTER MITIGATION	TOTAL LEVY MITIGATED
6301 PARLIAMENT AVENUE	21.31	906	713	193	1,088	856	232
400 PINKIE ROAD	58.33	60,283	25,120	35,163	98,985	41,247	57,738
3500 CAMPBELL STREET	48.71	6,149	3,154	2,995	9,406	4,825	4,582
4201 FORT STREET	88.54	167	19	148	201	23	178
4200 GARRY STREET	12.63	899	786	114	1,080	943	136
6201 PARLIAMENT AVENUE	21.31	905	712	193	1,087	855	232
4021 CARLTON STREET	15.24	1,258	1,066	192	1,510	1,280	230
4300 CAMPBELL STREET	14.95	838	713	125	1,006	856	150
3300 CAMPBELL STREET	67.18	4,621	1,516	3,104	5,547	1,821	3,727
8201 ARMOUR ROAD	66.37	4,694	1,579	3,115	5,635	1,895	3,740
6500 PARLIAMENT AVENUE	21.31	906	713	193	1,088	856	232
4200 ELLICE STREET	92.06	900	71	828	1,080	86	995
6501 26TH AVENUE	94.35	1,259	71	1,187	1,511	85	1,426
3900 ABBOTT STREET	15.24	1,259	1,067	192	1,511	1,281	230
3901 ABBOTT STREET	15.24	1,259	1,067	192	1,511	1,281	230
6400 PARLIAMENT AVENUE	21.31	906	713	193	1,088	856	232
3900 BELMONT STREET	15.24	1,259	1,067	192	1,511	1,281	230
6300 PARLIAMENT AVENUE	21.31	906	713	193	1,088	856	232
3901 BELMONT STREET	15.24	1,258	1,066	192	1,510	1,280	230
4200 CARLTON STREET	14.37	503	431	72	604	517	87
3801 CARLTON STREET	15.38	1,678	1,420	258	2,015	1,705	310
4244 CAMPBELL STREET	14.85	754	642	112	905	771	134
9000 9TH AVENUE N	41.57	5,360	3,132	2,228	7,781	4,546	3,234
3801 COURTNEY STREET	41.22	11,557	6,793	4,764	13,875	8,156	5,719
4101 ABBOTT STREET	14.74	671	572	99	806	687	119
3900 CARLTON STREET	15.24	1,259	1,067	192	1,511	1,281	230
3901 CARLTON STREET	14.95	839	713	125	1,007	857	151
4121 DONALD STREET	14.37	503	431	72	604	517	87
4036 FORT STREET	14.37	503	431	72	604	517	87
6501 29TH AVENUE	92.06	901	72	830	1,082	86	996
3800 DONALD STREET	14.96	1,675	1,424	251	2,011	1,710	301
6500 26TH AVENUE	95.77	1,678	71	1,607	2,015	85	1,930
3800 ABBOTT STREET	15.2	1,175	996	179	1,410	1,196	214
3800 BELMONT STREET	15.38	1,678	1,420	258	2,015	1,705	310
3801 ABBOTT STREET	15.38	1,678	1,420	258	2,015	1,705	310
3801 BELMONT STREET	21.68	3,625	2,839	786	4,353	3,409	944
4208 CAMPBELL STREET	14.37	502	430	72	603	516	87
4213 FORT STREET	86.25	648	89	559	778	107	671
4209 FORT STREET	88.47	83	10	74	100	12	88
4161 FORT STREET	88.56	419	48	371	503	58	446
4160 GARRY STREET	88.59	419	48	371	503	57	446
4121 ELLICE STREET	83.93	167	27	140	201	32	169
4129 ELLICE STREET	83.93	167	27	140	201	32	169
4137 ELLICE STREET	83.93	167	27	140	201	32	169
4145 ELLICE STREET	83.93	167	27	140	201	32	169
4153 ELLICE STREET	83.93	167	27	140	201	32	169
4161 ELLICE STREET	83.82	83	13	70	100	16	84
4117 ELLICE STREET	83.82	83	13	70	100	16	84
PART A: Future Long Term Growth Totals		252,912	130,914	121,998	347,670	177,848	169,822
PART B: South East Mitigation Area							
4200 HIGHWAY 33 SERVICE ROAD N	82.67	12,902	2,236	10,666	17,877	3,098	14,779
6201 E PRIMROSE GREEN DRIVE	44.87	39,175	21,597	17,578	62,802	34,623	28,179
4300 HIGHWAY 33 SERVICE ROAD N	83.83	13,925	2,252	11,674	20,532	3,320	17,212
6000 E PRIMROSE GREEN DRIVE	99	5,466	55	5,411	8,975	90	8,885
2801 ANAQUOD ROAD	65.61	7,076	2,433	4,643	8,495	2,922	5,574
2331 ANAQUOD ROAD	70.38	7,237	2,144	5,093	11,510	3,409	8,101
2401 EAST BYPASS SERVICE ROAD	17.94	370	304	66	444	365	80
2400 EAST BYPASS SERVICE ROAD	17.94	284	233	51	341	280	61
4000 EAST BYPASS SERVICE ROAD	85.76	3,371	480	2,891	4,047	576	3,471
2900 EAST BYPASS SERVICE ROAD	74.75	2,682	677	2,005	3,220	813	2,407
6200 E PRIMROSE GREEN DRIVE	74.75	116,421	29,396	87,025	191,164	71,376	119,788
PART B: South East Mitigation Area		208,909	61,807	147,102	329,407	120,871	208,536

Appendix B

3 of 3

List of Properties - 2022 Estimated Levy

CIVIC ADDR	PERCENT EXEMPT	MUNICIPAL LEVY BEFORE MITIGATION	MUNICIPAL LEVY AFTER MITIGATION	MUNICIPAL LEVY MITIGATED	TOTAL LEVY BEFORE MITIGATION	TOTAL LEVY AFTER MITIGATION	TOTAL LEVY MITIGATED
PART C: Agricultural Properties in New Neighbourhood (300K Population) Receiving further Mitigation Totals							
10600 DEWDNEY AVENUE	65.18	4,530	1,577	2,953	4,934	1,718	3,216
4800 CAMPBELL STREET	89.59	2,804	292	2,512	3,054	318	2,736
13000 DEWDNEY AVENUE	56.72	7,927	3,431	4,496	8,634	3,737	4,897
7821 ARMOUR ROAD	52.55	6,935	3,291	3,644	7,554	3,584	3,969
5800 ARMOUR ROAD	63.42	5,156	1,886	3,270	5,616	2,054	3,562
5000 ARMOUR ROAD	67.8	4,401	1,417	2,984	4,794	1,544	3,250
11400 DEWDNEY AVENUE	66.26	4,631	1,562	3,068	5,044	1,702	3,342
600 PINKIE ROAD	72.01	3,896	1,090	2,805	4,244	1,188	3,056
PART C: Agricultural Properties in New Neighbourhood		40,280	14,547	25,733	43,873	15,845	28,029
Totals Part A - C		502,100	207,267	294,833	720,951	314,563	406,387

NOTES: Levies are estimated based on the 2022 Budget Municipal & Library mill rates and 2021 education mill rate.
Values do not include Phase In.



Update to Implications of 9th Avenue North Truck Route Removal

Date	March 30, 2022
To	Mayor Masters and City Councillors
From	Executive Committee
Service Area	Roadways & Transportation
Item #	CR22-43

RECOMMENDATION

That City Council remove item MN20-23 from the List of Outstanding items for City Council.

HISTORY

At the March 23, 2022 meeting of the Executive Committee, the Committee considered the attached EX22-38 report from the Citizen Services Division.

Cheryl Viala, Regina, SK addressed the Committee.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Amber Ackerman', is written over a horizontal line.

Amber Ackerman, Interim City Clerk 3/25/2022

ATTACHMENTS

EX22-38 - One-Year Implications of 9th Avenue North Truck Route Removal

Appendix A - Highway 1 Bypass Access Points

Appendix B - Alternative Route Environmental Analysis

Appendix C - Heavy or Long Combination Vehicle Route



Update to Implications of 9th Avenue North Truck Route Removal

Date	March 23, 2022
To	Executive Committee
From	Citizen Services
Service Area	Roadways & Transportation
Item No.	EX22-38

RECOMMENDATION

The Executive Committee recommends that City Council remove item MN20-23 from the List of Outstanding items for City Council.

ISSUE

On October 28, 2020, in response to motion MN20-23, City Council voted to remove the Heavy and Long Combination Truck Route (truck route) between 9th Avenue North between Pinkie Road and Pasqua Street North. This motion resulted in amendments to *The Regina Traffic Bylaw, 1997*, Bylaw No. 9900 (the "Traffic Bylaw").

This report responds to that motion, where Administration was requested to outline the one-year impacts resulting from the 9th Avenue North truck route removal in 2020.

IMPACTS

Policy/Strategic Impacts

Restricting the use of 9th Avenue North as a truck route adversely impacts the following economic and road network goals outlined within *The Official Community Plan, Bylaw No. 2013-48* (OCP):

Section D1, Goal 2 – Transportation, "Support regional economic growth through an effective and efficient transportation system".

- 3.3 Work with surrounding municipalities, the Province and other regional partners as necessary to ensure the efficient movement of people and goods within the region.
- 3.6 Participate where necessary in defining the location and accommodation of key transportation infrastructure associated with the effective movement of goods within the region in partnership with the Province, surrounding municipalities, and the Global Transportation Hub Authority.
- 3.7 Encourage the Province to upgrade strategic goods routes and commuter routes that serve the region.

Section D3, Goal 4 – Road Network Capacity, “Optimize road network capacity”

- 5.24 Provide a truck route network for the transportation of heavy, over-sized, and dangerous goods.

Restricting the use of 9th Avenue North as a truck route also adversely impacts *The Transportation Master Plan* (TMP), where this road segment is part of the city wide “Strategic Goods Route”.

Sections of the TMP that are impacted include:

Section D7, Goal 31 – Goods and movement will be safe and efficient.

- 7.1 Work with the province, surrounding municipalities and regional partners to develop a regional truck route network. The network should identify municipal and regional roadways and will define:
 - Routes where dangerous goods are permitted.
 - Routes for pick-up and delivery vehicles.
 - Routes for heavy or long combination vehicles.
 - Truck route areas in industrial districts.
- 7.2 Ensure truck and dangerous goods routes are clearly signed to reduce infiltration into areas where these vehicles are permitted.

Environmental Impacts

City Council set a community goal for Regina to achieve 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 for Council to evaluate the climate impact of its decisions. Maintaining Council’s decision to remove 9th Avenue North from the truck route results in higher greenhouse gas emissions related to the alternate routing of trucks which would ordinarily use 9th Avenue North. This impact will correspondingly increase with growth and demand near 9th Avenue North. Administration estimates that the use of alternative trucking routes generates an average increase of 340 tonnes of CO₂e annually. This is equivalent to increasing fuel use by 150,000 L per year or adding 90 vehicles to the road each year.

There are no financial, accessibility or other impacts regarding this report.

OTHER OPTIONS

Administration considered the option to reinstate the removed portion of 9th Avenue North as a truck route between Pasqua Street North and Pinkie Road. While reinstatement ultimately aligns with the goal of providing infrastructure that supports the efficient movement of goods and services, data suggest that the remaining truck route network has sufficiently absorbed the impacted truck traffic in 2021. As the city grows and trucking demand increases, Administration can bring forward future recommendations to reinstate or adjust trucking routes as needed.

COMMUNICATIONS

Administration regularly engages with representatives of industry stakeholders affected by the 9th Avenue North truck route removal. Representatives have been made aware of this report and will be notified should any changes to the Traffic Bylaw result.

DISCUSSION

Administration reviewed the removal of 9th Avenue North from the truck route to determine its impacts to the city's connectivity to other road networks, truck traffic volumes, road safety, community, local economy, and strategic policies. The discussion of this report outlines the main impacts that Administration reviewed, in addition to the future considerations for 9th Avenue North.

Purpose of Truck Routes

A truck route is a strategic selection of roadways established by the City through the traffic bylaw to allow for the movement of trucks in a safe and efficient manner, and which limits trucks on less suitable roads. Truck routes within the city also strive to support and maintain the economic and social wellbeing policies outlined within the City's Transportation Master Plan and Official Community Plan.

Truck routes provide a set path to move goods to businesses, industrial areas and ultimately to residents of the city. The efficient movement of trucks in and around a community supports both the local economy and resident needs. The successful removal or addition of a roadway to an established truck route should find a balance between satisfying resident concerns on trucking and maintaining an effective route for the economic wellbeing of the Regina region.

9th Avenue North Connectivity to Regina Bypass

9th Avenue North is a road that connects the Regina Bypass (Bypass) at the west city limits to the Ring Road at Pasqua Street North. In its current state, 9th Avenue North is the key connecting link between the provincial Bypass and the regional Ring Road networks.

As the city continues to grow and develop, 9th Avenue North will see road capacity improvements and will ultimately transition into an expressway road, characterized by free-flowing interchange connections that is consistent with the Ring Road. The Bypass is a highway network that surrounds the west, south and east city limits. The first segment is the continuation of Highway 11 along the west city limits. The second segment continues along the south and east city limits and is considered as the new Highway 1. Along both segments of the Bypass, there are major entry and exit points that provide direct access to the following city roads which include:

- 9th Avenue North
- Victoria Avenue
- Arcola Avenue (Highway 33)
- Albert Street (Highway 6)
- Ring Road/Highway 1A
- Rotary Avenue
- Dewdney Avenue

A map of all major Bypass entry and exit points, in addition to the City's existing truck routes are provided in Appendix A and C respectively.

Impacts of Removing the Truck Route

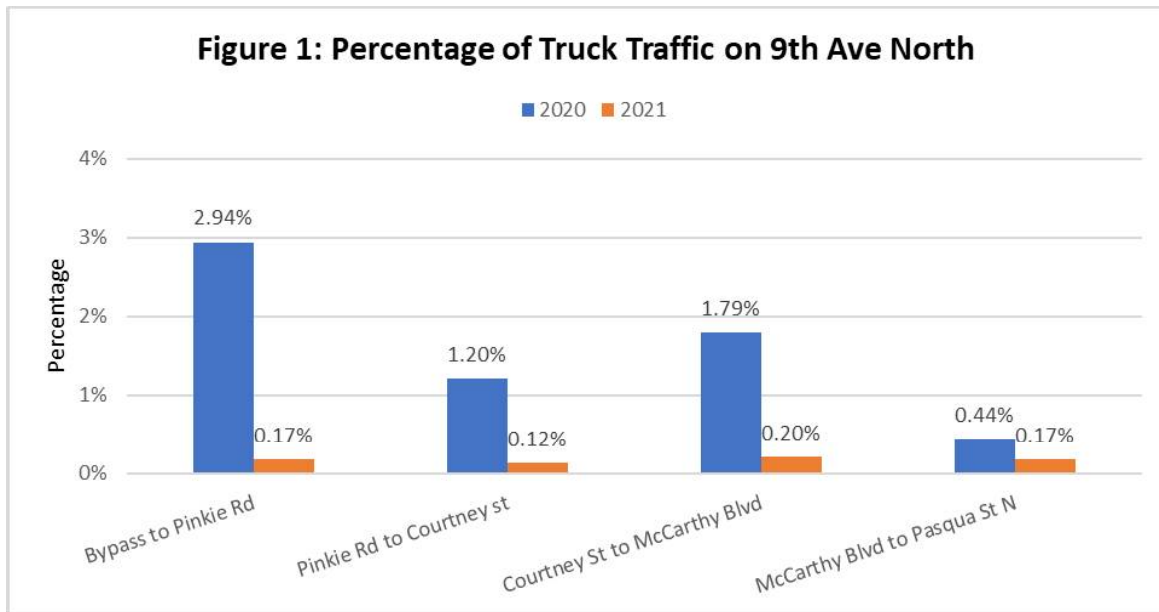
Upon Council's approval of the motion to remove 9th Avenue North from the truck route in December 2020, Administration carried out changes to the traffic bylaw and installed regulatory "Trucks Prohibited" signs. The Ministry of Highways also coordinated to have applicable advance notice signs installed along the Bypass at the approaches to 9th Avenue North.

