



CITY COUNCIL

**Monday, March 26, 2018
5:30 PM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

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Agenda City Council Monday, March 26, 2018

CONFIRMATION OF AGENDA

MINUTES APPROVAL

City Council - Public - Feb 26, 2018 5:30 PM

City Council - Public - Feb 27, 2018 5:30 PM

DELEGATIONS, PUBLIC NOTICE BYLAWS AND RELATED REPORTS

DE18-20 Morgan Campbell, Nicor Group - John Paul II Centre Rezoning

CR18-14 Zoning Bylaw Amendment and Discretionary Use Applications (17-Z-19/ 17-DU-16) – Rezoning from I - Institutional to MX - Mixed Business Residential Zone 2200 25th Avenue

Recommendation

RECOMMENDATION OF THE REGINA PLANNING COMMISSION –MARCH 7, 2018

1. That the application to rezone Parcel BB, Plan No. 102164992 located at 2200 25th Avenue from I - Institutional Zone to MX - Mixed Business Residential Zone, be approved.
2. Upon the approval of the amendment to *Regina Zoning Bylaw No. 9250*, the Discretionary Use application for proposed Dwelling Units in the MX - Mixed Business Residential Zone be approved, and that a Development Permit be issued subject to the following conditions:
 - a. The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.4 inclusive, prepared by Alton Tangedal Architect Ltd., dated August 31, 2017.



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- b. The development shall comply with all applicable standards and regulations in the *Regina Zoning Bylaw No. 9250*.
 3. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective *Regina Zoning Bylaw No. 9250* amendment.
- DE18-21 Chad Jedlic, Harvard Developments Inc. and Blair Forster, Forster Projects Inc.: Proposed Amendments to Westerra Neighbourhood Plan (File No. 13-OCP-10), Westerra Phase I Concept Plan (File No. 15-CP-01) and Regina Zoning Bylaw No. 9250 (File No. 17-Z-26)
- CR18-15 Proposed Amendments to Westerra Neighbourhood Plan (File No. 13-OCP-10), Westerra Phase I Concept Plan (File No. 15-CP-01) and Regina Zoning Bylaw No. 9250 (File No. 17-Z-26)

Recommendation

RECOMMENDATION OF THE REGINA PLANNING COMMISSION –MARCH 7, 2018

1. That *Design Regina: The Official Community Plan Bylaw No. 2013-48* be amended by replacing Part B.14 (existing Westerra Neighbourhood Plan), in its entirety, with Appendix J (revised Westerra Neighbourhood Plan) of this report.
2. That the proposed Westerra Phase I Concept Plan, attached as Appendix F and Appendix G to this report, be approved.
3. That the application to amend the *Regina Zoning Bylaw No. 9250* be approved, specifically as follows:
 - a) That Part NE-21-17-20-W2M Ext. 3, being Stage 1, Phase 2A of the Westerra Neighbourhood, be rezoned from Urban Holding Zone to the zones presented in Appendix H, being the plan of proposed zoning.
 - b) That the 25 Noise Exposure Forecast contours of the Airport Noise Attenuation Overlay Zone and the Clear Zone of the Obstacle Limitation Surface Overlay Zone be added to the subject lands within the Westerra Phase I Concept Plan as shown in Appendix I.
 - c) That such amendments come into force and effect upon Ministerial approval of the amendments to *Design Regina: The Official Community Plan Bylaw No. 2013-48*, as described in recommendation one of this report.
4. That the City Solicitor be directed to prepare the necessary bylaws to amend



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Design Regina: The Official Community Plan Bylaw No. 2013-48 and Regina Zoning Bylaw No. 9250.

CR18-16 Amendment to Contract Zone Application (15-CZ-04) Former Weston Bakery Building – Mixed Use Marker (1377 Hamilton Street) and Off-Site Caveated Parking Lot (1350 Hamilton Street)

Recommendation

RECOMMENDATION OF THE REGINA PLANNING COMMISSION –MARCH 7, 2018

1. That the proposal to amend the *Regina Zoning Bylaw No. 9250* for the C - Contract Zone at 1377 Hamilton Street, being Lots 11-20, Block 182, Plan Old 33, and 1350 Hamilton Street, being Lots 28-30 and 41, Block 181, Plan Old 33 to include all permitted uses in the underlying IA1 - Light Industrial Zone be approved and that the contract zone agreement between the City of Regina and the owners of the subject properties be amended accordingly.
2. That the City Solicitor be directed to prepare the necessary bylaws to authorize the respective *Regina Zoning Bylaw No. 9250* amendment.

2018-9 THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 5)

2018-10 THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 6)

2018-11 THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 7)

2018-12 DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN
AMENDMENT BYLAW, 2018 (No. 2)

DELEGATIONS AND RELATED REPORTS

CM18-6 Reconciliation Regina Grant Funding Agreement

Recommendation

1. That the City Manager be delegated authority to approve of and enter into an amending agreement to revise the current funding (grant) agreement between the City of Regina (City) and the Department of Indigenous Services Canada (Government of Canada) for Reconciliation Regina.
2. That the City Clerk be authorized to execute the amending agreement after review by the City Solicitor.



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DE18-22 Jamie McKenzie - Reduction in Denied Paratransit Trips

IR18-2 Reduction in Denied Paratransit Trips

Recommendation

RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES COMMITTEE - MARCH 15, 2018

1. That this report be received and filed.
2. That item CM17-2 be removed from the list of outstanding items for City Council.

DE18-23 Jamie McKenzie - Paratransit Customer Engagement

IR18-3 Paratransit Customer Engagement

Recommendation

RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES COMMITTEE - MARCH 15, 2018

1. That this report be received and filed.
2. That item CM17-2 be removed from the list of outstanding items for City Council.

DE18-24 Judith Veresuk, Regina Downtown Business Improvement District: 2018 Budget

CM18-3 Regina Downtown Business Improvement District - 2018 Budget

Recommendation

- . That City Council approve the 2018 Regina Downtown Business Improvement District budget as detailed in Appendix A.
- . That City Council approve the proposed 2018 levy for Regina Downtown Business Improvement District of 0.5822 mills to be applied to current commercial property within the Regina Downtown Business Improvement District.

DE18-25 Leasa Gibbons, Warehouse: 2018 Budget

CM18-4 Regina's Warehouse Business Improvement District - 2018 Budget



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Recommendation

1. That City Council approve Regina's Warehouse Business Improvement District's (RWBID) 2018 budget as detailed in Appendix A.
2. That City Council approve the proposed 2018 levy for Regina Warehouse Business Improvement District of 0.48928 mills to be applied to current commercial property within the Regina Downtown Business Improvement District.

COMMITTEE REPORTS

EXECUTIVE COMMITTEE

CR18-17 Out-of-Scope 2018 General Wage Increase

Recommendation

That Out-of-Scope employees receive a 1.00% General Wage Increase for 2018 retroactive to January 1, 2018.

CR18-18 Delegation of Authority for Tax Agreement

Recommendation

RECOMMENDATION OF THE EXECUTIVE COMMITTEE - MARCH 14, 2018

1. That City Council delegate authority to the Executive Director of City Planning and Development or their delegate to finalize and approve a five-year agreement with the Government of Saskatchewan for collection and distribution of education property taxes as further described in this report.
2. That City Council delegate authority to the Executive Director, City Planning and Development or their delegate to extend the initial five-year agreement on similar terms for a further five years should the terms continue to be satisfactory to the City of Regina.
3. That the City Clerk be authorized to execute the agreement with the Government of Saskatchewan in a form approved by the City Solicitor.

CR18-19 Delegation of Authority for Tax Agreement – Regina Roman Catholic Separate School Division No. 81

Recommendation

RECOMMENDATION OF THE EXECUTIVE COMMITTEE



OFFICE OF THE CITY CLERK

- MARCH 14, 2018

1. That City Council delegate authority to the Executive Director, City Planning and Development or their delegate to finalize and approve a five-year agreement with the Regina Roman Catholic Separate School Division No.81 for collection and distribution of separate school education property taxes as further described in this report.
2. That City Council delegate authority to the Executive Director, City Planning and Development or their delegate to extend the initial five-year agreement on similar terms for a further five years should the terms continue to be satisfactory to the City of Regina.
3. That the City Clerk be authorized to execute the agreement with the Regina Roman Catholic Separate School Division in a form approved by the City Solicitor.

PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE

CR18-20 Areas 1 & 17 Drainage Improvement Project – Issue and Award Request for Proposal

Recommendation

RECOMMENDATION OF THE PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE - March 8, 2018

1. That City Council delegate authority to the Executive Director of Transportation & Utilities to initiate the process to engage consulting and professional engineering services for all phases of the Areas 1 & 17 Drainage Improvement Project.
2. That City Council delegate authority to the Executive Director of Transportation & Utilities to negotiate, award, and enter into contract with the highest ranked proponent from each public procurement process.
3. That City Council authorize the City Clerk to execute the contract with the highest ranked proponent(s) upon approval of the Executive Director of Transportation and Utilities or designate.



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REGINA PLANNING COMMISSION

CR18-21 Discretionary Use Application (17-DU-17) Off-Site Caveated Parking Lot -
1573 McDonald Street

Recommendation

RECOMMENDATION OF THE REGINA PLANNING COMMISSION –MARCH 7, 2018

That the Discretionary Use application for an Off-Site Caveated Parking Lot located at 1573 McDonald Street, being Lots 22, 23, and 24, Block 43, Plan No. AS1601 be approved, and that a Development Permit be issued subject to the following conditions:

- a. The development is conditional on a parcel tie of the subject lots being registered on the titles prior to the issuance of a discretionary use development permit.
- b. The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.1a inclusive, prepared by Brad Dayton Drafting & Design and dated October 19, 2017.
- c. The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.

INFORMATIONAL REPORT

IR18-4 Class Trip Program on Transit

Recommendation

RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES COMMITTEE - MARCH 15, 2018

1. That this report be received and filed.
2. That item MN17-7 be removed from the list of outstanding items for the Community and Protective Services Committee.

MOTIONS

MN18-3 Mayor Michael Fougere: Public Safety and Traffic Delay – Ring Road – Grade Rail Crossings



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NOTICE OF MOTION

- MN18-4 Councillor Mike O'Donnell: Solar Panels
- MN18-5 Councillor Andrew Stevens and Councillor Lori Bresciani: Snow Angel Program

BYLAWS AND RELATED REPORTS

- CM18-5 Appointment of Building Officials

Recommendation

1. That the following individuals be appointed as City Building Officials under *The Uniform Building and Accessibility Standards Act* and authorized to exercise the City of Regina's functions as authority having jurisdiction for the purposes of *The Building Bylaw* and the *National Building Code of Canada* while under contract with the City of Regina:
 - a. Douglas Mulhall (Building Official Licence 0001)
 - b. Norman Kindred (Building Official Licence 0098)
2. That the City Solicitor be instructed to 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 (The Building Bylaw)* to authorize the City Manager to appoint licenced building officials as City Building Officials in accordance with section 5(4) of *The Uniform Building and Accessibility Standards Act* and to authorize persons to exercise the City's functions as authority having jurisdiction for the purposes of *The Building Bylaw* and the *National Building Code of Canada*.
3. That the City Clerk notify the Ministry of Government Relations of the amendments to Bylaw 2003-7 and the appointments of the City Building Officials, as required by *The Uniform Building and Accessibility Standards Act*.

- CR18-22 Stadium Permit Zone Strategic Review and Phase Out Plan

Recommendation

RECOMMENDATION OF THE PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE - March 8, 2018

1. That City Council approve changes to *The Traffic Bylaw No. 9900*



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recommended in this report as detailed in Appendix A which would give the Administration flexibility in managing the Stadium Permit Zone.

2. That the City Solicitor be instructed to make the required amendments to *The Traffic Bylaw No. 9900* to give effect to the change in management of the zone, as detailed in Appendix A.

2018-15 THE REGINA TRAFFIC AMENDMENT BYLAW, 2018

2018-16 THE BUILDING AMENDMENT BYLAW, 2018

ADJOURNMENT

AT REGINA, SASKATCHEWAN, MONDAY, FEBRUARY 26, 2018

AT A MEETING OF CITY COUNCIL

AT 5:30 PM

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

Present: Mayor Michael Fougere, in the Chair
Councillor Lori Bresciani
Councillor Sharron Bryce
Councillor John Findura
Councillor Jerry Flegel
Councillor Bob Hawkins
Councillor Jason Mancinelli
Councillor Joel Murray
Councillor Mike O'Donnell
Councillor Andrew Stevens
Councillor Barbara Young

Also in Attendance: City Clerk, Jim Nicol
A/Deputy City Clerk, Amber Ackerman
City Manager, Chris Holden
A/City Solicitor, Chrystal Atchison
Executive Director, Financial & Corporate Services, Barry Lacey
Executive Director, City Planning & Development, Diana Hawryluk
Executive Director, City Services, Kim Onrait
Executive Director, Transportation & Utilities, Karen Gasmo
Chief of Police, Evan Bray
Director, Communications, Alan Clay
Director, Community Services, Laurie Shalley
Director, Fire and Protective Services, Layne Jackson
Manager, Current Planning, Fred Searle

CONFIRMATION OF AGENDA

Councillor Sharron Bryce moved, seconded by Councillor John Findura, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted, and that the delegations listed on the agenda be heard when called forward by the Mayor.

MINUTES APPROVAL

Councillor Bob Hawkins moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that the minutes for the meeting held on January 29, 2018 be adopted, as circulated.

DELEGATION, BYLAW, PUBLIC NOTICE BYLAW AND RELATED REPORTS

DE18-2 Blair Forster: Zoning Bylaw Amendment and Discretionary Use Application (17-Z-18 / 17-DU-14)

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Blair Forster, representing Forster Projects, and Chad Jedlic, representing Harvard Developments, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR18-7, a report from Regina Planning Commission respecting the same subject.

CR18-7 Regina Planning Commission: Zoning Bylaw Amendment and Discretionary Use Applications (17-Z-18/17-DU-14) Removal of H - Holding Overlay Zone and Proposed Shopping Centre and Theatre in MAC - Major Arterial Commercial Zone - Aurora Subdivision – 4801 E Victoria Avenue

Recommendation

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
– FEBRUARY 1, 2018**

1. That the application to amend *Regina Zoning Bylaw No. 9250* to remove the H - Holding Overlay Zone on proposed Lot C of Aurora Subdivision, Phase 1, Stage 2 within the East Victoria Concept Plan Area, which is part of SE ¼ Section 23-17-19-W2M as shown on the attached plan of proposed subdivision (Appendix A-3.1), be approved.
2. That the Discretionary Use Application for a proposed Shopping Centre and Theatre located at 4801 E Victoria Avenue, being a portion of SE ¼ Section 23-17-19-W2M, Lot C, Surface Parcel# 203339088, be approved, and that a Development Permit be issued subject to the following conditions:
 - a) The development is contingent on subdivision approval of the subject lots and subsequent title creation.
 - b) The development shall be consistent with the plans attached to this report as Appendix A-3.2 and Appendix A-3.3, prepared by P3A and dated October 3, 2017.
 - c) The development shall comply with all applicable standards and regulations in the *Regina Zoning Bylaw No. 9250*.

3. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective *Regina Zoning Bylaw No. 9250* amendment.

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

CR18-8 Regina Planning Commission: Zoning Bylaw Amendment Application (17-Z-17)
Rezoning from C – Contract Zone to MAC – Major Arterial Commercial Zone
665 University Park Drive

Recommendation

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
- FEBRUARY 1, 2018**

1. That the application to rezone Parcel N, Plan No. 92R14384 located at 665 University Park Drive from C – Contract Zone to MAC – Major Arterial Commercial Zone, be approved.
2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective *Regina Zoning Bylaw No. 9250* amendment, void the current contract and discharge it from title.

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

2018-6 THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 3)

2018-8 THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 4)

Councillor Lori Bresciani moved, seconded by Councillor Mike O'Donnell, AND IT WAS RESOLVED, that Bylaws No. 2018-6 and 2018-8 be introduced and read a first time. Bylaws were read a first time.

No letters of objection were received pursuant to the advertising with respect to Bylaws No. 2018-6 and 2018-8.

The Clerk called for anyone present who wished to address City Council respecting Bylaws No. 2018-6 and 2018-8 to indicate their desire.

No one indicated a desire to address Council.

Councillor Lori Bresciani moved, seconded by Councillor John Findura, AND IT WAS RESOLVED, that Bylaws No. 2018-6 and 2018-8 be introduced and read a second time.

Bylaws were read a second time.

Councillor Lori Bresciani moved, seconded by Councillor Sharron Bryce that City Council hereby consent to Bylaws No. 2018-6 and 2018-8 going to third and final reading at this meeting.

The motion was put and declared CARRIED UNANIMOUSLY.

Councillor Lori Bresciani moved, seconded by Councillor Barbara Young , AND IT WAS RESOLVED, that Bylaws No. 2018-6 and 2018-8 be read a third time. Bylaws were read a third and final time.

DELEGATION AND RELATED REPORT

DE18-3 Len Antonini - Regina Minor Football: Regina Minor Football Lease

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Len Antonini, representing Regina Minor Football 2000 Ltd., addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR18-9, a report from Community and Protective Services Committee.

CR18-9 Regina Minor Football Facility Lease

Recommendation

RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES COMMITTEE- FEBRUARY 15, 2018

1. That City Council authorize the Executive Director, City Services, to negotiate and approve an addendum to the 2017 Construction and Donation Agreement between Regina Minor Football 2000 Inc. (RMF) and the City to delay the donation of the building to the City for a period of up to 10 years and to permit the RMF to grant an interest in the building to their lender in order to secure financing for the building as further detailed in this report;
2. That City Council authorize the Executive Director, City Services, to negotiate and approve the terms of a Lease Agreement, at less than fair market value, for a period of up to 10 years, between the City and RMF which allows the RMF to:

- a. keep the building on the City's lands prior to ownership of the building being turned over to the City;
 - b. grant an interest in the lease to their lender in order to secure financing for the building as further detailed in this report; and
 - c. sublease portions of the building to tenants for a fee to be determined by RMF;
3. That City Council authorize the Executive Director, City Services, to negotiate and approve the terms of a long term Operating and Maintenance Agreement as well as a lease for less than fair market value for portions of the building, to take effect upon donation of the building to the City and termination of the lease described in recommendation no. 2 and which includes a provision enabling RMF to sublease portions of the building to tenants for a fee to be determined by RMF;
4. That for a period of ten years or until such time that RMF's loan related to the building is paid off, whichever is sooner, City Council provide an annual operating grant to RMF in the same amount as the municipal portion of the property taxes levied on the lands and building as described in this report and collected from RMF in that year;
5. That the City Clerk be authorized to execute any necessary agreements or documents required to give effect to the above on behalf of the City after review by the City Solicitor.

Councillor Lori Bresciani moved, seconded by Councillor Andrew Stevens, AND IT WAS RESOLVED, that the recommendations of the Community and Protective Services Committee contained in the report be concurred in.

COMMITTEE REPORTS

EXECUTIVE COMMITTEE

CR18-10 Buffalo Pound Water Treatment Corporation (Buffalo Pound) – Election of Directors

Recommendation

RECOMMENDATION OF THE EXECUTIVE COMMITTEE - FEBRUARY 14, 2018

1. That the Executive Director, Financial & Corporate Services, as the City's proxy, be authorized to exercise the City's voting rights in Buffalo Pound at the upcoming membership meeting to elect the following individuals to the Board of Directors for a three-year term, ending April, 2021:

- a. Grant Ring - new appointment
 - b. Dave Richards - reappointment
2. That a meeting between the City of Moose Jaw and City of Regina take place at the earliest opportunity to discuss the criteria used to appoint future nominees to the board especially with respect to gender and diversity balance.

Councillor Lori Bresciani moved, seconded by Councillor Jason Mancinelli, AND IT WAS RESOLVED, that the recommendations of the Executive Committee contained in the report be concurred in.

CR18-11 Cannabis Legalization - Municipal Preparedness Plan

Recommendation

RECOMMENDATION OF THE EXECUTIVE COMMITTEE

- FEBRUARY 14, 2018

1. That Council approve the issuance of the Saskatchewan Liquor and Gaming Authority's (SLGA) (six) cannabis retail store permits to private retail operators in Regina.
2. That the Administration develop options for municipal regulation of cannabis in relation to business licensing, zoning and community standards within the City of Regina (City).
3. That, in the event that the Government of Saskatchewan does not introduce regulations that prohibit smoking cannabis in indoor public places, Administration will report to Council with proposed amendments to *The Smoking Bylaw*, Bylaw 2017-20, regarding the smoking of cannabis in indoor public places.
4. That the Mayor, on behalf of City Council, write to the Premier of Saskatchewan and the Minister of Justice to formally request that the revenue from cannabis be provided to the City to recoup all costs incurred.
5. That the City of Regina ask the Provincial Government to be cognizant of the research on recreational cannabis use on brain development in youth when setting age limits for use province wide.

Councillor Lori Bresciani moved, seconded by Councillor Jason Mancinelli, that the recommendations of the Executive Committee contained in the report be concurred in.

Councillor Joel Murray, moved in amendment, seconded by Councillor Mike O'Donnell:

That Administration, in conjunction with the Regina Police Service, report on the effects of the six locations on the black market and help determine if six is enough to significantly disrupt this market within two years of legalization

Mayor Michael Fougere stepped down to enter debate.

Councillor Lori Bresciani assumed the Chair.

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

The motion was put and declared CARRIED.

Councillor Mike O'Donnell, moved in amendment, seconded by Councillor Sharron Bryce:

That an addition to Recommendation #4 be added to include that the Province provide an accounting for their expenses relating to cannabis legalization.

The motion was put and declared CARRIED.

Mayor Michael Fougere stepped down to enter debate.

Councillor Lori Bresciani assumed the Chair.

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

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

REGINA PLANNING COMMISSION

CR18-12 Discretionary Use Application (17-DU-15) Proposed Hazardous Material Storage
- 750 Park Street

Recommendation

RECOMMENDATION OF THE REGINA PLANNING COMMISSION – FEBRUARY 1, 2018

That the Discretionary Use Application for a proposed “Hazardous Material Storage” use located at 750 Park Street, being Block/Parcel D, Plan 102025303 Ext 0, Industrial Ross Subdivision, be approved, and that a Development Permit be issued subject to the following conditions:

- a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.3 inclusive, prepared by J. Norton for Petro Canada, dated September 15 and 18, 2017, and by Scatliff + Miller + Murray, dated October 3, 2017.

- b) The applicant shall submit a building permit for approval by the Development Officer; the review of which will focus on the site development to ensure compliance with all applicable standards.
- c) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*, including but not limited to, the Performance Regulations for Low Sensitivity Aquifer Protection Overlay Zone in Table 10.3 of the *Regina Zoning Bylaw No. 9250*.
- d) Prior to the issuance of the building permit (as per condition 1b), the applicant shall provide documentation/letter from the Saskatchewan Ministry of Environment and/or federal regulatory authority for approval to construct, alter, expand, operate and decommission a hazardous substance and/or waste dangerous goods facility.
- e) Consolidation of Parcel D with the property located at 535 E 1st Avenue shall be required prior to the building permit approval.

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

RECESS

Councillor Jerry Flegel moved, seconded by Councillor Jason Mancinelli, AND IT WAS RESOLVED, that the meeting recess for five minutes.

The meeting recessed at 7:20 p.m.

The meeting reconvened at 7:30 p.m.

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

DELEGATIONS, COMMUNICATIONS AND MOTION

DE18-4 Ashley Nemeth - CNIB Saskatchewan: Safe and Accessible Sidewalks

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Ashley Nemeth, representing CNIB, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of MN18-2, a Motion made by Councillors Bresciani and Stevens respecting the same subject.

(Councillor Findura joined the meeting during Ms. Nemeth's presentation.)

DE18-5 John Bishop: Safe and Accessible Sidewalks

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. John Bishop addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of MN18-2, a Motion made by Councillors Bresciani and Stevens respecting the same subject.

DE18-6 Shayna Stock, Heritage Community Association: Safe and Accessible Sidewalks

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Shayna Stock, representing Heritage Community Association, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of MN18-2, a Motion made by Councillors Bresciani and Stevens respecting the same subject.

DE18-7 Brian Harris, Saskatchewan Seniors Mechanism: Safe and Accessible Sidewalks

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Andre Nogue, representing Saskatchewan Seniors Mechanism, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of MN18-2, a Motion made by Councillors Bresciani and Stevens respecting the same subject.

DE18-8 Wanda Schmöckel: Safe and Accessible Sidewalks

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Wanda Schmockel addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of MN18-2, a Motion made by Councillors Bresciani and Stevens respecting the same subject.

DE18-9 William Johnson: Regina Local CUPW

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. William Johnson, representing Regina Local CUPW, addressed Council and answered a number of questions.

Bev Ray, representing Regina Local CUPW, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of MN18-2, a Motion made by Councillors Bresciani and Stevens respecting the same subject.

CP18-1 Morgan Tunzelmann: Safe Sidewalks

CP18-2 Jamie McKenzie: Safe and Accessible Sidewalks

Councillor Lori Bresciani moved, seconded by Councillor Sharron Bryce, AND IT WAS RESOLVED, that Communications CP18-1 and CP18-2 be received and filed.

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

Pursuant to due notice, Councillor Andrew Stevens moved, seconded by Councillor Lori Bresciani that:

The Administration prepare a report respecting the following amendments to Bylaw No. 9881 The Clean Property Bylaw for City Council consideration by Q2 of 2018:

- 1. That the owner of a residential property be required to clear the sidewalks along the front and flankage sidewalks adjacent to their lot within 48 hours after a snowfall;**
- 2. That Bylaw Enforcement have the authority to:**
 - a. visit a site, and give notice to clear the sidewalk; and**

- b. if upon re-inspection the sidewalk is not cleared the City will have a contractor complete the work and charge the cost to the owner's property taxes;**
- 3. That repeat non-compliance may also result in the issuance of a fine, as per provisions of the Bylaw.**
- 4. That accessibility challenges faced by residents due to snow and ice on sidewalks be identified.**
- 5. That information on the implementation of a Snow Angels program be provided.**

Mayor Michael Fougere stepped down to enter debate.

Councillor Lori Bresciani assumed the Chair.

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

The motion was put and declared LOST.

NOTICE OF MOTION

MN18-3 Mayor Michael Fougere: Public Safety and Traffic Delay – Ring Road – Grade Rail Crossings

Mayor Michael Fougere gave written notice that at the March 26, 2018 meeting of City Council, he intends to make the following recommendation:

The City of Regina Council directs Administration to provide to Executive Committee a feasibility study on an overpass or underpass located on Ring Road at the Canadian Pacific (CP) and Canadian National (CN) rail crossings located between McDonald Street and Winnipeg Street.

BYLAWS AND RELATED REPORTS

CR18-13 Finance and Administration Committee: Cemetery Fee Schedule for 2018 and 2019

Recommendation

RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE

- FEBRUARY 3, 2018

1. That the Cemetery Fee Schedule for 2018 and 2019, as set out in Appendix B, be approved and the respective rates come into effect March 05, 2018.

2. That the City Solicitor be instructed to prepare and bring forward the amendments to *The Cemeteries Bylaw 2008-27* in this report, as described in Schedule A.

Councillor Bob Hawkins moved, seconded by Councillor Jason Mancinelli, AND IT WAS RESOLVED, that the recommendations of the Finance and Administration Committee contained in the report be concurred in, after adding a Recommendation #3 as follows:

3. That the Infant Lot fee as described in Schedule A be amended to \$230 for 2018 and 2019.

2018-7 THE CEMETERIES AMENDMENT BYLAW, 2018

Councillor Lori Bresciani moved, seconded by Councillor Andrew Stevens, AND IT WAS RESOLVED, that Bylaw No. 2018-7 be introduced and read a first time. Bylaw was read a first time.

Councillor Lori Bresciani moved, seconded by Councillor John Findura, AND IT WAS RESOLVED, that Bylaw No. 2018-7 be introduced and read a second time. Bylaw was read a second time.

Councillor Lori Bresciani moved, seconded by Councillor Bob Hawkins that City Council hereby consent to Bylaw No. 2018-7 going to third and final reading at this meeting.

The motion was put and declared CARRIED UNANIMOUSLY.

Councillor Lori Bresciani moved, seconded by Councillor Jason Mancinelli, AND IT WAS RESOLVED, that Bylaw No. 2018-7 be read a third time. Bylaw was read a third and final time.

ADJOURNMENT

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

The meeting adjourned at 9:34 p.m.

Chairperson

Secretary

AT REGINA, SASKATCHEWAN, TUESDAY, FEBRUARY 27, 2018

AT A MEETING OF CITY COUNCIL

AT 5:30 PM

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

Present: Mayor Michael Fougere, in the Chair
Councillor Lori Bresciani
Councillor Sharron Bryce
Councillor John Findura
Councillor Jerry Flegel
Councillor Bob Hawkins
Councillor Jason Mancinelli
Councillor Joel Murray
Councillor Mike O'Donnell
Councillor Andrew Stevens
Councillor Barbara Young

Also in Attendance: City Clerk, Jim Nicol
A/Deputy City Clerk, Amber Ackerman
City Manager, Chris Holden
City Solicitor, Byron Werry
Chief Evan Bray
Executive Director, Financial & Corporate Services, Barry Lacey
Executive Director, City Planning & Development, Diana Hawryluk
Executive Director, City Services, Kim Onrait
Executive Director, Transportation & Utilities, Karen Gasmo
Director, Assessment & Taxation, Deborah Bryden
Director, Communications & Customer Experience, Alan Clay
Director, Community Services, Laurie Shalley
Director, Facilities Management Services, Jill Hargrove
Director, Finance, June Schultz
Director, Planning, Shauna Bzdel

CONFIRMATION OF AGENDA

Councillor Sharron Bryce moved, seconded by Councillor Lori Bresciani, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted, and that the delegations listed on the agenda be heard when called forward by the Mayor.

DELEGATIONS TABLED AND RELATED REPORTS

DE18-11 Terri Sleevea: 2018 General Operating and 2018 - 2022 Capital Budget

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Terri Sleevea, representing Regina Citizens Public Transit Coalition, addressed Council. There were no questions for the delegation.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR18-4, a report from the Board of Police Commissioners and CM18-2, respecting the 2018 General Operating and 2018 - 2022 Capital Budget.

DE18-12 Shayna Stock, Heritage Community Association: 2018 General Operating and 2018 - 2022 Capital Budget

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Shayna Stock, representing Heritage Community Association, addressed Council. There were no questions for the delegation.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR18-4, a report from the Board of Police Commissioners and CM18-2, respecting the 2018 General Operating and 2018 - 2022 Capital Budget.

DE18-13 Norman Brown, Prescott Condominium Corporation: 2018 General Operating and 2018 - 2022 Capital Budget

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Norman Brown, representing Prescott Condominium Corporation, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR18-4, a report from the Board of Police Commissioners and CM18-2, respecting the 2018 General Operating and 2018 - 2022 Capital Budget.

DE18-14 Florence Stratton: 2018 General Operating and 2018 - 2022 Capital Budget

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Florence Stratton addressed Council. There were no questions for the delegation.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR18-4, a report from the Board of Police Commissioners and CM18-2, respecting the 2018 General Operating and 2018 - 2022 Capital Budget.

DE18-15 John Hopkins, Regina & District Chamber of Commerce: 2018 General Operating and 2018 - 2022 Capital Budget

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. John Hopkins, representing Regina & District Chamber of Commerce, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR18-4, a report from the Board of Police Commissioners and CM18-2, respecting the 2018 General Operating and 2018 - 2022 Capital Budget.

DE18-16 Jennifer Henshaw, Canadian Federation of Independent Business (CFIB): 2018 General Operating and 2018 - 2022 Capital Budget

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Jennifer Henshaw, representing Canadian Federation of Independent Business, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR18-4, a report from the Board of Police Commissioners and CM18-2, respecting the 2018 General Operating and 2018 - 2022 Capital Budget.

DE18-17 Gord Archibald, Association of Regina Realtors Inc.: 2018 General Operating and 2018 - 2022 Capital Budget

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Gord Archibald and Tim Otitoju, representing Association of Regina Realtors, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR18-4, a report from the Board of Police Commissioners and CM18-2, respecting the 2018 General Operating and 2018 - 2022 Capital Budget.

DE18-18 Jim Elliott: 2018 General Operating and 2018 - 2022 Capital Budget

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Jim Elliott addressed Council. There were no questions for the delegation.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR18-4, a report from the Board of Police Commissioners and CM18-2, respecting the 2018 General Operating and 2018 - 2022 Capital Budget.

DE18-19 Joanne Havelock, Friends of the Regina Public Library

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Joanne Havelock, representing the Friends of the Regina Public Library, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR18-4, a report from the Board of Police Commissioners and CM18-2, respecting the 2018 General Operating and 2018 - 2022 Capital Budget.

Mayor Michael Fougere stepped down to introduce the report.
Councillor Lori Bresciani assumed the Chair.

CR18-4 Regina Police Service 2018 Operating and Capital Budget

Recommendation

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

1. That the 2018 Regina Police Service Operating and Capital Budget, which includes estimated gross operating expenditures of \$87,869,000 and revenues of \$9,880,600, resulting in a Net Operating Budget of \$77,988,400, be approved.
2. That the 2018 Capital Budget of \$4,970,600, with capital funding to be determined by Regina City Council, be approved.

Mayor Michael Fougere moved, seconded by Councillor Joel Murray, that the recommendations of the Board of Police Commissioners contained in the report be concurred in.

Mayor Michael Fougere returned to the Chair.

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

The motion was put and declared CARRIED.

RECESS

Councillor Sharron Bryce moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that the meeting recess for ten minutes.

**The meeting recessed at 8:32 p.m.
The meeting reconvened at 8:50 p.m.**

CM18-2 2018 General Operating and 2018 - 2022 Capital Budget

Recommendation

1. That the 2018 tax-supported General Operating Budget as outlined in Appendix A be approved, including the following details:
 - a. With gross expenditures of \$443,085,200 and a net property tax levy requirement of \$235,937,400;

- b. The 2018 mill rate of 7.81033 representing a 3.86% increase for all programs and services plus a 1% increase for the Residential Road Renewal Program;
 - c. The funding request for the Provincial Capital Commission, Economic Development Regina (EDR), and Regina Exhibition Association Limited (REAL); and
 - d. The Regina Board of Police Commissioners recommendation of \$87,869,000 be allocated to the Regina Police Services (RPS) budget.
2. That the 2018-2022 General Capital Budget as outlined in Appendix A be approved as follows:
- a. With total gross expenditures of \$132,422,600 in 2018; and
 - b. multi-year tax-supported capital projects underway in 2018 with gross expenditures of \$40,866,000, as described on page 11 of this report, be approved as follows:
 - i) 2019 - \$31,065,000;
 - ii) 2020 - \$12,400,000;
 - iii) 2021 - \$120,000; and
 - iv) 2022 - \$0.
3. That the Regina Public Library's Board approved budget and mill rate request of 0.71989 for the Regina Public Library be approved.
4. That the City Solicitor be authorized to prepare all necessary bylaws to implement the above recommendations.

Councillor Sharron Bryce moved, seconded by Councillor Jason Mancinelli, AND IT WAS RESOLVED, that:

- 1. That the 2018 tax-supported General Operating Budget as outlined in Appendix A be approved, including the following details:**
- a. With gross expenditures of \$443,085,200 and a net property tax levy requirement of \$235,937,400;**
 - b. The 2018 mill rate of 7.81033 representing a 3.86% increase for all programs and services plus a 1% increase for the Residential Road Renewal Program; and**

- c. **The funding request for the Provincial Capital Commission, Economic Development Regina (EDR), and Regina Exhibition Association Limited (REAL).**
2. **That the 2018-2022 General Capital Budget as outlined in Appendix A be approved as follows:**
 - a. **With total gross expenditures of \$132,422,600 in 2018; and**
 - b. **Multi-year tax-supported capital projects underway in 2018 with gross expenditures of \$40,866,000, as described on page 11 of this report, be approved as follows:**
 - i) **2019 - \$31,065,000;**
 - ii) **2020 - \$12,400,000;**
 - iii) **2021 - \$120,000; and**
 - iv) **2022 - \$0.**
3. **That the Regina Public Library's Board approved budget and mill rate request of 0.71989 for the Regina Public Library be approved.**
4. **That the City Solicitor be authorized to prepare all necessary bylaws to implement the above recommendations.**

Councillor Sharron Bryce moved, in amendment, seconded by Councillor Bob Hawkins, that Administration allocate \$969,000 from the 2017 General Operating surplus to decrease the mill rate to 4.43, and that the funding be applied in the following manner to one-time projects:

- Joint Job Evaluation - \$101,000;**
- Work Ready Program - \$128,000;**
- Employee Engagement Survey - \$80,000;**
- Financial Institution - RFP Process - \$75,000;**
- Tim Horton's Brier - \$150,000;**
- 2018 Memorial Cup - \$250,000;**
- 2018 LPGA Women's Open - \$100,000;**
- Heritage Conservation Program Review - \$25,000;**
- Install Parking Meters near the General Hospital area - \$20,000; and**
- Install Parking Meters on 14th Avenue adjacent to General Hospital - \$40,000.**

Mayor Michael Fougere stepped down to enter debate.

Councillor Lori Bresciani assumed the Chair.

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

The motion was put and declared CARRIED.

Councillor Sharron Bryce moved, in amendment, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that \$200,000, as a result of the provincial government's decision to eliminate PST on insurance premiums, be allocated to decreasing the mill rate to 4.34.

Councillor Andrew Stevens moved, in amendment, seconded by Councillor Jason Mancinelli, that the Community Investments proposed allocation of \$400,000 to REAL be eliminated and that the corresponding \$400,000 be added to the Community Investment Grants Program.

Mayor Michael Fougere stepped down to enter debate.

Councillor Lori Bresciani assumed the Chair.

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

The motion was put and declared LOST.

Councillor Lori Bresciani moved, in amendment, seconded by Councillor Jerry Flegel, that Administration reinstate the condo rebate program at a cost of \$250,000, to be funded by a mill rate increase of 0.11.

The motion was put and declared LOST.

Councillor Lori Bresciani moved, in amendment, seconded by Councillor Andrew Stevens, that Administration allocate an additional \$150,000 for 23 hectares of Park Space Maintenance that was acquired in 2017 and that the amount be funded by a mill rate increase of 0.07.

The motion was put and declared LOST.

Councillor Lori Bresciani moved, in amendment, seconded by Councillor Andrew Stevens, that \$1 Million be allocated from the 2017 Winter Road Maintenance Reserve to decrease the mill rate to 3.9.

The motion was put and declared LOST.

Councillor Jerry Flegel moved, in amendment, seconded by Councillor John Findura, AND IT WAS RESOLVED, that Administration report back to the Community and Protective Services Committee, within six months, on the implications of maintaining, lighting and clearing an additional 32 kilometres of paved pathways, including the associated cost.

Councillor Jason Mancinelli moved that the meeting adjourn.

The motion did not receive a seconder and was LOST.

Councillor Andrew Stevens moved, in amendment, seconded by Councillor Lori Bresciani, that \$250,000 in Bike Lanes and Multi-use Pathways be advanced in 2018,

with 70% (\$175,000) of the funding provided by Current Contribution to Capital and 30% (\$75,000) from SAFs, by increasing the mill rate by 0.08.

The motion was put and declared LOST.

Councillor Jason Mancinelli moved, in amendment, seconded by Councillor Andrew Stevens, that Administration allocate \$1.5 Million to the Facilities Asset Management Program to be directed to the Sandra Schmirler Leisure Centre, and funded through an increase of 0.68 to the mill rate.

The motion was put and declared LOST.

Mayor Michael Fougere stepped down to enter debate.

Councillor Lori Bresciani assumed the Chair.

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

Councillor Sharon Bryce moved, in amendment, seconded by Councillor Bob Hawkins that item 1 be amended to read:

- 1. That the 2018 tax-supported General Operating Budget as outlined in Appendix A be approved, including the following details:**
 - a. With gross expenditures of \$442,285,200 and a net property tax levy requirement of \$234,768,400;**
 - b. The 2018 mill rate of 7.77159 representing a 3.34% increase for all programs and services plus a 1% increase for the Residential Road Renewal Program; and**

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

ADJOURNMENT

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

The meeting adjourned at 11:58 p.m.

Chairperson

Secretary



Written Submission- Brief

Re: Proposed Zoning Bylaw Amendment- 17-Z-19

2200 25th Ave.

To be considered by: The City Council of the City of Regina

March 26, 2018 at 5:30 P.M.

Good evening,

My name is Morgan Campbell. I am the Marketing and Communications Coordinator for Nicor Group. I also handle residential rentals for the company and assist with development applications.

As owner of the John Paul II Centre (JPIL), Nicor Developments has applied to rezone the property at 2200 25th Ave. from Institutional, to Mixed Residential Business Zone. The building was constructed in 1959 to house a group of cloistered nuns called the Sisters of the Precious Blood. The two and a half storey building and adjacent chapel was home to the convent until 1985 when the Sisters moved to a smaller building just north of the JPIL on the same property. The Archdiocese of Regina purchased the building and used it as an educational training centre. It was purchased by Nicor and Wudvue Management Ltd. In 2014. The JPIL is already home to Hope's Home, a daycare specializing in care for children with complex medical needs. The daycare and associated facilities occupy the main floor but the second floor remains vacant.

The second floor was originally divided into small dormitory accommodations for the Sisters. Nicor is proposing to develop this space into 15 self-contained dwelling units or micro-suites, ranging in size from 288- 409 square feet, two of which will be accessible.

Given Nicor's experience as a landlord, we are confident, we can attract and assess any potential tenants through the standards which we apply to our other successful rental properties. Of course, we would keep top of mind, the considerations of our largest tenant, Hope's Home, before approving successful applicants.

I thank council for its consideration of this application and welcome any questions you may have.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Campbell", written over a light blue horizontal line.

Morgan Campbell
Marketing and Communications Coordinator
Nicor Group
mcampbell@nicorgroup.ca
306.525.1381 ext. 101

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Zoning Bylaw Amendment and Discretionary Use Applications (17-Z-19/ 17-DU-16) –
Rezoning from I - Institutional to MX - Mixed Business Residential Zone 2200 25th
Avenue

RECOMMENDATION

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
–MARCH 7, 2018**

1. That the application to rezone Parcel BB, Plan No. 102164992 located at 2200 25th Avenue from I - Institutional Zone to MX - Mixed Business Residential Zone, be approved.
2. Upon the approval of the amendment to *Regina Zoning Bylaw No. 9250*, the Discretionary Use application for proposed Dwelling Units in the MX - Mixed Business Residential Zone be approved, and that a Development Permit be issued subject to the following conditions:
 - a. The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.4 inclusive, prepared by Alton Tangedal Architect Ltd., dated August 31, 2017.
 - b. The development shall comply with all applicable standards and regulations in the *Regina Zoning Bylaw No. 9250*.
3. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective *Regina Zoning Bylaw No. 9250* amendment.

REGINA PLANNING COMMISSION – MARCH 7, 2018

Andre Kroeger declared a conflict of interest on this item, citing his employer's involvement in developing a contractual relationship with the project, abstained from discussion and voting, and temporarily left the meeting.

Patrick Dennie declared a conflict of interest on this item, citing his employment with eHealth (Ministry of Health) and its association with this project, abstained from discussion and voting, and temporarily left the meeting.

Morgan Campbell, representing Nicor Developments, addressed the Commission.

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

Recommendation #4 does not require City Council approval.

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

The Regina Planning Commission, at its meeting held on March 7, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That the application to rezone Parcel BB, Plan No. 102164992 located at 2200 25th Avenue from I - Institutional Zone to MX - Mixed Business Residential Zone, be approved.
2. Upon the approval of the amendment to *Regina Zoning Bylaw No. 9250*, the Discretionary Use application for proposed Dwelling Units in the MX - Mixed Business Residential Zone be approved, and that a Development Permit be issued subject to the following conditions:
 - a. The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.4 inclusive, prepared by Alton Tangedal Architect Ltd., dated August 31, 2017.
 - b. The development shall comply with all applicable standards and regulations in the *Regina Zoning Bylaw No. 9250*.
3. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective *Regina Zoning Bylaw No. 9250* amendment.
4. That this report be forwarded to the March 26, 2018 meeting of City Council for approval, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

CONCLUSION

The applicant proposes to rezone the property located at 2200 25th Avenue from I - Institutional Zone to MX - Mixed Residential Business Zone to accommodate the redevelopment and reuse the subject property by converting a portion of the former convent dormitory units into 15 dwelling units. Dwelling units are a discretionary use in the MX – Mixed Residential Business Zone. The applicant has no further plans at this time to alter the site or building with the exception of adding a parking lot to the rear of the building.

Rezoning the property to MX – Mixed Residential Business Zone is appropriate for the neighbourhood and context, and the overall development is supported by *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) policy with respect to encouraging adaptive re-use, compatibility of use, and residential intensification goals.

The proposal complies with the development standards and regulations contained in the *Regina Zoning Bylaw No. 9250* (Zoning Bylaw) and is consistent with the policies in the OCP. Accordingly, the Administration recommends approval.

BACKGROUND

Zoning Bylaw amendment and discretionary use applications have been received concerning the subject property located at 2200 25th Avenue.

The subject property was originally developed in 1959 as a convent for the Sisters of the Precious Blood. Development on site consists of a two and a half storey structure and chapel. In 1985, the Archdiocese of Regina purchased the property when the Sisters built a smaller convent just north on the same property. The building became an educational and training centre, known as John Paul II Centre, housing several programs and services delivered by the Archdiocese of Regina. The applicant (Nicor Group) purchased the building from the Archdiocese of Regina in 2014. Currently, a portion of the building is rented by Hopes Home Inc. as a day care and the remaining spaces within the building are vacant.

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

DISCUSSION

Zoning and Land Use Details

The applicant proposes to rezone the subject property from I - Institutional Zone to MX - Mixed Business Residential Zone. The proposed amendment to accommodate the development of former dormitory units on the upper floor into 15 self-contained dwelling units. The size of the dwelling units would range from 26.75 square metres to 37.9 square metres (288 square feet to 409 square feet.). Two of the 15 dwelling units are proposed to be accessible.

Dwelling units are not permitted in the I - Institutional Zone; however, they are a discretionary use in the MX – Mixed Business Residential Zone. The applicant is not proposing any additions to the existing buildings or to the building exteriors. The only change to the site development will be the potential addition of parking at the rear of the building if needed to satisfy parking requirements. Existing mature landscaping on site will not be impacted by the addition of the parking at the north end of the subject property.

The land use and zoning related details are summarized in the following table:

Land Use Details	Existing	Proposed
Zoning	I – Institutional	MX - Mixed Business Residential
Land Use	Day Care Centre, vacant Chapel and vacant Dormitory Units	Day Care Centre and Dwelling Units
Building Area	1020.00 m ²	1020.00 m ²
Number of Dwelling Units	33 former Dormitory Units	15 dwelling units

Zoning Analysis	Required	Proposed
Number of Parking Stalls Required	17	40
Minimum Lot Area (m ²)	250	5306.5
Minimum Lot Frontage (m)	6	60.05
Maximum Building Height (m)	15	7.87
Maximum Floor Area Ratio	3.0	0.31
Maximum Coverage (%)	65%	19.22%

The proposed rezoning is consistent with the purpose and intent of the MX – Mixed Business Residential Zone with respect to:

- Providing opportunities for the flexible use of properties in residential areas that are in transition from residential development.
- Assisting in maintaining the general character of areas, but at the same time ensuring that accommodation is made for services required by residents of the zone.
- Encouraging the adaptive re-use of existing public and private structures, and to ensure that the new structures are compatible in use, scale and design with the surrounding uses.

A MX – Mixed Business Residential Zone at this location is consistent with the above stated intent and would accommodate development that is compatible with surrounding land uses. The MX – Mixed Business Residential Zone allows for a range of permitted and discretionary residential and lower impact commercial land uses. For example, a club, community centre, or day care centre is a permitted use in MX – Mixed Business Residential Zone whereas a licensed club, restaurant and retail use is discretionary. A list of permitted and discretionary uses in both the zones are attached to the report as Appendix C for comparison purposes. The applicant has indicated that the former chapel space, the only remaining vacant space in the building, is proposed to be used by an adult day care centre which is permitted use in MX – Mixed Business Residential Zone. Regardless of the immediate intent of the applicants, any use allowable within the MX – Mixed Business Residential Zone could potentially establish on the property, subject to the applicable development standards.

Surrounding land uses include Dr. Martin LeBoldus High School to the west, a convent to the north (identified as Parcel CC on Appendix A-2), detached dwellings immediately to the east and south across 25th Avenue.

The amendment supports adaptive re-use of the historic property. While the property is not designated heritage, the applicant has no plans to significantly alter the physical character of the building.

RECOMMENDATION IMPLICATIONS

Financial Implications

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

Environmental Implications

None with respect to this report.

Policy/Strategic Implications

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

Section D5: Land Use and Built Environment

Goal 1 – Complete Neighborhoods:

Enable the development of complete neighborhoods

7.1 – Require that new neighborhoods, new mixed-use neighbourhoods, intensification areas and built or approved neighbourhoods are planned and developed to include the following:

7.1.5 – A diversity of housing types to support residents from a wide range of economic levels, backgrounds and stages of life, including those with specific needs;

Goal 4 – Employment Areas

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

7.16 – Encourage local commercial within residential areas.

Accessibility Implications

The Zoning Bylaw requires two per cent of the required parking stalls (gross parking calculation) for persons with disabilities. The proposed development provides two parking stalls for persons with disabilities, which exceed the minimum requirements by one stall.

The *Uniform Building and Accessibility Standards Act* requires five per cent of units in new rental buildings to be barrier-free, which includes including accessible washrooms, as well as space in bedrooms, kitchen and balcony. For this proposal, this equates to one barrier-free unit per building. The applicants' proposal will include two barrier free units. The building is also equipped with elevators.

COMMUNICATIONS

Communication with the public is summarized below:

Public notification signage posted on	November 3, 2017
Will be published in the Leader Post on	March 10, 2018 March 17, 2018
Letter sent to immediate property owners	November 22, 2017
Public Open House Held	N/A
Number of Public Comments Sheets Received	9

The proposal was circulated to collect feedback from nearby public and private property owners on proposed development. Administration received nine responses before the deadline.

The application was circulated to the Hillsdale Community Association (HCA). Upon request of HCA, the Administration attended a meeting with the HCA on December 5, 2017 to discuss the proposed development. The meeting was also attended by the applicant. The developer committed to continuing to provide information to the HCA as development proceeds and future plans for development on site are known and to work collaboratively with the community on future redevelopment of the property.

After the meeting, the HCA sent a response to the circulation stating they are not opposed to the development but has the following comments:

1. The type of tenants in proposed dwelling (micro) units
2. Conflict of shared entrance between residential and commercial spaces
3. Parking lot on the north of the property and loss of matured trees
4. Future of already existing brick and cement wall along the east boundary

HCA also supported the idea of adaptive re-use of the existing building.

The Administration forwarded these comments along with technical and public reviews to the applicant. The applicant has responded to the comments in writing. A detailed account of the comments and public responses, along with responses from Administration and the applicant, is provided in Appendix B of this report.


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

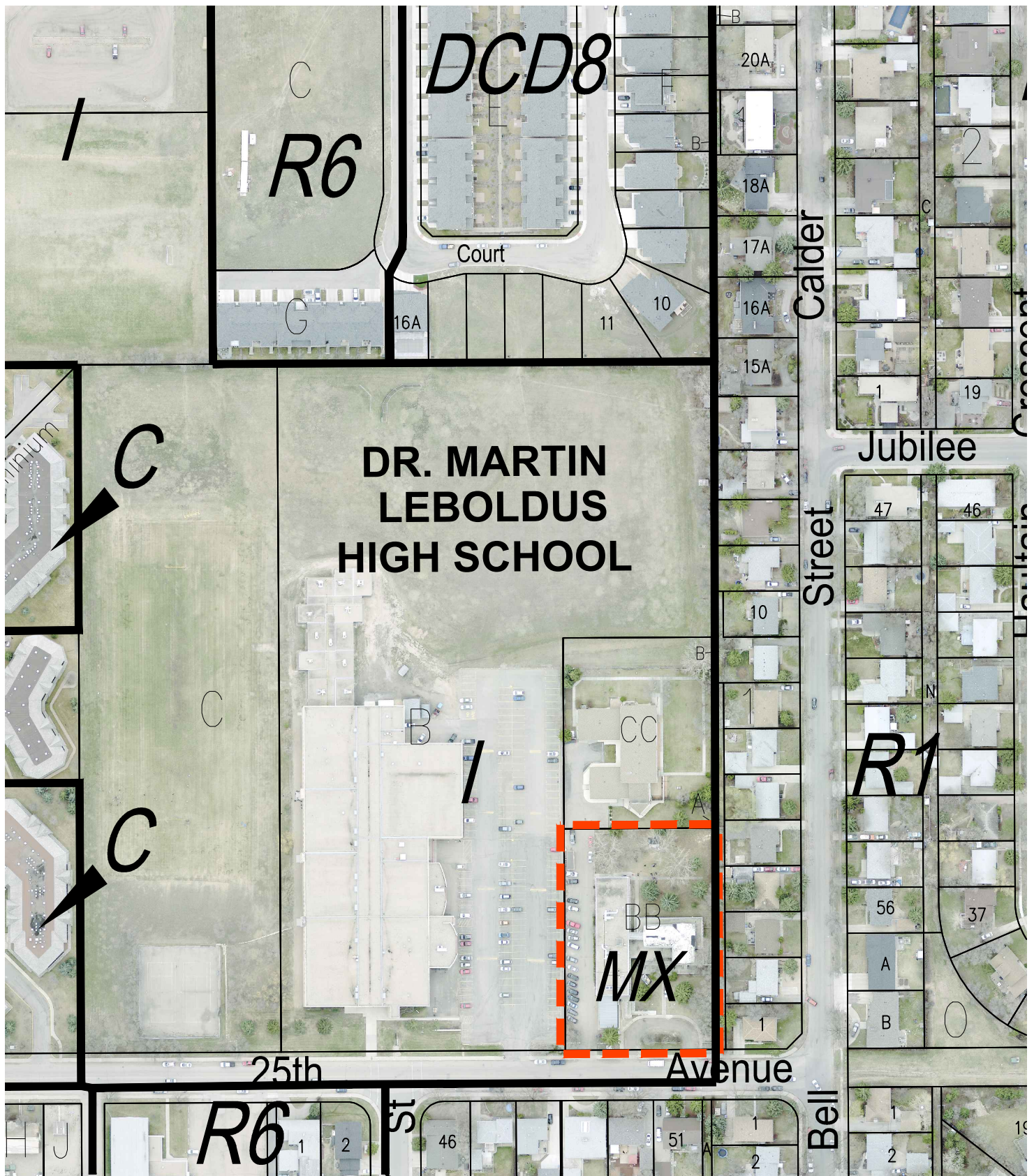
DELEGATED AUTHORITY

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

Respectfully submitted,

REGINA PLANNING COMMISSION


Elaine Gohlke, Secretary



Date of Photography : 2016



 Subject Property

Project 17-Z-19 (17-DU-16) Civic Address/Subdivision 2200 25th Avenue / Hillsdale
Block B, Regr'd Plan 102164992



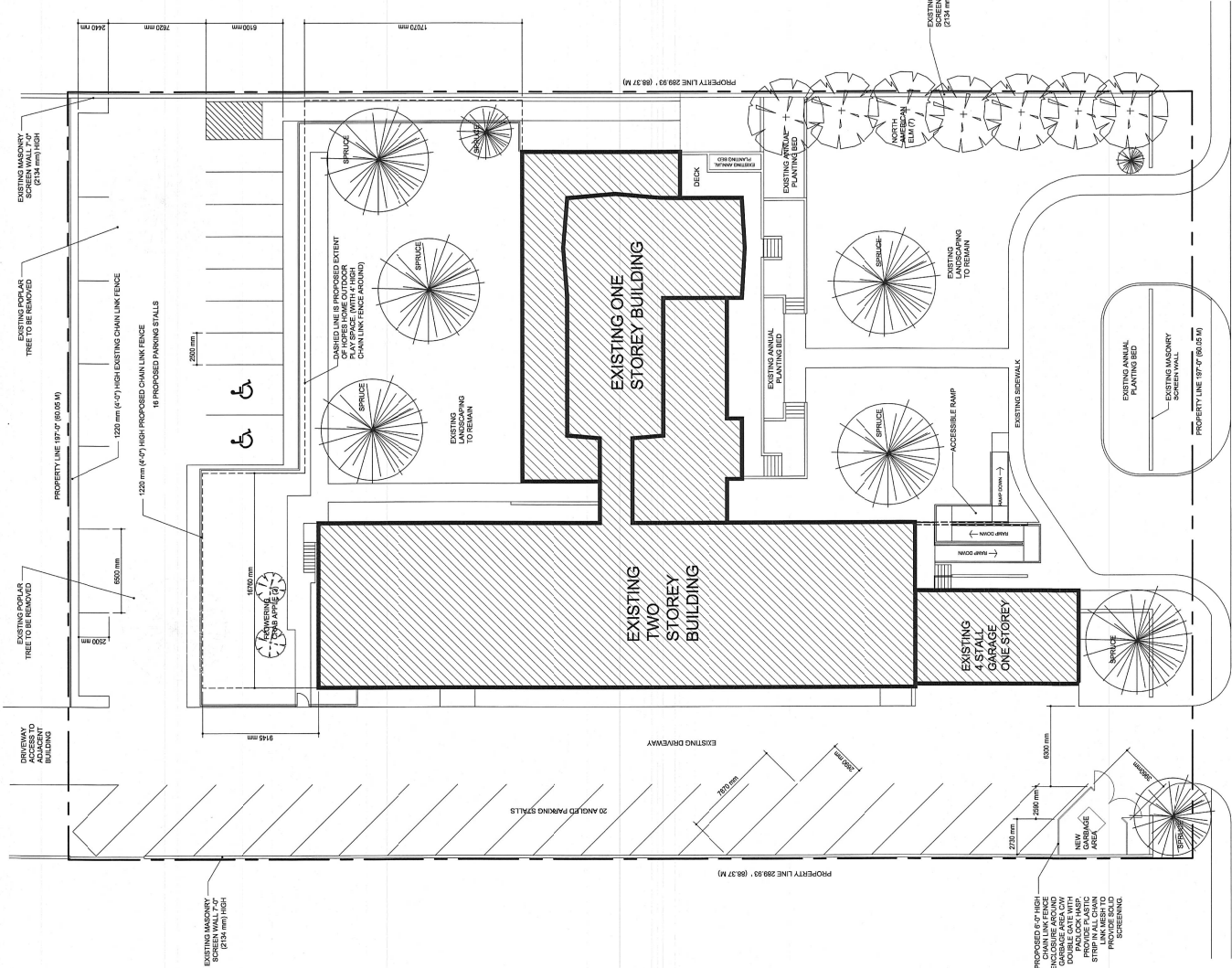
Subject Property

Date of Photography: 2016



Project 17-Z-19 (17-DU-16) Civic Address/Subdivision 2200 25th Avenue / Hillsdale Block B, Regr'd Plan 102164992

APPENDIX A-3.1

[illegible]

Alton Tangedal
Architect Ltd.

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[illegible]

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Author	M. Arch.	SAA	NRAC
Alison Langford			



NICOR
DEVELOPMENTS INC.

[illegible]

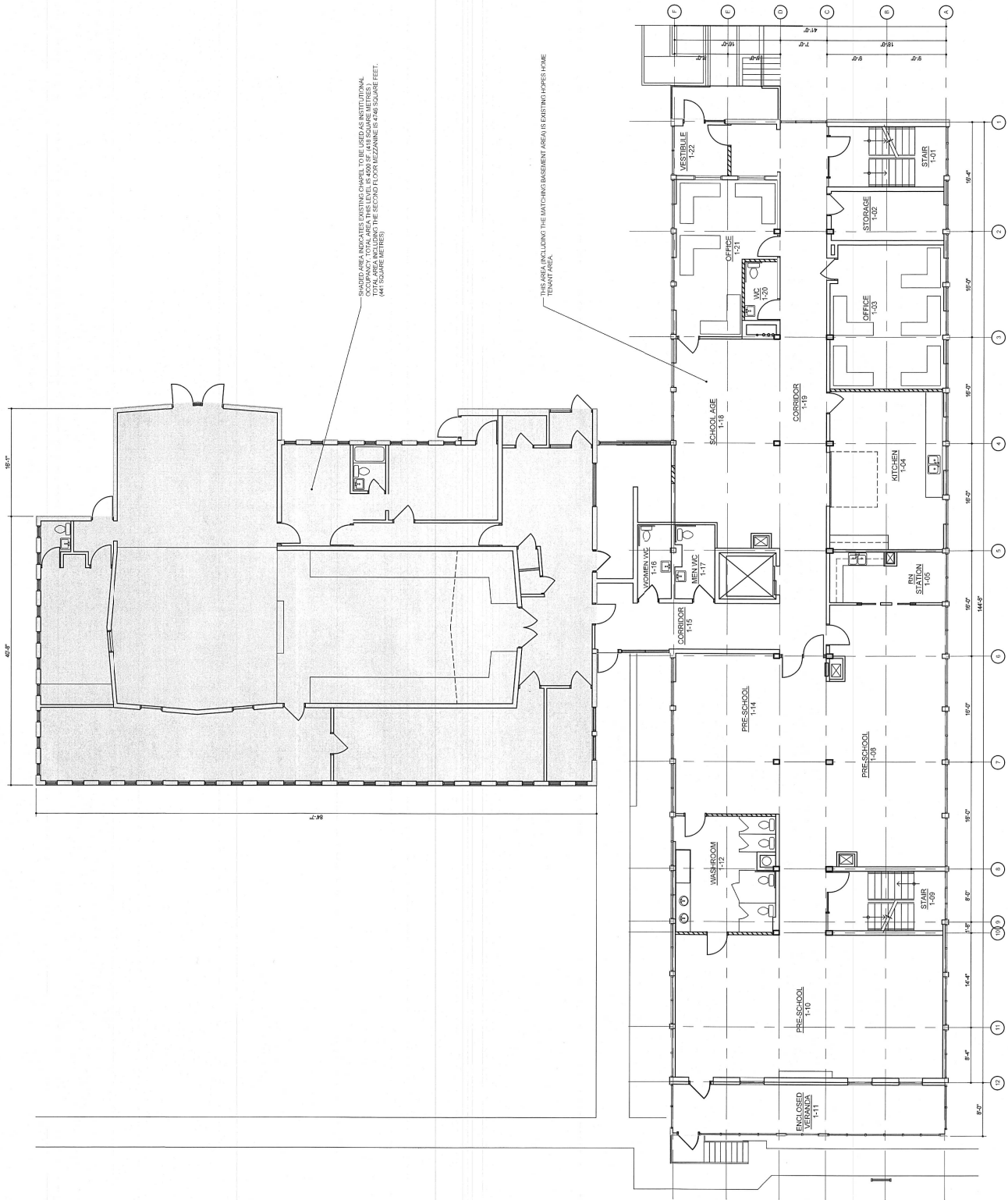
PROJECT

DRAWING

MAIN FLOOR PLAN

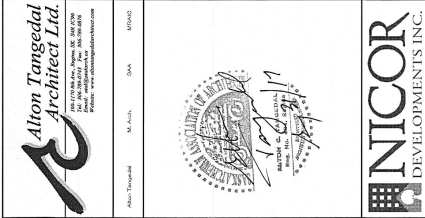
DESIGN	•	A.C.T.
DRAWN	•	T.L.M.
DATE	•	31 AUG 2017
PROJECT	•	17095
SHEET NO.	•	REVISION NO.

A-3



1 MAIN FLOOR PLAN
A-3 1/8" = 1'-0"

<p>Alton Tangedal Architect Ltd.</p>	<p>100-10045 Hwy. 100, Unit #100 Burnaby, BC V5N 3M5 Tel: 604-291-1111 Fax: 604-291-1112 www.altontangedal.ca</p>	<p>DATE _____ BY _____</p>		<p>NICOR DEVELOPMENTS INC.</p>
---	---	--------------------------------	--	------------------------------------



Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>I support this proposal</i>		
<i>Accept if one or two features were different</i>	3	<ul style="list-style-type: none"> • Potential tenants (1) • Site design (1) • Boundary wall along east property line (1) • Increased traffic and on street parking issues (2)
<i>Accept if many features were different</i>		
<i>Completely opposed</i>	6	<ul style="list-style-type: none"> • Potential tenants (1) • Removal of green space to develop the parking lot (1) • Land use compatibility: residential vs commercial (2) • Increased traffic (4) • Property devaluation (1)

1. **Issue: Potential tenants- if the proposed development is intended to seniors or to transient residents?**

Applicant's Response: the proposed development is intended for anyone and since being in the rental business, we are confident on our renters' appropriate conduct.

Administration's Response: Under the Zoning Bylaw the form of development is regulated and not the individual tenancy. The review and analysis that is completed by Administration evaluates the application on the basis of land use impact and compatibility based on form of development.

2. **Issue: Site design, removal of green space to develop the parking lot and future of the wall along east property line**

Applicant's Response:

1. We will comply with the landscaping requirements of the City.
2. There are separate entrances proposed for residential and institutional use.
3. The park area will likely stay as it is. We probably will not need that area for parking but, if required for zoning purposes, we need to alter the site design.
4. The fence will be painted and repaired but would not be removed at present.
5. All drainage standards will be met.

Administration's Response: Pursuant to subsection 56(3) of the Act, Council may establish conditions for discretionary uses based on; nature of the proposal (e.g. site, size, shape and arrangement of buildings) and aspects of site design (e.g. landscaping, site access, parking and loading), but not including the colour, texture or type of materials and architectural details. The Administration will require the applicant to ensure protection of two coniferous trees on the north fence line.

The redevelopment proposal meets the minimum landscaping requirements of the Zoning Bylaw.

3. **Issue: Land use compatibility: residential vs commercial**

Applicant's Response: It is not a dramatic change in the neighborhood neither are we proposing a commercial development. The neighbourhood already has quite a number of uses which are not residential including this one which is institutional. Proposed bylaw amendment will allow us to introduce additional residences to the neighborhood. At this time, we are adding aesthetically pleasing 15 new micro-suites to replace 33 rooms which were previously used for residential purpose contained within the building and invisible from the street. The parking lot of the property would be used no later than any other residential property in the block.

Administration's Response: The property is proposed for development of residential units to replace the former dormitory rooms from the convent. Any future development on site must conform to the requirements of the MX Zone should the rezoning of the site be approved.

The location of the subject property in proximity to residential and surrounding land uses is consistent with the purpose and intent of the MX Zone.

4. **Issue: Increased traffic and parking arrangements**

Applicant's Response: The proposed development will generate less traffic than the institutional property. Besides, we are repurposing the existing building and there will be no new construction at this time. All uses, except for the micro-suites will be institutional and represent no change from the existing zoning.

Administrations' Response: The proposal will not result in any negative impact on the existing road network and on the capacity of 25th Avenue. The proposed development meets the minimum parking requirements of the Zoning Bylaw.

5. **Issue: Property devaluation**

Applicant's Response: The building was vacant for several years and has been deteriorating. The building is now completely rehabilitated and brought back to service. Nothing lowers the value of property like vacant buildings. This proposed redevelopment will have very positive effect on property values in the area.

Administration's Response: The Administration does not foresee significant difference in land use impacts as a result of the change from institutional to mixed residential business land use. The Administration is not aware of any evidence that suggests that the proposed land use will necessarily have a negative impact on values of adjacent residential properties.

TABLE 5.4: TABLE OF LAND USES - SPECIAL ZONES [2003-6]

LAND USE TYPE	SIC CODE	LAND USE ZONE¹							
		AIR	FW	I	PS	PUD	RR	UH	WC
KEY: P=Permitted Use; D=Discretionary Use; Blank Space=Prohibited use									
RESIDENTIAL									
Apartment, Seniors Assisted Living – Low Rise [2005-34]	999			D					
Apartment, Seniors Assisted Living – High Rise [2005-34]	999			D					
Detached Dwelling	999			D²		P		D²	
Detached Dwelling, Zero Lot Line	999					P			
Secondary Suite [2001-91]	999			P		P		P	
AGRICULTURAL									
Agricultural Production [1997/9904]	01		P					P	
Horticultural Specialties [1996/9776]	018		D					D	
Vegetable Production [1996/9776]	016		D					D	
PUBLIC ADMINISTRATION									
Fire Station	9224			P					
Police Station	9221			P					
SERVICES [2003-1; 2003-2; 2003-32]									
Amusement Park, Commercial	7996							D	
Aquarium, Indoor	8422			D					
Auditorium or Amphitheatre	999			D					
Bed and Breakfast Homestay [1995/9736]¹²	702					D			
Campground	7033							D	
Care Home, Special⁶	805			D					
Cemetery	7261			D	D				
College, Community	8222			P					
Community Centre	999			P	P				
Convent	8661			D					
Day Care Centre, Adult [1995/9736]⁹	999			P	D	D			
Day Care Centre, Child [1995/9736]⁹	835			P	D	D			
		AIR	FW	I	PS	PUD	RR	UH	WC

1 - Institutional zone

PAGE 1

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TABLE 5.4: TABLE OF LAND USES - SPECIAL ZONES [2003-6]

LAND USE TYPE	SIC CODE	LAND USE ZONE¹							
		AIR	FW	I	PS	PUD	RR	UH	WC
KEY: P=Permitted Use; D=Discretionary Use; Blank Space=Prohibited use									
SERVICES (continued)									
Exhibition Operation	7999				D				
Golf Course or Golf Driving Range	7992, 7997, 7999		D		P			D	
Residential Business¹⁰ [2006-14; 2017-23]	999					P			
Hospital	806			P					
Humanitarian Service Facility [2003-2]	999			D	D				
Individual and Family Social Service Home [2003-1]	999			D					
Job Training and Vocational Rehabilitation	833			P					
Library	823			P	D⁵				
Medical Clinic	801,802 [2015-1]				D⁵				
Nursery School⁹ [2003-1]	999			P	D	D			
Religious Institution[2013-64] ⁸	866			D	D			D	
Rink, Curling	999				D				
Rink, Ice Skating	7999		D¹		P³ D⁴				
School, Private	821, 824, 829			P					
School, Public [2017-23]	821, 824, 829			P	P				
School, Vocational	824			P					
Stadium (Professional Sports Clubs and Promoters)¹³	7941				p¹⁴				
Supportive Living Home⁶	805					P			
Theatre, Drive-in	7833							D	
University, College and Professional School	8221			P					
Zoological Garden	8422			D					
		AIR	FW	I	PS	PUD	RR	UH	WC

TABLE 5.4: TABLE OF LAND USES - SPECIAL ZONES [2003-6]

LAND USE TYPE	SIC CODE	LAND USE ZONE ¹							
		AIR	FW	I	PS	PUD	RR	UH	WC
KEY: P=Permitted Use; D=Discretionary Use; Blank Space=Prohibited use									
TRANSPORTATION AND PUBLIC UTILITIES									
Ambulance Service	4119			D					
Licensed Restaurant	5812				D ⁵				
Personal Service	999				D ⁵				
Post Office	431			P					
Railroad Transportation	40						P		
Restaurant	5812				D ⁵				
Truck and Freight Terminals [2009-24]	4231						P		
Warehousing	42						D		
CULTURE AND RECREATION									
Art Gallery or Museum	841			P	D ⁵				
Community Garden [2006 – 63]	999	P	P	P	P	P	P	P	P
MISCELLANEOUS									
Park and Open Space [1999/10120; 2003-32]	999		D	P	P				
Public Use ¹¹ [2003-1]	999		P	P	P	P	P	P	
		AIR	FW	I	PS	PUD	RR	UH	WC
Notes:									
1	Land use zone abbreviations are explained in Chapter 3								
2	Accessory to a permitted or discretionary use.								
3	Outdoor.								
4	Indoor.								
5	Only in conjunction with municipally owned or operated recreational facility.								
6	Refer to the regulations in Subpart 6D.2.								
7	Deleted. [2006-14]								
8	Refer to the regulations in Subpart 9D.1 and development standards for the I-Institutional zone in Table 5.9. [1997/9904]								
9	Refer to the regulations in Subpart 4C.1.								
10	Refer to the regulations in Subpart 6D.3.								
11	Refer to the regulations in Subpart 4C.2.								
12	Refer to the regulations in Subpart 6D.1. [1995/9736]								
13	Refer to the regulations in Subpart 9D.2								
14	Repealed. [2015-1]								

TABLE 5.2: TABLE OF LAND USES - COMMERCIAL ZONES [2003-6]												
LAND USE TYPE	SIC CODE	LAND USE ZONE*										
		NC	LC1	LC2	LC3	MS	MX	HC	MAC3	MAC	DSC	D
KEY: P=Permitted Use; D=Discretionary Use; Blank Space=Prohibited use												
RESIDENTIAL												
Apartment Dwelling Unit [2002-6]	999								D	D	P	P
Apartment, Low Rise [2002-6]	999					P	P		D	D	P	P
Apartment, High Rise [1999/10110; 2002-6]	+ 999					D			D	D	P	P
Apartment, Seniors Assisted Living – Low Rise [2005-34]	999					P	P		D	D	P	P
Apartment, Seniors Assisted Living – High Rise [2005-34]	999					D			D	D	P	P
Dwelling Unit [1999/10113; 2002-6]	999	P ³	D ³	D ³	P ³	D ³	D ³		D ³	D ³	P	P ³
Dwelling Unit, Converted	999						P					
Dwelling Unit, Detached [1999/10113, 2012-67]	999	D	D		D		P			D		P ⁴¹
Dwelling Unit, Duplex [2012-67]	999						P					P ⁴¹
Dwelling Unit, Fourplex [2002-6, 2012-67]	999					P	D				P	P ⁴¹
Dwelling Unit, Planned Group ³⁶ [2002-6]	999					P	D				P	
Dwelling Unit, Semi-Detached [2012-67]	999						P					P ⁴¹
Dwelling Unit, Townhouse [2002-6, 2012-67]	999					P	P				P	P ⁴¹
Dwelling Unit, Triplex [2002-6, 2012-67]	999					P	D				P	P ⁴¹
Residential Business ²⁴ [1995/9736; 1997/9904; 2002-6; 2006-14; 2017-23]	999	P	P	P	P	P	P		P	P	P	P
Residential Homestay ²⁵ [2013-74]	999	D	D		D		P			D		P
Secondary Suite [2001-91]	999	P	P		P		P			P		
AGRICULTURE												
Animal Hospital	074		P	P		P		P	P	P	P	
Animal Shelter	0752							P				
		NC	LC1	LC2	LC3	MS	MX	HC	MAC3	MAC	DSC	D

MX - Mixed Residential Business zone

TABLE 5.2: TABLE OF LAND USES - COMMERCIAL ZONES [2003-6]													
LAND USE TYPE	SIC CODE	LAND USE ZONE*											
		NC	LC1	LC2	LC3	MS	MX	HC	MAC3	MAC	DSC	D	
KEY: P=Permitted Use; D=Discretionary Use; Blank Space=Prohibited use													
FINANCE AND REAL ESTATE													
Financial Institution	60	P	P	P	P	P	P	P	P	P	P	P	
Office, General [2012-45]	999	P ¹ D ³⁴	P ¹ D ⁸	P ¹ D ⁸	P ¹²	P ¹⁴ D ¹⁷	P ⁴⁰ D ⁴⁰	D	P ¹⁴ D ¹⁷	P ⁴⁰ D ⁴⁰	P ⁴⁰ D ⁴⁰	P	
MANUFACTURING [2003-1]													
Prefabricated Homes ¹⁹	245							P					
Printing, Commercial [Bylaw 2008-40]	275									P	P	P	
PUBLIC ADMINISTRATION													
Fire Station	9224					P				P			
Police Station	9221					P				P			
SERVICES [2003-1] [2003-6]													
Amusement Arcade	7993					D				D	P	P	
Amusement Arcade, Licensed	7993									D	D	D	
Amusement Park, Commercial	7996							D		D			
Automobile Rental and Leasing	751							P	D	P	P	P	
Bed and Breakfast Homestay ²⁷ [2005-88]	702						P						
Bingo Parlour	7999					D			D	D	P	D	
Bowling Centre	793					D			D	D	P	P	
Car Wash ³² [1995/9730; 1995/9753]	7542					D		P	D	D	P		
Club [2003-6]	999		P	P	P	P	P		P	P	P	P	
Club, Licensed [2003-6]	999		D ⁷	D ⁷	D ⁵	P ⁷ D ¹⁶	D		P ⁷ D ¹⁶	P	P	P	
College, Community	8222											P	
Community Centre [2003-2]	999	D	P	P	P	P	P		P	P	P	P	
Day Care Centre, Adult ²⁹ [1995/9736, 2014-44]	999	P	P	P	P	P	P		P	P	P	P	
Day Care Centre, Child ²⁹ [1995/9736, 2014-44]	835	P	P	P	P	P	P		P	P	P	P	
		NC	LC1	LC2	LC3	MS	MX	HC	MAC3	MAC	DSC	D	

TABLE 5.2: TABLE OF LAND USES - COMMERCIAL ZONES [2003-6]												
LAND USE TYPE	SIC CODE	LAND USE ZONE*										
		NC	LC1	LC2	LC3	MS	MX	HC	MAC3	MAC	DSC	D
KEY: P=Permitted Use; D=Discretionary Use; Blank Space=Prohibited use												
SERVICES (continued)												
Funeral Home	726								D	D		
Hotel	701							P	D	P		P
Hotel, Single Room Occupancy	702											P
Humanitarian Service Facility [2003-2]	999	D	P	P	P	P	P		P	P	P	P
Individual and Family Social Service Home ¹³ [1998/10054] [2003-1]	999				D	D	P		P	P		P
Labour Union Hall	999						D		D	D		P
Library	823		P	P	P	P	P		P	P	P	P
Medical Clinic [2013-64]	801 [2017-23] 802 [2015-1]	P ²	P ²	P ² D ⁶	P ¹² D ¹²	P ¹⁴ D ¹⁷	D	D	P ¹⁴ D ¹⁷	P	P	P
Medical/Dental Laboratory	807					P ¹⁴ D ¹⁷		D	P	P		P
Motel	701							P	D	P		P
Nursery School ²⁹ [2003-1]	999	D	P	P	D	P	P		P	P	P	P
Parking, Off-site Caveated [2012-67]	999		D	D						D	P	P ⁴²
Parking Lot, Paved [2012-67]	7521									D		
Personal Service [1996/9776]	999	P ¹	P ¹	P ¹	P ¹	P ¹	D		P	P	P	P
Pool Hall	7999					D			D	D	P	P
Pool Hall, Licensed	7999					D			D	D	P	P
Public Self Storage Facility [1996/9821; 1998/10006]	999							D	D			D
Recreational Service Facility [2003-6]	999		P	P	P	P	P		P	P	P	P
Recreational Service Facility, Licensed [2003-6]	999		D ³⁷	D ³⁷	D ³⁸	P ³⁷ D ³⁹	D		P ³⁷ D ³⁹	P	P	P
Religious Institution ²⁸ [2013-64]	866	D	P	P	P	P	D	D	P	P		P
Repair Service	999	P ¹	P ¹	P ¹	P ¹²	P ¹	D		P	P	P	P
Repair Shop ³⁵ [1996/9776]	753, 999							D	D	D		
School, Private	821, 824, 829						D					P
School, Vocational	824										P	P
Supportive Living Home ¹³ [2015-1]	805, 836					D	P			P ⁴⁴		
		NC	LC1	LC2	LC3	MS	MX	HC	MAC3	MAC	DSC	D

TABLE 5.2: TABLE OF LAND USES - COMMERCIAL ZONES [2003-6]												
LAND USE TYPE	SIC CODE	LAND USE ZONE*										
		NC	LC1	LC2	LC3	MS	MX	HC	MAC3	MAC	DSC	D
KEY: P=Permitted Use; D=Discretionary Use; Blank Space=Prohibited use												
SERVICES (continued)												
Tattoo Parlour [2001/10264]	999								P	P	P	P
Theatre [1997/9904; 2002-33]	7832					D			D	D	P	P
Theatre, Drive-In	7833							D				
TRANSPORTATION AND PUBLIC UTILITIES												
Ambulance Service [2008/37]	4119	D	D	D	D	P	D	D	D	P	D	D
Bus Terminal Operation [1996/9776]	417							D	D	D	D	P
Post Office	431					P				P		P
RETAIL TRADE [2003-6]												
Auction Room	5999											P
Automobile Sales and Service	551, 552							P	D	P	P	P
Bakery Shop [1995/9736; 1999/10110]]	5461	D	P	P	P	P			P	P	P	P
Convenience Store [2015-1]	999	P ⁴⁵	P ¹²	P	D	P ¹²	D ⁴⁵	D	P	P	P	P
Fast Food Outlet [1999/10110]	5812		D	D	D	D		P	P	P	P	P
Gas Bar [2014-81]	554		D	P		D		P	P ^{D⁴³}	P	P	P
Grocery Store [1995/9736]	541		D	D	D	D			D	P	P	P
Home Improvement Centre	999					D		D	D	D	P	
House-Form Commercial	999						D					
Licensed Beverage Room	5812							P	P ⁷ D ¹⁶	P		P
Licensed Cocktail Room [1995/9736]	5813		D	D	D	D		P	P ⁷ D ¹⁶	P	P	P
Licensed Dining Room [1995/9736]	5812		D ⁷	D ⁷	D ⁵	P ⁷ D ¹⁶	D	P	P ⁷ D ¹⁶	P	P	P
Licensed Restaurant [1995/9736]	5812		D ⁷	D ⁷	D ⁵	P ⁷ D ¹⁶	D	P	P ⁷ D ¹⁶	P	P	P
Liquor Store	999		D	D		D		D	D	P	P	P
Mixed-Use Building [2013-64, 2014-44]	999	D	D	D	D	D	P		D	D	P	P
		NC	LC1	LC2	LC3	MS	MX	HC	MAC3	MAC	DSC	D

TABLE 5.2: TABLE OF LAND USES - COMMERCIAL ZONES [2003-6]

LAND USE TYPE	SIC CODE	LAND USE ZONE*										
		NC	LC1	LC2	LC3	MS	MX	HC	MAC3	MAC	DSC	D
KEY: P=Permitted Use; D=Discretionary Use; Blank Space=Prohibited use												
RETAIL TRADE (continued)												
Mobile Home Sale ¹⁹	527							P	D	P		
Night Club	5813							D	D	D	P	P
Recreation Vehicles ¹⁹	556							P	D	P		
Restaurant [1995/9736]	5812	D ₅	D ₇	P ₇	D ₅	P ₇ D ₁₆	D	P	P ₇ D ₁₆	P	P	P
Restaurant, Drive-In ³³	5812							P		P		
Retail Use	54, 591, 5992-4	p ²	p ² D ⁹	p ²	p ¹²	p ¹⁵	D	p ¹⁴ D ¹⁷	p ¹⁴ D ¹⁷	p ²⁰ D ²¹	P	P
Service Station ³⁰	554		D ¹⁰	p ¹⁰		D		P	p ¹⁰	P	P	P
Shopping Centre [2015-1]	999	p ⁴⁶ D ⁴⁷	p ⁴⁶ D ⁴⁷	p ⁴⁶ D ⁴⁷	p ⁴⁶ D ⁴⁷	p ⁴⁶ D ⁴⁷	D	p ⁴⁶ D ⁴⁷	p ⁴⁶ D ⁴⁷	p ⁴⁶ D ⁴⁷	D	P
Snack Shop, Mobile	5963									D		
WHOLESALE TRADE												
Farm Machinery and Equipment, Sale Rental	5083							D	D			
CULTURE AND RECREATION												
Art Gallery or Museum [2013-8; 2013-64]	841		p ²	p ²	p ¹²	P	P		P	P	P	P
Community Garden [2006-63]	999	P	P	P	P	P	P	P	P	P	P	P
Public Use ³¹ [2003-1]	999	P	P	P	P	P	P	P	P	P	P	P
Rink, Enclosed	999					D		D				
		NC	LC1	LC2	LC3	MS	MX	HC	MAC3	MAC	DSC	D

Notes:

* Land use zone abbreviations are explained in Chapter 3.

- 1 200m² or less in gross floor area. For office uses in the LC1, LC2, and NC zones, this limitation is on a single lot basis.
- 2 300m² or less in gross floor area. For retail uses in the LC1, LC2, and NC zones, this limitation is on a single lot basis.
- 3 Dwelling units in the same building as a permitted or discretionary use in the zone.
- 4 Deleted.
- 5 Maximum seating capacity of 50 persons.
- 6 Floor area greater than 300m².
- 7 Maximum seating capacity of 100.
- 8 Floor area greater than 200m² is at Council's discretion. For office uses in the LC1, LC2 zones, this limitation is on a single lot basis.
- 9 Floor area greater than 300m² is at Council's discretion. For retail uses in the LC1 zone, this limitation is on a single lot basis.
- 10 Maximum of 3 service bays.
- 11 Repealed. [2015-1]
- 12 150m² or less in gross floor area. Gross floor area greater than 150m² but less than 300m² is at Council's discretion. [2015-1]
- 13 Refer to the regulations in Subpart 6D.2.
- 14 500m² or less in gross floor area. For office uses in the MAC, MAC3 and MS zones, this limitation is on a single lot basis.
- 15 850m² or less in gross floor area on a single lot. Gross floor area greater than 850m² is at Council's discretion.

TABLE 5.2: TABLE OF LAND USES - COMMERCIAL ZONES [2003-6]

LAND USE TYPE	SIC CODE	LAND USE ZONE*										
		NC	LC1	LC2	LC3	MS	MX	HC	MAC3	MAC	DSC	D
KEY: P=Permitted Use; D=Discretionary Use; Blank Space=Prohibited use												
Notes: (continued)												
16	Capacity greater than 100 persons.											
17	More than 500m ² in gross floor area. For uses in the MAC, MAC3 and MS zones, this limitation is on a single lot basis. [1995/9736]											
18	Repealed. [2003-6]											
19	Includes display, sale, rental, service, and parts.											
20	1000m ² or less in gross floor area. For retail uses in the MAC zone, this limitation is on a single lot basis.											
21	More than 1000m ² in gross floor area. For retail uses in the MAC zone, this limitation is on a single lot basis. [1995/9736]											
22	Repealed [2003-1]											
23	1500m ² or less in gross floor area.											
24	Refer to the regulations in Subpart 6D.3											
25	Refer to the regulations in Subpart 6D.5.											
26	Deleted. [2006-14]											
27	Refer to the regulations in Subpart 6D.1.											
28	Refer to the regulations in Subpart 9D.1 and development standards for the I-Institutional zone in Table 5.9. [1997/9904]											
29	Refer to the regulations in Subpart 4C.1.											
30	Refer to the regulations in Subpart 7D.3. [1997/9904]											
31	Refer to the regulations in Subpart 4C.2.											
32	Refer to the regulations in Subpart 7D.1. [1997/9904]											
33	Refer to the regulations in Subpart 7D.2. [1997/9904]											
34	Gross floor area greater than 200m ² but less than 300m ² is at Council's discretion.											
35	The storage of items to be repaired shall be indoors, or within an enclosed compound in accordance with the regulations under Subpart 4C.4. [1996/9776].											
36	Refer to the regulations in Subpart 6B.11. [1997/9904]											
37	Maximum seating capacity of 100 persons in the licensed portion of the facility. [2003-6]											
38	Maximum seating capacity of 50 persons in the licensed portion of the facility. [2003-6]											
39	Seating capacity of greater than 100 persons in the licensed portion of the facility. [2003-6]											
40	Permitted use where the gross floor area is 1000m ² , or less, on a single lot basis, and discretionary use where there is a gross floor area of greater than 1000m ² . [2012-45]											
41	Permitted use only on properties that front Angus Street and Osler Street in the D – Downtown zone.											
42	Permitted in accordance with the requirements of subsection 7C.10.5(8) of this Bylaw.											
43	Only where the site directly interfaces a residential property. [2014-81]											
44	Permitted only if located in an existing building constructed and previously used a detached dwelling. [2015-1]											
45	150m ² or less in gross floor area. [2015-1]											
46	If less than the maximum permitted floor area for Retail Use in the zone. [2015-1]											
47	If greater than the maximum permitted floor area for Retail Use in the zone. [2015-1]											



March 26, 2018 – Delegation to City Council

Agenda Item: Proposed Amendments to Westerra Neighbourhood Plan (File No. 13-OCP-10), Westerra Phase I Concept Plan (File No. 15-CP-01) and Regina Zoning Bylaw No. 9250 (File No. 17-Z-26)

Good afternoon your Worship, members of City Council and City Administration. My name is Chad Jedlic and I am the General Manager of Residential Land for Harvard Developments. With me at the podium is Blair Forster, President of Forster Projects. Harvard and Forster are the developers of the Westerra Neighbourhood and the proponents of the Neighbourhood Plan Amendment, Concept Plan Amendment, and Rezoning.

In mid-2017, we approached City Administration for a minor amendment to our next stage of development. Administration came back to us and requested that we adjust the park distribution throughout the entire neighbourhood in order to accommodate the Provincial decision to locate schools on municipal reserve. We agreed and developed the proposed amendments in collaboration with City Administration.

The proposed amendments allow a school to be accommodated in the central park, consistent with the original vision for the neighbourhood, as well it maintains the overall open space theme of the neighbourhood which is to have multiple local parks; a few major programmable parks; and a walkable central school site, all of which are connected by pathways with loops to avoid out and back trips along the same path. In Westerra, we are building most of our pathways without getting any municipal reserve credit for them by including them on easements (municipal utility parcels), and inside road right of ways. This helps make our neighbourhood greener.

As part of this amendment, the City sent a notice to existing residents, of which a number expressed concern. We took the initiative to meet with those residents to hear their concerns; better explain the rationale for the amendments; and provide detail on park programming and the pathway network.

To be clear, the amount of park space we are dedicating in the overall neighbourhood remains the same - at the maximum amount. We are just shifting the location of some of it to ensure the school site can be accommodated while providing a fair distribution of green space amongst the entire neighbourhood. Our meetings with residents went well and we were pleased to meet so many residents who care about the parks and pathways, and the neighbourhood.

The re-zoning of the next stage of development permits primarily single family homes, with some townhouses and duplexes near the collector roads which will support future transit routes.

We ask for your support for these amendments and the re-zoning because overall we believe the amendments align with the Design Regina – OCP while accommodating the change in Provincial legislation relating to school sites.

Thank you for your attention. We are available to answer your questions.

Chad Jedlic, GM Residential Land
Harvard Developments Inc.

Blair Forster, President
Forster Projects Inc.

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Proposed Amendments to Westerra Neighbourhood Plan (File No. 13-OCP-10), Westerra Phase I Concept Plan (File No. 15-CP-01) and Regina Zoning Bylaw No. 9250 (File No. 17-Z-26)

RECOMMENDATION

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
–MARCH 7, 2018**

1. That *Design Regina: The Official Community Plan Bylaw No. 2013-48* be amended by replacing Part B.14 (existing Westerra Neighbourhood Plan), in it's entirety, with Appendix J (revised Westerra Neighbourhood Plan) of this report.
2. That the proposed Westerra Phase I Concept Plan, attached as Appendix F and Appendix G to this report, be approved.
3. That the application to amend the *Regina Zoning Bylaw No. 9250* be approved, specifically as follows:
 - a) That Part NE-21-17-20-W2M Ext. 3, being Stage 1, Phase 2A of the Westerra Neighbourhood, be rezoned from Urban Holding Zone to the zones presented in Appendix H, being the plan of proposed zoning.
 - b) That the 25 Noise Exposure Forecast contours of the Airport Noise Attenuation Overlay Zone and the Clear Zone of the Obstacle Limitation Surface Overlay Zone be added to the subject lands within the Westerra Phase 1 Concept Plan as shown in Appendix I.
 - c) That such amendments come into force and effect upon Ministerial approval of the amendments to *Design Regina: The Official Community Plan Bylaw No. 2013-48*, as described in recommendation one of this report.
4. That the City Solicitor be directed to prepare the necessary bylaws to amend *Design Regina: The Official Community Plan Bylaw No. 2013-48* and *Regina Zoning Bylaw No. 9250*.

REGINA PLANNING COMMISSION – MARCH 7, 2018

The following addressed the Commission:

- Jeremy Fenton, City Planner, made a PowerPoint presentation, a copy of which is on file in the Office of the City Clerk; and
- Chad Jedlic and Munir Haque, representing Westerra Development Corp.

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

Recommendation #5 does not require City Council approval.

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

The Regina Planning Commission, at its meeting held on March 7, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That *Design Regina: The Official Community Plan Bylaw No. 2013-48* be amended by replacing Part B.14 (existing Westerra Neighbourhood Plan), in its entirety, with Appendix J (revised Westerra Neighbourhood Plan) of this report.
2. That the proposed Westerra Phase I Concept Plan, attached as Appendix F and Appendix G to this report, be approved.
3. That the application to amend the *Regina Zoning Bylaw No. 9250* be approved, specifically as follows:
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 - b) That the 25 Noise Exposure Forecast contours of the Airport Noise Attenuation Overlay Zone and the Clear Zone of the Obstacle Limitation Surface Overlay Zone be added to the subject lands within the Westerra Phase 1 Concept Plan as shown in Appendix I.
 - c) That such amendments come into force and effect upon Ministerial approval of the amendments to *Design Regina: The Official Community Plan Bylaw No. 2013-48*, as described in recommendation one of this report.
4. That the City Solicitor be directed to prepare the necessary bylaws to amend *Design Regina: The Official Community Plan Bylaw No. 2013-48* and *Regina Zoning Bylaw No. 9250*.
5. That this report be forwarded to the March 26, 2018 meeting of City Council for approval.

CONCLUSION

This report addresses proposed amendments to the Westerra Neighbourhood Plan (Westerra NP), the Westerra Phase 1 Concept Plan (Westerra Phase 1 CP) and the *Regina Zoning Bylaw No. 9250* (Zoning Bylaw). The intent of these amendments are as follows:

- The Westerra NP amendment is intended to establish consistency between the Westerra NP and proposed revisions to the Westerra Phase 1 CP and to accommodate adjustments to the open space network of the broader Westerra NP area and to effect changes regarding the concept plan approval process.
- The Westerra Phase 1 CP amendment is intended to accommodate revisions to the street/ block pattern and land-use affecting part of the Westerra Phase 1 (Phase 1) area.
- Through the Zoning Bylaw amendment, a portion of the Phase 1 area will be rezoned, which will allow for subsequent subdivision and development.

Review of the proposed amendments noted above has included consideration of servicing reports, conformity with *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP), discussions with affected City of Regina (City) Departments and feedback from adjacent residents and stakeholders. It is the position of City Administration that the proposed:

- Amendments to the Westerra NP will accommodate proposed revisions to the Westerra Phase 1 CP; result in an open space strategy that better accommodates the City's needs and accommodate a more expeditious concept plan approval process.
- Amendments to the Westerra Phase 1 CP are in conformity with the OCP and applicable servicing strategies and will result in a more optimal open space strategy.
- Amendments to the Zoning Bylaw will accommodate the requisite zoning designations required to accommodate proposed development.

For the reasons noted above, City Administration recommends approval of the proposed amendments addressed through this report.

BACKGROUND

Westerra is a new neighbourhood located in the west part of Regina, immediately south of Dewdney Avenue and between Pinkie Road and Courtney Street, as shown in Appendix A. The Westerra NP and the Westerra Phase 1 CP were approved concurrently on January 12, 2015. The Westerra NP provides policy direction for the growth and development of the proposed Westerra neighbourhood in its entirety, while the Westerra Phase 1 CP focuses on the first development phase only, by providing detailed direction for land-use, streets and open space.

The Westerra NP area is expected to accommodate approximately 7500 people and the Phase I area is expected to accommodate approximately 3800 people. To date, approximately 55 hectares of the 110-hectare Phase 1 area has been rezoned and subdivided. This subdivided area includes all of the commercial area, a portion of the residential area and two parks. One multi-unit residential (apartment) building has been constructed, a senior's assisted living facility is under

construction and 110 residential dwelling units have been constructed. The location of the Phase 1 area, relative to the Westerra NP land-use plan, is shown in Appendix B.

This report responds to an application put forward by the land developer (Proponent), who is leading the Westerra development, to amend the approved Westerra Phase 1 CP and to rezone part of the Phase 1 area. As the proposed amendments to the Westerra Phase 1 CP result in non-conformance with the Westerra NP, an amendment to the Westerra NP is required, as the Westerra NP is the overarching policy document for the entire Westerra neighbourhood and all concept plans must conform with it. City Administration is also recommending, at this time, amendments to the Westerra NP to better support the City's open space programming requirements and to better facilitate and expedite the concept plan approval process.

DISCUSSION

Neighbourhood Plan Amendment

The proposed amendments to the Westerra NP are intended to establish conformance with the proposed amendments to the Westerra Phase 1 CP and, at the same time, reconfigure the open space network so that it better accommodates the City's open space programming requirements, which have evolved since the Westerra NP was originally approved. As there is a need for additional multi-use athletic fields, the preference is for larger parks that can accommodate both a multi-use athletic field, as well as play and passive areas. It has been determined that, due to the anticipated population of Westerra, there is a need for at least three multi-use athletic fields in the Westerra neighbourhood. The current Westerra NP does not support this programming, as the current focus is on multiple smaller parks. The proposed changes to the Westerra open space network are shown in Appendix C.

Additionally, there is a potential need to accommodate a new school site on municipal reserve land. Although the existing Westerra NP identifies a site for a potential school, it was assumed at the time of the original approval, that this school site would not be located on municipal reserve land, as the previous practice was that the Government of Saskatchewan (Province) would purchase lands for school sites. Due to changes to provincial legislation, which are expected to occur in 2018, it may be a requirement that school sites be located on municipal reserve lands; therefore, it is necessary that one larger park be reserved for this purpose.

In addition to the amendments to the open space strategy, City Administration is recommending that the Westerra NP be further amended by removing the approved Westerra Phase 1 CP from the appendix section and by deleting policy requiring that concept plans be appended to the neighbourhood plan. This amendment will allow Westerra concept plans to be approved and amended by resolution, instead of bylaw, thus simplifying and expediting the approval process. City Council amended the Southeast Regina Neighbourhood Plan in March of 2017 to accommodate the same procedural change.

City Administration supports the proposed amendments to the Westerra NP open space strategy, as it will allow for a park system that better accommodates current and anticipated programming requirements, while still maintaining a suitable distribution of parks within the Westerra

neighbourhood. Further, the proposed adjustments to the open space network will not result in a reduction to the overall amount of municipal reserve land in Westerra.

Concept Plan Amendment

The proposed amendments to the Westerra Phase 1 CP are being pursued by the Proponent and are intended to accommodate revisions to the street/block pattern and land-use affecting part of the Phase 1 area. Specifically, the Proponent is wanting to reconfigure the open space network, by relocating a park, eliminating a greenway connection and adjusting the street/block pattern and land-use. The Proponent has indicated that the proposed revisions will better accommodate their current construction aspirations and will result in a park system that is more equitably distributed. The proposed revisions are shown in Appendix D.

City Administration supports the proposed revisions to the street/block pattern and land-use, as the changes will not result in a significant change to the population or to the overall land-use pattern. Further, the implications for servicing are deemed to be minimal and manageable, the City's density targets will still be met and the resulting land-use pattern conforms with the City's "Complete Neighbourhood" requirements.

City Administration also supports the proposed adjustments to the Phase 1 open space network, as it will allow for a better distribution of park space and allow for larger parks in Phase 2 that can support multi-use athletic fields, in accordance with the City's open space programming requirements. Further, the changes will still ensure that four parks will remain in the Phase 1 area and pathway connectivity will be retained through on-street multi-use pathways, which transect the plan area and interconnect with the "Devonian Pathway", north of Dewdney Avenue.

Zoning Bylaw Amendment

The intent of the Zoning Bylaw amendment is to apply the requisite zoning designations to part of the Phase 1 area that will accommodate subdivision and development that is in accordance with the Westerra NP and the Westerra Phase 1 CP. The current zoning designation that applies to the affected area is the Urban Holding Zone; however, this zoning designation does not allow for the uses identified by the Westerra NP or the Westerra Phase 1 CP.

As the Zoning Bylaw must conform with applicable approved neighbourhood plan, the proposed amendments to the Westerra NP must be approved by both City Council and the Province before the proposed Zoning Bylaw amendments can come into force and effect. The reason for this is that the proposed amendments to the Zoning Bylaw conform with the proposed new Westerra Phase 1 CP, but not the existing Westerra Phase 1 CP, which forms part of the Westerra NP.

The proposed zoning designation scheme, as shown in Appendix E, is in conformity with the revised Westerra Phase 1 CP and the Westerra NP, by accommodating a diversity of residential types and is in conformity with the OCP population density targets. The proposed zoning also addresses requirements associated with the Regina International Airport flightpath proximity. As some of the Phase 1 residential development will locate in regulatory zones associated with flightpath proximity, the Airport Noise Attenuation Overlay Zone and the Obstacle Limitation

Surface Overlay Zone will apply. Future site development must comply with the regulations within these overlay zones, such as mitigative measures for building development within the Noise Exposure Forecast (NEF) 25 contour (sound proofing) and limiting the height of buildings to ensure there are no physical obstructions in flight paths.

RECOMMENDATION IMPLICATIONS

Financial Implications

Capital funding to provide municipal infrastructure that is required for subdivision and development in the concept plan area will be the sole responsibility of the Proponent. The municipal infrastructure that is built and funded by the Proponent will become the City's responsibility to operate and maintain through future budgets.

Environmental Implications

None with respect to this report.

Strategic Implications

City Administration concludes that the proposed amendments to the Westerra NP, the Westerra Phase 1 CP and the Zoning Bylaw are consistent with key policies of the OCP relating to:

- “Complete Neighbourhoods” (Policy 7.1, Section D5).
- The density target of 50 people per net hectare (Policy 2.11, Section C).
- The need for strategically located, multi-functional parks (Policy 9.6.1, Section D7).
- Comprehensive planning through secondary plans and concept plans (Policy 14.23, Section E).

Accessibility Implications

None with respect to this report.

Other Implications

None with respect to this report.

COMMUNICATIONS

Consultation has included engagement with Westerra neighbourhood residents and key affected stakeholders (Rural Municipality of Sherwood No. 159 and Regina Airport Authority). The following, is a summary of the engagement:

Public Engagement

Public engagement has included the following initiatives:

- Distribution of information to residents through mail.
- Posting of notification sign adjacent to concept plan amendment area.
- Follow-up communication with residents that submitted comments.
- Notification of Regina Planning Committee (RPC) meeting date to the general public through a newspaper ad.
- Notification of RPC meeting date to residents that submitted comments through email.

Through notification to residents, City Administration received eight submissions. All comment submissions reflected opposition to the proposed amendments to the open space network, referencing the following two specific, equally cited, issues:

- Reduction in park space.
- Elimination of greenway connection.

As a response to the feedback, City Administration engaged in follow-up discussions with the concerned residents by providing a more comprehensive rationale for the proposed amendments to the Westerra open space networks. Specifically, the following points were conveyed to the concerned residents:

- The overall amount of municipal reserve land in the Westerra neighbourhood will not change.
- Reducing the size of two of the Phase 1 parks will result in two of the Phase 2 parks being larger, thus better suited to accommodate multi-use athletic fields.
- Four parks will still be retained in the Phase 1 area, including one large park reserved for an athletic field.
- Pathway inter-connectivity will be maintained through a network of on-street pathways.

Stakeholder Engagement

Stakeholders engaged did not submit any comments.

DELEGATED AUTHORITY

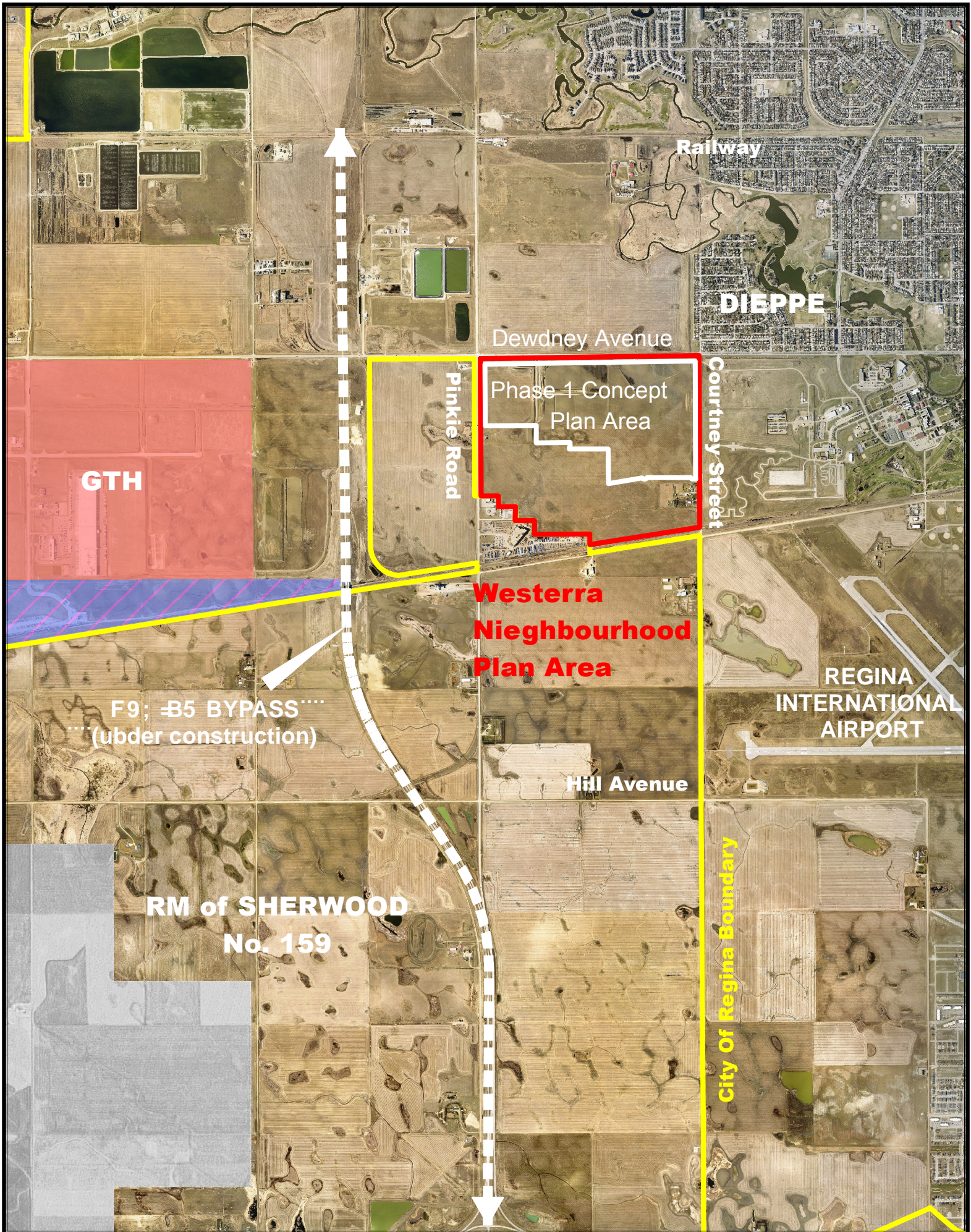
City Council's approval of concept plans and amendments to the OCP is required pursuant to *The Planning and Development Act, 2007*.

Respectfully submitted,

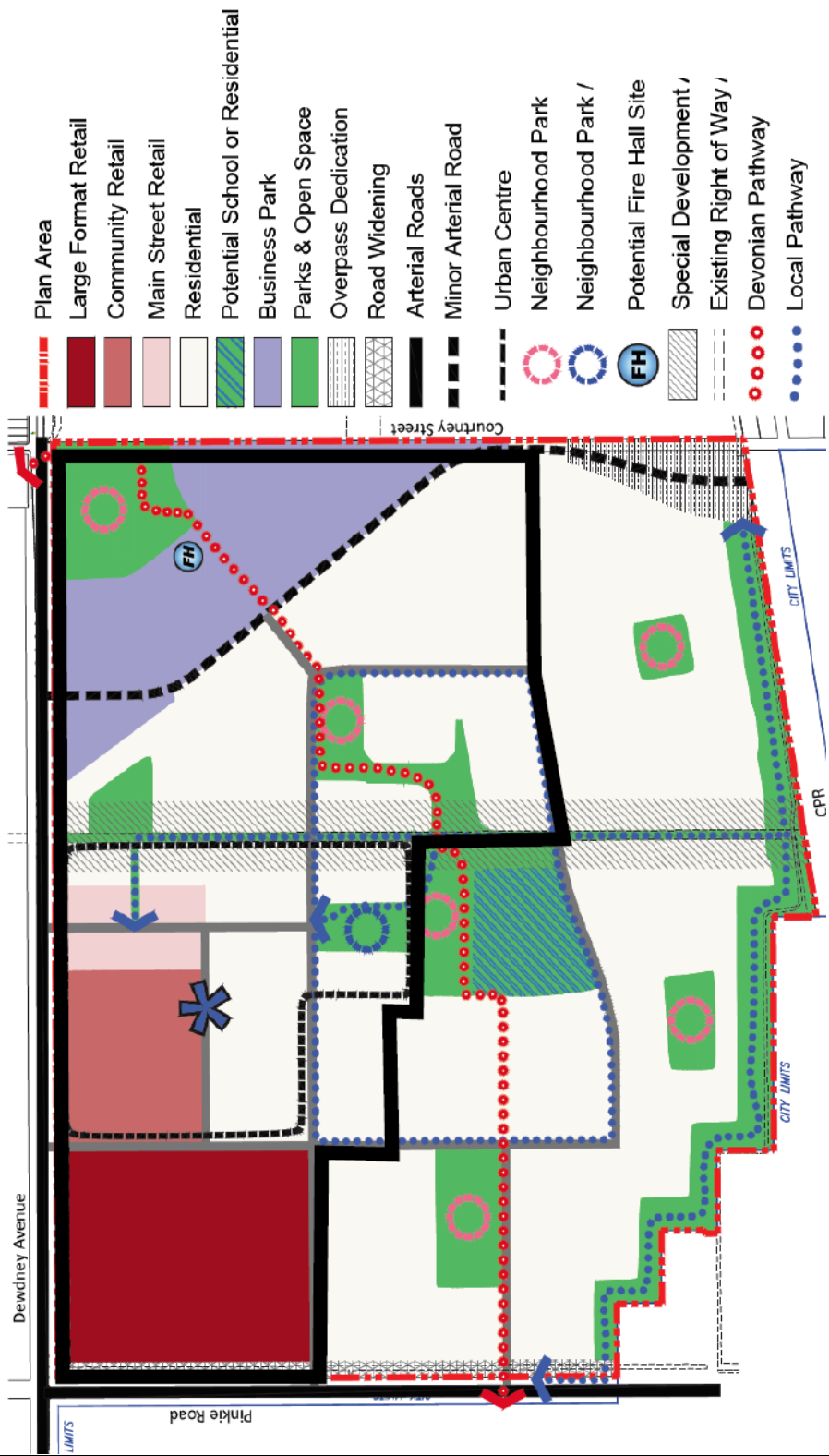
REGINA PLANNING COMMISSION



Elaine Gohlke, Secretary



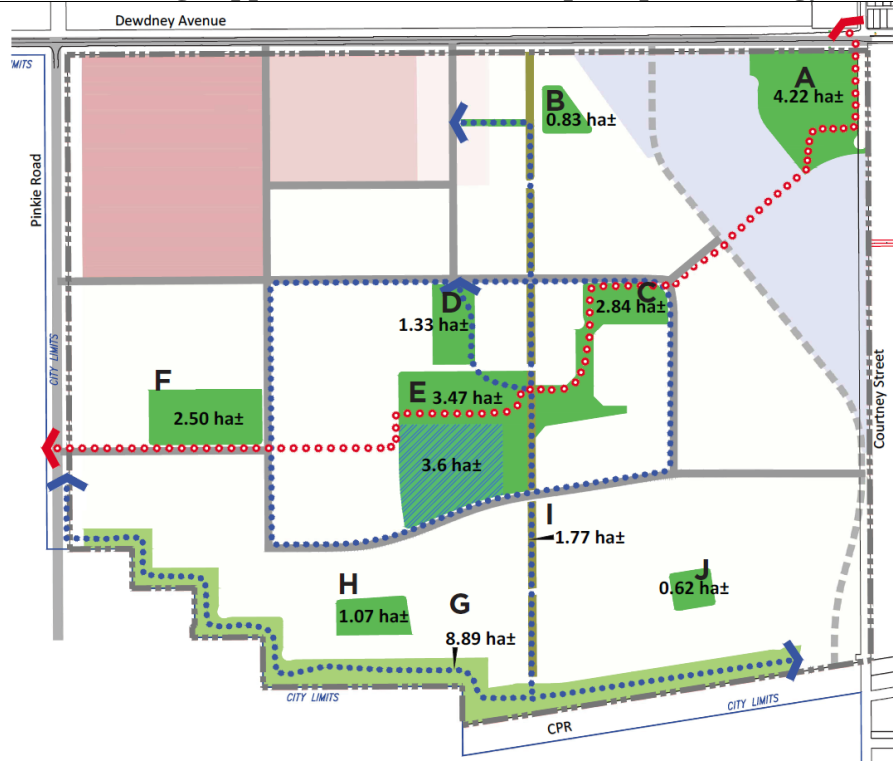
Westerra NP – Land-Use Plan Context
With Westerra Phase 1 CP Boundary Superimposed



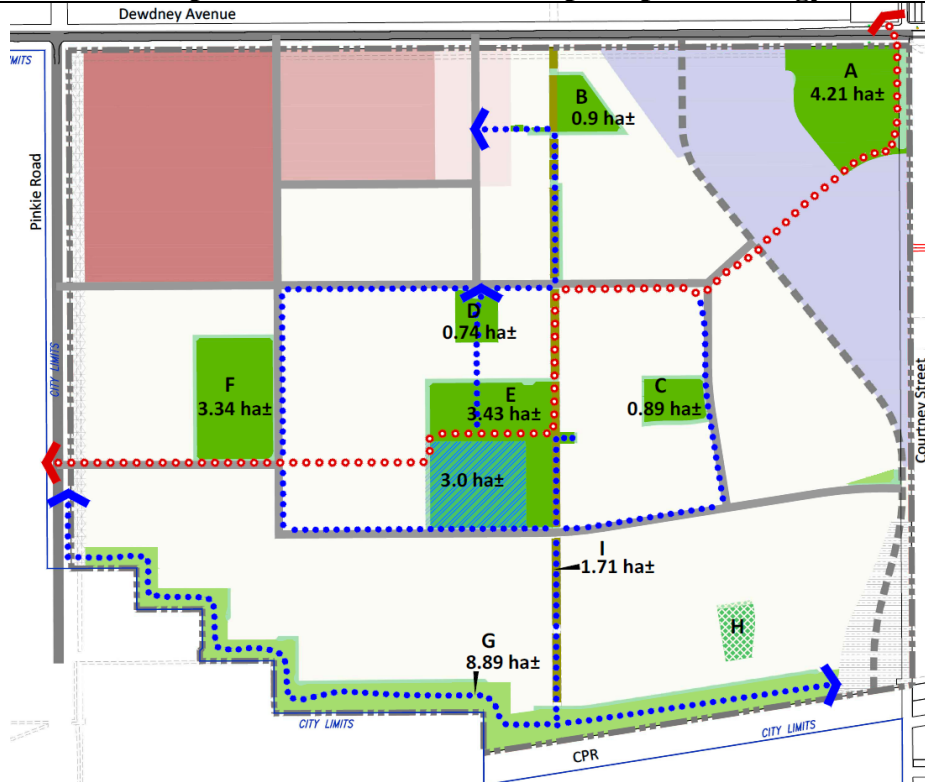
Westerra Phase 1 CP Boundary

Westerra Neighbourhood Plan – Proposed Revisions Context

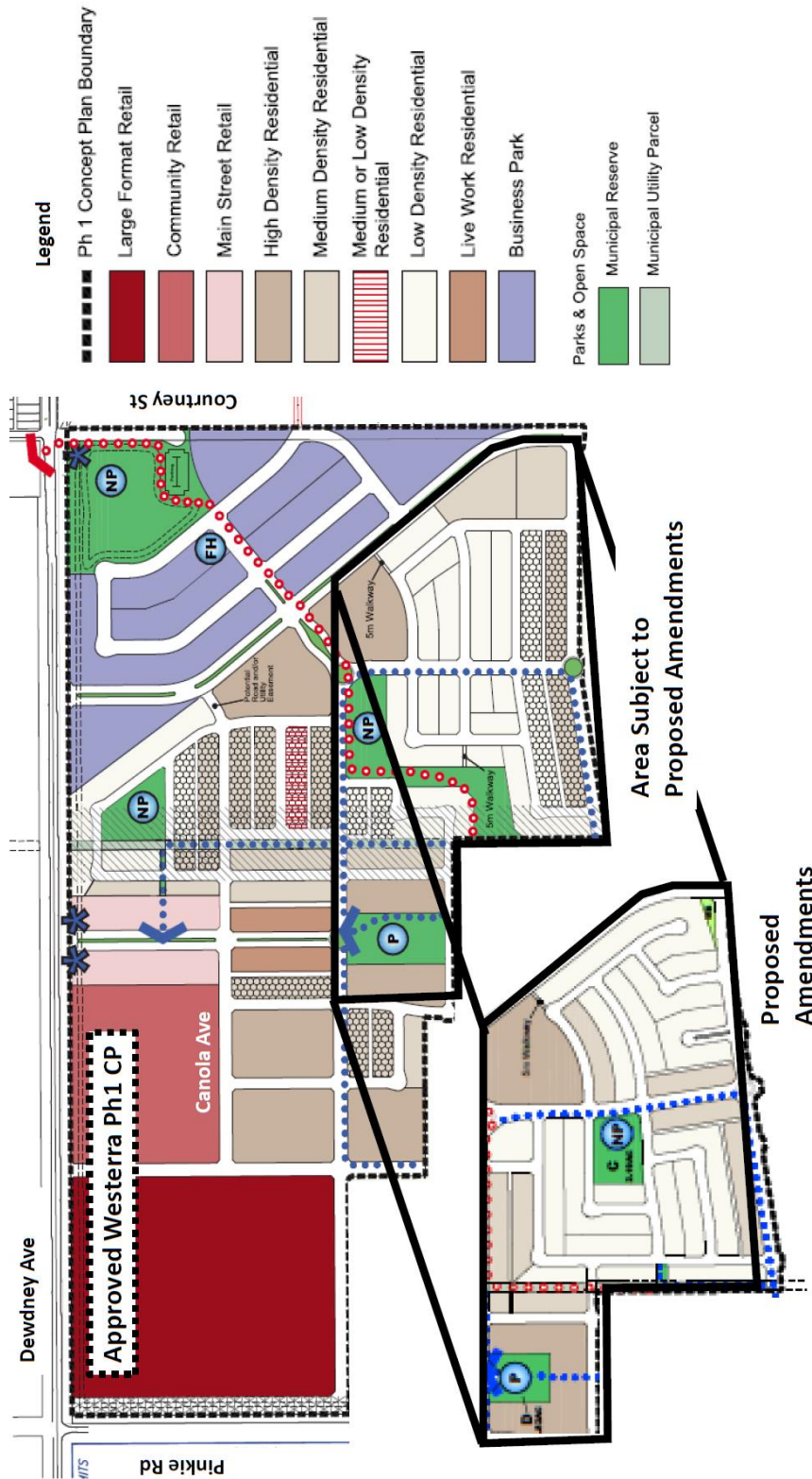
Existing/ Approved Westerra NP Open Space Strategy



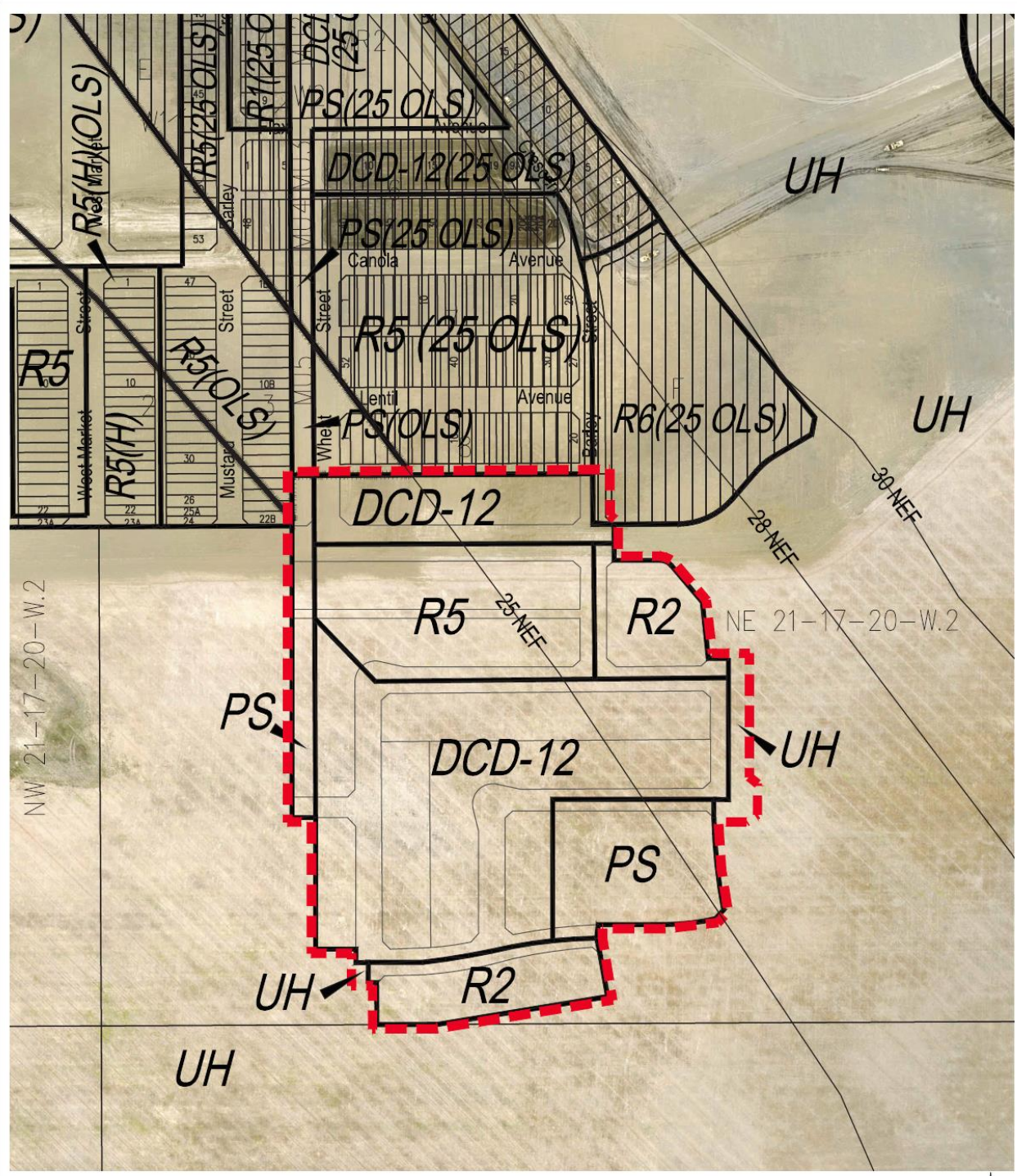
Proposed/ New Westerra NP Open Space Strategy




Westerra Phase 1 Concept Plan – Proposed Revisions Context



Westerra – Proposed Rezoning Context



 Subject Property

Date of Photography : 2016

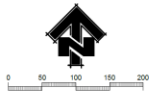
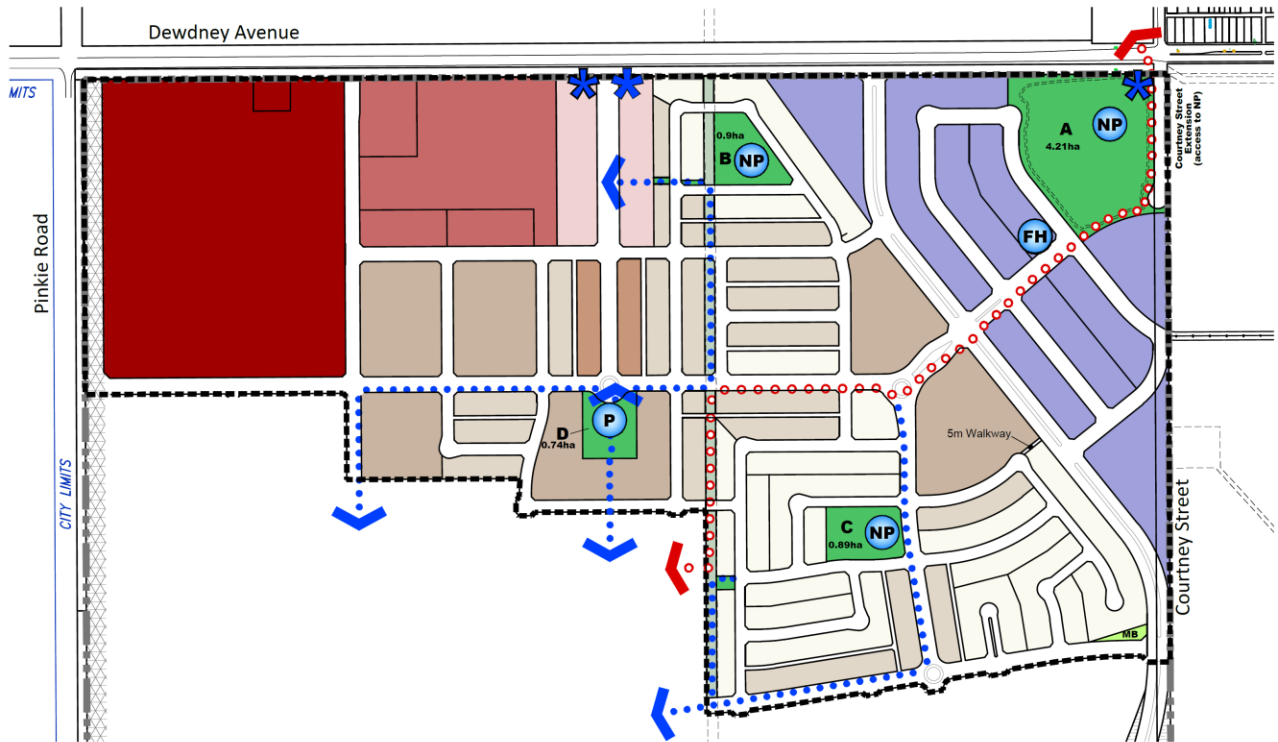


Project 17-Z-26

Civic Address/Subdivision

8101 Dewdney Avenue / Westerra
NE 21-17-20-W 2 M

Westerra Phase 1 Concept Plan – Land-Use Plan

**Legend**

	Plan Area	
	Ph1 Concept Plan Boundary	113.44ha (100.0%)
	Large Format Retail	15.97ha (14.1%)
	Mixed-Use Community Retail	7.34ha (6.5%)
	Main Street Retail	2.79ha (2.5%)
	High Density Residential	12.53ha (11.0%)
	Medium Density Residential	10.13ha (8.9%)
	Low Density Residential	13.92ha (12.3%)
	Live Work Residential	1.20ha (1.1%)
	Business Park	12.80ha (11.3%)

Parks & Open Space

	Municipal Reserve	6.82ha (6.4%)
	Municipal Buffer	0.09ha (0.1%)
	Municipal Utility Parcel	1.25ha (1.1%)
	Roads	23.86ha (21.0%)
	Road Widening	1.36ha (1.2%)
	Walkway Ares	0.02ha
	Courtney Street ROW Dedication	3.35ha (3.0%)

Existing Right of Way Easement



Neighbourhood Park



Neighbourhood Park / Plaza



Potential Fire Hall Site



Stormwater Facility



Entry Feature

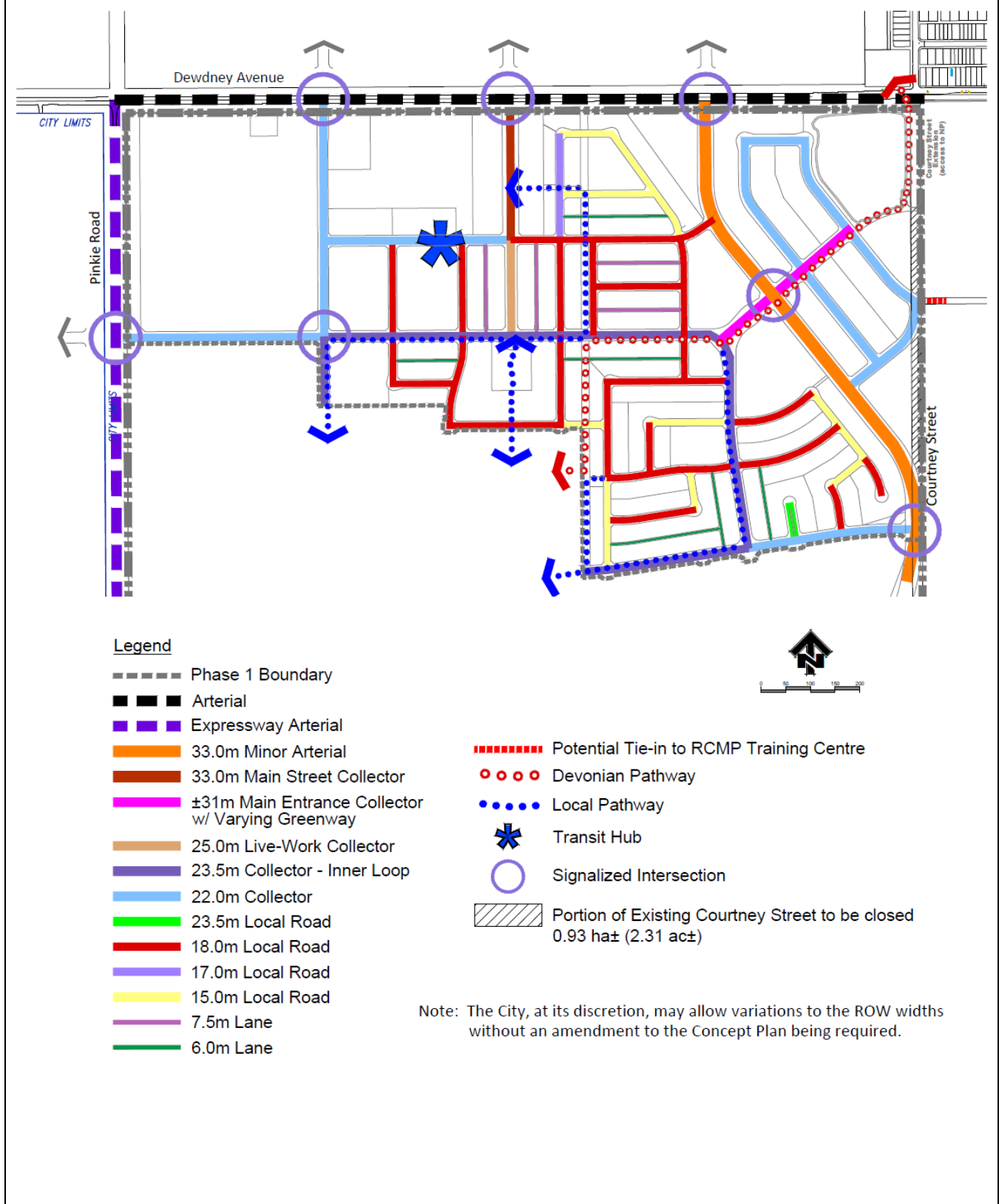


Devonian Pathway



Local Pathway

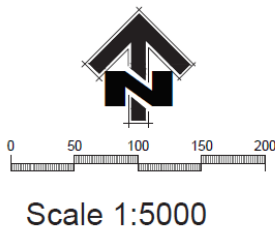
Westerra Phase 1 Concept Plan – Circulation Plan







Westerra – Proposed Zoning Scheme 1

Plan Showing
PROPOSED ZONING
 with
 Proposed CP Amendments
 Overlay

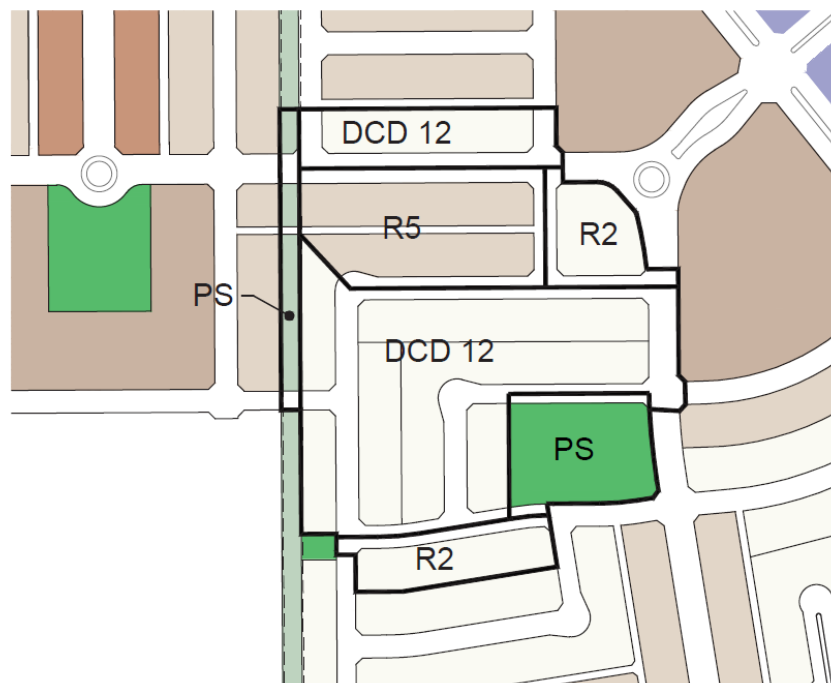
Part of N.E.1/4 Sec.21
 Twp.17 Rge.20 W.2 Mer.
 Regina, Saskatchewan
 2017

**Legend**

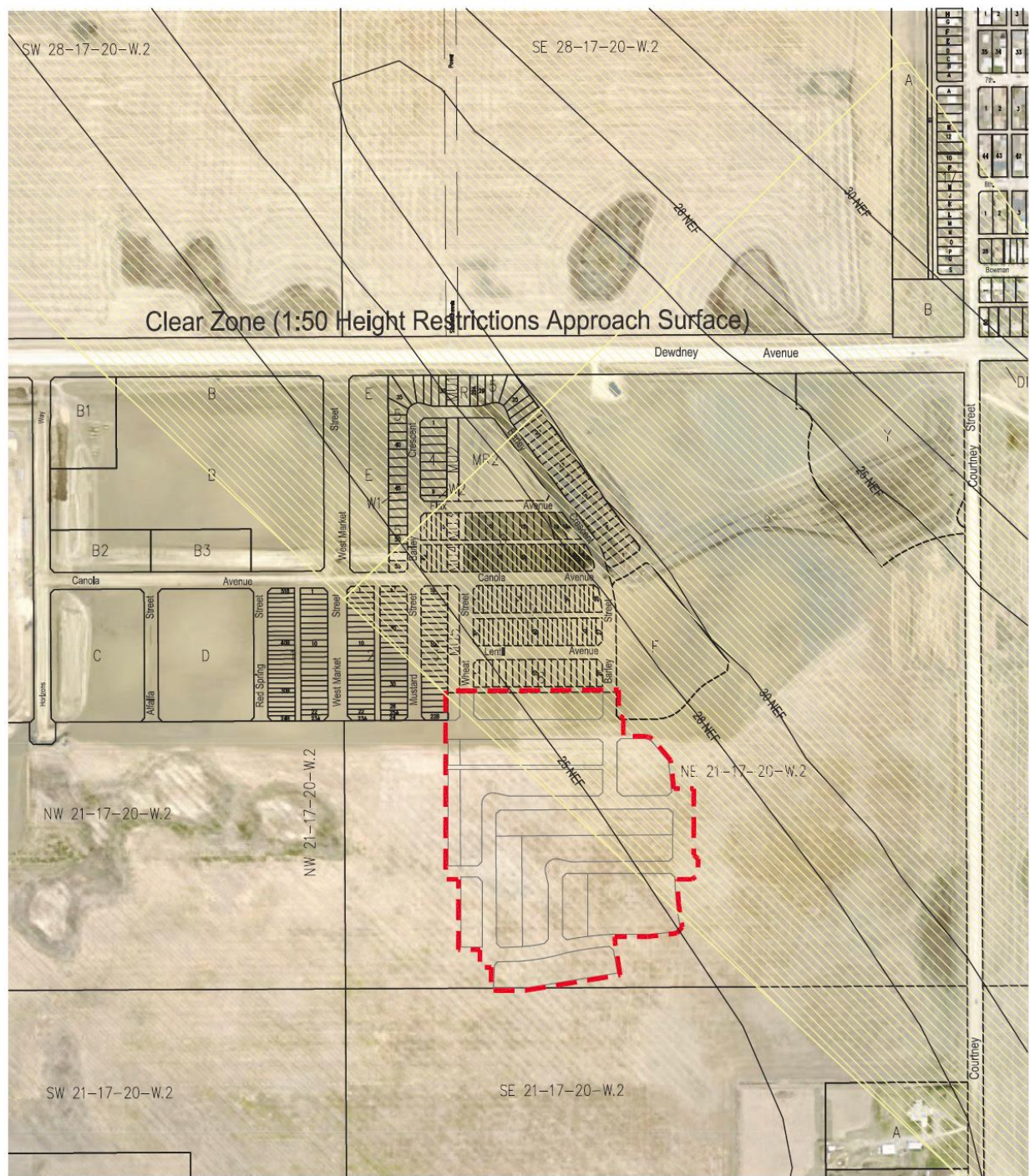
-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Live Work Residential

Parks & Open Space

-  Municipal Reserve
-  Municipal Utility Parcel



Westerra – Proposed Zoning Scheme 2



 Subject Property

Date of Photography: 2016



Project 17-Z-26

Civic Address/Subdivision

8101 Dewdney Avenue / Westerra
NE 21-17-20-W 2 M



OFFICIAL COMMUNITY PLAN

PART B.14 Westerra Neighbourhood Plan





Westerra

Where life finds balance

Executive Summary

Westerra is located in the west area of the City of Regina on lands annexed from the Rural Municipality of Sherwood No. 159. The Plan Area is bounded by Dewdney Avenue to the north, Courtney Street to the east, Pinkie Road to the west and the Canadian Pacific Rail line to the south (See **Figure 1: Location and Context Plan**). The Neighbourhood Plan Area includes approximately +/- 199.84 hectares (+/- 493.79 acres) of land.

At full build out, the neighbourhood plan area will house approximately 7,500 residents in a complete community consisting of a range of housing, commercial and employment uses. Westerra shall be an area where residents daily needs can be met and where access to employment and retail land uses are supported by pedestrian, transit, cycling and road connections.

The Neighbourhood Plan (NP) implements policy identified within **Design Regina - The Official Community Plan Bylaw No. 2013-48 (Design Regina OCP)** and has been informed by the City's sustainability priorities. The NP has been developed through careful and ongoing consultation with the City, landowners, the general public, school boards, builders and other key stakeholders. The NP establishes the broad land use and servicing expectations for the plan area which will be used to direct the preparation of subsequent concept plans, land use and subdivision applications.

Neighbourhood Plan

Prepared for:

Westerra Development Corp.

Harvard Developments Inc.

Forster Projects Inc.



Prepared by: Brown & Associates Planning Group



Project Team:

Project Engineers
WSP



Transportation Consultants
MMM Group



Risk Assessment and Analysis
Bercha Group Limited

Retail Impact Assessment
MXD Development Strategists

Geotechnical Investigation &
Environmental Site Assessment
Ground Engineering

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1.0 Introduction

1.1 Background

The purpose of this Neighbourhood Plan (NP) is as follows:

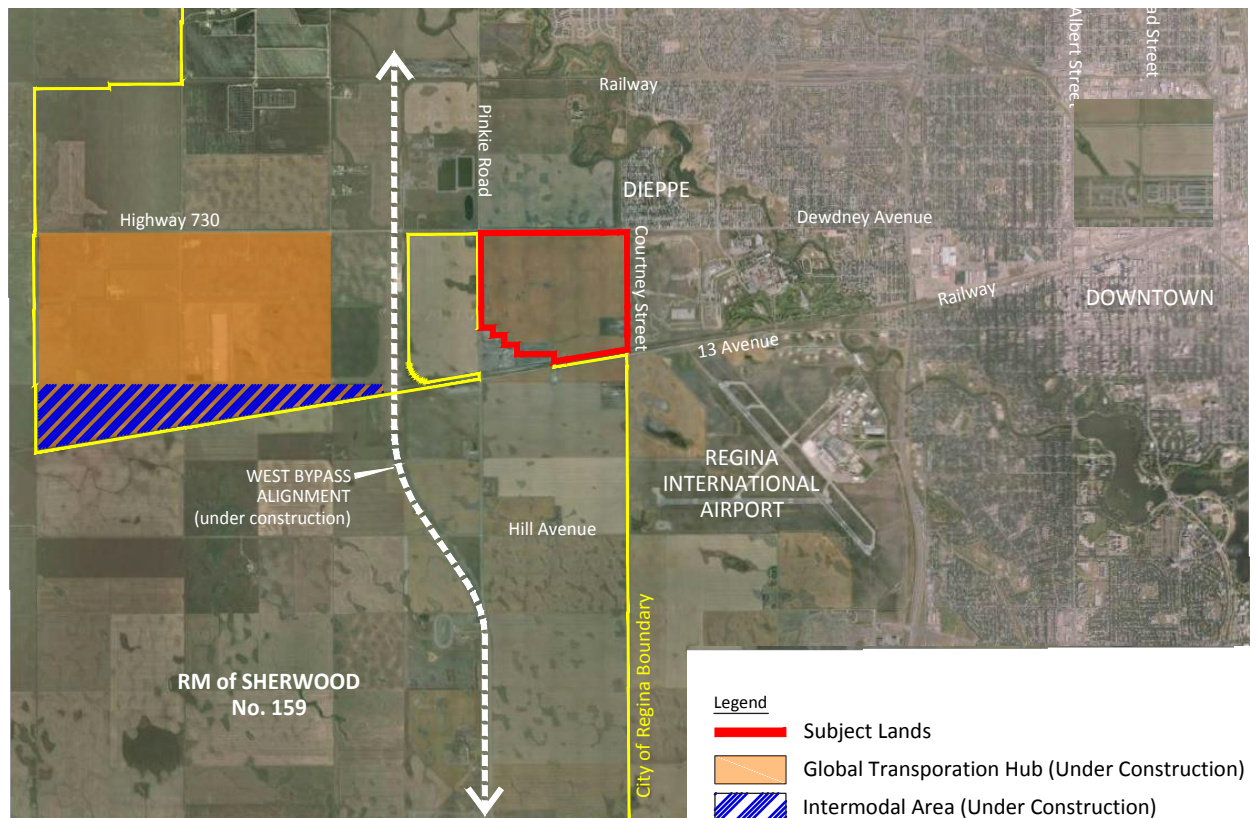
- To implement the policies contained in the *Design Regina OCP* and, in doing so, provide a framework for future development of the plan area that reflects the City's aspiration to be a sustainable, vibrant, inclusive and attractive community
- To guide and direct the preparation and the approval of subsequent Concept Plans, Land Use Amendment and Subdivision applications within the plan area.

To accomplish this purpose, the Neighbourhood Plan contains development objectives, a land use concept and policies that will ensure the NP is achieved over time.

1.2 Site Context

The NP applies to a defined area referred to as “Westerra” and is outlined on **Figure 1: Location and Context Plan**. The plan area is located approximately 6.5 km from downtown Regina and serves as a western gateway for the City. Westerra is located in a strategic location in proximity to the Global Transportation Hub. The area is bound by Dewdney Avenue to the north, Pinkie Road to the west and Courtney Road to the east. The CPR rail line forms the southern boundary of the Plan area. The surrounding land use context includes the Dieppe neighbourhood to the northeast, the RCMP training centre to the east, the Regina International Airport to the southeast and the Sakimay First Nations to the west. There are existing industrial uses situated to the southwest of the plan area which are situated in the RM of Sherwood No. 159.

Figure 1 - Location and Context Plan



1.3 Plan Area Ownership

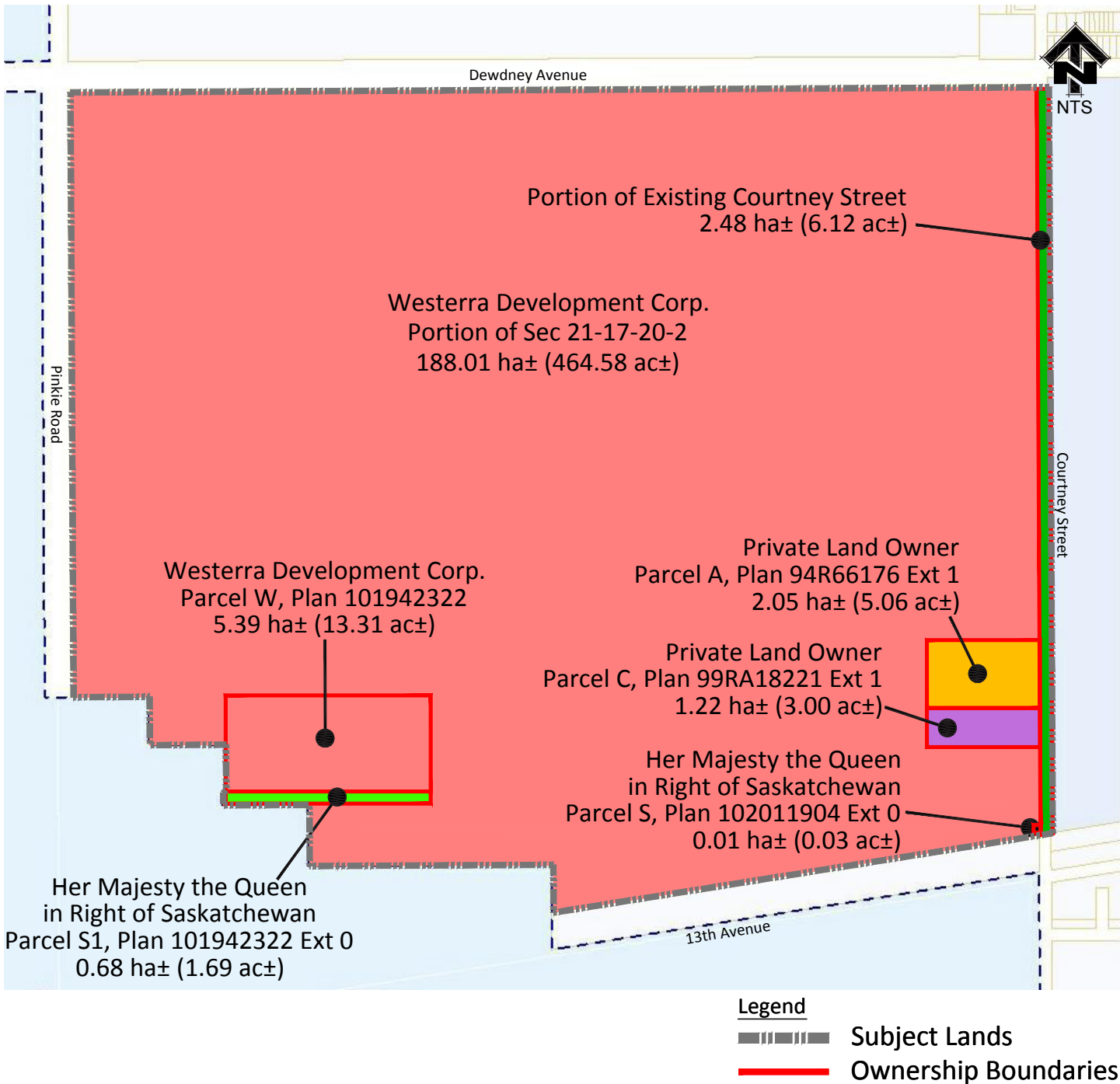
The NP area is comprised of approximately +/- 199.84 hectares (+/- 493.79 acres) consisting of a variety of legal parcels of land. The majority of the plan area is owned by Westerra Development Corp. A summary of the legal land holdings and ownership of the plan area is outlined in **Table 1: Plan Area Ownership** and **Figure 2: Legal Description and Ownership of Plan Area**.

Table 1 - Plan Area Ownership

LANDOWNER	LEGAL DESCRIPTIONS	AREA (HA)	AREA (AC)	% OF PLAN AREA
Westerra Development Corp.	Pt. Sec. 21-17-20-2	188.01	464.58	94.08%
Westerra Development Corp.	Parcel W Plan 101942322	5.39	13.31	2.70%
Private Landowner	Parcel A Plan 94R66176 Ext 1	2.05	5.06	1.02%
Private Landowner	Parcel C Plan 99RA182221 Ext 1	1.22	3.00	0.61%
Her Majesty the Queen in Right of Saskatchewan	Parcel S Plan 102011904 Ext 0	.011	.03	0.01%
Her Majesty the Queen in Right of Saskatchewan	Parcel S1 Plan 101942322 Ext 0 – Existing Legal Roadway - General Road -- Closure and Consolidation Assumed	0.68	1.69	0.34%
Her Majesty the Queen in Right of Saskatchewan	Existing Legal Roadway - Courtney Street-- Partial Closure and Consolidation Assumed	2.48	6.12	1.24%
Total		199.84	493.79	100%

The subject lands were annexed to the City of Regina as part of the planning and construction of the Global Transportation Hub. These annexed lands form a well-defined growth corridor between the built up area of the City of Regina, the airport and the Global Transportation Hub. The *Design Regina OCP* has identified the plan area for future urban development and envisions a mixed-use area that supports a live-work environment including a range of housing options, regional commercial, local commercial, non-manufacturing industrial and employment uses.

Figure 2 - Legal Description and Ownership of Plan Area



1.4 Regulatory Framework and Compliance

Design Regina OCP

The NP must be consistent with other policy documents approved by Council, including but not limited to *Design Regina OCP* in accordance with the *Planning and Development Act, 2007*.

This NP has been prepared in accordance with the policy direction contained in *Design Regina OCP*. The *Design Regina OCP* establishes two levels of planning instruments for new areas in the city involving the initial preparation of a 'Neighbourhood Secondary Plan' for new neighbourhoods of approximately 200 hectares or more, followed by the preparation of 'Concept Plans' on a phased basis within the Neighbourhood Plan area. The Secondary Plan (Neighbourhood Plan) will be adopted by bylaw and appended to the *Design Regina OCP*.

Westerra contains approximately +/- 199.84 hectares (+/- 493.79 acres) of land and proposes a new mixed – use area. Therefore a Neighbourhood Plan (NP) is required to be prepared in accordance with the *Design Regina OCP*. The NP, in turn, contains a phasing plan that provides direction for the preparation of more detailed "Concept Plans" (CP). Concept plans shall be developed and submitted as required to provide further detail required to rationalize detailed zoning, subdivision and development applications.

Under the *Design Regina OCP*, the Westerra lands have been designated as a priority growth area and a "New Mixed-Use Neighbourhood." As shown on **Figure 3: Design Regina OCP Policy Context**, Dewdney Avenue to the north is identified as an 'Express Transit Corridor.' The *Design Regina OCP* also shows an 'urban centre' straddling Dewdney Avenue with lands to the north of Westerra. Under the official community plan, new mixed use neighbourhoods are intended to be complete communities that are inclusive and provide a mix of all land uses to allow residents to live, work and play in their own community. These mixed use neighbourhoods are to be a location for intensification of land uses and are required to be developed at a minimum gross population density of 50 persons per hectare (pph). A concept plan is required for all new neighbourhoods and the Guidelines for Complete Neighbourhoods as contained in the *Design Regina OCP* must be observed.

This Neighbourhood Plan has been prepared in accordance with the *Design Regina OCP* requirements for a secondary plan for new or mixed-use neighbourhood areas and demonstrates overall conformity with the official community plan. Westerra is a plan for an integrated mixed - use community complete with residential uses of varying densities, commercial, open space and business park uses. Located along Dewdney Avenue, the plan calls for the creation of intensive and well defined main street as a central hub/entrance into the community which is supportive of the City's desire to develop Dewdney as 'Express Transit Corridor,' and to support the development of an 'urban centre' in this area. Anchoring the main street retail area, medium to high density residential development is envisioned. The plan area is linked by an interconnected road network and supported by a parks and open space system providing passive and active recreational opportunities throughout the community.

City of Regina Zoning Bylaw No. 9250

Lands within the proposed neighbourhood are currently zoned Urban Holding District under the current Zoning Bylaw. The lands are also subject to the City of Regina's Zoning Bylaw Regina Airport Noise Attenuation Overlay Zone. Prior to subdivision and eventual development of the lands, the developer will apply for zoning bylaw amendment consistent with the approved Concept Plans to harmonize with this Neighbourhood Plan and the *Design Regina OCP*.