In 2021, Administration gathered data along 9th Avenue North, Ring Road and Highway 1A to measure the subsequent changes to truck traffic compared with available data collected prior to removal.

9th Avenue North from Bypass to Pasqua St North

Analysis of the data indicated that 2020 truck volumes accounted for 1.59 per cent on average of vehicle traffic on this road segment. After the removal of this corridor from the truck route, the percentage of truck traffic dropped to 0.17 per cent on average of vehicle traffic.

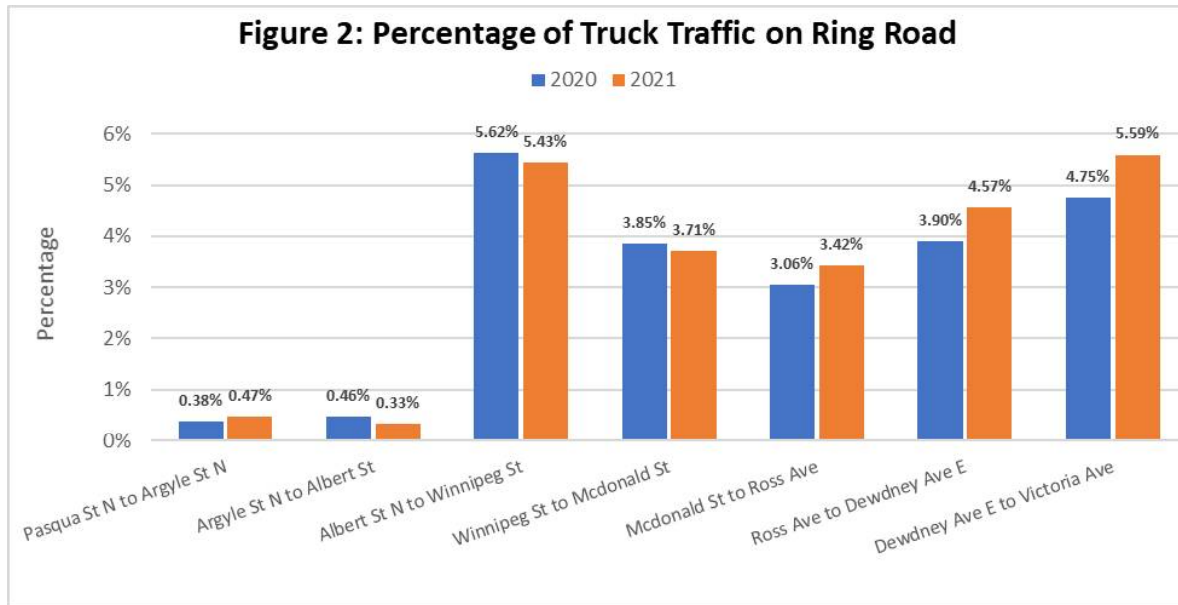
Figure 1 indicates the percentage of truck traffic for each individual road segment of the 9th Avenue North corridor for 2020 vs 2021.



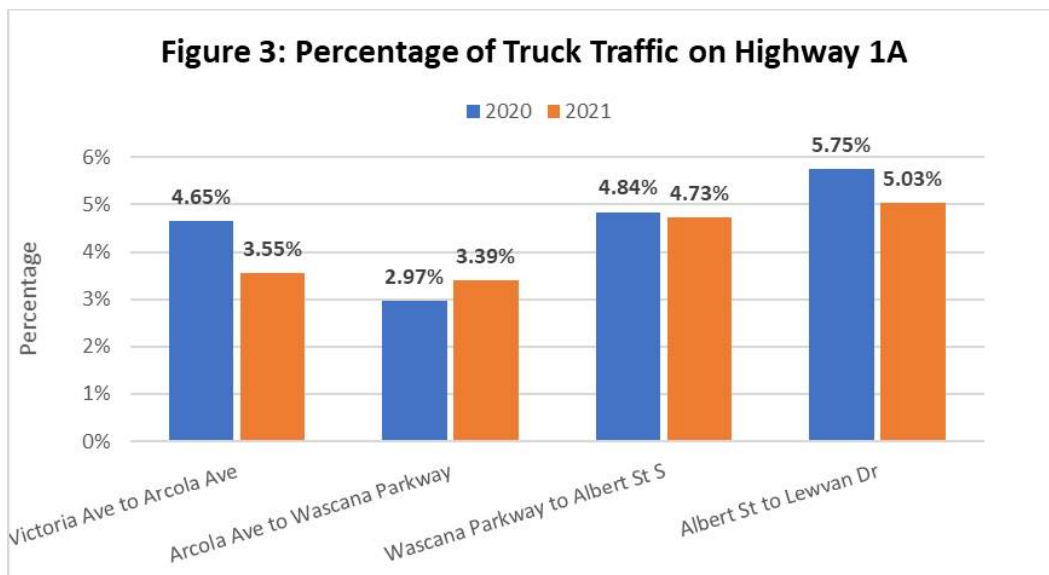
Data collection in 2020, prior to the truck route removal, indicated that the average volume of truck traffic between the Bypass and Pasqua Street on 9th Avenue North was 1.59 per cent. In 2021, the average percentage of truck traffic was 0.17 per cent for the same corridor after the removal. This comparison indicates that there has been a noticeable decrease in the per cent volumes of truck traffic after this segment of 9th Avenue North was removed from the truck route. Remaining truck traffic may be occurrences of truck traffic that lawfully use 9th Avenue North or are authorized in accordance with the Traffic Bylaw, which is similar with other areas of the City. Any improper truck use of this small scale can be mitigated with continued enforcement and education.

Ring Road and Highway 1A

Administration carried out data collection on Ring Road and Highway 1A between Pasqua Street North to the south city limits. When comparing truck volumes between 2020 and 2021 on Ring Road, there was no significant change to truck traffic volumes along each major segment. The average percentage of truck traffic on Ring Road in 2020 was 3.15 per cent. In 2021, the average has increased by 0.21 per cent to 3.36 per cent with the largest increases on segments near the industrial area of the city. Figure 2 shows the truck percentage for each segment of Ring Road for 2020 vs 2021.



Similarly, along Highway 1A, Administration's review of data did not indicate any significant impact on truck volumes when comparing 2020 vs 2021 data. In 2020, there was an average of 4.55 per cent of trucks on this segment compared with 4.17 per cent in 2021. Figure 3 shows the truck percentage for each segment of Highway 1A in 2020 vs 2021.



Compliance and Safety

As indicated by the significantly reduced truck volumes in 2021, most truck traffic has complied with the removal of 9th Avenue North from the truck route. It is important to note that of the 0.17 per cent average truck traffic remaining on 9th Avenue North, there may be a subset that is permissible under the traffic bylaw, which is a scenario consistent with other roads in the City.

Administration gathered vehicle speed data on 9th Avenue North in 2021 and determined the average 85th percentile speed for all traffic between Courtney Street and Pinkie Road was 80 km/h in 2021, which is a slight reduction compared to the average 85th percentile speed of 83 km/h in 2015 prior to the bypass's opening.

When considering truck traffic between Courtney Street and Pinkie Road, the average 85th percentile speeds decreased from 78 km/h in 2015 to 76 km/h in 2021. This indicates that while speeding is a concern on this section of road, neither the existence of the Bypass itself, nor the presence of truck traffic has substantively impacted the speeding behaviour. Further, data collected indicates that the majority of speed violations are passenger vehicles and not vehicles classified as trucks. Administration will continue to monitor speed and provide relevant information to Regina Police Service (RPS) to support its efforts for speed enforcement of vehicular traffic along 9th Avenue North.

Administration has also added 9th Avenue North to the Ring Road Safety Study that is currently underway. Consultant recommendations are expected in Q2 2022. Resulting recommendations without significant budget implications can be implemented in 2022 and changes which would require funding can be considered through future budget processes.

Community Impacts

Following the opening of the Bypass in 2019, residents of Westhill Park and neighbouring subdivisions raised concerns regarding the increase of traffic on 9th Avenue North from users of the bypass. The majority of the concerns regarding trucks included increased truck volumes, noise, and vibrations to the surrounding neighbourhood as well as safety and truck speeding issues.

Since the removal of the 9th Avenue North from the truck route in December 2020, Administration continues to receive service inquiries that express ongoing concerns with increased noise and vibration due to the traffic on 9th Avenue North. Additional concerns include the existing posted speed limit, concerns with road geometry, such as the lack of shoulders and the increased vehicular traffic of all types along the road.

The addition of 9th Avenue North into the Ring Road Safety Study will provide further analysis of these concerns with the overall safety review of the corridor.

Industry Impacts

Administration engaged with representation from the trucking industry to determine the impact to their operations since the truck route's removal from 9th Avenue North. It was advised that prior to the truck route removal, 9th Avenue North was primarily used by businesses located in northwest area or the Global Transportation Hub. Industry representatives indicated that operators have shifted to using alternative access points to the city by travelling northbound on the Bypass and entering the city using the interchanges at Pasqua Street North and Albert Street North.

While quantifiable data on business impacts were not provided to Administration, the general industry concerns pertaining to the 9th Avenue North and truck routes included the adverse impacts on travel times and the subsequent fuel costs associated with the longer alternative routing, increased costs for operations which leads to higher consumer prices, the lack of a west access point into the City's expressway network, and the long term risk for future demand for an east-west truck route on 9th Avenue North.

As more commercial activity is added to the City's west end, Administration anticipates that the use of 9th Avenue North will require re-evaluation to ensure that it aligns with the strategic goals of the TMP and OCP. Further, should industry provide Administration with quantifiable data on business impacts, we will include this information in future analysis. Administration will continue to engage with industry stakeholders surrounding any changes to traffic bylaws, trucking permits and traffic safety initiatives.

Environmental Analysis of Alternative Routes

To determine the environmental impact removing 9th Avenue North from the truck route, Administration completed analysis into alternative routes used by trucks. Through stakeholder engagement, Administration identified that prior to removing trucks from 9th Avenue North, it was primarily used as a route between the Global Transportation Hub and industrial/commercial areas in the city. The prime destination points for trucks entering from 9th Avenue North were:

- Rochdale Boulevard & Pasqua Street North
- Ross Industrial Area
- Victoria Avenue East & Prince of Wales Drive

Since the truck route removal in 2020, trucks from the Global Transportation Hub typically now use the Bypass and travel north along Highway 11 to reach these destinations.

Administration's environmental impact analysis was based on the comparison of greenhouse gas (GHG) emissions produced when using 9th Avenue North versus alternative routing via the Bypass. Table 1 displays the additional greenhouse gas emissions when the bypass is utilized as an alternative route to 9th Avenue North.

Table 1: Added Greenhouse Gas Emissions of Alternative Routes

Origin	Destination	Estimated GHG Emissions when using Bypass Alternative (Tonnes CO ₂ e per year)	Estimated GHG Emissions when using 9 th Ave N (Tonnes CO ₂ e per year)	Estimated Additional GHG Emissions per Year (Tonnes CO ₂ e per year)
GTH/Rotary Ave	Rochdale Blvd & Pasqua St	907	526	381
GTH/Rotary Ave	Ross Industrial Area	1134	789	345
GTH/Rotary Ave	Victoria Ave E & Prince of Wales Dr	1406	1105	301
Estimated Average GHG Emissions Increase (Tonnes CO₂e per year)				342

Prior to the removal of trucks on 9th Avenue North, there was an estimated average of 70 trucks per day using this road, which are now assumed to be using one of the alternative routes used in this analysis. The results shown in Table 1 was estimated with the assumption of 100 trucks being re-routed each day. As the city continues to grow and expand in the northwest and Global Transportation Hub areas, the estimated number of trucks using the alternative routes will begin to meet or exceed the 100 trucks per day and will have correlating increases in greenhouse gas emissions. Maps of each alternative route are included in Appendix B for reference.

Although it does not currently pose a significant barrier to the City's sustainability goals, this increase in greenhouse gasses must be considered together with the other impacts of the road's removal from the truck route, such as traffic flow or neighbourhood concerns when 9th Avenue North is evaluated in the future.

Future Considerations

While Administration supports 9th Avenue North's inclusion as part of the City's truck route network, the one-year review since its removal indicates that reinstatement as truck route is not imminently required.

Administration will continue to monitor the impacts of 9th Avenue North and will recommend changes to trucking routes as needed with consideration given to alignment with the goals of the City's OCP, TMP, and environmental sustainability goals.

DECISION HISTORY

At the City Council meeting of October 28, 2020, a motion MN20-23 was brought forward and

carried as follows:

That Administration be directed to take all steps necessary to:

- Remove the trucking transportation route designation from 9th Avenue North between the points of Pinkie Road and Pasqua Street.
- Ensuring all applicable entities are concurrently updated, such as GPS databases.
- Cost-sharing of any necessary signage changes.
- Ensure Regina Police Service is aware and enforcing.
- Achieve implementation prior to December 31, 2020.
- That Administration return to City Council in one year with the implications of preventing heavy truck traffic on 9th Avenue North and the resulting impact on other areas of Regina.

Respectfully submitted,

A blue ink signature of Chris Warren, consisting of a stylized 'C' followed by 'W' and 'R'.

Chris Warren, Director, Roadways & Transportation

2/24/2022

Respectfully submitted,

A black ink signature of Kim Conra, featuring a large, circular 'K' followed by 'C' and 'R'.