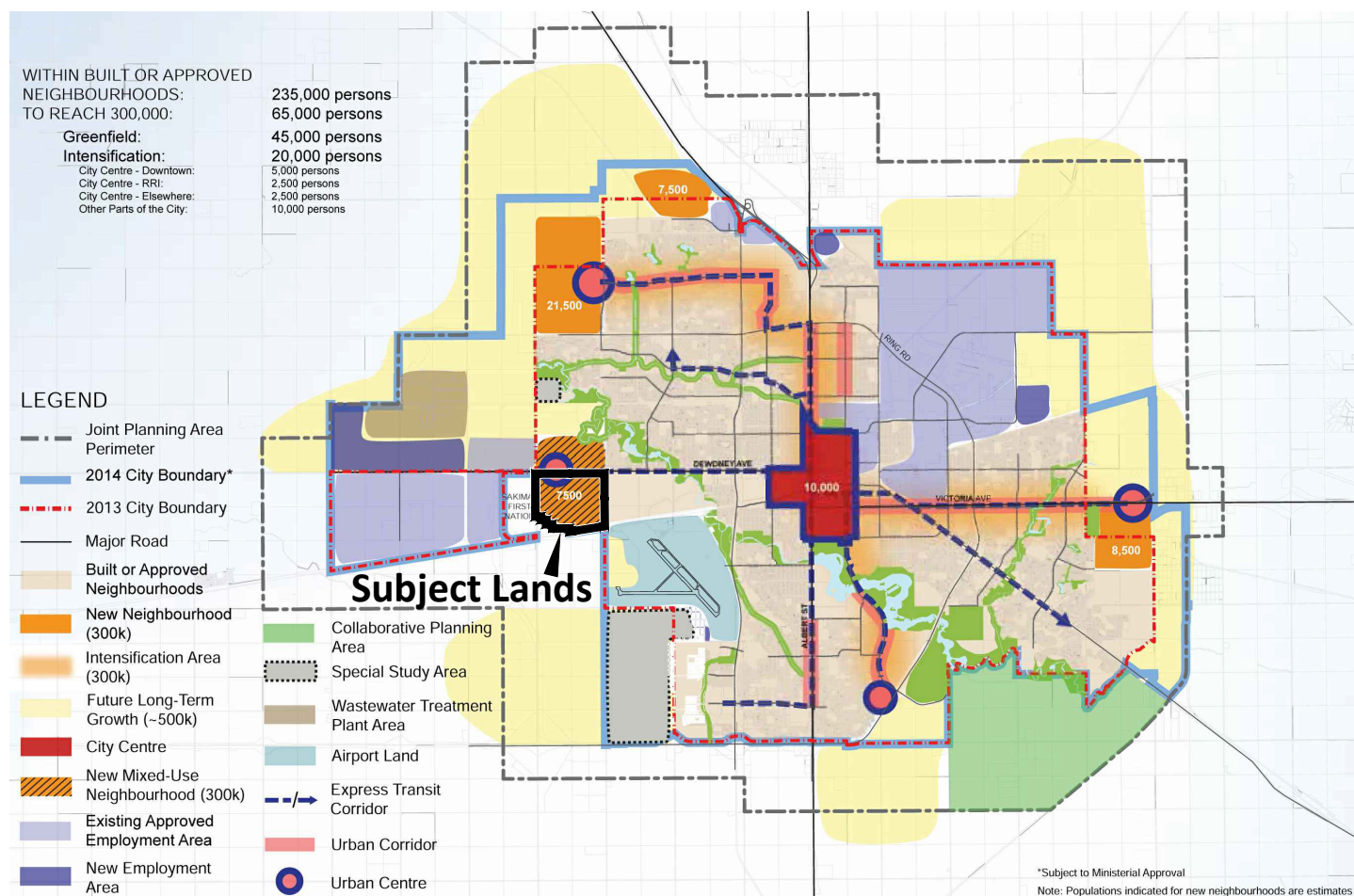
Regina Airport Zoning Regulations (Aeronautics Act)

Under the Government of Canada Aeronautics Act, the Westerra lands are within the boundaries of the *Regina Airport Zoning Regulations* administered by the Regina Airport Authority and enforced by Transport Canada. These Regulations are under Federal jurisdiction. These Regulations apply certain height and other building restrictions to structures within an area affecting the flight path and other operations of the airport. All future development within Westerra shall comply with both applicable municipal and federal regulations for development in proximity to airports and should comply with applicable provisions of *Land Use in Vicinity of Airports Guidelines (TP 1247E)* as published by Transport Canada.

Timeframe of the Plan

This NP is future-oriented and establishes the overall pattern for how Westerra is to be developed over an extended period of time. Development is expected to occur over the next 10-20 years. However, the exact timing of the build out of Westerra remains subject to market demand and other factors.

Figure 3 - Design Regina OCP Policy Context



Source: Design Regina - Official Community Plan 2013

Map Interpretation

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

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

Policy Interpretation

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

Amendment of the Plan

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

Monitoring of the Plan

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

2.0 Site Inventory & Analysis

2.1 Topography

The high point of the subject lands is in the southeastern portion of the site and the general topography of the area leads to drainage running to the southwest and northeast portions of the site. This is illustrated on **Figure 4: Site Context and Natural Features**. Drainage to the northeast flows through the existing ditch and culvert with an outlet to Wascana Creek. Drainage to the southwest flows towards Pinkie Road.

2.2 Natural Features and Existing Conditions

As shown in **Figure 4: Site Context and Natural Features**, there is little tree cover and natural habitat present with the exception of a tree farm located to the southeast of the subject property. The area contains cultivated land with some low areas and drainage paths throughout. Existing conditions were identified as part of the planning process and informed the development of the secondary plan. Bounded by Dewdney Avenue to the north, Courtney Street to the east, Pinkie Road to the west and the CPR line to the south, the area is relatively flat with a few low areas and drainage paths. As shown in **Figure 4: Site Context and Natural Features**, currently the site is cultivated with little to no vegetation. The subject site contains two country residential subdivisions to the southeast which are under separate ownership as well as one (1) undeveloped 15 acre vacant parcel which is situated to the north of the undeveloped extension of General Road.

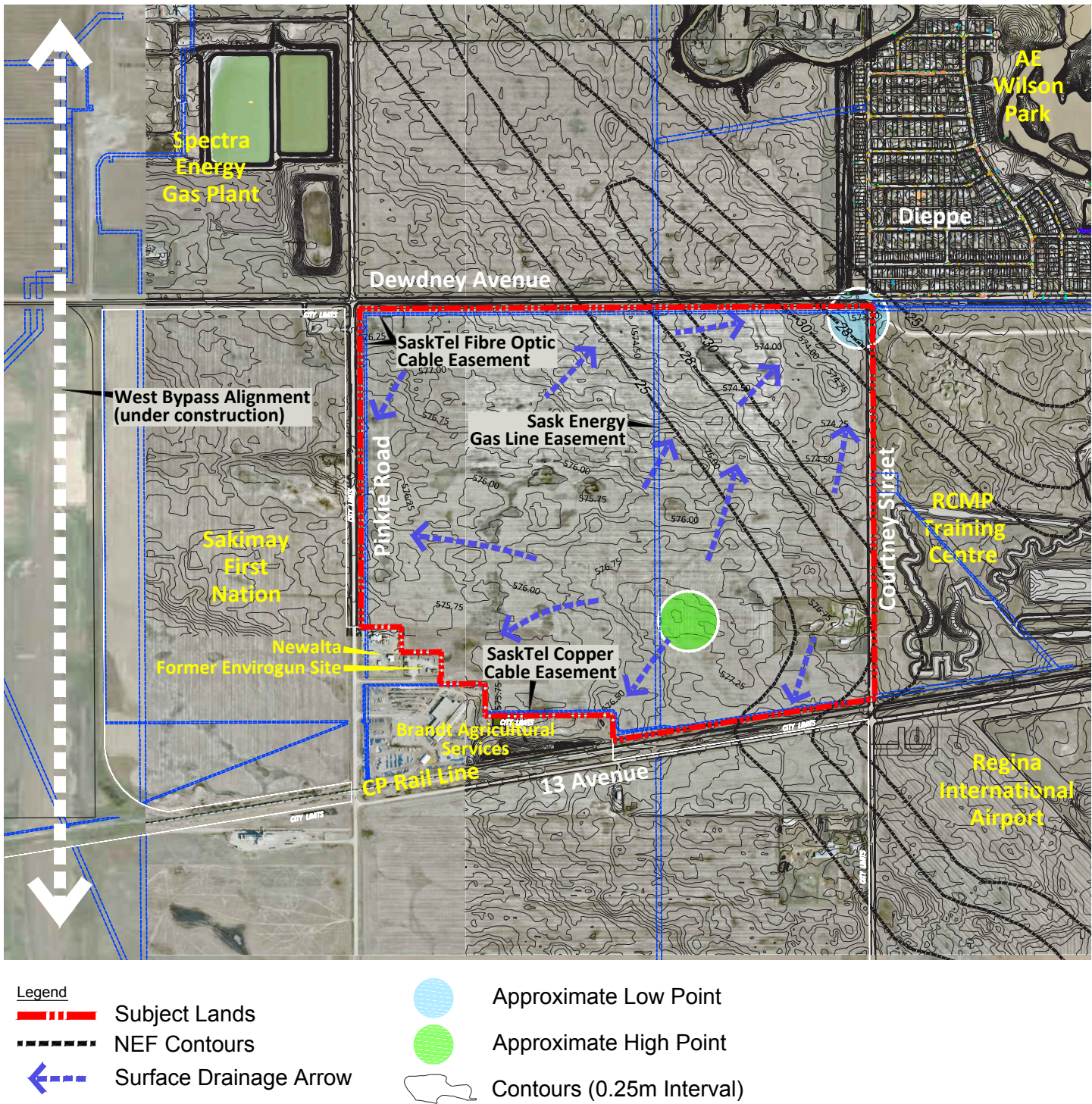
Environmental Site Assessment

As part of the due diligence process in acquiring lands within the plan area, two (2) phase one environmental site assessments were commissioned by Westerra Development Corp. and completed in September 2013. Based on the results of these initial Phase one assessments, one (1) phase two site assessment was completed to examine the potential for contaminant migration from above ground storage tanks on industrial land situated adjacent to the plan area in the southeast corner. The results of these assessments and subsequent follow up investigations have concluded that the risk of soil and/or groundwater contamination stemming from historical uses on the properties within the plan area and adjacent uses is low and that no further investigative analysis is warranted. Copies of the environmental site assessments have been provided to the City of Regina under separate cover.

Geotechnical Conditions

In support of this Neighbourhood Plan, a geotechnical assessment was completed. The geotechnical investigation consisted of the drilling of 28 test holes throughout the plan area to examine subsurface soil conditions and geotechnical conditions to arrive at development recommendations. The analysis found no significant geotechnical constraints to the development of residential, commercial and industrial uses envisioned for Westerra. In addition, the analysis provided a series of considerations relative to the construction activities and requirements for future development. These requirements shall be considered as the implementation of the project proceeds. A copy of the geotechnical assessment has been provided to the City of Regina under separate cover.

Figure 4 - Site Context and Natural Features



Transportation Network

As illustrated in **Figure 5: Local and Regional Transportation Network**, existing transportation infrastructure in proximity to the plan area consists of the bounding roads -- Dewdney Avenue, Pinkie Road and Courtney Street. The *Design Regina OCP* has identified the Westerra lands as a potential transit node. Courtney Street and Pinkie Road are shown as potential future arterial roads under the *Design Regina OCP*. A potential urban expressway is shown traversing west towards the highway south of the subject area. Potential railway grade separation intersections are indicated at Pinkie Road and Courtney Street. The West Regina Bypass is located to the west of plan area.

The Province is moving forward with the construction of the West Bypass to further strengthen the regional transportation infrastructure network for the GTH including connections to the TransCanada and Highway 11. This Province - led initiative will help alleviate traffic congestion within the city by diverting truck traffic off of local streets. Preparation of this NP has been undertaken in consideration of the existing and future local and regional transportation network as outlined in the *Design Regina OCP*.

Global Transportation Hub

The Global Transportation Hub (GTH) is a development that has important implications for the subject lands. The GTH is rapidly developing with the relocation of Canadian Pacific's (CP) Intermodal Facility (IMF) from downtown Regina. The Global Transportation Hub (GTH) consists of an intermodal terminal and industrial expansion - all part of the Asia-Pacific Gateway and Corridor initiative. The location of this facility in proximity to the Regina bypass and Dewdney Avenue will influence transportation movements and conditions on the roadways in proximity to Westerra.

Heritage Resources

The Plan area has been subject to a prolonged history of agricultural disturbances. In support of this Neighbourhood Plan, an application for Historical Resource Clearance was submitted to the Province. Historical Resource Clearance was obtained and no Historical Resource Impact Assessment is required.

Community Infrastructure

The majority of community infrastructure is located to the east of the plan area and includes several activity centres mainly along Elphinstone Street and a hospital and library. The nearest existing fire stations are in the North Central and Walsh Acres/ Lakeside neighbourhoods which are approximately 4.5 km from central portion of Westerra. In the event of an emergency requiring fire response prior to the construction of an additional fire hall in Westerra, the plan area is anticipated to be served by the existing City fire hall at 3855 Dewdney Avenue. The estimated emergency response time from this facility to Westerra is approximately 7 minutes as the fire-hall is situated approximately 4.5 km from the planned main street entrance to Westerra.

There is a police station located in downtown Regina and one in the North Central area. It is anticipated that police service would be provided to Westerra from the North Central station. The plan area is also expected to be served by the Ambulance base located at Albert Street and Dewdney Avenue. The hospital and library are located in the North Central neighbourhood. Aside from a public elementary school in the Dieppe neighbourhood which has been recently closed there are no schools within half a mile of the subject area. The location of major community infrastructure and proposed emergency access route from the existing fire hall to Westerra is outlined in **Figure 6: Community Infrastructure**.

Figure 5 - Local and Regional Transportation Network

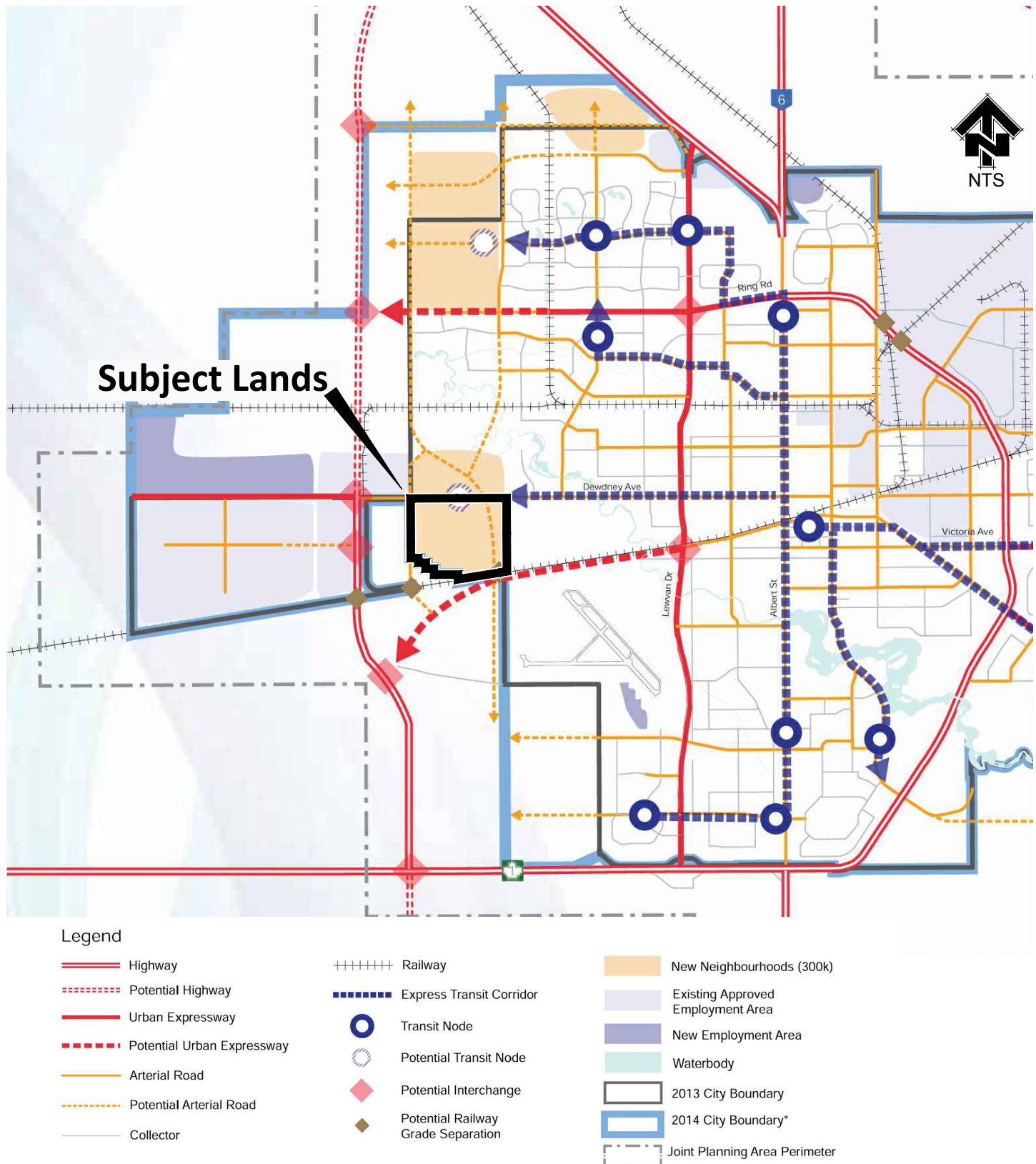
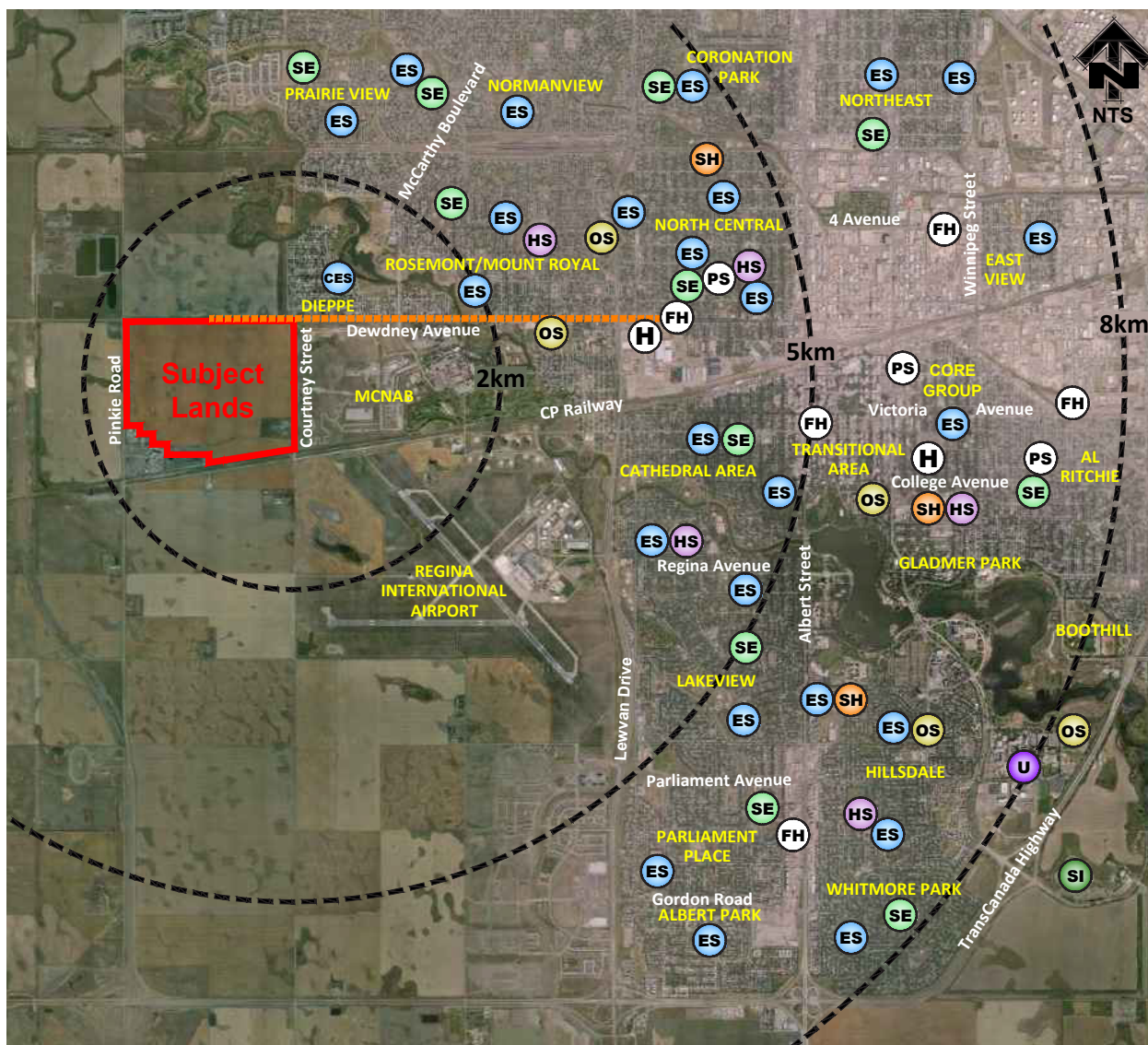


Figure 6 - Community Infrastructure



- | | |
|--|---|
| (FH) Fire Hall | (SE) Separate Elementary School |
| (PS) Police Station | (SH) Separate High School |
| (H) Hospital | (OS) Other School |
| (ES) Public Elementary School | (U) University of Regina |
| (CES) Public Elementary School - Closed | (SI) SIAST |
| (HS) Public High School | ----- Emergency Response Route
±4.5km / ±7 Minute |

2.3 Development Constraints

The surrounding land uses include agricultural uses, smaller scale development along Dewdney Avenue and the residential neighbourhood of Dieppe to the northeast as shown on **Figure 4: Site Context and Natural Features**. Land uses located to the west of the plan area include the Sakimay First Nations and an area of existing industrial use. Directly to the north, the site is bordered by privately held land and to the east by the RCMP training centre. Located to the northwest, the wastewater treatment plant and lagoon have development setbacks that must be respected; residential development must be 1600 metres from a lagoon or sewage treatment plant. Development in Westerra is located outside of this setback area.

As part of the planning process, a risk assessment assessing the potential risk posed by the Spectra Energy Facility, adjacent Newalta operations, and the SaskEnergy gas line to the proposed development and residential uses was completed. The findings have concluded that the plan area is suitable for urban development purposes subject to consideration of specific mitigation measures. These recommended mitigation measures, coupled with feedback from the City of Regina have informed the preparation of this NP. A summary of land use constraints that have directed and informed the development of this NP are outlined on **Figure 7: Land Use and Development Constraints** and **Figure 8: NEF Contours and Height Limitations**.

2.3.1 Wells, pipelines and utilities

In terms of wells, pipelines and utilities, there are no known operating wells or sour gas pipelines within the plan area. As illustrated by **Figure 7: Land Use and Development Constraints**, the NP area includes a number of rights of way which require consideration as part of the NP. Development of buildings within the existing registered rights of way is not permitted and all future development of land must respect the encumbrances and development restrictions as registered on title. These restrictions shall carry forward to any subdivided lands which include the existing rights of way.

A natural gas pipeline operated by SaskEnergy bisects the NP area on a north – south axis and supports the City’s natural gas distribution system. Based on an updated risk assessment completed in support of this NP (submitted under separate cover), there are additional constraints associated to the development of lands in proximity to this pipeline beyond the immediate registered right of way. These additional development constraints are summarized as follows:

- Residential density within 60 metres of the pipeline structure is restricted (low-medium density, max. 50 upnh)
- Residential density housing forms within 60 metres of the pipeline restricted to ground oriented housing
- Future surface development (i.e. buildings) must not encroach on registered pipeline right of way
- Potential schools facilities and structures must be setback 60 metres from the pipeline structure

These constraints have been considered in the development of this Neighbourhood Plan. Lands situated within 60 metres of the SaskEnergy pipeline have been identified as a “Special Development Area” and policy has been identified to help ensure that future development within the special development area complies with the recommendations of the updated risk assessment.

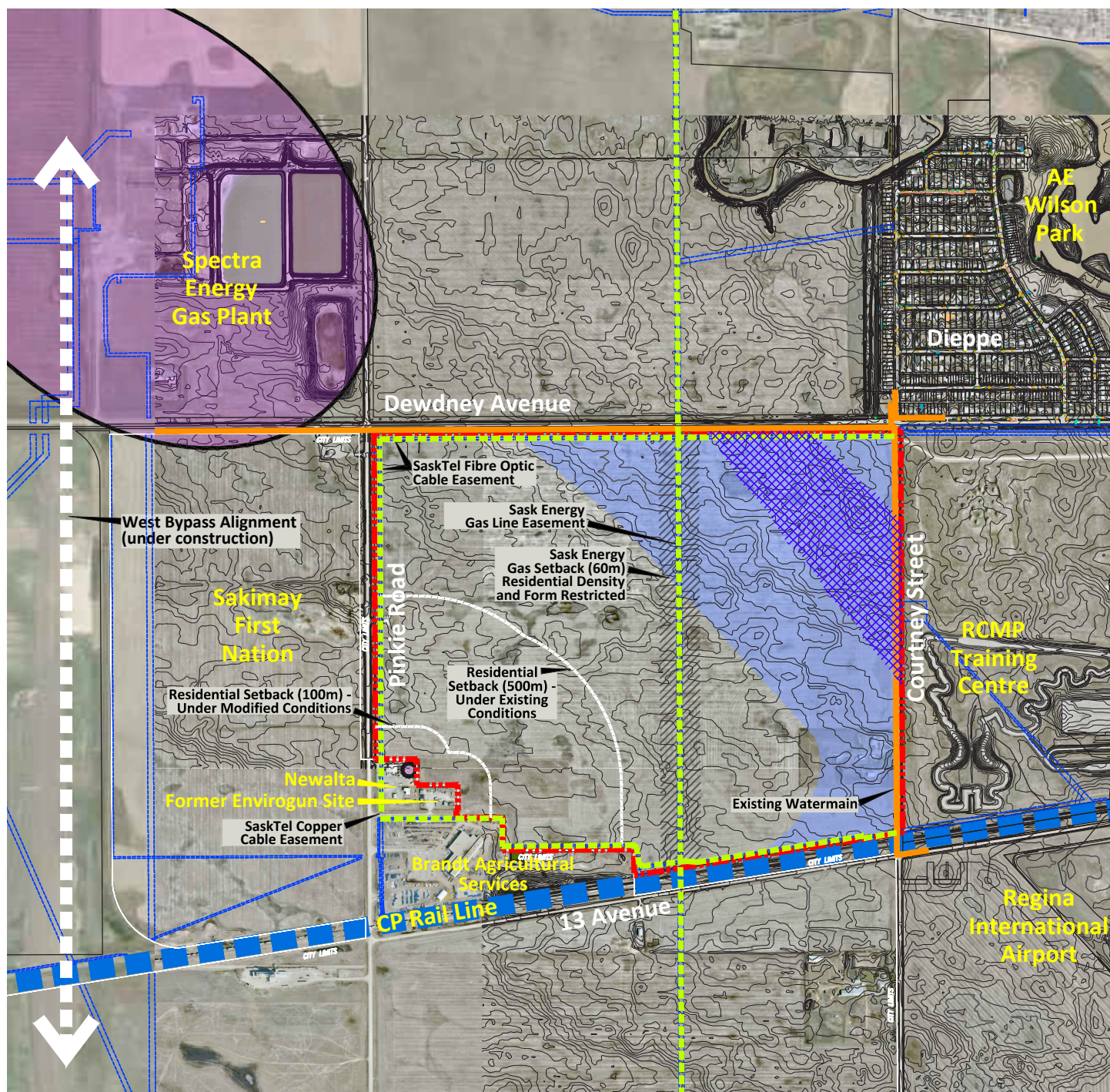
Other utility considerations include an easement for an electrical distribution line along the west side of the plan area that is no longer required and is being discharged. Buried telecommunication lines run along the north, west and south borders of the Plan area and are contained within 7.5 metre rights – of – way. The NP has been designed in consideration of existing easement arrangements. These easements have been integrated within the parks and open space system where appropriate. Encumbrances will carry forward onto new parcels of land through the subdivision process including development restrictions related to the easement. These encumbrances will need to be considered by end users of the land when developing and forming detailed building and development proposals.

POLICIES:

2.3 .1 (a) Lands situated within 60 metres of the centerline of the SaskEnergy pipeline facility as shown on Figure 7: Land Use and Development Constraints shall be considered as a special development area and shall have development regulated as follows:

- i. Residential density shall be restricted to a maximum of 50 units per net hectare.**
- ii. Residential housing forms shall be restricted to ground oriented housing forms.**

Figure 7 - Land Use and Development Constraints



Legend

- | | | |
|--|---|--|
| --- Subject Lands | CP Rail Line | Airport Area of Influence
(See Figure 8 - NEF Contours and Height Limitations) |
| --- Existing Easement | 1:1,000,000 Risk Contour | NEF 30 Contour
(Residential Uses Not Permitted) |
| --- Existing Watermain | | |

2.3.2 Regina International Airport

Westerra is located in close proximity to the Regina International Airport and benefits from economic and transportation synergies. The safe operation of the airport as well as the well being of city residents is paramount. It is the role of land use planners to avoid the creation of land use conflicts. As such, several regulations and guidelines at the federal, provincial and municipal jurisdictional level have been established to guide development and activity so as not to interfere with the safe operation of the airport.

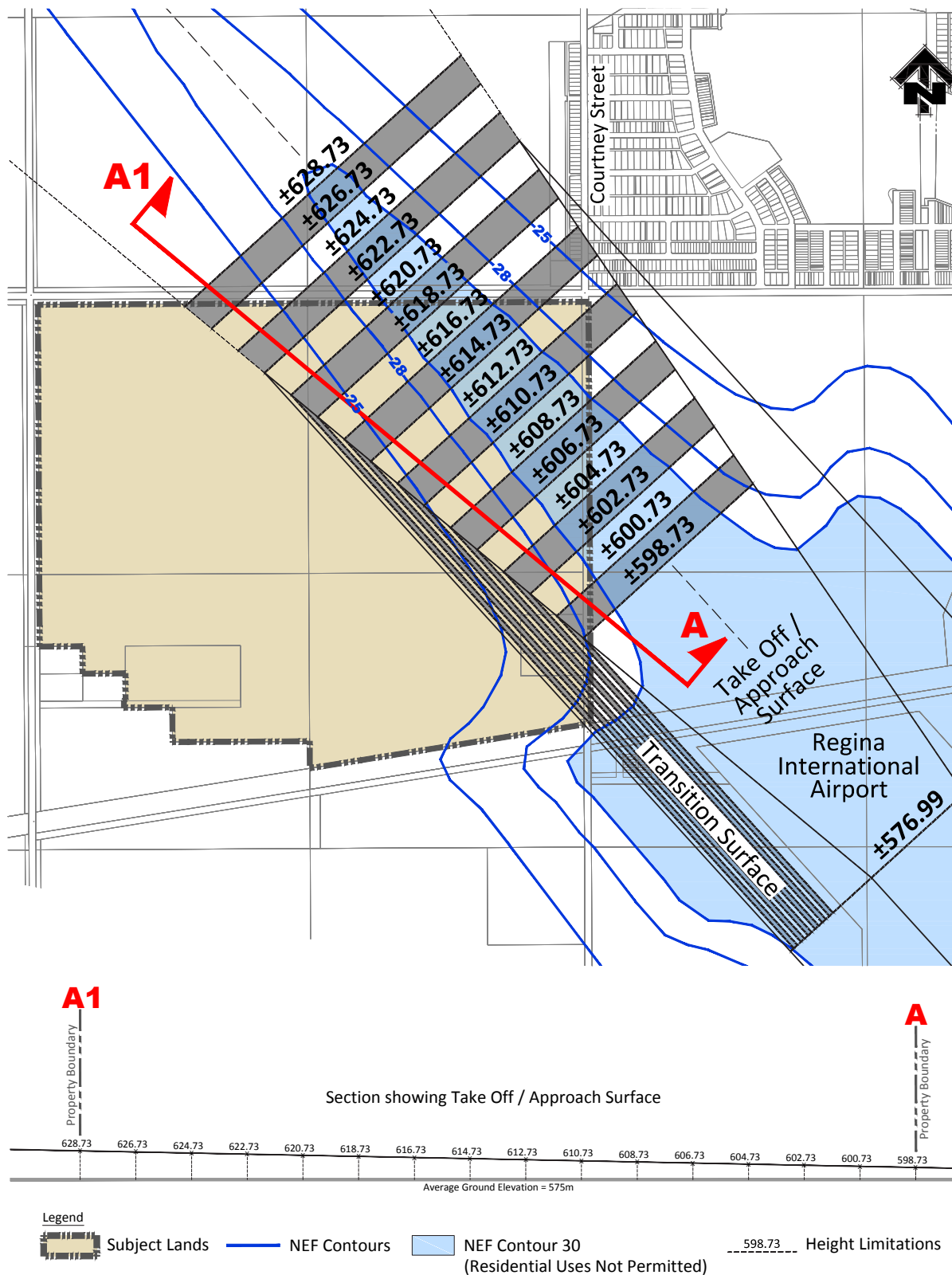
The proximity of the plan area to the Regina International Airport presents some development constraints for portions of the plan area. These development constraints are primarily situated in the northeast corner of the plan area and relate to potential noise impacts and height restrictions. Portions of the the northeast corner of the plan area are contained within the Noise Exposure Forecast (NEF) 30 contour for the airport, within which residential development is not allowed. With residential development restricted in this area, the NEF contours have informed the location of the proposed business park land use within this portion of the plan area. Another impact that will influence the building form is the height restriction related to the flight path of airplanes associated with take off/approach and transitional surfaces. It should also be noted that storm pond facilities are another consideration and the area must be designed so as not to encourage waterfowl that could interfere with the operations of the airport. The NP has been developed in accordance with these constraints and future development shall remain fully compliant with all airport related development restrictions. A summary of the NEF and height limitation development constraints in relation to the plan area is outlined in **Figure 8: NEF Contours and Height Limitations**.

POLICIES:

- 2.3.2 (a) All applications for land use redesignation, subdivision and development permits shall have due regard for the safe and efficient operation of the Regina International Airport.**
- 2.3.2 (b) Residential development shall not be permitted on those lands contained within the Noise Exposure Forecast contour of 30 or greater as outlined on Figure 8: NEF Contours and Height Limitations.**
- 2.3.2 (c) Residential building construction within the 25-30 NEF contours must comply with all applicable Federal and Provincial regulations regarding noise attenuation.**
- 2.3.2 (d) In order to support the safe operations of aircraft, retention stormwater ponds or stormwater channels shall be prohibited within the neighbourhood plan area.**
- 2.3.2 (e) Permanent or temporary development of lands in Westerra shall adhere to all applicable legislation regarding the Regina International Airport inclusive of the City of Regina Zoning Bylaw and the Regina Airport Zoning Regulations.**
- 2.3.2 (f) Permanent or temporary development of lands in Westerra should consider all applicable provisions of Land Use in the Vicinity of Airport Guidelines (TP 1274E) as published by Transport Canada.**
- 2.3.2 (g) Where determined appropriate by the approving authority, concept plan, redesignation, subdivision and development permit applications should be referred to the Regina Airport Authority, NAV Canada and Transport Canada for comment.**

Figure 8 - NEF Contours and Height Limitations

Source: Adapted from the Regina Airport Zoning Regulations, July 1, 2009 and City of Regina Noise Exposure Forecast Data



2.3.3 Canadian Pacific Railway Line

The Canadian Pacific Railway (CPR) Line borders a portion of the south boundary of the plan area. This transportation infrastructure serves an important role in the Global Transportation Hub initiative. Land use compatibility through attention to site design and best management practices must be considered to ensure compatibility between the existing CPR line and the development of the plan area. As such, adherence to best practices and sound planning principles in terms of setbacks and mitigation measures have and will continue to be implemented as development occurs in proximity to the existing CPR railway.

In this regard, residential land uses in the south portion of the plan area, in proximity to the existing CPR railway will be sufficiently setback from the existing CPR right of way boundary. A municipal buffer and local roadway is envisioned to help separate residential land uses from active rail operations and to help mitigate against potential impacts from existing railway operations such as noise and vibration. A conceptual overview of this land use transition buffer is outlined in **Figure 9 - Land Use Transition Buffer**. It is anticipated that the proposed municipal buffer would include a berm, landscaping treatment and local pathway system.

POLICIES:

- 2.3.3 (a) Residential Land uses shall be setback a minimum of 40 metres from the existing CPR rail line right of way boundary.**
- 2.3.3 (b) The City shall require the dedication and construction of a municipal buffer abutting the CPR corridor that is in general accordance with the conceptual illustration outlined in Figure 9 Land Use Transition Buffer , and the following minimum requirements:**
 - I. A minimum overall width of 40 metres;**
 - II. A landscaped berm sufficient to provide safety and noise attenuation;**
 - III. Landscaping and a pathway constructed along north side of the berm;**
 - IV. A safety fence constructed along the rail corridor property line.**
- 2.3.3 (c) The berm situated within the proposed municipal buffer as detailed in Figure 9 - Land Use Transition Buffer shall be constructed prior to any residential occupancy of land within Phase 2 as shown in Figure 20 - Concept Plan Boundaries.**
- 2.3.3 (d) Adequate pedestrian crossings and measures to prevent trespass from the proposed municipal buffer to the CPR rail right of way shall be considered and implemented where possible in coordination with CPR.**

2.3.4 Adjacent Industrial Uses

Situated to the southwest boundary of the Neighbourhood Plan area is an existing industrial area situated in the Rural Municipality (RM) of Sherwood No. 159. At present, this industrial area contains a range of industrial uses including Newalta and Brandt.

Newalta is located immediately adjacent to the southwest boundary of the plan area. Based on discussions with the City and operator of the Newalta Site, it is understood that Newalta operation is involved in the management and processing of oil field waste and associated by-products. The site adjacent to Newalta contains a facility which is now closed but was previously operated by Envirogun as a waste processing facility. The third site is operated by Brandt, which occupies a large portion of the existing industrial area. The existing Brandt operation is an active agricultural equipment manufacturing plant with large portions of their site dedicated to outdoor storage of equipment.

Based on the existing land uses occurring on the Newalta site and the previous use of the former Envirogun site, the City has identified that under the Hazardous Substances and Waste Dangerous Goods Act, future residential development within Westerra should be setback 100 metres from hazardous waste facilities with indoor storage and 500 metres from hazardous waste facilities with outdoor storage. The extent of the current residential setback requirement in relation to the plan area is shown on **Figure 7: Land Use and Development Constraints**.

In response to this development constraint, residential land uses within 500 m of the existing Newalta and the former Envirogun site cannot be realized under these existing development conditions. The ultimate development of residential lands within this current setback area cannot occur until such time as the current operations of the Newalta site change to reduce or nullify the current 500 m setback requirement. A change in current industrial activities could include the conversion of outdoor processing activities to indoor processing activities or the complete decommissioning of operations. Should existing operations cease, provincial approvals relative to decommissioning and reclamation of both sites may be required. This provincial process involves decontamination, reclamation, monitoring and management of the affected area.

Figure 7: Land Use and Development Constraints has identified the portions of the plan area impacted by the current 500 metre residential setback requirements. The setback area and supportive policy recognizes that under the existing development conditions of the Newalta and former Envirogun site that future residential land uses in the setback area cannot be realized until such time as the operations within the Newalta and former Envirogun site are modified (i.e. conversion to indoor storage) or terminate (i.e. facilities are no longer in operation).

When residential development within this portion of the plan area is able to proceed, to ensure the compatibility of future residential uses with existing Brandt operations and the potential light industrial use of the Newalta site and former Envirogun site, a 40-60 metre municipal buffer with a 5 metre high berm along the southern boundary of the Neighbourhood Plan area as shown in **Figure 9 – Land Use Transition Buffer** is proposed. The provision of this municipal buffer with berm would provide a consistent treatment of lands along the entire southern boundary of the plan area and provide a logical land use transition area between the existing CPR lands and future residential development and existing industrial area and future residential development.

POLICIES:

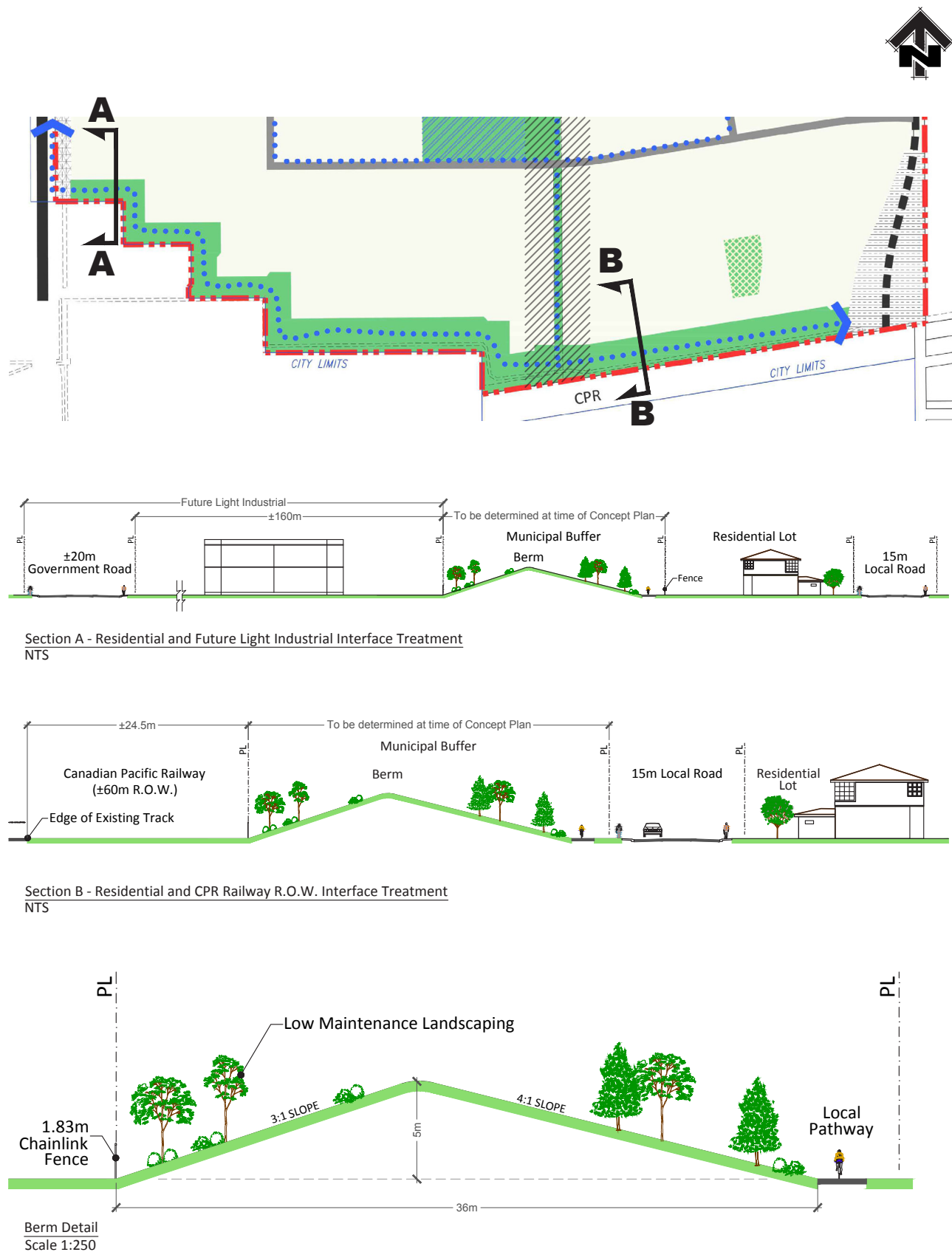
2.3.4 (a) Where residential is proposed adjacent to existing industrial lands, the City, at its discretion, may require:

- I. A landscaped buffer, or**
- II. In the case of indoor storage of hazardous waste, adjacent to proposed residential, a 100 metre setback distance in addition to a landscaped buffer (within the setback), or**
- III. In the case of outdoor storage of hazardous waste, adjacent to proposed residential, a 500 metre setback distance in addition to a landscaped buffer (within the setback), or**
- IV. Any combination of buffering and separation that the City may require to ensure land-use compatibility.**

2.3.4 (b) Notwithstanding any other policy of this Plan, the City will not approve a concept plan or rezoning of the Phase III lands, as identified on Figure 20 - Concept Plan Boundaries, unless it can be demonstrated, to the City's satisfaction, that there are no adjacent land-uses or operations (e.g. outdoor storage of hazardous waste material) that might render the Phase III lands as inappropriate for residential development.

2.3.4 (c) Through the concept plan process, the City may require, at its discretion, the submission of a noise impact/attenuation study in order to determine appropriate setbacks from adjacent land uses associated with potential noise impacts (i.e. railways, RCMP operations, industrial operations). The results of the noise impact/attenuation study should further inform setback requirements and mitigation measures necessary to ensure land use compatibility.

Figure 9 - Land Use Transition Buffer



3.0 Community Design & Land Use

3.1 Westerra Vision

Building on the recent success and completion of the *Design Regina OCP* and guidelines for complete neighbourhoods, “Westerra” represents a complete community within the City of Regina. A variety of employment and commercial land uses are integrated throughout the plan area to meet both regional and local needs. Neighbourhoods are well connected and include defined focal points, a range of housing options are supported by a connected roadway network and parks and open space system supportive of passive and active recreational opportunities. The vision statement from the *Design Regina OCP* defines Regina as a sustainable community where people live in harmony. Complete communities provide choice and opportunities to get around easily. The Westerra Neighbourhood Plan builds upon the City’s vision.

“The year is 2030. Westerra is fully developed and has established itself as dynamic neighbourhood that is evolving and vibrant. Westerra contributes to the City of Regina’s reputation as an attractive, sustainable and inclusive community within the Region. The main street retail area of Westerra has become a key element of its identity and sets it apart from any other community. Westerra’s mix of land uses, choice and ease of getting around solidifies the neighbourhood as the prime environment to achieve an overall balanced lifestyle.

Westerra contains several thriving neighbourhoods each with its own individual focus, which altogether contribute to an overall vibrant complete community. The north contains a bustling main street with a mix of uses along with regional shopping. A business park area in the northeast provides employment for Westerra residents and the city, while diversifying the municipal tax base. The far northeast corner features an open space that functions as a detention pond as well a buffer between the business park area and adjacent residential area to the northeast. A greenway links all areas of the neighbourhood on a diagonal axis to the regional Devonian Pathway system.

The central area contains residential development of varying densities characterized by an open space system and future potential school site and a smaller field that incorporates the stormwater management system to the west. The residential area transitions through another linear open space to an open space buffer strip along the south. At the entrances of the community are features that create a sense of arrival for residents, and distinguish the area from adjoining areas.”

3.2 Alignment with Design Regina: The Official Community Plan Bylaw No. 2013-48

The Vision and Design Concept for Westerra relates to and supports the City of Regina's Vision and Community Priorities as established during the Design Regina process and the formation of *Design Regina: The Official Community Plan Bylaw No. 2013-48*.

Design Regina OCP Vision Statement

"Regina will be Canada's most vibrant, inclusive, attractive, sustainable community, where people live in harmony and thrive in opportunity.

- **VIBRANT** – Young people and creative spirits are inspiring dynamic neighbourhoods and an exciting Downtown, all of which feature first-rate facilities for health, wellness and artistic expression.
- **INCLUSIVE** – Our community welcomes people. We live the values of respect and trust and celebrate the strength that comes from our diversity.
- **ATTRACTIVE** – Residents and visitors choose Regina because it is clean, green, lively, friendly, affordable and fun!
- **SUSTAINABLE** – People forge a balance between the economic, social, environmental and cultural dimensions of their decisions by serving as stewards of the resources we share and by demonstrating leadership.
- **HARMONY** – Empathy and understanding come from, and lead to, being safe in our homes and neighbourhoods; building strong social networks throughout the community creates synergy and sense of belonging.
- **OPPORTUNITY** – The entrepreneurial spirit powers Regina as a centre of success where research, innovation and excellence abound."

CITY OF REGINA COMMUNITY PRIORITIES	
• Develop complete neighbourhoods	• Create better, more active ways of getting around
• Embrace built heritage and invest in arts, culture, sport and recreation	• Promote conservation, stewardship and environmental sustainability
• Support the availability of diverse housing options	• Achieve long term financial viability
• Foster economic prosperity	• Optimize regional cooperation

3.3 Design Principles

In accordance with the approved priorities of *Design Regina OCP*, Westerra has been planned as a mixed – use, complete community based on the principles of smart growth and sustainability. The concept of an urban centre anchored by an express transit corridor have been assessed and integrated into the plan area for Westerra.

Key design principles embodied in the Neighbourhood Plan include:

- **LAND USE DIVERSITY** – Westerra contains a wide range of residential and non-residential land uses strategically situated and oriented throughout the plan area to meet regional and local land use needs and requirements.
- **HOUSING MIX** - A wide range of housing product and housing density will be offered in Westerra to support a diverse population and allow residents to remain in the community as they move through various stages of their life-cycle. Anticipated housing will range from low to high density residential development and include single detached residential, attached housing forms, seniors housing and apartment units.
- **CONNECTIVITY** - The street network will provide multiple access points into and out of the community to ensure integration of Westerra with surrounding development and the regional transportation system. A comprehensive system of sidewalks, multi-use pathways, greenways, and local/ regional pathways will support pedestrian circulation within the community and to major recreational amenities including Wascana Park. Strong physical connections between community facilities and amenities will promote and support interaction amongst residents and activate key corridors in Westerra.
- **COMMUNITY PLACES** – Westerra will offer a wide range of passive and active recreational opportunities and community gathering places through the distribution of its parks and open space system. A strategically situated potential school site shall serve as the anchor of the reserve network and the integration of reserve dedication with greenways shall provide strong recreational linkages throughout the community.
- **COMMUNITY THEME AND DESIGN QUALITY** - Forming the western gateway into the City of Regina, Westerra will maintain a high standard of architectural design and quality. Community theme and branding shall be expressed through the design details of improvements to the public realm including but not limited to lighting, signage, and street furniture throughout the community. The architectural integrity and standard of private realm development may be maintained throughout the community via the preparation and developer led administration of architectural control and design guidelines and where necessary, the preparation and adoption of direct control land use districts.

3.4 Land Use Overview

Westerra is planned as a complete community consisting of a full range of residential, commercial and business park land uses. An open space system providing both amenity sites and supporting the proposed stormwater management system has been integrated throughout the plan area. A series of interconnected collector, arterial and local roads provide several access points from within the community to the surrounding perimeter roads and to adjacent neighbourhoods. The general land use concept for Westerra is outlined in **Figure 10: General Land Use Concept**.

Table 2 - Neighbourhood Land Use Statistics provides an overview of the land use statistics for the Neighbourhood Plan. These statistics have been calculated in order to provide clarity and direction with regards to anticipated land use yields, residential density and population projections.

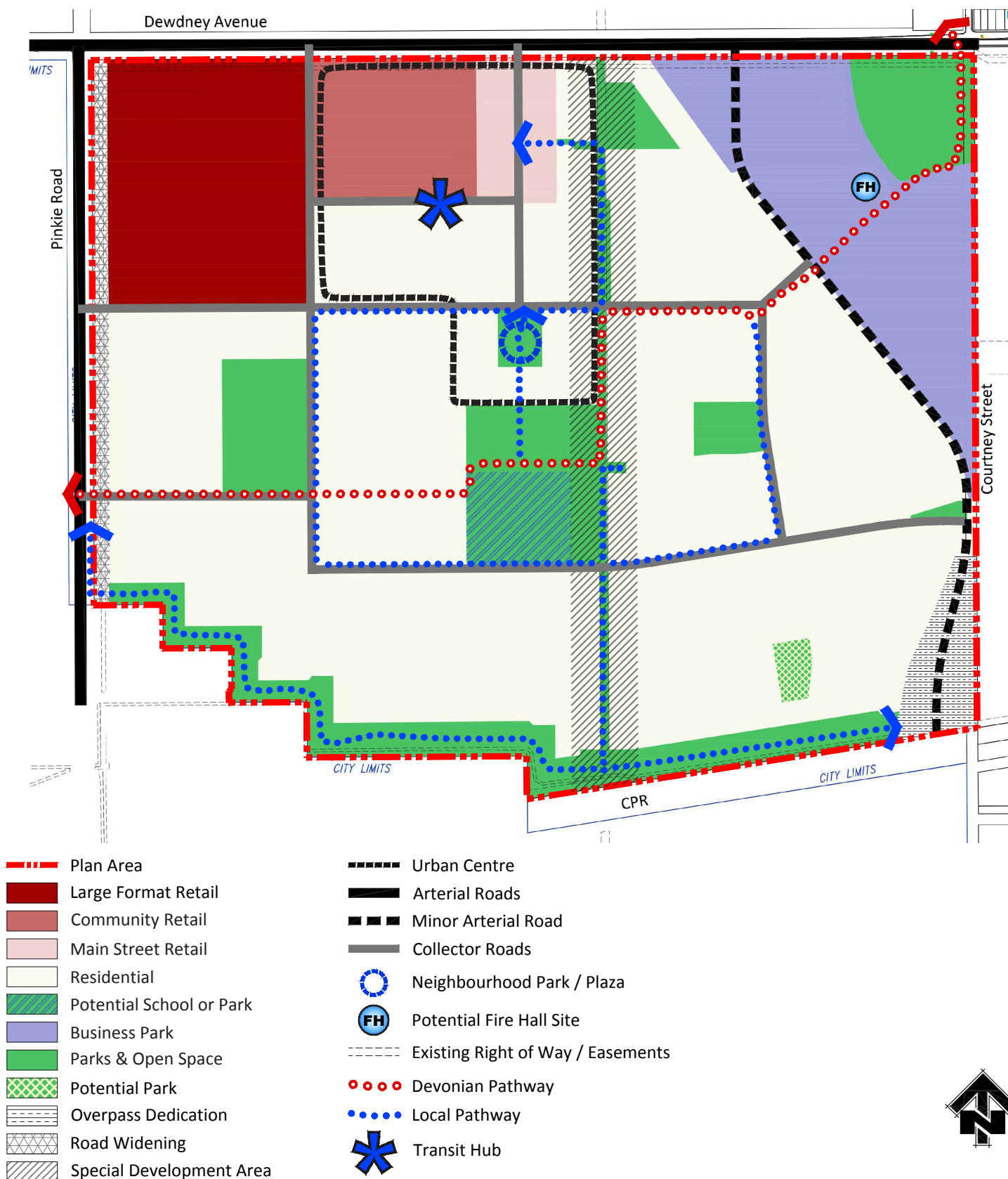
Table 2 - Neighbourhood Plan Land Use Statistics

LAND USE	AREA HECTARES	AREA ACRES	PERCENTAGE OF PLAN AREA
Low Density Residential	41.72	103.09	20.9%
Medium Density Residential	24.10	59.55	12.1%
High Density Residential	14.56	35.98	7.3% %
Live – Work Residential	1.20	2.96	0.6%
Large Format Retail	15.97	39.47	7.99%
Community Retail	7.34	18.13	3.67%
Main Street Retail	2.79	6.89	1.40%
Business Park	12.80	31.64	6.4%
Potential School on Municipal Reserve (MR)	3.00	7.41	1.50%
Municipal Reserve (MR)	13.60	33.59	6.80%
Municipal Buffer (MB)	8.98	22.20	4.50%
Municipal Utility Parcel (MUP)	1.71	4.22	0.85%
Municipal Walkway(s)	0.02	0.04	0.01%
Courtney Overpass ROW Dedication	2.21	5.46	1.11 %
Pinkie Road Widening ROW Dedication	2.90	7.17	1.45%
Roads (Minor Arterial, Collector, Local, Alleys)	46.95	115.99	23.49 %
Total	199.84	493.79	100%

POLICIES:

- 3.4 (a) The location and type of land use, open space, park features and transportation networks shall be in conformity with an approved concept plan which is in general compliance with this Neighbourhood Plan.
- 3.4 (b) Notwithstanding policy 3.4.(a), minor variances to the generalized land use concept introduced at the time a concept plan, rezoning and/or subdivision application is submitted shall not require an amendment to this Neighbourhood Plan.

Figure 10 - General Land Use Concept



3.5 Residential

Under the *Design Regina OCP*, new residential areas are required to achieve a minimum gross population density of 50 persons per gross hectare. Based on the City requirements and the general land use concept, the minimum population target for Westerra is summarized as follows:

GROSS DEVELOPABLE RESIDENTIAL AREA (HA)	CITY POPULATION INTENSITY TARGETS	MIN. POPULATION REQUIREMENTS
146.23 ha	50 persons per gross hectare **	7,312

Figure 10 - General Land Use Concept has identified those portions of Westerra envisioned for future residential development. At full build out, the population of Westerra is estimated to be approximately 7,464 persons based on projected land use yields, density targets and population per household estimates. This population projections equates to approximately 51.05 persons per gross hectare **. A summary of anticipated residential density and population projections is outlined in **Table 3 - Residential Density and Population Projections**:

Table 3 - Residential Density and Population Projections

RESIDENTIAL LAND USE	NET AREA (HECTARES)	DENSITY (UPNH)	NUMBER OF UNITS	POPULATION PER UNIT	POPULATION PROJECTIONS
Low Density Residential	41.72	25	1,043	3.0	3,129
Medium Density Residential	24.10	42	1,012	2.1	2,126
Live Work Residential	1.20	42	50	2.1	106
High Density Residential	14.56	85	1,238	1.7	2,104
Total	81.58	n/a	3,343	n/a	7,464
Population of 7,464 equates to 51.05 persons per gross hectare **					

** For this plan, density and population numbers correspond to land reserved for residential areas only (including local commercial, but excluding employment areas, restricted areas etc.).

The purpose of these policies is to provide for a range of housing types within Westerra that provide for choice and diversity to meet market demand while accommodating different economic levels, backgrounds and stages of life. The predominant housing form in Westerra will be single-detached dwellings. Multi-unit and innovative housing will be located throughout the Plan area to help achieve density requirements. Appropriate interface areas will be provided along with gradients in density to provide for transition and compatibility between the various uses.

POLICIES:

- 3.5 (a) Single-detached dwellings shall represent the predominant residential housing form in the community.**
- 3.5 (b) Multi-dwelling residential development shall be located throughout the area predominantly in locations that support transit and mixed use development.**
- 3.5 (c) Multi-dwelling residential development should be sensitive to the context of adjacent development and have a strong street presence.**
- 3.5 (d) In addition to single-detached dwellings and multi-dwelling development, alternative forms of housing shall be encouraged and supported within the community in order to meet the needs of different lifestyles and to support the delivery of affordable housing.**
- 3.5 (e) Alternative forms of housing may include, but are not restricted to: secondary suites; live-work housing; laneway housing and mixed-use housing.**

3.5.1 Low-Density Residential

The majority of residential development in Westerra will be low – density residential development in the form of single detached residential housing with an anticipated density of approximately 25 units per net hectare. Low density residential development is envisioned mainly in the central and southern half of community. Laned product will be made available in appropriate locations along with a variety in lot sizes and dimensions.

POLICIES:

- 3.5.1 (a) The predominant use of land within the low density residential area shall be single-detached residential uses.**
- 3.5.1 (b) The density target for low-density residential development should be approximately 25 units per net hectare.**
- 3.5.1 (c) Secondary suites may be permitted within the low density residential area where determined to be compatible and appropriate.**
- 3.5.1 (d) The general categories of uses identified shall be refined through the land use districts applied to the residential area.**

3.5.2 Medium-Density Residential

Medium density residential will form the second largest category of residential land use in the community. Medium density is similar in overall impact and visual appearance to low – density development but consists of various types of ground oriented multi-family housing forms such as semi-detached, row – housing and certain mixed – use developments. Anticipated density for medium density residential development is 42 units per net hectare.

Medium – density residential development is envisioned to be situated in proximity to collector roadways to keep traffic out of the low – density areas and to support planned transit routing. Notwithstanding, this type of development falls within the middle of the density continuum and can be easily integrated with the lower – density areas on a limited basis without negative impacts. The nuanced features of medium – density development housing forms and the ability to blend with areas of low – density enhances the mixed – use character of the community.

POLICIES:

- 3.5.2 (a) The predominant use of land within the medium density residential area shall be multi - dwelling development including single detached housing with secondary suites, single detached housing with laneway housing, semi-detached housing, row – housing style and appropriate mixed use developments.**
- 3.5.2 (b) The following types of uses may be permitted within the medium density residential area where determined to be compatible and appropriate: Single detached dwellings containing two (2) dwelling units; duplexes; triplexes; fourplexes; row – houses; townhomes.**
- 3.5.2 (c) The density target for medium-density development should be approximately 42 units per net hectare.**
- 3.5.2 (d) The general categories of uses identified shall be refined through the Land Use Districts applied to the medium – density residential area.**

3.5.3 Live Work Residential

A small portion of the future residential area is envision for future live - work residential uses. The intent of the live work residential area is to support a transition from main street retail / mixed use area to centralized open space and predominantly residential areas in the south portion of the plan area. This classification will permit the development of medium density housing forms in conjunction with limited business, office or limited retail functions. The anticipated density of the live work residential area is 42 units per net hectare. The proposed blocking of the live work area, road network and alley configuration will support on street parking and rear unit access which could be utilized to meet visitor parking requirements. The joint tenure and smaller scale of live work buildings between residential and business use will help differentiate the live work area from the main street area and which may consist of mixed retail and residential uses and will define the character of the entrance to Westerra from Dewdney Avenue.

POLICIES:

- 3.5.3 (a) Live/work building units may be considered for development within the urban centre, between the proposed main street and the neighbourhood park/urban plaza.**
- 3.5.3 (b) The predominant use of land within the live work area shall be medium residential development with optional small scale business, office or retail functions which are secondary to the primary residential use of the building.**
- 3.5.3 (c) The density target for live work residential development should be approximately 42 units per net hectare.**
- 3.5.3 (d) The general categories of uses identified shall be refined through the Land Use Districts applied to the medium – density residential area.**

3.5.4 High-Density Residential

High density development in Westerra shall generally consist of multi – family development typically characterized by smaller units and higher – rise developments (four stories and less) such as apartments and mixed – use developments. High density residential development is envisioned to be situated near entryways into the community, along collector roadways and transit routes and in immediate proximity to the urban centre. High density residential development in Westerra could potentially accommodate seniors housing when located in proximity to transit, services and amenities. Anticipated density for high density residential development is 85 units per net hectare.

POLICIES:

- 3.5.4 (a) Higher density residential development shall be generally directed to those lands and surrounding areas identified as the urban centre and along the major roadways and transit corridors identified to support the development of the NP area.**
- 3.5.4 (b) The predominant use of land within the high density residential area shall be apartments (four stories and less) and mixed – use developments where appropriate.**
- 3.5.4 (c) Notwithstanding policy 3.5.4 (b) higher density buildings greater than four stories in height may be permitted within the urban centre where minimum parking requirements are located within the building.**
- 3.5.4 (d) High density residential development shall be separated from low density development through the utilization of transitional land uses such as such as medium residential density uses and/or the utilization of landscaping, fencing and other buffering techniques identified as part of a site development plan for high density development.**
- 3.5.4 (e) The density target for high density development should be approximately 85 units per net hectare.**
- 3.5.4 (f) The general categories of uses identified shall be refined through the land use districts applied to the high – density residential area.**

3.6 Urban Centre

Consistent with the direction set out in the City of Regina Official Community Plan, Westerra envisions the creation of a lively, activated urban centre as a key component of its land use and development framework. In the most general sense, the purpose of the urban centre is as follows:

- To create a daily shopping, living and employment focus for the surrounding area; and
- To provide a wide range of retail goods and services serving Westerra and the surrounding area.

For the purposes of this Neighbourhood Plan, the urban centre is generally considered to consist of a portion of the community retail area, main street area, live work residential and medium - high density residential areas situated in the north central portion of the plan area. The location of medium to high density development in proximity to the urban centre has been undertaken to activate and support these varying scales of retail and employment uses and to support this area as the main focal point of Westerra.

POLICIES:

- 3.6 (a) The use of land in the urban centre should include: a main street retail area; high density residential; a community retail area; live/work residential; medium density residential; local commercial services; civic and recreational uses; urban plaza and a transit hub.**
- 3.6 (b) Public uses and accessory uses may also be allowed within the urban centre where determined to be compatible and appropriate.**

- 3.6 (c) The general categories of uses identified shall be refined through the land use districts applied to the urban centre at the time of a land use bylaw amendment application.
- 3.6 (d) The urban centre should be designed and developed as a compact, mixed-use pedestrian oriented environment.
- 3.6 (e) Vertical mixed use development of residential uses with retail uses within the urban centre should be encouraged.
- 3.6 (f) Local/neighbourhood office and medium scale office may be allowed within the urban centre, in accordance with the office policies of the *Design Regina OCP*.
- 3.6 (g) The gateway to the urban centre situated at the intersection of Dewdney Avenue and the proposed main street should be framed by buildings with a form and character which respects their gateway function and provides significant aesthetic amenity to Dewdney Avenue .
- 3.6 (h) Within the urban centre area as shown on Figure 10: General Land Use Concept, a centrally located urban plaza should be developed to serve as a key focal point for the plan area and provide a location for passive and active recreational opportunities, outdoor civic activities, arts/ culture events and leisure. Key elements of the plaza may include: public art, fountain(s), hard surfacing, performance area, etc.
- 3.6 (i) The City may amend the Zoning Bylaw in order to ensure that appropriate standards and regulations are enacted, which will implement the policies of this Plan relating to the design and function of the urban centre.

3.7 Main Street Retail

The central access point into Westerra is intended to be formed and characterized by a main street retail land use and built form. Served by angled parking and characterized by a well landscaped and defined central median, the main street retail area is envisioned to be fine – grained, street – level small format retail uses with pedestrian and vehicular access from the street. Where possible, vertically mixed-use buildings with residential uses situated above retail shall be encouraged. The built form of the main street retail area is anticipated to be approximately 1-2 storeys in height which will provide definition of this area as the centre of Westerra and also establish a sense of enclosure to the pedestrian environment. The pedestrian environment is key in this type of retail use and attention to architectural and urban design details shall remain paramount. Residential density and intensity is envisioned to cluster around the main street retail area, which is intended to support and activate this proposed land use.

POLICIES:

- 3.7 (a) The use of land in the main street retail area may include: civic and recreational uses; small format retail; mixed use retail/residential; mixed use retail/office/employment; local commercial services, entry features; and one or more bus transit stops.
- 3.7 (b) The predominant use of land in the main street retail area shall be smaller-scale retail uses and employment or residential uses located in mixed use buildings fronting onto the central main shopping street.
- 3.7 (c) Pedestrian use shall be priority when designing streetscape features such as store fronts, sidewalks, walkways, etc.
- 3.7 (d) The general categories of uses identified shall be refined through the land use district applied to the main street retail.

3.8 Community Retail

The community retail area will primarily accommodate medium scale commercial uses that cater to the daily needs of local residents. A secondary use within the community retail area may include high density residential development located within the south and/or east boundaries of the community retail area.

Community retail falls within the middle range of the retail continuum and blends well with main street retail on the eastern edge and large format retail on the western edge. As such, the community retail serves as a transition between the main street commercial uses to the east and the large format retail to the west. The commercial uses are located along Dewdney Avenue for maximum exposure to traffic and to create the conditions for a transit hub. Commercial traffic can easily travel from the community retail area to the large – format retail area to the west. The addition of strategically placed high density residential development within this area will further strengthen the urban centre and serve as an appropriate transition to medium density residential uses to the south of these lands.

Community retail uses might include small to medium scale commercial uses such as banks, pharmacy, liquor store, grocery store, restaurants, hotels, and personal services such as hair salons. Accessory uses to the community retail area are envisioned to include parking areas, pedestrian walkways and plazas where appropriate. Pedestrian features should be integrated into the design of the community retail area to support safe pedestrian circulation and promote and enhance linkages and connections to surrounding development including adjacent residential areas and the proposed main street retail area.

POLICIES:

- 3.8 (a) The use of land in the community retail area may include: community retail (e.g. grocery stores, restaurants, hotels, shops and services); plazas and walkways; office and other employment related uses; civic and recreational uses; local commercial services; one or more bus transit stops and high density residential (at the south and/or east boundaries of the community retail).**
- 3.8 (b) Should the City require the development of a central transit hub facility in proximity to the community retail area, the master site development plan of the community retail area should support synergy between the transit hub and the adjacent community retail uses.**
- 3.8 (c) Public uses and accessory uses may also be allowed within the community retail area where determined to be compatible and appropriate.**
- 3.8 (d) The general categories of uses identified shall be refined through the land use districts applied to the community retail area.**
- 3.8 (e) As a prerequisite for rezoning and subdivision approval, a master site development plan shall be submitted, pertaining to the proposed community retail area, which shows the general location of: building footprints; landscaping and lighting; parking; access; pedestrian connections; traffic signals and markings; transit facilities; etc.**

3.9 Large Format Retail

The large format retail area will serve as a regional draw that benefits from high visibility, large traffic volumes and convenient access from Dewdney Avenue and Pinkie Road. Large format retail typically includes larger format stand – alone structures with parking sufficient to accommodate a regional trade market. Large format retail building forms typically involve single story, large footprint, buildings and are usually located on a single site. They are also typically operated as part of a chain store. Larger volumes of traffic are anticipated to visit the large format retail and accordingly it is situated at a major intersection with two access points off of Dewdney Avenue and Pinkie Road.

POLICIES:

- 3.9 (a) The predominant use of land in the large format retail area should be larger format retail commercial uses that serve as a regional commercial draw and support the development of the large format retail, community retail and main street areas.**

- 3.9 (b) The following additional uses may be allowed in the large format retail area where determined to be compatible and appropriate: plazas and walkways; public uses, and accessory uses.
- 3.9 (c) The general categories of uses identified shall be refined through the land use districts applied to the large format retail area.
- 3.9 (d) As a prerequisite for rezoning and subdivision approval, a master site development plan shall be submitted, pertaining to the proposed large format retail area, which shows the general location of: building footprints; landscaping and lighting; parking; access; pedestrian connections; traffic signals and markings; transit facilities; etc.

3.10 Business Park

The purpose of the business park area is to accommodate light industrial uses, office uses and other employment generating land uses within a comprehensively developed business park format. The business park has been strategically located in the north east portion of Westerra to address the land use constraints associated with the Regina International Airport, specifically lands with the NEF contour of 30 or greater.

The business park area is situated between residential uses to the southwest and municipal reserve uses to the northeast. As part of the generalized land use concept, provisions have been made to establish a greenway connection through the business park area to connect with the parks and open space system proposed for Westerra with the Dieppe community to the north. It is anticipated that this greenway connection, coupled with the proposed municipal reserve network shall provide passive and active recreational opportunities.

In order to establish a consistent and appropriate interface between the proposed business park and the adjacent residential uses, the City may require the construction of a landscaped berm, which is located on private lots and is privately owned and maintained. A conceptual overview of the proposed berm treatment is outlined in **Figure 11: Business Park - Residential Interface**. It is anticipated that once constructed, all obligations to maintain the landscaped berm shall be the responsibility of residential and business park lot owners.

POLICIES:

- 3.10 (a) Land uses within the business park area should generally correspond with the City's Prestige Industrial zone; however, the City may consider other appropriate uses, such as:
 - I. Office development, in accordance with the Official Community Plan (Part A)
 - II. Light industrial development located on lots within the interior of the business park area;
 - III. Research and development;
 - IV. Compatible and appropriate commercial development.
- 3.10 (b) The general categories of uses shall be refined through the land use districts applied to the business park area.
- 3.10 (c) In order to achieve a high quality, fully serviced employment area for Westerra and surrounding area, the business park area shall provide for an integrated sidewalk, walkway, pathway and greenway system to accommodate transit stops, pedestrian connectivity, and building linkages.
- 3.10 (d) In order to ensure compatibility with the adjacent residential areas, the business park should be designed to provide a well-defined interface and transition to the adjacent residential areas.
- 3.10 (e) Notwithstanding any other policy herein, the City shall not require the construction of the buffer described in Figure 11 - Business Park - Residential Interface, unless authorized by the Zoning Bylaw; however, the landowner(s) are encouraged to undertake the buffer construction as a private development.

Figure 11 - Business Park - Residential Interface



3.11 Civic Uses

Civic uses are addressed in *Design Regina OCP* in terms of culture, health and safety and social needs. Civic needs have been assessed for Westerra in consultation with the appropriate agencies and provided for accordingly in the NP. In addition to providing high level guidance to civic uses within the NP area, the NP also provides a framework for the parks and open space system.

3.11.1 Potential School Site

Institutional needs have been assessed for Westerra in consultation with the appropriate agencies and provided for accordingly in the NP. The school authority has indicated the potential need for a school site in the area and the Plan has been designed to incorporate this use along with connections to the parks and open space system. Should a school not be required on this land, the alternative would be park space.

POLICIES:

- 3.11.1 (a) A site for a potential school shall be reserved, as generally shown on Figure 10 - General Land Use Concept; however, through the concept plan process, the City shall work with the school authorities to determine the need for, specific location of, and size of the school site.
- 3.11.1 (b) The concept plan that applies to the proposed school site shall include a street and park configuration that will allow the school site to transition to an appropriate park area should the school not be required.
- 3.11.1 (c) Portions of the potential school site intended for building and development purposes shall not be situated within the following areas:
 - Those lands situated with the NEF 30 or greater noise forecast contour of the Regina International Airport
 - Those lands situated within 60 metres of the natural gas pipeline situated in the SaskEnergy gas line easement
 - Those lands situated within 75 metres of the CPR right of way
- 3.11.1 (d) Notwithstanding any other policy of this Neighbourhood Plan, should the City and the school authority determine that a potential school site is not required, the concept plan which includes the potential school site may allow for those portions of the potential school site identified for building and development purposes to allow for park uses without an amendment to this plan, or any applicable concept plan, being required.

3.11.2 Emergency Services Facility

The planning for a future fire hall location within Westerra has been requested by emergency services personnel during the preparation of this Neighbourhood Plan. **Figure 10 - General Land Use Concept** has identified the approximate location of a future fire hall which would have good access and be compatible with adjacent land uses. The exact location and size of this site will be determined at the time of zoning and subdivision.

In the event of an emergency requiring fire response prior to the construction of an additional fire hall in Westerra, the plan area is anticipated to be served by the existing City fire hall at 3855 Dewdney Avenue. The estimated emergency response time from this facility to Westerra is approximately 7 minutes as the fire hall is situated approximately 4.5 km from the planned main street entrance to Westerra. The main Police station located in downtown Regina is expected to provide police service to the area. The plan area is also expected to be served by the Ambulance base located at Albert Street and Dewdney Avenue.

POLICIES:

- 3.11.2 (a) Specific needs and location of an additional Emergency Services site shall be identified at the time of zoning and subdivision under consultation with local emergency services personnel.

3.12 Parks and Open Space

The City of Regina Open Space Management Strategy was adopted in October 2007 with five main objectives. Firstly to make sure the city's open spaces are planned with maximum flexibility to accommodate multiple uses. Secondly the intent is to ensure that planning for park space is incorporated into the overall planning process and to ensure that the municipal open space system is coordinated and linked in a comprehensive manner throughout the city.

The open space system for Westerra has been designed to support the stormwater management requirements of the NP as well as to provide recreational and amenity space to residents and visitors. In general terms, the open space system consists of both municipal reserve, municipal buffer dedications and municipal utility parcel(s). Efforts have been undertaken to consider the linkages and relationship between these open space elements.

The parks and open space system has been designed to provide ease of access to the majority of future residents of Westerra. A five minute walking radius standard was utilized to distribute the parks throughout the plan area. The form and function of park dedication and the parks programming should be established at the time of the concept plan, zoning and subdivision.

POLICIES:

- 3.12 (a) The parks and open space system for Westerra should consist of a combination of municipal reserve, municipal buffer(s) and municipal utility parcel(s).**
- 3.12 (b) A minimum of 10% for gross residential areas and 5% for gross non residential areas within the plan area should be devoted to municipal reserve; however, the City shall first deduct, from the gross area, land use elements that qualify, in accordance with the Planning and Development Act, 2007, for municipal reserve exemption.**
- 3.12 (c) Municipal reserve (park spaces) should:**
 - Be centralized to support neighbourhood activities
 - Be highly visible to address CPTED issues and concerns
 - Be accessible and strategically located
 - Serve as a terminus or place making function where appropriate
 - Support linkages between the Devonian pathway and the Dieppe neighbourhood
 - Be designed for year round use where possible
 - Be designed to be accessible to the physically disabled
- 3.12 (d) The configuration of the Westerra Open Space Network is generally shown on Figure 12: Parks, Pathway and Open Space Network but shall be confirmed at the concept plan, zoning and subdivision stage to the satisfaction of the City of Regina.**
- 3.12 (e) Programming for the Open Space areas shall take place at the Concept Plan, Zoning and/or Subdivision Stage.**
- 3.12 (f) As a condition of subdivision approval for each phase of development, the Developer shall provide a public open space amenities plan, prepared by a qualified professional, to detail the specific type and location of public open space dedication, including an illustration and description of proposed grading, plantings, and/or improvements anticipated therein, to the satisfaction of the City.**

3.12 (g) All improvements proposed within a public open space shall be provided by the Developer and maintained by the City of Regina, as per a subdivision and development agreement established at the subdivision stage to the satisfaction of the City of Regina.