Kim Conra, Executive Director, Citizen Services

3/9/2022

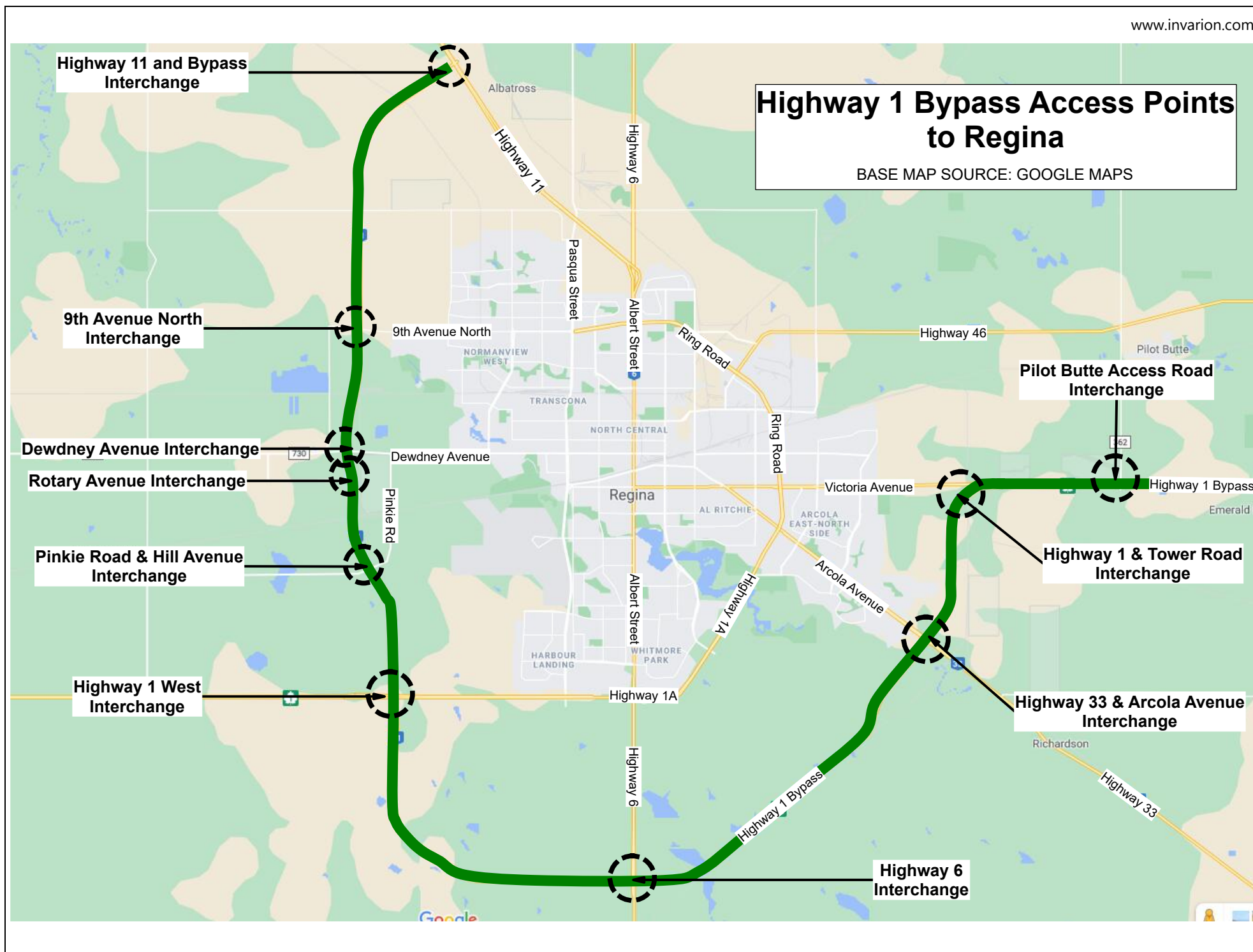
Prepared by: Kevin Huynh, Engineer

ATTACHMENTS

Appendix A - Highway 1 Bypass Access Points

Appendix B - Alternative Route Environmental Analysis

Appendix C - Heavy or Long Combination Vehicle Route

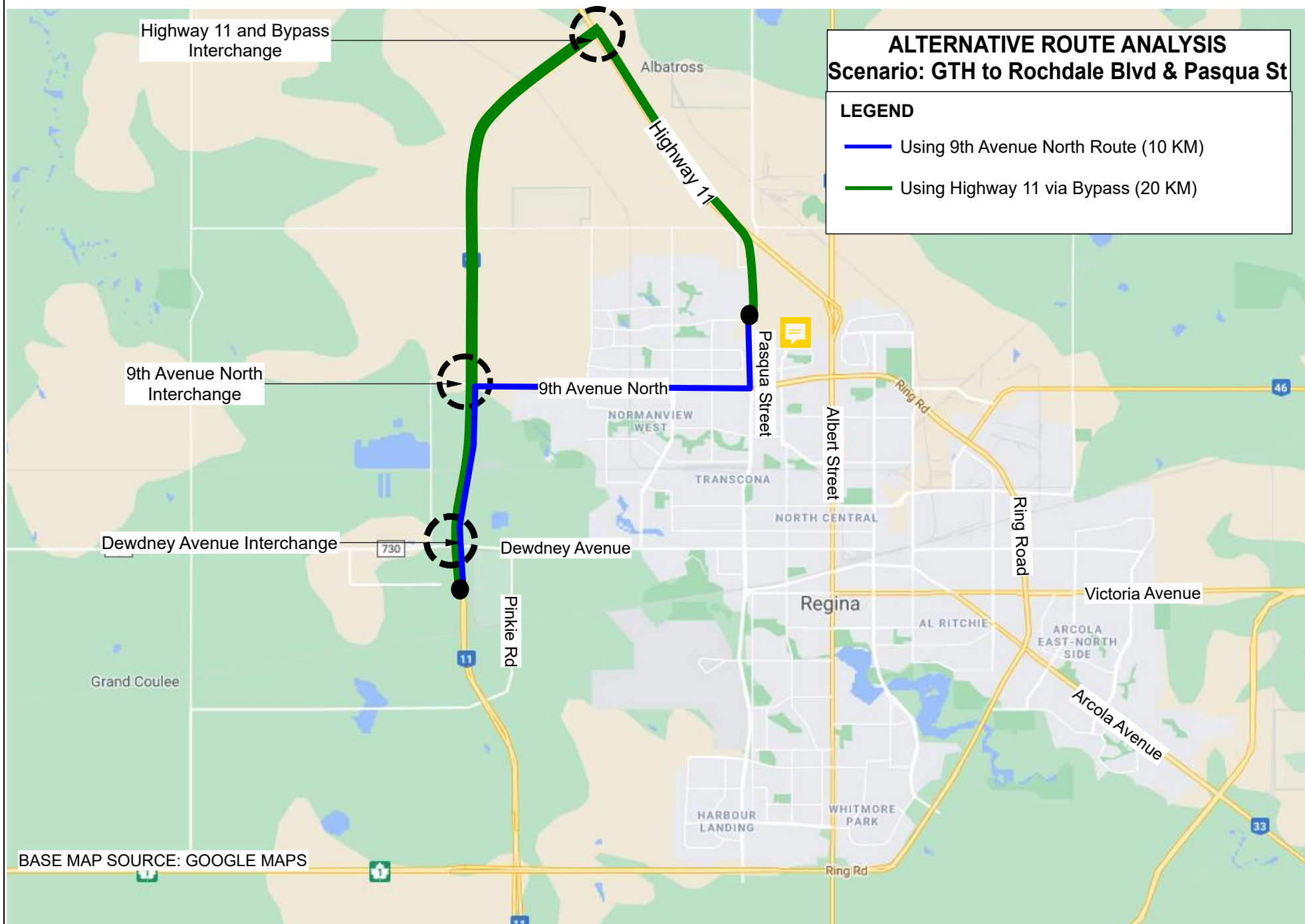


ALTERNATIVE ROUTE ANALYSIS

Scenario: GTH to Rochdale Blvd & Pasqua St

LEGEND

- Using 9th Avenue North Route (10 KM)
- Using Highway 11 via Bypass (20 KM)

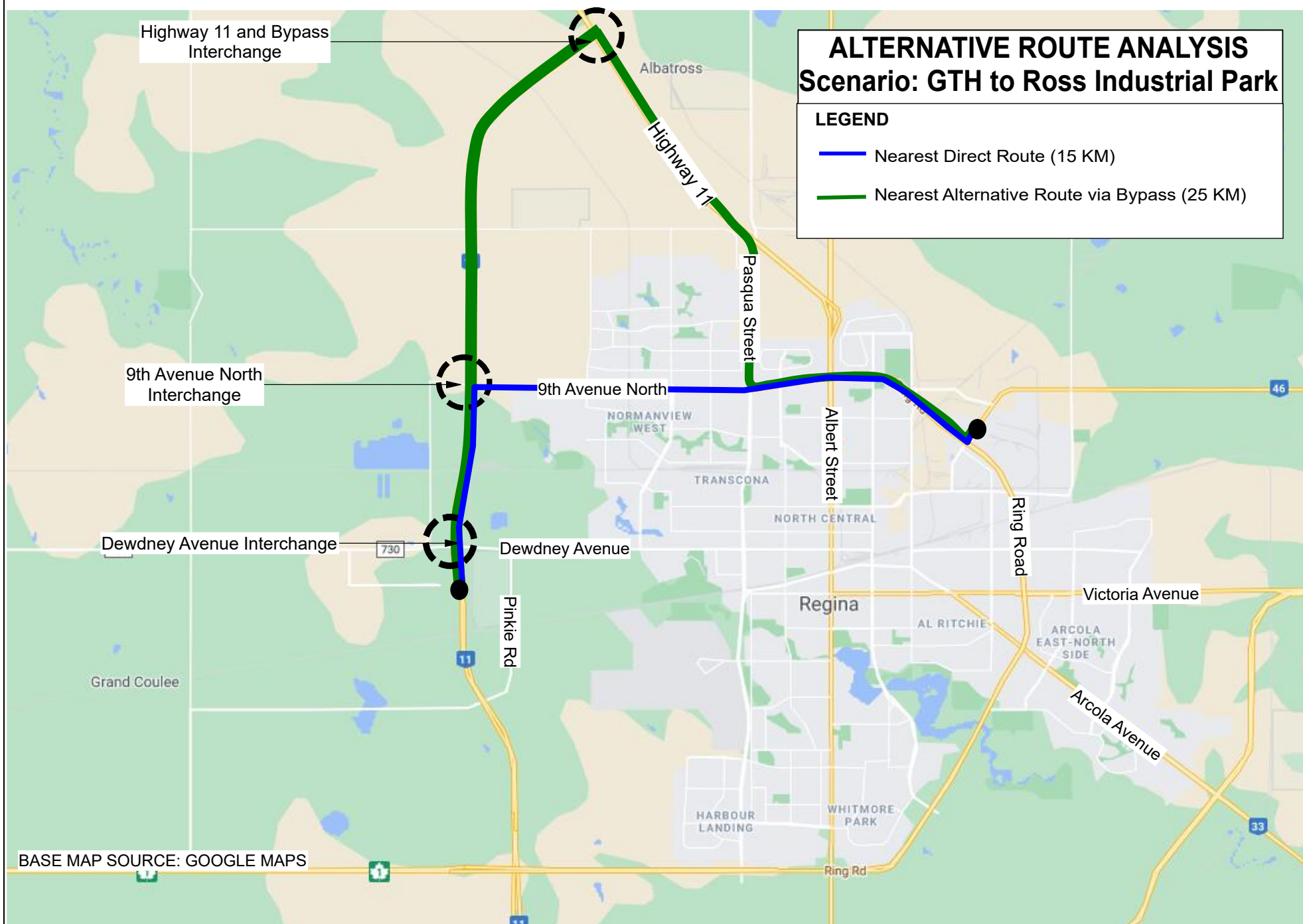


BASE MAP SOURCE: GOOGLE MAPS

ALTERNATIVE ROUTE ANALYSIS Scenario: GTH to Ross Industrial Park

LEGEND

- Nearest Direct Route (15 KM)
- Nearest Alternative Route via Bypass (25 KM)



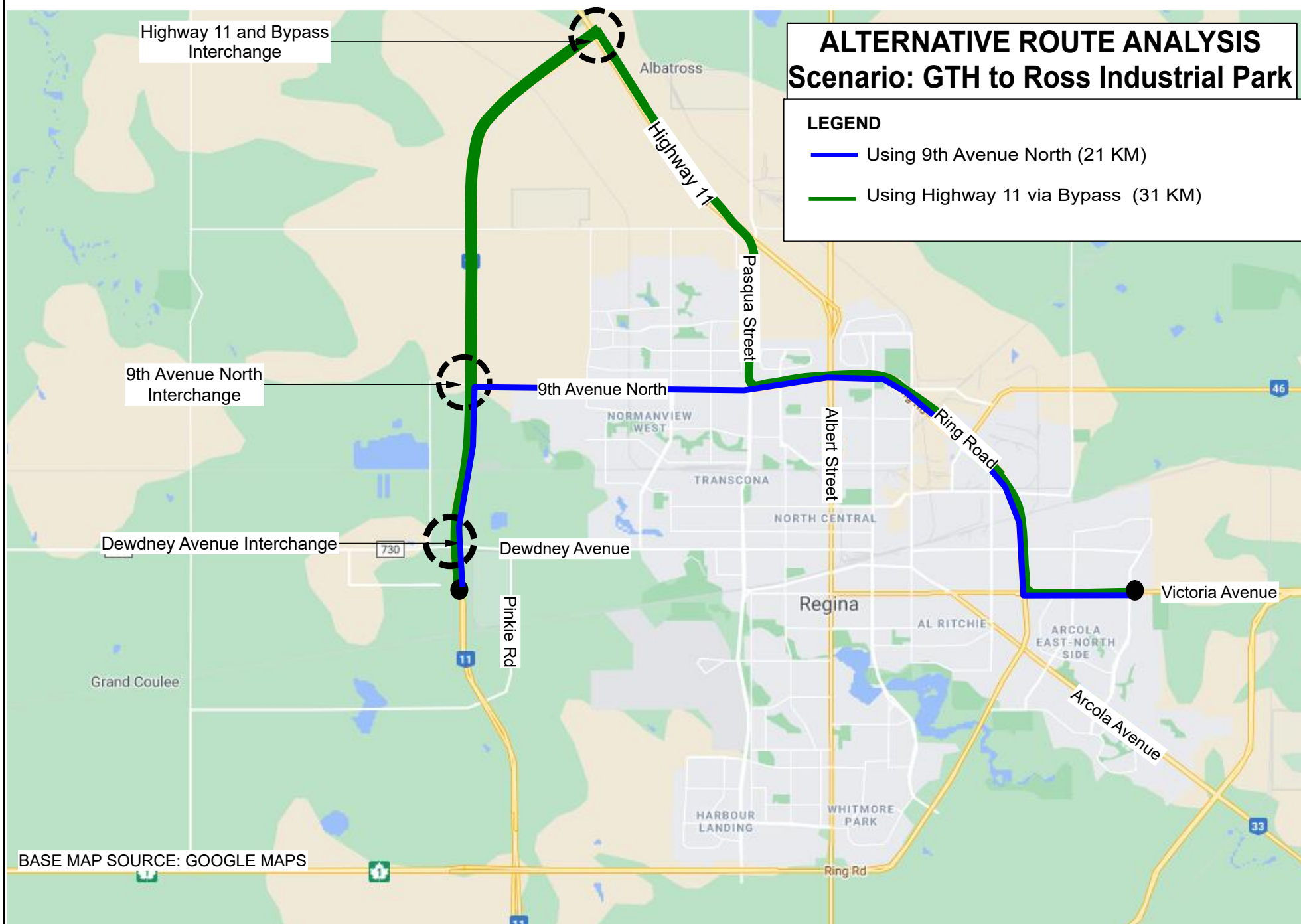
BASE MAP SOURCE: GOOGLE MAPS

ALTERNATIVE ROUTE ANALYSIS

Scenario: GTH to Ross Industrial Park

LEGEND

- Using 9th Avenue North (21 KM)
- Using Highway 11 via Bypass (31 KM)