3.12 (h) Where parks are intended to accommodate stormwater:

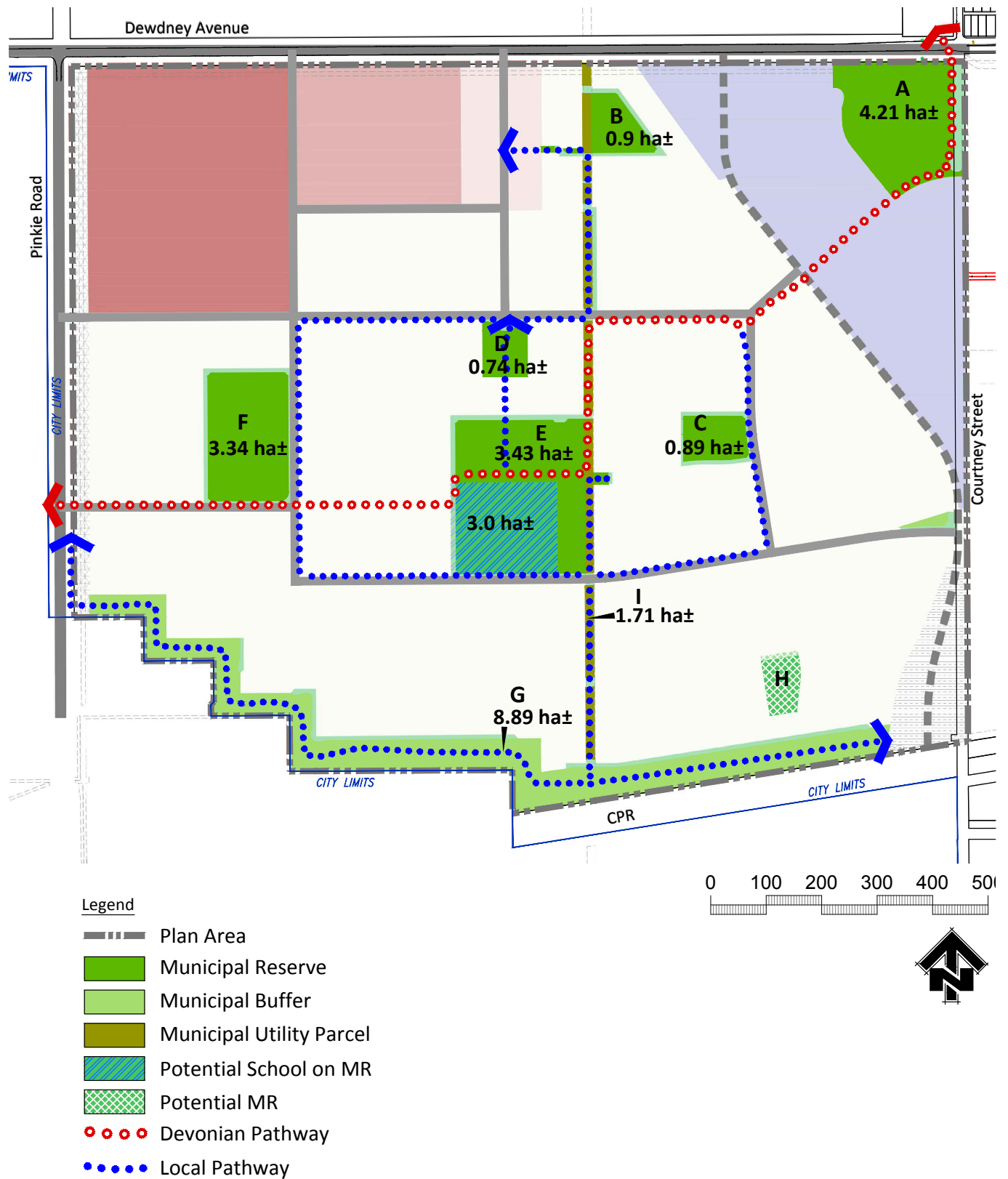
- I. The parks shall be designed to support active recreation as the primary use;
- II. A design solution and drainage study shall be submitted by the developer, at the subdivision stage, demonstrating to the City's satisfaction how stormwater can be accommodated without detracting from the viability of the park as an active recreation space.

Table 4 - Open Space System and Potential Facilities

AREA	TYPE	POTENTIAL FACILITIES	AREA (HECTARES)	AREA (ACRES)
A	Municipal Reserve	Neighbourhood Park that supports multi-purpose sports fields and play areas.	4.21	10.40
B	Municipal Reserve	Neighbourhood Park, Playfield, and Playground	0.90	2.22
C	Municipal Reserve	Neighbourhood Park, Playfield, and Playground	0.89	2.20
D	Municipal Reserve	Urban Park/Plaza, soft and hard landscaping improvements, local pathway	0.74	1.83
E	Municipal Reserve	Neighbourhood Park that supports a multi-purpose sports field and/or school site and play area	6.43	15.89
F	Municipal Reserve	Neighbourhood Park that supports multi-purpose sports fields and play areas.	3.34	8.25
G	Municipal Buffer	Landscaped Berm, Fencing, Local Pathway	8.89	21.97
H	Potential Municipal Reserve	Neighbourhood Park and playground	0.00	0.00
I	Municipal Utility Parcel	Linear Park, Pathway	1.71	4.23
Total			27.11	66.99

An overview of the proposed municipal reserve network is outlined in **Figure 12: Parks, Pathway and Open Space Network**. A summary of the major open space areas within the Neighbourhood Plan, classification type and intended programming is outlined in **Table 4 - Open Space System and Potential Facilities**. It is anticipated that the detailed programming of reserve lands shall be provided at the time of concept plan, land use and subdivision application and developed in consideration of all overall facility requirements based on forecast population and in consultation with the City of Regina parks department. Where appropriate, reserve lands may be utilized in part to support the development of community gardens within Westerra.

Figure 12 - Parks, Pathway and Open Space Network



3.12.1 Pathways and Trails

Local and regional pathway systems will be provided throughout the NP area as an amenity for residents as shown in **Figure 12: Parks, Pathway and Open Space Network**. Local and regional pathways will promote a healthy environment, active living and social interaction.

The regional pathway system has been designed to link into the regional Devonian pathway system within the Dieppe community to the northeast. A greenway following a northeast diagonal axis transitioning between the residential and the business park area will be implemented as part of the road network in accordance with the City of Regina's policies regarding same.

POLICIES:

- 3.12.1 (a) A network of linear open space and pathways should be established generally in conformance with **Figure 12: Parks, Pathway and Open Space Network**.
- 3.12.1 (b) Internal pathways and open spaces shall be illustrated in a Concept Plan for each area of development, and shall provide links to the overall NP pathway system identified in **Figure 12: Parks, Pathway and Open Space Network**.
- 3.12.1 (c) As shown on **Figure 12**, pathways shall be designed and implemented as part of the Westerra road network to supplement and support the proposed open space network, local and regional pathway system.

3.12.2 Municipal Reserve

The purpose of these policies is to outline the future dedication of municipal reserve land in order to meet the educational and recreational needs of Westerra. As outlined on **Figure 12: Parks, Pathway and Open Space Network** proposed municipal reserve dedication is situated throughout the plan area to support a range of amenity spaces, passive and active recreational opportunities for residents and visitors to Westerra. Based on the provisions of the *Planning and Development Act*, the total amount of municipal reserve owing (residential and non-residential) based on the land use plan for Westerra is +/- 16.59 hectares. It is anticipated that this number will be refined and confirmed as concept plan, land use and subdivision applications proceed. An overview of municipal reserve requirements and proposed municipal reserve dedication is outlined on **Table 5 - Municipal Reserve Requirements and Proposed Dedication**.

POLICIES:

- 3.12.2 (a) The location, size and use of municipal reserve space shall generally be in accordance with **Figure 12: Parks, Pathway and Open Space Network**, **Table 4 - Open Space System and Potential Facilities** and **Table 5 - Municipal Reserve Requirements and Proposed Dedication**; however, the exact location, size and use of municipal reserve shall be determined at the concept plan stage and finalized at the subdivision stage.

Table 5 - Municipal Reserve Requirements and Proposed Dedication

	± HECTARES	± ACRES
Total Plan Area	199.84	493.79
Less Courtney Overpass Right of Way Dedication and Purchase	2.21	5.46
Less Regional Roadways (Courtney Street as Minor Arterial)	4.58	11.31
Less Pinkie Road Right of Way Dedication and Purchase	2.90	7.17
Less Municipal Utility Parcel lands	1.71	4.22
Gross Developable Area (for municipal reserve calculation purposes)	188.44	465.63
Gross Residential Area of GDA	143.50	354.60
MR outstanding (10 % Gross Residential Area)	14.35	35.46
Gross Non - Residential Area of GDA	44.93	111.03
MR outstanding (5 % Gross Non – Residential Area)	2.25	5.55
Total Municipal Reserve Requirement (Residential and Non - Residential)	16.59	41.01

*Additional municipal reserve will be dedicated in phases 2 and 3 to ensure requirements of the PDA are met.

3.12.3 Municipal Buffer

Municipal buffer dedication is intended to provide a buffer to prevent land use conflicts. In the Westerra NP, the southern boundary of the plan area has been carefully designed to accommodate a sensitive interface alongside the residential development and the CPR line and adjacent industrial area to the south. This will qualify as municipal buffer dedication (MB) and has been incorporated to form part of the parks and open space system. This buffer will be designed and constructed to include a landscaped berm, pathway and perimeter fence as shown in **Figure 9 - Land Use Transition Buffer**. As such, this buffer serves to transition between land uses but also supports the recreational needs of residents. The Plan proposes to dedicate +/- 8.89 hectares of municipal buffer. At the time of detailed design, the municipal buffer may be constructed in accordance with the specifications outlined in the Guidelines for New Development in Proximity to Railway Operations and also in consideration of any future noise impact/attenuation studies completed in advance of Phase 3.

POLICIES:

- 3.12.3 (a) The location, size and use of municipal buffer space shall generally be in accordance with Figure 12: Parks, Pathway and Open Space Network and Table 4 - Open Space System and Potential Facilities; however, the exact location, size and use of municipal buffer shall be determined at the concept plan stage and finalized at the subdivision stage; furthermore, a municipal buffer along non-railway lands shall be at the discretion of the City.
- 3.12.3 (b) The design and configuration of the proposed municipal buffer should be in general accordance with Figure 9- Land Use Transition Buffer.

3.12.4 Municipal Utility Parcel(s)

Municipal utility parcel dedication is intended for lots and/or corridors that provide an exclusive public utility function. For the purposes of this plan, portions of the SaskEnergy pipeline right of way have been identified for future dedication as a municipal utility parcel. Although dedicated for utility purposes, it is intended that these lands will also serve part of the overall parks and open space system by accommodating pathway, and landscaping improvements as permitted by the existing encumbrances registered on title. Where portions of the pipeline have not been identified within a future municipal utility parcel, the registered right of way and associated encumbrances shall carry forward on to subdivided lands. All future development of lands encumbered with the right of way shall comply with the development restrictions as outlined in these encumbrances.

POLICIES:

- 3.12.4 (a) The location, size and use of municipal utility parcels shall generally be in accordance with Figure 12: Parks, Pathway and Open Space Network and Table 5; however, the exact location, size and use of municipal utility parcels shall be determined at the concept plan stage and finalized at the subdivision stage.**
- 3.12.4 (b) The location and amount of municipal utility parcel dedication shall be detailed at the time of a concept plan, zoning and subdivision application.**
- 3.12.4 (c) Where permissible by registered encumbrances, municipal utility parcels may include trail and landscaping improvements to support passive and active recreational opportunities and pedestrian/bicycle circulation throughout the NP area.**
- 3.12.4 (d) All future development of lands encumbered by a right of way plan and an accompanying right of way agreement shall comply with the terms of the registered agreement and consult with the registered encumbrance holder in the preparation of site development plans.**
- 3.12.4 (e) Where underground services cannot be accommodated in the back of private lot(s) when abutting designated public space, underground services may be located within a strip of land, dedicated as a municipal utility parcel, abutting the designated public space.**

3.12.5 Environmental Reserve

There are no lands that are eligible for the purpose of the dedication of environmental reserve (ER) land in accordance with the provisions of the *Planning and Development Act*. No significant natural features are present within Westerra, such as wetlands and watercourses. As such, no land has been dedicated as environmental reserve.

4.0 Transportation

4.1 Overview

Figure 13: Transportation Network provides an overview of the transportation concept to support the ultimate development of Westerra. The proposed road network provides for multiple all directional access and egress points to Dewdney, Pinkie and Courtney Street in accordance with City standards and requirements. In support of the Neighbourhood Plan, a comprehensive traffic impact assessment has been completed (submitted under separate cover) to identify immediate and long term improvements to the transportation network necessary to support the implementation of Westerra.

The traffic impact assessment has informed the road network classification for the NP area and provided detailed and technical summary of required improvements to support the phased development of the NP area.

Key findings and recommendations of the traffic impact assessment are as follows:

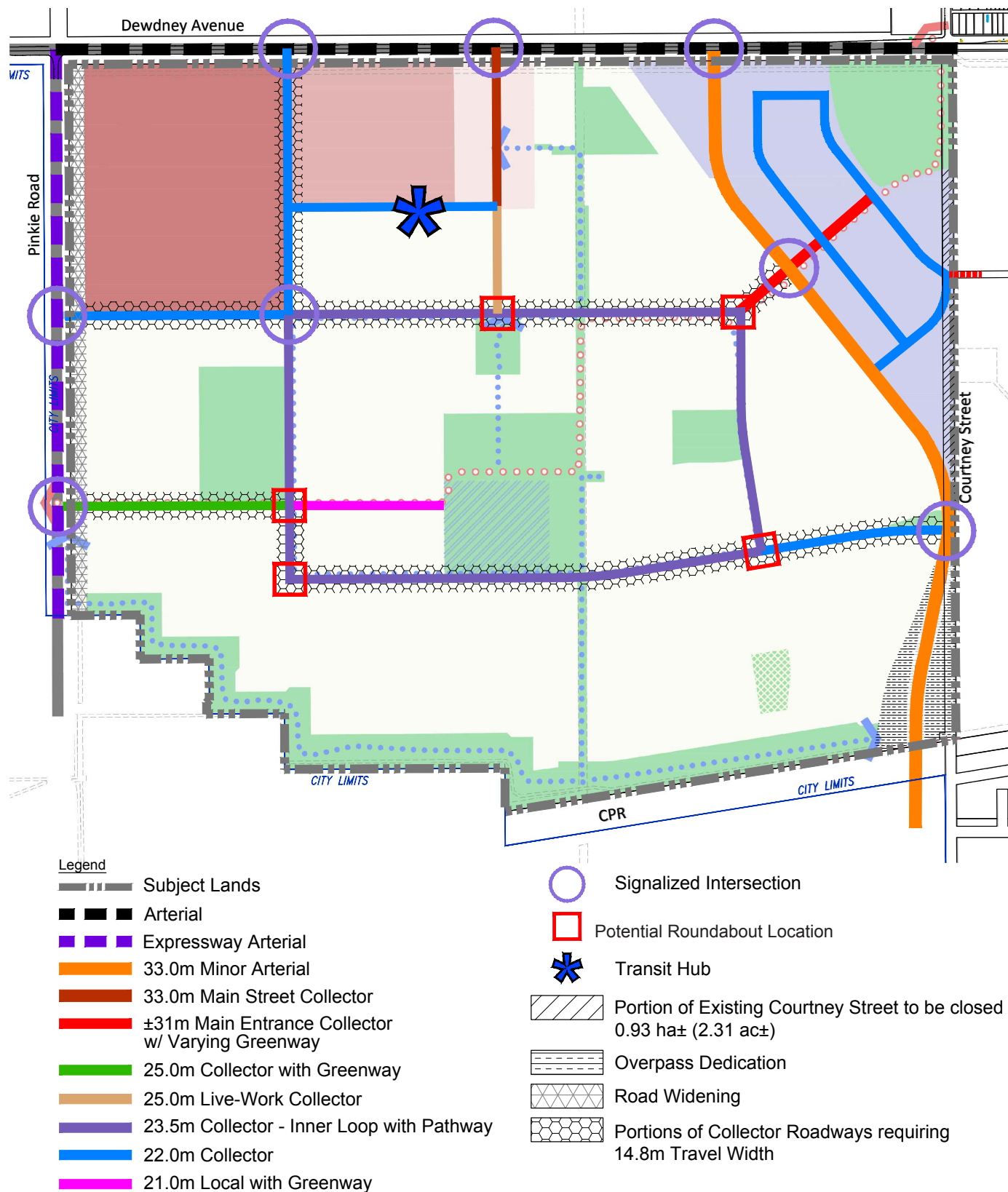
- Dewdney Avenue will require a four-lane cross-section as part of the first phase of development.
- Several intersection treatments, particularly left-turn bays entering and exiting the development will be required along Dewdney Avenue in order to efficiently service the site.
- Pinkie Road and Courtney Street are expected to operate relatively well with a two-lane cross-section at the Phase 1, Year 2020 forecast horizon, however will require an upgrade to a four-lane cross-section by the Year 2040 forecast horizon.
- It is recommended that Pinkie Road and Courtney Street be widened as required based on traffic growth and the need for additional north-south capacity in West Regina.

POLICIES:

- 4.1 (a) **A maximum of two (2) all directional access points to Pinkie Road, three (3) all directional access points to Dewdney Avenue, and two (2) all directional access points to Courtney Street shall be provided to support the ultimate development of Westerra.**
- 4.1 (b) **The location and function of major transportation infrastructure shall generally be in accordance with Figure 13 Transportation Network; however, the exact location and function of major transportation infrastructure shall be determined at the concept plan stage and finalized at the subdivision stage.**
- 4.1 (c) **Land dedication for potential road widening and overpass requirements shall generally be in accordance with Figure 10 - General Land Use Concept. Land dedication requirements shall be confirmed at time of concept plan, redesignation and subdivision.**
- 4.1 (d) **Roadway and intersection improvements shall be undertaken in a phased and staged manner as warranted by traffic impact assessments accompanying concept plan submissions.**
- 4.1 (e) **Noise Impact/Attenuation studies may be required at the time of zoning and subdivision of residential lands adjacent to Courtney Street, Pinkie Road and Dewdney Avenue in order to determine if and when an interface treatment between adjacent residential lands and the roadway is required.**
- 4.1 (f) **Visual screening and sound attenuation measures such as sound walls should be incorporated into the design of roads where required by a noise impact study. Sound walls should be located on private property.**

- 4.1 (g) Major roadways should connect to existing and planned roads within the City and the RM of Sherwood No. 159 in order to ensure that a coordinated regional network is achieved.
- 4.1 (h) A traffic impact assessment shall be required to accompany concept plan applications in order to confirm internal road network requirements, and appropriate intersection treatments with the external roadway system.
- 4.1 (i) Concept plans prepared for the south portion of the plan area, abutting the CPR corridor, shall identify the location(s) and footprint(s) pertaining to any grade separated rail crossing that may be required.

Figure 13 - Transportation Network



Note: The City, at its discretion, may allow variations to the ROW widths without an amendment to the Neighbourhood Plan being required.

4.2 Road Network Hierarchy

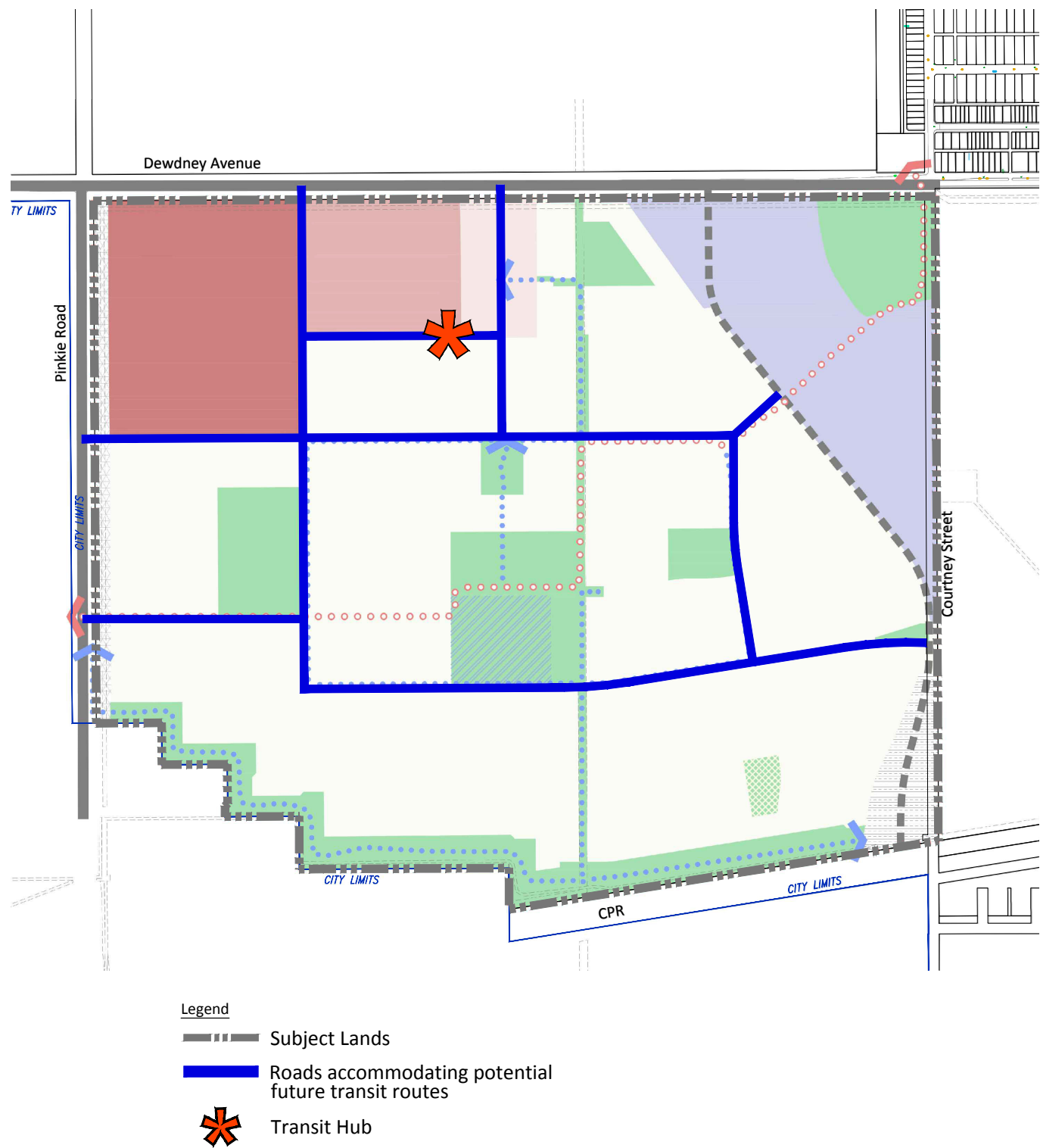
Section drawings of the proposed road network hierarchy shall be confirmed at the time of a concept plan, zoning and subdivision application submission. Roadway sections proposed have been designed to accommodate pedestrian and cyclists requirements to support efficient pedestrian and cycling circulation throughout the plan area. Specifically, a number of roadway sections includes multi-use pathways for the joint use of pedestrians and cyclists.

The proposed road network provides a layout that balances the needs of vehicle, cycling and pedestrian traffic in a safe and efficient manner. In this regard, the internal roads (i.e. collector and local roads) should facilitate connectivity and achieve a high quality neighbourhood environment. Connectivity results from a network design with multiple and parallel routes that disperse vehicle traffic flows and encourage walking, particularly for shorter destination and casual walking trips. A quality neighbourhood environment is achieved through a streetscape containing trees and sidewalks, together with on-street parking and uniform building setbacks and facades. These measures are considered integral to the achievement of a sustainable community design.

POLICIES:

- 4.2 (a) Collector streets within the proposed internal road network are shown on Figure 13:Transportation Network, however, the final configuration of the collector network may be subject to minor amendments at the time of a concept plan, zoning and subdivision application without an amendment to this plan being necessary at the discretion of the City.**
- 4.2 (b) The layout of the collector streets should accommodate effective transit routing.**
- 4.2 (c) The layout of the local streets shall be detailed at the time of concept plan submission and should provide for multiple routing options throughout the NP area.**
- 4.2 (d) The layout of the local streets should ensure direct and efficient connections between the residential areas in the Plan and other origin/ destination points.**
- 4.2 (e) The internal road network and block pattern shall be comprised of interconnected streets that are based on a modified or traditional grid development pattern.**
- 4.2 (f) Final road design cross sections may be subject to minor amendments at the time of a concept plan, zoning and subdivision application without an amendment to this plan being necessary.**
- 4.2(g) The easternmost north-south major roadway should include the following:**
 - I. Pedestrian and cycling infrastructure;**
 - II. A landscaped centre median and boulevards;**
 - III. A design speed and function sufficient to accommodate active transportation; multiple intersections.**
 - IV. A right of way sufficient to accommodate a four lane road with landscaped median and pedestrian infrastructure.**
- 4.2 (h) Roundabouts may be provided as traffic control and calming devices at intersections within the internal road network, as determined appropriate.**
- 4.2 (i) Where appropriate, City roadway design standards may be adjusted or modified to accommodate the provision of a green-way or bike-way.**
- 4.2 (j) The City shall ensure that municipal infrastructure (e.g. roadway overpasses) does not exceed airport related height restrictions.**

Figure 14 - Transit Roads



4.3 Public Transit

The purpose of these policies is to provide for efficient public transit service at the point in time where population growth and transit demand makes the provision of local public transit feasible. Roads that will potentially accommodate transit have been identified within the community and marked on **Figure 14: Transit Roads**.

POLICIES:

- 4.3 (a) Roads identified on Figure 14: Transit Roads will be constructed to support potential future transit routing; however, the City may allow other route options without an amendment to this Plan being required.
- 4.3 (b) The City may require the construction of a transit hub facility, in accordance with the following requirements:
 - I. The precise location of the transit hub shall be identified through the concept plan process, but shall be located within the urban centre, in close proximity to the main street area, community retail area, and high density residential uses;
 - II. The transit hub may include the following elements: an area sufficient to accommodate at least three buses concurrently; a heated and enclosed shelter; a passenger drop off area; benches and waste receptacles; landscaping, lighting, and bicycle facilities.
 - III. At the City's discretion, the land reserved for the transit hub may be dedicated at the time of subdivision as Municipal Utility Parcel; the land should be sufficient in size to accommodate a modest shelter (e.g. a heated bus shelter of approximately 20 by 30 feet in area).
- 4.3 (c) Transit bus routing and road alignments should ensure that dwelling units are located within a convenient walking distance from a transit stop.
- 4.3 (d) Transit stops should be located to serve multi-dwelling residential projects and activity centres (such as neighbourhood nodes) and achieve walking distance requirements as set out by the City of Regina.
- 4.3 (e) Transit stops should be capable of accommodating suitable amenities such as benches, shelters, and bicycle racks.
- 4.3 (f) The final location and design of transit stops and amenities shall accompany detailed plans and specifications which follow concept plan, zoning and subdivision approval.
- 4.3 (g) The design and configuration of the transit system and associated improvements to support the development of the NP area shall be undertaken in consultation with the City of Regina.

5.0 Servicing Strategy

As part of the preparation of the Westerra Neighbourhood Plan, an analysis of servicing requirements to support the phased development of Westerra was completed. The following section provides an overview of the approach to deliver water, sanitary, stormwater and utility infrastructure to support the development of Westerra. An overview of existing conditions, the servicing requirements to accommodate the proposed development and the timing of major capital improvements necessary to deliver municipal servicing is provided.

5.1 Wastewater Collection System

5.1.1 Existing Conditions

The existing sanitary sewer system in the vicinity of Westerra consists of a shallow 200mm sewer main that serves the residential properties on Dewdney Avenue east of Courtney Street. This main is not of sufficient depth to provide any service to Westerra. In addition, there is minimal available capacity in the trunk sewer downstream and limited capacity at the McCarthy Boulevard pumping station. Consequently, sanitary sewer service for the Westerra Subdivision must be provided by a new pumping station and forcemain that conveys flows to the dual 1050mm McCarthy Boulevard pumping station forcemains approximately 1.6km north of Dewdney Avenue.

5.1.2 Proposed Development

The preliminary wastewater collection system layout is shown in the Sanitary Servicing Concept diagram in **Figure 15: Sanitary Servicing Concept**. In this concept, wastewater flows are conveyed via a gravity collection system to a new sanitary trunk to be constructed through the centre of the development area. This trunk would discharge at the sanitary pumping station along the west edge of the subdivision. The maximum estimated sanitary sewer flows were calculated using the Harmon formula and the “high” population density targets identified in the land use statistics. A summary of the calculated peak flows are indicated in the table below (**Table 6 - Peak Wastewater Flows Based on Land Use and Anticipated Density**).

Table 6 - Peak Wastewater Flows Based on Land Use and Anticipated Density

	SUMMARY OF LAND USE			SANITARY SEWER DEMANDS		
	Area		Pop Density	Pop	Av Flow	Peak Flow
	ac	ha	ppl/ha	ppl	L/cd	L/s
Low Density Residential	98.34	39.80	75.00	2985	225	36.45
Medium Density Residential	50.94	20.62	88.22	1819	225	22.15
Live/Work Residential	3.28	1.33	87.971	117	225	1.61
High Density Residential	42.54	17.22	144.48	2488	225	26.93
Commercial	64.83	26.24	70.00	1837	454	41.26
Business Park	31.65	12.81	35.00	448	454	12.53
						140.93

In consultation with City of Regina staff, it is understood that the City prefers to adopt a regional approach to municipal infrastructure whenever practical. As such, depending on the timing of development in the vicinity of Westerra, the future lift station may need to be expanded to accommodate flow from external sources such as the Sakimay lands west of Pinkie Road, private development north of Dewdney Avenue to Wascana Creek and east of Pinkie Road. In addition, it may be advantageous to the City to redirect the existing 100mm private forcemain that serves the Brandt Agricultural Products facility located at the southwest corner of this development area.

Although little information is currently available regarding development plans for these external areas, the following assumptions have been made in order to calculate estimated flows that might need to be accommodated by the future sanitary pumping station.

Table 7 - Wastewater Flows from Outside Sources

	SAKIMAY	NORTH OF DEWDNEY	BRANDT
Approximate Size (ha)	120	233	15
Assumed Land Use	Industrial	Residential	Industrial
Assumed Density (p/ha)	25	85	25
Estimated Peak Flow (L/s)	83.43	193.66	11.60

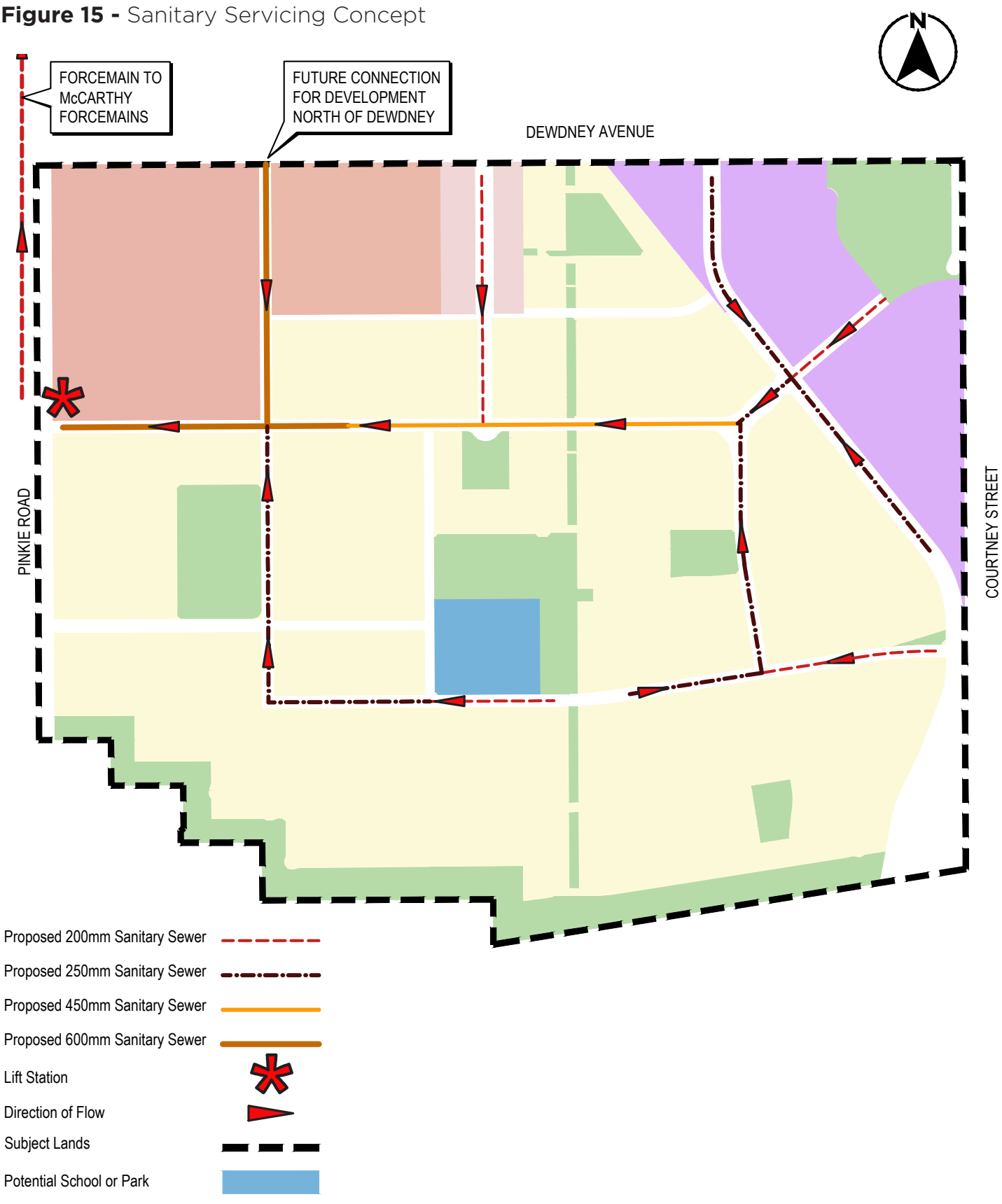
5.1.3 Timing of Capital Improvements

As there are currently no sanitary sewer mains in the vicinity of Westerra with the depth or capacity to manage additional flows, the new sanitary pumping station and forcemain are critical capital improvements that must be completed prior to occupancy of any new buildings in this subdivision. Although it is the City's desire to accommodate flows external to this development area with this pumping station, very little information is readily available on the planned land use or timing of development in these neighbouring properties. As such, the wet well and pumps should be designed to be constructed in phases and expanded as needed for future developments. Further, the forcemain from this lift station should either be oversized during the first phase of development or be twinned at a future date when additional capacity is required.

POLICIES:

- 5.1.3 (a) The wastewater collection system to service the plan area shall be designed adequately and efficiently to address all required wastewater requirements.
- 5.1.3 (b) The wastewater collection system should be in general accordance with Figure 15: Sanitary Servicing Concept; however, refinements to the sanitary servicing concept may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.
- 5.1.3 (c) Portions of the plan area may be set aside as a municipal utility parcel to accommodate the location and construction of a sanitary pumping station and/or forcemain requirements.
- 5.1.3 (d) The developer may be required to enter into a servicing agreement with the City outlining obligations and responsibilities relating to the design and construction of a lift station, forcemain, and wastewater collection system. Where appropriate, such agreement may include financing and cost recovery provisions which are acceptable to both the developer and the City.
- 5.1.3 (e) The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for wastewater servicing, which identifies network routing; capital improvements; a pre-design of the sanitary pump station and force-main and solutions for providing an appropriate level of service both within the development and beyond.
- 5.1.3 (f) As future development proceeds within the plan area, weeping tile discharge into the sanitary sewer system shall be prohibited.

Figure 15 - Sanitary Servicing Concept



5.2 Water Servicing

5.2.1 Existing Conditions

Water service in this part of the city is available via the trunk main that currently feeds the Global Transportation Hub. This trunk runs adjacent to the subject property along Courtney Street from the CPR crossing to Dewdney Avenue as a 750mm diameter main. It then changes to a 600mm diameter main and follows Dewdney Avenue west towards the GTH.

5.2.2 Proposed Development

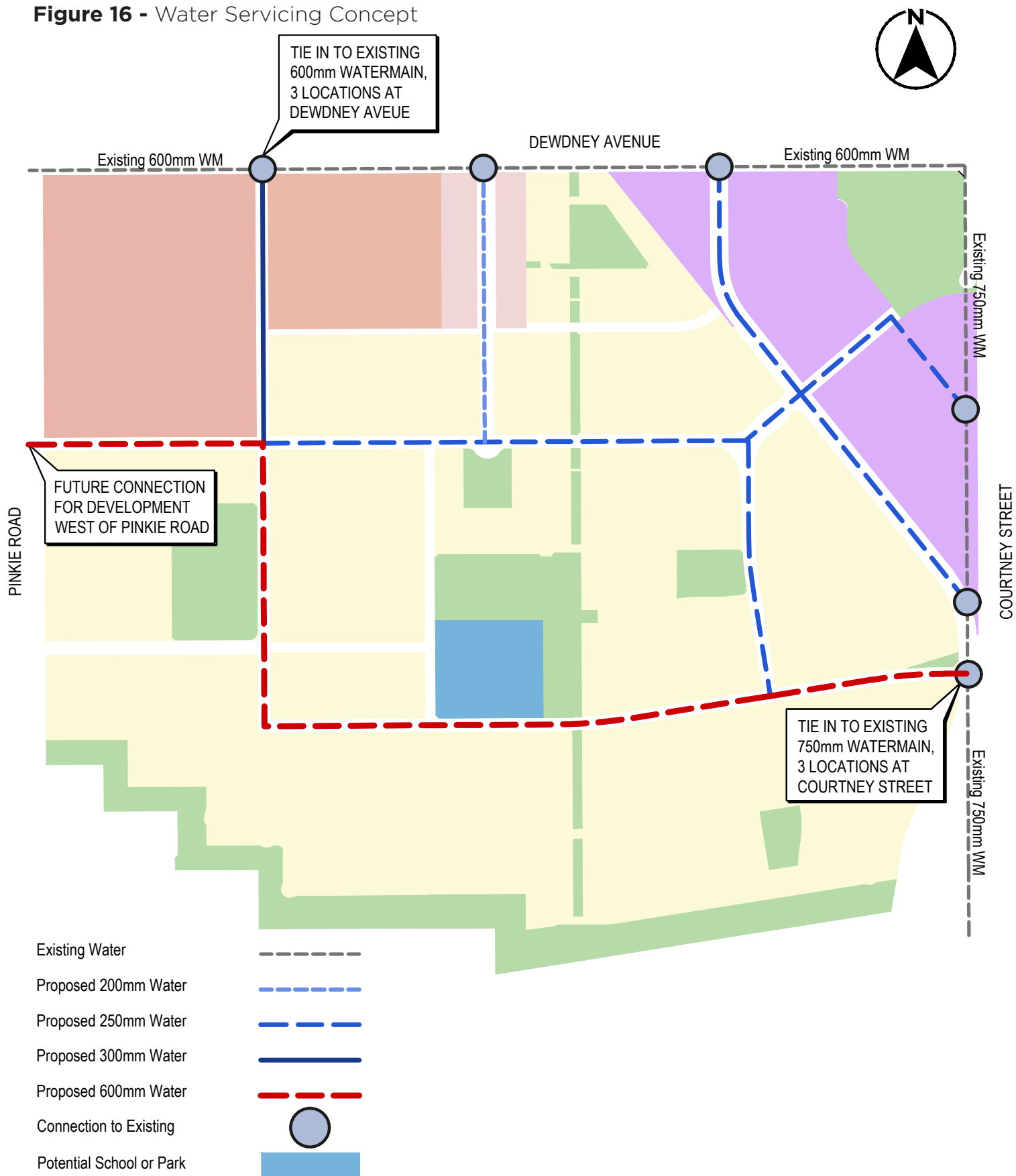
Water service will be provided to this development as shown in the water servicing concept that is included in **Figure 16: Water Servicing Concept**. The following connections to the existing trunk main are proposed:

1. 300mm feeder loop connected to 600 mm trunk at Dewdney
2. 250mm distribution loop to provide Level 3 service to prestige industrial lands connected to the 750mm trunk at Courtney Street and once to the 600mm trunk at Dewdney Avenue
1. **200mm distribution main to provide looped service for the main street retail and live/work residential land use areas connected to the 600mm trunk at Dewdney Avenue**
2. 600 mm trunk main from Courtney Street to Pinkie Road to provide service to future development to the west

In order to support the variety of land uses contained within the proposed development, the water distribution system will need to satisfy Level 1, 2, and 3 fire flow requirements. As such the system was modelled in WaterCAD under the 90L/s, 150L/s and 250L/s fire flow scenarios in addition to the peak day and peak hour demand scenarios. The proposed system was modelled using the City of Regina WaterCAD model for the 235,000 population demand criteria.

The fire flow analysis for full build-out of the subdivision indicates sufficient capacity exists to serve Westerra. Further, the resulting demand for the land use identified within the Westerra Concept Plan was modelled in the City-wide WaterCAD model under the 235,000 population demand criteria. A review of the 90 L/s fire flow scenario for the pre-development condition indicates 271 node failures. Once the Westerra demand is added to the model, there are 274 node failures. Further analysis using Peak Hour demand shows 405 of 4188 (9.7% of the system) nodes falling below the minimum pressure criteria of 269.4 kPa in the existing system compared to 593 failures post-development (13.7% of the system). The average pressure drop after full build-out of Westerra during Peak Hour demand is 4.1kPa.

Figure 16 - Water Servicing Concept



5.2.3 Timing of Capital Improvements

The existing water mains along Courtney Street and Dewdney Avenue have sufficient capacity to provide water service to this subdivision. Consequently, no significant capital improvements shall be required within the water distribution system during the initial stages of development. In the future, if a grade-separated crossing of the CPR is required for Courtney Street, a portion of the 750mm water main may need to be re-aligned such that it is not within the footprint of the crossing.

POLICIES:

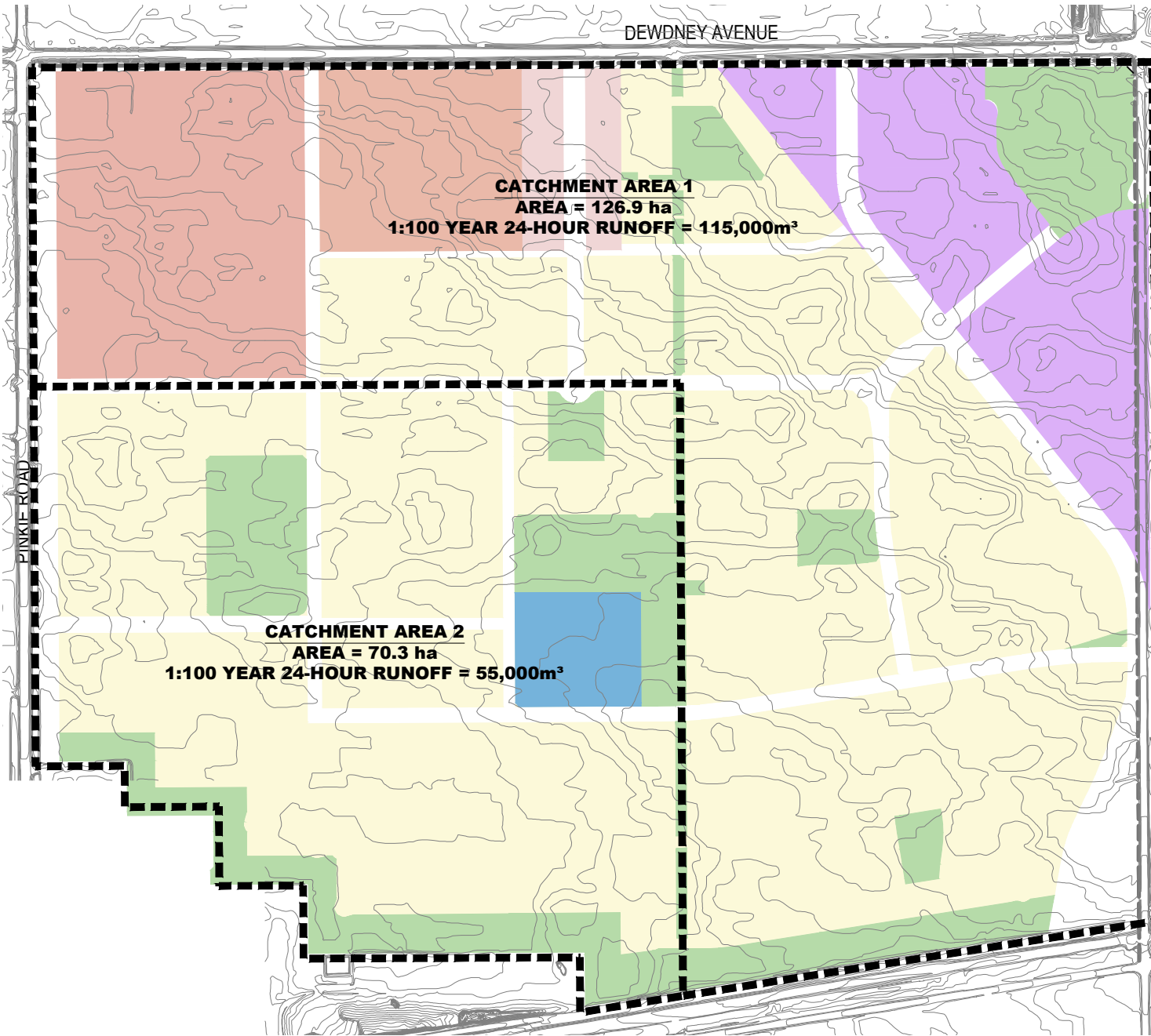
- 5.2.3 (a) The water system to service the plan area shall be designed adequately and efficiently to address water servicing and fire flow requirements.**
- 5.2.3 (b) The water system should be in general accordance with Figure 16: Water Servicing Concept; however, refinements to the water servicing concept may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this Neighbourhood Plan.**
- 5.2.3 (c) The developer may be required to enter into a servicing agreement with the City outlining obligations and responsibilities relating to the design and construction of water servicing system. Where appropriate, such agreement may include financing and cost recovery provisions which are acceptable to both the developer and the City.**
- 5.2.3 (d) The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for water servicing, which identifies network routing; capital improvements and solutions for providing an appropriate level of service both within the development and beyond.**
- 5.2.3 (e) The 600 mm trunk main from Courtney Street to Pinkie Road has been oversized at the request of the City; therefore, direct service connections shall be allowed from any future residential lots that have frontage on this oversized pipe corridor.**

5.3 Stormwater Management

5.3.1 Existing Conditions

The subject property is currently cultivated farmland separated into two major catchment areas that are separated by a high point that runs diagonally through the area from northwest to southeast. Runoff in the northeast catchment area flows to the 2400mm X 2400mm box culvert through Dewdney Avenue then north to Wascana Creek via the Courtney Street Drainage Ditch. The second catchment area drains to the southwest corner of the property, south along Pinkie road with the final outlet at the Grand Coulee Drainage Ditch. The area is relatively flat with an average grade of 0.5% from the centre to the edges of the property.

Figure 17 - Catchment Area Concept



Potential School or Park

5.3.2 Proposed Development

The City of Regina's stormwater management strategy follows the urban dual drainage concept whereby the minor (pipelined) system conveys flows generated by the 1 in 5 year storm event and the major (surface) system manages flows generated by the 1 in 100 year event. The City of Regina requires that for all new developments, the stormwater management system be designed to manage flows generated by the 24-hour 1:100 year design storm. Stormwater flows for this development were modelled using PCSWMM and the 1:100 year 24 hour City of Regina design storm. Results of this simulation are summarized as follows:

- **Catchment Area #1 – 126.9 Hectares, 100 year 24 hour runoff = 115,000m³**
- **Catchment Area #2 – 70.3 Hectares, 100 year 24 hour runoff runoff = 55,000m³**

The preferred option for management of stormwater flows is to drain both catchment areas through the northeast outlet to Wascana Creek. During the 2001 Courtney Street Drainage Ditch Improvement project, this outlet was designed and upgraded to manage peak stormwater flows of 15 m³/s. Consequently this channel has sufficient capacity to contain the runoff from future development in the vicinity. In order to implement this strategy, a deep storm trunk would be constructed from the west detention pond to the east detention pond.

Preliminary design of the minor system for Westerra shows that a storm trunk starting at the southwest boundary of the property and draining towards Dewdney Avenue by gravity will result in an invert elevation that is 1.60m below the south invert of the Dewdney Avenue culvert. As such, three options have been reviewed to convey flows to the outlet at Wascana Creek:

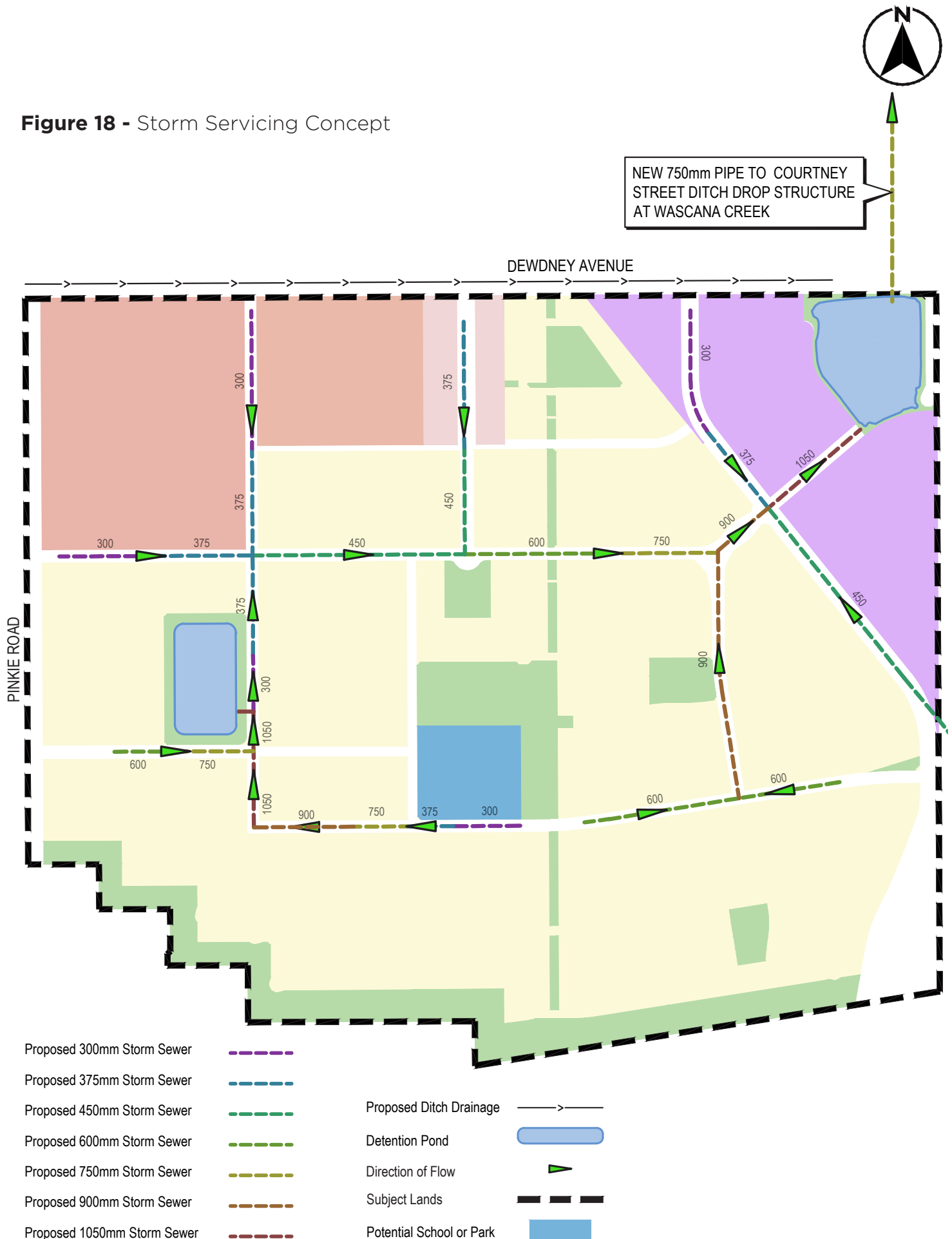
Option #1 – A stormwater lift station, located in the northeast corner of the proposed development, could drain the detention pond directly to the Dewdney Avenue culvert then be conveyed to Wascana Creek via the existing Courtney Street ditch.

Option #2 – Deepen the Courtney Street drainage ditch and lower the Dewdney Avenue Culvert.

Option #3 – Construct a new gravity sewer in the right of way for the Courtney Street drainage ditch that connects to the existing drop structure at Wascana Creek.

A preliminary analysis of these options indicates that Option #3 is the preferred method of conveying stormwater flows to Wascana Creek as it is the least expensive to construct and results in the lowest long term operations/maintenance costs. An overview of the proposed stormwater servicing concept is outlined in **Figure 17- Catchment Area Concept** and **Figure 18 - Storm Servicing Concept**.

Figure 18 - Storm Servicing Concept



5.3.3 Timing of Capital Improvements

As there is no piped collection system in the vicinity of Westerra, construction of the northeast detention pond and outlet to Wascana Creek will need to coincide with the first phase of development. In order for discharge of the west catchment across Pinkie road to proceed, the drainage ditch through the Sakimay lands from the west Regina by-pass to Pinkie road would be required prior to progressing with any development in the west catchment area. Consequently, draining the entire property to the northeast is a more attractive approach.

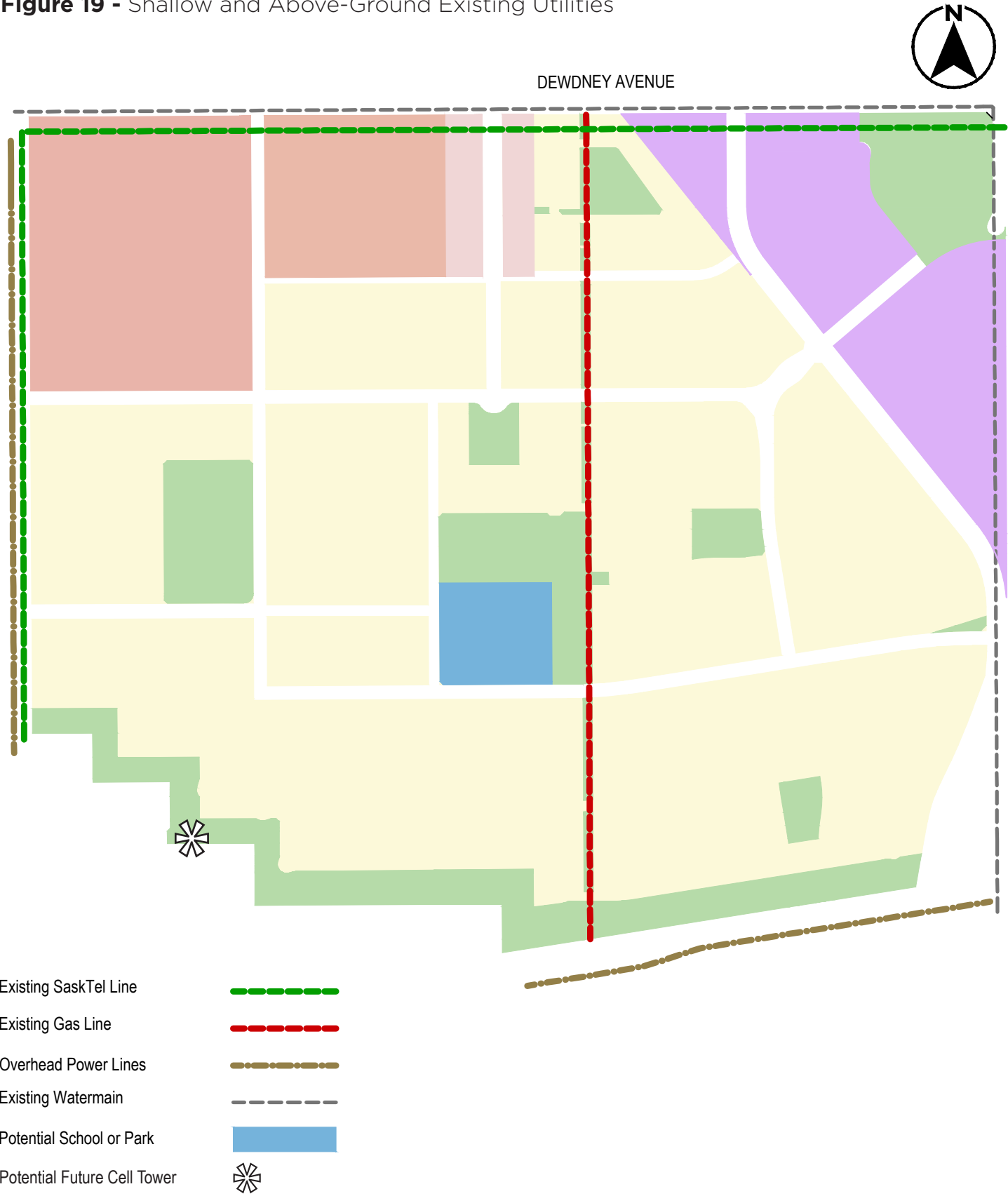
POLICIES:

- 5.3.3 (a) The stormwater management system to service the plan area shall be designed adequately and efficiently to address all necessary stormwater management requirements.**
- 5.3.3 (b) The stormwater management system should be in general accordance with Figure 17: Catchment Area Concept and Figure 18: Storm Servicing Concept; however, refinements to the stormwater management plan may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.**
- 5.3.3 (c) Stormwater discharge from Catchment Area # 2 as shown on Figure 17- Catchment Area Concept should be directed to the outlet at the northeast corner of the property.**
- 5.3.3 (d) The developer may be required to enter into a servicing agreement with the City outlining obligations and responsibilities relating to the design and construction of stormwater servicing system. Where appropriate, such agreement may include financing and cost recovery provisions which are acceptable to both the developer and the City.**
- 5.3.3 (e) As a prerequisite for subdivision approval, a detailed stormwater solution and analysis for all of Phase I shall be prepared by the developer, and submitted to the City, which demonstrates, to the City's satisfaction, the requirements, location and design of stormwater detention and conveyance.**
- 5.3.3 (f) The requirements for further stormwater analysis outlined in Policy 5.3.3 (e) shall also apply to other subsequent phases of development.**

5.4 Shallow and Above-Ground Utility Servicing

Existing power, gas, and telecommunications infrastructure in the vicinity of Westerra is shown on the Existing Utility Diagram in **Figure 19 - Shallow and Above-Ground Existing Utilities**. During preparation of this plan, all existing shallow utilities were exposed with hydro-vac equipment and located via GPS survey. Once a proposed plan of subdivision is created for Westerra, it will be forwarded to the utility corporations for their use in detailed design of the necessary infrastructure to serve this property. Stakeholder meetings held with the utility corporations have confirmed that adequate capacity exists within their systems to provide service to the land use proposed for the Westerra Subdivision.

Figure 19 - Shallow and Above-Ground Existing Utilities



6.0 Implementation

6.1 Phasing

Development in Westerra will occur in phases based upon logical planning units and the efficient extension of municipal infrastructure. The phasing of development will also be supported by the provision of community services and amenities and influenced by market absorption of units. The completion of specific capital improvement projects may be required prior to or concurrent with additional phases proceeding. Phases of planning for Westerra will generally follow the boundaries as shown in **Figure 20: Concept Plan Boundaries**.

POLICIES:

- 6.1 (a) Planning phases for Westerra should generally follow the concept plan areas as outlined in **Figure 20: Concept Plan Boundaries**.
- 6.1 (b) Notwithstanding 6.1 (a), 6.2 (a) and **Figure 20: Concept Plan Boundaries**, Concept Plan boundaries may be adjusted without an amendment to this Plan being required.
- 6.1 (c) Concept plan submissions shall include detailed phasing plans to help direct and guide rezoning and subdivision applications and the logical extension of municipal services and infrastructure.

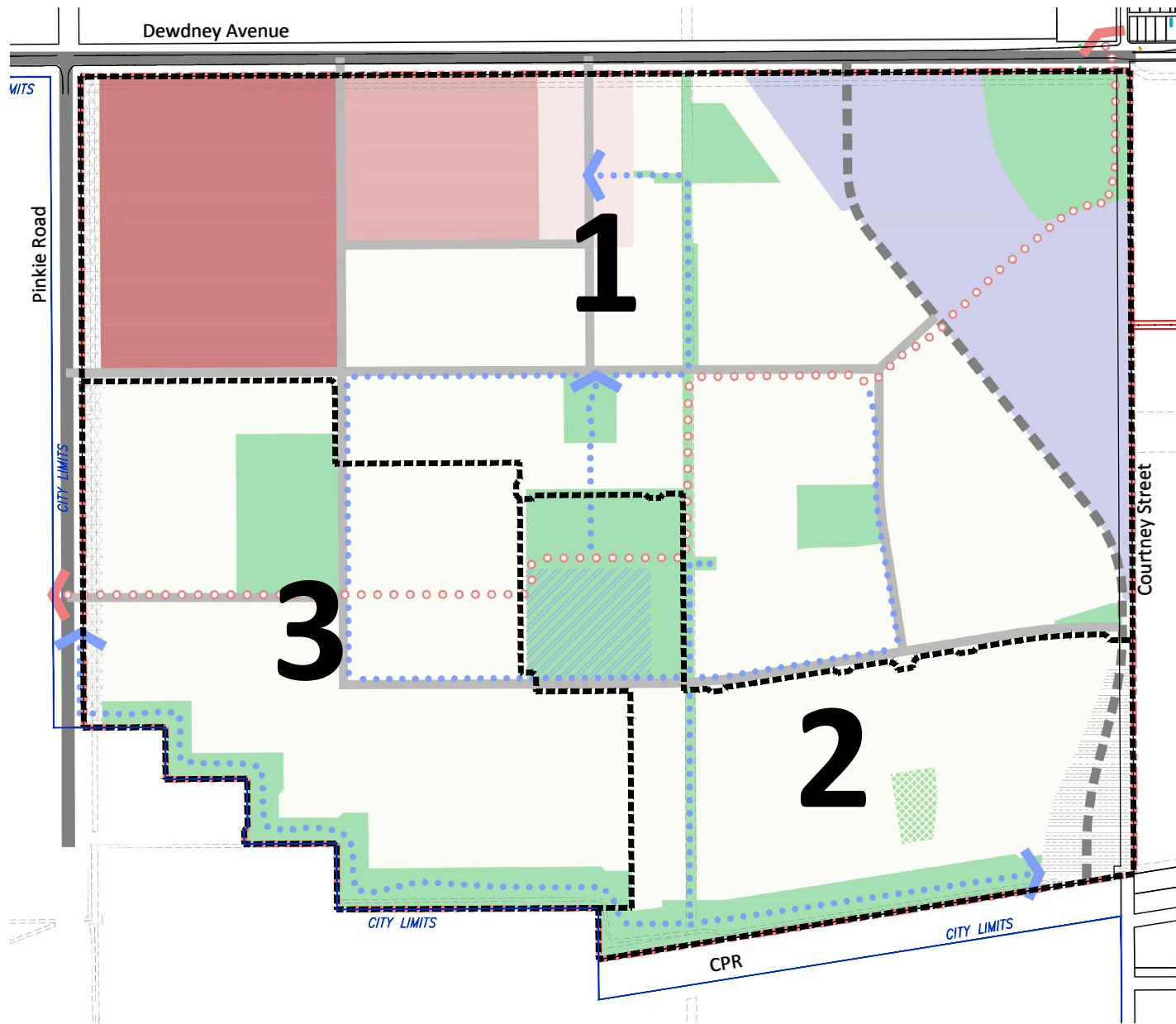
6.2 Concept Plans

To advance development on the subject lands, a Concept Plan must first be prepared in accordance with the *Design Regina OCP* to bridge the gap between the planning and servicing considerations for the full build out of the plan area and the more detailed level of planning and servicing for each phase. The purpose of a Concept Plan is to provide for more detailed planning on a smaller scale within the overall Neighbourhood Plan. Concept Plans are based on infrastructure considerations and planning logic. Concept Plans have been defined based on logical and sequential access points into the community and to provide key infrastructure and generally follow the phasing boundaries referenced in **Figure 20: Concept Plan Boundaries**.

POLICIES:

- 6.2 (a) As a prerequisite for rezoning approval, a concept plan shall be prepared and approved for the applicable areas as outlined in **Figure 20: Concept Plan Boundaries**.
- 6.2 (b) The location and type of land use, residential density and development intensity, open space, park features and transportation networks shall be in conformity with an approved concept plan, which is in general compliance with this Neighbourhood Plan.
- 6.2 (c) Notwithstanding Policy 6.2(a) and 6.2(b), the City may approve a rezoning, without a concept plan being required, for public uses, utility or transportation infrastructure, or any other use at the City's discretion.
- 6.2 (d) Where the location and type of land use, open space, or transportation and servicing networks illustrated in a proposed concept plan varies from this Neighbourhood Plan, the City may approve the concept plan, with the proviso that:
 - I. The variation is deemed by the City to be minor in nature;
 - II. The variation does not directly conflict with a particular policy statement; and
 - III. The proposed concept plan substantially conforms with this Neighbourhood Plan.
- 6.2 (e) Concept plans shall contain, for each applicable phase, a detailed land use plan, and detailed circulation plan (road and street networks, transit routes, pedestrian and cycling routes, where applicable).

Figure 20 - Concept Plan Boundaries



Legend
 Concept Plan Boundaries



Neighbourhood Plan

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Amendment to Contract Zone Application (15-CZ-04) Former Weston Bakery Building –
Mixed Use Marker (1377 Hamilton Street) and Off-Site Caveated Parking Lot (1350
Hamilton Street)

RECOMMENDATION

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
–MARCH 7, 2018**

1. That the proposal to amend the *Regina Zoning Bylaw No. 9250* for the C - Contract Zone at 1377 Hamilton Street, being Lots 11-20, Block 182, Plan Old 33, and 1350 Hamilton Street, being Lots 28-30 and 41, Block 181, Plan Old 33 to include all permitted uses in the underlying IA1 - Light Industrial Zone be approved and that the contract zone agreement between the City of Regina and the owners of the subject properties be amended accordingly.
2. That the City Solicitor be directed to prepare the necessary bylaws to authorize the respective *Regina Zoning Bylaw No. 9250* amendment.

REGINA PLANNING COMMISSION – MARCH 7, 2018

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

Recommendation #3 does not require City Council approval.

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

The Regina Planning Commission, at its meeting held on March 7, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That the proposal to amend the *Regina Zoning Bylaw No. 9250* for the C - Contract Zone at 1377 Hamilton Street, being Lots 11-20, Block 182, Plan Old 33, and 1350 Hamilton Street, being Lots 28-30 and 41, Block 181, Plan Old 33 to include all permitted uses in the underlying IA1 - Light Industrial Zone be approved and that the contract zone agreement between the City of Regina and the owners of the subject properties be

amended accordingly.

2. That the City Solicitor be directed to prepare the necessary bylaws to authorize the respective *Regina Zoning Bylaw No. 9250* amendment.
3. That this report be forwarded to the March 26, 2018 meeting of City Council for approval, which will allow sufficient time for advertising of the required public notice for the respective bylaw.

CONCLUSION

The proposal is to amend the *Regina Zoning Bylaw No. 9250* (Zoning Bylaw) to allow for the existing C- Contract Zone and associated contract zone agreement at 1377 and 1350 Hamilton Street to include the list of permitted uses in the underlying IA1 – Light Industrial Zone so that any of those land uses may be considered within the mixed-use market facility at the Weston Bakery Building.

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

BACKGROUND

The applicant received City Council approval on May 30, 2016 (CR16-51), through a Contract Zone, to repurpose the Weston Bakery Building located at 1377 Hamilton Street as a mixed-use market facility on the main floor as well as a mix of office and residential uses on the second and third floors. The vacant property at 1350 Hamilton was dedicated as Off-Site Caveated Parking Lot. In conjunction with the approval of the Contract Zone, the Weston Bakery Building was designated as a Municipal Heritage Property by City Council on May 30, 2016 (CR16-52).

During the review and approval of the Contract Zone amendment in 2016, the intention was to allow for the permitted uses in the underlying IA1 – Light Industrial Zone to continue to be permitted on the property and within the Weston Bakery Building, in addition to those specifically added through the Contract Zone Agreement. However, the recommendation approved by City Council and the executed Contract Zone Agreement inadvertently only expressly authorized an itemized list of uses and omitted other permitted uses in the IA1 – Light Industrial Zone as being allowed within the mixed-use market facility.

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

DISCUSSION

The owners of the Weston Bakery Building located at 1377 Hamilton Street in Regina's Warehouse District are currently pursuing renovations to repurpose the Municipal Heritage Property into multiple tenant spaces. The redevelopment and repurpose of the building has been facilitated through the Contract Zone which provided flexibility in terms of range of land use to

facilitate a complete renewal of the building.

The intent of the Contract Zone is to allow and support the redevelopment of the property to a mixed-use market building while maintaining the critical design elements of the Municipal Heritage Property. A zoning amendment was required to allow the owners to expand the uses beyond the uses permitted in the underlying IA1 –Light Industrial Zone. The Contract Zone specifically contemplated the following uses:

- (i) Licensed Beverage Room
- (ii) Licensed Cocktail Room
- (iii) Licensed Dining Room
- (iv) Licensed Restaurant
- (v) Night Club
- (vi) Office, General (restricted to 450 square metres on main/2nd floors)
- (vii) Restaurant
- (viii) Retail (not restricted to any article or commodity for which the warehousing, storage, sale at retail/wholesale, fabrication, or processing/manufacture is allowed in the zone)
- (ix) School, Vocational
- (x) Art Gallery or Museum
- (xi) Bakery Shop
- (xii) Dwelling Unit, in a Reconstructed Building
- (xiii) Grocery Store

During the consideration of the rezoning in 2016, the submission report discussed the uses in the IA1 – Light Industrial Zone being contemplated in the mixed use market building. However, the recommendation approved by City Council and the Contract Zone agreement erroneously omitted the permitted uses in the IA1 – Light Industrial Zone from the list of permitted uses allowed within the mixed use market facility. This amendment consideration is to add the list of permitted uses from the IA1 – Light Industrial Zone to the list of approved uses in the contract zone agreement (see Appendix A-3.1) as originally intended.

Surrounding land uses include other light industrial uses such as retail and repair uses. The proposal is similar to the current uses south along the 1400 block of Hamilton Street to Dewdney Avenue, which creates a natural progression and connection to retail and market uses along Dewdney Avenue.

RECOMMENDATION IMPLICATIONS

Financial Implications

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

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

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

Section C: Growth Plan

Goal 3 – Intensification:

Enhance the city’s urban form through intensification and redevelopment of existing built-up areas.

- 2.9 Direct at least 10,000 new residents to the city centre, which will accommodate the city’s highest population and employment densities.

Section D5: Land Use and Built Environment

Goal 3 – Urban Centres and Corridors

Support urban centres and corridors as locations for pedestrian and transit-oriented mixed-use development and as hubs for community interaction and identity.

Goal 5 – Office Development

Support the Downtown as the city’s primary business centre.

- 7.29 Require medium office and major office to locate inside the downtown except for:

- 7.29.1 The conversion of designated heritage buildings or the development of new medium office buildings in the Warehouse District, located within the Downtown/Central City Office Area.

- 7.38 Consider impacts of alterations, development, and/or public realm improvements on or adjacent to a historic place to ensure heritage value is conserved.

Section D6: Housing

Goal 1 – Housing Supply and Affordability

Increase the housing supply and improve housing affordability

- 8.6 Support the conversion of non-residential and heritage buildings to new residential uses where appropriate.

Section D8: Culture

Goal 1 – Support Cultural Development and Cultural Heritage

Enhance quality of life and strengthen community identity and cohesion through supporting cultural development and cultural heritage.

- 10.1 Build partnerships and work collaboratively with community groups, other levels of government, and the private and voluntary sectors to encourage cultural development opportunities and conserve historic places.
- 10.2 Consider cultural development, cultural resources and the impact on historic places in all areas of municipal planning and decision-making.
- 10.5 Encourage owners to protect historic places through good stewardship and voluntarily designating their property for listing on the Heritage Property Register.

Section D10: Economic Development

Goal 3 – Economic Generators

Cultivate entrepreneurship and support economic generators

- 12.7 Encourage innovative options to support and incubate new entrepreneurs and commercial ventures.
 - 12.7.3 Consider the inclusion of live/work spaces, studio space and cultural facilities in new and renovated developments as a community amenity.

The proposal is consistent with the goals, objectives and policies contained within Part B.13 of the OCP, which is the Warehouse District Neighbourhood Plan.

1.5.2 (c) Built Environment

- iii) A use proposed for an existing building should be compatible with the building's structure such that only minimal alterations are required to the building's exterior. The removal or alteration of any historical materials or features should be avoided whenever possible.
- v) Exterior design alterations to existing buildings should be consistent with the building's original architecture and period of construction.
- vi) Distinctive stylistic features and examples of skilled craftsmanship should be preserved and treated sensitively. Where repair or replacement of such features is required, materials and design should match the original as much as possible.
- vii) Cleaning of building exteriors should be undertaken to minimize damage to surfaces and architectural features.
- viii) Rehabilitation of existing properties having minimal or limited historic architectural qualities should be undertaken in a manner which relates to and respects the design elements of neighbouring properties of greater significance and the general historic streetscape.
- xi) Signs should be designed to complement the building to which they will be attached with regard to the size, typeface, graphics and materials used for the sign.
- xii) No sign should be of a size or situated in such a manner as to conceal any significant architectural features of a building.
- xv) Indirect lighting or neon tube lighting are preferred to back-lit fluorescent sign illumination.

The proposal to include the uses from the underlying IA1 – Light Industrial Zone contributes positively to the renewal of older, commercial and industrial properties originally used for warehousing. The proposed development complements the emerging theme of the Warehouse Neighbourhood, by contributing to the arts, entertainment and hospitality industry. In addition, the proposal will facilitate the retention and rehabilitation of a historically significant building in the warehouse district.

Other Implications

None with respect to this report.

Accessibility Implications

The Zoning Bylaw requires two per cent of the required parking stalls (gross parking calculation) or one parking stall be provided for persons with disabilities. The proposed development provides two parking stalls for persons with disabilities, which meets the minimum requirement.

COMMUNICATIONS

Communication with the public is summarized below:

Public notification signage posted on	January 12, 2016
Letter sent to immediate property owners	January 8, 2016
Will be published in the <i>Leader-Post</i>	March 10, 2018 March 17, 2018

The proposed amendment was not circulated as the intent of the proposal has not changed. The original application was circulated to the Regina's Warehouse Business Improvement District and Heritage Regina in early 2016, who responded that they support the proposal.

The applicant and other interested parties will receive written notification of City Council's decision.

DELEGATED AUTHORITY

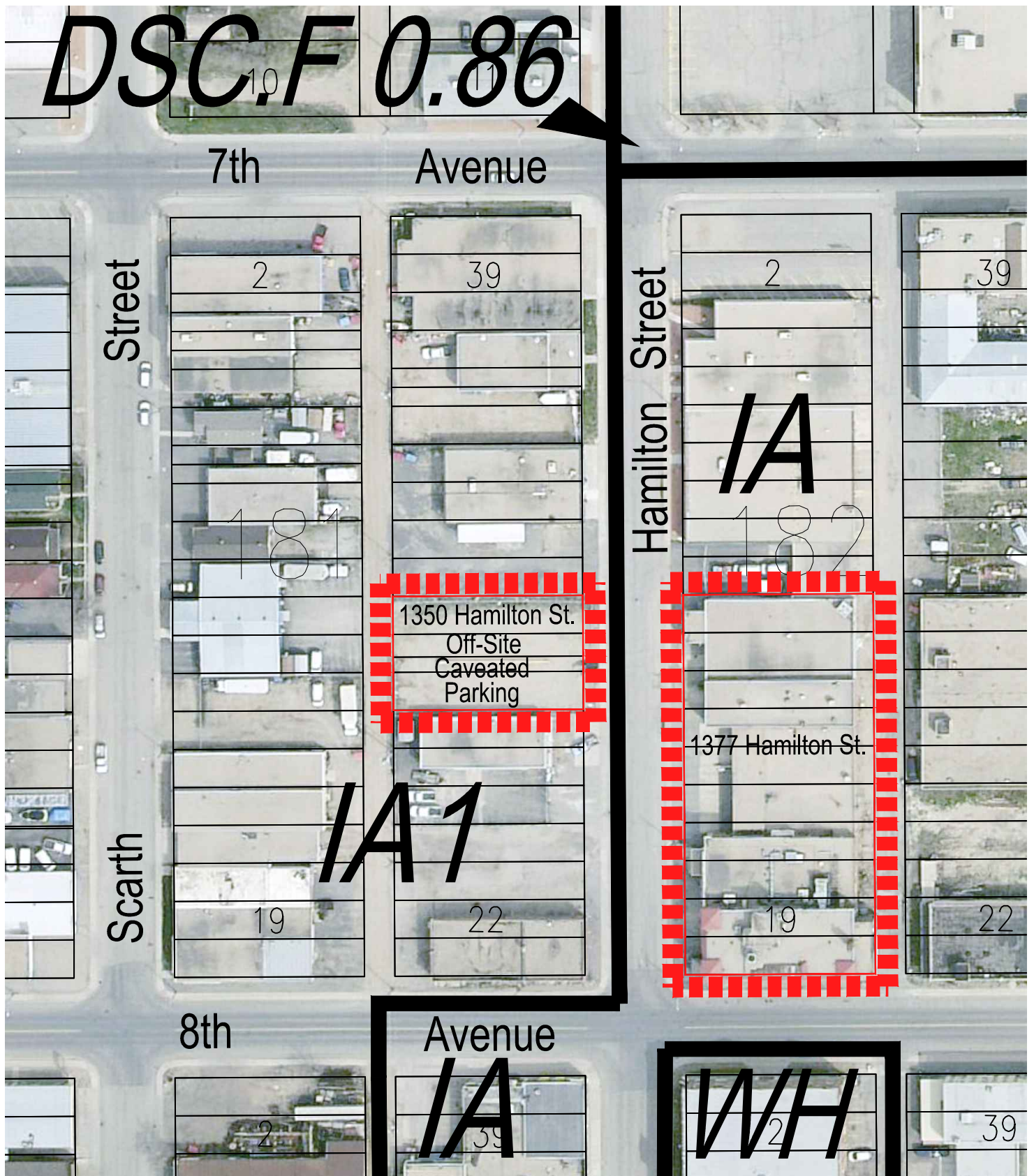
City Council's approval is required, pursuant to Part V of *The Planning and Development Act, 2007*.