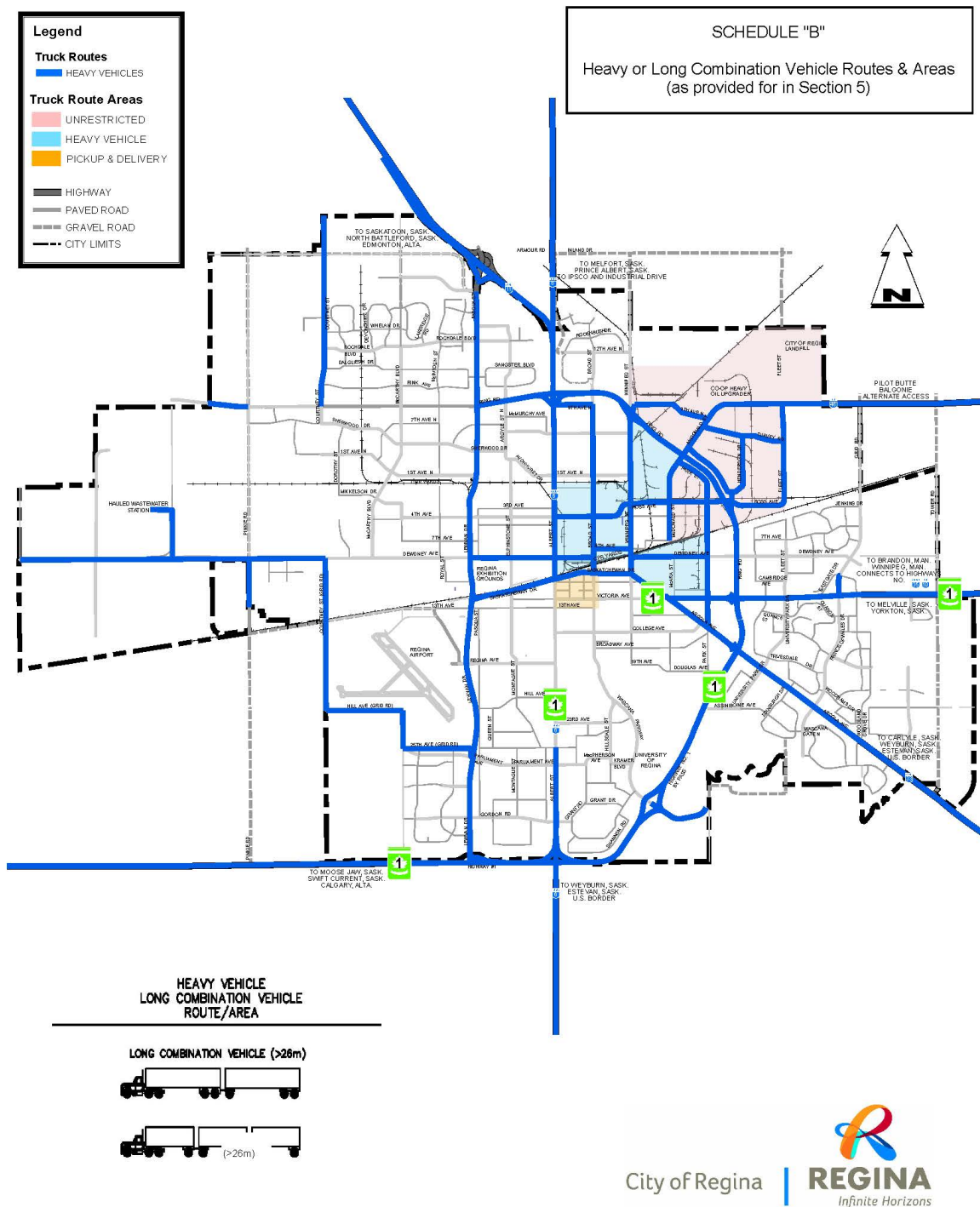


BASE MAP SOURCE: GOOGLE MAPS

Appendix C - Heavy or Long Combination Vehicle Route

SCHEDULE "B"

Existing Heavy or Long Combination Vehicle Routes & Areas



BYLAW NO. 2022-12

CARRY THE KETTLE NAKODA NATION
MUNICIPAL SERVICES AGREEMENT EXECUTION BYLAW

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

Purpose

- 1 The purpose of this Bylaw is to authorize the City to enter into an agreement with the Carry the Kettle Nakoda Nation for the provision of municipal services to the lands legally described as Surface Parcel #112644132, being NW Sec 10 Twp 18 Rge 20 W2, Extension 136 and Surface Parcel #111695126, being Blk/Par B Plan No. 101229005, Extension 138 and to ensure the long-term compatibility and coordination between the parties with respect to lands and other land and businesses within the City.

Statutory Authority

- 2 The statutory authority for this Bylaw is section 33 of *The Cities Act*.

Agreement Execution

- 3 The City Clerk of the City of Regina is authorized to enter into and execute under seal the Agreement, attached as Appendix A and forming part of this Bylaw, between the City of Regina and the Carry the Kettle Nakoda Nation.

Coming Into Force

- 4 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 30th DAY OF March 2022.

READ A SECOND TIME THIS 30th DAY OF March 2022.

READ A THIRD TIME AND PASSED THIS 30th DAY OF March 2022.

Mayor

City Clerk (SEAL)

CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

APPENDIX A

THIS AGREEMENT ENTERED INTO THE ____ DAY OF _____, 2022

BETWEEN:

CARRY THE KETTLE NAKODA NATION
(“Carry the Kettle”)

- and -

NAKODA DEVELOPMENTS CORPORATION
(the “Development Corporation”)

- and -

THE CITY OF REGINA
(the “City”)

MUNICIPAL SERVICES AND COMPATIBILITY AGREEMENT

WHEREAS:

A. Carry the Kettle, through its holding corporation Nakoda Developments Corporation (the "**Development Corporation**"), has acquired land located within the corporate limits of the City and currently legally described as follows:

Surface Parcel #112644132
Reference Land Description: NW Sec 10 Twp 18 Rge 20 W2 Extension 136; and

Surface Parcel #111695126
Reference land Description: Blk/Par B Plan No 101229005 Extension 138

and as shown on the map attached to this Agreement as Schedule "A-1" (the "**Land**");

B. Pursuant to Canada's Additions to Reserve Policy, where a band wishes to have land placed into reserve status, that band is responsible for addressing third-party interests or concerns, and in the case where the land is located within the boundaries of an urban municipality, the band must make all reasonable efforts to address any reasonable concerns raised by the urban municipality;

C. Carry the Kettle intends to have the Land set apart as reserve land pursuant to the terms of the Treaty Land Entitlement Settlement Agreement among Carry the Kettle, Her Majesty the Queen in Right of Canada and Her Majesty the Queen in Right of Saskatchewan, dated March 29, 1996 (the "**Treaty Land Entitlement Settlement Agreement**"); and

D. Carry the Kettle, the Development Corporation and the City (each a "**Party**", collectively the "**Parties**") wish to establish a long-term relationship of practical cooperation between the Parties which recognizes and respects Carry the Kettle's exclusive jurisdiction in respect of the Land following reserve creation, but which also recognizes the need for ongoing compatibility and coordination between the Parties, particularly as to land use, building and fire standards, public health and safety, and business regulation due to the close proximity of the Land to other lands and businesses within the City and the provision of municipal services to the Land.

NOW, THEREFORE, in consideration of the premises and the mutual covenants and conditions hereinafter contained and other good and valuable consideration now exchanged by and between each of the Parties (the receipt and sufficiency of which is hereby acknowledged), the Parties agree as follows:

ARTICLE 1 - INTRODUCTORY PROVISIONS

- 1.1 The recitals and all schedules annexed to this Agreement are expressly incorporated into this Agreement and form an integral part of this Agreement.
- 1.2 For the purpose of this Agreement, the term "reserve" means a reserve as defined in subsection 2(1) of the *Indian Act*, R.S.C. 1985, c. I-5 (the "*Indian Act*"), and shall

include designated land, and land of a similar status under any successor legislation replacing the *Indian Act*, and shall include "First Nation land" as defined in the *First Nations Land Management Act*, SC 1999, c. 24.

- 1.3 The Parties acknowledge and agree that Carry the Kettle, through the Development Corporation or another corporate nominee, intends to develop the Land in accordance with a conceptual land use plan, in substantially the form of Conceptual Land Use Plan attached to this Agreement as Schedule "A-2" (the "Conceptual Land Use Plan"). The Parties further agree that the Conceptual Land Use Plan may be subject to change from time to time, provided development of the Land remains compatible with use and development of adjacent lands and the City is notified in advance of any material change to such Conceptual Land Use Plan. For greater certainty, the Parties acknowledge that the Conceptual Land Use Plan is separate and apart from the detailed concept plans required pursuant to section 7.2.
- 1.4 Prior to reserve creation, Carry the Kettle, through the Development Corporation or another corporate nominee, will make application for subdivision approval of the Land to address roadway dedication and other servicing issues, which may include but shall not be limited to requirements related to the construction, integration, alignment or extension of Courtney Drive, Diefenbaker Drive and Armour Road, and which will result in an amended legal land description. Upon conclusion of the subdivision, the amended legal land description identifying the boundaries of the Land, will be attached to this Agreement as Schedule "D". Other than the preliminary application(s) contemplated by this section, no development of the Land shall occur prior to the Land being set apart as reserve, unless such development conforms to *Design Regina, Official Community Plan Bylaw* and other applicable regulations of the City.
- 1.5 Notwithstanding sections 1.3 and 1.4 and the terms or conditions of any servicing agreements that may be entered into between the City and Carry the Kettle (or the Development Corporation, as the case may be), Carry the Kettle acknowledges and agrees that the existing median crossing at the intersection of the Regina Bypass and Armour Road is under provincial jurisdiction and the City has been advised by the Province that the existing crossing is temporary and is intended, at the discretion of the Province, to become a right-in, right-out access only between Armour Road and the Bypass.
- 1.6 The Parties acknowledge that, based on the proposed subdivision and detailed servicing plans to be agreed between the Parties pursuant to Article 6 of this Agreement, the Land will be subdivided into separate parcels and the dates on which the parcels are set apart as reserve may differ.
- 1.7 This Agreement shall become valid and effective in respect of a particular parcel of Land as and when that particular parcel is set apart as reserve.
- 1.8 The City specifically agrees to the Land being set apart as reserve.

- 1.9 Nothing in this Agreement shall be construed so as to diminish, derogate from or prejudice the constitutional, treaty or other rights of either party.
- 1.10 The Chief and Council (collectively, "Council") of Carry the Kettle has approved this Agreement by passing a Band Council Resolution at a duly convened meeting of the Council held on the ____ day of _____, 2022, in accordance with paragraph 2(3)(b) of the *Indian Act*. A copy of the resolution is attached to this Agreement as Schedule "B".
- 1.11 The Regina City Council has approved this Agreement by passing Bylaw No. 2022-12 at its duly convened meeting held on the 30th day of March, 2022. A copy of Bylaw No. 2022-12 is attached to this Agreement as Schedule "C".

ARTICLE 2 - AUTHORITY TO TAX

- 2.1 The Parties acknowledge and agree that effective as of the date a parcel of Land has been set apart as reserve:
 - (a) Carry the Kettle shall be the sole taxing authority for such parcel, and any improvements, occupants and businesses located on the Land; and
 - (b) the City shall not tax the parcel or any improvements or occupants thereon, or any interest therein pursuant to *The Cities Act*, SS 2002, c C-11.1, as amended from time to time ("*The Cities Act*"), or pursuant to any other applicable legislation.

ARTICLE 3 - PROVISION OF MUNICIPAL SERVICES

- 3.1 The Parties agree that the City shall provide all normal City services to the Land and the occupants thereof (collectively, the "Municipal Services"). The type and level of Municipal Services supplied to the Land and the occupants thereof shall be the same as the City supplies to similarly zoned lands within the City, which are in a similar state of development and, subject to any interim servicing arrangements agreed to by the Parties pursuant to section 6.2, shall include, as the services become available dependent upon the state of development of the Land: road maintenance, repair and clearing, potable water distribution, sewage collection and treatment, garbage and recycling collection, and transit.
- 3.2 The Parties agree that, regardless of the state of development of the Land and subject to section 3.3, the City shall at all times supply fire protection and policing services (the "Emergency Services") to the Land and the occupants thereof. For greater certainty, reference to "Municipal Services" in this Agreement includes reference to "Emergency Services", unless the context otherwise requires.

- 3.3 Policing services shall be provided in accordance with a separate agreement between Carry the Kettle and the Regina Board of Police Commissioners provided that any fees or charges for policing services shall be included in the calculation for fees and charges for Municipal Services, and Carry the Kettle shall not be required to pay any additional amounts for policing services. The Municipal Services shall not include services provided by the Boards of Education of the Regina School Division No. 4, the Regina Catholic School Division or by a governmental authority other than the City.

ARTICLE 4 - PAYMENT FOR MUNICIPAL SERVICES

- 4.1 Carry the Kettle agrees to pay to the City, in consideration for the provision of the Municipal Services, an annual amount which equals the municipal and library portion of the property tax levy for any given year that would have been levied on the Land if the Land were not reserve.
- 4.2 If Carry the Kettle receives grants in lieu of taxes from a corporation whose land, improvements, business or interest in land is exempt from taxation or from the Government of Canada or the Government of Saskatchewan or any agency of those governments (in this section, the "Exempt Taxpayer") with respect to an interest in the Land or any portion thereof, Carry the Kettle shall, where applicable, pay to the City in addition to the amount required to be paid under section 4.1 an annual amount equal to the portion of the grant in lieu that would have otherwise been collected as the municipal and library property tax levy if the Exempt Taxpayer were not exempt from taxation.
- 4.3 Carry the Kettle agrees to annually pay, where applicable, in addition to the amount required to be paid under section 4.1:
- (a) any local improvement levies;
 - (b) any business improvement district levies; and
 - (c) any special charges,
- in respect of related services performed by the City, and in each case that would have applied in respect of the Land if the Land was not reserve (the amounts referred to in sections 4.1, 4.2 and 4.3 are collectively referred to as the "Municipal Services Fees").
- 4.4 Notwithstanding any other provision of this Agreement, it is understood and agreed that the Municipal Services Fees shall not cover those services which are normally provided by the City in consideration for a direct charge or user fee payable by the party to whom such services are provided (the "Direct Charge Services"). Direct Charge Services include, without limitation, the supply of water and the provision of sanitary and storm sewage systems. The charges for Direct Charge Services shall be invoiced and paid by Carry the Kettle or by the occupant of the Land to

whom such services are provided, in the same manner as any other person or entity to whom such services are provided. Such payment will include, if required by law, any tax imposed by federal or provincial legislation in relation to the provision of such services and the provision of Direct Charge Services by the City will be subject to the same terms and conditions as are required to be agreed to by any other person or entity to whom such services are provided and such terms shall be deemed to include observation of all water conservation practices that the City requires its customers to observe and compliance with City bylaws concerning water supply and wastewater connections. Without limiting the generality of the foregoing, the City may, upon thirty (30) days' written notice to Carry the Kettle or by the occupant of the Land to whom Direct Charge Services are provided, as applicable, suspend or withdraw any or all such services provided in consideration for a direct charge or user fee.