Respectfully submitted,

REGINA PLANNING COMMISSION

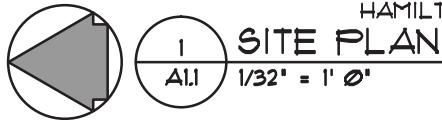


Elaine Gohlke, Secretary



Subject Property





- GENERAL NOTES**
1. CONTRACTOR TO CONFIRM & COORDINATE ALL EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF WORK THIS INCLUDES, BUT IS NOT LIMITED TO:
EXISTING TRANSFORMERS
SWITCHING GUBICLES
SERVICE STUDS & ANY CONDITIONS WHICH IMPEDED THE DESIGN INTENT SHOWN
 2. ALL DIMENSIONS FROM PROPERTY LINES ARE TO OUTSIDE OF GRADE BEAM UNLESS OTHERWISE NOTED
 3. LOCATE SIDEWALK CONTROL JOINTS AS PER THE FOLLOWING:
EQUALLY SPACED UNLESS OTHERWISE NOTED
AT SIDEWALK CORNERS
AT CENTRE OF WINDOW MULLIONS
AT CORNERS OF MASONRY
AT PILASTERS & BUILDING CORNERS
 4. ALL PAINTED LINES TO BE YELLOW
 5. ALL NEW ASPHALT TO BE LIGHT DUTY OR HEAVY DUTY, REFER TO PLAN

<u>SITE DATA</u>	
SITE AREA	2905.00 SQ. FT. (3,210 SQ. FT.)
<u>BUILDING AREA</u>	
MAIN FLOOR	2030.00 SQ. FT. (2,152 SQ. FT.)
2ND FLOOR	860.33 SQ. FT. (9,267 SQ. FT.)
3RD FLOOR	449.7 SQ. FT. (4,841 SQ. FT.)
TOTAL	3340.00 SQ. FT. (35,566 SQ. FT.)

TYPICAL PARKING STALL DIMENSIONS	
TYPICAL STALL	9'-0" x 15'-0" (2.750x3.500)
H/C STALL	12'-10" x 15'-0" (3.910x3.500)
REAR STALL	10'-0" x 33'-0" (3.050x10.000)

	MAX. OR MIN. REQ'D (1A)	ACTUAL - ON SITE
LOT AREA	MINIMUM 500m ²	2505.00 m ² (31210 SQ. FT.)
FRONT YARD SETBACK	MINIMUM 1.5m	4.35m
SIDE YARD SETBACK	MINIMUM 1.62m	1.42m
REAR YARD SETBACKS	MINIMUM 5.18m	0.05m
SITE COVERAGE	MAXIMUM 50%	63.88%
FLOOR AREA RATIO	MAXIMUM 15	77
HEIGHT	MAXIMUM 15m	14.60 M
PARKING STALLS	<p>MAIN - MARKET - 1 STALL PER 2000 ± 1025 M² = 52 STALLS</p> <p>2ND - RESIDENTIAL 1 STALL PER UNIT = 6 UNITS = 6 STALLS</p> <p>3RD - RESIDENTIAL 1 STALL PER UNIT = 2 UNITS = 2 STALLS</p> <p>TOTAL STALLS REQUIRED = 100</p> <p>DEPENDS ON THE USE OF THE BUILDING. WE CAN HAVE FROM MINIMUM OF 100 STALLS TO A MAXIMUM OF 160 STALLS</p>	<p>THERE ARE 7 STALLS ON SITE AND 30 STALLS OFF SITE</p>
DISABLED STALLS	2% OF REQ'D STALLS = 2	2 PROVIDED
BICYCLE STALLS	5-8 STALLS	8 PROVIDED
LOT FRONTAGE	MINIMUM 15M	76.25 M
DELIVERY/LOADING	2 REQUIRED	2 PROVIDED

IA1 – Light Industrial Zone List of Permitted Uses	
Residential Business	
Animal Hospital	
Animal Shelter	
Agricultural Production	
Poultry Hatchery	
Storage, Outdoor of Contractors or Building's Equipment	
Office, Industry	
Assembling, Part	
Bakery	
Biscuit Plant	
Bottling and Canning	
Bottling and Canning, Soft Drinks and Carbonated Water	
Brewery/Distillery	
Dyeing, Fur (except tanning)	
Dyeing, Textiles and Wool	
Machine Shop, Jobbing and Repair	
Manufacture, General	<ul style="list-style-type: none"> Includes processing and storage of any goods, except nuclear processing or generating establishments. Except SIC industry groups 261-262 and 301, as well as major groups 29 and 33-39 and SIC codes 2011, 2015, 207, 2091, 2092, 241, 242 and 28.
Manufacture and Processing, Dairy Product	
Mixing, Ink (includes packaging)	
Prefabricated Home (includes display, sale, rental, service, and parts.)	
Printing, Commercial	
Publishing or Publishing and Printing, Newspaper	
Automobile Rental and Leasing	<ul style="list-style-type: none"> Refer to the regulations in Subpart 4C.3 of Zoning Bylaw.
Car Wash	<ul style="list-style-type: none"> Refer to the regulations in Subpart 7D.1 of the Zoning Bylaw.
Cleaning, Carpet and Rug	
Club	
Club, Licensed	
Community Centre	
Crematory	
Humanitarian Service Facility	
Laboratory, Medical/Dental	
Laundry Plant	
Personal Service	
Public Self Storage Facility	
Recreational Service Facility	
Recreational Service Facility, Licensed	
Repair Service	
Repair Shop	

Appendix A-3.2

Sharpening & Repair, Knives, Saws, Tools
Tattoo Parlour
Taxidermy Shop
Tire Retread Shop
Truck Wash
Ambulance Service
Warehousing <ul style="list-style-type: none"> Of any article or commodity for which the warehousing, storage, sale at retail or wholesale, fabrication, processing or manufacture is allowed in the zone.
Warehousing, Refrigerated
Automobile Sales and Service <ul style="list-style-type: none"> Refer to the regulations in Subpart 4C.3 of the Zoning Bylaw.
Convenience Store
Gas Bar
Lumber Yard <ul style="list-style-type: none"> Refer to the regulations in Subpart 4C.4 of the Zoning Bylaw.
Mobile Home Sales <ul style="list-style-type: none"> Includes display, sale, rental, service, and parts. Refer to the regulations in Subpart 4C.3 of the Zoning Bylaw.
Recreation Vehicles <ul style="list-style-type: none"> Refer to the regulations in Subpart 4C.3 of the Zoning Bylaw.
Retail, General <ul style="list-style-type: none"> Of any article or commodity for which the warehousing, storage, sale at retail or wholesale, fabrication, processing or manufacture is allowed in the zone.
Retail, Small Equipment and Supplies <ul style="list-style-type: none"> Small equipment, supplies and materials for agriculture, mining, industry, business, transportation, building and other construction, except explosives.
Service Station <ul style="list-style-type: none"> Refer to the regulations in Subpart 7D.3 of the Zoning Bylaw
Farm and Large Machinery, Sale and Rental <ul style="list-style-type: none"> Refer to the regulations in Subpart 4C.3 of the Zoning Bylaw
Wholesale <ul style="list-style-type: none"> Of any article or commodity for which the warehousing, storage, sale at retail or wholesale, fabrication, processing or manufacture is allowed in the zone.
Community Garden
Public Use <ul style="list-style-type: none"> Refer to the regulations in Subpart 4C.2 of the Zoning Bylaw

BYLAW NO. 2018-9

THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 5)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 – Zoning Maps (Map No. 2685) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix “A”, legally described as:

Legal Address: Parcel BB, Plan No. 102164992

Civic Address: 2200 25th Avenue

Current Zoning: I – Institutional

Proposed Zoning: MX – Mixed Business Residential

- 3 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 26th DAY OF March 2018.

READ A SECOND TIME THIS 26th DAY OF March 2018.

READ A THIRD TIME AND PASSED THIS 26th DAY OF March 2018.

Mayor

City Clerk

(SEAL)

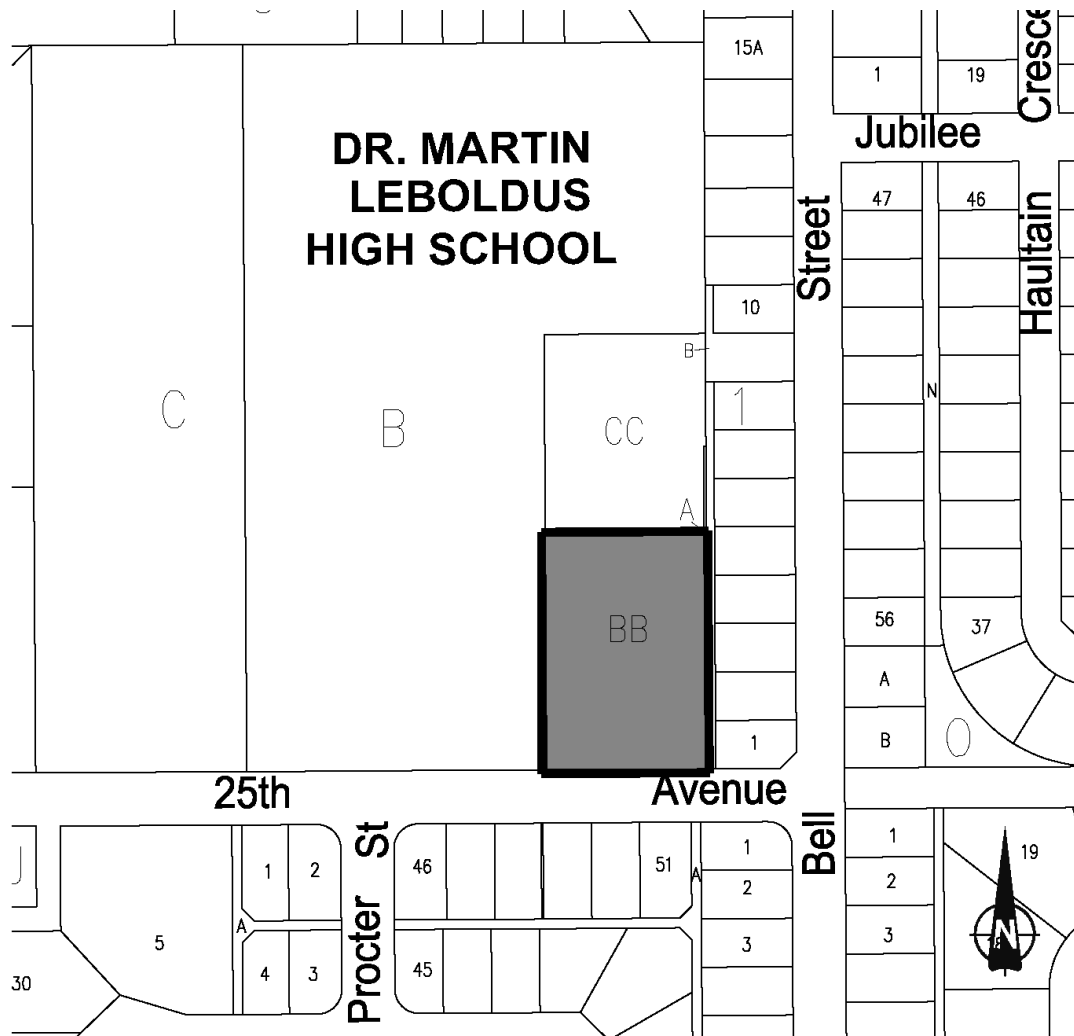
CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

APPENDIX “A”



ABSTRACT

BYLAW NO. 2018-9

THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 5)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The proposed amendment will accommodate the redevelopment and reuse the subject property by converting a portion of the former convent dormitory units into 15 dwelling units.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, March 7, 2018, RPC18-8.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning and Development
INITIATING DEPARTMENT:	Development Services

BYLAW NO. 2018-10

THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 6)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 – Zoning Maps (Maps No. 2088) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix “A”, legally described as:

Legal Address: Portion of NE SEC 21, TWP 17, RGE 20, W2M
Civic Address: 8101 Dewdney Avenue
Current Zoning: UH – Urban Holding
Proposed Zoning: DCD12 – Suburban Narrow-Lot Residential, R2 – Residential, Semi-Detached Zone, R5 – Medium Density Residential Zone and PS – Public Service Zone (25 Noise Exposure Forecast and Clear Zone of the Obstacle Limitation Overlay Zone)
- 3 *Regina Zoning Bylaw 9250* is amended by adding the 25 Noise Exposure Forecast (NEF) contours of the Airport Noise Attenuation Overlay Zone to lands within the Westerra Concept Plan.
- 4 *Regina Zoning Bylaw 9250* is amended by adding the Clear Zone of the Obstacle Limitation Surface Overlay Zone to lands within the Westerra Concept Plan area.
- 5 This Bylaw comes into force on the date of approval of Bylaw No. 2018-12 by the Ministry of Government Relations.

READ A FIRST TIME THIS 26th DAY OF March 2018.

READ A SECOND TIME THIS 26th DAY OF March 2018.

READ A THIRD TIME AND PASSED THIS 26th DAY OF March 2018.

Mayor

City Clerk (SEAL)

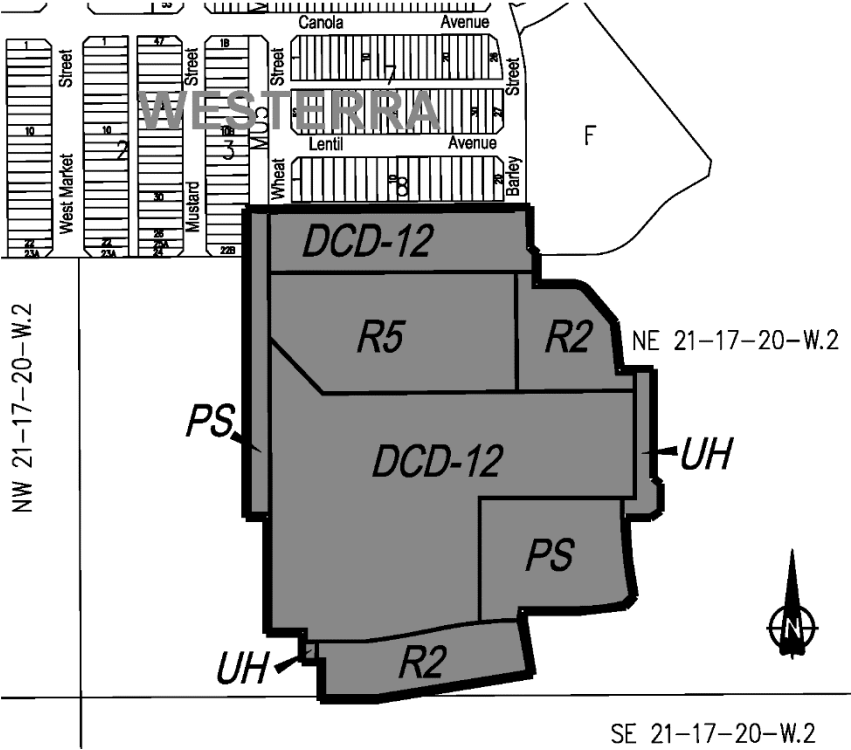
CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

APPENDIX “A”



ABSTRACT

BYLAW NO. 2018-10

THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 6)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The proposed rezoning will allow for the development of the next stage of the Westerra Neighbourhood.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, March 7, 2018, RPC18-9.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning and Development
INITIATING DEPARTMENT:	Development Services

BYLAW NO. 2018-11

THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 7)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 – Zoning Maps (Map No. 2689) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix “A”, legally described as:

**Legal Address: Lots 11-20, Block 182, Plan No. OLD33
 Lots 28-30, Block 181, Plan No. OLD33, Extension 0 and
 Lot 41, Block 181, Plan No. 101186131, Extension 75**

**Civic Address: 1377 Hamilton Street
 1350 Hamilton Street**

Current Zoning: C – Contract

Proposed Zoning: C – Contract
- 3 The City Clerk is authorized to execute under seal the Contract Zone Agreement annexed as Appendix “B” and forming part of this Bylaw.
- 4 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 26th DAY OF March 2018.

READ A SECOND TIME THIS 26th DAY OF March 2018.

READ A THIRD TIME AND PASSED THIS 26th DAY OF March 2018.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

APPENDIX “A”



APPENDIX “B”

THIS AGREEMENT made as of this _____ day of _____, 2018.

BETWEEN:

THE CITY OF REGINA
in its capacity as approving authority
pursuant to *The Planning and Development Act, 2007*
(the “City”)

- and -

WAREHOUSE PROPERTIES LTD.
(the “Owner/Applicant”)

CONTRACT ZONE AGREEMENT

WHEREAS:

- A. The City has an approved official community plan as contemplated in section 69 of *The Planning and Development Act, 2007* that contains guidelines respecting the entering into of agreements for the purpose of accommodating requests for the rezoning of lands to permit the carrying out of a specific proposal, referred to as “contract zoning”; and
- B. The Owner is or is entitled to become the registered owner of the lands and buildings (if any) located at 1377 Hamilton Street, Regina, Saskatchewan, and legally described as:

Surface Parcel(s): Parcel #107005643, 107287207, 107005654, 107005665, 107005676, 107005687, 107287218, 107005698, 107005700, and 107005867.
Reference Land Description: Lot 11-20, Block 182, Plan Old 33, Extension 0

And

The Owner is or is entitled to become the registered owner of the lands and buildings (if any) located at 1350 Hamilton Street, Regina, Saskatchewan, and legally described as:

Surface Parcel(s): Parcel #107003663, 112250393, 107003641, and 112249807.
Reference Land Description: Lots 28 & 30, Block 181, Plan Old 33, Extension 0, Lot 29, Block 181, Plan Old 33, Extension 74 and Lot 41, Block 181, Plan 101186131, Extension 75.
- C. The Owner/Applicant has applied to the City to have the Property rezoned from IA (1377 Hamilton Street) and IA1 (1350 Hamilton Street) – Light Industrial to C-Contract to permit the use of the Property for the carrying out of a specific proposal described as: mixed-use market and off-site caveated parking lot (the “Proposal”).

NOW THEREFORE, the Parties agree as follows:

1. **Preamble.** The preamble forms an integral part of this Agreement.
2. **Establishment of the Contract Zone.** The City hereby agrees that the zoning of the Property shall be a contract zone (C-Contract) pursuant to the provisions of *The Planning and Development Act, 2007* and *Design Regina: The Official Community Plan Bylaw No. 2013-48* to accommodate the Applicant's Proposal ("Contract Zone").
3. **Effective Date.** The effective date of this Agreement shall be the date of passage of the bylaw by City Council authorizing the Contract Zone (the "Effective Date"), it being understood by the Owner/Applicant that the relevant amendments to the Zoning Bylaw shall not take effect until an interest based on this Agreement is registered against the affected title(s) to the Property at the Saskatchewan Land Titles Registry.
4. **Permitted Development and Use.** The development and use of the Property permitted within the Contract Zone shall be as follows:
 - (a) Existing and proposed use and development on the Property as it relates to 1377 Hamilton Street shall permit a mixed use market facility, which may include any of the following as permitted uses:
 - (i) Licensed Beverage Room
 - (ii) Licensed Cocktail Room
 - (iii) Licensed Dining Room
 - (iv) Licensed Restaurant
 - (v) Night Club
 - (vi) Office, General (restricted to 450 square metres on 2nd and 3rd floors)
 - (vii) Restaurant
 - (viii) Retail (not restricted to any article or commodity for which the warehousing, storage, sale at retail/wholesale, fabrication, or processing/manufacture is allowed in the zone)
 - (ix) School, Vocational
 - (x) Art Gallery or Museum
 - (xi) Dwelling Unit, in a Reconstructed Building
 - (xii) Grocery Store
 - (xiii) Permitted uses in the IA zone

- (b) Existing and proposed use and development on the Property as it relates to 1350 Hamilton Street shall only permit Parking, Off-site (30 parking stalls).
- (c) *Site Layout and External Design.* The site layout and design of existing and proposed development on the Property shall generally be consistent with the plans prepared by Alton Tangedal Architect Ltd. and dated February 23 and 25, 2016, which are attached to this Agreement as Appendix "A-3.1, A-3.1a, and A-3.1b";
- (d) *Landscaping.* Landscaping for the Property shall comply with the applicable development standards for landscaped areas pursuant to Chapter 15 of the *Regina Zoning Bylaw, No. 9250* and shall be generally consistent with Appendix "A-3.1a and A-3.1b";
- (e) *Parking.* Parking requirements for the Property shall comply with applicable development standards for parking areas pursuant to Chapter 14 of the *Regina Zoning Bylaw, No. 9250* except that the number of required stalls at 1377 Hamilton Street be reduced to 7 parking stalls, the parking at 1350 Hamilton Street shall include 30 parking stalls and shall be designated as Off-Site Caveated Parking, and both shall be generally consistent with Appendix "A-3.1, A-3.1a, and A-3.1b";
- (f) *Signage.* Signage on the Property shall comply with applicable development standards for signage in Special Zones pursuant to Table 16.1 in Chapter 16 of the *Regina Zoning Bylaw, No. 9250* and that the Special Zone standards shall apply regardless of the reference to a Contract Zone agreement;
- (g) *Access.* Vehicle entry and exit from the Property shall comply with applicable development standards pursuant to the *Regina Zoning Bylaw No. 9250*; and
- (h) *Other.* Except as expressly modified or otherwise stated herein, the Property shall be subject to and comply with the applicable requirements and provisions of the *Regina Zoning Bylaw No. 9250*.

Conditions. The Contract Zone and this Agreement shall be conditional on the following:

- (a) The applicant is required to apply for and obtain the necessary permits prior to the commencement of any development;
- (b) The property at 1377 Hamilton Street shall be designated as a Municipal Heritage Property prior to the issuance of a building permit;
- (c) Any zoning related detail not specifically addressed in this Agreement shall be subject to the applicable provisions of the *Regina Zoning Bylaw No. 9250*;
- (d) This agreement shall be registered as an interest in the Saskatchewan Land Titles at the applicant's cost on each surface parcel;
- (e) None of the land or buildings comprising the Property shall be developed or used except in accordance with this Agreement.

5. **Time Limits.**
 - (a) The City's approval to initiate the proposed development on the Property shall be valid for a period of two years from the Effective Date.
 - (b) The term of this Agreement and the Contract Zone provided for herein shall be in effect from the Effective Date until such time as the use permitted herein as been discontinued by the Owner/Applicant for a period of more than 12 consecutive months..
6. **Compliance with Laws Other than Zoning.** The Owner/Applicant agrees to comply with and to conform to the requirements of every applicable statute, law, bylaw, code and order in connection with its development, use or occupancy of the Property, which govern the Property and not to use either the land or building for any unlawful purpose.
7. **Termination.** Subject to the requirements of *The Planning and Development Act, 2007*, this Agreement may be terminated or declared void by the City if:
 - (a) the Property is developed or used contrary to the provisions of this Agreement; or
 - (b) the development fails to meet a time limit prescribed in this Agreement.
8. **Re-Zoning on Termination.** In the event that this Agreement is declared void or otherwise terminated or expires, the zoning of the Property shall revert to the following:
 - (a) IA as it relates to 1377 Hamilton Street and IA1 as it relates to 1350 Hamilton Street.
9. **Liability on Termination and Indemnity.** In the event that this Agreement is declared void or otherwise terminated, the City shall not be liable to the Owner/Applicant for any compensation, reimbursement or damages or account of profit or account of expenditures in connection with the Profit.
10. **Departure or Waiver.** Departure from or waiver of the terms of this Agreement shall be deemed not to authorize any prior or subsequent departure or waiver and the City shall not be obligated to suffer any continued departure or grant further waiver(s). No alteration or modification of any of the provisions of this Agreement shall be binding unless the same is in writing and signed by the parties.
11. **Severability.** If any covenant or provision of this Agreement is deemed to be void or unenforceable in whole or in part, it shall not be deemed to affect or impair the validity of any other covenant or provision of this Agreement.
12. **Governing Jurisdiction.** This Agreement shall be governed and interpreted exclusively in accordance with the laws of the Province of Saskatchewan.
13. **Amendment of Agreement.**
 - (a) Pursuant to *The Planning and Development Act, 2007*, the council of the City may, on the application by the Owner/Applicant or any subsequent owner of the Property:
 - (i) vary this Agreement;

- (ii) enter into a new agreement; or
 - (iii) extend any time limit established in this Agreement.
 - (b) Notwithstanding clause (a), the provisions hereof may not otherwise be modified, unless design modifications are approved by the Development Officer, in his/her sole discretion, pursuant to that certain policy document approved by the Council of the City on or about March 25, 1991 and entitled *Guidelines for Changes to Contract Zones*.
14. **Notice.** Any notice required to be given by the parties under the terms hereof shall be in writing and may be delivered personally or mailed in a properly stamped and addressed envelope to the party to be notified at the address as follows:
- (a) to the City at: Director of Planning
City of Regina
P. O. Box 1790
Regina, SK S4P 3C8
 - (b) to the Owner/Applicant at: Client #130968175
WAREHOUSE PROPERTIES LTD.
5G South Plains Road West
Emerald Park, SK, S4L 1C6
15. **Registration of Agreement.** The parties acknowledge and agree that:
- (a) this Agreement is made pursuant to section 69 of *The Planning and Development Act, 2007*;
 - (b) the City shall register an interest against the title(s) to the Property based on the terms of this Agreement and, upon such registration, this Agreement shall be binding on and run with the Property as against the Owner/Applicant and the Owner/Applicant's heirs, executors, administrators, successors and assigns; and
 - (c) the interest mentioned in clause (b) shall register in preference to all other encumbrances against the Property save and except those acceptable to the City.

IN WITNESS WHEREOF the Parties have hereunto affixed their hand and seal on the day and year first above written.

(seal)

THE CITY OF REGINA

City Clerk

WAREHOUSE PROPERTIES LTD.

(seal)

Per: _____

Per: _____

AFFIDAVIT VERIFYING CORPORATE SIGNING AUTHORITY

CANADA) I, _____, of Regina, Saskatchewan,
 PROVINCE OF SASKATCHEWAN) (Name of Corporate Officer)
 TO WIT:) MAKE OATH AND SAY THAT:

1. I am an Officer of _____, named in the within agreement; and
(Name of Owner/Applicant)
2. I am authorized by the corporation to execute the document without affixing a corporate seal.

SWORN BEFORE ME at Regina,)
 Saskatchewan, this _____ day)
 of _____, 20____.)
 _____)
 _____)
 _____)
(Signature of Commissioner)

(Signature of Owner/Applicant)

A COMMISSIONER FOR OATHS in
 and for the Province of Saskatchewan.
 My Commission expires _____
(Date)

ABSTRACT

BYLAW NO. 2018-11

THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 7)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The proposed amendment will allow for the existing Contract Zone and associated contract zone agreement to include the list of permitted uses in the underlying A1 – Light Industrial Zone.
STATUTORY AUTHORITY:	Section 69 of <i>The Planning and Development Act, 2007</i> .
MINISTER’S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, March 7, 2018, RPC18-7.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning and Development
INITIATING DEPARTMENT:	Development Services

BYLAW NO. 2018-12

DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN
AMENDMENT BYLAW, 2018 (No. 2)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw No, 2013-48, being *Design Regina: The Official Community Plan Bylaw* is amended in the manner set forth in this Bylaw.
- 2 Part B Secondary Plans is amended by repealing Part B.14 and substituting with the attached Appendix "A"
- 3 This Bylaw comes into force on the date of approval by the Ministry of Government Relations.

READ A FIRST TIME THIS 26th DAY OF March 2018.

READ A SECOND TIME THIS 26th DAY OF March 2018.

READ A THIRD TIME AND PASSED THIS 26th DAY OF March 2018.

Mayor

City Clerk (SEAL)

CERTIFIED A TRUE COPY

City Clerk

Approved by the Ministry of Government Relations
this _____ day of _____, 2018.

Ministry of Government Relations

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

City Solicitor

APPENDIX “A”



OFFICIAL COMMUNITY PLAN

**PART B.14
Westerra
Neighbourhood Plan**





Where life finds balance

Executive Summary

Westerra is located in the west area of the City of Regina on lands annexed from the Rural Municipality of Sherwood No. 159. The Plan Area is bounded by Dewdney Avenue to the north, Courtney Street to the east, Pinkie Road to the west and the Canadian Pacific Rail line to the south (See **Figure 1: Location and Context Plan**). The Neighbourhood Plan Area includes approximately +/- 199.84 hectares (+/- 493.79 acres) of land.

At full build out, the neighbourhood plan area will house approximately 7,500 residents in a complete community consisting of a range of housing, commercial and employment uses. Westerra shall be an area where residents daily needs can be met and where access to employment and retail land uses are supported by pedestrian, transit, cycling and road connections.

The Neighbourhood Plan (NP) implements policy identified within **Design Regina - The Official Community Plan Bylaw No. 2013-48 (Design Regina OCP)** and has been informed by the City's sustainability priorities. The NP has been developed through careful and ongoing consultation with the City, landowners, the general public, school boards, builders and other key stakeholders. The NP establishes the broad land use and servicing expectations for the plan area which will be used to direct the preparation of subsequent concept plans, land use and subdivision applications.

Neighbourhood Plan

Prepared for:

Westerra Development Corp.

Harvard Developments Inc.

Forster Projects Inc.



Prepared by: Brown & Associates Planning Group



Project Team:

Project Engineers
WSP



Transportation Consultants
MMM Group



Risk Assessment and Analysis
Bercha Group Limited

Retail Impact Assessment
MXD Development Strategists

Geotechnical Investigation &
Environmental Site Assessment
Ground Engineering

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1.0 Introduction

1.1 Background

The purpose of this Neighbourhood Plan (NP) is as follows:

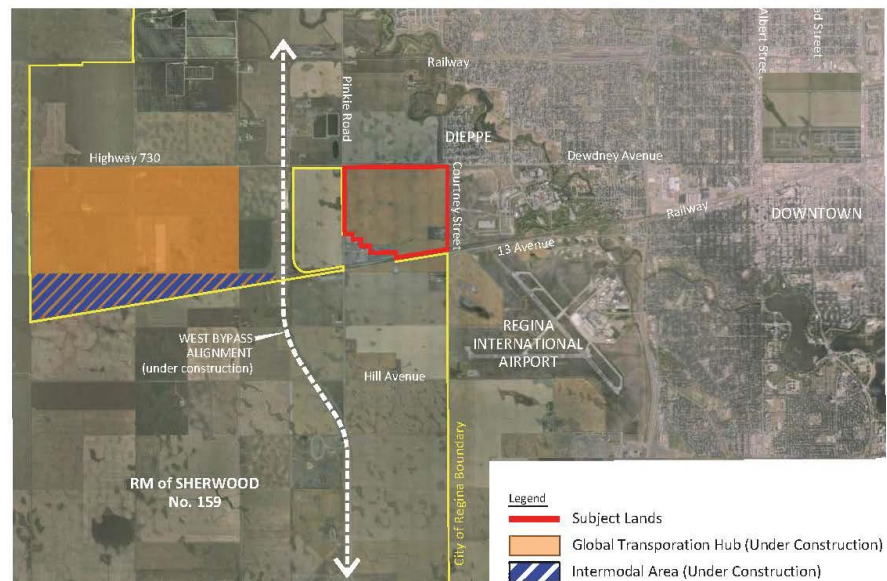
- To implement the policies contained in the *Design Regina OCP* and, in doing so, provide a framework for future development of the plan area that reflects the City's aspiration to be a sustainable, vibrant, inclusive and attractive community
- To guide and direct the preparation and the approval of subsequent Concept Plans, Land Use Amendment and Subdivision applications within the plan area.

To accomplish this purpose, the Neighbourhood Plan contains development objectives, a land use concept and policies that will ensure the NP is achieved over time.

1.2 Site Context

The NP applies to a defined area referred to as “Westerra” and is outlined on **Figure 1: Location and Context Plan**. The plan area is located approximately 6.5 km from downtown Regina and serves as a western gateway for the City. Westerra is located in a strategic location in proximity to the Global Transportation Hub. The area is bound by Dewdney Avenue to the north, Pinkie Road to the west and Courtney Road to the east. The CPR rail line forms the southern boundary of the Plan area. The surrounding land use context includes the Dieppe neighbourhood to the northeast, the RCMP training centre to the east, the Regina International Airport to the southeast and the Sakimay First Nations to the west. There are existing industrial uses situated to the southwest of the plan area which are situated in the RM of Sherwood No. 159.

Figure 1 - Location and Context Plan



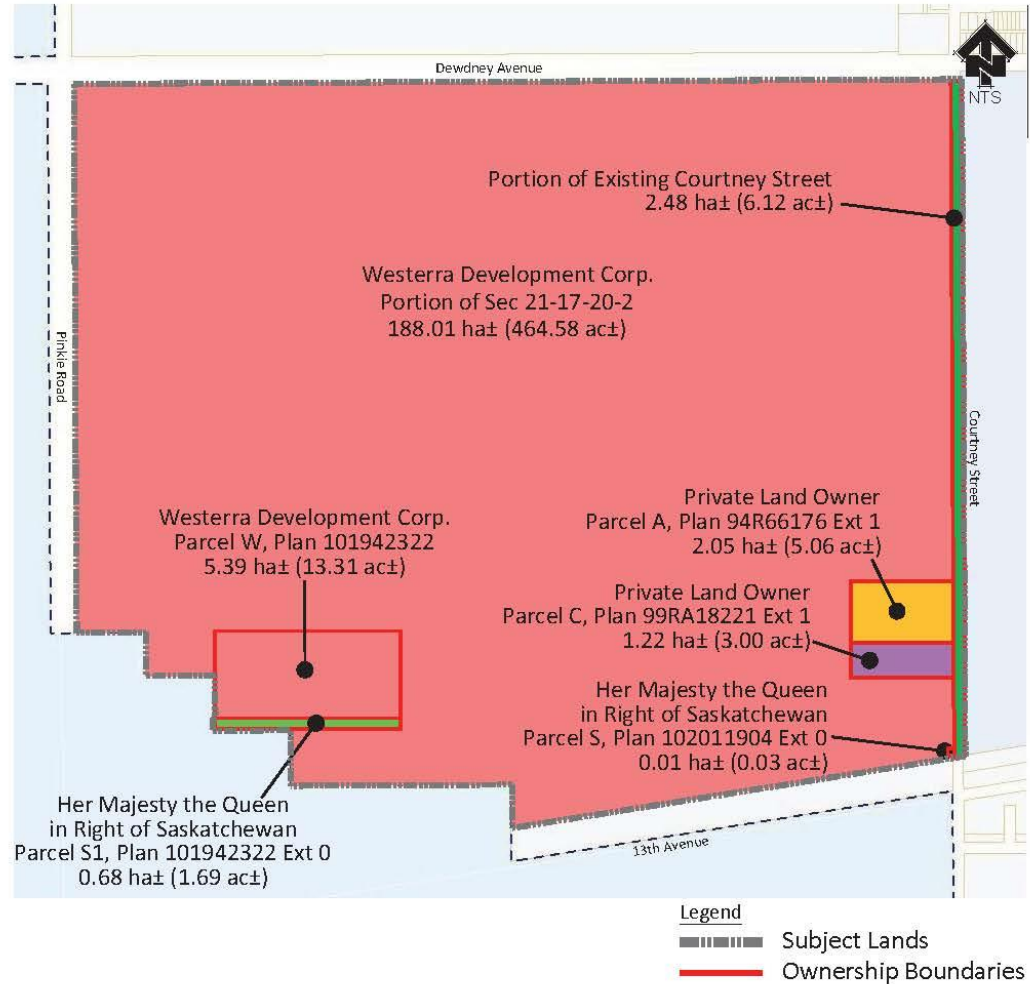
1.3 Plan Area Ownership

The NP area is comprised of approximately +/- 199.84 hectares (+/- 493.79 acres) consisting of a variety of legal parcels of land. The majority of the plan area is owned by Westerra Development Corp. A summary of the legal land holdings and ownership of the plan area is outlined in **Table 1: Plan Area Ownership** and **Figure 2: Legal Description and Ownership of Plan Area**.

Table 1 - Plan Area Ownership

LANDOWNER	LEGAL DESCRIPTIONS	AREA (HA)	AREA (AC)	% OF PLAN AREA
Westerra Development Corp.	Pt. Sec. 21-17-20-2	188.01	464.58	94.08%
Westerra Development Corp.	Parcel W Plan 101942322	5.39	13.31	2.70%
Private Landowner	Parcel A Plan 94R66176 Ext 1	2.05	5.06	1.02%
Private Landowner	Parcel C Plan 99RA182221 Ext 1	1.22	3.00	0.61%
Her Majesty the Queen in Right of Saskatchewan	Parcel S Plan 102011904 Ext 0	.011	.03	0.01%
Her Majesty the Queen in Right of Saskatchewan	Parcel S1 Plan 101942322 Ext 0 – Existing Legal Roadway - General Road – Closure and Consolidation Assumed	0.68	1.69	0.34%
Her Majesty the Queen in Right of Saskatchewan	Existing Legal Roadway - Courtney Street-- Partial Closure and Consolidation Assumed	2.48	6.12	1.24%
Total		199.84	493.79	100%

The subject lands were annexed to the City of Regina as part of the planning and construction of the Global Transportation Hub. These annexed lands form a well-defined growth corridor between the built up area of the City of Regina, the airport and the Global Transportation Hub. The *Design Regina* OCP has identified the plan area for future urban development and envisions a mixed-use area that supports a live-work environment including a range of housing options, regional commercial, local commercial, non-manufacturing industrial and employment uses.

Figure 2 - Legal Description and Ownership of Plan Area

1.4 Regulatory Framework and Compliance

Design Regina OCP

The NP must be consistent with other policy documents approved by Council, including but not limited to *Design Regina OCP* in accordance with the *Planning and Development Act, 2007*.

This NP has been prepared in accordance with the policy direction contained in *Design Regina OCP*. The *Design Regina OCP* establishes two levels of planning instruments for new areas in the city involving the initial preparation of a 'Neighbourhood Secondary Plan' for new neighbourhoods of approximately 200 hectares or more, followed by the preparation of 'Concept Plans' on a phased basis within the Neighbourhood Plan area. The Secondary Plan (Neighbourhood Plan) will be adopted by bylaw and appended to the *Design Regina OCP*.

Westerra contains approximately +/- 199.84 hectares (+/- 493.79 acres) of land and proposes a new mixed – use area. Therefore a Neighbourhood Plan (NP) is required to be prepared in accordance with the *Design Regina OCP*. The NP, in turn, contains a phasing plan that provides direction for the preparation of more detailed "Concept Plans" (CP). Concept plans shall be developed and submitted as required to provide further detail required to rationalize detailed zoning, subdivision and development applications.

Under the *Design Regina OCP*, the Westerra lands have been designated as a priority growth area and a "New Mixed-Use Neighbourhood." As shown on **Figure 3: Design Regina OCP Policy Context**, Dewdney Avenue to the north is identified as an 'Express Transit Corridor.' The *Design Regina OCP* also shows an 'urban centre' straddling Dewdney Avenue with lands to the north of Westerra. Under the official community plan, new mixed use neighbourhoods are intended to be complete communities that are inclusive and provide a mix of all land uses to allow residents to live, work and play in their own community. These mixed use neighbourhoods are to be a location for intensification of land uses and are required to be developed at a minimum gross population density of 50 persons per hectare (pph). A concept plan is required for all new neighbourhoods and the Guidelines for Complete Neighbourhoods as contained in the *Design Regina OCP* must be observed.

This Neighbourhood Plan has been prepared in accordance with the *Design Regina OCP* requirements for a secondary plan for new or mixed-use neighbourhood areas and demonstrates overall conformity with the official community plan. Westerra is a plan for an integrated mixed - use community complete with residential uses of varying densities, commercial, open space and business park uses. Located along Dewdney Avenue, the plan calls for the creation of intensive and well defined main street as a central hub/entrance into the community which is supportive of the City's desire to develop Dewdney as 'Express Transit Corridor,' and to support the development of an 'urban centre' in this area. Anchoring the main street retail area, medium to high density residential development is envisioned. The plan area is linked by an interconnected road network and supported by a parks and open space system providing passive and active recreational opportunities throughout the community.

City of Regina Zoning Bylaw No. 9250

Lands within the proposed neighbourhood are currently zoned Urban Holding District under the current Zoning Bylaw. The lands are also subject to the City of Regina's Zoning Bylaw Regina Airport Noise Attenuation Overlay Zone. Prior to subdivision and eventual development of the lands, the developer will apply for zoning bylaw amendment consistent with the approved Concept Plans to harmonize with this Neighbourhood Plan and the *Design Regina OCP*.

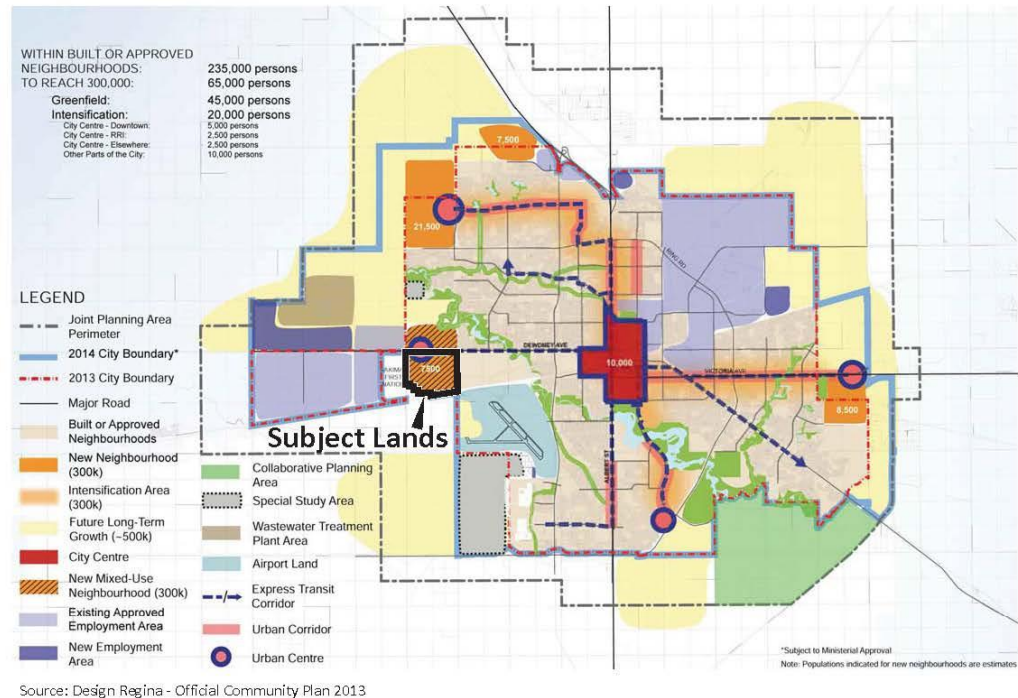
Regina Airport Zoning Regulations (Aeronautics Act)

Under the Government of Canada Aeronautics Act, the Westerra lands are within the boundaries of the *Regina Airport Zoning Regulations* administered by the Regina Airport Authority and enforced by Transport Canada. These Regulations are under Federal jurisdiction. These Regulations apply certain height and other building restrictions to structures within an area affecting the flight path and other operations of the airport. All future development within Westerra shall comply with both applicable municipal and federal regulations for development in proximity to airports and should comply with applicable provisions of *Land Use in Vicinity of Airports Guidelines (TP 1247E)* as published by Transport Canada.

Timeframe of the Plan

This NP is future-oriented and establishes the overall pattern for how Westerra is to be developed over an extended period of time. Development is expected to occur over the next 10-20 years. However, the exact timing of the build out of Westerra remains subject to market demand and other factors.

Figure 3 - Design Regina OCP Policy Context



Source: Design Regina - Official Community Plan 2013

Map Interpretation

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

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

Policy Interpretation

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

Amendment of the Plan

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

Monitoring of the Plan

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

2.0 Site Inventory & Analysis

2.1 Topography

The high point of the subject lands is in the southeastern portion of the site and the general topography of the area leads to drainage running to the southwest and northeast portions of the site. This is illustrated on **Figure 4: Site Context and Natural Features**. Drainage to the northeast flows through the existing ditch and culvert with an outlet to Wascana Creek. Drainage to the southwest flows towards Pinkie Road.

2.2 Natural Features and Existing Conditions

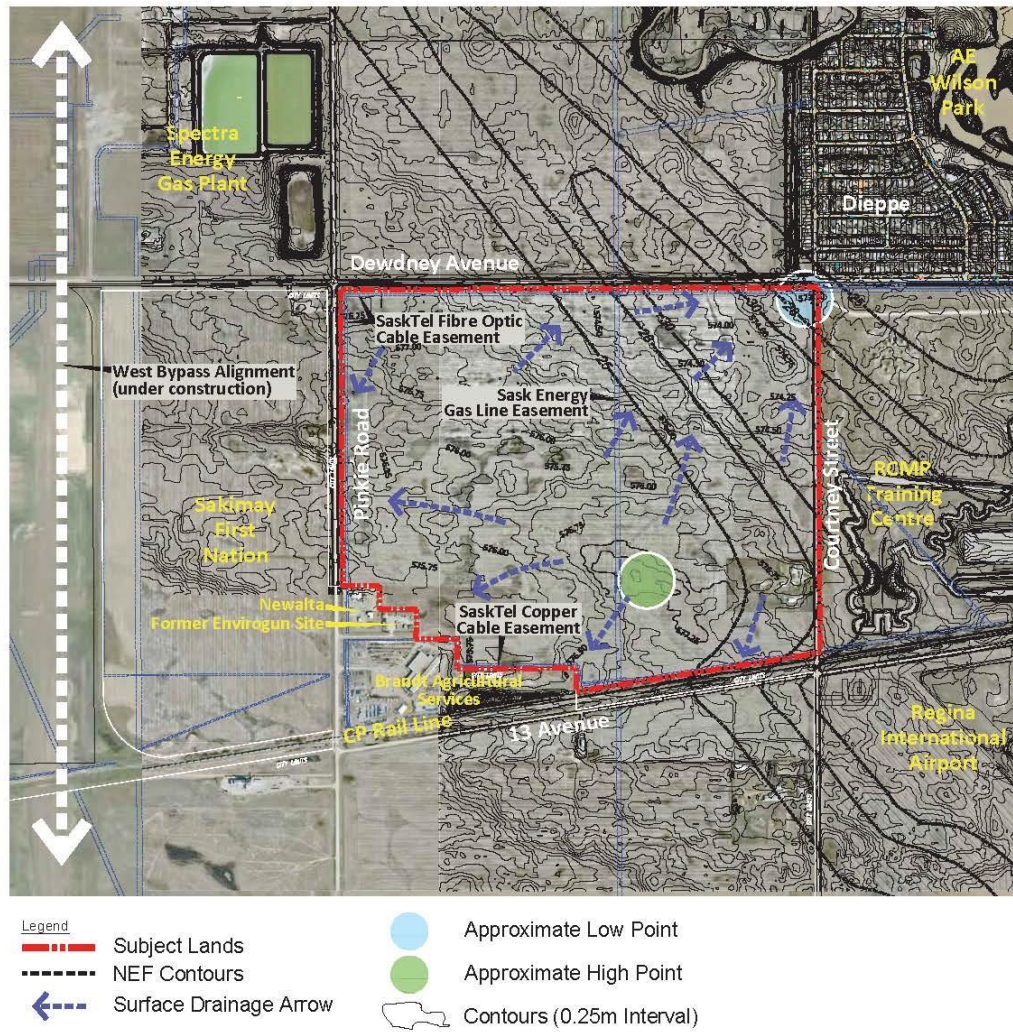
As shown in **Figure 4: Site Context and Natural Features**, there is little tree cover and natural habitat present with the exception of a tree farm located to the southeast of the subject property. The area contains cultivated land with some low areas and drainage paths throughout. Existing conditions were identified as part of the planning process and informed the development of the secondary plan. Bounded by Dewdney Avenue to the north, Courtney Street to the east, Pinkie Road to the west and the CPR line to the south, the area is relatively flat with a few low areas and drainage paths. As shown in **Figure 4: Site Context and Natural Features**, currently the site is cultivated with little to no vegetation. The subject site contains two country residential subdivisions to the southeast which are under separate ownership as well as one (1) undeveloped 15 acre vacant parcel which is situated to the north of the undeveloped extension of General Road.

Environmental Site Assessment

As part of the due diligence process in acquiring lands within the plan area, two (2) phase one environmental site assessments were commissioned by Westerra Development Corp. and completed in September 2013. Based on the results of these initial Phase one assessments, one (1) phase two site assessment was completed to examine the potential for contaminant migration from above ground storage tanks on industrial land situated adjacent to the plan area in the southeast corner. The results of these assessments and subsequent follow up investigations have concluded that the risk of soil and/or groundwater contamination stemming from historical uses on the properties within the plan area and adjacent uses is low and that no further investigative analysis is warranted. Copies of the environmental site assessments have been provided to the City of Regina under separate cover.

Geotechnical Conditions

In support of this Neighbourhood Plan, a geotechnical assessment was completed. The geotechnical investigation consisted of the drilling of 28 test holes throughout the plan area to examine subsurface soil conditions and geotechnical conditions to arrive at development recommendations. The analysis found no significant geotechnical constraints to the development of residential, commercial and industrial uses envisioned for Westerra. In addition, the analysis provided a series of considerations relative to the construction activities and requirements for future development. These requirements shall be considered as the implementation of the project proceeds. A copy of the geotechnical assessment has been provided to the City of Regina under separate cover.

Figure 4 - Site Context and Natural Features

Transportation Network

As illustrated in **Figure 5: Local and Regional Transportation Network**, existing transportation infrastructure in proximity to the plan area consists of the bounding roads – Dewdney Avenue, Pinkie Road and Courtney Street. The *Design Regina OCP* has identified the Westerra lands as a potential transit node. Courtney Street and Pinkie Road are shown as potential future arterial roads under the *Design Regina OCP*. A potential urban expressway is shown traversing west towards the highway south of the subject area. Potential railway grade separation intersections are indicated at Pinkie Road and Courtney Street. The West Regina Bypass is located to the west of plan area.

The Province is moving forward with the construction of the West Bypass to further strengthen the regional transportation infrastructure network for the GTH including connections to the TransCanada and Highway 11. This Province - led initiative will help alleviate traffic congestion within the city by diverting truck traffic off of local streets. Preparation of this NP has been undertaken in consideration of the existing and future local and regional transportation network as outlined in the *Design Regina OCP*.

Global Transportation Hub

The Global Transportation Hub (GTH) is a development that has important implications for the subject lands. The GTH is rapidly developing with the relocation of Canadian Pacific's (CP) Intermodal Facility (IMF) from downtown Regina. The Global Transportation Hub (GTH) consists of an intermodal terminal and industrial expansion - all part of the Asia-Pacific Gateway and Corridor Initiative. The location of this facility in proximity to the Regina bypass and Dewdney Avenue will influence transportation movements and conditions on the roadways in proximity to Westerra.

Heritage Resources

The Plan area has been subject to a prolonged history of agricultural disturbances. In support of this Neighbourhood Plan, an application for Historical Resource Clearance was submitted to the Province. Historical Resource Clearance was obtained and no Historical Resource Impact Assessment is required.

Community Infrastructure

The majority of community infrastructure is located to the east of the plan area and includes several activity centres mainly along Elphinstone Street and a hospital and library. The nearest existing fire stations are in the North Central and Walsh Acres/ Lakeside neighbourhoods which are approximately 4.5 km from central portion of Westerra. In the event of an emergency requiring fire response prior to the construction of an additional fire hall in Westerra, the plan area is anticipated to be served by the existing City fire hall at 3855 Dewdney Avenue. The estimated emergency response time from this facility to Westerra is approximately 7 minutes as the fire-hall is situated approximately 4.5 km from the planned main street entrance to Westerra.

There is a police station located in downtown Regina and one in the North Central area. It is anticipated that police service would be provided to Westerra from the North Central station. The plan area is also expected to be served by the Ambulance base located at Albert Street and Dewdney Avenue. The hospital and library are located in the North Central neighbourhood. Aside from a public elementary school in the Dieppe neighbourhood which has been recently closed there are no schools within half a mile of the subject area. The location of major community infrastructure and proposed emergency access route from the existing fire hall to Westerra is outlined in **Figure 6: Community Infrastructure**.

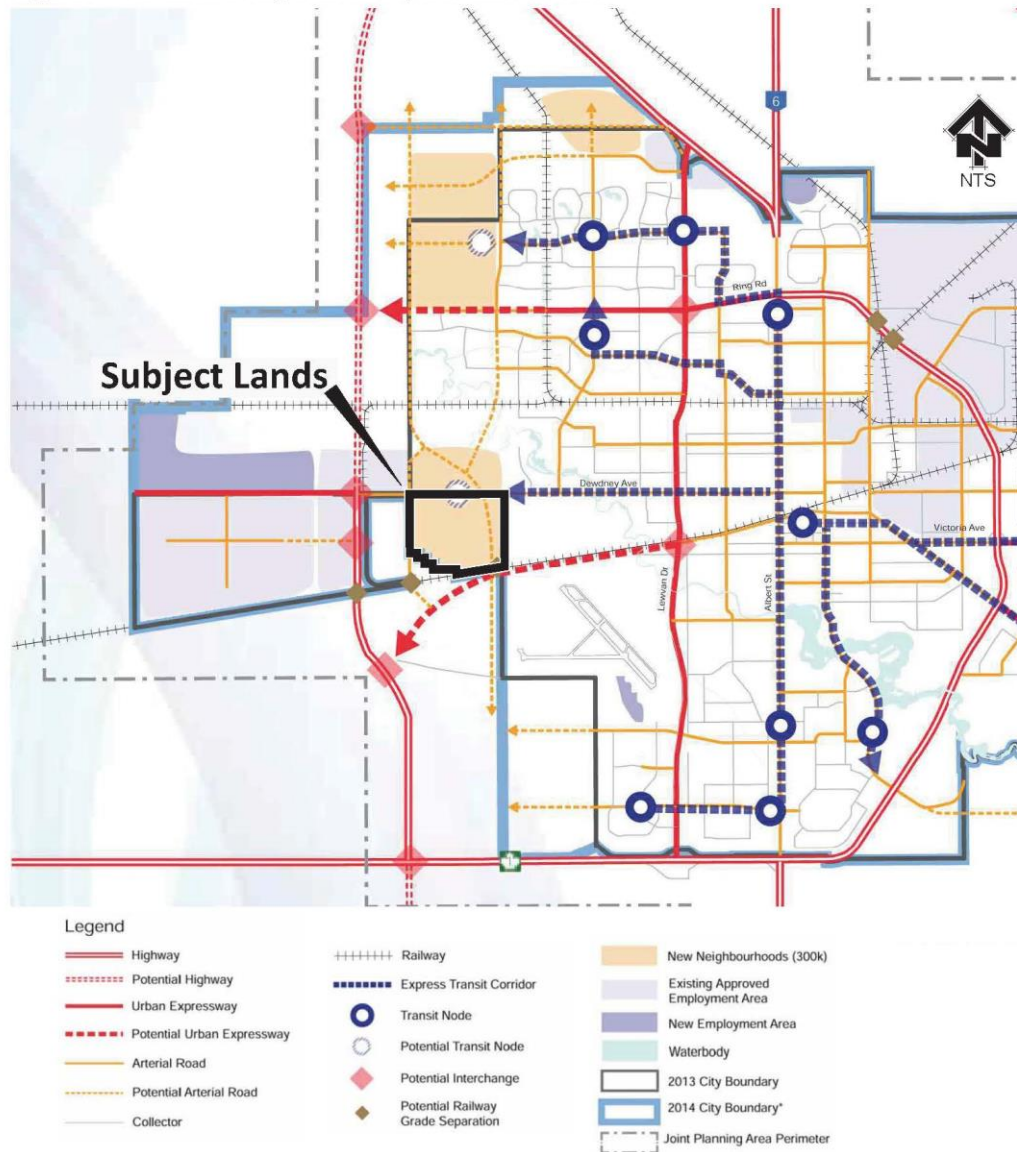
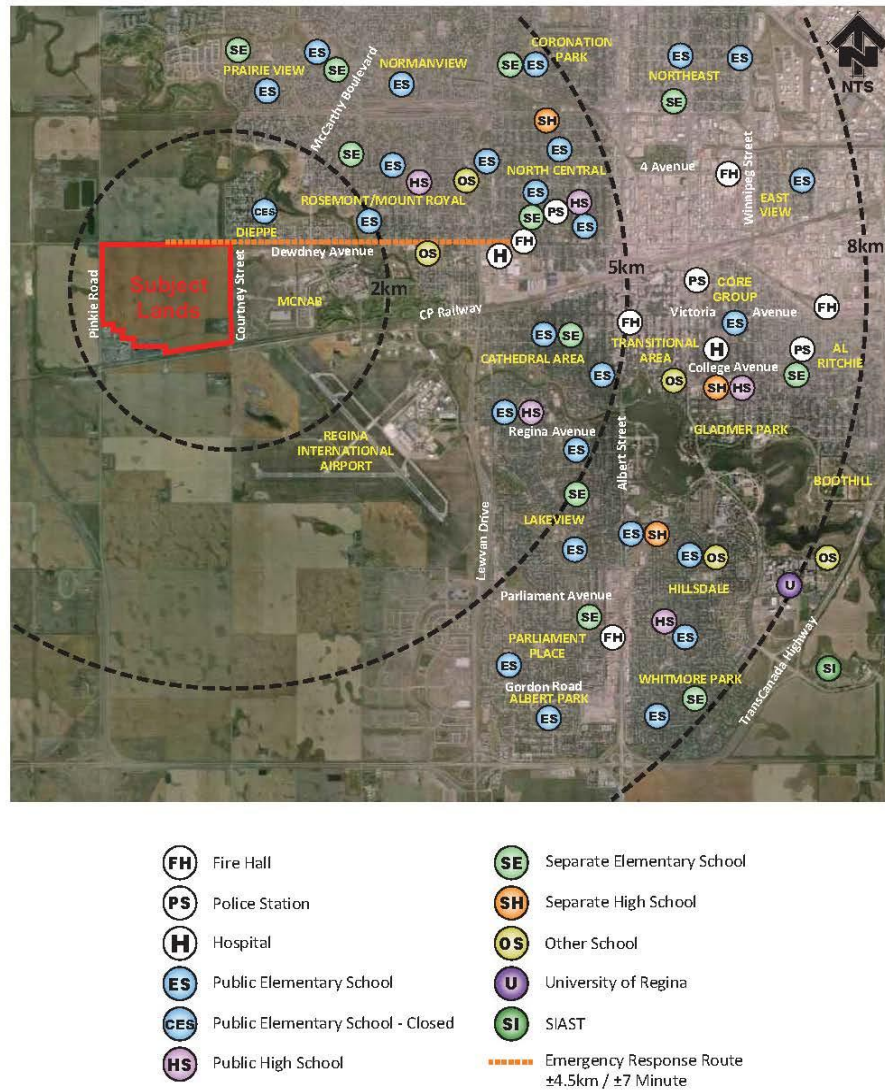
Figure 5 - Local and Regional Transportation Network

Figure 6 - Community Infrastructure

2.3 Development Constraints

The surrounding land uses include agricultural uses, smaller scale development along Dewdney Avenue and the residential neighbourhood of Dieppe to the northeast as shown on **Figure 4: Site Context and Natural Features**. Land uses located to the west of the plan area include the Sakimay First Nations and an area of existing industrial use. Directly to the north, the site is bordered by privately held land and to the east by the RCMP training centre. Located to the northwest, the wastewater treatment plant and lagoon have development setbacks that must be respected; residential development must be 1600 metres from a lagoon or sewage treatment plant. Development in Westerra is located outside of this setback area.

As part of the planning process, a risk assessment assessing the potential risk posed by the Spectra Energy Facility, adjacent Newalta operations, and the SaskEnergy gas line to the proposed development and residential uses was completed. The findings have concluded that the plan area is suitable for urban development purposes subject to consideration of specific mitigation measures. These recommended mitigation measures, coupled with feedback from the City of Regina have informed the preparation of this NP. A summary of land use constraints that have directed and informed the development of this NP are outlined on **Figure 7: Land Use and Development Constraints** and **Figure 8: NEF Contours and Height Limitations**.

2.3.1 Wells, pipelines and utilities

In terms of wells, pipelines and utilities, there are no known operating wells or sour gas pipelines within the plan area. As illustrated by **Figure 7: Land Use and Development Constraints**, the NP area includes a number of rights of way which require consideration as part of the NP. Development of buildings within the existing registered rights of way is not permitted and all future development of land must respect the encumbrances and development restrictions as registered on title. These restrictions shall carry forward to any subdivided lands which include the existing rights of way.

A natural gas pipeline operated by SaskEnergy bisects the NP area on a north – south axis and supports the City's natural gas distribution system. Based on an updated risk assessment completed in support of this NP (submitted under separate cover), there are additional constraints associated to the development of lands in proximity to this pipeline beyond the immediate registered right of way. These additional development constraints are summarized as follows:

- Residential density within 60 metres of the pipeline structure is restricted (low-medium density, max. 50 upnh)
- Residential density housing forms within 60 metres of the pipeline restricted to ground oriented housing
- Future surface development (i.e. buildings) must not encroach on registered pipeline right of way
- Potential schools facilities and structures must be setback 60 metres from the pipeline structure

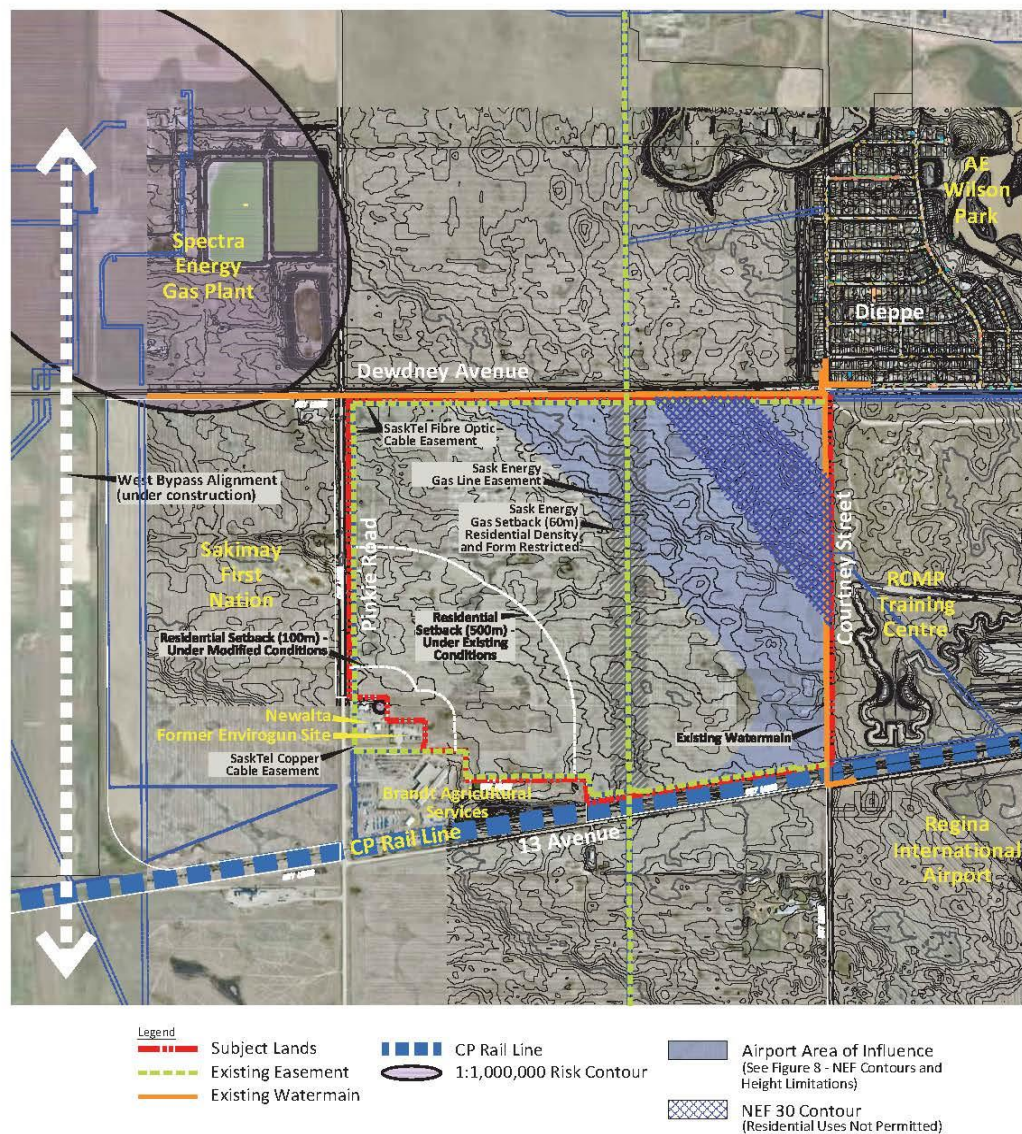
These constraints have been considered in the development of this Neighbourhood Plan. Lands situated within 60 metres of the SaskEnergy pipeline have been identified as a "Special Development Area" and policy has been identified to help ensure that future development within the special development area complies with the recommendations of the updated risk assessment.

Other utility considerations include an easement for an electrical distribution line along the west side of the plan area that is no longer required and is being discharged. Buried telecommunication lines run along the north, west and south borders of the Plan area and are contained within 7.5 metre rights – of – way. The NP has been designed in consideration of existing easement arrangements. These easements have been integrated within the parks and open space system where appropriate. Encumbrances will carry forward onto new parcels of land through the subdivision process including development restrictions related to the easement. These encumbrances will need to be considered by end users of the land when developing and forming detailed building and development proposals.

POLICIES:

- 2.3.1(a) Lands situated within 60 metres of the centerline of the SaskEnergy pipeline facility as shown on Figure 7: Land Use and Development Constraints shall be considered as a special development area and shall have development regulated as follows:**

- i. Residential density shall be restricted to a maximum of 50 units per net hectare.
- ii. Residential housing forms shall be restricted to ground oriented housing forms.

Figure 7 - Land Use and Development Constraints

2.3.2 *Regina International Airport*

Westerra is located in close proximity to the Regina International Airport and benefits from economic and transportation synergies. The safe operation of the airport as well as the well being of city residents is paramount. It is the role of land use planners to avoid the creation of land use conflicts. As such, several regulations and guidelines at the federal, provincial and municipal jurisdictional level have been established to guide development and activity so as not to interfere with the safe operation of the airport.

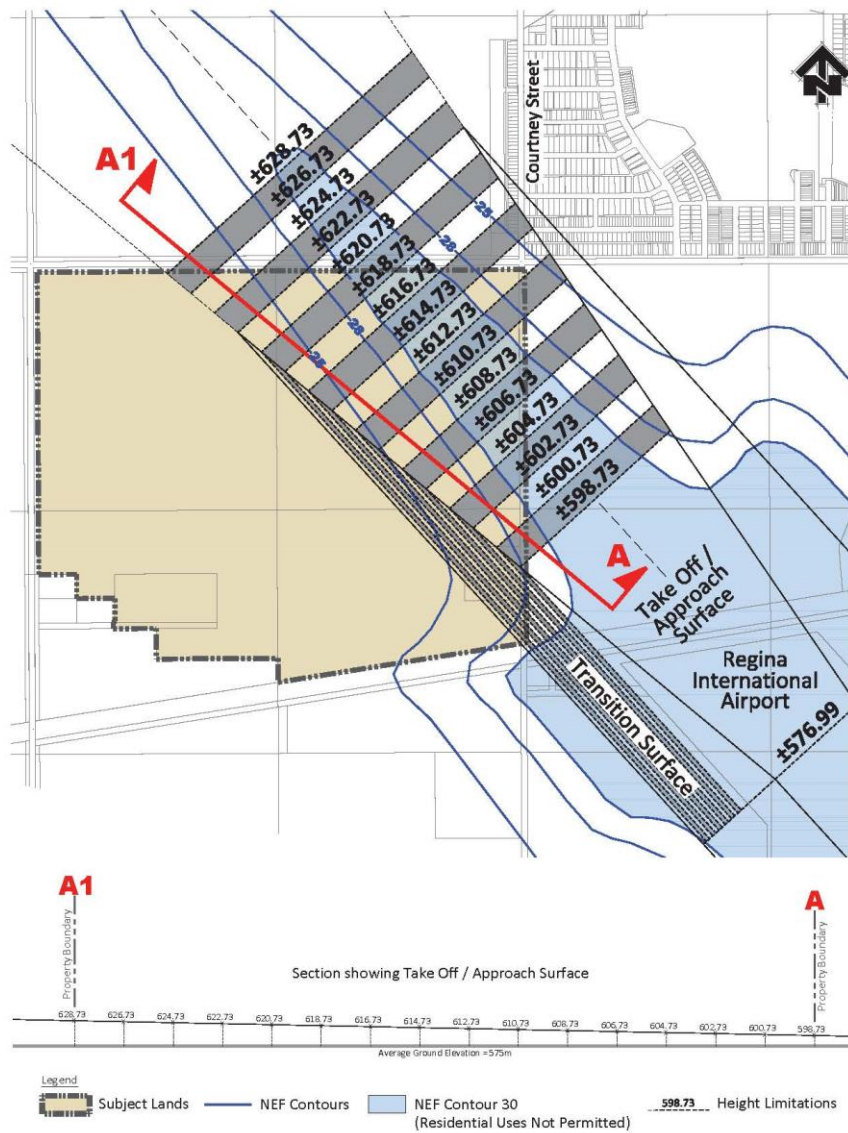
The proximity of the plan area to the Regina International Airport presents some development constraints for portions of the plan area. These development constraints are primarily situated in the northeast corner of the plan area and relate to potential noise impacts and height restrictions. Portions of the the northeast corner of the plan area are contained within the Noise Exposure Forecast (NEF) 30 contour for the airport, within which residential development is not allowed. With residential development restricted in this area, the NEF contours have informed the location of the proposed business park land use within this portion of the plan area. Another impact that will influence the building form is the height restriction related to the flight path of airplanes associated with take off/approach and transitional surfaces. It should also be noted that storm pond facilities are another consideration and the area must be designed so as not to encourage waterfowl that could interfere with the operations of the airport. The NP has been developed in accordance with these constraints and future development shall remain fully compliant with all airport related development restrictions. A summary of the NEF and height limitation development constraints in relation to the plan area is outlined in **Figure 8: NEF Contours and Height Limitations**.

POLICIES:

- 2.3.2 (a) All applications for land use redesignation, subdivision and development permits shall have due regard for the safe and efficient operation of the Regina International Airport.
- 2.3.2 (b) Residential development shall not be permitted on those lands contained within the Noise Exposure Forecast contour of 30 or greater as outlined on Figure 8: NEF Contours and Height Limitations.
- 2.3.2 (c) Residential building construction within the 25-30 NEF contours must comply with all applicable Federal and Provincial regulations regarding noise attenuation.
- 2.3.2 (d) In order to support the safe operations of aircraft, retention stormwater ponds or stormwater channels shall be prohibited within the neighbourhood plan area.
- 2.3.2 (e) Permanent or temporary development of lands in Westerra shall adhere to all applicable legislation regarding the Regina International Airport inclusive of the City of Regina Zoning Bylaw and the Regina Airport Zoning Regulations.
- 2.3.2 (f) Permanent or temporary development of lands in Westerra should consider all applicable provisions of Land Use in the Vicinity of Airport Guidelines (TP 1274E) as published by Transport Canada.
- 2.3.2 (g) Where determined appropriate by the approving authority, concept plan, redesignation, subdivision and development permit applications should be referred to the Regina Airport Authority, NAV Canada and Transport Canada for comment.

Figure 8 - NEF Contours and Height Limitations

Source: Adapted from the Regina Airport Zoning Regulations, July 1, 2009 and City of Regina Noise Exposure Forecast Data



2.3.3 Canadian Pacific Railway Line

The Canadian Pacific Railway (CPR) Line borders a portion of the south boundary of the plan area. This transportation infrastructure serves an important role in the Global Transportation Hub initiative. Land use compatibility through attention to site design and best management practices must be considered to ensure compatibility between the existing CPR line and the development of the plan area. As such, adherence to best practices and sound planning principles in terms of setbacks and mitigation measures have and will continue to be implemented as development occurs in proximity to the existing CPR railway.

In this regard, residential land uses in the south portion of the plan area, in proximity to the existing CPR railway will be sufficiently setback from the existing CPR right of way boundary. A municipal buffer and local roadway is envisioned to help separate residential land uses from active rail operations and to help mitigate against potential impacts from existing railway operations such as noise and vibration. A conceptual overview of this land use transition buffer is outlined in **Figure 9 - Land Use Transition Buffer**. It is anticipated that the proposed municipal buffer would include a berm, landscaping treatment and local pathway system.

POLICIES:

- 2.3.3 (a) Residential Land uses shall be setback a minimum of 40 metres from the existing CPR rail line right of way boundary.
- 2.3.3 (b) The City shall require the dedication and construction of a municipal buffer abutting the CPR corridor that is in general accordance with the conceptual illustration outlined in **Figure 9 Land Use Transition Buffer**, and the following minimum requirements:
 - I. A minimum overall width of 40 metres;
 - II. A landscaped berm sufficient to provide safety and noise attenuation;
 - III. Landscaping and a pathway constructed along north side of the berm;
 - IV. A safety fence constructed along the rail corridor property line.
- 2.3.3 (c) The berm situated within the proposed municipal buffer as detailed in **Figure 9 - Land Use Transition Buffer** shall be constructed prior to any residential occupancy of land within Phase 2 as shown in **Figure 20 - Concept Plan Boundaries**.
- 2.3.3 (d) Adequate pedestrian crossings and measures to prevent trespass from the proposed municipal buffer to the CPR rail right of way shall be considered and implemented where possible in coordination with CPR.

2.3.4 Adjacent Industrial Uses

Situated to the southwest boundary of the Neighbourhood Plan area is an existing industrial area situated in the Rural Municipality (RM) of Sherwood No. 159. At present, this industrial area contains a range of industrial uses including Newalta and Brandt.

Newalta is located immediately adjacent to the southwest boundary of the plan area. Based on discussions with the City and operator of the Newalta Site, it is understood that Newalta operation is involved in the management and processing of oil field waste and associated by-products. The site adjacent to Newalta contains a facility which is now closed but was previously operated by Envirogun as a waste processing facility. The third site is operated by Brandt, which occupies a large portion of the existing industrial area. The existing Brandt operation is an active agricultural equipment manufacturing plant with large portions of their site dedicated to outdoor storage of equipment.

Based on the existing land uses occurring on the Newalta site and the previous use of the former Envirogun site, the City has identified that under the Hazardous Substances and Waste Dangerous Goods Act, future residential development within Westerra should be setback 100 metres from hazardous waste facilities with indoor storage and 500 metres from hazardous waste facilities with outdoor storage. The extent of the current residential setback requirement in relation to the plan area is shown on **Figure 7: Land Use and Development Constraints**.

In response to this development constraint, residential land uses within 500 m of the existing Newalta and the former Envirogun site cannot be realized under these existing development conditions. The ultimate development of residential lands within this current setback area cannot occur until such time as the current operations of the Newalta site change to reduce or nullify the current 500 m setback requirement. A change in current industrial activities could include the conversion of outdoor processing activities to indoor processing activities or the complete decommissioning of operations. Should existing operations cease, provincial approvals relative to decommissioning and reclamation of both sites may be required. This provincial process involves decontamination, reclamation, monitoring and management of the affected area.

Figure 7: Land Use and Development Constraints has identified the portions of the plan area impacted by the current 500 metre residential setback requirements. The setback area and supportive policy recognizes that under the existing development conditions of the Newalta and former Envirogun site that future residential land uses in the setback area cannot be realized until such time as the operations within the Newalta and former Envirogun site are modified (i.e. conversion to indoor storage) or terminate (i.e. facilities are no longer in operation).

When residential development within this portion of the plan area is able to proceed, to ensure the compatibility of future residential uses with existing Brandt operations and the potential light industrial use of the Newalta site and former Envirogun site, a 40-60 metre municipal buffer with a 5 metre high berm along the southern boundary of the Neighbourhood Plan area as shown in **Figure 9 – Land Use Transition Buffer** is proposed. The provision of this municipal buffer with berm would provide a consistent treatment of lands along the entire southern boundary of the plan area and provide a logical land use transition area between the existing CPR lands and future residential development and existing industrial area and future residential development.