- 4.5 The City shall deliver an invoice to Carry the Kettle for the Municipal Services Fees (an "Invoice") concurrently with the issuance of the City's annual property tax notices. Subject to section 9.3, the invoice for the Municipal Services is payable in full on or before June 30 in each year or such other date as the Regina City Council may specify by bylaw of general application.
- 4.6 If the Invoice is not paid in full on or before June 30 of the year in which it was issued, any unpaid amount shall be subject to the same additional percentage charges that the City imposes on unpaid current property taxes. If the Invoice remains unpaid after December 31 of the year in which the invoice was issued, any unpaid amount shall be subject to the same additional percentage charges that the City imposes on property tax arrears.
- 4.7 Carry the Kettle shall have the right in any year to prepay all or part of the Municipal Services Fees. The same discount rates allowed by the City for prepayment of property taxes shall apply to any prepayment made by Carry the Kettle.
- 4.8 If, before December 1 in any year, there is a change in value respecting any improvement on the Land, the City shall send a supplemental Invoice to Carry the Kettle to reflect the resulting change in the cost of the Municipal Services. In the case of an increase in the cost of Municipal Services, the supplemental Invoice shall be paid by Carry the Kettle on or before December 31 of that year and, if any portion of the supplemental Invoice remains unpaid after December 31, that unpaid portion shall be subject to the same additional percentage charges that the City imposes on property tax arrears. In the case of a decrease in the cost of Municipal Services, the supplemental Invoice shall detail the resulting credit in favour of Carry the Kettle, such credit to be applied in accordance with the reasonable instructions of Carry the Kettle.
- 4.9 Subject to the application of section 9.3 hereof, if any invoice for Municipal Services, other than an invoice for services provided in consideration for a direct charge or user fee, has not been paid in full by December 31 of the year in which it was issued, the City may, upon thirty (30) days' written notice to Carry the Kettle,

suspend or withdraw any or all of the Municipal Services, other than Emergency Services, which it provides to the Land or the occupants of the Land until the Invoice and any additional interest or penalties have been paid in full. The City's right to suspend or withdraw the Municipal Services shall be without prejudice to any other remedy which may be available to the City.

**ARTICLE 5 - THE CITY'S RIGHTS AND OBLIGATIONS IN RELATION TO THE
LAND**

- 5.1 Carry the Kettle agrees to allow and accommodate the City, its officers, employees and agents to have access to the Land and improvements thereon, upon reasonable notice, to:
- (a) collect assessment information necessary to prepare the Invoices, provided that the City agrees to provide Carry the Kettle, upon request, the assessment information and data collected along with, if available, any other information relating to the costs associated with the provision of the Municipal Services; and
 - (b) carry out any work that is reasonably necessary to maintain, repair or replace any utilities, works, equipment or other facilities needed to provide the Municipal Services.
- 5.2 Carry the Kettle agrees that where, in the opinion of the Fire Chief of the City or a person authorized to act in the event of an emergency under federal or provincial laws of general application, a condition exists on the Land which is an imminent danger to the public safety, the Fire Chief or person authorized to act, or their respective agents, may enter upon the Land and take any reasonable emergency action to eliminate the danger in a manner and process that would have been taken in the City if the Land were not reserve. Whenever it is reasonably possible to do so, Carry the Kettle shall be advised in advance of any actions to be taken.
- 5.3 In the event that the Municipal Services are disrupted for reasons other than suspension or withdrawal pursuant to section 4.9 of this Agreement, the City shall have no greater liability for such disruption than it has to the owners and occupants of other lands within the City. All defences available to the City under *The Cities Act* shall be available to the City as if incorporated in this Agreement. The City shall have no liability for a suspension or withdrawal of Municipal Services pursuant to section 4.9 of this Agreement.
- 5.4 Prior to any development proceeding on the Land, Carry the Kettle agrees that it will take all steps and do all things as may be necessary, including passing and enforcing compatible bylaws, to ensure that, at all times, the occupation, use, development and improvement of the Land is compatible with the occupation, use, development and improvement of adjacent lands. Carry the Kettle agrees to ensure such compatibility in regard to land use, building and fire standards, public health and safety, and business regulation.

- 5.5 The Parties acknowledge that the City from time to time adopts technical, construction and site drainage standards for new developments and the Parties agree that compatible standards shall apply to all new developments upon the Land.
- 5.6 Carry the Kettle acknowledges that the City has the authority to approve driveway crossings defined as "that portion of a sidewalk, curb, or boulevard permanently improved or designed for the passage of vehicular traffic across the sidewalk, curb or boulevard". Carry the Kettle agrees to:
- (a) co-ordinate vehicular access points shown on any site plan with driveway crossings approved by the City;
 - (b) apply to the City and pay the City for any new driveway crossings required by any new development which driveways shall be designed and constructed to the City's standards and specifications and constructed by the City or by a contractor approved by the City. Carry the Kettle shall contact the City's Planning and Development Services Department (or equivalent department) a minimum of two weeks prior to driveway installation to confirm all construction details; and
 - (c) pay to close any existing crossings no longer required.
- 5.7 If, at any time, the City is of the view the occupation, use, development or improvement of the Land is not compatible with the occupation, use, development or improvement of adjacent lands, and such condition continues for a period of thirty (30) days following written notification by the City to Carry the Kettle of such condition, the Parties consent to proceed with binding arbitration in accordance with section 9.1 to determine whether the occupation, use, development or improvement of the Land is compatible with the occupation, use, development or improvement of adjacent lands, and in such case the Parties shall commence the arbitration process without delay. If the decision of the arbitrator determines that the occupation, use, development or improvement is incompatible and such condition is not remedied in accordance with the decision of the arbitrator, the City may, at its option and without prejudice to any other remedy which may be available, suspend or withdraw any or all of the Municipal Services which it provides to the Land or the occupants thereof, until the condition is remedied.

ARTICLE 6 - DEVELOPMENT OF LAND

- 6.1 It is acknowledged by the Parties that the Land is currently in a raw and un-serviced state. A separate servicing agreement for each phase of development authorized pursuant to Article 7 shall be entered into between Carry the Kettle (either in its own capacity or through the Development Corporation) and the City prior to any development proceeding on the Land, which by agreement may include, but shall not be limited to, provisions:

- (a) requiring payment to the City of all servicing agreement fees and development levies then in effect for similarly zoned and developed non-reserve land within the City;
- (b) requiring the installation or construction of certain infrastructure as required to service the proposed development, including any of the matters referred to in subsection 172(3) of *The Planning and Development Act, 2007*, SS 2007, c P-13.2, as amended from time to time ("*The Planning and Development Act*");
- (c) requiring the provision of letters of credit, performance bonds or other forms of assurance to ensure payment and construction is completed in accordance with the servicing agreement;
- (d) requiring the granting and registration of any easements or other interests as may be necessary for the provision of Municipal Services; and
- (e) relating to any other matter or thing that may ordinarily be included in such agreement as set out in Parts VIII and IX of *The Planning and Development Act*.

(the "Servicing Agreement")

- 6.2 The servicing fees and development levies contemplated in subsection 6.1(a) are calculated by the City based on a standard means and timeline of installing services. Should Carry the Kettle wish to employ a method that varies from the standard on an interim basis (the "Interim Services"), the City may allow for Interim Services to be employed as agreed by the Parties; provided, however, that Carry the Kettle agrees that at such time as Municipal Services become available, Carry the Kettle shall discontinue the Interim Services and connect to the municipal services and shall be responsible for the payment of all applicable fees or levies then in effect at the time of connection. Any Interim Services agreed to will be identified in the Servicing Agreement(s).
- 6.3 Carry the Kettle agrees that the Land will be developed or redeveloped in a manner compatible with the City development standards then in effect for similarly zoned, non-reserve land in the City and in a manner compatible with the requirements of any legislation or regulations of any other jurisdiction that may apply to the Land or any particular development proposed on the Land, including but not limited to obtaining any applicable permits, licenses and authorizations of any nature that may be required.
- 6.4 Subject to Carry the Kettle's obligations under this Agreement to adopt compatible bylaws, the Parties acknowledge and agree that upon reserve creation:
 - (a) the planning and development regime established by *The Planning and Development Act* and the City's *Zoning Bylaw* do not generally apply to the Land and the City is thereby not responsible as an approving authority, or

for undertaking any review, inspection or issuance of development permits on the Land; and

- (b) the building standards and permitting regime established by *The Construction Codes Act* and the City's *Building Bylaw* do not generally apply to the Land and that the City is thereby not responsible as a local authority or otherwise for undertaking any review, inspection or issuance of building permits on the Land.

6.5 Notwithstanding section 6.4, Carry the Kettle agrees that:

- (a) all buildings or improvements will be constructed on the Land in a manner compatible with City building standards then in effect for non-reserve land in the City;
- (b) Carry the Kettle will be responsible for the processing and administration of all building and development permit applications, including responsibility for services such as plan examination and site inspections, for all development undertaken on the Land and for applicable construction related regulation compliance, including ensuring that any defects or safety hazards are remedied in a timely manner; and
- (c) Carry the Kettle releases and holds the City harmless from any liability that may arise in relation to the processing and administration of permits in accordance with subsection (b).

6.6 Carry the Kettle further agrees that, in addition to the requirements of Article 11:

- (a) prior to issuing any development or building permit Carry the Kettle shall deliver a copy of the full application to the City for its review and comment;
- (b) the City shall review the application and make every reasonable effort to provide written comments to Carry the Kettle within 21 days, detailing, *inter alia*, any specific technical requirements that must be met in order for the development to be able to access Municipal Services pursuant to this Agreement and the applicable servicing connection fees, if any, that must be paid to the City prior to connection; and
- (c) the City reserves the right to refuse to connect Municipal Services to any development if either the City has not received the related application as required by subsection (a) or the technical requirements and payment of fees required and communicated to Carry the Kettle in accordance with subsection (b) are not complied with.

6.7 Carry the Kettle agrees that the City is not required to provide connections to the Land or to begin supplying Municipal Services to the Land or any portion thereof, unless Servicing Agreements are complete and any related amounts owing to the City have been paid in full.

ARTICLE 7 - PHASING OF DEVELOPMENT

- 7.1 Phasing of development of the Land is permitted, with the first phase of development being construction of a roadside service station and travel centre. Development of the first phase shall be substantially in accordance with the preliminary phase one site plan that has been agreed to by the Parties and is identified within the boundary as outlined in heavy black on the Conceptual Land Use Plan (the "Phase One Site"). Development of the Phase One Site shall occur in accordance with Article 6.
- 7.2 Development shall not proceed beyond the first phase unless Carry the Kettle produces or causes to be produced a formal concept plan for all remaining portions of the Land (each, a "Formal Concept Plan"), and submits a copy of same to the City in advance of proceeding with such further development. The Parties further agree that the Formal Concept Plan may be subject to change from time to time, provided development of the Land remains compatible with use and development of adjacent lands and the City is notified in advance of any material change to such Formal Concept Plan.
- 7.3 As part of the preparation of any Formal Concept Plan or any proposed material changes thereto, Carry the Kettle agrees:
- (a) to undertake reasonable public consultation to inform, engage and solicit feedback on the planned development from the general public;
 - (b) to give due consideration to such consultations in preparing such Plan; and
 - (c) if requested by the City, Carry the Kettle shall provide a summary of the consultation outcomes and how they were integrated in the Plan.
- The City agrees to provide reasonable assistance to facilitating or supporting the public consultation contemplated by this section if or as requested by Carry the Kettle.
- 7.4 A Formal Concept Plan shall be in a form consistent with the City's standard requirements for such plans then in effect for non-reserve land within the City and shall provide details on the proposed land uses, transportation network, services and any other relevant information required to evaluate the proposal. Without limiting the generality of the foregoing, every Formal Concept Plan shall include:
- (a) detailed information on the proposed development area (planning and technical rational for the development);
 - (b) necessary diagrams and maps to demonstrate proposed development;
 - (c) technical reports prepared by a professional engineer licensed to practice in the province of Saskatchewan including, but not limited to, a

transportation impact assessment, and sanitary sewer and storm water management reports;

- (d) a method for addressing the provision of public roads, buffer strips, utility parcels and recreation space, it being further acknowledged that the overall development of the Land will include recreation space that is set aside and established as parks and greenspace to an extent compatible with such requirements for City lands;
 - (e) comments from appropriate utility agencies;
 - (f) comments from Transport Canada, the Regina Airport Authority, NavCanada and such other agencies as may be appropriate; and
 - (g) any other technical document necessary to determine appropriate use and development of the site.
- 7.5 Carry the Kettle shall be responsible for all costs related to the preparation of any Formal Concept Plan.

ARTICLE 8 - APPLICABILITY OF LAWS

- 8.1 The Parties both acknowledge that, subject to Section 35 of the *Constitution Act, 1982*, all provincial laws of general application, including municipal bylaws, which are not in conflict or inconsistent with the provisions of the *Indian Act*, any Band bylaw enacted thereunder, or any other laws or legislation enacted by Carry the Kettle, shall apply to any activity carried out on the Land and may be enforced on the Land.
- 8.2 In the event of a dispute between the Parties as to whether a provincial law or municipal bylaw is a law of general application which applies to activities carried out on the Land and may be enforced on the Land, the Parties agree to meet to try to develop a practical solution which respects Carry the Kettle's jurisdiction and the City's need for compatibility of occupation, use, development and improvement.
- 8.3 If the Parties fail to reach a practical solution which is satisfactory to the Parties, and legal proceedings are commenced by any party to determine whether a provincial law or municipal bylaw is a law of general application which applies to activities carried out on the Land and may be enforced upon the Land, the Parties agree that nothing in this Agreement shall be construed to diminish, derogate from or prejudice the constitutional, treaty or other rights of any party, nor affect their legal position in the matter. The Parties further agree that nothing in this Agreement shall be construed as preventing any Party from commencing any court proceedings as may be necessary to avoid the application of any pending limitation period governing any dispute hereunder. The application, interpretation and enforcement of this Agreement shall be governed by and construed in accordance

with the laws of the Province of Saskatchewan, the laws of the Dominion of Canada and the laws of Carry the Kettle, as applicable. Other than as set out in Article 9, the Parties covenant and agree to attorn to the jurisdiction of the courts of the Province of Saskatchewan in relation to any actions or proceedings as taken in relation hereto.