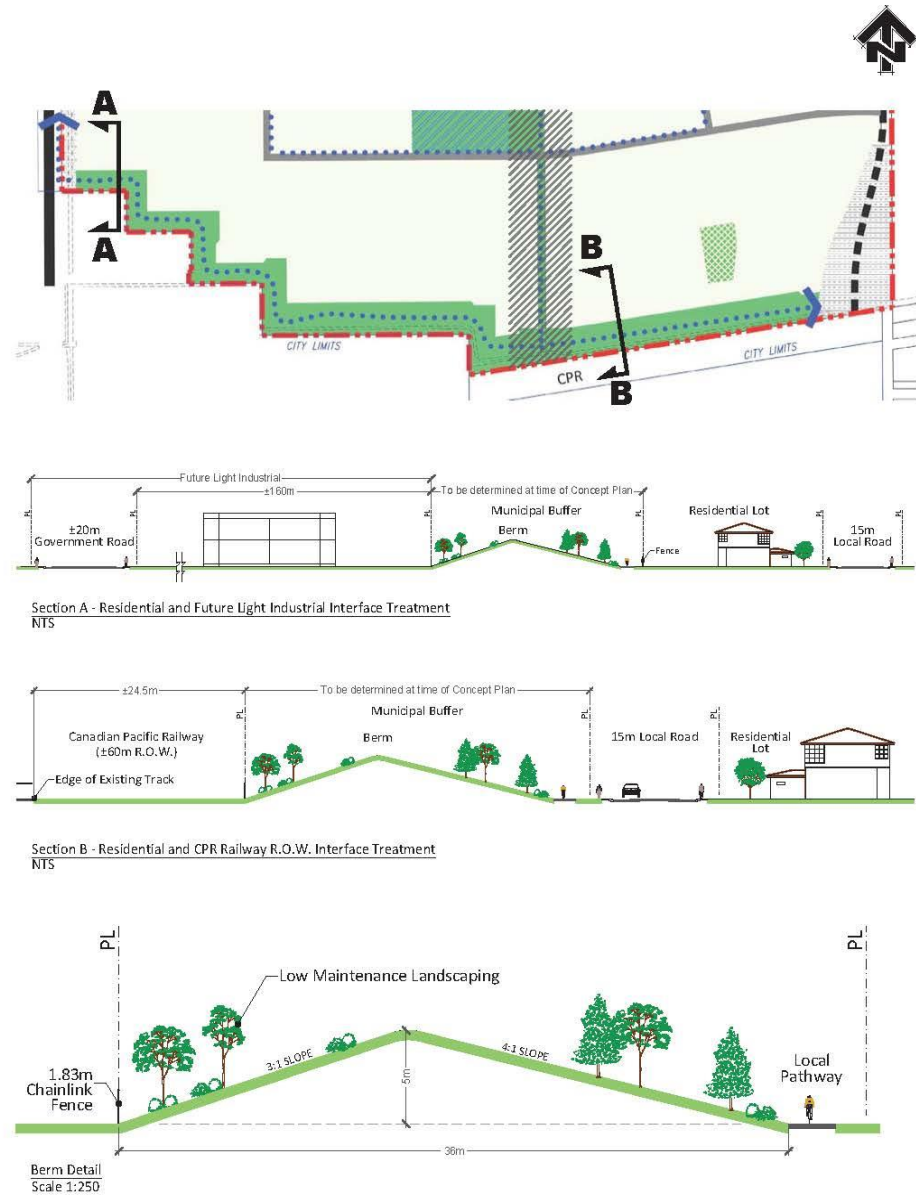
POLICIES:

2.3.4 (a) Where residential is proposed adjacent to existing industrial lands, the City, at its discretion, may require:

- I. A landscaped buffer, or
- II. In the case of indoor storage of hazardous waste, adjacent to proposed residential, a 100 metre setback distance in addition to a landscaped buffer (within the setback), or
- III. In the case of outdoor storage of hazardous waste, adjacent to proposed residential, a 500 metre setback distance in addition to a landscaped buffer (within the setback), or
- IV. Any combination of buffering and separation that the City may require to ensure land-use compatibility.

2.3.4 (b) Notwithstanding any other policy of this Plan, the City will not approve a concept plan or rezoning of the Phase III lands, as identified on Figure 20 - Concept Plan Boundaries, unless it can be demonstrated, to the City's satisfaction, that there are no adjacent land-uses or operations (e.g. outdoor storage of hazardous waste material) that might render the Phase III lands as inappropriate for residential development.

2.3.4 (c) Through the concept plan process, the City may require, at its discretion, the submission of a noise impact/attenuation study in order to determine appropriate setbacks from adjacent land uses associated with potential noise impacts (i.e. railways, RCMP operations, industrial operations). The results of the noise impact/attenuation study should further inform setback requirements and mitigation measures necessary to ensure land use compatibility.

Figure 9 - Land Use Transition Buffer

3.0 Community Design & Land Use

3.1 Westerra Vision

Building on the recent success and completion of the *Design Regina OCP* and guidelines for complete neighbourhoods, “Westerra” represents a complete community within the City of Regina. A variety of employment and commercial land uses are integrated throughout the plan area to meet both regional and local needs. Neighbourhoods are well connected and include defined focal points, a range of housing options are supported by a connected roadway network and parks and open space system supportive of passive and active recreational opportunities. The vision statement from the *Design Regina OCP* defines Regina as a sustainable community where people live in harmony. Complete communities provide choice and opportunities to get around easily. The Westerra Neighbourhood Plan builds upon the City’s vision.

“The year is 2030. Westerra is fully developed and has established itself as dynamic neighbourhood that is evolving and vibrant. Westerra contributes to the City of Regina’s reputation as an attractive, sustainable and inclusive community within the Region. The main street retail area of Westerra has become a key element of its identity and sets it apart from any other community. Westerra’s mix of land uses, choice and ease of getting around solidifies the neighbourhood as the prime environment to achieve an overall balanced lifestyle.

Westerra contains several thriving neighbourhoods each with its own individual focus, which altogether contribute to an overall vibrant complete community. The north contains a bustling main street with a mix of uses along with regional shopping. A business park area in the northeast provides employment for Westerra residents and the city, while diversifying the municipal tax base. The far northeast corner features an open space that functions as a detention pond as well a buffer between the business park area and adjacent residential area to the northeast. A greenway links all areas of the neighbourhood on a diagonal axis to the regional Devonian Pathway system.

The central area contains residential development of varying densities characterized by an open space system and future potential school site and a smaller field that incorporates the stormwater management system to the west. The residential area transitions through another linear open space to an open space buffer strip along the south. At the entrances of the community are features that create a sense of arrival for residents, and distinguish the area from adjoining areas.”

3.2 Alignment with Design Regina: The Official Community Plan Bylaw No. 2013-48

The Vision and Design Concept for Westerra relates to and supports the City of Regina's Vision and Community Priorities as established during the Design Regina process and the formation of *Design Regina: The Official Community Plan Bylaw No. 2013-48*.

Design Regina OCP Vision Statement

"Regina will be Canada's most vibrant, inclusive, attractive, sustainable community, where people live in harmony and thrive in opportunity.

- **VIBRANT** – Young people and creative spirits are inspiring dynamic neighbourhoods and an exciting Downtown, all of which feature first-rate facilities for health, wellness and artistic expression.
- **INCLUSIVE** – Our community welcomes people. We live the values of respect and trust and celebrate the strength that comes from our diversity.
- **ATTRACTIVE** – Residents and visitors choose Regina because it is clean, green, lively, friendly, affordable and fun!
- **SUSTAINABLE** – People forge a balance between the economic, social, environmental and cultural dimensions of their decisions by serving as stewards of the resources we share and by demonstrating leadership.
- **HARMONY** – Empathy and understanding come from, and lead to, being safe in our homes and neighbourhoods; building strong social networks throughout the community creates synergy and sense of belonging.
- **OPPORTUNITY** – The entrepreneurial spirit powers Regina as a centre of success where research, innovation and excellence abound."

CITY OF REGINA COMMUNITY PRIORITIES	
• Develop complete neighbourhoods	• Create better, more active ways of getting around
• Embrace built heritage and invest in arts, culture, sport and recreation	• Promote conservation, stewardship and environmental sustainability
• Support the availability of diverse housing options	• Achieve long term financial viability
• Foster economic prosperity	• Optimize regional cooperation

3.3 Design Principles

In accordance with the approved priorities of *Design Regina OCP*, Westerra has been planned as a mixed – use, complete community based on the principles of smart growth and sustainability. The concept of an urban centre anchored by an express transit corridor have been assessed and integrated into the plan area for Westerra.

Key design principles embodied in the Neighbourhood Plan include:

- **LAND USE DIVERSITY** – Westerra contains a wide range of residential and non-residential land uses strategically situated and oriented throughout the plan area to meet regional and local land use needs and requirements.
- **HOUSING MIX** - A wide range of housing product and housing density will be offered in Westerra to support a diverse population and allow residents to remain in the community as they move through various stages of their life-cycle. Anticipated housing will range from low to high density residential development and include single detached residential, attached housing forms, seniors housing and apartment units.
- **CONNECTIVITY** - The street network will provide multiple access points into and out of the community to ensure integration of Westerra with surrounding development and the regional transportation system. A comprehensive system of sidewalks, multi-use pathways, greenways, and local/ regional pathways will support pedestrian circulation within the community and to major recreational amenities including Wascana Park. Strong physical connections between community facilities and amenities will promote and support interaction amongst residents and activate key corridors in Westerra.
- **COMMUNITY PLACES** – Westerra will offer a wide range of passive and active recreational opportunities and community gathering places through the distribution of its parks and open space system. A strategically situated potential school site shall serve as the anchor of the reserve network and the integration of reserve dedication with greenways shall provide strong recreational linkages throughout the community.
- **COMMUNITY THEME AND DESIGN QUALITY** - Forming the western gateway into the City of Regina, Westerra will maintain a high standard of architectural design and quality. Community theme and branding shall be expressed through the design details of improvements to the public realm including but not limited to lighting, signage, and street furniture throughout the community. The architectural integrity and standard of private realm development may be maintained throughout the community via the preparation and developer led administration of architectural control and design guidelines and where necessary, the preparation and adoption of direct control land use districts.

3.4 Land Use Overview

Westerra is planned as a complete community consisting of a full range of residential, commercial and business park land uses. An open space system providing both amenity sites and supporting the proposed stormwater management system has been integrated throughout the plan area. A series of interconnected collector, arterial and local roads provide several access points from within the community to the surrounding perimeter roads and to adjacent neighbourhoods. The general land use concept for Westerra is outlined in **Figure 10: General Land Use Concept**.

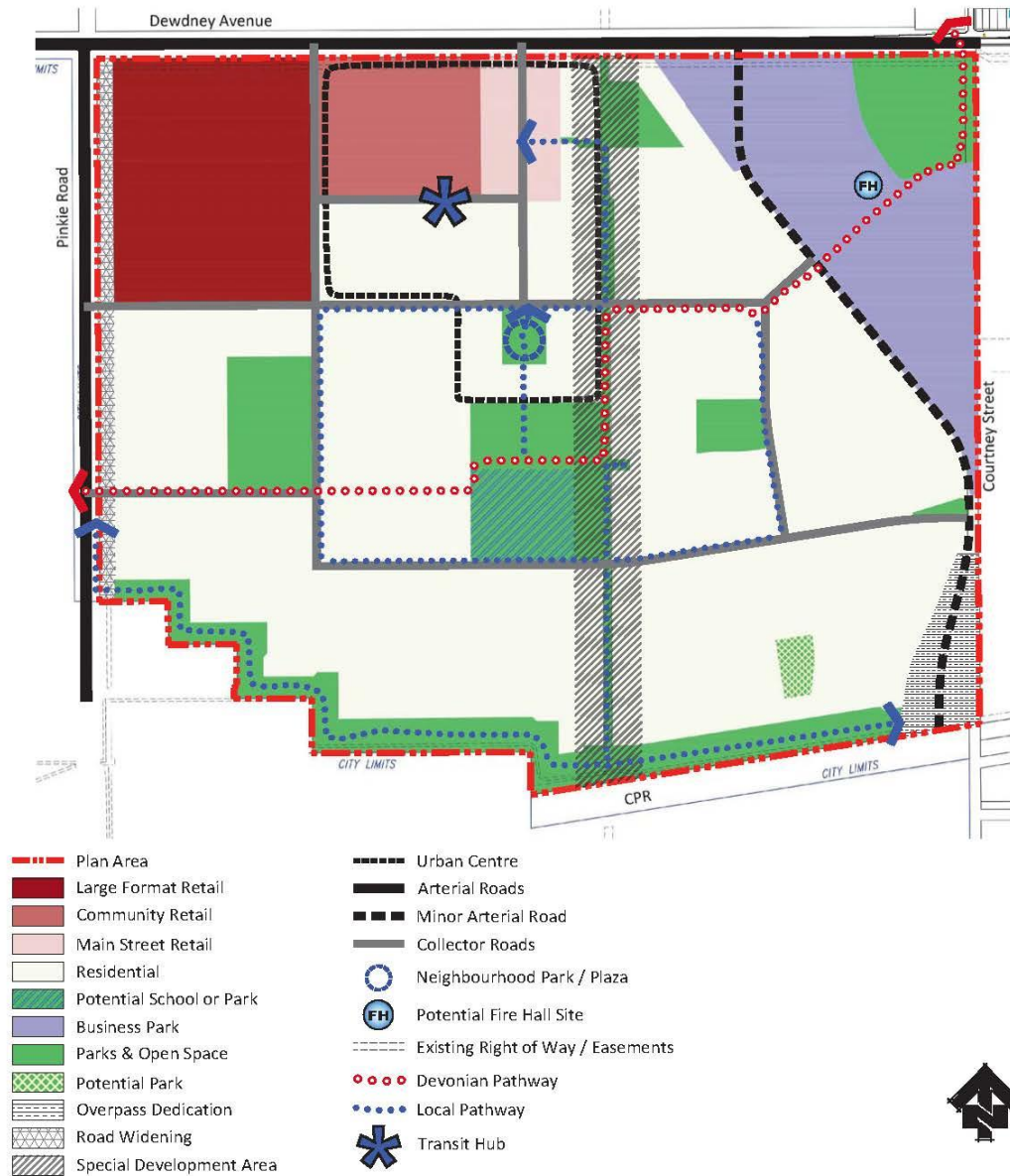
Table 2 - Neighbourhood Land Use Statistics provides an overview of the land use statistics for the Neighbourhood Plan. These statistics have been calculated in order to provide clarity and direction with regards to anticipated land use yields, residential density and population projections.

Table 2 - Neighbourhood Plan Land Use Statistics

LAND USE	AREA HECTARES	AREA ACRES	PERCENTAGE OF PLAN AREA
Low Density Residential	41.72	103.09	20.9%
Medium Density Residential	24.10	59.55	12.1%
High Density Residential	14.56	35.98	7.3%
Live – Work Residential	1.20	2.96	0.6%
Large Format Retail	15.97	39.47	7.99%
Community Retail	7.34	18.13	3.67%
Main Street Retail	2.79	6.89	1.40%
Business Park	12.80	31.64	6.4%
Potential School on Municipal Reserve (MR)	3.00	7.41	1.50%
Municipal Reserve (MR)	13.60	33.59	6.80%
Municipal Buffer (MB)	8.98	22.20	4.50%
Municipal Utility Parcel (MUP)	1.71	4.22	0.85%
Municipal Walkway(s)	0.02	0.04	0.01%
Courtney Overpass ROW Dedication	2.21	5.46	1.11%
Pinkie Road Widening ROW Dedication	2.90	7.17	1.45%
Roads (Minor Arterial, Collector, Local, Alleys)	46.95	115.99	23.49%
Total	199.84	493.79	100%

POLICIES:

- 3.4 (a) The location and type of land use, open space, park features and transportation networks shall be in conformity with an approved concept plan which is in general compliance with this Neighbourhood Plan.**
- 3.4 (b) Notwithstanding policy 3.4.(a), minor variances to the generalized land use concept introduced at the time a concept plan, rezoning and/or subdivision application is submitted shall not require an amendment to this Neighbourhood Plan.**

Figure 10 - General Land Use Concept

3.5 Residential

Under the *Design Regina OCP*, new residential areas are required to achieve a minimum gross population density of 50 persons per gross hectare. Based on the City requirements and the general land use concept, the minimum population target for Westerra is summarized as follows:

GROSS DEVELOPABLE RESIDENTIAL AREA (HA)	CITY POPULATION INTENSITY TARGETS	MIN. POPULATION REQUIREMENTS
146.23 ha	50 persons per gross hectare **	7,312

Figure 10 - General Land Use Concept has identified those portions of Westerra envisioned for future residential development. At full build out, the population of Westerra is estimated to be approximately 7,464 persons based on projected land use yields, density targets and population per household estimates. This population projections equates to approximately 51.05 persons per gross hectare **. A summary of anticipated residential density and population projections is outlined in **Table 3 - Residential Density and Population Projections**:

Table 3 - Residential Density and Population Projections

RESIDENTIAL LAND USE	NET AREA (HECTARES)	DENSITY (UPNH)	NUMBER OF UNITS	POPULATION PER UNIT	POPULATION PROJECTIONS
Low Density Residential	41.72	25	1,043	3.0	3,129
Medium Density Residential	24.10	42	1,012	2.1	2,126
Live Work Residential	1.20	42	50	2.1	106
High Density Residential	14.56	85	1,238	1.7	2,104
Total	81.58	n/a	3,343	n/a	7,464
<i>Population of 7,464 equates to 51.05 persons per gross hectare **</i>					

** For this plan, density and population numbers correspond to land reserved for residential areas only (including local commercial, but excluding employment areas, restricted areas etc.).

The purpose of these policies is to provide for a range of housing types within Westerra that provide for choice and diversity to meet market demand while accommodating different economic levels, backgrounds and stages of life. The predominant housing form in Westerra will be single-detached dwellings. Multi-unit and innovative housing will be located throughout the Plan area to help achieve density requirements. Appropriate interface areas will be provided along with gradients in density to provide for transition and compatibility between the various uses.

POLICIES:

- 3.5 (a) Single-detached dwellings shall represent the predominant residential housing form in the community.
- 3.5 (b) Multi-dwelling residential development shall be located throughout the area predominantly in locations that support transit and mixed use development.
- 3.5 (c) Multi-dwelling residential development should be sensitive to the context of adjacent development and have a strong street presence.
- 3.5 (d) In addition to single-detached dwellings and multi-dwelling development, alternative forms of housing shall be encouraged and supported within the community in order to meet the needs of different lifestyles and to support the delivery of affordable housing.
- 3.5 (e) Alternative forms of housing may include, but are not restricted to: secondary suites; live-work housing; laneway housing and mixed-use housing.

3.5.1 Low-Density Residential

The majority of residential development in Westerra will be low – density residential development in the form of single detached residential housing with an anticipated density of approximately 25 units per net hectare. Low density residential development is envisioned mainly in the central and southern half of community. Laned product will be made available in appropriate locations along with a variety in lot sizes and dimensions.

POLICIES:

- 3.5.1 (a) The predominant use of land within the low density residential area shall be single-detached residential uses.
- 3.5.1 (b) The density target for low-density residential development should be approximately 25 units per net hectare.
- 3.5.1 (c) Secondary suites may be permitted within the low density residential area where determined to be compatible and appropriate.
- 3.5.1 (d) The general categories of uses identified shall be refined through the land use districts applied to the residential area.

3.5.2 Medium-Density Residential

Medium density residential will form the second largest category of residential land use in the community. Medium density is similar in overall impact and visual appearance to low – density development but consists of various types of ground oriented multi-family housing forms such as semi-detached, row – housing and certain mixed – use developments. Anticipated density for medium density residential development is 42 units per net hectare.

Medium – density residential development is envisioned to be situated in proximity to collector roadways to keep traffic out of the low – density areas and to support planned transit routing. Notwithstanding, this type of development falls within the middle of the density continuum and can be easily integrated with the lower – density areas on a limited basis without negative impacts. The nuanced features of medium – density development housing forms and the ability to blend with areas of low – density enhances the mixed – use character of the community.

POLICIES:

- 3.5.2 (a) The predominant use of land within the medium density residential area shall be multi - dwelling development including single detached housing with secondary suites, single detached housing with laneway housing, semi-detached housing, row – housing style and appropriate mixed use developments.
- 3.5.2 (b) The following types of uses may be permitted within the medium density residential area where determined to be compatible and appropriate: Single detached dwellings containing two (2) dwelling units; duplexes; triplexes; fourplexes; row – houses; townhomes.
- 3.5.2 (c) The density target for medium-density development should be approximately 42 units per net hectare.
- 3.5.2 (d) The general categories of uses identified shall be refined through the Land Use Districts applied to the medium – density residential area.

3.5.3 Live Work Residential

A small portion of the future residential area is envision for future live - work residential uses. The intent of the live work residential area is to support a transition from main street retail / mixed use area to centralized open space and predominantly residential areas in the south portion of the plan area. This classification will permit the development of medium density housing forms in conjunction with limited business, office or limited retail functions. The anticipated density of the live work residential area is 42 units per net hectare. The proposed blocking of the live work area, road network and alley configuration will support on street parking and rear unit access which could be utilized to meet visitor parking requirements. The joint tenure and smaller scale of live work buildings between residential and business use will help differentiate the live work area from the main street area and which may consist of mixed retail and residential uses and will define the character of the entrance to Westerra from Dewdney Avenue.

POLICIES:

- 3.5.3 (a) Live/work building units may be considered for development within the urban centre, between the proposed main street and the neighbourhood park/urban plaza.
- 3.5.3 (b) The predominant use of land within the live work area shall be medium residential development with optional small scale business, office or retail functions which are secondary to the primary residential use of the building.
- 3.5.3 (c) The density target for live work residential development should be approximately 42 units per net hectare.
- 3.5.3 (d) The general categories of uses identified shall be refined through the Land Use Districts applied to the medium – density residential area.

3.5.4 High-Density Residential

High density development in Westerra shall generally consist of multi – family development typically characterized by smaller units and higher – rise developments (four stories and less) such as apartments and mixed – use developments. High density residential development is envisioned to be situated near entryways into the community, along collector roadways and transit routes and in immediate proximity to the urban centre. High density residential development in Westerra could potentially accommodate seniors housing when located in proximity to transit, services and amenities. Anticipated density for high density residential development is 85 units per net hectare.

POLICIES:

- 3.5.4 (a) Higher density residential development shall be generally directed to those lands and surrounding areas identified as the urban centre and along the major roadways and transit corridors identified to support the development of the NP area.
- 3.5.4 (b) The predominant use of land within the high density residential area shall be apartments (four stories and less) and mixed – use developments where appropriate.
- 3.5.4 (c) Notwithstanding policy 3.5.4 (b) higher density buildings greater than four stories in height may be permitted within the urban centre where minimum parking requirements are located within the building.
- 3.5.4 (d) High density residential development shall be separated from low density development through the utilization of transitional land uses such as such as medium residential density uses and/or the utilization of landscaping, fencing and other buffering techniques identified as part of a site development plan for high density development.
- 3.5.4 (e) The density target for high density development should be approximately 85 units per net hectare.
- 3.5.4 (f) The general categories of uses identified shall be refined through the land use districts applied to the high – density residential area.

3.6 Urban Centre

Consistent with the direction set out in the City of Regina Official Community Plan, Westerra envisions the creation of a lively, activated urban centre as a key component of its land use and development framework. In the most general sense, the purpose of the urban centre is as follows:

- To create a daily shopping, living and employment focus for the surrounding area; and
- To provide a wide range of retail goods and services serving Westerra and the surrounding area.

For the purposes of this Neighbourhood Plan, the urban centre is generally considered to consist of a portion of the community retail area, main street area, live work residential and medium - high density residential areas situated in the north central portion of the plan area. The location of medium to high density development in proximity to the urban centre has been undertaken to activate and support these varying scales of retail and employment uses and to support this area as the main focal point of Westerra.

POLICIES:

- 3.6 (a) The use of land in the urban centre should include: a main street retail area; high density residential; a community retail area; live/work residential; medium density residential; local commercial services; civic and recreational uses; urban plaza and a transit hub.
- 3.6 (b) Public uses and accessory uses may also be allowed within the urban centre where determined to be compatible and appropriate.

- 3.6 (c) The general categories of uses identified shall be refined through the land use districts applied to the urban centre at the time of a land use bylaw amendment application.
- 3.6 (d) The urban centre should be designed and developed as a compact, mixed-use pedestrian oriented environment.
- 3.6 (e) Vertical mixed use development of residential uses with retail uses within the urban centre should be encouraged.
- 3.6 (f) Local/neighbourhood office and medium scale office may be allowed within the urban centre, in accordance with the office policies of the *Design Regina OCP*.
- 3.6 (g) The gateway to the urban centre situated at the intersection of Dewdney Avenue and the proposed main street should be framed by buildings with a form and character which respects their gateway function and provides significant aesthetic amenity to Dewdney Avenue .
- 3.6 (h) Within the urban centre area as shown on Figure 10: General Land Use Concept, a centrally located urban plaza should be developed to serve as a key focal point for the plan area and provide a location for passive and active recreational opportunities, outdoor civic activities, arts/ culture events and leisure. Key elements of the plaza may include: public art, fountain(s), hard surfacing, performance area, etc.
- 3.6 (i) The City may amend the Zoning Bylaw in order to ensure that appropriate standards and regulations are enacted, which will implement the policies of this Plan relating to the design and function of the urban centre.

3.7 Main Street Retail

The central access point into Westerra is intended to be formed and characterized by a main street retail land use and built form. Served by angled parking and characterized by a well landscaped and defined central median, the main street retail area is envisioned to be fine – grained, street – level small format retail uses with pedestrian and vehicular access from the street. Where possible, vertically mixed-use buildings with residential uses situated above retail shall be encouraged. The built form of the main street retail area is anticipated to be approximately 1 -2 storeys in height which will provide definition of this area as the centre of Westerra and also establish a sense of enclosure to the pedestrian environment. The pedestrian environment is key in this type of retail use and attention to architectural and urban design details shall remain paramount. Residential density and intensity is envisioned to cluster around the main street retail area, which is intended to support and activate this proposed land use.

POLICIES:

- 3.7 (a) The use of land in the main street retail area may include: civic and recreational uses; small format retail; mixed use retail/residential; mixed use retail/office/employment; local commercial services, entry features; and one or more bus transit stops.
- 3.7 (b) The predominant use of land in the main street retail area shall be smaller-scale retail uses and employment or residential uses located in mixed use buildings fronting onto the central main shopping street.
- 3.7 (c) Pedestrian use shall be priority when designing streetscape features such as store fronts, sidewalks, walkways, etc.
- 3.7 (d) The general categories of uses identified shall be refined through the land use district applied to the main street retail.

3.8 Community Retail

The community retail area will primarily accommodate medium scale commercial uses that cater to the daily needs of local residents. A secondary use within the community retail area may include high density residential development located within the south and/or east boundaries of the community retail area.

Community retail falls within the middle range of the retail continuum and blends well with main street retail on the eastern edge and large format retail on the western edge. As such, the community retail serves as a transition between the main street commercial uses to the east and the large format retail to the west. The commercial uses are located along Dewdney Avenue for maximum exposure to traffic and to create the conditions for a transit hub. Commercial traffic can easily travel from the community retail area to the large – format retail area to the west. The addition of strategically placed high density residential development within this area will further strengthen the urban centre and serve as an appropriate transition to medium density residential uses to the south of these lands.

Community retail uses might include small to medium scale commercial uses such as banks, pharmacy, liquor store, grocery store, restaurants, hotels, and personal services such as hair salons. Accessory uses to the community retail area are envisioned to include parking areas, pedestrian walkways and plazas where appropriate. Pedestrian features should be integrated into the design of the community retail area to support safe pedestrian circulation and promote and enhance linkages and connections to surrounding development including adjacent residential areas and the proposed main street retail area.

POLICIES:

- 3.8 (a) The use of land in the community retail area may include: community retail (e.g. grocery stores, restaurants, hotels, shops and services); plazas and walkways; office and other employment related uses; civic and recreational uses; local commercial services; one or more bus transit stops and high density residential (at the south and/or east boundaries of the community retail).
- 3.8 (b) Should the City require the development of a central transit hub facility in proximity to the community retail area, the master site development plan of the community retail area should support synergy between the transit hub and the adjacent community retail uses.
- 3.8 (c) Public uses and accessory uses may also be allowed within the community retail area where determined to be compatible and appropriate.
- 3.8 (d) The general categories of uses identified shall be refined through the land use districts applied to the community retail area.
- 3.8 (e) As a prerequisite for rezoning and subdivision approval, a master site development plan shall be submitted, pertaining to the proposed community retail area, which shows the general location of: building footprints; landscaping and lighting; parking; access; pedestrian connections; traffic signals and markings; transit facilities; etc.

3.9 Large Format Retail

The large format retail area will serve as a regional draw that benefits from high visibility, large traffic volumes and convenient access from Dewdney Avenue and Pinkie Road. Large format retail typically includes larger format stand – alone structures with parking sufficient to accommodate a regional trade market. Large format retail building forms typically involve single story, large footprint, buildings and are usually located on a single site. They are also typically operated as part of a chain store. Larger volumes of traffic are anticipated to visit the large format retail and accordingly it is situated at a major intersection with two access points off of Dewdney Avenue and Pinkie Road.

POLICIES:

- 3.9 (a) The predominant use of land in the large format retail area should be larger format retail commercial uses that serve as a regional commercial draw and support the development of the large format retail, community retail and main street areas.

- 3.9 (b) The following additional uses may be allowed in the large format retail area where determined to be compatible and appropriate: plazas and walkways; public uses, and accessory uses.
- 3.9 (c) The general categories of uses identified shall be refined through the land use districts applied to the large format retail area.
- 3.9 (d) As a prerequisite for rezoning and subdivision approval, a master site development plan shall be submitted, pertaining to the proposed large format retail area, which shows the general location of: building footprints; landscaping and lighting; parking; access; pedestrian connections; traffic signals and markings; transit facilities; etc.

3.10 Business Park

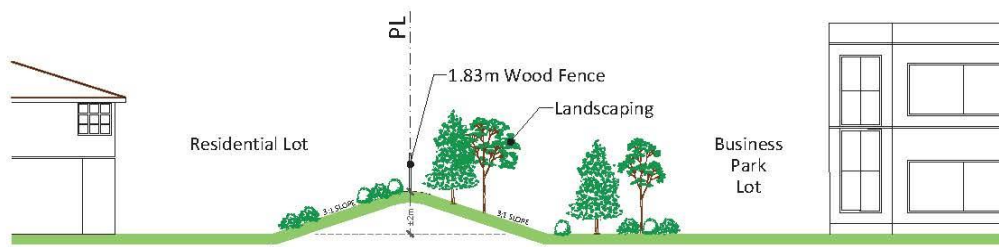
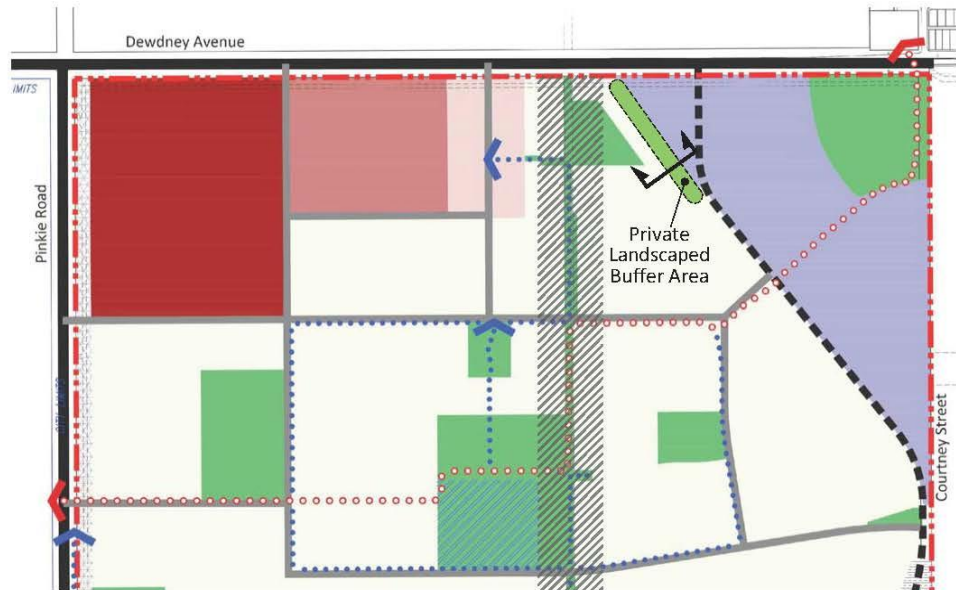
The purpose of the business park area is to accommodate light industrial uses, office uses and other employment generating land uses within a comprehensively developed business park format. The business park has been strategically located in the north east portion of Westerra to address the land use constraints associated with the Regina International Airport, specifically lands with the NEF contour of 30 or greater.

The business park area is situated between residential uses to the southwest and municipal reserve uses to the northeast. As part of the generalized land use concept, provisions have been made to establish a greenway connection through the business park area to connect with the parks and open space system proposed for Westerra with the Dieppe community to the north. It is anticipated that this greenway connection, coupled with the proposed municipal reserve network shall provide passive and active recreational opportunities.

In order to establish a consistent and appropriate interface between the proposed business park and the adjacent residential uses, the City may require the construction of a landscaped berm, which is located on private lots and is privately owned and maintained. A conceptual overview of the proposed berm treatment is outlined in **Figure 11: Business Park - Residential Interface**. It is anticipated that once constructed, all obligations to maintain the landscaped berm shall be the responsibility of residential and business park lot owners.

POLICIES:

- 3.10 (a) Land uses within the business park area should generally correspond with the City's Prestige Industrial zone; however, the City may consider other appropriate uses, such as:
 - I. Office development, in accordance with the Official Community Plan (Part A)
 - II. Light industrial development located on lots within the interior of the business park area;
 - III. Research and development;
 - IV. Compatible and appropriate commercial development.
- 3.10 (b) The general categories of uses shall be refined through the land use districts applied to the business park area.
- 3.10 (c) In order to achieve a high quality, fully serviced employment area for Westerra and surrounding area, the business park area shall provide for an integrated sidewalk, walkway, pathway and greenway system to accommodate transit stops, pedestrian connectivity, and building linkages.
- 3.10 (d) In order to ensure compatibility with the adjacent residential areas, the business park should be designed to provide a well-defined interface and transition to the adjacent residential areas.
- 3.10 (e) Notwithstanding any other policy herein, the City shall not require the construction of the buffer described in Figure 11 - Business Park - Residential Interface, unless authorized by the Zoning Bylaw; however, the landowner(s) are encouraged to undertake the buffer construction as a private development.

Figure 11 - Business Park - Residential Interface

3.11 Civic Uses

Civic uses are addressed in *Design Regina OCP* in terms of culture, health and safety and social needs. Civic needs have been assessed for Westerra in consultation with the appropriate agencies and provided for accordingly in the NP. In addition to providing high level guidance to civic uses within the NP area, the NP also provides a framework for the parks and open space system.

3.11.1 Potential School Site

Institutional needs have been assessed for Westerra in consultation with the appropriate agencies and provided for accordingly in the NP. The school authority has indicated the potential need for a school site in the area and the Plan has been designed to incorporate this use along with connections to the parks and open space system. Should a school not be required on this land, the alternative would be park space.

POLICIES:

- 3.11.1 (a) A site for a potential school shall be reserved, as generally shown on Figure 10 - General Land Use Concept; however, through the concept plan process, the City shall work with the school authorities to determine the need for, specific location of, and size of the school site.
- 3.11.1 (b) The concept plan that applies to the proposed school site shall include a street and park configuration that will allow the school site to transition to an appropriate park area should the school not be required.
- 3.11.1 (c) Portions of the potential school site intended for building and development purposes shall not be situated within the following areas:
 - Those lands situated with the NEF 30 or greater noise forecast contour of the Regina International Airport
 - Those lands situated within 60 metres of the natural gas pipeline situated in the SaskEnergy gas line easement
 - Those lands situated within 75 metres of the CPR right of way
- 3.11.1 (d) Notwithstanding any other policy of this Neighbourhood Plan, should the City and the school authority determine that a potential school site is not required, the concept plan which includes the potential school site may allow for those portions of the potential school site identified for building and development purposes to allow for park uses without an amendment to this plan, or any applicable concept plan, being required.

3.11.2 Emergency Services Facility

The planning for a future fire hall location within Westerra has been requested by emergency services personnel during the preparation of this Neighbourhood Plan. **Figure 10 - General Land Use Concept** has identified the approximate location of a future fire hall which would have good access and be compatible with adjacent land uses. The exact location and size of this site will be determined at the time of zoning and subdivision.

In the event of an emergency requiring fire response prior to the construction of an additional fire hall in Westerra, the plan area is anticipated to be served by the existing City fire hall at 3855 Dewdney Avenue. The estimated emergency response time from this facility to Westerra is approximately 7 minutes as the fire hall is situated approximately 4.5 km from the planned main street entrance to Westerra. The main Police station located in downtown Regina is expected to provide police service to the area. The plan area is also expected to be served by the Ambulance base located at Albert Street and Dewdney Avenue.

POLICIES:

- 3.11.2 (a) Specific needs and location of an additional Emergency Services site shall be identified at the time of zoning and subdivision under consultation with local emergency services personnel.

3.12 Parks and Open Space

The City of Regina Open Space Management Strategy was adopted in October 2007 with five main objectives. Firstly to make sure the city's open spaces are planned with maximum flexibility to accommodate multiple uses. Secondly the intent is to ensure that planning for park space is incorporated into the overall planning process and to ensure that the municipal open space system is coordinated and linked in a comprehensive manner throughout the city.

The open space system for Westerra has been designed to support the stormwater management requirements of the NP as well as to provide recreational and amenity space to residents and visitors. In general terms, the open space system consists of both municipal reserve, municipal buffer dedications and municipal utility parcel(s). Efforts have been undertaken to consider the linkages and relationship between these open space elements.

The parks and open space system has been designed to provide ease of access to the majority of future residents of Westerra. A five minute walking radius standard was utilized to distribute the parks throughout the plan area. The form and function of park dedication and the parks programming should be established at the time of the concept plan, zoning and subdivision.

POLICIES:

- 3.12 (a) The parks and open space system for Westerra should consist of a combination of municipal reserve, municipal buffer(s) and municipal utility parcel(s).
- 3.12 (b) A minimum of 10% for gross residential areas and 5% for gross non residential areas within the plan area should be devoted to municipal reserve; however, the City shall first deduct, from the gross area, land use elements that qualify, in accordance with the Planning and Development Act, 2007, for municipal reserve exemption.
- 3.12 (c) Municipal reserve (park spaces) should:
 - Be centralized to support neighbourhood activities
 - Be highly visible to address CPTED issues and concerns
 - Be accessible and strategically located
 - Serve as a terminus or place making function where appropriate
 - Support linkages between the Devonian pathway and the Dieppe neighbourhood
 - Be designed for year round use where possible
 - Be designed to be accessible to the physically disabled
- 3.12 (d) The configuration of the Westerra Open Space Network is generally shown on Figure 12: Parks, Pathway and Open Space Network but shall be confirmed at the concept plan, zoning and subdivision stage to the satisfaction of the City of Regina.
- 3.12 (e) Programming for the Open Space areas shall take place at the Concept Plan, Zoning and/or Subdivision Stage.
- 3.12 (f) As a condition of subdivision approval for each phase of development, the Developer shall provide a public open space amenities plan, prepared by a qualified professional, to detail the specific type and location of public open space dedication, including an illustration and description of proposed grading, plantings, and/or improvements anticipated therein, to the satisfaction of the City.

3.12 (g) All improvements proposed within a public open space shall be provided by the Developer and maintained by the City of Regina, as per a subdivision and development agreement established at the subdivision stage to the satisfaction of the City of Regina.

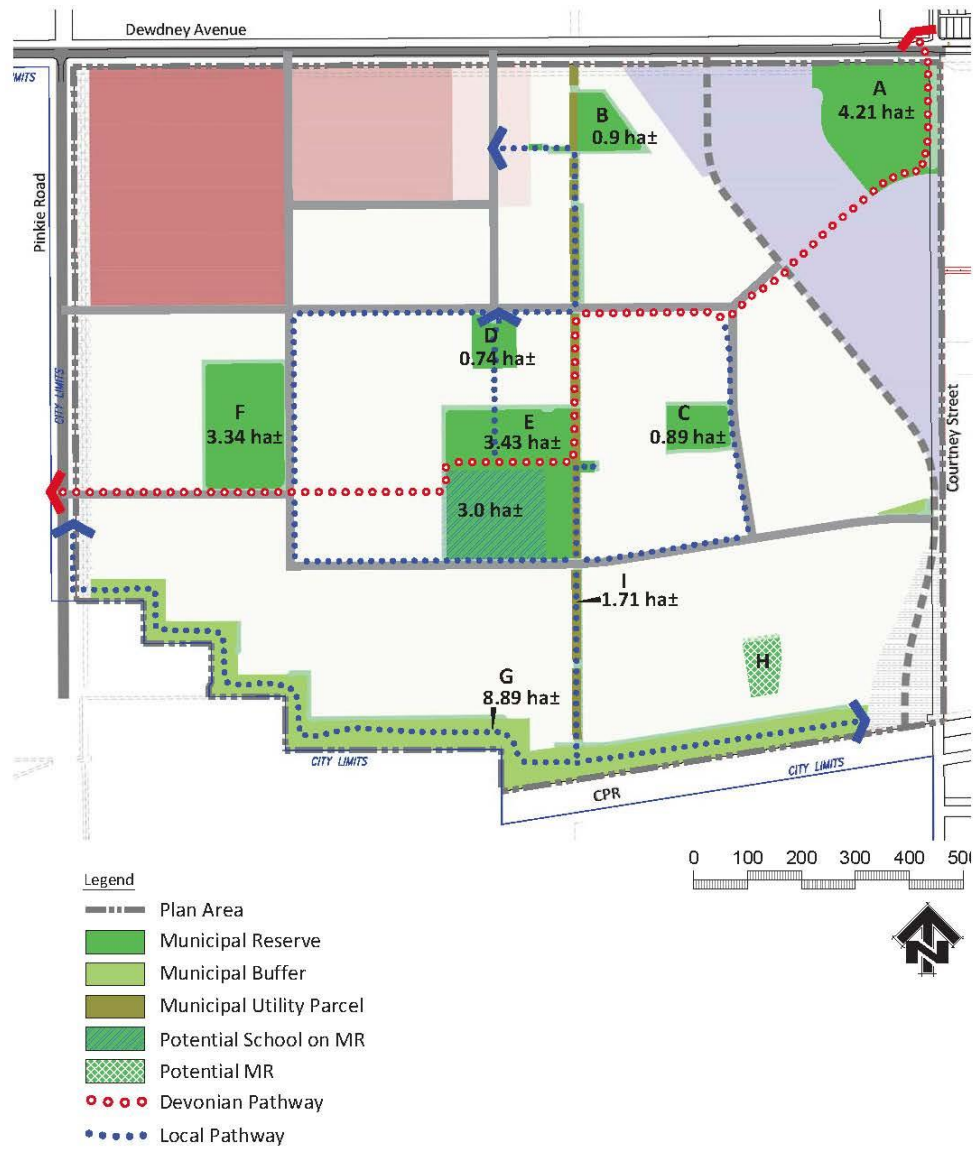
3.12 (h) Where parks are intended to accommodate stormwater:

- I. The parks shall be designed to support active recreation as the primary use;
- II. A design solution and drainage study shall be submitted by the developer, at the subdivision stage, demonstrating to the City's satisfaction how stormwater can be accommodated without detracting from the viability of the park as an active recreation space.

Table 4 - Open Space System and Potential Facilities

AREA	TYPE	POTENTIAL FACILITIES	AREA (HECTARES)	AREA (ACRES)
A	Municipal Reserve	Neighbourhood Park that supports multi-purpose sports fields and play areas.	4.21	10.40
B	Municipal Reserve	Neighbourhood Park, Playfield, and Playground	0.90	2.22
C	Municipal Reserve	Neighbourhood Park, Playfield, and Playground	0.89	2.20
D	Municipal Reserve	Urban Park/Plaza, soft and hard landscaping improvements, local pathway	0.74	1.83
E	Municipal Reserve	Neighbourhood Park that supports a multi-purpose sports field and/or school site and play area	6.43	15.89
F	Municipal Reserve	Neighbourhood Park that supports multi-purpose sports fields and play areas.	3.34	8.25
G	Municipal Buffer	Landscaped Berm, Fencing, Local Pathway	8.89	21.97
H	Potential Municipal Reserve	Neighbourhood Park and playground	0.00	0.00
I	Municipal Utility Parcel	Linear Park, Pathway	1.71	4.23
Total			27.11	66.99

An overview of the proposed municipal reserve network is outlined in **Figure 12: Parks, Pathway and Open Space Network**. A summary of the major open space areas within the Neighbourhood Plan, classification type and intended programming is outlined in **Table 4 - Open Space System and Potential Facilities**. It is anticipated that the detailed programming of reserve lands shall be provided at the time of concept plan, land use and subdivision application and developed in consideration of all overall facility requirements based on forecast population and in consultation with the City of Regina parks department. Where appropriate, reserve lands may be utilized in part to support the development of community gardens within Westerra.

Figure 12 - Parks, Pathway and Open Space Network

3.12.1 Pathways and Trails

Local and regional pathway systems will be provided throughout the NP area as an amenity for residents as shown in **Figure 12: Parks, Pathway and Open Space Network**. Local and regional pathways will promote a healthy environment, active living and social interaction.

The regional pathway system has been designed to link into the regional Devonian pathway system within the Dieppe community to the northeast. A greenway following a northeast diagonal axis transitioning between the residential and the business park area will be implemented as part of the road network in accordance with the City of Regina's policies regarding same.

POLICIES:

- 3.12.1 (a) A network of linear open space and pathways should be established generally in conformance with Figure 12: Parks, Pathway and Open Space Network.
- 3.12.1 (b) Internal pathways and open spaces shall be illustrated in a Concept Plan for each area of development, and shall provide links to the overall NP pathway system identified in Figure 12: Parks, Pathway and Open Space Network.
- 3.12.1 (c) As shown on Figure 12, pathways shall be designed and implemented as part of the Westerra road network to supplement and support the proposed open space network, local and regional pathway system.

3.12.2 Municipal Reserve

The purpose of these policies is to outline the future dedication of municipal reserve land in order to meet the educational and recreational needs of Westerra. As outlined on **Figure 12: Parks, Pathway and Open Space Network** proposed municipal reserve dedication is situated throughout the plan area to support a range of amenity spaces, passive and active recreational opportunities for residents and visitors to Westerra. Based on the provisions of the *Planning and Development Act*, the total amount of municipal reserve owing (residential and non-residential) based on the land use plan for Westerra is +/- 16.59 hectares. It is anticipated that this number will be refined and confirmed as concept plan, land use and subdivision applications proceed. An overview of municipal reserve requirements and proposed municipal reserve dedication is outlined on **Table 5 - Municipal Reserve Requirements and Proposed Dedication**.

POLICIES:

- 3.12.2 (a) The location, size and use of municipal reserve space shall generally be in accordance with Figure 12: Parks, Pathway and Open Space Network, Table 4 - Open Space System and Potential Facilities and Table 5 - Municipal Reserve Requirements and Proposed Dedication; however, the exact location, size and use of municipal reserve shall be determined at the concept plan stage and finalized at the subdivision stage.

Table 5 - Municipal Reserve Requirements and Proposed Dedication

	± HECTARES	± ACRES
Total Plan Area	199.84	493.79
Less Courtney Overpass Right of Way Dedication and Purchase	2.21	5.46
Less Regional Roadways (Courtney Street as Minor Arterial)	4.58	11.31
Less Pinkie Road Right of Way Dedication and Purchase	2.90	7.17
Less Municipal Utility Parcel lands	1.71	4.22
Gross Developable Area (for municipal reserve calculation purposes)	188.44	465.63
Gross Residential Area of GDA	143.50	354.60
MR outstanding (10 % Gross Residential Area)	14.35	35.46
Gross Non - Residential Area of GDA	44.93	111.03
MR outstanding (5 % Gross Non – Residential Area)	2.25	5.55
Total Municipal Reserve Requirement (Residential and Non - Residential)	16.59	41.01

*Additional municipal reserve will be dedicated in phases 2 and 3 to ensure requirements of the PDA are met.

3.12.3 Municipal Buffer

Municipal buffer dedication is intended to provide a buffer to prevent land use conflicts. In the Westerra NP, the southern boundary of the plan area has been carefully designed to accommodate a sensitive interface alongside the residential development and the CPR line and adjacent industrial area to the south. This will qualify as municipal buffer dedication (MB) and has been incorporated to form part of the parks and open space system. This buffer will be designed and constructed to include a landscaped berm, pathway and perimeter fence as shown in **Figure 9 - Land Use Transition Buffer**. As such, this buffer serves to transition between land uses but also supports the recreational needs of residents. The Plan proposes to dedicate +/- 8.89 hectares of municipal buffer. At the time of detailed design, the municipal buffer may be constructed in accordance with the specifications outlined in the Guidelines for New Development in Proximity to Railway Operations and also in consideration of any future noise impact/attenuation studies completed in advance of Phase 3.

POLICIES:

- 3.12.3 (a) The location, size and use of municipal buffer space shall generally be in accordance with Figure 12: Parks, Pathway and Open Space Network and Table 4 - Open Space System and Potential Facilities; however, the exact location, size and use of municipal buffer shall be determined at the concept plan stage and finalized at the subdivision stage; furthermore, a municipal buffer along non-railway lands shall be at the discretion of the City.
- 3.12.3 (b) The design and configuration of the proposed municipal buffer should be in general accordance with Figure 9- Land Use Transition Buffer.

3.12.4 Municipal Utility Parcel(s)

Municipal utility parcel dedication is intended for lots and/or corridors that provide an exclusive public utility function. For the purposes of this plan, portions of the SaskEnergy pipeline right of way have been identified for future dedication as a municipal utility parcel. Although dedicated for utility purposes, it is intended that these lands will also serve part of the overall parks and open space system by accommodating pathway, and landscaping improvements as permitted by the existing encumbrances registered on title. Where portions of the pipeline have not been identified within a future municipal utility parcel, the registered right of way and associated encumbrances shall carry forward on to subdivided lands. All future development of lands encumbered with the right of way shall comply with the development restrictions as outlined in these encumbrances.

POLICIES:

- 3.12.4 (a) The location, size and use of municipal utility parcels shall generally be in accordance with Figure 12: Parks, Pathway and Open Space Network and Table 5; however, the exact location, size and use of municipal utility parcels shall be determined at the concept plan stage and finalized at the subdivision stage.
- 3.12.4 (b) The location and amount of municipal utility parcel dedication shall be detailed at the time of a concept plan, zoning and subdivision application.
- 3.12.4 (c) Where permissible by registered encumbrances, municipal utility parcels may include trail and landscaping improvements to support passive and active recreational opportunities and pedestrian/bicycle circulation throughout the NP area.
- 3.12.4 (d) All future development of lands encumbered by a right of way plan and an accompanying right of way agreement shall comply with the terms of the registered agreement and consult with the registered encumbrance holder in the preparation of site development plans.
- 3.12.4 (e) Where underground services cannot be accommodated in the back of private lot(s) when abutting designated public space, underground services may be located within a strip of land, dedicated as a municipal utility parcel, abutting the designated public space.

3.12.5 Environmental Reserve

There are no lands that are eligible for the purpose of the dedication of environmental reserve (ER) land in accordance with the provisions of the *Planning and Development Act*. No significant natural features are present within Westerra, such as wetlands and watercourses. As such, no land has been dedicated as environmental reserve.

4.0 Transportation

4.1 Overview

Figure 13: Transportation Network provides an overview of the transportation concept to support the ultimate development of Westerra. The proposed road network provides for multiple all directional access and egress points to Dewdney, Pinkie and Courtney Street in accordance with City standards and requirements. In support of the Neighbourhood Plan, a comprehensive traffic impact assessment has been completed (submitted under separate cover) to identify immediate and long term improvements to the transportation network necessary to support the implementation of Westerra.

The traffic impact assessment has informed the road network classification for the NP area and provided detailed and technical summary of required improvements to support the phased development of the NP area.

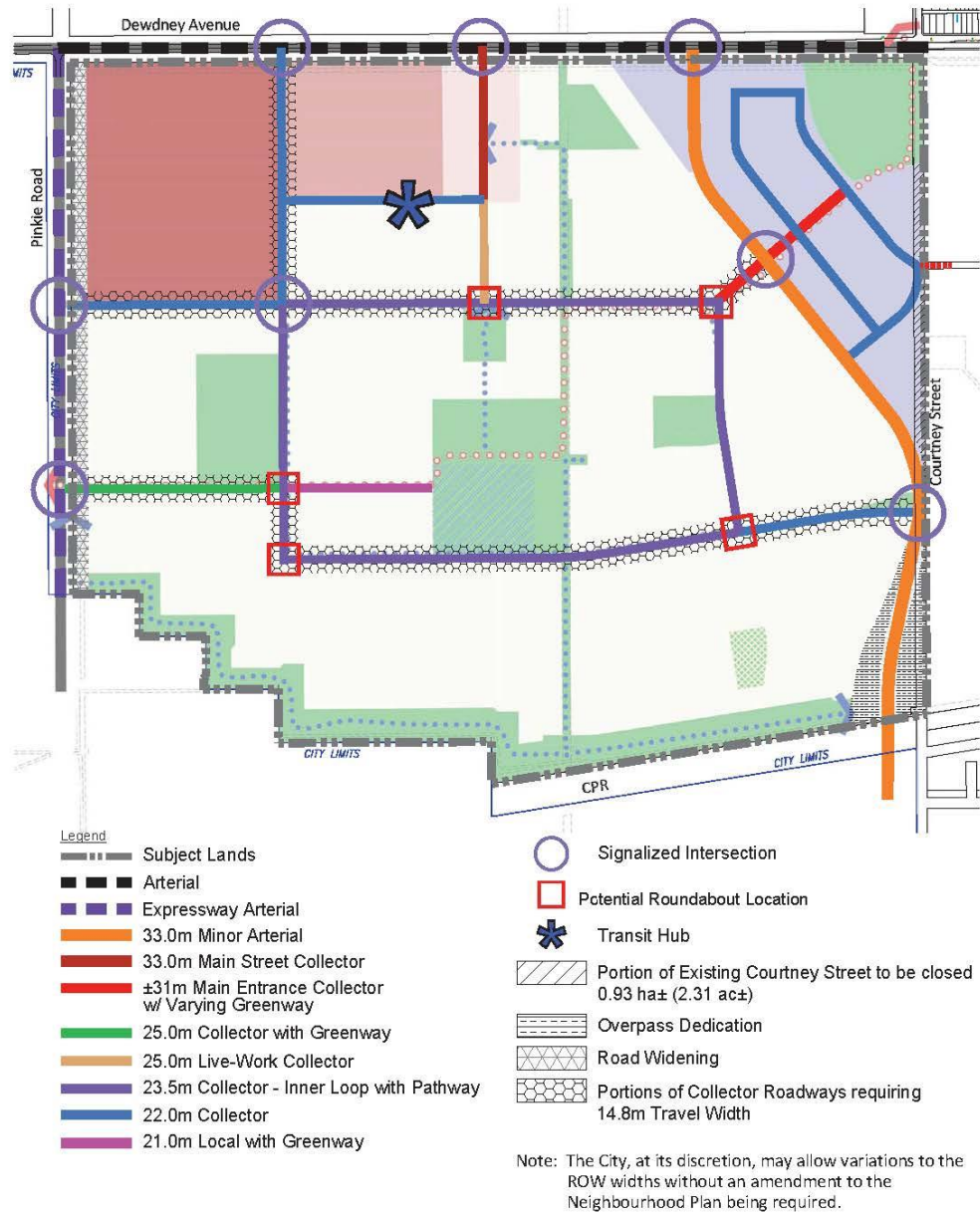
Key findings and recommendations of the traffic impact assessment are as follows:

- Dewdney Avenue will require a four-lane cross-section as part of the first phase of development.
- Several intersection treatments, particularly left-turn bays entering and exiting the development will be required along Dewdney Avenue in order to efficiently service the site.
- Pinkie Road and Courtney Street are expected to operate relatively well with a two-lane cross-section at the Phase 1, Year 2020 forecast horizon, however will require an upgrade to a four-lane cross-section by the Year 2040 forecast horizon.
- It is recommended that Pinkie Road and Courtney Street be widened as required based on traffic growth and the need for additional north-south capacity in West Regina.

POLICIES:

- 4.1 (a) A maximum of two (2) all directional access points to Pinkie Road, three (3) all directional access points to Dewdney Avenue, and two (2) all directional access points to Courtney Street shall be provided to support the ultimate development of Westerra.
- 4.1 (b) The location and function of major transportation infrastructure shall generally be in accordance with Figure 13 Transportation Network; however, the exact location and function of major transportation infrastructure shall be determined at the concept plan stage and finalized at the subdivision stage.
- 4.1 (c) Land dedication for potential road widening and overpass requirements shall generally be in accordance with Figure 10 - General Land Use Concept. Land dedication requirements shall be confirmed at time of concept plan, redesignation and subdivision.
- 4.1 (d) Roadway and intersection improvements shall be undertaken in a phased and staged manner as warranted by traffic impact assessments accompanying concept plan submissions.
- 4.1 (e) Noise Impact/Attenuation studies may be required at the time of zoning and subdivision of residential lands adjacent to Courtney Street, Pinkie Road and Dewdney Avenue in order to determine if and when an interface treatment between adjacent residential lands and the roadway is required.
- 4.1 (f) Visual screening and sound attenuation measures such as sound walls should be incorporated into the design of roads where required by a noise impact study. Sound walls should be located on private property.

- 4.1 (g) Major roadways should connect to existing and planned roads within the City and the RM of Sherwood No. 159 in order to ensure that a coordinated regional network is achieved.
- 4.1 (h) A traffic impact assessment shall be required to accompany concept plan applications in order to confirm internal road network requirements, and appropriate intersection treatments with the external roadway system.
- 4.1 (i) Concept plans prepared for the south portion of the plan area, abutting the CPR corridor, shall identify the location(s) and footprint(s) pertaining to any grade separated rail crossing that may be required.

Figure 13 - Transportation Network

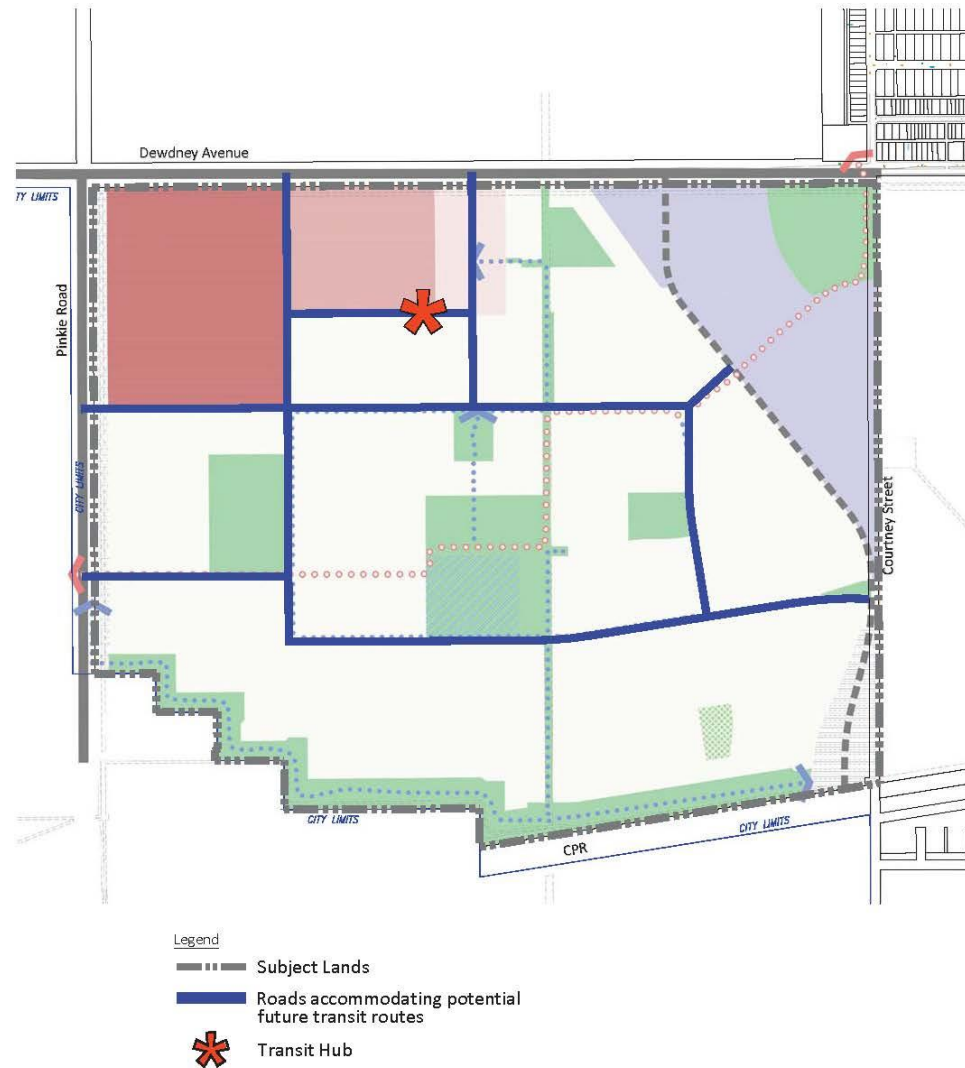
4.2 Road Network Hierarchy

Section drawings of the proposed road network hierarchy shall be confirmed at the time of a concept plan, zoning and subdivision application submission. Roadway sections proposed have been designed to accommodate pedestrian and cyclists requirements to support efficient pedestrian and cycling circulation throughout the plan area. Specifically, a number of roadway sections includes multi-use pathways for the joint use of pedestrians and cyclists.

The proposed road network provides a layout that balances the needs of vehicle, cycling and pedestrian traffic in a safe and efficient manner. In this regard, the internal roads (i.e. collector and local roads) should facilitate connectivity and achieve a high quality neighbourhood environment. Connectivity results from a network design with multiple and parallel routes that disperse vehicle traffic flows and encourage walking, particularly for shorter destination and casual walking trips. A quality neighbourhood environment is achieved through a streetscape containing trees and sidewalks, together with on-street parking and uniform building setbacks and facades. These measures are considered integral to the achievement of a sustainable community design.

POLICIES:

- 4.2 (a) Collector streets within the proposed internal road network are shown on Figure 13: Transportation Network, however, the final configuration of the collector network may be subject to minor amendments at the time of a concept plan, zoning and subdivision application without an amendment to this plan being necessary at the discretion of the City.
- 4.2 (b) The layout of the collector streets should accommodate effective transit routing.
- 4.2 (c) The layout of the local streets shall be detailed at the time of concept plan submission and should provide for multiple routing options throughout the NP area.
- 4.2 (d) The layout of the local streets should ensure direct and efficient connections between the residential areas in the Plan and other origin/ destination points.
- 4.2 (e) The internal road network and block pattern shall be comprised of interconnected streets that are based on a modified or traditional grid development pattern.
- 4.2 (f) Final road design cross sections may be subject to minor amendments at the time of a concept plan, zoning and subdivision application without an amendment to this plan being necessary.
- 4.2 (g) The easternmost north-south major roadway should include the following:
 - I. Pedestrian and cycling infrastructure;
 - II. A landscaped centre median and boulevards;
 - III. A design speed and function sufficient to accommodate active transportation; multiple intersections.
 - IV. A right of way sufficient to accommodate a four lane road with landscaped median and pedestrian infrastructure.
- 4.2 (h) Roundabouts may be provided as traffic control and calming devices at intersections within the internal road network, as determined appropriate.
- 4.2 (i) Where appropriate, City roadway design standards may be adjusted or modified to accommodate the provision of a green-way or bike-way.
- 4.2 (j) The City shall ensure that municipal infrastructure (e.g. roadway overpasses) does not exceed airport related height restrictions.

Figure 14 - Transit Roads

4.3 Public Transit

The purpose of these policies is to provide for efficient public transit service at the point in time where population growth and transit demand makes the provision of local public transit feasible. Roads that will potentially accommodate transit have been identified within the community and marked on **Figure 14: Transit Roads**.

POLICIES:

- 4.3 (a) Roads identified on Figure 14: Transit Roads will be constructed to support potential future transit routing; however, the City may allow other route options without an amendment to this Plan being required.
- 4.3 (b) The City may require the construction of a transit hub facility, in accordance with the following requirements:
 - I. The precise location of the transit hub shall be identified through the concept plan process, but shall be located within the urban centre, in close proximity to the main street area, community retail area, and high density residential uses;
 - II. The transit hub may include the following elements: an area sufficient to accommodate at least three buses concurrently; a heated and enclosed shelter; a passenger drop off area; benches and waste receptacles; landscaping, lighting, and bicycle facilities.
 - III. At the City's discretion, the land reserved for the transit hub may be dedicated at the time of subdivision as Municipal Utility Parcel; the land should be sufficient in size to accommodate a modest shelter (e.g. a heated bus shelter of approximately 20 by 30 feet in area).
- 4.3 (c) Transit bus routing and road alignments should ensure that dwelling units are located within a convenient walking distance from a transit stop.
- 4.3 (d) Transit stops should be located to serve multi-dwelling residential projects and activity centres (such as neighbourhood nodes) and achieve walking distance requirements as set out by the City of Regina.
- 4.3 (e) Transit stops should be capable of accommodating suitable amenities such as benches, shelters, and bicycle racks.
- 4.3 (f) The final location and design of transit stops and amenities shall accompany detailed plans and specifications which follow concept plan, zoning and subdivision approval.
- 4.3 (g) The design and configuration of the transit system and associated improvements to support the development of the NP area shall be undertaken in consultation with the City of Regina.

5.0 Servicing Strategy

As part of the preparation of the Westerra Neighbourhood Plan, an analysis of servicing requirements to support the phased development of Westerra was completed. The following section provides an overview of the approach to deliver water, sanitary, stormwater and utility infrastructure to support the development of Westerra. An overview of existing conditions, the servicing requirements to accommodate the proposed development and the timing of major capital improvements necessary to deliver municipal servicing is provided.

5.1 Wastewater Collection System

5.1.1 Existing Conditions

The existing sanitary sewer system in the vicinity of Westerra consists of a shallow 200mm sewer main that serves the residential properties on Dewdney Avenue east of Courtney Street. This main is not of sufficient depth to provide any service to Westerra. In addition, there is minimal available capacity in the trunk sewer downstream and limited capacity at the McCarthy Boulevard pumping station. Consequently, sanitary sewer service for the Westerra Subdivision must be provided by a new pumping station and forcemain that conveys flows to the dual 1050mm McCarthy Boulevard pumping station forcemains approximately 1.6km north of Dewdney Avenue.

5.1.2 Proposed Development

The preliminary wastewater collection system layout is shown in the Sanitary Servicing Concept diagram in **Figure 15: Sanitary Servicing Concept**. In this concept, wastewater flows are conveyed via a gravity collection system to a new sanitary trunk to be constructed through the centre of the development area. This trunk would discharge at the sanitary pumping station along the west edge of the subdivision. The maximum estimated sanitary sewer flows were calculated using the Harmon formula and the “high” population density targets identified in the land use statistics. A summary of the calculated peak flows are indicated in the table below (**Table 6 - Peak Wastewater Flows Based on Land Use and Anticipated Density**).

Table 6 - Peak Wastewater Flows Based on Land Use and Anticipated Density

	SUMMARY OF LAND USE			SANITARY SEWER DEMANDS		
	Area		Pop Density	Pop	Av Flow	Peak Flow
	ac	ha	ppl/ha	ppl	L/cd	L/s
Low Density Residential	98.34	39.80	75.00	2985	225	36.45
Medium Density Residential	50.94	20.62	88.22	1819	225	22.15
Live/Work Residential	3.28	1.33	87.971	117	225	1.61
High Density Residential	42.54	17.22	144.48	2488	225	26.93
Commercial	64.83	26.24	70.00	1837	454	41.26
Business Park	31.65	12.81	35.00	448	454	12.53
						140.93

In consultation with City of Regina staff, it is understood that the City prefers to adopt a regional approach to municipal infrastructure whenever practical. As such, depending on the timing of development in the vicinity of Westerra, the future lift station may need to be expanded to accommodate flow from external sources such as the Sakimay lands west of Pinkie Road, private development north of Dewdney Avenue to Wascana Creek and east of Pinkie Road. In addition, it may be advantageous to the City to redirect the existing 100mm private forcemain that serves the Brandt Agricultural Products facility located at the southwest corner of this development area.

Although little information is currently available regarding development plans for these external areas, the following assumptions have been made in order to calculate estimated flows that might need to be accommodated by the future sanitary pumping station.

Table 7 - Wastewater Flows from Outside Sources

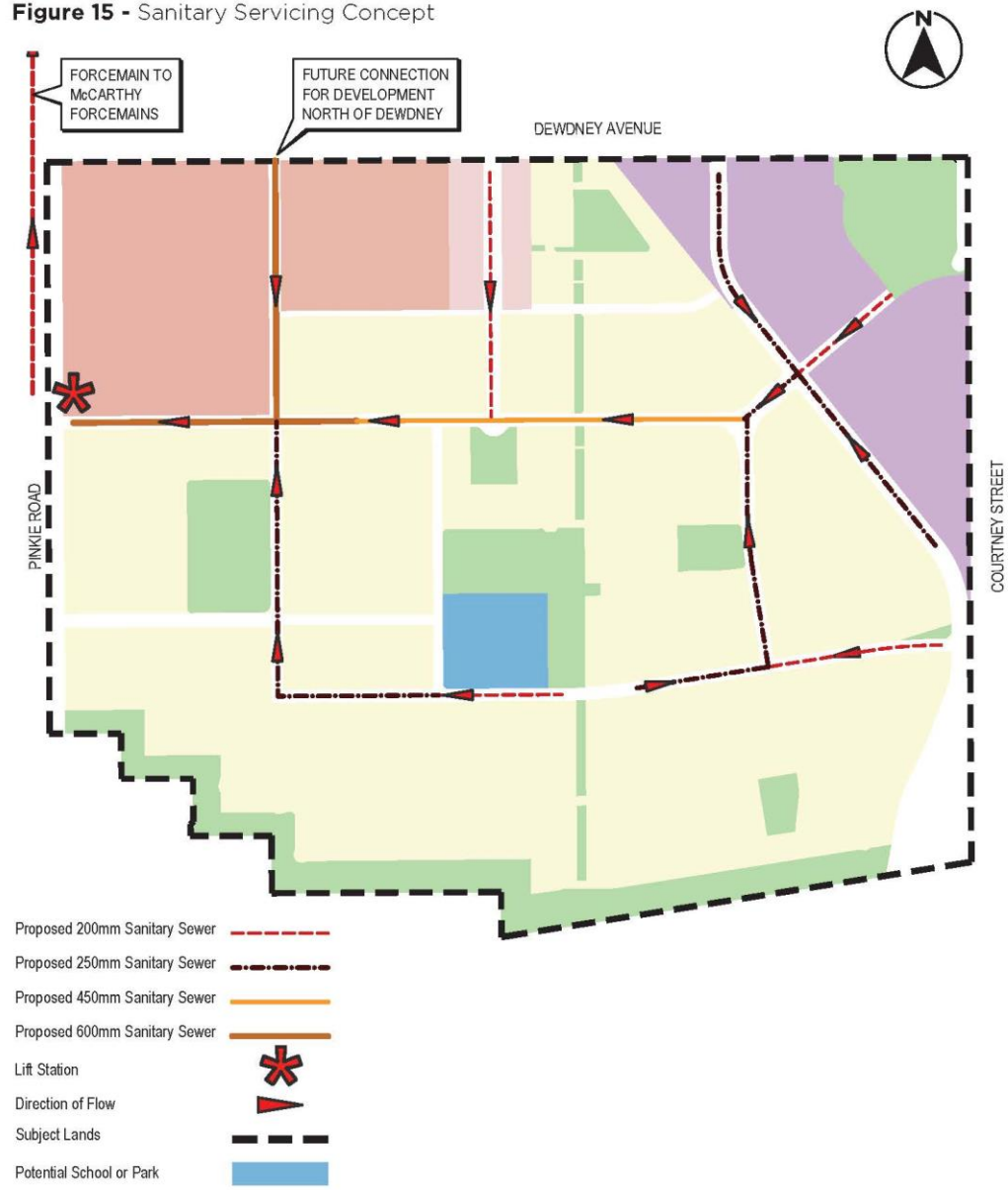
	SAKIMAY	NORTH OF DEWDNEY	BRANDT
Approximate Size (ha)	120	233	15
Assumed Land Use	Industrial	Residential	Industrial
Assumed Density (p/ha)	25	85	25
Estimated Peak Flow (L/s)	83.43	193.66	11.60

5.1.3 Timing of Capital Improvements

As there are currently no sanitary sewer mains in the vicinity of Westerra with the depth or capacity to manage additional flows, the new sanitary pumping station and forcemain are critical capital improvements that must be completed prior to occupancy of any new buildings in this subdivision. Although it is the City's desire to accommodate flows external to this development area with this pumping station, very little information is readily available on the planned land use or timing of development in these neighbouring properties. As such, the wet well and pumps should be designed to be constructed in phases and expanded as needed for future developments. Further, the forcemain from this lift station should either be oversized during the first phase of development or be twinned at a future date when additional capacity is required.

POLICIES:

- 5.1.3 (a) The wastewater collection system to service the plan area shall be designed adequately and efficiently to address all required wastewater requirements.
- 5.1.3 (b) The wastewater collection system should be in general accordance with Figure 15: Sanitary Servicing Concept; however, refinements to the sanitary servicing concept may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.
- 5.1.3 (c) Portions of the plan area may be set aside as a municipal utility parcel to accommodate the location and construction of a sanitary pumping station and/or forcemain requirements.
- 5.1.3 (d) The developer may be required to enter into a servicing agreement with the City outlining obligations and responsibilities relating to the design and construction of a lift station, forcemain, and wastewater collection system. Where appropriate, such agreement may include financing and cost recovery provisions which are acceptable to both the developer and the City.
- 5.1.3 (e) The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for wastewater servicing, which identifies network routing; capital improvements; a pre-design of the sanitary pump station and force-main and solutions for providing an appropriate level of service both within the development and beyond.
- 5.1.3 (f) As future development proceeds within the plan area, weeping tile discharge into the sanitary sewer system shall be prohibited.

Figure 15 - Sanitary Servicing Concept

5.2 Water Servicing

5.2.1 Existing Conditions

Water service in this part of the city is available via the trunk main that currently feeds the Global Transportation Hub. This trunk runs adjacent to the subject property along Courtney Street from the CPR crossing to Dewdney Avenue as a 750mm diameter main. It then changes to a 600mm diameter main and follows Dewdney Avenue west towards the GTH.

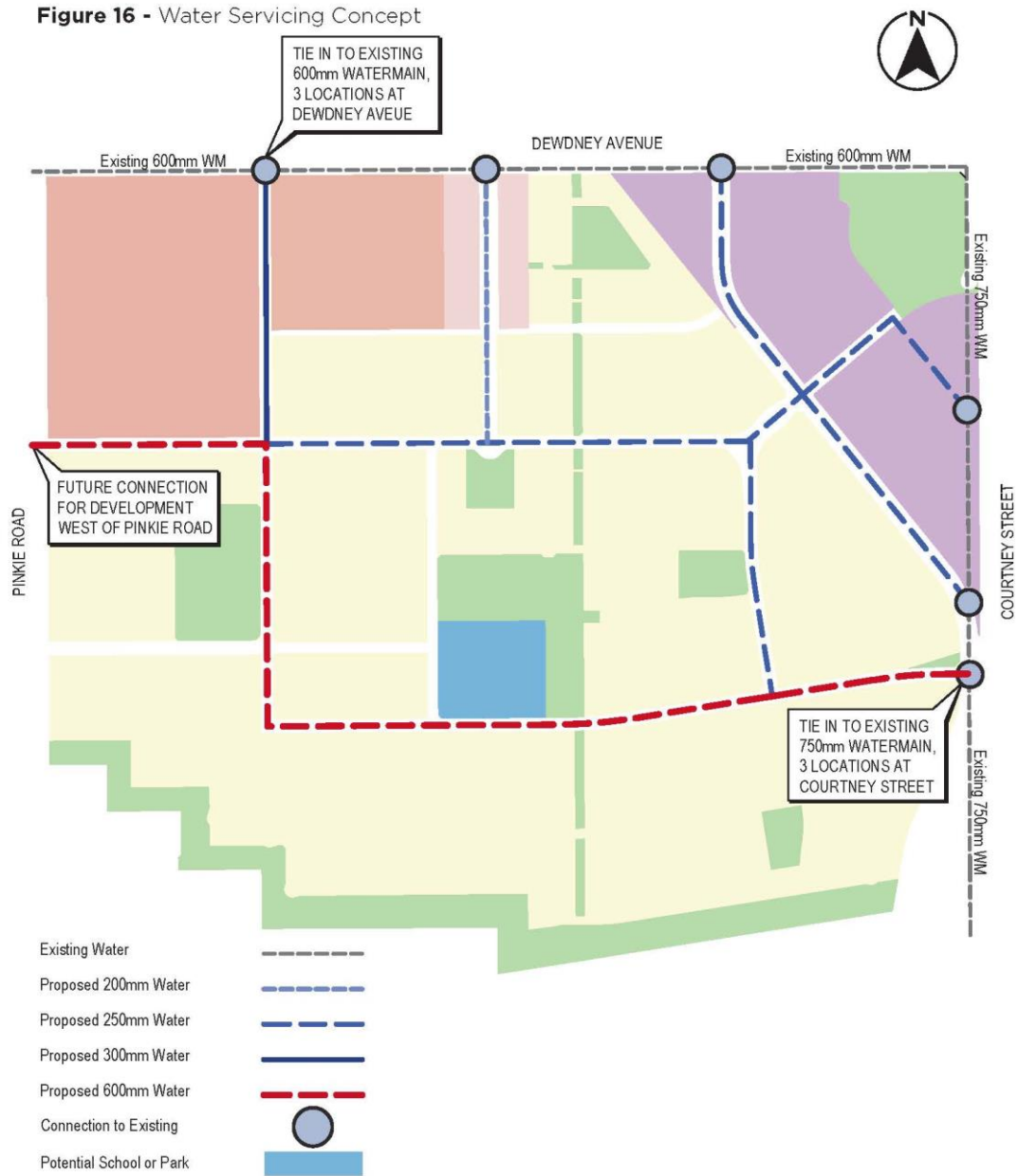
5.2.2 Proposed Development

Water service will be provided to this development as shown in the water servicing concept that is included in **Figure 16: Water Servicing Concept**. The following connections to the existing trunk main are proposed:

1. 300mm feeder loop connected to 600 mm trunk at Dewdney
2. 250mm distribution loop to provide Level 3 service to prestige industrial lands connected to the 750mm trunk at Courtney Street and once to the 600mm trunk at Dewdney Avenue
1. **200mm distribution main to provide looped service for the main street retail and live/work residential land use areas connected to the 600mm trunk at Dewdney Avenue**
2. 600 mm trunk main from Courtney Street to Pinkie Road to provide service to future development to the west

In order to support the variety of land uses contained within the proposed development, the water distribution system will need to satisfy Level 1, 2, and 3 fire flow requirements. As such the system was modelled in WaterCAD under the 90L/s, 150L/s and 250L/s fire flow scenarios in addition to the peak day and peak hour demand scenarios. The proposed system was modelled using the City of Regina WaterCAD model for the 235,000 population demand criteria.