ARTICLE 9 - ARBITRATION

- 9.1 Except for disputes involving any levy or charge sought to be collected by the City, which will be dealt with in accordance with section 9.3, in the event of any dispute with regard to the interpretation or enforcement of this Agreement, the matter may, with the consent of both Parties, be referred to binding arbitration to be conducted in accordance with the *Commercial Arbitration Act* (Canada), with such arbitration to take place in the City of Regina, in the Province of Saskatchewan. Each party shall bear its own legal costs and shall pay one-half of the cost of the arbitrator. The decision of any arbitrator conducting arbitration pursuant to this section shall be final and binding and have the same force and effect as a final judgment in a court of competent jurisdiction.
- 9.2 If either party fails to abide by the decision or award of the arbitrator, then the opposing party shall have the right to apply to the appropriate court or courts to obtain an order compelling the enforcement of the decision or award of the arbitrator.
- 9.3 The Parties agree that if Carry the Kettle disputes any of the Municipal Services Fees, the following shall be used to resolve the dispute:
- (a) Carry the Kettle may, within thirty (30) days of receipt of an Invoice, request a joint meeting of the Councils to discuss the dispute concerning the Municipal Service Fees in good faith with a view to resolving such dispute;
 - (b) If no agreement is reached at the joint meeting referred to in subsection (a), Carry the Kettle may, within fifteen (15) days after the meeting, serve a notice to arbitrate the issue;
 - (c) If Carry the Kettle serves a notice to arbitrate the dispute on the City, the following shall apply:
 - (i) Unless the Parties otherwise agree, the issue shall be determined by a panel of three arbitrators (the "arbitration board"), with one arbitrator appointed by Carry the Kettle and one arbitrator appointed by the City. Each party shall, within fifteen (15) days following the giving of notice for arbitration, advise the other in writing of the name, address and calling of their arbitrator selected. The two arbitrators as selected shall, within a reasonable period of time, but not exceeding a period of thirty (30) days, jointly appoint a third arbitrator, who shall act as chair of the arbitration board. In the event the two arbitrators

selected by the Parties fail to appoint a third arbitrator within the said thirty (30) days, then either party at any time thereafter may apply upon notice to the other to a Justice of the Court of Queen's Bench for Saskatchewan for an order appointing the third arbitrator to act as chair of the arbitration board;

- (ii) The arbitration board shall hear and determine the dispute. In reaching its decision, the arbitration board may confirm the Municipal Services Fees, or it may substitute Municipal Services Fees which the arbitration board considers, in the circumstances, to be fair and reasonable. In conducting the arbitration, the arbitration board shall proceed in accordance with the *Commercial Arbitration Act*, (Canada). The decision of the arbitration board shall be final and binding and shall have the same force and effect as a final judgment of a court of competent jurisdiction;
- (iii) Pending a final determination by the arbitration board, the City's rights under section 4.9 shall be suspended;
- (iv) If a matter has been submitted to arbitration and no final determination has been made by the arbitration board prior to December 31 of the year in which the submission to arbitration is made, Carry the Kettle agrees to tender payment equal to the amount levied by the City together with interest calculated in accordance with the City's bylaw of general application. In the event that Carry the Kettle shall be successful or partially successful in the arbitration, the arbitration board shall, in addition to any other remedies, award interest to Carry the Kettle calculated on the same basis as that charged by the City under its bylaws from the date that payment is made to the City; and
- (v) In conducting the arbitration, the arbitration board shall take into account the rules, principles and policies of assessment applied generally in the City, together with any other information as deemed relevant by the arbitration board.

- 9.4 If Carry the Kettle is not satisfied with any levy or charge, other than those described in section 9.3, Carry the Kettle shall have the same rights to challenge the levy or charge as are provided to other persons or entities receiving similar services.

ARTICLE 10 - MISCELLANEOUS

- 10.1 The Parties agree that their respective Councils, and/or their representatives, will meet together at least once in each calendar year to discuss such matters as may have arisen between them, and to keep open the lines of communication.

- 10.2 The Parties agree that the initial term of this Agreement will commence on the effective date of the Agreement and continue for an initial term of five (5) years (the "Initial Term"). The Parties agree that thereafter, the Agreement will automatically renew at the expiry of the Initial Term for successive five (5) year terms (each, a "Renewal Term"), until such time as one party serves on the other notice of its intention not to renew the agreement.
- 10.3 The notice referred to in section 10.2 must be served on the receiving party no less than six (6) months prior to the end of the then-current term. Unless the Parties agree otherwise in writing, failure to serve notice of non-renewal within the time period prescribed by this section will result in the addition of a Renewal Term following the end of the then-current term.
- 10.4 If, at any time during the continuance of this Agreement, the Parties shall deem it necessary or expedient to make any alteration or addition to this Agreement, they may do so by means of a written agreement between them which shall be supplemental and form part of this Agreement.
- 10.5 Subject to the following sentence, the rights and obligations of the Parties herein may not be assigned or otherwise transferred. The Development Corporation may assign its rights and obligations to a third party with the approval of Carry the Kettle and the City, and such approval shall not be unreasonably withheld. An amalgamation by a party, as contemplated by either the *Indian Act* or *The Cities Act*, does not constitute an assignment.
- 10.6 This Agreement enures to the benefit and is binding upon each of the Parties and their respective successors and any permitted assigns.
- 10.7 Any notice given or required to be given under this Agreement shall be in writing and shall be deemed to have been given if delivered personally, by electronic mail or regular prepaid mail, to the other party at the address stated below or at the latest changed address given, by the party to be notified as hereinafter specified.

Carry the Kettle First Nation
PO Box 57
Santaluta, SK S0G 4N0
Attention: Chief and Council
Email: _____

The City of Regina
PO Box 1790
Regina, SK S4P 3C8
Attention: City Clerk
Email: _____

Either party may, at any time, change its address for the above purpose by mailing, as aforesaid, a notice stating the change and setting forth a new address.

- 10.8 The failure on the part of either party to exercise or enforce any right conferred upon it under this Agreement shall be deemed not to be a waiver of any such right or operate to bar the exercise or enforcement thereof at any time or times thereafter.
- 10.9 It is intended that all provisions of this Agreement shall be fully binding and effective between the Parties, but in the event that any particular provision or provisions or a part of one is found to be void, voidable or unenforceable for any reason whatsoever, then the particular provisions or provision or part of the provision shall be deemed severed from the remainder of this Agreement and all other provisions shall remain in full force.
- 10.10 The Parties shall at all times and upon every reasonable request provide all further assurances and do such further things as are necessary for the purpose of giving full effect to the covenants and provisions contained in this Agreement.
- 10.11 This Agreement constitutes the entire agreement between the Parties and there are no undertakings, representations or promises express or implied, other than those expressly set out in this Agreement.
- 10.12 This Agreement supersedes, merges and cancels any and all pre-existing agreements and understandings in the course of negotiations between the Parties.
- 10.13 The Development Corporation consents to the terms of this Agreement and agrees to be bound by the same.

ARTICLE 11 — JOINT LAND USE & BYLAW COMMITTEE

- 11.1 For the purposes of this Article, "City lands adjacent to the Land" means the adjacent lands within the Maple Ridge Concept Plan Area and Coopertown Neighbourhood Plan Area.
- 11.2 (a) Carry the Kettle shall provide written notice to the City of its intention to:
 - (i) exercise its powers under the *Indian Act* to enact a bylaw that materially affects the City or the use and development of City lands adjacent to the Land;
 - (ii) materially amend the Conceptual Land Use Plan or a Formal Concept Plan; or
 - (iii) develop and construct buildings or undertake improvements or conduct a new business enterprise upon the Land, or permit any third party to do any of the foregoing, that is materially inconsistent with the Conceptual Use Plan or a Formal Concept Plan.

- (b) The City shall provide written notice to Carry the Kettle of its intention to:
 - (i) exercise its powers to enact or amend a bylaw that materially affects the Land or the occupation, use, or development of the Land; or
 - (ii) materially amend the existing concept plans relating to City lands adjacent to the Land; or
 - (iii) develop and construct buildings or undertake improvements or conduct a new business enterprise upon City lands adjacent to the Land, or permit a third party to do any of the foregoing, that is materially inconsistent with the existing concept plans for such areas.
- 11.3 Carry the Kettle or the City, as the case may be, may, within fourteen (14) days of receiving the notice referred to in section 11.2, or in the case of the City, within fourteen (14) days of receiving a copy of a Formal Concept Plan, provide written notice to the other requesting that Carry the Kettle and the City form a Joint Land Use and Bylaw Committee to review the intended bylaw, development, improvement or business enterprise in detail. The notice shall also name the persons appointed by City or by Carry the Kettle, as the case may be, to serve as members on the Committee.
- 11.4 The Committee shall be comprised of the following:
 - (a) two (2) members appointed by Carry the Kettle; and
 - (b) two (2) members appointed by the City.
- 11.5 The Committee shall review Carry the Kettle's bylaws or the City's bylaws, as the case may be, to determine whether the intended bylaw, development, improvement or business enterprise is compatible with the City's or Carry the Kettle's bylaws in existence at the time of the review. The Committee shall proceed with its review as soon as practicable and shall put the matter under review to a vote of the Committee within three (3) weeks of its meeting at which the matter was first reviewed, unless such period is extended by agreement of the Parties.
- 11.6 The intended bylaw, development, improvement or business may proceed:
 - (a) where Carry the Kettle or the City does not provide notice to the other party pursuant to section 11.3 requesting formation of a Committee; or
 - (b) upon the prior written approval of the Committee.
- 11.7 In the event that the Committee cannot reach agreement about the intended bylaw, development, improvement or business, the Committee shall request a joint meeting of the Councils to discuss the dispute in good faith with a view to resolving such dispute. Thereafter, if no agreement is reached, the matter shall be resolved

in accordance with the dispute resolution process set out in section 9.1 of this Agreement.

11.8 In addition to the foregoing, the Committee may, from time to time:

- (a) make and amend formal terms of reference for the Committee, including rules to govern the procedures of the Committee;
- (b) develop guidelines on content of compatible bylaws; and
- (c) provide recommendations to the City's and Carry the Kettle's councils on matters reviewed by the Committee or concerns arising there from.

[The remainder of this page is intentionally left blank. Signature Page Follows]

IN WITNESS WHEREOF, the Parties have executed this Agreement, effective the day and year first above written as attested to by the hands of their proper signing authorities on their behalf.

NATION

CARRY THE KETTLE NAKODA

as executed by a quorum of the Council of the Carry the Kettle Nakoda Nation

SIGNED on behalf of the CARRY THE KETTLE NAKODA NATION by at least a Quorum of the Council of the Carry the Kettle Nakoda Nation in the presence of:
Signature: _____
Name of Witness: _____
Address: _____
_____ as to all signatures unless otherwise indicated

Per: _____ Chief
Per: _____ Councillor
Per: _____ Councillor
Per: _____ Councillor
Per: _____ Councillor
Per: _____ Councillor

(seal)

THE CITY OF REGINA

City Clerk

Consent of Development Corporation

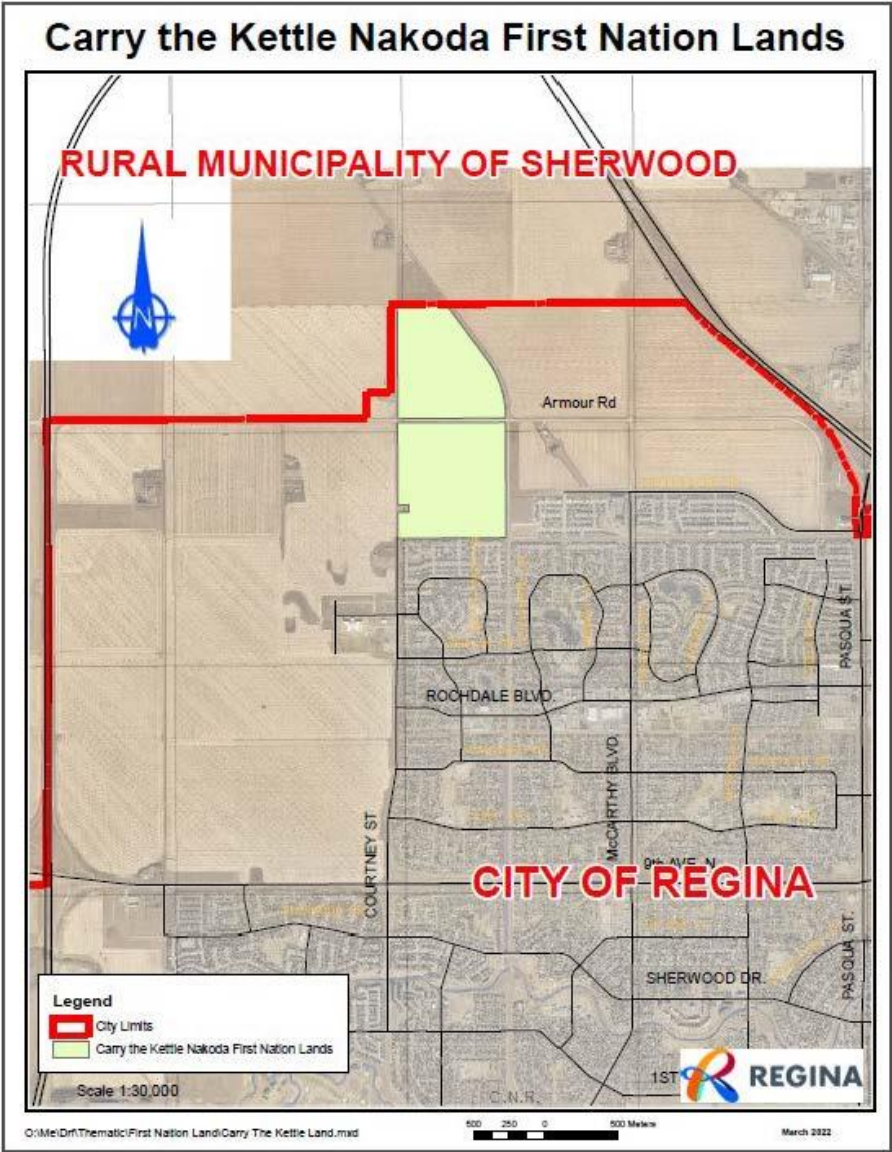
Nakoda Developments Corporation consents to the terms of this Agreement and agrees to be bound by the same.

(seal)

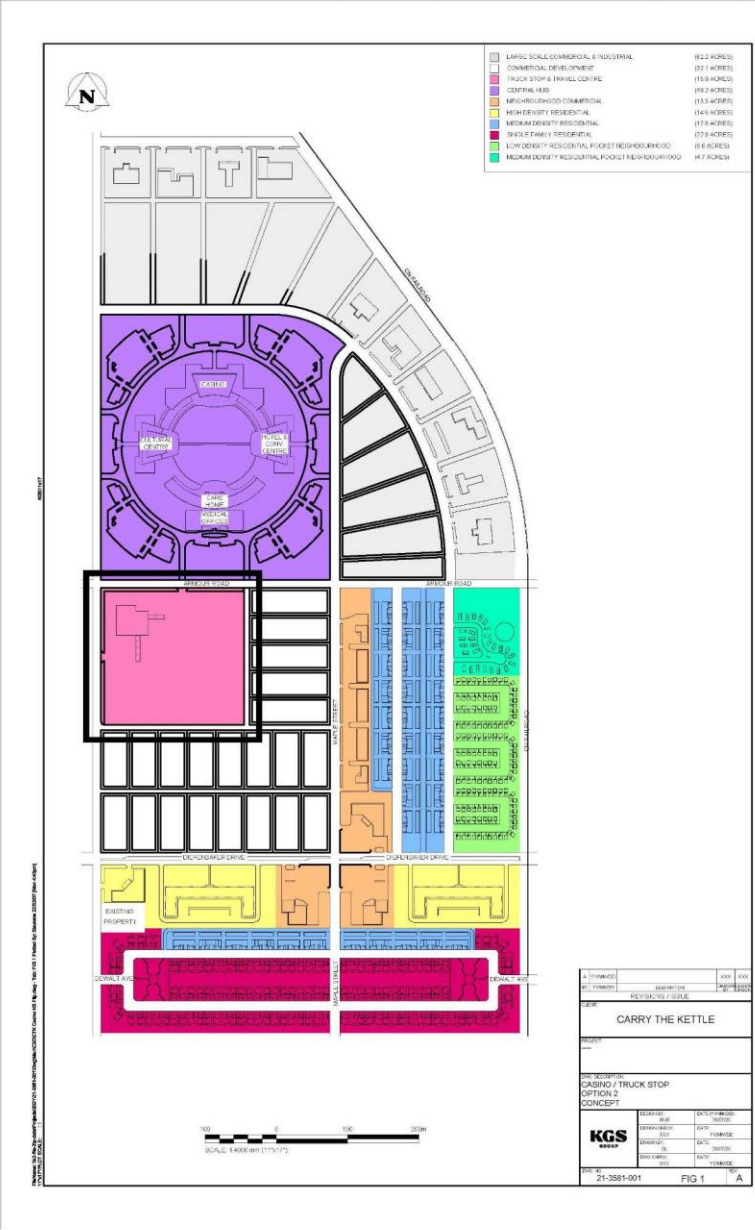
NAKODA DEVELOPMENTS CORPORATION

Per: Authorized Corporate Signatory

SCHEDULE “A-1” - Lands



SCHEDULE “A-2” – Conceptual Land Use Plan and Boundary of Phase One Site



SCHEDULE "B" – Band Resolution
to be completed (Band Resolution)

SCHEDULE “C” – City Council Resolution
to be completed (Council Resolution)

SCHEDULE "D" – Amended Description of Lands
to be completed (Amended Lands post-subdivision)

ABSTRACT

BYLAW NO. 2022-12

CARRY THE KETTLE NAKODA NATION MUNICIPAL SERVICES AGREEMENT EXECUTION BYLAW

PURPOSE: To authorize the execution of an agreement between the City of Regina and the Carry the Kettle Nakoda Nation for the provision of municipal services to proposed reserve lands.

ABSTRACT: The agreement establishes the terms upon which municipal services will be provided to the Carry the Kettle Nakoda Nation by the City of Regina for the proposed reserve lands property legally described as Surface Parcel #112644132, being NW Sec 10 Twp 18 Rge 20 W2, Extension 136 and Surface Parcel #111695126, being Blk/Par B Plan No. 101229005, Extension 138.

**STATUTORY
AUTHORITY:** Section 33 of *The Cities Act*.

MINISTER'S APPROVAL: Not required.

PUBLIC HEARING: Not required.

PUBLIC NOTICE: Not required.

REFERENCE: Executive Committee, March 23, 2022, EX22-34

AMENDS/REPEALS: Not applicable.

CLASSIFICATION: Execution

INITIATING DIVISION: City Manager's Office
INITIATING DEPARTMENT: Government and Indigenous Relations

BYLAW NO. 2022-23

THE WASTEWATER AND STORM WATER AMENDMENT BYLAW, 2022

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 The purpose of this Bylaw is to:
 - (a) amend Bylaw 2016-24, being *The Wastewater and Storm Water Bylaw*, in relation to add for provisions relating to drainage of storm water and clear water waste and to make various housekeeping amendments;
 - (b) amend Bylaw 2003-7, being *A Bylaw of The City of Regina Pursuant to the Provisions of The Uniform Building and Accessibility Standards Act and The Cities Act*, in relation to repealing specific sections of the bylaw to correspond with the amendments to Bylaw 2016-24; and
 - (c) amend Bylaw 2016-2, being *The Regina Community Standards Bylaw*, in relation to repealing a specific section of the bylaw to correspond with the amendments to Bylaw 2016-24.
- 2 The authority for this Bylaw is section 8 of *The Cities Act*.
- 3 Bylaw No. 2016-24, being *The Wastewater and Storm Water Bylaw, 2016*, is amended in the manner set forth in this Bylaw.
- 4 Section 2 is repealed and the following substituted:
 - “(a) regulate the collection and disposal of wastewater, storm water, clear water waste and a variety of materials and to levy appropriate fees and penalties in relation to those substances;
 - (b) to protect the public sewage works and public drainage system and their processes from damage, obstruction, toxic upset, or loss of efficiency;
 - (c) to protect the City’s employees and the public from exposure to hazardous conditions;
 - (d) to control the flow and composition of releases of wastewater, storm water, clear water waste and substances to the public sewage works and public drainage system;
 - (e) to provide for a system of rates, fees and charges for various types of use of

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

City Solicitor

the public sewage works and public drainage system;

- (f) to provide for a system of permits or other permissions that facilitate the imposing of conditions on releases to the public sewage works and public drainage system; and
- (g) to regulate the drainage of storm water and clear water waste between private properties to protect property, City infrastructure, and abate nuisances.”

5 Subsection 3(b) is amended:

- (a) by striking out “and” after clause (iii);
- (b) by adding “and” after clause (iv); and
- (c) by adding the following after clause (iv):

“(v) the public drainage system;”

6 The following definition is added after subsection 3(c):

“(c.1) **“benchmark”** means benchmark as defined in Bylaw No. 2003-07, being *The Regina Building Bylaw*;”

7 Subsection 3(f) is repealed and the following substituted:

“(f) **“Building Bylaw”** means Bylaw No. 2003-7, being *A Bylaw of the City of Regina Pursuant to the Provisions of The Uniform Building and Accessibility Standards Act and The Cities Act*;”

8 Subsection 3(g) is repealed.

9 Bylaw 2016-24 is amended by striking out “Bylaw Enforcement Officer” and substituting “Designated Officer” wherever it appears with the exception of section 3(g).

10 Subsection 3(l) is amended by striking out “and” and substituting “, or designate or”.

11 Subsection 3(m) is amended by adding “or public drainage system” after “environment”.

12 Section 3 is amended by adding the following subsection after subsection 3(r):

“(r.1) **“Designated Officer”** for the purpose of this Bylaw and *The Cities Act* means any person employed by the City in one of the following positions:

- (i) Manager of Bylaw Enforcement;
- (ii) Senior Bylaw Enforcement Officer;
- (iii) Bylaw Standards Officer;
- (iv) Bylaw Enforcement Officer;
- (v) Drainage Control Inspector; or
- (vi) City Manager or such other person as may be appointed by the City Manager.”

13 Subsection 3(s) is repealed and the following substituted:

“(s) **“discharge”** means the action of transferring flow to the public sewage works, private sewage works, public drainage system, private drainage system or other designated location;

(s.1) **“discharge dispersal system”** means splash blocks or gravel-filled trenches that serve to spread roof run-off over vegetated pervious areas;”

14 Subsection 3(u) is repealed.

15 Subsection 3(v) is amended by striking out “9250 being *The Regina Zoning Bylaw*” and substituting “2019-19 being *The Regina Zoning Bylaw, 2019*”.

16 Subsections 3(w) is amended by striking out “collection system” and substituting “public sewage works or private sewage works”.

17 Subsection 3(w.1) is amended by striking out “Transportation and Utilities, or his or her” and substituting “Citizen Services or”.

18 The following definition is added after subsection 3(x):

“(x.1) **“final grade elevation”** means the surface grades and elevations to prepare the lot for landscaping;”

19 The following definition is added after subsection 3(z):

“(z.1) **“elevation”** means elevation as defined in Bylaw No. 2003-07, being *The Building Bylaw*;”

20 The following definitions are added after subsection 3(bb):

“(bb.1) **“grade elevation”** includes:

- (i) the elevations of the finished ground surface at a specific point on a lot;
- (ii) the finished ground elevation at any point on the required slope; or
- (iii) the slopes between two specific elevations at any given location on a lot;

(bb.2) **“grade elevation certificate”** means a certificate issued by a land surveyor registered in Saskatchewan pursuant to *The Land Surveyors and Professional Surveyors Act*, S.S. 1995 C. L-3.1 for the final grade elevation for a lot;”

21 Subsection 3(ee) is amended by striking out “collection system” and substituting “or private sewage works”.

22 The following definition is added after subsection 3(ee):

“(ee.1) **“ground oriented residential housing”** means a form of housing that contains a dwelling unit that has a separate exterior entrance that is directly accessible, without passing through a common lobby or corridor, from a street or open space;”

23 Subsection 3(kk) is amended by striking out “a drainage system” and substituting “the public drainage system or the public sewage works”.

24 The following definitions are added after subsection 3(mm):

“(mm.1) **“lot”** means lot as defined in Bylaw No. 2019-19, being *The Regina Zoning Bylaw 2019*;”

(mm.2) **“maintenance hole”** is an opening to a confined space such as a shaft, utility vault, or large vessel that is used as an access point for public sewer service, private sewer service, public drainage system and private drainage systems;”

25 The following definition is added after subsection 3(zz):

“(zz.1) **“public drainage system”** means any works for the collection, transmission, treatment and storage of storm water and clear water waste and includes, but is not limited to, storm drains, maintenance holes, storm sewer, storm swales, storm ditches, storm channels, stormwater detention

and retention facilities and appurtenances used for the collection, conveyance, storage or treatment of storm water and clear water waste;”

26 Subsection 3(aaa) is repealed and the following substituted:

“(aaa) **“public sewage works”** means any works for the collection, transmission, treatment and disposal of wastewater and includes, but is not limited to maintenance holes, sewer pipe, and appurtenances used for the conveyance, storage or treatment of wastewater, wastewater treatment plants and pump stations;

(aaa.1) **“private drainage system”** means a privately owned or privately operated system for the collection, conveyance, storage or treatment of storm water and clear water waste and may include any of the works defined in the public drainage system;”

27 Subsection 3(bbb) is repealed and the following substituted:

“(bbb) **“private sewage works”** means a privately owned and operated system for the collection, storage, treatment and disposal of wastewater;”

28 Subsection 3(ccc) is amended by striking out “sewers” and substituting “sewage works”.

29 Clause 3(eee)(i) is amended by adding “, public drainage system” after “sewage works”.

30 Clause 3(eee)(ii) is amended by adding “, public drainage system” after “sewage works”.

31 Subsection 3(ggg) is amended by striking out “and storm sewer” and substituting “ or public drainage system”.

32 Subsection 3(iii) is repealed and the following substituted:

“(iii) **“standard residential premises”** means standard residential premises as defined in Bylaw No. 8941, being *The Regina Water Bylaw*;

(iii.1) **“storm channel”** means a receiving stream constructed to convey stormwater and clear water waste;

(iii.2) **“storm ditch”** means a depression created to channel storm water and clear water waste;

(iii.3) **“storm drain”** means a drain engineered to serve as an entry point to the storm sewer that allows excess water from the surface to enter;”

33 Subsection 3(jjj) is repealed and the following substituted:

“(jjj) **“storm sewer”** means a sewer designed to be used exclusively for storm water drainage and clear water waste;

(jjj.1) **“storm swale”** means an engineered depression designed to collect and convey clear water waste from one location to another location;”

34 The following definitions are added after subsection 3(kkk):

“(kkk.1) **“storm water detention facility”** means a storage facility for storm water and clear waste water that does not permanently retain a portion of its storm water and clear waste water runoff;

(kkk.2) **“street”** means street as defined in *The Cities Act*;”

35 Section 7 is repealed and the following substituted:

“7 Every owner or occupant of a premise within the city limits shall ensure that the premise is connected, at all times, to the public sewage works unless City Council has approved the premise to operate with a private sewage works or the owner or occupant obtains prior written consent from the City Manager.”

36 Clause 10(c)(iv) is amended by striking out “manhole” and substituting “maintenance hole”.

37 Clause 16 is amended:

- (a) by striking out “and” after clause (d);
- (b) by adding “and” after clause (e); and
- (c) by adding the following after clause (e):

“(f) obtain any City permits related to the construction of the private sewage works.”

38 Section 17 is amended by striking out “in a sanitary manner”.

39 Section 21 is amended by striking out “storm sewer” and substituting “public drainage system”.

- 40 Section 25 is amended by striking out “storm sewer” and substituting “public drainage system” wherever it appears.
- 41 Section 26 is repealed and the following substituted:
- “26 In addition to section 25 of this Bylaw, until such time as the storm sewer is available, the roof area shall be drained overland to City streets in accordance with the owner or occupant’s drainage plan that has been approved by the City Manager.”
- 42 Section 28 is repealed and the following substituted:
- “28 The owner of parking areas for other than ground oriented residential housing premises shall drain storm water and clear water waste into a storm sewer unless otherwise authorized by the City Manager, in writing.
- 28.1 The owner of a property shall direct that property’s clear water waste that is directed to the surface or from a downspout:
- (a) to either the front or rear yard of the property;
 - (b) a minimum of 1.0 meters away from any structure or building on the property;
 - (c) a minimum of 2.0 meters inset on the lot from the rear lot property line; and
 - (d) in such a manner to ensure the clear water waste is not discharged onto an adjacent property.
- 28.2 The owner of a property shall ensure that the weeping tile discharge that is directed to the surface from the property is directed to the surface in accordance with the City’s Construction Specifications as may be updated, amended and replaced from time to time.
- 28.3 In addition to any other provision in this Bylaw, the owner of a property shall ensure that the clear water waste that is directed to the surface or from a downspout is discharged directly onto:
- (a) a parking lot;
 - (b) a driveway;
 - (c) a discharge dispersion system at ground level; or
 - (d) an engineered alternative approved by the Executive Director.

Control of Grade Elevations

- 28.4 The owner of a lot shall obtain from the developer or City the grade elevation and lot grading plan for all ground oriented residential housing on the property as required in the City's Design Standards.
- 28.5 All the elevations as indicated in section 28.4 of this Bylaw shall relate to the nearest benchmark as supplied by the City.
- 28.6 In the event the property owner is unable to obtain the elevations required by section 28.4 of the Bylaw from the developer or if the lot has no grades assigned to it, then the owner of the property shall obtain the grade elevation from the City.
- 28.7 No person shall cause or permit the grading to vary from the grade elevation specified in section 28.4 or section 28.6 of the Bylaw without prior, written permission from the City.
- 28.8 Prior to occupancy, the owner shall ensure that all required finished grade elevations are no more than 75 millimetres below the designed elevation or 0 millimetres above the designed elevation, as provided in section 28.4 of the Bylaw or as provided pursuant to section 28.6 of the Bylaw unless approved by the City Manager.
- 28.9 Prior to occupancy, the owner shall submit to the City a grade elevation certificate prepared by a registered land surveyor showing final grading elevations of the lot at the following locations:
- (a) the left rear corner of the lot;
 - (b) the right rear corner of the lot;
 - (c) the center of the lot along the rear property line;
 - (d) the centre of the lot along the right side-yard property line;
 - (e) the centre of the lot along the left side -yard property line;
 - (f) the left front corner of the lot;
 - (g) the right front corner of the lot;
 - (h) the lowest opening point on the exterior of the dwelling;

with references to right and left being taken as if viewing the lot from the street looking toward the rear property line.

- 28.10 The owner shall ensure that the lot grading is constructed and maintained in such a manner so as to maintain a continuous slope along the property lines and that allow water to flow unobstructed from the highest final grading elevation to the lowest final grading elevation.
- 28.11 In the event owners wish to occupy the dwelling before a grade elevation certificate is issued then:
- (a) the property owner shall provide the City with a letter of commitment indicating that the owner will not cause or permit any fence or other structure to be constructed within 0.5 metres of the rear of the property until such time as the property owner has submitted the required grade elevation certificate to the City, and in any event no later than June 30 of the ensuing year; and
 - (b) the property owner shall not cause or permit a fence or other structure to be constructed until such time as the property owner has submitted the required grade elevation certificate to the City.
- 28.12 The owner of the lot shall at all times be responsible for keeping and maintaining the given grade elevations as set out in section 28.4 or 28.6 of the Bylaw and, in addition, the owner shall comply with the following conditions by ensuring that:
- (a) the finished grade elevation around buildings provides continuous slopes away from foundation walls;
 - (b) the finished ground elevation along the side-yard lot line shall not exceed the specified side-yard lot elevation;
 - (c) any use of terracing or retaining walls shall require a development permit approved by the City to their construction;
 - (d) all driveways, walks, terraces or retaining walls shall be constructed so as not to interfere with surface drainage;
 - (e) all retaining walls and terraces are maintained by the owner for safety and in compliance with this Bylaw;
 - (f) all intermediate grade elevations shall be such to provide continuous drainage; and

- (g) the grade elevation of the rear of lot property line extends 0.5 metres into the property with no obstruction to restrict the flow of water, clear water waste or weeping tile discharged directed to the surface.