The fire flow analysis for full build-out of the subdivision indicates sufficient capacity exists to serve Westerra. Further, the resulting demand for the land use identified within the Westerra Concept Plan was modelled in the City-wide WaterCAD model under the 235,000 population demand criteria. A review of the 90 L/s fire flow scenario for the pre-development condition indicates 271 node failures. Once the Westerra demand is added to the model, there are 274 node failures. Further analysis using Peak Hour demand shows 405 of 4188 (9.7% of the system) nodes falling below the minimum pressure criteria of 269.4 kPa in the existing system compared to 593 failures post-development (13.7% of the system). The average pressure drop after full build-out of Westerra during Peak Hour demand is 4.1kPa.

Figure 16 - Water Servicing Concept

5.2.3 *Timing of Capital Improvements*

The existing water mains along Courtney Street and Dewdney Avenue have sufficient capacity to provide water service to this subdivision. Consequently, no significant capital improvements shall be required within the water distribution system during the initial stages of development. In the future, if a grade-separated crossing of the CPR is required for Courtney Street, a portion of the 750mm water main may need to be re-aligned such that it is not within the footprint of the crossing.

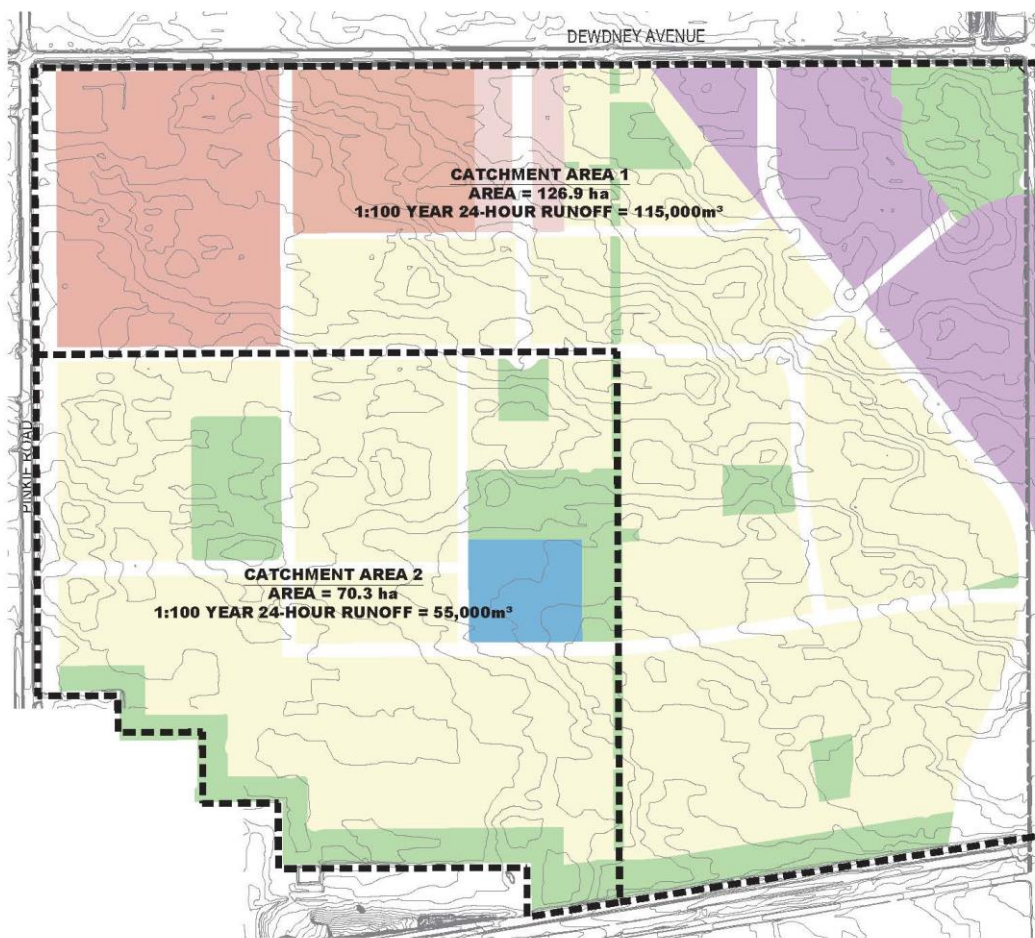
POLICIES:

- 5.2.3 (a) The water system to service the plan area shall be designed adequately and efficiently to address water servicing and fire flow requirements.
- 5.2.3 (b) The water system should be in general accordance with Figure 16: Water Servicing Concept; however, refinements to the water servicing concept may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this Neighbourhood Plan.
- 5.2.3 (c) The developer may be required to enter into a servicing agreement with the City outlining obligations and responsibilities relating to the design and construction of water servicing system. Where appropriate, such agreement may include financing and cost recovery provisions which are acceptable to both the developer and the City.
- 5.2.3 (d) The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for water servicing, which identifies network routing; capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 5.2.3 (e) The 600 mm trunk main from Courtney Street to Pinkie Road has been oversized at the request of the City; therefore, direct service connections shall be allowed from any future residential lots that have frontage on this oversized pipe corridor.

5.3 Stormwater Management

5.3.1 *Existing Conditions*

The subject property is currently cultivated farmland separated into two major catchment areas that are separated by a high point that runs diagonally through the area from northwest to southeast. Runoff in the northeast catchment area flows to the 2400mm X 2400mm box culvert through Dewdney Avenue then north to Wascana Creek via the Courtney Street Drainage Ditch. The second catchment area drains to the southwest corner of the property, south along Pinkie road with the final outlet at the Grand Coulee Drainage Ditch. The area is relatively flat with an average grade of 0.5% from the centre to the edges of the property.

Figure 17 - Catchment Area Concept

Potential School or Park



5.3.2 Proposed Development

The City of Regina's stormwater management strategy follows the urban dual drainage concept whereby the minor (piped) system conveys flows generated by the 1 in 5 year storm event and the major (surface) system manages flows generated by the 1 in 100 year event. The City of Regina requires that for all new developments, the stormwater management system be designed to manage flows generated by the 24-hour 1:100 year design storm. Stormwater flows for this development were modelled using PCSWMM and the 1:100 year 24 hour City of Regina design storm. Results of this simulation are summarized as follows:

- **Catchment Area #1 – 126.9 Hectares, 100 year 24 hour runoff = 115,000m³**
- **Catchment Area #2 – 70.3 Hectares, 100 year 24 hour runoff = 55,000m³**

The preferred option for management of stormwater flows is to drain both catchment areas through the northeast outlet to Wascana Creek. During the 2001 Courtney Street Drainage Ditch Improvement project, this outlet was designed and upgraded to manage peak stormwater flows of 15 m³/s. Consequently this channel has sufficient capacity to contain the runoff from future development in the vicinity. In order to implement this strategy, a deep storm trunk would be constructed from the west detention pond to the east detention pond.

Preliminary design of the minor system for Westerra shows that a storm trunk starting at the southwest boundary of the property and draining towards Dewdney Avenue by gravity will result in an invert elevation that is 1.60m below the south invert of the Dewdney Avenue culvert. As such, three options have been reviewed to convey flows to the outlet at Wascana Creek:

Option #1 – A stormwater lift station, located in the northeast corner of the proposed development, could drain the detention pond directly to the Dewdney Avenue culvert then be conveyed to Wascana Creek via the existing Courtney Street ditch.

Option #2 – Deepen the Courtney Street drainage ditch and lower the Dewdney Avenue Culvert.

Option #3 – Construct a new gravity sewer in the right of way for the Courtney Street drainage ditch that connects to the existing drop structure at Wascana Creek.

A preliminary analysis of these options indicates that Option #3 is the preferred method of conveying stormwater flows to Wascana Creek as it is the least expensive to construct and results in the lowest long term operations/maintenance costs. An overview of the proposed stormwater servicing concept is outlined in **Figure 17- Catchment Area Concept** and **Figure 18 - Storm Servicing Concept**.

Figure 18 - Storm Servicing Concept

5.3.3 *Timing of Capital Improvements*

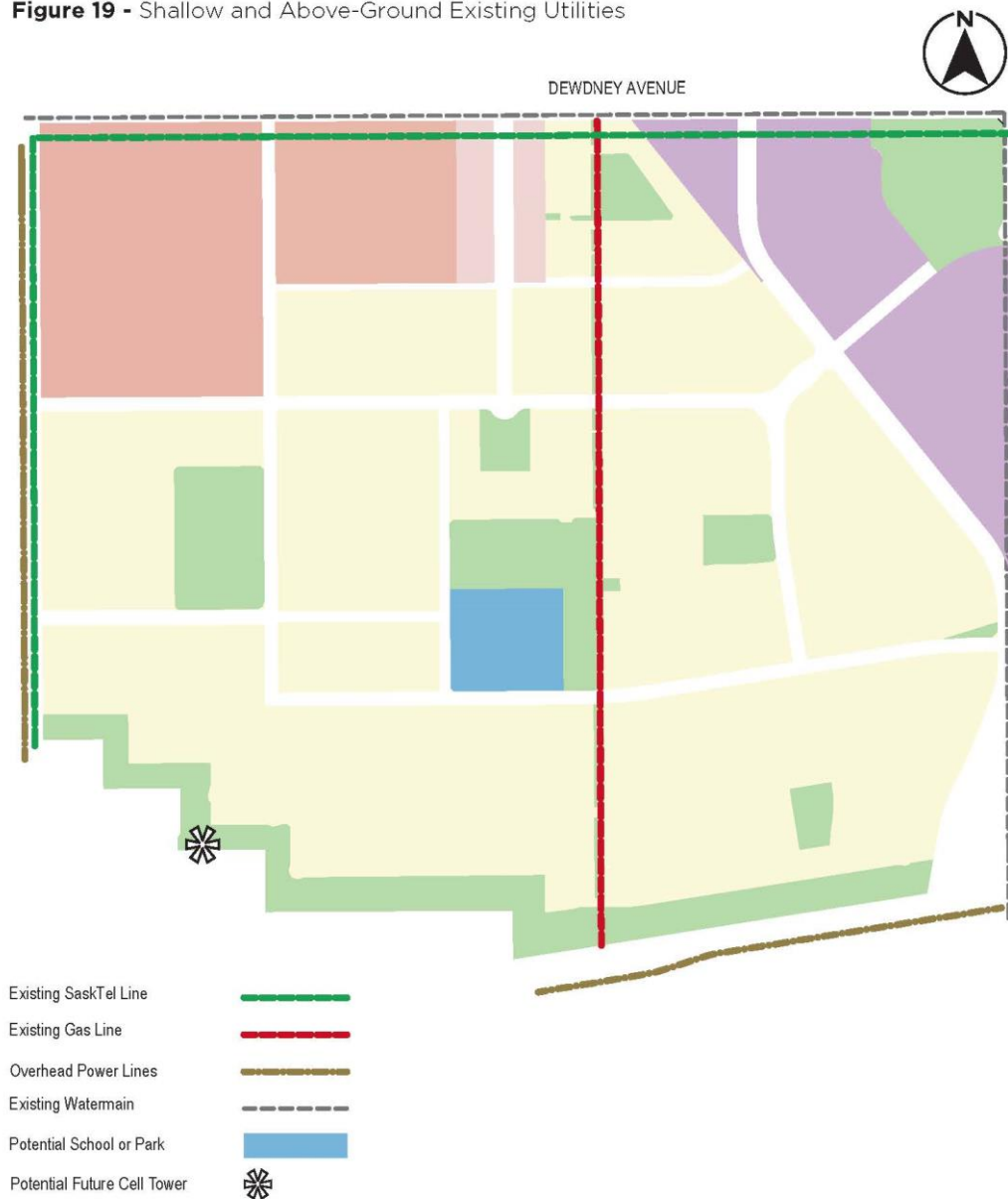
As there is no piped collection system in the vicinity of Westerra, construction of the northeast detention pond and outlet to Wascana Creek will need to coincide with the first phase of development. In order for discharge of the west catchment across Pinkie road to proceed, the drainage ditch through the Sakimay lands from the west Regina by-pass to Pinkie road would be required prior to progressing with any development in the west catchment area. Consequently, draining the entire property to the northeast is a more attractive approach.

POLICIES:

- 5.3.3 (a) The stormwater management system to service the plan area shall be designed adequately and efficiently to address all necessary stormwater management requirements.
- 5.3.3 (b) The stormwater management system should be in general accordance with Figure 17: Catchment Area Concept and Figure 18: Storm Servicing Concept; however, refinements to the stormwater management plan may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.
- 5.3.3 (c) Stormwater discharge from Catchment Area #2 as shown on Figure 17- Catchment Area Concept should be directed to the outlet at the northeast corner of the property.
- 5.3.3 (d) The developer may be required to enter into a servicing agreement with the City outlining obligations and responsibilities relating to the design and construction of stormwater servicing system. Where appropriate, such agreement may include financing and cost recovery provisions which are acceptable to both the developer and the City.
- 5.3.3 (e) As a prerequisite for subdivision approval, a detailed stormwater solution and analysis for all of Phase I shall be prepared by the developer, and submitted to the City, which demonstrates, to the City's satisfaction, the requirements, location and design of stormwater detention and conveyance.
- 5.3.3 (f) The requirements for further stormwater analysis outlined in Policy 5.3.3 (e) shall also apply to other subsequent phases of development.

5.4 Shallow and Above-Ground Utility Servicing

Existing power, gas, and telecommunications infrastructure in the vicinity of Westerra is shown on the Existing Utility Diagram in Figure 19 - **Shallow and Above-Ground Existing Utilities**. During preparation of this plan, all existing shallow utilities were exposed with hydro-vac equipment and located via GPS survey. Once a proposed plan of subdivision is created for Westerra, it will be forwarded to the utility corporations for their use in detailed design of the necessary infrastructure to serve this property. Stakeholder meetings held with the utility corporations have confirmed that adequate capacity exists within their systems to provide service to the land use proposed for the Westerra Subdivision.

Figure 19 - Shallow and Above-Ground Existing Utilities

6.0 Implementation

6.1 Phasing

Development in Westerra will occur in phases based upon logical planning units and the efficient extension of municipal infrastructure. The phasing of development will also be supported by the provision of community services and amenities and influenced by market absorption of units. The completion of specific capital improvement projects may be required prior to or concurrent with additional phases proceeding. Phases of planning for Westerra will generally follow the boundaries as shown in **Figure 20: Concept Plan Boundaries**.

POLICIES:

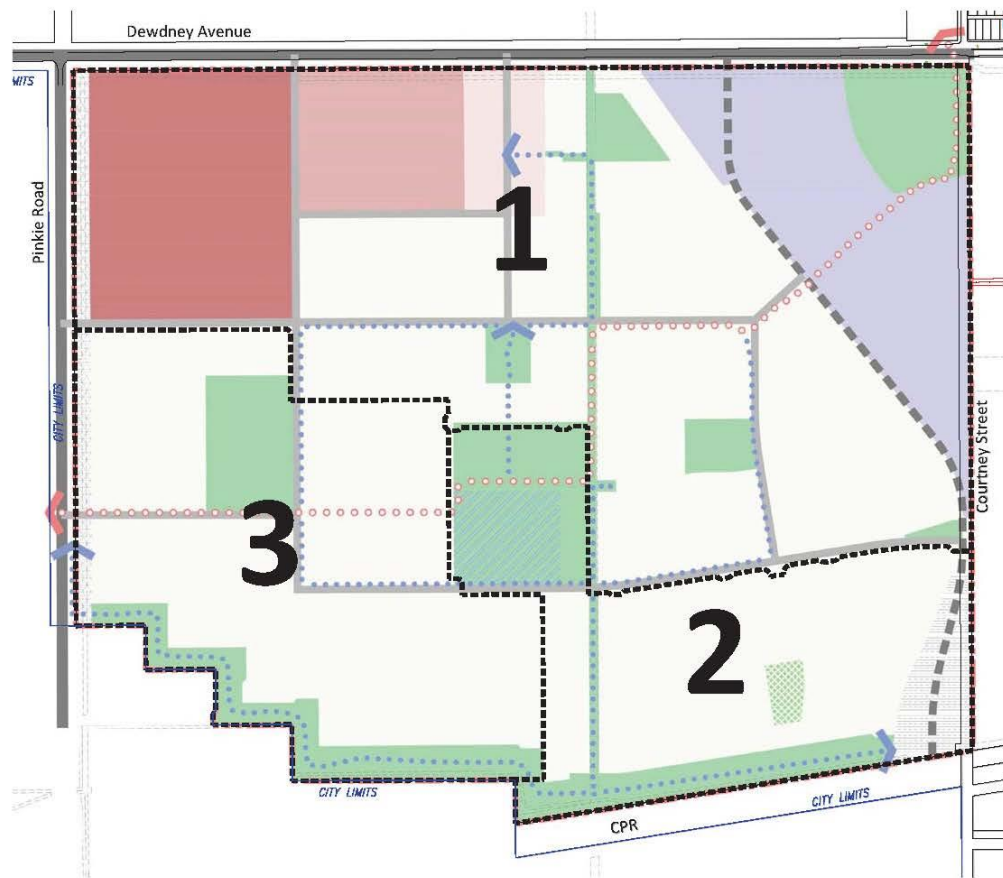
- 6.1 (a) Planning phases for Westerra should generally follow the concept plan areas as outlined in **Figure 20: Concept Plan Boundaries**.
- 6.1 (b) Notwithstanding 6.1 (a), 6.2 (a) and **Figure 20: Concept Plan Boundaries**, Concept Plan boundaries may be adjusted without an amendment to this Plan being required.
- 6.1 (c) Concept plan submissions shall include detailed phasing plans to help direct and guide rezoning and subdivision applications and the logical extension of municipal services and infrastructure.

6.2 Concept Plans

To advance development on the subject lands, a Concept Plan must first be prepared in accordance with the *Design Regina OCP* to bridge the gap between the planning and servicing considerations for the full build out of the plan area and the more detailed level of planning and servicing for each phase. The purpose of a Concept Plan is to provide for more detailed planning on a smaller scale within the overall Neighbourhood Plan. Concept Plans are based on infrastructure considerations and planning logic. Concept Plans have been defined based on logical and sequential access points into the community and to provide key infrastructure and generally follow the phasing boundaries referenced in **Figure 20: Concept Plan Boundaries**.

POLICIES:

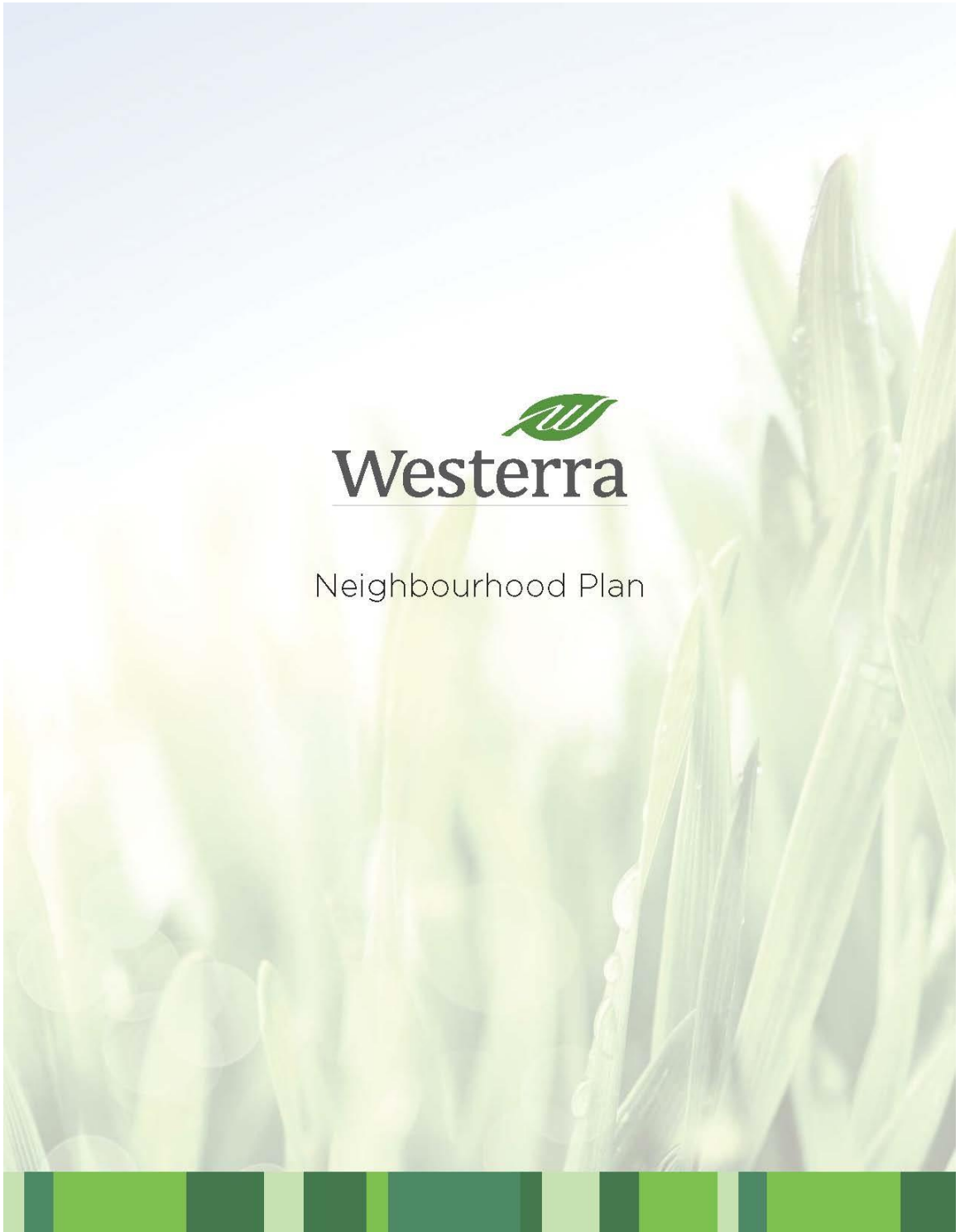
- 6.2 (a) As a prerequisite for rezoning approval, a concept plan shall be prepared and approved for the applicable areas as outlined in **Figure 20: Concept Plan Boundaries**.
- 6.2 (b) The location and type of land use, residential density and development intensity, open space, park features and transportation networks shall be in conformity with an approved concept plan, which is in general compliance with this Neighbourhood Plan.
- 6.2 (c) Notwithstanding Policy 6.2(a) and 6.2(b), the City may approve a rezoning, without a concept plan being required, for public uses, utility or transportation infrastructure, or any other use at the City's discretion.
- 6.2 (d) Where the location and type of land use, open space, or transportation and servicing networks illustrated in a proposed concept plan varies from this Neighbourhood Plan, the City may approve the concept plan, with the proviso that:
 - I. The variation is deemed by the City to be minor in nature;
 - II. The variation does not directly conflict with a particular policy statement; and
 - III. The proposed concept plan substantially conforms with this Neighbourhood Plan.
- 6.2 (e) Concept plans shall contain, for each applicable phase, a detailed land use plan, and detailed circulation plan (road and street networks, transit routes, pedestrian and cycling routes, where applicable).

Figure 20 - Concept Plan Boundaries

Legend
 ■■■■■ Concept Plan Boundaries



Neighbourhood Plan



ABSTRACT

BYLAW NO. 2018-12

DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW, 2018 (No. 2)

PURPOSE:	To amend <i>Design Regina: The Official Community Plan Bylaw</i> .
ABSTRACT:	The proposed amendment provides a policy framework for guiding the growth, development and servicing of a proposed new area in the west part of the city.
STATUTORY AUTHORITY:	Part IV, Section 29(2) of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	Part IV, Section 39 of <i>The Planning and Development Act, 2007</i> .
PUBLIC HEARING:	Required, pursuant to Section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to Section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, March 7, 2018, RPC18-9.
AMENDS/REPEALS:	Amends <i>Design Regina: The Official Community Plan Bylaw</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning and Development
INITIATING DEPARTMENT:	Development Services

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Reconciliation Regina Grant Funding Agreement

RECOMMENDATION

1. That the City Manager be delegated authority to approve of and enter into an amending agreement to revise the current funding (grant) agreement between the City of Regina (City) and the Department of Indigenous Services Canada (Government of Canada) for Reconciliation Regina.
2. That the City Clerk be authorized to execute the amending agreement after review by the City Solicitor.

CONCLUSION

The Administration is requesting that Council delegate authority to the City Manager to approve of and enter into an amending agreement to the funding (grant) agreement through the Urban Programming for Indigenous Peoples (UPIP), Department of Indigenous Services Canada, for \$66,450 to further the activities of Reconciliation Regina.

Pursuant to section 35 of *The Regina Administration Bylaw*, the City entered into a funding agreement with the Department of Indigenous Services Canada in November 2017 in which the City received \$100,000 for Reconciliation Regina. Now, there are additional funds of \$66,450 available which requires an amendment to the November 2017 agreement. As this amendment now results in funding over \$100,000, Council approval is required for the City to enter into the amending agreement.

Approval is required in light of the fact that the Government of Canada's fiscal year end is March 31st. As such, the Agreement and associated funds need to be executed by March 31, 2018.

BACKGROUND

In November 2017, the City applied for and was successful in its application to the Government of Canada for UPIP grant funding to further the work of Reconciliation Regina. Funding of \$100,000 was secured and allocated to the City to administer. As this funding was in the form of a grant, no matching contribution from the City was required.

Other Saskatchewan communities were also provided funding for reconciliation activities; however, some could not use the total amount within the prescribed timeframe. As

Reconciliation Regina was quite advanced in many reconciliation activities, an additional \$66,450 was offered and accepted.

The total potential grant funding amount is \$500,000 over five years; however, the Contribution Agreement with the City was for \$100,000 over six months. Further funding of \$400,000 and funding term of four years may be provided directly to Reconciliation Regina as a community-led non-profit organization. To continue the work of Reconciliation Regina and to evolve and transition it to a truly community-led body, the Governance Subcommittee is working towards incorporation of the group.

The UPIP funding was allocated towards the hiring of a coordinator, whose primary responsibilities were to connect, inform and educate local organizations on Reconciliation Regina, to oversee and monitor and activities of the Community Champion meetings, the Steering Committee and two subcommittees. In addition, the Coordinator is discussing the Calls of Action with local organizations for the purpose of creating a Communication Action Plan or blueprint that responds collectively to the Truth and Reconciliation Commission's Calls to Action. The Coordinator will ensure the Community Action Plan's outcomes and results are monitored and measured on an ongoing basis.

Funding was also allocated to Elders/Knowledge Keepers and survivors to provide continuing guidance and advice, as well as for meeting costs, hospitality, translation and communications and the creation of the Community Action Plan.

The \$100,000 grant agreement signed in 2017 was not taken forward to Council, as Section 35 of *The Regina Administration Bylaw* provides authority for the Administration to approve revenue agreements that do not exceed \$100,000. Now that this original agreement is being amended to add the additional funding, this amount exceeds \$100,000 and therefore requires Council approval.

DISCUSSION

Recently, in addition to the \$100,000 grant funding received in 2017, the City was also offered \$66,450 to further the activities of Reconciliation Regina. The primary objective of the grant funding is to foster collaboration at the local level, identify priorities and needs, continue implementation of Reconciliation Regina and mobilize community resources to achieve the Community Action Plan initiatives for the community.

The funding (grant) agreement is an amending agreement, which would bring the total grant funding to \$166,450. As *The Regina Administration Bylaw* provides authority for the Administration to approve revenue agreements up to \$100,000, this agreement must go to Council for authorization.

RECOMMENDATION IMPLICATIONS

Financial Implications

There are no financial implications associated with this report, however, as the reconciliation process evolves and the City continues to respond to the municipally-directed Calls to Action,

there may be policies, programs and initiatives that require funding. Any such initiatives will be submitted as part of the annual budget development process.

Thus far, there have been minimal costs associated with meetings and meals; for the most part, the City's contributions have been in-kind.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

All Canadians, levels of government and community stakeholders have a responsibility and role to play in the reconciliation process. As such, it is integral to the health and wellbeing of the community, province, nation and society, in general, that the City, as an organization, participate in redressing the legacy of residential schools and advancing the process of Canadian reconciliation.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Through Reconciliation Regina's Communications Subcommittee, any and all communication activities will be discussed between all parties involved, and a community communications strategy will be developed when appropriate.

DELEGATED AUTHORITY

The recommendations contained in this report require City Council approval.

Respectfully submitted,



Sheila Harmatiuk
Senior Advisor,
Government & Indigenous Relations

Respectfully submitted,



Chris Holden
City Manager

Honourable and Mayor And members of City Council

My name is Jamie McKenzie I`m here tonight speaking for my self.

**on Reduction in Denied Paratransit Trips
is making shore if it possible that Paratransit customers that
live in the same address are put on the same Paratransit bus
because I Jamie McKenzie seen Paratransit customers that live
in the same address put on two different Paratransit buses.**

**And Also what would help to Reduce Paratransit Trips Denials
specially in the winter months that when the most demand is on
Paratransit service is having better snow removal at accessible
ramps and public sidewalks by transit busstop so people in mobility
devices that are able to use public transit on warm days it might
help free up a few more trips on Paratransit buses to help Reduce
Paratransit Trips Denials it might not be that Many any thing at
this time Might help.**

**Jamie Mckenzie
201-2240 Albert Street
Regina 201-2240 Albert Street
306-205-3571
jamiem332004@yahoo.ca**

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Reduction in Denied Paratransit Trips

RECOMMENDATION

**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES
COMMITTEE - MARCH 15, 2018**

1. That this report be received and filed.
2. That item CM17-2 be removed from the list of outstanding items for City Council.

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE – MARCH 15, 2018

Dylan Morin, addressed the Committee.

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

Councillors: Andrew Stevens (Chairperson), Lori Bresciani, John Findura, Jerry Flegel and Joel Murray were present during consideration of this report by the Community and Protective Services Committee.

The Community and Protective Services Committee, at its meeting held on March 15, 2018 considered the following report from the Administration:

CONCLUSION

Paratransit is an essential service for more than 2,400 registered passengers. The demand for paratransit service exceeds capacity due to limited alternative options and an aging population. Over the past two years, the recognition of the importance of paratransit service has resulted in additional operating and capital investments by City Council. This additional funding has significantly increased paratransit's ability to meet demand and has allowed paratransit to provide 99.76 per cent of all advance trips requested in 2017.

BACKGROUND

Paratransit is a lifeline for people restricted in using other types of transportation services. People require paratransit to remain independent in the community with trips being used for work, medical appointments, school, shopping and leisure. Although other types of accessible transportation exist including accessible taxis, the cost is prohibitive for some people.

Conventional transit is now being used more often by paratransit passengers due to recent accessibility improvements such as low floor buses and audible stop announcements. However, snow removal on paths of travel to the bus stops, ability to wait at a bus stop, and the ability to navigate conventional transit or recognize landmarks remain as barriers for some. This creates a high demand for paratransit service as requests for trips exceeds capacity.

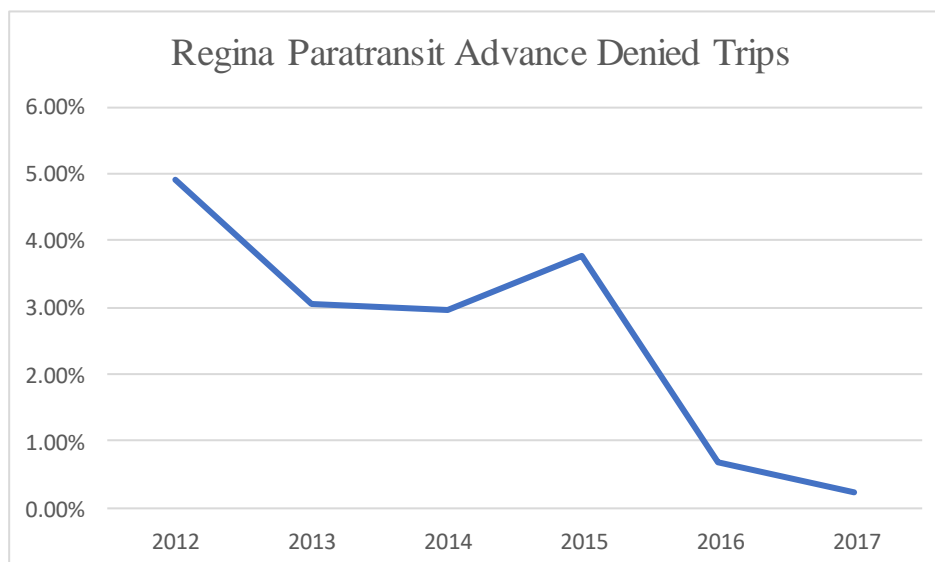
In 2013, the Saskatchewan Human Right Commission (SHRC) launched the report titled “Achieving Equivalent, Comparable and Accessible Transportation in the City of Regina: A Report to Stakeholders.” This report identified paratransit’s denied trip rate as an important area requiring improvement. Since the release of the report, reducing the number of denied paratransit trips has become a top priority.

The SHRC has worked with both the cities of Regina and Saskatoon to establish a target of accommodating 99 per cent of all paratransit trips requested in advance. An “advance” trip is a trip that is requested before 12:00 p.m. the day prior to the day the trip is needed. Paratransit trips can be booked seven days in advance. This report discusses the impact of additional funding on the denied paratransit trip rate.

A subsequent report is submitted to the Community and Protective Services Committee on March 15, 2018 addressing paratransit customer engagement.

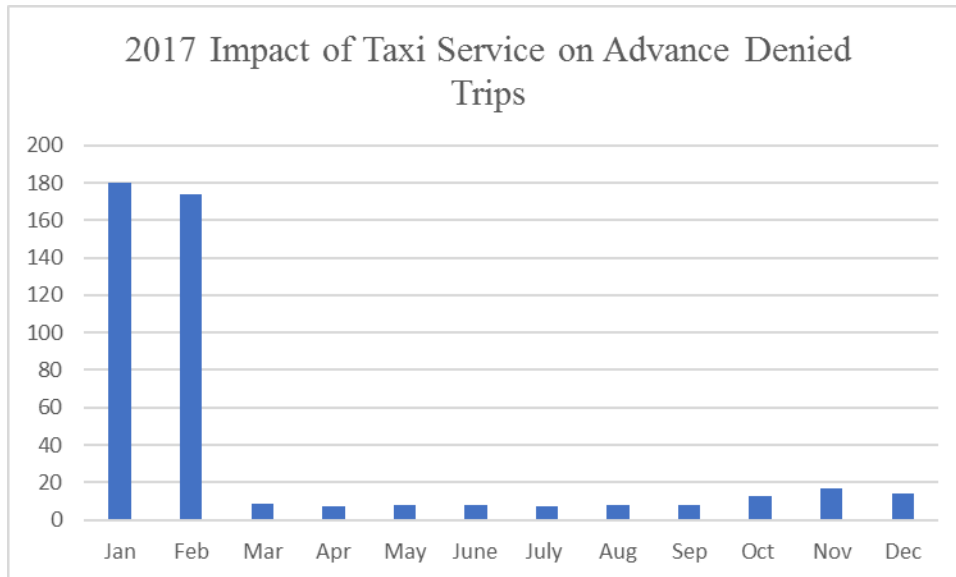
DISCUSSION

City Council provided additional resources to paratransit over the past two years, which has included additional buses, service hours, enhanced technology, and additional utilization of taxis. All enhancements are to reduce the number of denied trips.



In 2017, paratransit completed 186,513 trips. There were 453 advance trips requested that could not be accommodated. The use of taxis to provide some paratransit trips has been particularly

important in reducing the number of denied trips. The 2017 budget process provided an additional \$30,000 in funding for taxis to provide paratransit trips. This funding was implemented in March 2017 and resulted in a significant reduction in denied paratransit trips. Currently, less than 20 advance trip requests are being denied each month.



Paratransit is not able to accommodate every advance trip request because some passengers are not eligible to use taxis due to medical and safety requirements. Paratransit booking clerks make every attempt to create a space on the bus for a passenger who cannot use a taxi by moving a passenger who can onto a taxi. However, depending upon where the person is wanting to travel, this is not always possible. The main take away is there is less than one denied trip per day. This has allowed paratransit to meet its goal of less than one per cent denied trips as established by the SHRC in both 2016 and 2017.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

Enhancing paratransit service helps achieve the transportation goals and policies in *Design Regina*, the City of Regina's Official Community Plan (OCP) and specifically, "Goal 2: Public Transit: Elevate the role of Public Transit" in Section D3.

Policy 5.13: Maximize the accessibility of the conventional transit system while ensuring the paratransit system meets the needs of those unable to use the conventional system.

Other Implications

None with respect to this report.

Accessibility Implications

The reduction of denied paratransit trips enhances accessibility and quality of life for persons experiencing disabilities in Regina. More people will have the opportunity to travel in the community to participate in the activities that are important to them.

COMMUNICATIONS

The Paratransit Branch will work with Communications to raise public awareness of Paratransit's success in reducing denied paratransit trips and it will share the findings with customers in its spring 2018 newsletter.

DELEGATED AUTHORITY

The recommendation contained in this report requires City Council approval.

Respectfully submitted,

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE



Ashley Thompson, Secretary

Honourable and Mayor And members of City Council

My name is Jamie McKenzie I`m here tonight speaking for my self about Paratransit Customer Engagement.

Paratransit Administration need to Advertise Paratransit public meetings not just in the Paratransit Newsletter because not all paratransit customer get the Paratransit Newsletter so there need be more ways to Advertise Paratransit public meetings or any other Paratransit public event like in the newspaper or posters on all Paratransit buses or using the internet and there need to be more then one public meeting then what there was this time.

201-2240 Albert Street

Regina 201-2240 Albert Street

306-205-3571

jamiem332004@yahoo.ca

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Paratransit Customer Engagement

RECOMMENDATION

**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES
COMMITTEE - MARCH 15, 2018**

1. That this report be received and filed.
2. That item CM17-2 be removed from the list of outstanding items for City Council.

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE –MARCH 15, 2018

Dylan Morin, addressed the Committee.

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

Councillors: Andrew Stevens (Chairperson), Lori Bresciani, John Findura, Jerry Flegel and Joel Murray were present during consideration of this report by the Community and Protective Services Committee.

The Community and Protective Services Committee, at its meeting held on March 15, 2018 considered the following report from the Administration:

RECOMMENDATION

1. That this report be forwarded to the March 26, 2018 City Council meeting for information.
2. That item CM17-2 be removed from the list of outstanding items for City Council.

CONCLUSION

The paratransit customer engagement process took place in 2017 and has provided valuable customer feedback that will be used to guide future service improvements to paratransit service.

Strengths and areas recommended for change were identified in the surveys. Paratransit is developing an action plan which involves; communicating the survey results to customers,

working with organizations to refine service delivery, and addressing opportunities that were identified as requiring the most improvement.

BACKGROUND

On February 13, 2017, Council made a motion and resolved that Transit Administration engage the Paratransit user group and provide a report back to the Community and Protective Services Committee in quarter one of 2018 on the effectiveness of the service in meeting user requirements with a focus on approaching a zero-refusal rate. A subsequent report is submitted to the Community and Protective Services Committee on March 15, 2018 addressing the reduction in denied paratransit trips.

This report provides information about the paratransit customer engagement strategy that was undertaken in 2017.

DISCUSSION

In order to solicit feedback about paratransit from its customers, the Paratransit Branch undertook a customer engagement strategy in 2017. Paratransit sent out two customer surveys in June 2017. The first was a paper-based survey that was mailed to registered paratransit customers. There were approximately 1,800 surveys sent out with 413 responses received. The second was an electronic survey that was sent to 26 organizations that paratransit works with. There were 12 responses received. The summaries of the results are seen in Appendix A and B. Overall, the responses were very positive with the highest ratings received for the services that the contractor First Transit provides related to operators.

In addition to the attached questions outlined in Appendices A and B, customers were asked to provide written comments about why they rated a question low. The following is a summary of the questions and results. In the series of questions related to trip bookings, the top two areas of concern noted from the 413 responses were;

- wait time on the phone (66 responses), and
- no or poor trip availability (30 responses).

In the series of questions related to travelling on the bus, the top two areas of concern noted were;

- poor driving/concern for safety (14 responses), and
- poor customer service (eight responses).

In the series of questions related to sharing concerns, the hours paratransit operates and paratransit eligibility, these were the top three areas of concern noted;

- hours paratransit operates (18 responses),
- reporting concerns (six responses), and
- passenger eligibility (six responses).

Customers were asked what were the top two things they like best about paratransit. The top five responses were:

1. Operators – 146
2. Door to door assistance – 100
3. Staff – 55
4. Reliability/dependability – 54
5. Bus is on time - 43

Customers were asked what were the top two things they would like to see paratransit improve. The top five responses were:

1. Nothing – 95
2. Shorten the length of time to book a trip – 55
3. Provide more service – 46
4. Provide better trip times – 34
5. Address operator concerns (e.g. driving too fast on rough roads) – 31

The last area that the survey asked customers about their interest in using low floor buses. Paratransit encourages passengers to use conventional transit for trips whenever possible. This frees up more trips on paratransit for others and allows greater flexibility for the passenger when travelling. Of the responses received, 136 (or 33 per cent) stated that they were interested in or already using low floor buses.

Customers were asked about their barriers to using low floor bus service. The top five responses were:

1. Disability/mobility – 50
2. Can't get to the bus stop – 46
3. Already use transit – 42
4. Need assistance – 20
5. Not easy to navigate or learn – 19

As a follow-up to the customer surveys, the Paratransit Branch hosted a customer workshop on October 28, 2017, to receive further feedback and to develop solutions around several areas including trip bookings and encouraging more customers to use low floor buses. In addition, several other customers who could not attend submitted written responses to the workshop questions. Some of their suggestions included hiring more staff to answer telephone calls, allowing passengers to text trip bookings, encouraging more passengers to email or leave messages for trip bookings, and start allowing advance trip bookings prior to 9:00 a.m. and past 8:00 p.m. Suggestions for encouraging the use of low floor buses on conventional transit included; training people how to use conventional transit, simplifying bus learning tools (make a video or workbook), holding information sessions to help caregivers understand conventional transit, promoting the success stories of people who have learned to use conventional transit, adding more benches at bus stops, and expanding service on Sunday nights.

Paratransit is developing an action plan to address areas where customer concerns were noted. The highest priority will be improving the time it takes to make trip bookings and providing

times that better meet customer needs. Staff have also been engaged on this issue and have developed a list of suggestions to improve phone wait times and provide better bookings. This will involve a series of process improvements and changes. The City's telephone system "Telax" allows Paratransit to measure phone wait times and dropped calls to assess if improvements are being made.

The survey results from organizations were not as favourable as the individual survey results. Paratransit will be meeting with organizations later this year to determine how we can provide better service to them.

The demand for paratransit currently exceeds capacity. However, reducing the number of denied trips has been a top priority in 2017. As a result, 99.76 per cent of all trips requested in advance were accommodated in 2017. In 2018, Paratransit intends to maximize the use of taxis to provide trips, increase scheduling efficiency, leverage technology, and encourage the use of conventional transit as ways bringing paratransit closer to the goal of accommodating all trips requested. A new initiative in 2018 is a pilot travel training program which will teach some paratransit passengers how to use conventional transit.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

Enhancing paratransit service helps achieve the transportation goals and policies in *Design Regina*, the City of Regina's Official Community Plan (OCP) and specifically, "Goal 2: Public Transit: Elevate the role of Public Transit" in Section D3.

Policy 5.13: Maximize the accessibility of the conventional transit system while ensuring the paratransit system meets the needs of those unable to use the conventional system.

Other Implications

None with respect to this report.

Accessibility Implications

Paratransit is a lifeline for people requiring the service. Any improvements made to paratransit will positively impact quality of life for passengers experiencing disabilities who require the service.

COMMUNICATIONS

Paratransit will communicate highlights of the customer engagement results to passengers in its spring 2018 newsletter and will work with Communications to share the results with the broader public. Paratransit will continue to provide updates to customers on the progress of the recommendations and will solicit further feedback as required.

DELEGATED AUTHORITY

The recommendation contained in this report requires City Council approval.

Respectfully submitted,

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE

A handwritten signature in black ink, appearing to read 'Ashley Thompson', followed by a period.

Ashley Thompson, Secretary

APPENDIX A

Paratransit Customer Stakeholder Survey

Please read each statement, then tell us how much you agree with each one. Select only ONE answer for each statement.

If you don't know the answer, select the "Not Applicable" option and move to the next statement.

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	Not Applicable	Total Responses
The length of time I spend on the phone to book a trip is acceptable.	163 (39.5%)	159 (38.5%)	47 (11.4%)	24 (5.8%)	20 (4.8%)	413
The booking clerks give me good customer service.	315 (76.3%)	73 (17.7%)	11 (2.7%)	2 (0.5%)	12 (2.9%)	413
The trips that I request are available.	199 (48.2%)	143 (34.6%)	32 (7.7%)	9 (2.2%)	30 (7.3%)	413
The way for booking, changing and cancelling trips works for me.	278 (67.3%)	94 (22.8%)	13 (3.1%)	9 (2.2%)	19 (4.6%)	413
When I leave a message or make an email booking, paratransit gets back to me within 24 hours.	206 (49.9%)	57 (13.8%)	9 (2.2%)	7 (1.7%)	134 (32.4%)	413
	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	Not Applicable	Total Responses
The drivers give me good customer service.	363 (87.9%)	39 (9.4%)	4 (1.0%)	0 (0.0%)	7 (1.7%)	413
The drivers give me the help I need getting on and off the bus.	374 (90.6%)	27 (6.5%)	5 (1.2%)	1 (0.2%)	6 (1.5%)	413
I feel safe and comfortable while riding on the bus.	357 (86.4%)	30 (7.3%)	8 (1.9%)	3 (0.7%)	15 (3.6%)	413
	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	Not Applicable	Total Responses
I feel comfortable sharing concerns about paratransit.	307 (74.3%)	67 (16.2%)	6 (1.5%)	4 (1.0%)	29 (7.0%)	413
The hours that paratransit runs work for me.	303 (73.4%)	63 (15.3%)	22 (5.3%)	5 (1.2%)	20 (4.8%)	413
Paratransit is used by the people who need it.	328 (79.4%)	41 (9.9%)	8 (1.9%)	2 (0.5%)	34 (8.2%)	413
	Yes	No	Didn't Answer			Total Responses
Are you interested in using fixed route transit for some of your trips?	136 (32.9%)	236 (57.1%)	41 (10%)			413

APPENDIX B

Paratransit Organization Stakeholder Survey

Please read each statement, then tell us how much you agree with each one. Select only ONE answer for each statement.

If you don't know the answer, select the "Not Applicable" option and move to the next statement.

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	Not Applicable	Total Responses
The length of time my organization spends on the phone to book a trip is acceptable.	2 (16.7%)	4 (33.3%)	3 (25.0%)	1 (8.3%)	2 (16.7%)	12
The booking clerks give my organization good customer service.	7 (58.3%)	3 (25.0%)	1 (8.3%)	0 (0.0%)	1 (8.3%)	12
The trips that my organization requests are available.	5 (41.7%)	5 (41.7%)	0 (0.0%)	0 (0.0%)	2 (16.7%)	12
The way for booking, changing and cancelling trips works for my organization.	2 (16.7%)	9 (75.0%)	1 (8.3%)	0 (0.0%)	0 (0.0%)	12
When my organization leaves a message or makes an email booking or fax booking, paratransit gets back to my organization within 24 hours.	6 (54.5%)	3 (27.3%)	1 (9.1%)	0 (0.0%)	1 (9.1%)	11
	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	Not Applicable	Total Responses
The drivers give paratransit customers good service.	6 (54.5%)	4 (36.4%)	1 (9.1%)	0 (0.0%)	0 (0.0%)	11
The drivers give paratransit customers the help they need getting on and off the bus.	4 (36.4%)	7 (63.6%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	11
Paratransit customers feel safe and comfortable while riding on the bus.	7 (63.6%)	4 (36.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	11
	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	Not Applicable	Total Responses
My organization feels comfortable sharing concerns about paratransit.	6 (54.5%)	5 (45.5%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	11
The hours that paratransit operates work for my organization.	8 (72.7%)	3 (27.3%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	11
Paratransit is used by the people who need it.	6 (54.5%)	4 (36.4%)	1 (9.1%)	0 (0.0%)	0 (0.0%)	11
	Yes	No	Didn't Answer			Total Responses
Is your organization interested in encouraging customers to use fixed-route transit for some of their trips.	2 (18.2%)	7 (63.6%)	2 (18.2%)			11



Regina Downtown Business Improvement District

Budget Presentation to City Council

March 26, 2018

Good Afternoon Members of the Mayor and City Council.

I'm Judith Veresuk, Executive Director of the Regina Downtown Business Improvement District. I am pleased to be here today on behalf of the RDBID Board of Directors to present our proposed budget for 2018.

The 2018 budget before you today, continues many of the projects and programs we started based upon the results of the Imagine Downtown Strategic Planning effort RDBID undertook in 2015.

The tremendous growth of our programs over the past eight years have required RDBID to continue to invest in programming and capital purchases to ensure the Regina community continues to embrace Downtown Regina and its businesses.

For instance, Regina Restaurant Week, which occurred in February, is now in its third year. Since its inception, the event has grown from nine participating restaurants to fourteen, we partnered with the Wingate Hotel to act as our Restaurant Week host hotel and we received a grant from Tourism Saskatchewan to promote the event in other Saskatchewan markets, including Moose Jaw, Saskatoon and Estevan. We've received positive feedback from both the participating restaurants and the diners who chose to venture out on those extremely cold Restaurant week nights.

And the Victoria Park Ice Rink was attended by over 5,500 people between January and March. This is a marked change from 2013 when we had about 1,000 attendees within the same time frame. RDBID staffs the warming hut, runs the free skate loan program, and provides assistance to skaters – whether it's showing our new Canadians how to skate or providing first aid when it's needed.

These are just two examples of how our programs have been able to grow over the years with continued investment and support – both monetary and human resource. It is this growth that we aim to continue with the projects identified in our 2018 budget.

Some of our key 2018 projects include:

- Continued installation of our wayfinding signage podiums and public realm infrastructure
- Continued focus on the City Square West pavilion project
- Additional capital purchases to support our programming at Victoria Park and City Square plaza
- Expansion of our cleaning operations with our sweeper and pressure washer
- Hiring of additional maintenance workers
- Expansion of member events like Regina Restaurant Week



A vision for downtown Regina today, and tomorrow

www.imaginedowntown.com

Regina Downtown Business Improvement District

1822 Scarth St., 2nd Floor | Regina SK S4P 2G3

p. 306.359.7541 | f. 306.359.9060

info@reginadowntown.ca | www.reginadowntown.ca

- Continued support for arts and culture downtown through our Pop Up Downtown project in partnership with the Dunlop Art Gallery, the traffic control box art program, and the cultural trailway walking tour.
- Continued support for the Game Day shuttle program to support events at Mosaic Stadium
- Production of our ever growing Cinema Under the Stars and Concert Series events
- Building key partnerships with the Regina Farmers' Market to produce Market Under the Stars
- Continued expansion of our City Square Programs and Exploration Days
- Continued growth of the Victoria Park Ice Rink Program

In closing, to support these projects, as well as many others that I have not mentioned, RDBID respectfully requests a mill rate in the amount of 0.5822 for 2018, and that a provision for assessment appeals in the amount of \$50,000 be allocated. We also request that the revenue, expenditure and transfers outlined in the 2018 budget submission be approved.

You have received a copy of our detailed budget submission. I will be happy to answer any questions you may have with respect to our budget.

Thank you.

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Regina Downtown Business Improvement District - 2018 Budget

RECOMMENDATION

- . That City Council approve the 2018 Regina Downtown Business Improvement District budget as detailed in Appendix A.
- . That City Council approve the proposed 2018 levy for Regina Downtown Business Improvement District of 0.5822 mills to be applied to current commercial property within the Regina Downtown Business Improvement District.

CONCLUSION

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 \$1,333,400 for approval.

BACKGROUND

The purpose of this report is to submit Regina Downtown's 2018 Budget. Regina Downtown Business Improvement District members fund 100% of these costs through fees paid, which are collected by the City of Regina. The proposed 2018 budget is included in Appendix A.

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.

Section 26 of *The Cities Act*, requires that the Business Improvement District Board submit to City Council for approval, the estimated revenues and expenditures for the current year.

DISCUSSION

Appendix A provides information on the 2018 budget submission for Regina Downtown as well as information on the programs and service provided. Revenues are down from 2017 as a result of a decrease in transfers from reserves.

Total projected revenue for the year is \$1,333,400. The proposed levy for 2018 to the Regina Downtown members is \$1,089,200 based on a levy rate of 0.5822 mills. The levy for Regina Downtown is applied to the assessment of commercial property within the BID area.

The total proposed operating expenditures are \$1,277,564 resulting in a projected surplus of \$55,834. Assessment appeals continue to pose some uncertainty for Regina Downtown. Within the projected expenditures, there is a \$50,000 provision for estimated appeal assessments. This estimate is based on information provided by the City of Regina.

The total accumulated surplus for Regina Downtown is projected to be \$778,841 for the end of 2018. This is comprised of \$382,402 in unappropriated surplus and reserves and \$396,439 in tangible capital assets. This is a projected increase of \$55,835 over 2017.

RECOMMENDATION IMPLICATIONS

Financial Implications

There are no budget implications for the City of Regina.

The proposed expenditures of \$1,277,564 for Regina Downtown are funded through the business improvement district levy and other revenue sources. The 2018 proposed levy rate for the Regina Downtown is up from the 2017 rate of 0.5708 mills.

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

Environmental Implications

None related to this report.

Policy and/or Strategic Implications

None related to this report.

Other Implications

None related to this report.

Accessibility Implications

None related to this report.

COMMUNICATIONS

A copy of this report has been provided to Regina Downtown. The Regina Downtown 2018 Budget is posted to the Regina.ca website as part of the regular process for posting material prior to a public meeting.

DELEGATED AUTHORITY

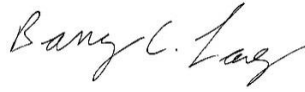
The recommendations contained in this report require City Council approval.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "June Schultz", written in a cursive style.

June Schultz, Director
Finance

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Barry C. Lacey", written in a cursive style.

Barry Lacey, Executive Director
Financial & Corporate Services

Report prepared by:
Trevor Black, Manager, Budget & Financial Services

Regina Downtown Business Improvement District

2018 Budget

Submitted to City Council
March 15, 2018

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



OUR MISSION

Regina Downtown Business Improvement District acts on behalf of our members to favourably position Downtown Regina as a unique and desirable neighbourhood for businesses and residents.

OUR VISION FOR DOWNTOWN

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



2018 BUDGET RECOMMENDATIONS

1. That the mill rate be set at 0.5822 for 2018.
2. A provision for estimated 2018 assessment appeals in the amount of \$50,000.



EXECUTIVE SUMMARY

BUDGET 2018

The Regina Downtown Business Improvement District (RDBID) 2016-2018 Strategic Plan and 5 Year Capital Plan constitute the basis for all expenditures outlined in the 2018 budget. The Board of Directors is pleased to present to City Council the proposed 2018 budget.

BUDGET SUMMARY

2018

	0.7388	0.7577	0.5708	0.5822
	2015	2016	2017	2018
	Actual	Actual	Actual	Budget
REVENUE				
Bid Levy	781,764	1,116,533	1,062,720	1,089,200
BID Expansion Area	-	-	-	-
Recovery of Assessment Appeals	-	-	-	-
Other Funding Sources	24,069	35,062	34,507	33,000
Special Projects / Grants / Sponsorship	99,700	160,780	138,579	96,350
Allocation From Unrestricted Fund Balance	48,160	-	-	114,850
Allocation From Contingency Reserve	-	-	-	-
Allocation From Capital Reserve	-	-	-	-
Total Revenue	953,693	1,312,375	1,235,806	1,333,400
EXPENDITURES				
Organization Management	514,993	567,344	706,621	527,304
Member Engagement and Services	185,616	252,364	296,998	300,660
Place Making	160,592	292,219	218,512	350,850
Business & Residential Attraction/Retention	7,941	16,889	18,789	15,500
Transformational Projects	84,320	16,514	15,875	33,250
Allocation To Unrestricted Fund Balance	-	-	-	-
Allocation To Contingency Reserve	-	-	-	-
Allocation To Capital Reserve	-	-	-	-
Provision for Assessment Appeals	231	183,802	10,564	50,000
Total Expenditures	953,693	1,329,132	1,267,359	1,277,564
Surplus (Deficit)	0	(16,757)	(31,553)	55,834



ACCUMULATED SURPLUS

	2015 Actual	2016 Actual	2017 Actual	2018 Budget
Accumulated Surplus, Beginning of the Year, as previously reported	819,476	771,316	754,559	723,006
Prior Period Adjustment	-	-		
Accumulated Surplus, Beginning of the Year	819,476	771,316	754,559	723,006
Accumulated Surplus, Beginning of the Year	819,476	771,316	754,559	723,006
<i>Unappropriated Surplus</i>	96,615	41,891	(27,902)	156,627
<i>Contingency Reserve</i>	215,000	215,000	215,000	215,000
<i>Capital Reserve</i>	256,390	256,390	256,390	69,790
<i>Investment in Tangible Capital Assets (TCA)</i>	251,471	258,035	311,071	281,589
Allocation of Annual (Deficit)/Surplus				
<i>Unappropriated Surplus</i>	(48,160)	(16,757)	(31,553)	8,375
<i>Contingency Reserve</i>	-	-	-	
<i>Capital Reserve</i>	-	-	-	47,460
Allocations to (from) Reserves				
<i>Unappropriated Surplus</i>	(6,564)	(71,597)	186,600	(114,850)
<i>Contingency Reserve</i>	-	-		
<i>Capital Reserve</i>	-	(10,217)	(186,600)	-
<i>Surplus Attributable to TCA</i>	-	-		
<i>Change in TCA Investment</i>	6,564	(81,814)	29,482	114,850
Accumulated Surplus – End of Year	771,316	754,559	723,006	778,841
<i>Unappropriated Surplus</i>	41,891	(27,902)	156,627	50,152
<i>Contingency Reserve</i>	215,000	215,000	215,000	215,000
<i>Capital Reserve</i>	256,390	256,390	69,790	117,250
<i>Investment in Tangible Capital Assets (TCA)</i>	258,035	311,071	281,589	396,439



PROPOSED CHANGES TO NET ASSETS

In 2017, planned capital expenditures will be funded through the unappropriated surplus, in the amount of \$114,850.

No change to the Contingency Reserve is proposed for 2018. In accordance with RDBID financial policies and strategic objectives, Regina Downtown capped its Contingency Reserve at \$215,000 in 2007. 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.

Should a surplus be realized at the conclusion of 2018, as per RDBID policy, 85% of the surplus will be directed to the Capital Reserve to fuel the projects identified in the 5-Year Capital Plan and to meet the Board target of \$500,000. The remaining 15% will be allocated to the unappropriated surplus balance.

PROPOSED CHANGES TO NET ASSETS

	2015 Actual	2016 Actual	2017 Budget	2017 Budget
Accumulated Surplus – Closing Balance	771,316	754,559	723,006	778,841
<i>Unappropriated Surplus</i>	41,891	(27,902)	156,627	50,152
<i>Contingency Reserve</i>	215,000	215,000	215,000	215,000
<i>Capital Reserve</i>	256,390	256,390	69,790	117,250
<i>Investment in Tangible Capital Assets</i>	258,035	311,071	281,589	396,439
Accumulated Surplus Net of TCA	513,284	443,488	441,417	382,402



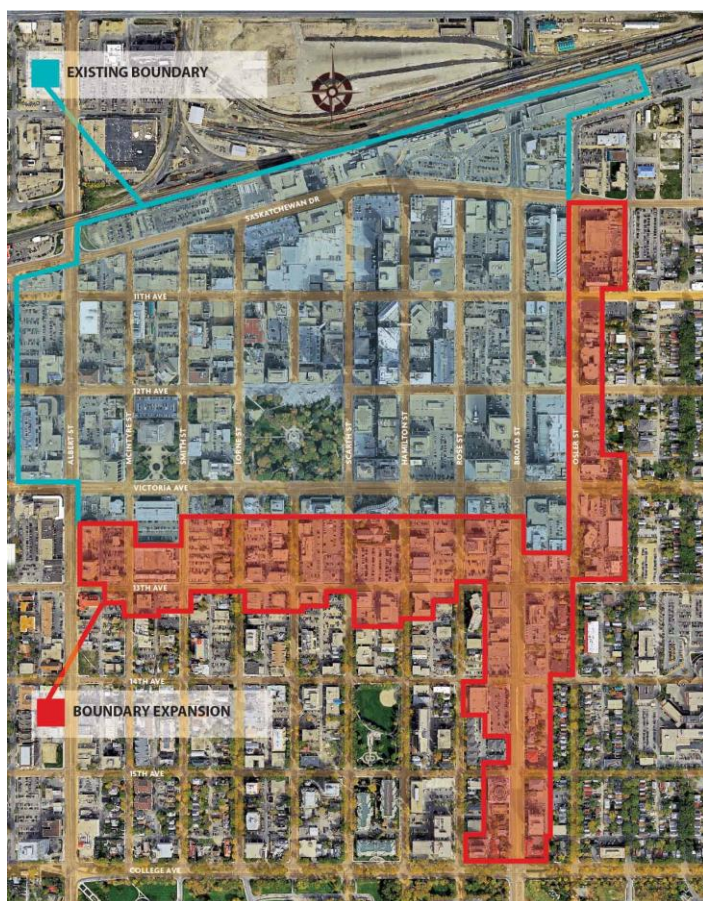
OVERVIEW OF REGINA DOWNTOWN

What is Regina Downtown?

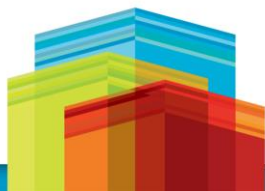
Regina Downtown is a Business Improvement District that has been in operation for over 30 years. It was created in April 1981 as an organizing and financing mechanism used by property owners to work together to promote and enhance Downtown's unique assets, improve conditions for businesses operating 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 Regina Downtown Concert Series, the Cinema Under the Stars Series and Hometown Hockey, 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



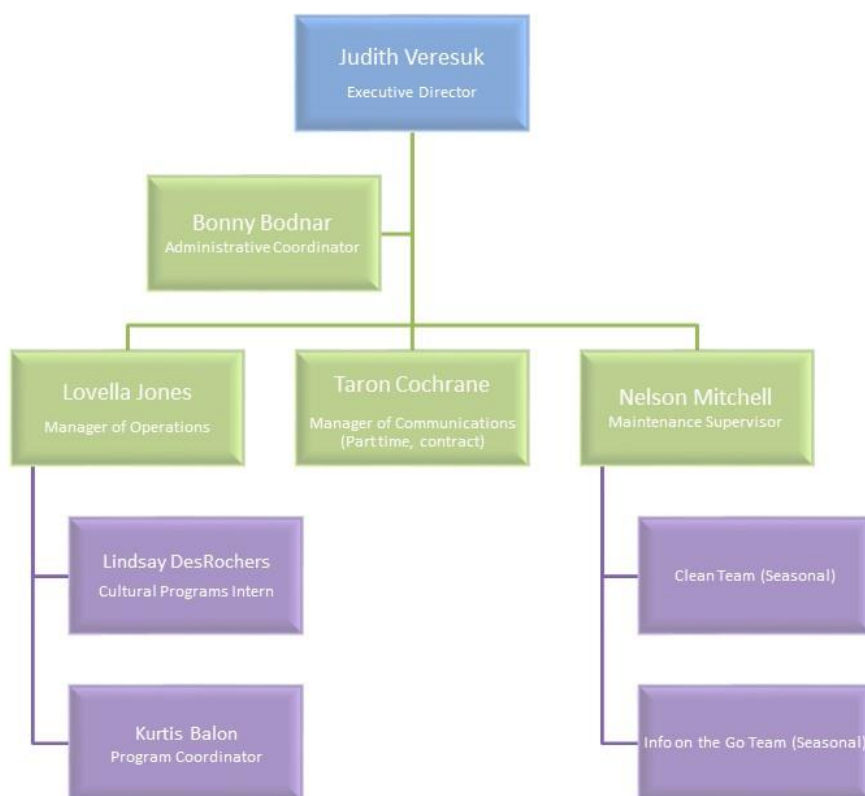
Legislation

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.

Proposed Organizational Structure (2018)



SUMMARY OF STRATEGIC PLAN 2016 - 2018

Overview

The 2016 - 2018 Strategic Plan constitute the basis for all expenditures outlined in the 2017 budget. The 2016 - 2018 Strategic Plan focuses on strategic actions that raise the profile and support a positive image of Downtown within the greater Regina community. Eleven objectives and four key pillars were identified through the strategic plan process in the fall of 2012. The strategic plan is supported by the RDBID balanced scorecard which identifies initiatives, measures and targets for success.

2016 - 2018 Strategic Plan and Balanced Scorecard

In 2012, the RDBID developed its 2013-15 three-year strategic plan, which set out goals and objectives for the RDBID, supported by concrete actions for achieving these objectives. Since that time, much has changed and evolved, in terms of Regina's downtown, and Regina as a city. As such, prior to developing a new 2016-18 three-year strategic plan, the RDBID undertook the *Imagine Downtown* public engagement initiative.

Over the late spring and summer months of 2015, through a variety of focus groups, facilitated conversations, town hall sessions, and online and on-street surveys that collectively gathered input and ideas from *over 1,600 individuals*, the RDBID engaged with Regina citizens and stakeholders to explore their experiences and perspectives, and better understand their view of the downtown today and their hopes for the downtown tomorrow.

The Imagine Downtown initiative has shown us a public with a positive, optimistic tone and an unrelenting focus on solutions and ideas, who views challenges as opportunities, and encourages others to believe in Regina downtown's future and its potential to continue to evolve into something truly great. The insights, information and perspectives gained through these efforts have been used to inform the development of this strategic plan, and will help shape RDBID programs, activities, capital investments and advocacy work in Regina's downtown. The specific objectives that emerged from the Imagine Downtown process include:

Our Key Pillars

- P1. Membership Engagement Services
- P2. Place-making
- P3. Investment Growth
- P4. Transformational Projects and Downtown Advocacy

Outcomes for Our Stakeholders

- S1. "RDBID provides member services that enhance my downtown business."
- S2. "RDBID creates a welcoming environment to improve public perception and foster citizen pride in the downtown."
- S3. "RDBID creates a welcoming environment in the downtown, making it a preferred location for investors."
- S4. "RDBID advocates among our community partners for continuous improvement and positive change in the downtown."

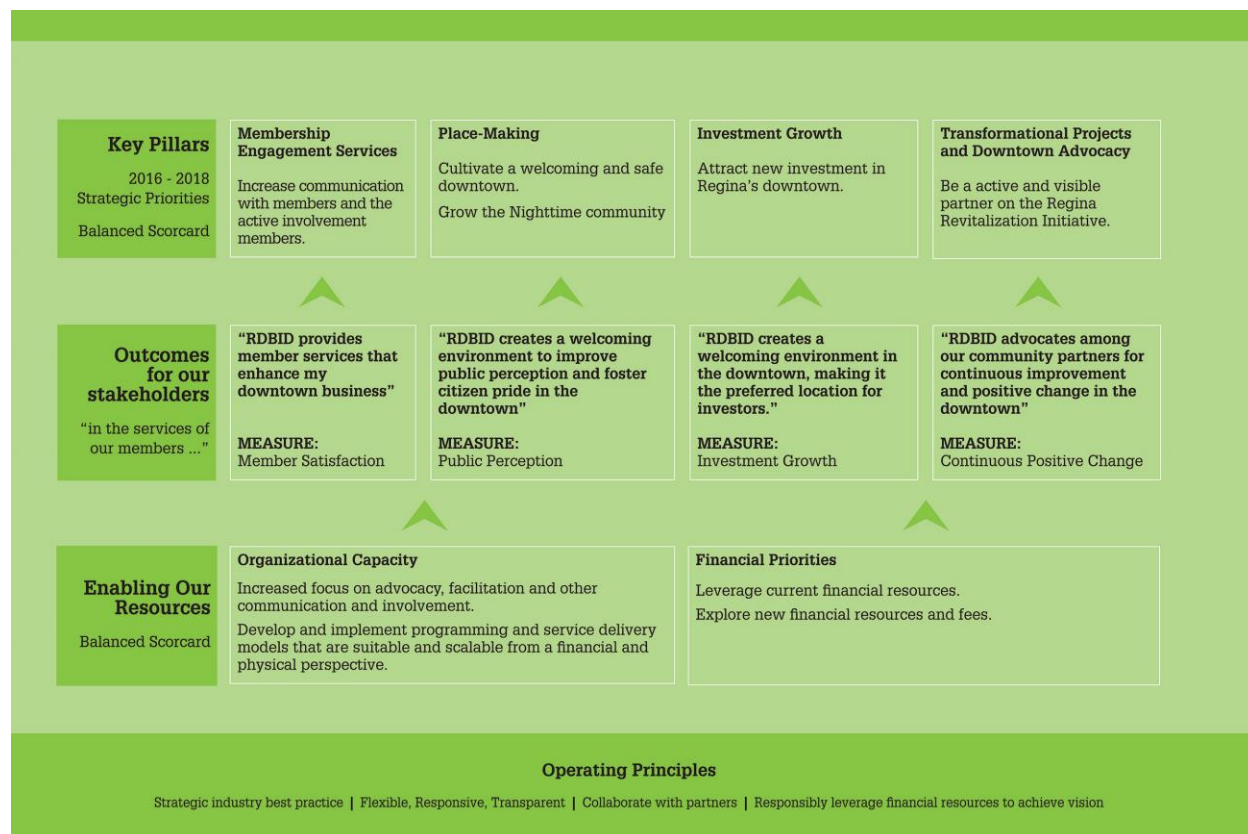
Enabling Our Resources

- O1. Increased focus on advocacy, facilitation and other communication and involvement.
- O2. Develop and implement programming and service delivery models that are suitable and scalable from a financial and physical perspective.
- F1. Leverage current financial resources.
- F2. Explore new financial resources and fees.



RDBID Strategy Map 2016 - 2018

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.



SUMMARY OF 2018 INITIATIVES

Great momentum has been generated by the development of the Imagine Downtown Strategic Plan, the continued implementation of the Regina Downtown Neighbourhood Plan, and renewed interest and investment in Downtown. It is imperative for the BID to strategically align its objectives with broader initiatives undertaken by the City and investments being made by other key stakeholders.

The key pillars of the organization are not intended to be comprehensive in scope. They are designed to complement other initiatives as a means to ensuring the fulfillment of the vision established in the *2016 – 2018 Strategic Plan*. Regina Downtown seeks to build strong partnerships in both the public and private sectors and collaborate with the City of Regina in order to enhance investment in Downtown.

P1 Member Engagement and 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.

2018 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
- Facilitate an outreach program with various agencies working within downtown Regina

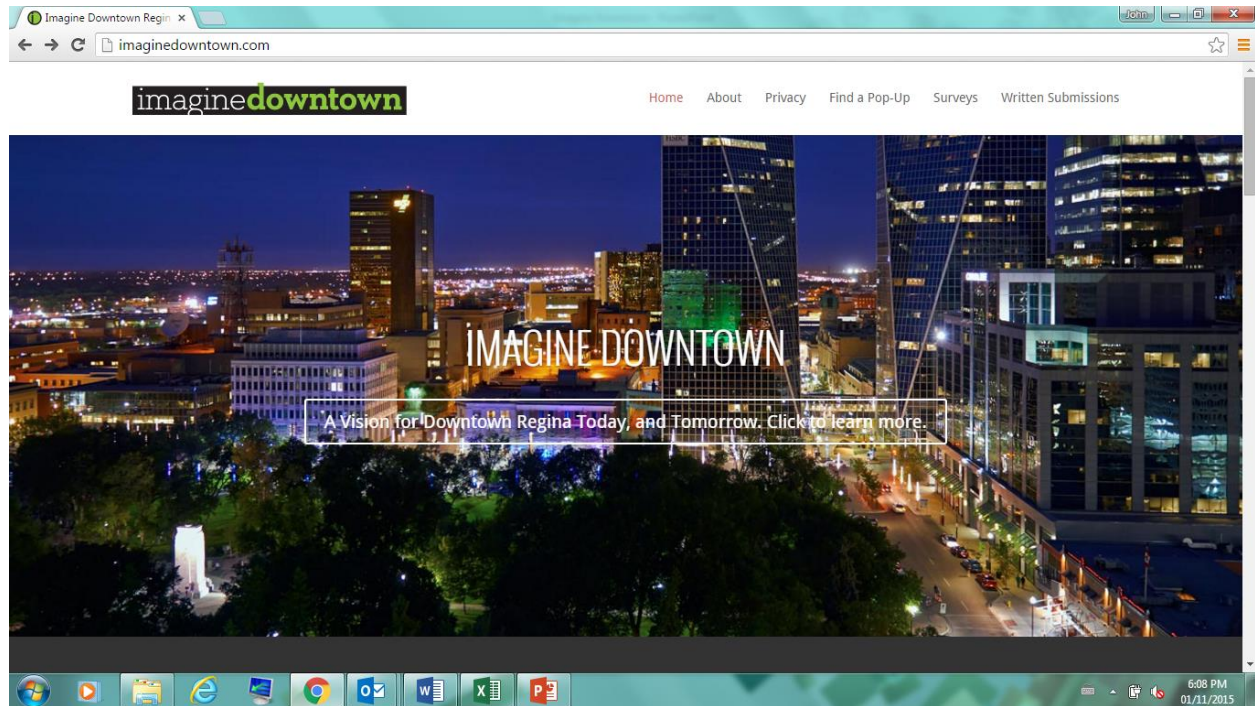


Objective:

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

2018 Initiatives:

- Continue to maintain and update the RDBID website and member database.
- Continued member outreach through Downtown Dialogues, member reception, member visits and social media efforts
- Produce and distribute promotional materials including RDBID newsletter, maps, dining guide, annual report, strategic plan, downtown report and business recruitment material
- Launch downtown advertising campaign to promote a vibrant downtown



P2 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.

2018 Initiatives:

- Continue to produce Cinema Under The Stars and Regina Downtown Summer Concert Series
- Partner with the Regina Farmers' Market to produce the Market Under the Stars event
- Expand and enhance the City Square Program 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
- Connect events and festivals with local businesses
- Advocate for growth of new festivals



Objective:

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

2018 Initiatives:

- Implementation of the Downtown Regina Visual Image Strategy – wayfinding signage
- Install additional seasonal lights
- Implement various downtown cultural projects including, Pop Up Downtown, Downtown Regina Cultural Trailway, Traffic Control Box Art Program and downtown murals
- Construct the West Pavilion at City Square Plaza



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.).

2018 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



P3 Business and Residential Attraction & Retention

Goal:

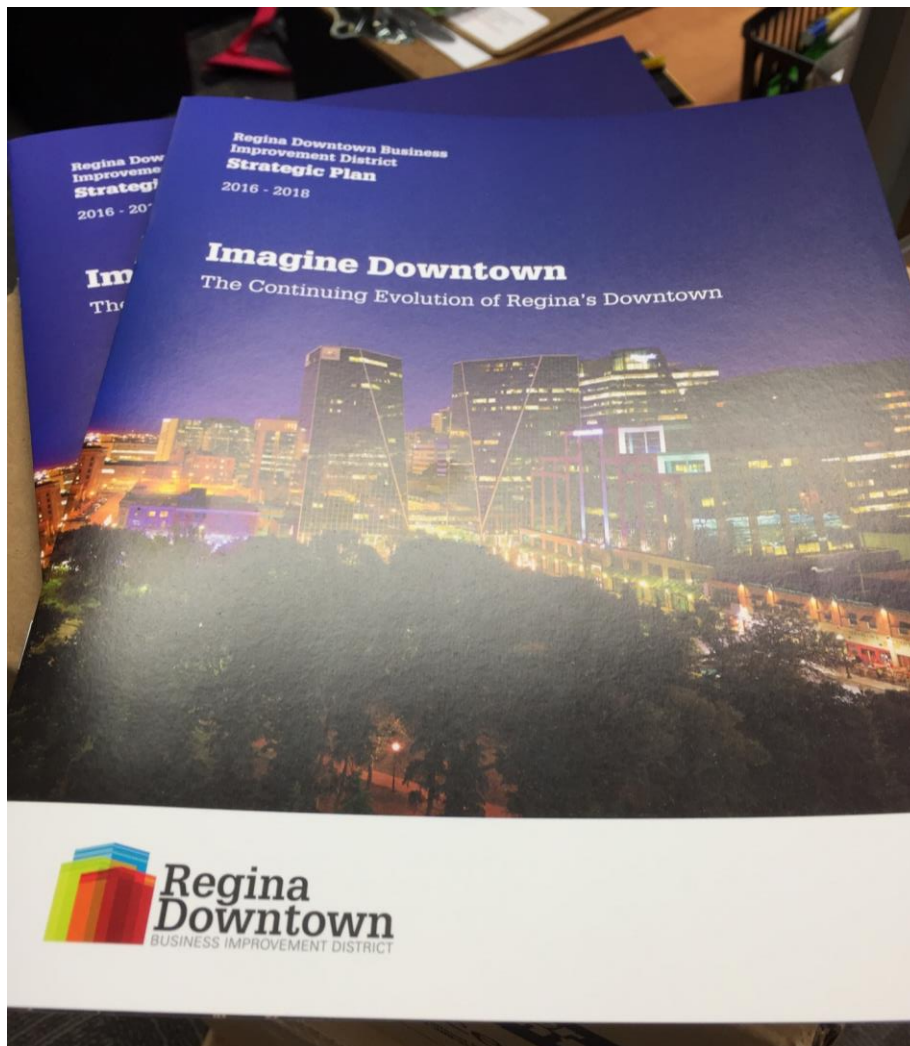
To establish Downtown as a highly desirable, unique neighbourhood within Regina where residents, businesses, niche retail, and entrepreneurship thrive.