28.13 The control of grade elevations for all buildings not regulated by sections 28.4 to 28.12 of this Bylaw requires the owner of the property to ensure that the drawings and specifications filed with the City related to all new construction or alterations involving foundations, show, at minimum, the following:

- (a) the design elevation of the first floor of the building;
- (b) the grade elevations at the perimeter of the building and the perimeter of the lot, where the latter abuts on a City easement or a public street or lane and the said elevations is as established by the City Manager;
- (c) the permeable and impermeable areas of the lot;
- (d) the location and rim elevations of the storm drains and the location, size, slope and invert elevations of the storm sewer and public sewage works required, and the point at which said sewers exit from the lot and connect to the sewer main;
- (e) the proposed method of draining roof areas; and
- (f) the grade and drainage of the lot and the drainage from roof areas all of which shall meet with the approval of the City.

Drainage into the Public Drainage System

28.14 Except for detached accessory buildings, the owner of any building shall ensure that the building is equipped with eavestroughs and downspouts or other systems approved by the City for handling roof runoff of clear water waste.

28.15 The owner shall ensure that where eavestroughs are used on any building, that the downspouts from the eavestroughs shall be installed and shall be affixed vertically to buildings.

28.16 The owner shall ensure that the downspouts are constructed to discharge clear water waste to meet the requirements of section 28.1 to 28.3 of this Bylaw.

28.17 Subject to section 28.18 of this Bylaw, every person owning property in the City shall construct on such property a system for runoff of storm water and clear water waste that is directly connected to a storm sewer.

- 28.18 Notwithstanding section 28.17 of this Bylaw, a property owner may allow storm water drainage, including clear water waste, from ground oriented residential housing with lot grades controlled as set out in section 28.4 and 28.6 to drain onto the right-of-way or other City owned lands.
- 28.19 For owners of all other lots not described in section 28.18 of this Bylaw, such owners shall obtain approval from the City Manager for storm water drainage and clear water waste discharge onto the right of way or other City owned property.
- 28.20 The owner of a property to which section 28.19 applies, shall ensure that roof drainage from the owner's property is designed and sized for controlled flow and temporary storage of storm water on the roof and meet the requirements set forth in the City of Regina Design Standards.

Access to Public Sewage Works and Public Drainage System

28.21 No person shall cause or permit:

- (a) an alteration or modification to the public sewage works or public drainage system; or
- (b) an obstruction to City infrastructure;

without the prior written consent of the City Manager to do so.”

43 Section 29 is repealed and the following substituted:

“29 Where partial or total blockage of part of the public sewage works or public drainage system or otherwise cause damage to the public sewage works or public drainage system is caused because a person failed to comply with the provisions of this Bylaw, the person shall, in addition to any penalty for infraction of the provisions hereof, be liable to the City for all costs of clearing such blockage or repairing damage.”

44 Section 34 is amended by striking out “storm water” and substituting “public drainage system”.

45 Section 38 is amended by striking out “sewer” and substituting “public sewage works or private sewage works”.

46 Subsection 39(b) is amended by striking out “manhole” and substituting “maintenance hole” wherever it appears.

- 47 Subsection 42(a) is amended by striking out “storm sewer” and substituting “public drainage system”.
- 48 Section 43 is repealed and the following substituted:
- “43 The owner or occupant shall pay to the City all costs of the installation, alteration, disconnection or removal of the connection in section 42 of this Bylaw or enter into an agreement with the City to conduct all the work at the owner or occupant’s own costs before proceeding with the work.”
- 49 Section 45 is amended by striking out “storm sewer” and substituting “public drainage system”.
- 50 Section 47 is amended by striking out “storm sewer” and substituting “public drainage system”.
- 51 Section 65 is repealed and the following substituted:
- “65 The City may conduct sampling on any source of wastewater, storm water or clear water waste that is or may be connected to or discharged or released into or releasing into the public sewage works or the public drainage system.”
- 52 Subsection 68(d) is amended by adding “or public drainage system.” after “public sewage works”.
- 53 Subsection 70(e) is amended by striking out “sewer system” and substituting “public sewage works”.
- 54 Subsection 71(c) is amended by striking out “sewer system” and substituting “public sewage works”.
- 55 Section 99 is amended by adding “or public drainage system ” after “public sewage works”.
- 56 Section 99 is amended:
- (a) by striking out “or” after clause (c);
 - (b) by adding “or” after clause (d); and
 - (c) by adding the following after clause (d):
- “(e) the public drainage system.”
- 57 Section 101 is amended by striking out “Every” and replacing it with “Subject to Section 100, every”.

- 58 Section 123 is amended by adding “standard residential” after “For”.
- 59 Section 129 is repealed and the following substituted:
- “129(1) The inspection of property by a designated officer to determine if this Bylaw is being complied with is hereby authorized.
- (2) Inspections under this bylaw shall be carried out in accordance with *The Cities Act*.”
- 60 Section 130 is amended by striking out “, the City Manager or Bylaw Enforcement Officer” and substituting “the Designated Officer”.
- 61 Section 131 is repealed and the following substituted:
- “131 Subject to the requirements of *The Cities Act*, in order to prevent a release from entering the public sewage works or public drainage system, a Designated Officer may do one or both of the following:
- (a) shut off, disconnect or seal off the affiliated sewer service at the premises from which the release is made; or
- (b) continue any action taken under subsection (a) until the owner or occupant of the premises produces sufficient evidence, as may be required by the City Manager, that a release having an adverse effect will not be made to the public sewage works or public drainage system from the premises.”
- 62 Section 132 is amended by adding “section 23 of” before “*The Cities Act*”.
- 63 Subsection 133(a) is amended by striking out “wastewater line” and substituting “sewer services”.
- 64 Subsection 133(b) is repealed and the following substituted:
- “(b) take any legal action available to the City;”
- 65 Section 134 is repealed and the following substituted:
- “134 A person is guilty of an offence pursuant to this Bylaw if the person does any one or more of the following:
- (a) contravenes or fails to comply with any provision of this Bylaw;
- (b) contravenes a requirement or condition of a written approval or

permit issued by the City pursuant to this Bylaw; or

- (c) contravenes a requirement or condition of an agreement entered into by the City with the person pursuant to this Bylaw.”

66 Section 136 is repealed and the following substituted:

“136 The City Manager or Designated Officer may disconnect the water or sewer service to the premises to prevent the release of water or wastes to the public sewage works or public drainage system until corrective actions are taken.”

67 Section 137 is repealed and the following substituted:

“137 The City Manager, may authorize reconnection of the water or sewer service when the owner or occupant of the premises provides evidence, satisfactory to the City Manager or Designated Officer, that no further violations of this Bylaw are about to occur.”

68 Section 140 is amended by striking out “shall” and substituting “may”.

69 Part IX: Consequential Amendments is amended by adding the following section after section 143:

“Bylaw No. 2003-7 amended

143.1 Bylaw No. 2003-7, being, A Bylaw of the City of Regina Pursuant to the Provisions of *The Uniform Building and Accessibility Standards Act and the Cities Act*, is amended in the manner set forth.

143.2 Bylaw No. 2003-7 is amended by repealing sections 2.8 and 2.9. ”

70 Schedule “A” of Bylaw 2016-24 is repealed and the attached Schedule “A” substituted.

71 Schedule “B” of Bylaw 2016-24 is repealed and the attached Schedule “B” substituted.

72 Schedule “C” of Bylaw 2016-24 is repealed and the attached Schedule “C” substituted.

73 Schedule “E” of Bylaw 2016-24 is repealed and the attached Schedule “E” substituted.

Bylaw No. 2003-7

74 Bylaw No. 2003-7, being, A *Bylaw of the City of Regina Pursuant to the Provisions of The Uniform Building and Accessibility Standards Act and the Cities Act*, is amended in the manner set forth in this section.

- 75 In subsection 1.2.2.3, the definition of “Grade Elevation or Grade Line” is repealed and the following substituted:

“Grade Elevation means grade elevation as defined by *The Wastewater and Storm Water Bylaw, 2016*.”

- 76 In subsection 1.2.2.3, the definition of “Lot” is repealed and the following substituted:

“Lot means lot as defined by *The Regina Zoning Bylaw, 2019*.”

- 77 In subsection 1.2.2.3, the definition of “Street” is repealed and the following substituted:

“Street shall have the meaning as stated in *The Cities Act*.”

- 78 Clause 2.8.1(1) is repealed.

- 79 Clause 2.8.1(3)(a) is repealed.

- 80 Clause 2.8.1(4) is repealed.

- 81 Subsection 2.8.2 is repealed.

- 82 Subsection 2.9 is repealed.

- 83 Subsection 4.5 is repealed.

Bylaw No. 2016-2

- 84 Bylaw No. 2016-2, being, *The Regina Community Standards Bylaw*, is amended in the manner set forth in this section.

85 Schedule "A" of Bylaw No. 2016-2 is amended by striking out C.4. of Part II – Building Exteriors.

86 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 30th DAY OF March 2022.

READ A SECOND TIME THIS 30th DAY OF March 2022.

READ A THIRD TIME AND PASSED THIS 30th DAY OF March 2022.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

Approved by the Ministry of Government Relations
this _____ day of _____, 2022.

Ministry of Government Relations

City Clerk

SCHEDULE A PROHIBITED SUBSTANCES

The following substances shall not be released into the public sewage works:

- (a) wastewater, liquid or vapour having a temperature greater than 65°C;
- (b) an explosive substance, involving solvents or petroleum derivatives such that:
 - (i) wastewater from the premises will exhibit the characteristics of a flammable liquid, or
 - (ii) the explosive substance could cause or contribute to an explosion or support wastewater;
- (c) garbage other than properly shredded garbage, provided however that shredded garbage shall not be discharged from a garbage disposal unit operated by a motor having a horsepower rating greater than one-third horsepower unless a permit has been obtained from the City;
- (d) a solid or viscous substance in a quantity, or of such size, as to be capable of causing obstruction to the flow in a public sewage works, including ashes, bones, cinders, sand, mud, straw, shavings, metal, glass, rags, feathers, tar, plastics, wood, animals or animal parts, animal feces and blood;
- (e) pesticides or herbicides;
- (f) corrosive, noxious or malodorous material or substance which, either by itself or by reaction with other wastes, is capable of:
 - (i) causing damage to the public sewage works ;
 - (ii) creating a public nuisance or hazard; or
 - (iii) preventing any person entering the public sewage works for purposes of maintenance or repair;
- (g) materials which, either by itself or upon the reaction with other material becomes highly coloured;
- (h) materials from oil or petroleum;
- (i) wastewater having a pH rating less than 5.5 or greater than 9.0;
- (j) unused or waste pharmaceuticals;
- (k) radio-active substances;
- (l) grit;
- (m) corrosive or toxic wastewater or other wastes which could adversely affect the public sewage works system;
- (n) hazardous waste or waste dangerous goods;
- (o) microbiological laboratory waste;
- (p) biomedical waste; or
- (q) any other classification of biomedical waste in The Saskatchewan Biomedical Waste Management Guidelines, 2008.

SCHEDULE B

RESTRICTED SUBSTANCES

Parameters	Restricted Substances Allowable Concentrations (mg/L)
1,1,2,2-tetrachloroethane	0.06
1,2-dichlorobenzene	0.1
Aluminum	50
Arsenic	1
Benzene	0.55
Cadmium	0.7
Chloroform	0.2
Chromium (total)	2.8
Cobalt	5
Copper	2
Cyanide	1.2
Ethyl Benzene	0.12
Hexachlorobenzene	0.055
Lead	0.7
Mercury	0.01
Methyl chloride	0.1
Molybdenum	5
Nickel	2
Phenolics	0.1
PCBs	0.004
Selenium	0.8
Silver	0.4
Sulphide	3
Sulphate	1000
Tetrachloroethylene	0.06
Toluene	0.1
Trichloroethylene	0.06
Xylenes	0.4
Zinc	2

SCHEDULE “C”
WASTEWATER SURCHARGE

Surcharge Substances

Surcharge Substance	Limit Concentration (mg/L)
BOD	300
COD	600
TSS	300
Non-Mineral Grease	100
Mineral Grease	15
Phosphorus (as phosphates)	10
TKN	50

Surcharge Equation

$$\text{Surcharge} = \sum \left(\frac{\text{Measured Concentration} - \text{Limit Concentration}}{\text{Limit Concentration}} \right) * \text{Wastewater Volume} * R$$

Where,

Measured Concentration = the concentration (mg/L) of the respective surcharge parameter measured in the effluent discharged

Limit Concentration = the concentration limit (mg/L) for the respective parameter at which overages result in surcharge

Wastewater Volume = total flow discharged (m³)

R is a constant, designated as follows

Year	Year	R value (\$/m ³) wastewater
1	2016	0.0026
2	2017	0.0026
3	2018	0.0620
4	2019	0.1015
5	2020	0.1407
6	2021	0.1801
7	2022	0.2195
8	2023	0.2590
9	2024	0.2980
10	2025	0.3375
11	2026	0.3770
12	2027	0.4164

SCHEDULE “E”

CHARGES FOR ACCEPTED HAULED WASTEWATER

1. Monthly interest rate on overdue accounts, 1.25%
2. Monthly charge of \$8.00 per .455 cubic metres of vehicle capacity.
3. Volume charge of \$15.72 per cubic metre of tank capacity per disposed load.

ABSTRACT

BYLAW NO. 2022-23

THE WASTEWATER AND STORM WATER AMENDMENT BYLAW, 2022

PURPOSE:	<p>To amend <i>The Wastewater and Storm Water Bylaw, 2016</i>, in relation to add for provisions relating to drainage of storm water and clear water waste and to make some housekeeping amendments;</p> <p>To amend <i>A Bylaw of The City Regina Pursuant to the Provisions of the Uniform Building and Accessibility Standards Act and The Cities Act, 2003</i>, in relation to repealing specific sections of the bylaw to correspond with the amendments to Bylaw 2016-24; and</p> <p>To amend <i>The Regina Community Standards Bylaw, 2016</i>, in relation to repealing a specific section of the bylaw to correspond with the amendments to Bylaw 2016-24.</p>
ABSTRACT:	To amalgamate the three Bylaws for ease of use and clarity of the bylaws.
STATUTORY AUTHORITY:	Section 8 of <i>The Cities Act</i> .
MINISTER’S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	Executive Committee, February 23, 2022, EX22-19 and City Council, February 24, 2021, CR21-27 and March 2, 2022, CR22-16
AMENDS/REPEALS:	Amends Bylaw 2016-24, Bylaw 2003-7 and Bylaw 2016-2
CLASSIFICATION:	Regulatory

INITIATING DIVISION:

Citizen Services

INITIATING DEPARTMENT:

Water, Waste & Environment