Objective:

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

2018 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



P4 Key Role in Transformational Projects

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.

2018 Initiatives:

- Develop the new three-year strategic plan update supported by community and member engagement
- Complete the West Pavilion project and seek third-party funding partners
- Ensure timely consensus on response to key issues
- Continue to develop and disseminate official policy positions on a variety of identified issues
- Invest in independent evaluation of advocacy work to assess impact



2018 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 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. For 2018, it is recommended that the mill rate of 0.5822 is applied to the current commercial property assessment. This will provide sufficient revenue to fund all planned operating and capital expenditures in 2018. Total revenue generated from the levy is estimated to be \$1,089,200.

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 \$50,000 is recommended in 2018.

Other Funding

In 2018, other funding will come from special membership fees from partner organizations. These partnerships will inject funding support through monetary partnership contributions.

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 2018, our goal is to secure grants and sponsorship in the amount of \$96,350. This revenue will be used to sustain and enhance a number of special events and projects including the *Holiday Parking Promotion*, the *Summer Stage and Concert Series*, and the *Cinema Under the Stars Series*.

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.

Based on RDBID's Strategic Plan goals and the number of capital projects (both private and public) that will be underway over the next five years, RDBID has adopted a Capital Reserve Savings Plan. As these projects come to fruition in the coming years, the Capital Reserve funding will ensure that RDBID remains an active partner in enhancing the Downtown environment.

In order to undertake the planned 2018 capital initiatives, a transfer of \$114,850 from the unappropriated surplus will be required.



2018 BUDGET - Revenue Projections

2018 BUDGET - REVENUE

	2015 Actual	2016 Actual	2017 Actual	2018 Budget
ASSESSMENT				
Bid Levy	781,764	1,116,533	1,062,720	1,089,200
Adjustments (Board of Revision, etc.)	-	-	-	-
Recovery of Assessment Appeals	-	-	-	-
Sub-total	781,764	1,116,533	1,062,720	1,089,200
OTHER FUNDING				
Special Membership Fees	21,069	28,622	28,757	30,000
Office and Equipment Rental	-	-	-	-
Other	3,000	6,440	5,750	3,000
Sub-total	24,069	35,062	34,507	33,000
SPECIAL PROJECTS				
Sponsorship & Advertising Sales	20,150	23,000	33,410	36,000
Grants	79,550	137,780	105,169	60,350
Sub-total	99,700	160,780	138,579	96,350
TRANSFERS				
Allocation from the Unappropriated Surplus	48,160	0	0	114,850
Sub-total	48,160	0	0	114,850
REVENUE TOTAL	953,693	1,312,375	1,235,806	1,333,400



2018 BUDGET - Expense Overview

2018 BUDGET - EXPENSES

	2015 Actual	2016 Actual	2017 Actual	2018 Budget
ORGANIZATION MANAGEMENT				
General Operating and Personnel	463,182	505,643	539,921	523,804
Investment in Equipment	-	-	-	3,500
Amortization	51,811	61,701	71,587	-
Capital Contribution to City of Regina	-	-	95,113	-
Sub-total	514,993	567,344	706,621	527,304
MEMBER ENGAGEMENT AND SERVICES				
Communications	29,522	42,351	82,327	62,000
Advertising	12,077	34,116	24,145	30,000
Publications	6,159	5,373	1,749	1,500
Downtown Maintenance	51,530	108,645	119,807	116,385
Downtown Ambassador Services	86,328	61,879	68,970	90,775
Sub-total	185,616	252,364	296,998	300,660
PLACE-MAKING				
Events and Programming	112,407	139,506	125,676	191,000
Neighbourhood Enhancements	14,446	118,771	27,462	131,850
Special Projects	33,739	33,942	65,374	28,000
Sub-total	160,592	292,219	218,512	350,850
BUSINESS & RESIDENTIAL ATTRACTION & RETENTION				
Business Research and Initiatives	7,941	16,889	18,789	15,500
Residential Research and Initiatives	-	-	-	-
Sub-total	7,941	16,889	18,789	15,500
TRANSFORMATIONAL PROJECTS				
Project Support	84,320	16,514	15,875	33,250
Sub-total	84,320	16,514	15,875	33,250
PROVISION FOR ASSESSMENT APPEALS	231	183,802	10,564	50,000
EXPENSE TOTAL	953,693	1,329,132	1,267,359	1,277,564





Good Evening Mayor and Council

My name is Leasa Gibbons and this is my first time before council as the new Executive Director for Warehouse District. On behalf of our board of directors, I'm excited to present our 2018 budget.

This year we're developing our new comprehensive Strategic Plan that will take us through 2021. The Warehouse District is asking for a 3% BID levy increase in 2018 to support that plan as well as the many exciting events and initiatives coming this year.

The Regina's Warehouse BID was formed back in 2003, but this will be the first year it's had a full time staff, myself as ED and Dee Kitsch as our Marketing Coordinator. We also plan to bring in additional student staff for the summer and fall leveraging federal grants.

Those students will help support some of the placemaking events coming this year like the District's first participation in Doors Open which takes place all across Canada and will highlight the district's heritage buildings and their importance for the future along with our second annual Warehouse Tailgate Party. Regina's Warehouse District will also have, for the first time, a game day shuttle for transport to and from stadium events and Rider games.

As some of you know, I worked with the Regina Downtown BID for 6 years. Downtown and Warehouse are now actively working together to share resources and know-how (after all we're only separated by a couple of train tracks.) Earlier this month, the two districts co-presented a Tactical Urbanism Workshop and brought both district boards together for governance training. In September of this year, both districts will work together to present Park(ing) Day where we take parking spaces and re-imagine them into temporary park spaces.

I wanted to talk for a moment about the Tactical Urbanism Workshop—which also saw attendance by BID representatives from Saskatoon and Moose Jaw. The focus of the Workshop was short term action to inspire long term change. We held the workshop in the old sears bargain centre, which is also known as Centennial Mall and, by the way, is celebrating being a century old this year. Our feature speaker at the workshop was Harold Madi. Harold is the head of Stantec's Canadian Urban Places Group and served as director of urban design for the City of Toronto.

During some of his downtime from the workshop, Harold had taken a drive through the Warehouse District, and he was telling me how amazing the buildings were and the huge potential he can see in the district. This is something myself and the residents and businesses of Warehouse already know.

But we need to make sure more stakeholders, businesses and investors understand the opportunities within the Warehouse District and we're currently developing business recruitment study and materials that will help achieve that goal.

A few other points I want to mention are:

- We value our working relationship with the North Central Family Centre and their collaboration with our Warehouse Clean Up Crew, providing jobs for four individuals that help keep the Warehouse District clean during the summer.
- Speaking of keeping things clean, we are working on a pilot project to install Warehouse garbage cans along Dewdney Avenue and other high pedestrian traffic areas.

The Warehouse BID will continue our advocacy work on behalf of our members. And we hope to build an even stronger relationship with the City of Regina because we have a lot of important items on our to do list, and that includes: crosswalks, the railyard renewal project, adaptive reuse of buildings and investment into infrastructure.

Thank you. I'd be happy to take any questions at this time.

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Regina's Warehouse Business Improvement District - 2018 Budget

RECOMMENDATION

1. That City Council approve Regina's Warehouse Business Improvement District's (RWBID) 2018 budget as detailed in Appendix A.
2. That City Council approve the proposed 2018 levy for Regina Warehouse Business Improvement District of 0.48928 mills to be applied to current commercial property within the Regina Downtown Business Improvement District.

CONCLUSION

Under *The Cities Act*, City Council is required to approve the proposed budget for Regina's Warehouse Business Improvement District. Regina's Warehouse has submitted an operating budget of \$349,524 for approval.

BACKGROUND

The purpose of this report is to submit the Regina's Warehouse Business Improvement District's 2018 Budget for approval. A copy of the proposed budget for 2018 is included in Appendix A.

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.

DISCUSSION

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.

The attached budget submission provides information on the proposed revenues, expenditures, vision and priorities of the RWBID. Points to note about the budget include:

- The total budget for 2018 expenditures is \$349,524 funded through net revenues of \$349,524.
- The proposed mill rate for 2018 is 0.48928

- Assessment appeals pose some uncertainty for RWBID. Operating revenues are reduced by \$6,471 to estimate the potential loss in revenue as a result of assessment appeals, based on information provided by the City of Regina.

The total reserves for Regina Warehouse is projected to be \$329,752 for the end of 2018. This is comprised of \$329,752 in the capital reserve and \$0 in the operating reserve. This is an overall decrease of \$69,507 over the 2017 unaudited results.

RECOMMENDATION IMPLICATIONS

Financial Implications

There are no budget implications for the City.

The proposed budget for 2018 expenditures of \$349,524 is fully funded through the RWBID levy and other sources of funding. The 2018 proposed levy rate for the Warehouse Business Improvement District is up from the 2017 rate of 0.47503.

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

Environmental Implications

None related to this report.

Policy and/or Strategic Implications

None related to this report.

Other Implications

None related to this report.

Accessibility Implications

None related to this report.

COMMUNICATIONS

A copy of this report has been provided to the RWBID. If approved by City Council, the mill rate for the RWBID will be posted on Regina.ca.

DELEGATED AUTHORITY

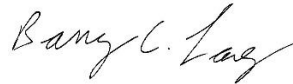
The recommendations contained in this report require City Council approval.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "June Schultz", with a long horizontal flourish extending to the right.

June Schultz, Director
Finance

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Barry Lacey", with a long horizontal flourish extending to the right.

Barry Lacey, Executive Director
Financial & Corporate Services

Report prepared by:
Trevor Black, Manager, Budget & Financial Services

Regina's Warehouse Business Improvement District



2018 Proposed Budget

March 2018

EXECUTIVE SUMMARY

Overview:

For the first time since its inception in 2003 as the Regina Old Warehouse District, the Regina's Warehouse Business Improvement District (RWBID) has a full time executive director and marketing coordinator. This is a significant step in support of the core services of marketing, community development, and cleanliness while allowing for more dedicated advocacy of the district. The additional goal of forming a working partnership with the neighboring Regina Downtown Business Improvement District is now possible, and well under way.

While core services remain at the forefront in 2018, the RWBID will develop new projects and programming that will be key in promoting awareness of Warehouse as well as drawing in visitors. Funding of these projects will be a mix of the current year's operating budget, grants, sponsorship and partially through accumulated reserves.

The RWBID has an obligation to support not only its over 550 business members but to preserving the heritage of the district itself. This year, we celebrate the 100th anniversary of the Centennial Market building while also witnessing the rebirth of the venerable Weston Bakery Building as an exciting new retail center and food market. Over 29 heritage warehouses, built in the style of the Chicago School of Architecture, remain in the District today. Repurposing these century old brick and steel bastions of heritage ensures these structures remain strong well into the future while respecting their cultural significance as a reflection of our past.

Regina's Warehouse Board of Directors approved the 2018 Budget on February 13, 2018 with an increase of 3% to the mill rate. The increase was vital for the support of events highlighting the uniqueness of the District, increased awareness through a focused marketing strategy, and the creation of business recruitment resources. An updated comprehensive strategic plan will also be undertaken and established in 2018 setting the RWBID's course for the next three years.

BUDGET RECOMMENDATIONS

- 1.) That the mill rate be set at 0.48928 for 2018
- 2.) A provision for estimated 2018 assessment appeals in the amount of \$6,471



BUDGET SUMMARY

	2016 Budget Audited	2017 Budget (unaudited)	2018 Budget
REVENUE			
Property Tax Levy (net)	\$ 246,885	\$ 248,224	258,848
Less: Allowance for property appeals	\$ (2,477)	\$ (6,206)	\$ (6,471)
Grants-in-Lieu	\$ -	\$ -	\$ -
Grants	\$ -	\$ -	\$ -
Capital Reserve	\$ -	\$ 15,000	\$ 69,507
Festivals/Special Events	\$ 260	\$ -	\$ 8,000
CanSask Grant	\$ -	\$ -	\$ 2,400
Canada Summer Jobs Grant	\$ -	\$ -	\$ 9,240
Sponsorship - Warehouse Tailgate	\$ -	\$ -	\$ 8,000
TOTAL REVENUE	\$ 244,668	\$ 257,018	\$ 349,524

EXPENSES			
Administration	\$ 78,342.00	\$ 151,638.00	\$ 215,994
Identity/Marketing	\$ 44,963.00	\$ 55,394.00	\$ 47,700
Community Development	\$ 16,262.00	\$ 16,986.00	\$ 37,580
Business Development	\$ 14,058.00	\$ 33,000.00	\$ 41,000
Advocay	\$ -	\$ -	\$ 7,250
TOTAL EXPENDITURES	\$ 153,625.00	\$ 257,018.00	\$349,524
EXCESS REVENUE OVER EXPENDITURES	\$ 93,772.00	\$ -	\$ 0
Less: Provision for Appeals			
NET SURPLUS (DEFICIT)	\$ 93,772.00	\$ -	\$ 0

ALLOCATIONS TO RESERVES

TOTAL CAPITAL RESERVE	\$ 342,628	\$ 414,259	\$ 399,259
TOTAL OPERATING RESERVE	\$ 71,631	\$ -	\$ -
TOTAL CAPITAL RESERVE WITHDRAWALS	\$ -	\$ (15,000)	\$ (69,507)
TOTAL CAPITAL & OPERATING RESERVES	\$ 414,259	\$ 399,259	\$ 329,752



Vision:

The following is the Vision, Mission and Guiding Principles from the 2015 – 2018 Strategic Plan

Warehouse District Vision

Regina's Warehouse District is a vibrant, growing and welcoming community where people live, work in and experience an attractive and distinct setting where design matters.

Warehouse District Mission

The mission of the BID is to enhance and showcase, to promote and market and to facilitate and rejuvenate the Warehouse District.

Guiding Principles

- 1. Cooperate and collaborate with neighbouring communities while seeking and respecting the opinions of stakeholders.*
- 2. Promote a diversity of uses that support and encourage sustainable development and stewardship of community resources and assets.*

As specified in the BID Bylaw, the purpose of the Warehouse District is:

To encourage the development of a vibrant and prosperous Warehouse District by improving the area's appearance and image, promoting and marketing the area, and undertaking initiatives and projects that facilitate the ongoing rejuvenation and redevelopment of the area.

Long Term Plan Goals - the targets to get us to our vision

1. Urban Design - to work with the City of Regina to encourage a Master Plan that balances social, cultural, economic and environmental opportunities.
2. Retail and Commercial - to foster growth and revitalization of amenities and services by branding and marketing the Warehouse District.
3. Streetscapes – to foster activity on streets by providing pedestrian-friendly environments
4. Green Space – to increase green space in the Warehouse District by encouraging plants and parks
5. Heritage – to protect and revitalize the historical character of the District by working with government, developers and businesses



2018 Budget Revenues:

Overview:

The levy on property owners continues to be the largest single source of revenue. However, the Board seeks to leverage those funds through grants, project partners, and other revenue generating opportunities. In 2010 an increase in the mill rate to 0.9785 was approved. This change was a re-alignment as result of the 2009 Tax Reassessment which had reduced the BID levy. The 2010 mill rate returned the BID levy to levels prior to the Tax Reassessment. The 2018 budget reflects a 3% increase.

History of the BID Mill Rate:

2004 - 0.930

2005 - 1.13 (increased to cover decrease in total assessment)

2006 - 1.13

2007 - 1.3107 (this moved us to the same Mill rate as Regina Downtown BID)

2008 - 1.3107 (levy amount to the BID was \$152,540)

2009 - 0.8809

2010 – 0.9785 (0.8809 would have reduced the levy to the BID to \$137,334 as a result of the Tax Reassessment)

2011 – 0.9785

2012 – 0.9785

2013- 0.7587

2014 – 0.7587

2015 – 0.7588

2016- 0.7588

2017- 0.47503 Reassessment Year – Property Values went up, BID Levy went down

2018-0.48928

2018 Revenue Projections:

	2016 Budget Audited	2017 Budget (unaudited)	2018 Budget
REVENUE			
Property Tax Levy (net)	\$ 246,885	\$ 248,224	258,848
Less: Allowance for property appeals	\$ (2,477)	\$ (6,206)	\$ (6,471)
Grants-in-Lieu	\$ -	\$ -	\$ -
Grants	\$ -	\$ -	\$ -
Capital Reserve	\$ -	\$ 15,000	\$ 69,507
Festivals/Special Events	\$ 260	\$ -	\$ 8,000
CanSask Grant	\$ -	\$ -	\$ 2,400
Canada Summer Jobs Grant	\$ -	\$ -	\$ 9,240
Sponsorship - Warehouse Tailgate	\$ -	\$ -	\$ 8,000
TOTAL REVENUE	\$ 244,668	\$ 257,018	\$ 349,524

Notes:

- 1) Grants or funding will be sought to assist with programs and summer students
- 2) Funds drawn from the Capital Reserve will be used to support the strategic plan, business recruitment efforts along with capital investments into computer and camera equipment



2018 BUDGET - EXPENSE OVERVIEW

	2016 Audited	2017 Budget	2018 Budget
EXPENSES			
ADMINISTRATION			
General Operating and Personnel	\$ 78,342	\$ 151,638	\$ 210,994
Investment in Equipment	\$ -	\$ -	\$ 5,000
Sub-total	\$	\$ 151,638	\$ 215,994
IDENTITY & MARKETING			
Communications	\$ -	\$ 4,550	\$ 23,700
Advertising & Promotion	\$ 34,697	\$ 30,844	\$ 7,000
Events	\$ -	\$ 5,000	\$ 17,000
Streetscaping		\$ 15,000	\$ -
Sub-total	\$ 34,697	\$ 55,394	\$ 47,700
COMMUNITY DEVELOPMENT			
Neighbourhood Programming	\$ 5,337	\$ 5,750	\$ 29,580
Warehouse Maintenance	\$ 8,102	\$ 8,736	\$ 8,000
Streetscaping	\$ 2,823	\$ 2,500	
Sub-total	\$ 16,262	\$ 16,986	\$ 37,580
BUSINESS DEVELOPMENT			
Amortization	\$ 12,808	\$ -	\$ -
Business Research and Initiatives	\$ 1,250	\$ 25,000	\$ 10,000
Planning	\$ -	\$ -	\$ 21,500
Events	\$ -	\$ 8,000	\$ 9,500
Sub-total	\$ 14,058	\$ 33,000	\$ 41,000
ADVOCACY			
Amortization	\$ -	\$ -	\$ -
Special Projects	\$ -	\$ -	\$ 7,250
Sub-total	\$ -	\$ -	\$ 7,250
PROVISION FOR APPEALS	\$ 2,477	\$ 6,206	\$ 6,471
EXPENSE TOTAL	\$153,625	\$263,224	\$355,995



March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Out-of-Scope 2018 General Wage Increase

RECOMMENDATION

That Out-of-Scope employees receive a 1.00% General Wage Increase for 2018 retroactive to January 1, 2018.

EXECUTIVE COMMITTEE – MARCH 14, 2018

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

Mayor Michael Fougere, Councillors: Jason Mancinelli (Chairperson), Lori Bresciani (Teleconference), Sharron Bryce, John Findura, Jerry Flegel (Teleconference), Bob Hawkins, Joel Murray, Andrew Stevens and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at the PRIVATE session of its meeting held on March 14, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That Out-of-Scope employees receive a 1.00% General Wage Increase for 2018 retroactive to January 1, 2018.
2. That this report be forwarded to the March 27, 2018 meeting of City Council.

CONCLUSION

Approving the recommendation that Out-of-Scope (OOS) employees receive a 1.00% General Wage Increase (GWI) effective January 1, 2018 will:

- Help to ensure OOS compensation for City of Regina (City) employees remains competitive within appropriate markets.
- Supports the City's need to attract, recruit and retain high-valued OOS employees.

BACKGROUND

OOS employees receive GWI as part of an annual assessment unlike those of in-scope employees whose negotiated salary settlements are typically achieved for a three-year period. The table below compares City in-scope settlements with OOS.

Table 1 - Recent City of Regina GWI increases

Jurisdiction	2015	2016	2017	2018
CUPE Local 21	3.00%	1.90%	1.90%	1.90%
CUPE Local 7	3.00%	1.90%	1.90%	1.90%
IAFF Local 181*	3.00%			
ATU Local 588	3.00%	2.00%	2.00%	2.00%
CMM**	3.00%	2.00%	2.00%	
OOS***	3.00%	2.00%	** 1.50%	Recommended 1.00%

* The IAFF Local 181 Collective Bargaining Agreement expired December 31, 2015.

** Current CMM Collective Bargaining Agreement expired December 31, 2017.

*** The Executive Leadership Team (ELT) did not accept a GWI in 2017.

DISCUSSION

City Administration has historically sought approval of single year general wage increases for OOS as part of the annual budget process. A one-year recommendation allows the City to review compensation levels for OOS employees on an annual basis, taking into consideration local market conditions and outcomes with in-scope employees.

Recommendation: Implement a 1.00% GWI in 2018 for OOS employees.

Table 2 below provides expected Western Canadian settlements and is drawn from a number of research organizations.

Table 2 - Increases to Salary Structures (Non-Union employees only):

Source	Projected 2018 Increases				
	Regina	Saskatoon	SK	AB	MB
Korn Ferry/Hay Group*	0.9	1.1	1.5%	.09%	1.30%
Morneau Shepell*			1.60%	1.30%	1.50%
Normandin Beaudry*			1.80%	1.70%	1.80%

*Both private & public. Includes Os

With the decline of the Saskatchewan economy and severe fiscal restraint mandated by the Government of Saskatchewan, it is expected there may be a salary freeze for all OOS government and Crown Corporation employees for 2018.

A 1.00% increase balances both external and internal factors. For example, a general downward trend to the Saskatchewan economy combined with the need to maintain compensation differentiation between OOS and in-scope employees.

Approving this GWI provides the following benefits to the City:

- Maintains the separation between OOS employee wages and CMM wages.
- A one-year recommendation (2018), allows the City to review and reconfirm compensation levels for OOS employees on an annual basis, taking into consideration local market conditions and negotiated increases for all bargaining units.

RECOMMENDATION IMPLICATIONS

Financial Implications

The City Budget for 2018 was calculated with a 1.00% GWI, therefore there are no financial implications to this recommendation. A 1.00% GWI for 239 OOS employees would cost approximately \$265,000.

Environmental Implications

None with respect to this report.

Strategic Implications

There are strategic implications related to this recommendation:

- Balances organizational interests in provincial context.
- Assists in our goal to attract and retain high performers.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

As in past years, once approved, the City Manager will issue a general communication to all OOS staff.

DELEGATED AUTHORITY

The recommendations contained in this report require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE

A handwritten signature in black ink, appearing to read 'J. Nicol', is positioned above a horizontal line.

Jim Nicol, Secretary

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Delegation of Authority for Tax Agreement

RECOMMENDATION

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- MARCH 14, 2018**

1. That City Council delegate authority to the Executive Director of City Planning and Development or their delegate to finalize and approve a five-year agreement with the Government of Saskatchewan for collection and distribution of education property taxes as further described in this report.
2. That City Council delegate authority to the Executive Director, City Planning and Development or their delegate to extend the initial five-year agreement on similar terms for a further five years should the terms continue to be satisfactory to the City of Regina.
3. That the City Clerk be authorized to execute the agreement with the Government of Saskatchewan in a form approved by the City Solicitor.

EXECUTIVE COMMITTEE – MARCH 14, 2018

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

Mayor Michael Fougere, Councillors: Jason Mancinelli (Chairperson), Lori Bresciani (Teleconference), Sharron Bryce, John Findura, Jerry Flegel (Teleconference), Bob Hawkins, Joel Murray, Andrew Stevens and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on March 14, 2018, considered the following report from the Administration:

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- FEBRUARY 14, 2018**

1. That City Council delegate authority to the Executive Director of City Planning and Development or their delegate to finalize and approve a five-year agreement with the Government of Saskatchewan for collection and distribution of education property taxes as further described in this report.
2. That City Council delegate authority to the Executive Director, City Planning and Development or their delegate to extend the initial five-year agreement on similar terms for a further five years should the terms continue to be satisfactory to the City of Regina.
3. That the City Clerk be authorized to execute the agreement with the Government of Saskatchewan in a form approved by the City Solicitor.
4. That this report be submitted to the March 26, 2018 City Council meeting for approval.

EXECUTIVE COMMITTEE – FEBRUARY 14, 2018

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

Mayor Michael Fougere, Councillors: Lori Bresciani (Chairperson), Sharron Bryce, Jerry Flegel (Teleconference), Bob Hawkins, Jason Mancinelli, Mike O'Donnell, Andrew Stevens and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at the PRIVATE session of its meeting held on February 14, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That City Council delegate authority to the Executive Director of City Planning and Development or their delegate to finalize and approve a five-year agreement with the Government of Saskatchewan for collection and distribution of education property taxes as further described in this report.
2. That City Council delegate authority to the Executive Director, City Planning and Development or their delegate to extend the initial five-year agreement on similar terms for a further five years should the terms continue to be satisfactory to the City of Regina.
3. That the City Clerk be authorized to execute the agreement with the Government of Saskatchewan in a form approved by the City Solicitor.
4. That this report be submitted to the March 14, 2018 public session of the Executive Committee meeting and March 26, 2018 City Council meeting for approval.

CONCLUSION

As a result of legislative changes, the City of Regina (City) must end its existing arrangement with the school boards for collection and remittance of education property taxes and replace this with a new arrangement with the Government of Saskatchewan (Government). *The Education Property Tax Act* and *The Education Property Tax Regulations* now require that education property taxes be paid directly to the Government. However, this legislation permits the Government and the City to enter into an agreement for the collection and remittance of education property taxes. In this regard, the Administration is negotiating an agreement with the Government, which is to be effective January 1, 2018 for a period of five years and then after which may be renewed for a further five years. This agreement is similar to the arrangement the City previously had with the school boards. The Administration seeks the approval of City Council to delegate authority to the Executive Director of City Planning and Development to approve the agreement, including the authority to later renew the agreement.

BACKGROUND

Historically, education property taxes have been paid by the City directly to the Regina Public School Board and the Regina Separate School Board. The City had a letter of understanding with both school boards regarding collection and payment of education property taxes. Under this arrangement, the City paid the school boards the levy as billed. This meant the boards were paid the full levy even if it was not collected by the City. The City retained an administration fee of 1.8 per cent of the levy and all interest and penalties collected, as well as, any revenue from tax enforcement land sales or leases.

Under the new legislation, taxes are required to be remitted to the Government directly and an administration fee is no longer able to be charged.

DISCUSSION

The Education Property Tax Act (Act) which was passed on April 27, 2017 governs the calculation, collection and payment of education property taxes. *The Education Property Tax Regulations* (Regulations) which were passed at the end of December 2017 set out the details as to the collection and payments of education property taxes including the ability to enter into agreements with the Government. This legislation came into effect on January 1, 2018.

The Act and Regulations require the City to collect and remit education property taxes directly to the Government. Section 6 of the Act and Section 12 of the Regulations allow for the City to enter into an agreement with the Government to do the following: establish penalties for non-compliance; rules regarding the abatement or exemption of school taxes or tax arrears; the process for collecting school tax arrears; how payments will be made to the Government; a deadline for submission of payments to the Government; rules for adjustment of revenue; terms

or conditions with respect to the continuation, amendment or termination of the agreement; and any other provisions the municipality and the Government agree would be necessary or beneficial for the agreement.

Administration is working with the Government to establish an agreement that will allow the City to continue to use current processes of paying and reporting education property taxes similar to the arrangement the City had with the school boards.

In summary, the Agreement with the Government provides for the following:

- The City will provide the Government with the full amount of the education property taxes that are levied;
- The City will remit the education property taxes to the Government on a monthly basis based on the previous year's collection pattern. This amount will be reconciled with the actual amount levied at the end of the year;
- In exchange for providing the Government with the full levy; the City will receive the benefit of retaining all penalties and interest collected by the City (normally the interest and penalties would be shared with the Government) and the City will retain all revenue received through the tax enforcement process including revenue received on the sale or lease of any land;
- The City will not be required to separately record and report on interest and penalties for the education property taxes as the interest and penalties will be retained by the City;
- The City will remit grants in lieu of property tax to the Government in the month after they are received.
- The amount of the education property taxes paid will be adjusted to account for any assessment appeal losses or wins.
- Exemptions, abatements, cancellations, reductions, refunds or deferrals of education property taxes will be administered in accordance with the Act, sections 9, 10, and 11 of the Regulations, and *The Cities Act*.

With the exception of the administration charge and exemptions, the above mirrors the arrangement that the City has had with the school boards for decades. Sections 9, 10, and 11 of the Regulations outline the conditions under which the City can exempt, abate, cancel, reduce, refund or defer education property taxes. The City must provide exemptions in accordance with the Regulations.

While the agreement would result in the City taking on the collection risk, this is not new as this coincides with the previous arrangement with the school boards. This collection risk has historically been low due to the City's efficient collection efforts. The benefits of retaining the interest and penalties collected is sufficient to offset the collection risk. Further, the City is legislated to collect outstanding taxes and arrears on behalf of the Government. If no agreement

is in place, the City would bear the administrative costs of collections, without the benefit of retaining the penalties.

If the City does not enter into an agreement with the Government, significant changes will have to be made to the assessment and taxation system to meet legislative requirements. The Act outlines penalties for non-compliance and the City could incur financial penalties if it is unable to meet the requirements.

Because of this, as well as the ongoing benefits the City has received under its previous arrangement with the school boards, the Administration recommends proceeding with an agreement with the Government.

RECOMMENDATION IMPLICATIONS

Financial Implications

The new legislation does not allow for an administration fee to be charged for any services or duties required as part of the Act. Previously an administration fee of 1.8 per cent of the education property tax levy was charged to the school boards for services provided. This reduction in revenue has been reflected in the 2018 budget. The 2017 administration fee was \$2,380,385.

For the same reasons it is preferable to enter into an agreement with the Government-the current systems do not function in the manner required to report education property tax levies and penalties as outlined in legislation-it is not feasible to determine the exact financial impact of not entering into this agreement.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

None with respect to this report.

Other Implications

Changes to legislation are beyond the control of the City. *The Education Property Tax Act* and *The Education Property Tax Regulations*, came into effect January 1, 2018. If the City does not enter into an agreement with the Government, it must comply with the legislation. Current systems do not allow compliance and the City may be subject to financial penalties.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

None with respect to this report.

DELEGATED AUTHORITY

The recommendations contained in this report require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE

A handwritten signature in black ink, appearing to read 'Jim Nicol', is written above a horizontal line.

Jim Nicol, Secretary

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Delegation of Authority for Tax Agreement – Regina Roman Catholic Separate School
Division No. 81

RECOMMENDATION

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- MARCH 14, 2018**

1. That City Council delegate authority to the Executive Director, City Planning and Development or their delegate to finalize and approve a five-year agreement with the Regina Roman Catholic Separate School Division No.81 for collection and distribution of separate school education property taxes as further described in this report.
2. That City Council delegate authority to the Executive Director, City Planning and Development or their delegate to extend the initial five-year agreement on similar terms for a further five years should the terms continue to be satisfactory to the City of Regina.
3. That the City Clerk be authorized to execute the agreement with the Regina Roman Catholic Separate School Division in a form approved by the City Solicitor.

EXECUTIVE COMMITTEE – MARCH 14, 2018

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

Mayor Michael Fougere, Councillors: Jason Mancinelli (Chairperson), Lori Bresciani (Teleconference), Sharron Bryce, John Findura, Jerry Flegel (Teleconference), Bob Hawkins, Joel Murray, Andrew Stevens and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on March 14, 2018, considered the following report from the Administration:

RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- FEBRUARY 14, 2018

1. That City Council delegate authority to the Executive Director, City Planning and Development or their delegate to finalize and approve a five-year agreement with the Regina Roman Catholic Separate School Division No.81 for collection and distribution of separate school education property taxes as further described in this report.
2. That City Council delegate authority to the Executive Director, City Planning and Development or their delegate to extend the initial five-year agreement on similar terms for a further five years should the terms continue to be satisfactory to the City of Regina.
3. That the City Clerk be authorized to execute the agreement with the Regina Roman Catholic Separate School Division in a form approved by the City Solicitor.
4. That this report be submitted to the March 26, 2018 City Council meeting for approval.

EXECUTIVE COMMITTEE – FEBRUARY 14, 2018

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

Mayor Michael Fougere, Councillors: Lori Bresciani (Chairperson), Sharron Bryce, Jerry Flegel (Teleconference), Bob Hawkins, Jason Mancinelli, Mike O'Donnell, Andrew Stevens and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at the PRIVATE session of its meeting held on February 14, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That City Council delegate authority to the Executive Director, City Planning and Development or their delegate to finalize and approve a five-year agreement with the Regina Roman Catholic Separate School Division No.81 for collection and distribution of separate school education property taxes as further described in this report.
2. That City Council delegate authority to the Executive Director, City Planning and Development or their delegate to extend the initial five-year agreement on similar terms for a further five years should the terms continue to be satisfactory to the City of Regina.
3. That the City Clerk be authorized to execute the agreement with the Regina Roman Catholic Separate School Division in a form approved by the City Solicitor.
4. That this report be submitted to the March 14, 2018 public meeting of the Executive Committee and the March 26, 2018 City Council meeting for approval.

CONCLUSION

This report contains the additional information received after report E18-1: Delegation of Authority for Tax Agreement was written.

The Regina Roman Catholic Separate School Division No.81 (RCSD) passed a bylaw enabling it to determine its own separate school division tax. As per *The Education Property Tax Act* (Act), if a separate school division determines its own separate school division tax, the municipality collecting the tax on its behalf must remit the taxes directly to that school division.

The agreement outlined in E18-1 will not cover the City of Regina's (City) obligations for taxes collected on behalf of and remitted to the RCSD. In addition to the agreement outlined in E18-1, administration will negotiate an agreement with the RCSD that will mirror the agreement with the Government of Saskatchewan (Government) for the collection and remittance of education property taxes. The Administration seeks the approval of City Council to delegate authority to the Executive Director of City Planning and Development to approve the agreement, including the authority to extend the agreement for a further five years.

BACKGROUND

As discussed in E18-1, *The Education Property Tax Act* (Act) governs the calculation, collection and payment of education property taxes. *The Education Property Tax Regulations* (Regulations) set out the details for the collection and payment of the taxes. This legislation came into effect on January 1, 2018.

The Act permits separate school divisions to pass a bylaw and to determine their own separate school division tax. Section 10(2) of the Act outlines the requirements for the collection and remittance of the separate school division tax if it is determined.

On January 16, 2018, the City received notice that the RCSD passed a bylaw enabling it to determine its own separate school division tax. This was done in accordance with the Act and means that, if a separate school division tax is determined by the RCSD, the City will collect and remit the separate school education property taxes directly to the RCSD as outlined in the legislation unless an agreement between the City and the RCSD is reached.

DISCUSSION

If a separate school division tax is determined administration will work with the RCSD to establish an agreement that will mirror the agreement with the Government outlined in E18-1. It is intended that the proposed agreement will allow the City to continue to use current processes of paying and reporting separate school education property taxes to the RCSD.

In summary, the Agreement with the RCSD would provide for the following:

- The City will provide the RCSD with the full amount of the education property taxes that are levied on their behalf;

- The City will remit the education property taxes to the RCSD on a monthly basis based on the previous year's collection pattern. This amount will be reconciled with the actual amount levied at the end of the year;
- In exchange for providing the RCSD with the full levy; the City will receive the benefit of retaining all penalties and interest collected by the City (normally the interest and penalties would be shared with the RCSD) and the City will retain all revenue received through the tax enforcement process including revenue received on the sale or lease of any land;
- The City will not be required to separately record and report on interest and penalties for the education property taxes as the interest and penalties will be retained by the City;
- The City will remit grants in lieu of property tax to the RCSD in the month after they are received;
- The amount of the education property taxes paid will be adjusted to account for any assessment appeal decisions;
- Exemptions, abatements, cancellations, reductions, refunds or deferrals of education property taxes will be administered in accordance with the Act, sections 9, 10, and 11 of the Regulations, and *The Cities Act*.

With the exception of the administration charge and exemptions, the above mirrors the arrangement that the City has had with the school boards for decades.

The benefits, risks and implications of entering into an agreement with the RCSD are the same as those discussed in E18-1 for the recommended Agreement with the Government. In summary, if the City does not enter into an agreement with the RCSD, it must comply with the legislation. Current systems do not allow compliance and the City may be subject to financial penalties; therefore, the Administration recommends proceeding with an agreement with the RCSD.

RECOMMENDATION IMPLICATIONS

Financial Implications

The new legislation does not allow for an administration fee to be charged for any services or duties required as part of the Act. Previously an administration fee of 1.8 per cent of the education property tax levy was charged to the school boards for services provided. The total 2017 administration fee to the school boards was \$2,380,385, \$738,347 of which was charged to the RCSD. This reduction in revenue has been reflected in the 2018 budget.

For the same reasons it is preferable to enter into an agreement with the Government, (the current system does not function in the manner required to report education property tax levies and penalties as outlined in legislation) it is not feasible to determine the exact financial impact of not entering into this agreement.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

None with respect to this report.

Other Implications

Changes to provincial legislation are beyond the control of the City. *The Education Property Tax Act* and *The Education Property Tax Regulations* came into effect January 1, 2018. If a separate school tax is determined and the City does not enter into an agreement with the RCSD, it must comply with the legislation. The current tax and assessment system does not allow compliance and the City may be subject to financial penalties.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

None with respect to this report.

DELEGATED AUTHORITY

The recommendations contained in this report require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Jim Nicol, Secretary

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Areas 1 & 17 Drainage Improvement Project – Issue and Award Request for Proposal

RECOMMENDATION

**RECOMMENDATION OF THE PUBLIC WORKS AND INFRASTRUCTURE
COMMITTEE - March 8, 2018**

1. That City Council delegate authority to the Executive Director of Transportation & Utilities to initiate the process to engage consulting and professional engineering services for all phases of the Areas 1 & 17 Drainage Improvement Project.
2. That City Council delegate authority to the Executive Director of Transportation & Utilities to negotiate, award, and enter into contract with the highest ranked proponent from each public procurement process.
3. That City Council authorize the City Clerk to execute the contract with the highest ranked proponent(s) upon approval of the Executive Director of Transportation and Utilities or designate.

PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE - MARCH 8, 2018

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

Councillors: Sharron Bryce (Chairperson), Jason Mancinelli, Andrew Stevens and Barbara Young were present during consideration of this report by the Public Works and Infrastructure Committee.

The Public Works and Infrastructure Committee, at its meeting held on March 8, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That City Council delegate authority to the Executive Director of Transportation & Utilities to initiate the process to engage consulting and professional engineering services for all phases of the Areas 1 & 17 Drainage Improvement Project.

2. That City Council delegate authority to the Executive Director of Transportation & Utilities to negotiate, award, and enter into contract with the highest ranked proponent from each public procurement process.
3. That City Council authorize the City Clerk to execute the contract with the highest ranked proponent(s) upon approval of the Executive Director of Transportation and Utilities or designate.
4. That this report be forwarded to the March 26, 2018 meeting of City Council for approval.

CONCLUSION

This report presents the Administration's plan to implement drainage improvements in Master Plan Drainage Areas 1 & 17 (Areas 1 & 17) in an efficient and cost-effective manner. The Administration is planning to issue and award a Request for Proposals (RFP) for engineering services for this project. City Council's authority is required by *The Regina Administration Bylaw No. 2003-69, Schedule D, Section 7* to issue and award the RFP, as the consultant's fees are expected to exceed \$500,000.

BACKGROUND

Areas 1 & 17 are located in central Regina, adjacent to each other. The approximate boundaries stretch from Campbell Street on the west side, to MacDonald Street on the east side, and from McKinley Avenue on the north side, to Victoria Avenue on the south side (See Appendix A).

In 2016, the *Pre-Design of Master Plan Drainage Areas 1 and 17 (Pre-design Study)* was completed. The objective of the plan was to analyze the existing drainage system and develop a cost-effective storm system improvement plan (Improvement Plan) for Areas 1 & 17. This Improvement Plan would guide the design and construction of the drainage improvement works contemplated for the study area. The *Pre-design Study* confirmed that significant and widespread drainage deficiencies exist within the study area, which contribute to elevated flood damage risk. The study results showed that over a quarter of the study area is covered by some water in the 1:2 year storm event (minor storm) and over half of the study area is covered by some water in the 1:25 year storm event (major storm). During a major storm event, the rainwater overloads the aging storm and domestic sewer system, leading to sewer backup, reduces traffic flow on major streets and threatens to inundate commercial and residential properties.

It was concluded that because the drainage issues within Areas 1 & 17 are so significant and widespread, it was necessary to limit the amount of effort dedicated to each particular problem area during the *Pre-design study*. This allowed the *Pre-design study* to review all areas within the study area and make some improvement recommendations. Many improvement strategies were

developed, but many more need to be investigated to ensure the improvements are as widespread as possible and provide the highest cost/benefit ratio. To achieve a detailed understanding of all the problem areas and potential solution strategies, further analysis beyond the scope of the *Pre-design Study* would need to be undertaken.

DISCUSSION

The Administration remains committed to developing and implementing the Improvement Plan. To deliver on this commitment, the Administration will undertake the Areas 1 & 17 Drainage Improvement Project. This is a multi-year project that is strategically divided into the following phases:

Phase 1 - Development of the Improvement Plan

In this phase, findings from the *Pre-design Study* will be reviewed using the updated city-wide stormwater model to determine the existing level of service and flood damage risk within Areas 1 & 17. Known problem areas such as the northeast corner of Area 17, southeast corner of Area 1 and Core Neighbourhood will be targeted (See Appendix A). Relief options for the problematic 7th Avenue trunk will also be investigated. Improvement options and strategies, both system-wide and localized, will be evaluated at a more detailed level and prioritized based on a cost/benefit analysis. This analysis will lead to the completion of the Improvement Plan, which will recommend drainage improvements. These improvements will be prioritized to advance to detailed design and construction in order to improve the overall level of service of the stormwater system. Once the Drainage Improvement Plan is completed the future phase of work will be the implementation of the Drainage Improvement Plan

Phase 2 - Detailed Design and Construction of Drainage Improvement Location 1

In this phase, drainage improvement location 1 from the Improvement Plan will be advanced to the detailed design and construction stages. Pending the outcome of the Improvement Plan, drainage improvement location 1 may be a stand-alone localized improvement or the first stage of a multi-year system-wide improvement.

Phase 3 - Detailed Design and Construction of Drainage Improvement Location 2

In this phase, drainage improvement location 2 from the Improvement Plan will be advanced to the detailed design and construction stages.

All subsequent phases of the project will be a continuation of implementing drainage improvements from the Improvement Plan at the detailed design and construction stages. Due to the significant and widespread drainage deficiencies in Areas 1 & 17, it is expected that a number of drainage improvements will come out of the Improvement Plan.

The Administration requires the services of a consulting engineering firm to carry out the Areas 1 & 17 Drainage Improvement Project. The successful proponent will be appointed to provide engineering services for all phases of this project with an initial upset fee established for only Phase 1. The commission of subsequent phases of work is dependent on satisfactory performance of the previous phase of work and funding approval. In the event that the appointment is terminated, another public procurement process will be initiated to seek a consulting engineering firm to complete the project.

The Administration requests City Council's approval to delegate authority to the Executive Director of Transportation & Utilities, to initiate the process to engage consulting and professional engineering services for all phases of the Areas 1 & 17 Drainage Improvement Project. The Administration also requests City Council's approval to delegate authority to the Executive Director of Transportation & Utilities to negotiate, award and enter into contract with the highest ranked proponent from each public procurement process.

The engineering service fees for this commission are expected to exceed \$500,000; therefore, City Council's approval is required to engage consulting and professional engineering services for this project as required by *The Regina Administration Bylaw No. 2003-69, Schedule D, Section 7*.

RECOMMENDATION IMPLICATIONS

Financial Implications

Funding in the amount of \$1,000,000 was approved for drainage improvements in Areas 1 & 17 in the 2018 Utility Capital Budget. Funding for future phases of this project, as identified through this commission, will be requested through future budget submissions and are anticipated in the long-term Utility Model.

Environmental Implications

Completion of this project will mitigate flood risks within Areas 1 & 17. Mitigating flood risks will reduce the amount of stormwater runoff entering the sanitary system and help reduce the frequency and intensity of future wastewater bypasses and sewer backups. This will have a positive effect on the environment and downstream users.

Policy and/or Strategic Implications

This project is consistent with the *Design Regina, Official Community Plan (OCP)*, as it will support Section D4-Infrastructure Goal 4 Section 6.11 "Support runoff infiltration and retention by: continuing to reduce the incidence of water runoff being directed to the sanitary system". Additionally, improvements to our financial viability will be made through collaboration with

the underground infrastructure and the road program and will ultimately reduce cost from a whole life cycle perspective.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

None with respect to this report.

DELEGATED AUTHORITY

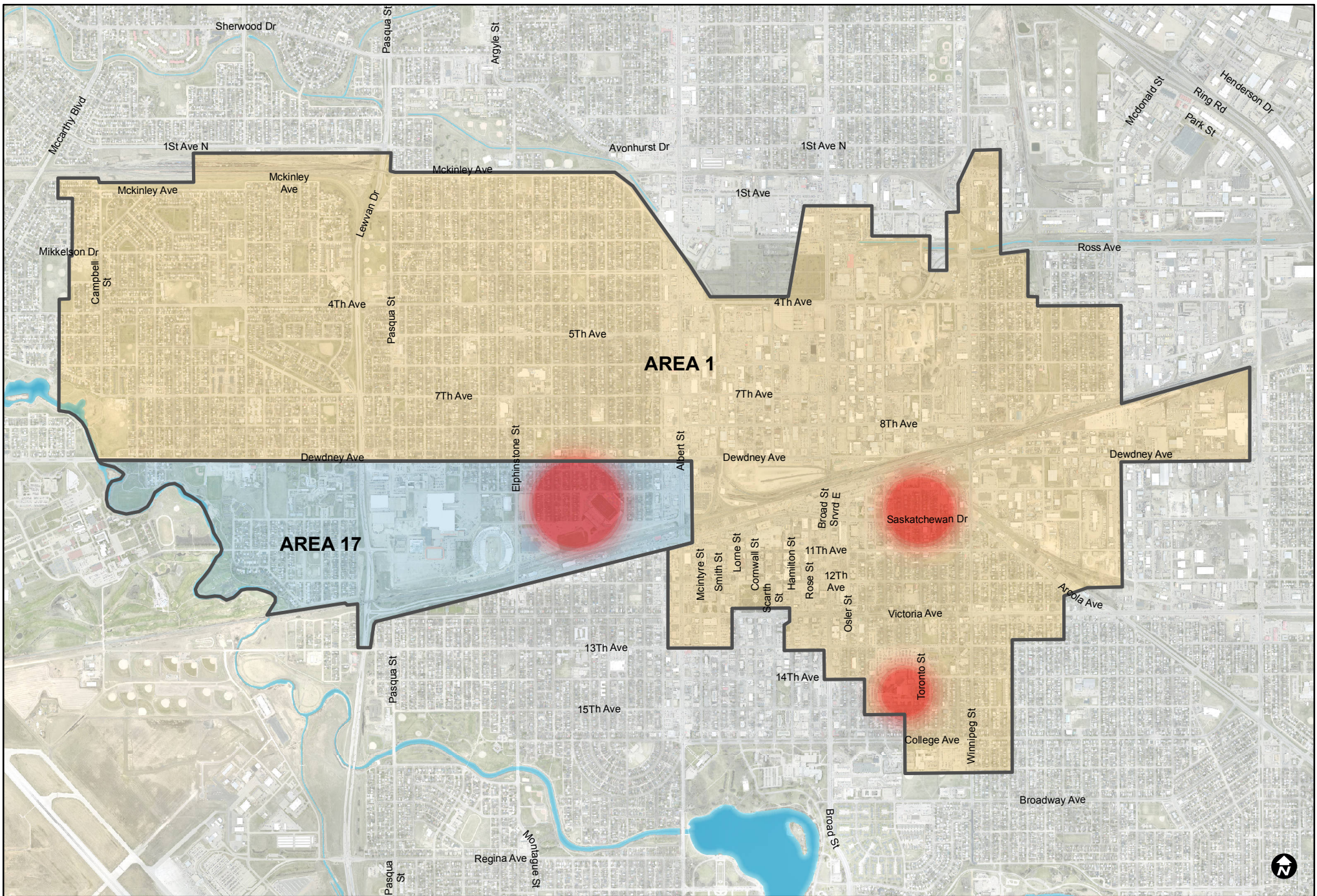
The recommendations contained in this report require City Council approval.

Respectfully submitted,

PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE

A handwritten signature in blue ink, appearing to read "Kristina Gentile", enclosed in a thin blue rectangular border.

Kristina Gentile, Secretary



- Area 1
- Area 17
- Known Problem Areas

Areas 1 & 17

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Discretionary Use Application (17-DU-17) Off-Site Caveated Parking Lot - 1573
McDonald Street

RECOMMENDATION

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
–MARCH 7, 2018**

That the Discretionary Use application for an Off-Site Caveated Parking Lot located at 1573 McDonald Street, being Lots 22, 23, and 24, Block 43, Plan No. AS1601 be approved, and that a Development Permit be issued subject to the following conditions:

- a. The development is conditional on a parcel tie of the subject lots being registered on the titles prior to the issuance of a discretionary use development permit.
- b. The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.1a inclusive, prepared by Brad Dayton Drafting & Design and dated October 19, 2017.
- c. The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.

REGINA PLANNING COMMISSION – MARCH 7, 2018

Johnny Liao, representing 3J Holdings, addressed the Commission.

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

Recommendation #2 does not require City Council approval.

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

The Regina Planning Commission, at its meeting held on March 7, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That the Discretionary Use application for an Off-Site Caveated Parking Lot located at 1573 McDonald Street, being Lots 22, 23, and 24, Block 43, Plan No. AS1601 be approved, and that a Development Permit be issued subject to the following conditions:
 - a. The development is conditional on a parcel tie of the subject lots being registered on the titles prior to the issuance of a discretionary use development permit.
 - b. The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.1a inclusive, prepared by Brad Dayton Drafting & Design and dated October 19, 2017.
 - c. The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
2. That this report be forwarded to the March 26, 2018 meeting of City Council for approval.

CONCLUSION

The applicant proposes to use part of the property at 1573 McDonald Street for Off-Site Caveated Parking Lot for a proposed Recreational Service Facility located at 1560 McAra Street. A total of 24 parking stalls are proposed to be provided off-site.

The property requiring the Off-Site Caveated Parking is currently zoned IT - Industrial Tuxedo Park Zone, in which a Recreational Service Facility is a permitted use; however, the required Off-Site Caveated Parking Lot is a discretionary use in the IT Zone. The proposal will facilitate the development of a Recreational Service Facility that will provide a service for workers in the area and to the travelling public.

The proposal complies with the development standards and regulations contained in the *Regina Zoning Bylaw No. 9250* (Zoning Bylaw) and is consistent with the policies contained in *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP). Accordingly, the Administration recommends approval.

BACKGROUND

An application for discretionary use has been submitted concerning the subject property located at 1573 McDonald Street.

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

Pursuant to subsection 56(3) of the Act, City Council may establish conditions for discretionary uses based on: nature of the proposed development (including its site, size, shape and

arrangement of buildings) and certain aspects of site design (such as site access and traffic patterns, landscaping, screening, parking and loading areas), but not including the colour, texture or type of materials and architectural details.

DISCUSSION

The applicant proposes to develop an Off-Site Caveated Parking Lot on a portion of the property at 1573 McDonald Street (Appendix A-1). Off-site caveated parking is a parking lot that is intended to provide parking in support of a land use that is located on a separate property. In this proposal, the Off-Site Caveated Parking Lot will be used to support a proposed Recreational Service Facility located at 1560 McAra Street (Appendix A-2), which is a permitted use in the IT – Industrial Tuxedo Park Zone. As the two properties are owned by separate parties and are separated by an alley, an Off-site Caveated Parking Lot agreement is required. The City is party to this agreement and the agreement will be registered on the property title to ensure the parking areas are continually provided.

The property at 1560 McAra Street currently has 12 parking stalls but requires 36 parking stalls to support the proposed use of Recreational Service Facility. A total of 24 parking stalls are proposed to be provided at 1573 McDonald Street as a means to meet the minimum parking requirements of the Zoning Bylaw.

The portion of the property at 1573 McDonald Street that is proposed to be used as Off-Site Caveated Parking Lot consists of three separate lots (22, 23 and 24). A condition of the Discretionary Use approval is that these lots be legally tied to prevent the lots being sold independently and separately at a future date. Parcel ties are necessary to ensure that certain areas of land be considered a single parcel for the purposes of planning and development. As a single parcel, the tied parcels cannot be transferred or dealt with independently of each other, except with planning approvals.

The property at 1573 McDonald Street currently has vacant buildings, however, would still have adequate parking for the existing approved use on the property, in addition to the Off-Site Caveated Parking Lot dedicated for 1560 McAra Street.

RECOMMENDATION IMPLICATIONS

Financial Implications

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

Environmental Implications

None with respect to this report.

Policy/Strategic Implications

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

Section C: Growth Plan

Goal 2 – Efficient Servicing: Maximize the efficient use of existing and new infrastructure:

2.4 Make use of residual capacity of infrastructure in existing urban areas.

Section D5: Land Use and Built Environment

Goal 4 – Employment Areas: Provide appropriate locations and development opportunities for a full range of industrial, commercial and institutional activities.

The proposed development will facilitate the development of a Recreational Service Facility in the area which will provide a service for workers in the area and the travelling public.

Other Implications

None with respect to this report.

Accessibility Implications

The Zoning Bylaw requires two per cent of all required parking stalls to be accessible parking stalls. The overall site provides three parking stall for persons with disabilities, which meets the minimum requirements of the Zoning Bylaw.

COMMUNICATIONS

Communication with the public is summarized as follows:

Public notification signage posted on	December 1, 2017
Letter sent to immediate property owners	December 1, 2017
Public Open House Held	N/A
Number of Public Comments Sheets Received	0

There were no public comment sheets received for the proposal.

A copy of the application was circulated to the nearby Heritage Community Association (HCA). The Administration attempted contact with the HCA following circulation of the proposal but was not able to obtain comments prior to the deadline for submission of this report.

DELEGATED AUTHORITY

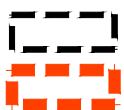
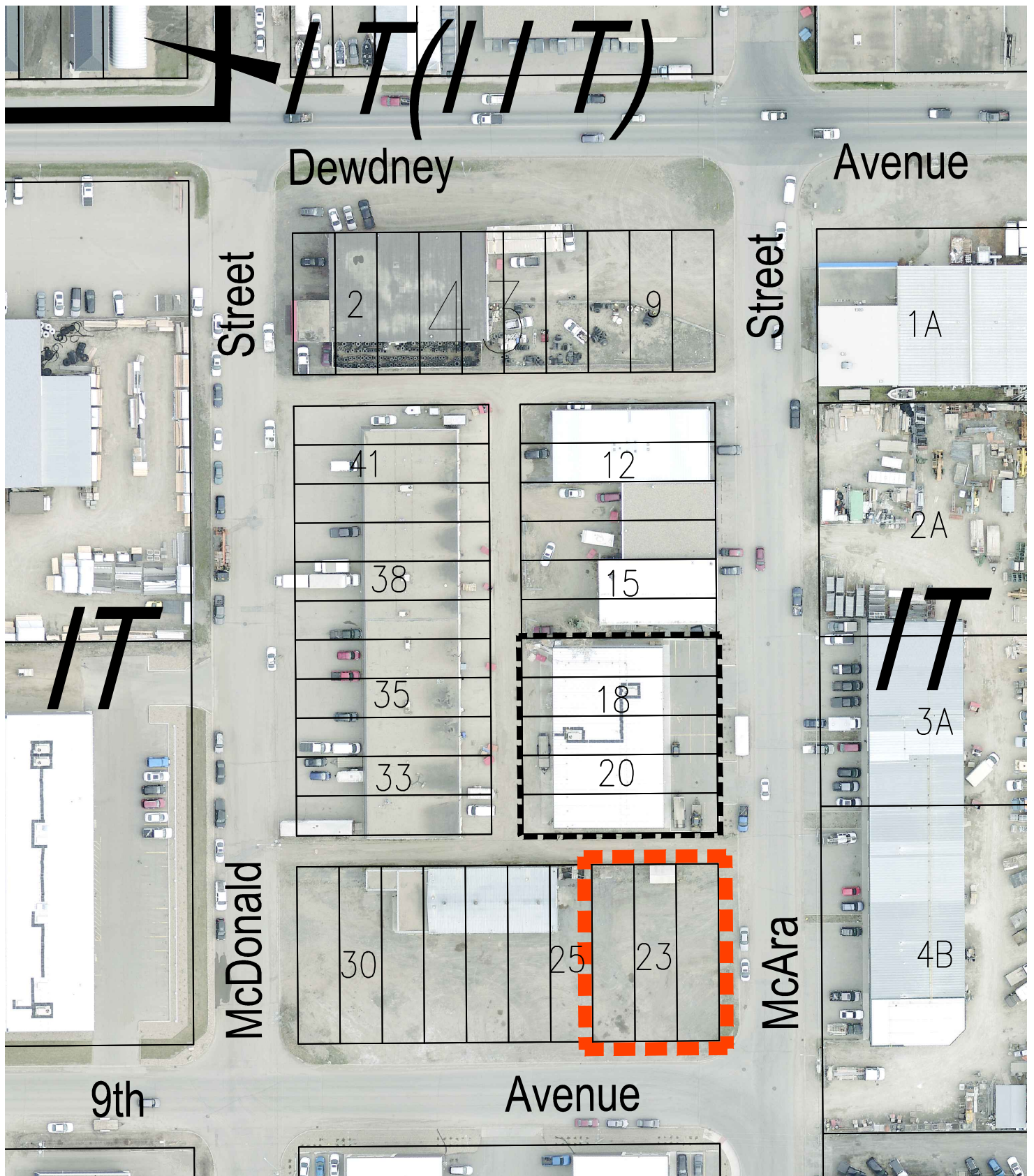
City Council's approval is required, pursuant to Part V of *The Planning and Development Act, 2007*.

Respectfully submitted,

REGINA PLANNING COMMISSION

Elaine Gohlke

Elaine Gohlke, Secretary



1560 McArA St, Receiving Lot

Subject Property 1573 McDonald St. Off site caveatted parking.

Date of Photography : 2016



Project 17-DU-17

Civic Address/Subdivision

1573 McDonald Street / Tuxedo Park
Lot 25, Block 43, Regr'd Plan AS1601



1560 McAra St, Receiving Lot

Subject Property 1573 McDonald St. Off site caveatted parking.

Date of Photography: 2016



Project 17-DU-17

Civic Address/Subdivision

1573 McDonald Street / Tuxedo Park
Lot 25, Block 43, Regr'd Plan AS1601

City of Regina Zoning Bylaw Review:

Zone - 11" Industrial Tuxedo Park

Discretionary Use: Parking Lot, Off-site Caveated

Chapter 14 - Parking & Loading Regulations

3.4 Paving, Drainage & Visibility

- (1) parking area shall be suitably paved with a satisfactory hard surface material, a min. of 50mm of asphaltic concrete
- (2) each parking space shall be clearly demarcated
- (3) parking area shall have visible boundaries
- (4) storm water drainage shall be collected by means of an internal storm sewer system and connected to public storm sewer system (see Civil drawings)

3.5 Stall & Driveway Dimensions

-Table 14.1: 90 deg. Option 2 - min. 2.73m (9'-0") wide x 5.5m (18'-0") long with min. 7.5m (24'-9") driveway

3.6 Parking & Roads-Rights-of Way

-Parking spaces shall be located outside of road rights-of-way, delineate driveways with curb at rolled curb locations

3.8 Manoeuvring Space

-Parking lots shall be designed to eliminate need for backing and manoeuvring from, or onto roads, pedestrian walkways, in order to get out of spaces/lot

3.10 Parking for Persons with Disabilities

-min. 2% of all required spaces shall be accessible parking spaces, min. 3.9m (13'-0") wide x 5.5m (18'-0") long, as close to building entrance as possible and clearly designated with signs, Actual = 1 existing stall at 1560 McAr Street

3.14 Off-Street Caveated Parking

(2) where off-street caveated parking is provided on a lot that is separate from the lot containing the building or structure for which it is provided, an agreement should be made between the City, owner of lot on & for which parking is provided

Table 14.5 - Off-street Parking Requirements for Recreational Uses

-Recreational Service Facilities: 1 space / 20 m2 of floor area

-Existing Building @ 1560 McAr Street = 718 m2 / 20 = 36 parking spaces (12 provided @ 1560 McAr site / 24 spaces @ Lots 22, 23 & 24)

14B.6 Exceptions to Required Parking - Shared Parking

-G.1 (3): a use for which an application is being made for shared parking shall be located within 20m of the parking facility (Actual = 6m)

Table 14.8: Required Loading Berth Dimensions

-Delivery Space: 3m (10') wide x 5.67m (18'-9") long with 7.14m (23'-6") apron = 12.81m (42') total length

Table 14.9: Required Loading Spaces

-Industrial: 1 delivery space required (Actual = 1 provided)

Chapter 15 - Landscape Regulations

Table 15.4: Minimum Total Site Landscaping

-Industrial Zone = 5% (Actual = 15%)

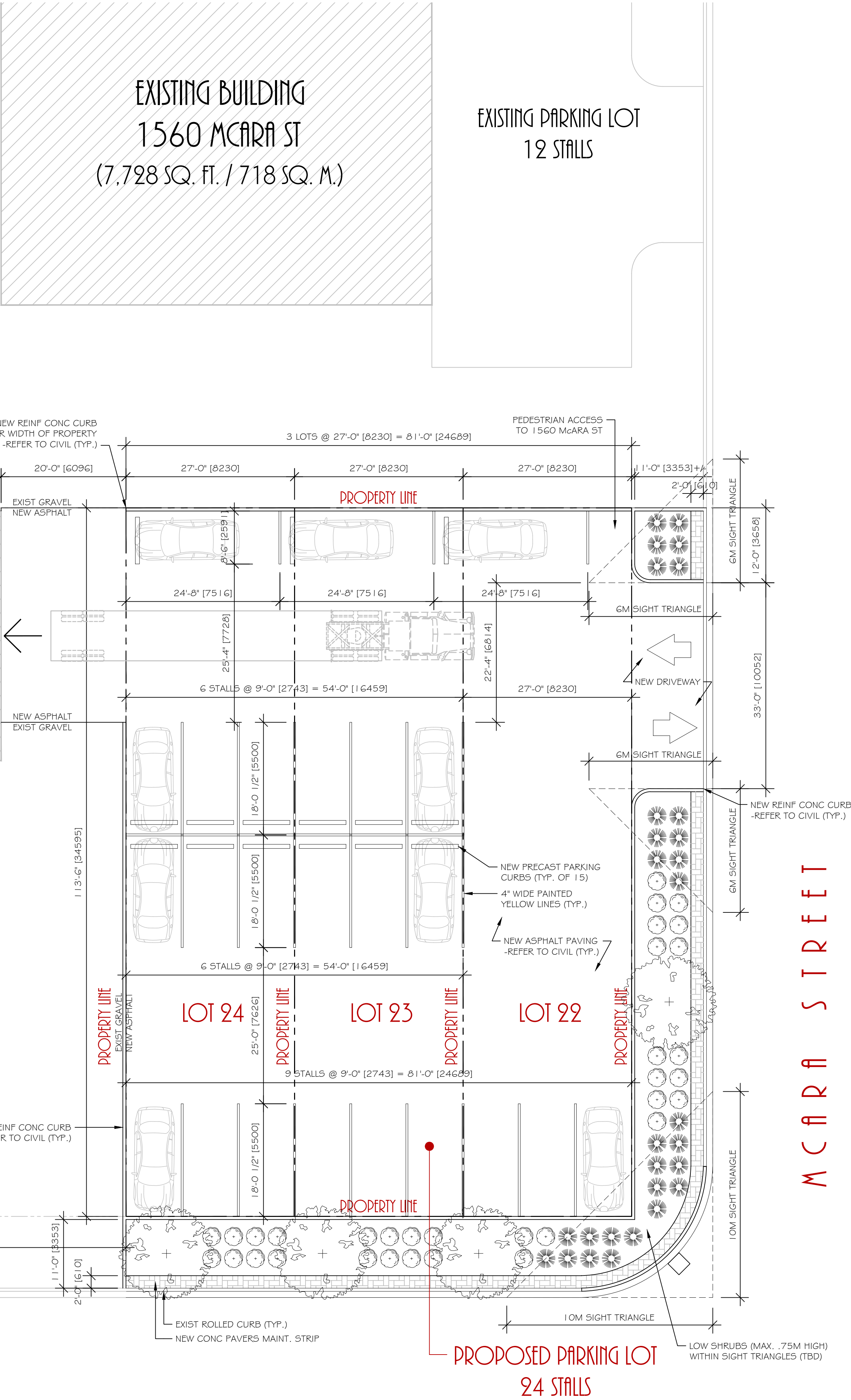
15B3.1 (2) Planting Ratios:

- a) trees shall be planted at a ratio of one tree / 40 m2 of required landscape area
- b) deciduous trees shall be planted at min. 1 tree / 10 linear meters along road-right-of-way
- c) shrubs shall be planted at a ratio of one tree / 20 m2 of required landscape area

(3) Maintenance Strip: surface treatment within 0.6m of back of curb shall be surface suitable for cleaning road sand and salt - turf, unit pavers, concrete or asphalt

3.3 (1) Perimeter Screening: where parking area abuts road right-of-way, a min. 3m (10')

landscape strip measured from inside face of curb shall be provided, consisting of shrubs, fencing or berm to form a screen of 0.75m to 1.0m high and cover min. 80% of length of area screened



Architectural Draftsperson



P.O. Box 74 (805 Scott Avenue), Rouleau, SK S0G 4H0
Tel. 306-520-3216 / Email: bdayton@live.ca

General Contractor

Structural Engineer

Mechanical Engineer

Electrcal Engineer

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-All measurements to be verified by
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-Do not scale drawings.
-Work from given dimensions
-Drawings are to be printed on 24"x36" paper
to be to proper scale as shown

171025	DU APPLICATION
171019	SIGHT TRIANGLES
171019	CITY APPROVAL
171018	LAYOUT REVISIONS
171018	LAYOUT APPROVAL

Seals
**ISSUED FOR
DISCRETIONARY
USE APPLICATION**

Project Title
Proposed Parking Lot
1573 McDonald Street
Regina, SK

Drawing Title
Zoning Bylaw Analysis
Site Plan

PROJECT NUMBER J1730	DRAWING NUMBER A-1
DATE 1/7/019	SCALE AS NOTED
DRAWN BY BJD	CHECKED BY AM / KM

City of Regina Zoning Bylaw Review:

Zone - "I1" Industrial Tweed Park

Discretionary Use: Parking Lot, Off-site Caveated

Chapter 14 - Parking & Loading Regulations

3.4 Paving, Drainage & Visibility

- (1) parking area shall be suitably paved with a satisfactory hard surface material, a min. of 50mm of asphaltic concrete
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- (3) parking area shall have visible boundaries
- (4) storm water drainage shall be collected by means of an internal storm sewer system and connected to public storm sewer system (see Civil drawings)

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- Parking spaces shall be located outside of road rights-of-way, delineate driveways with curb at rolled curb locations

3.8 Manoeuvring Space

- Parking lots shall be designed to eliminate need for backing and manoeuvring from, or onto roads, pedestrian walkways, in order to get out of spaces/lot

3.10 Parking for Persons with Disabilities

- min. 2% of all required spaces shall be accessible parking spaces, min. 3.9m (13'-0") wide x 5.5m (18'-0") long, as close to building entrance as possible and clearly designated with signs. Actual = 1 existing stall at 1560 McARA Street

3.14 Off-Street Caveated Parking

- (2) where off-street caveated parking is provided on a lot that is separate from the lot containing the building or structure for which it is provided, an agreement should be made between the City, owner of lot on & for which parking is provided

Table 14.5 - Off-Street Parking Requirements for Recreational Uses

-Recreational Service Facilities: 1 space / 20 m² of floor area
-Existing Building @ 1560 McARA Street = 718 m² / 20 = 36 parking spaces (12 provided @ 1560 McARA site / 24 spaces @ Lots 22, 23 & 24)

14B.6 Exceptions to Required Parking - Shared Parking

- G.1 (3): a use for which an application is being made for shared parking shall be located within 20m of the parking facility (Actual = 6m)

Table 14.6: Required Loading Berth Dimensions

-Delivery Space: 3m (10') wide x 5.67m (18'-9") long with 7.14m (23'-6") apron
= 2.05m (42') total length

Table 14.9: Required Loading Spaces

-Industrial: 1 delivery space required (Actual = 1 provided)

Chapter 15 - Landscape Regulations

Table 15.4: Minimum Total Site Landscaping
-Industrial Zone = 5% (Actual = 15%)

15B3.1 (2) Planting Ratios:

- a) trees shall be planted at a ratio of one tree / 40 m² of required landscape area
- b) deciduous trees shall be planted at min. 1 tree / 10 linear meters along road-right-of-way
- c) shrubs shall be planted at a ratio of one tree / 20 m² of required landscape area

- (3) Maintenance Strip: surface treatment within 0.6m of back of curb shall be surface suitable for cleaning road sand and salt - turf, unit pavers, concrete or asphalt

- 3.3 (1) Penmeter Screening: where parking area abuts road right-of-way, a min. 3m (10') landscape strip measured from inside face of curb shall be provided, consisting of shrubs, fencing or berm to form a screen of 0.75m to 1.0m high and cover min. 80% of length of area screened

Appendix A-3.1a

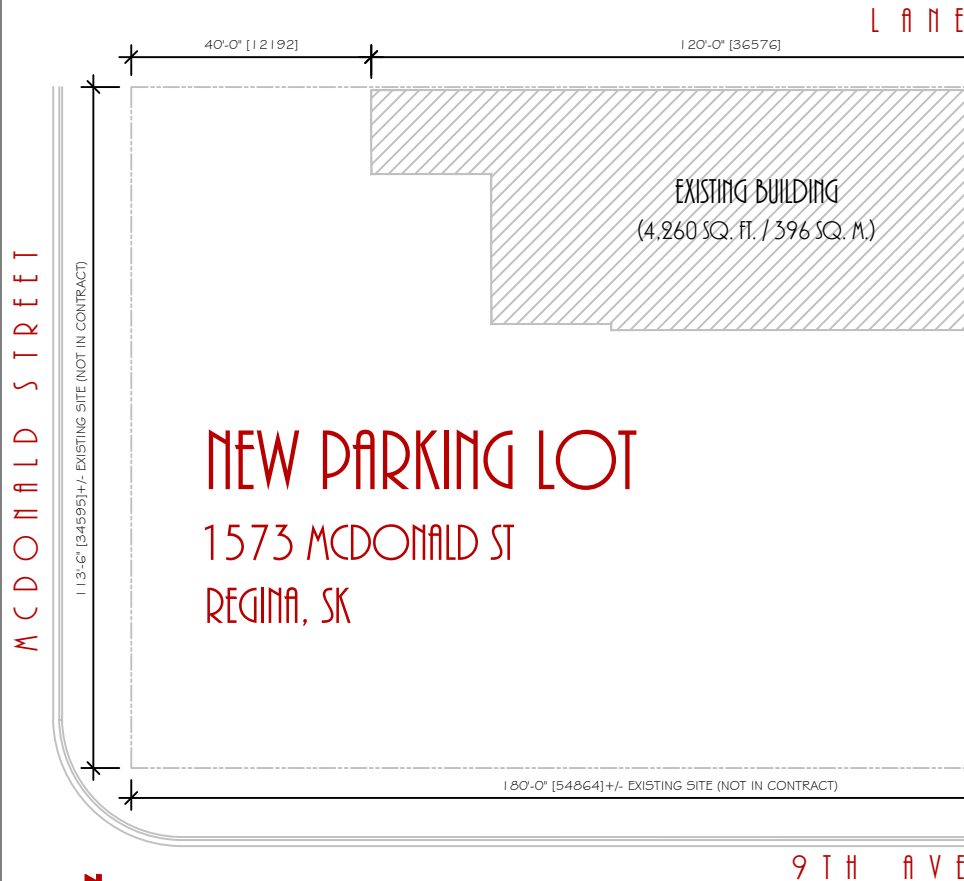
Architectural
Draftsperson



P.O. Box 74 (805 Scott Avenue),
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- Do not scale drawings.
- Work from given dimensions
- Drawings are to be printed on 8.5" x 11" paper to be to proper scale as shown



Civic Address:
1573 McDonald Street
Regina, SK

Legal Description:
Lots #22, 23 & 24, Block 43
Plan # AS1601 Ext O
Surface Parcel # 107023452, 107023283 & 107023294

Site Area:
Lots 22, 23 & 24
9,194 ft² (854 m²)

ISSUED FOR
DISCRETIONARY
USE APPLICATION

Project Title
Proposed Parking Lot
1573 McDonald
Regina, SK

Drawing Title
Zoning Bylaws Review
Site Plan

PROJECT #
J1730
DATE
171025
DRAWN BY
BJD

DRAWING NUMBER
A-1

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Class Trip Program on Transit

RECOMMENDATION

**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES
COMMITTEE - MARCH 15, 2018**

1. That this report be received and filed.
2. That item MN17-7 be removed from the list of outstanding items for the Community and Protective Services Committee.

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE – MARCH 15, 2018

Brian Lach, representing Regina Catholic Schools, addressed the Committee.

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

Councillors: Andrew Stevens (Chair), Lori Bresciani, John Findura, Jerry Flegel and Joel Murray were present during consideration of this report by the Community and Protective Services Committee.

The Community and Protective Services Committee, at its meeting held on March 15, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That this report be forwarded to the March 26, 2018 City Council meeting for information.
2. That item MN17-7 be removed from the list of outstanding items for the Community and Protective Services Committee.

CONCLUSION

Providing free bus service for class trips would allow schools and daycares to have greater flexibility in planning school trips. Class Trip Programs have been implemented in other municipalities and have been well used.

BACKGROUND

Council instructed Transit Administration to consult with the School Board/City Council Liaison Committee on a Class Trip Program and report back to the Community and Protective Services Committee on the outcome of the consultation. In consultation with the School Board/City Council Liaison Committee, Transit Administration was asked to report on information about a Class Trip Program, specifically, experiences from other municipalities who have successfully implemented such a program. This report is to provide Committee with an update and information on a Class Trip Program.

DISCUSSION

A small group of Transit properties in Canada have implemented a Class Trip Program. These Transit properties include Kelowna, Kamloops and Saskatoon. Saskatoon's Class Trip Program was running a pilot from January 2017 to June 2017 and has been approved to continue.

The Class Trip Program in each of the three cities mentioned above are similar in nature as follows:

- The program is limited to regularly scheduled transit routes;
- Travel times are limited to weekday off peak times (typically 9 a.m. to 3 p.m.);
- Paratransit or special services are not provided;
- Class sizes cannot exceed 35 people;
- The organizer must contact and apply before the actual trip; and
- The class would board with verification provided by the transit system.

Some of the issues that were identified with the programs in these communities include:

- 1) There was some misunderstanding that the service for school groups was a charter specifically for the school group. This is not the case. This is regular transit service that is already providing service. There would have to be clear communication of the program to the participating schools.
- 2) Occasionally, there may be times that the bus may not be able to accommodate all the students on the bus. As the service is available to the public, the bus may be partially full already. In that instance, students may have to stand if there are not enough seats. In the case that the bus is too full, they may be denied service on the bus.
- 3) Although not specifically stated from the municipalities, there must be clear direction on which schools/groups are eligible for the program. In some instances, some municipalities started with one school system, then expanded to others as they received requests to do so.

Overall, the Class Trip Program may increase ridership of the transit system at a less busy time and exposes other transportation options to students/children so they can make informed choices when they need to travel.

All Transit properties that were contacted indicated that Paratransit or special accessible bus services were not offered in their program. It was cited that those systems do not have capacity in their Paratransit bus system and therefore, could not be included in the program they were running.

RECOMMENDATION IMPLICATIONS

Financial Implications

There are no cost implications for school groups to use the current scheduled conventional transit service. Given that the proposed service would occur at off-peak times, there is capacity to offer the service on conventional transit. There would not be any extra resources/service utilized to accommodate the requests.

School classes currently use the Transit system for some school trips. These classes pay the regular fare for the service. It is estimated that there would be forgone revenue in the amount of approximately \$4,000 annually if a Class Trips Program is implemented.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

A Class Trip Program may help support the Transportation Master Plan. Specifically:

Policy 3.28: Use education and promotional campaigns to increase awareness of transit services, their benefits, and the value to the community.

Other Implications

None with respect to this report.

Accessibility Implications

All conventional buses are low-floor accessible. Paratransit would not be included in a Class Trips Program due to capacity.

COMMUNICATIONS

Nothing with respect to this report.

DELEGATED AUTHORITY

The recommendations contained in this report requires City Council approval.

Respectfully submitted,

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE

A handwritten signature in black ink, appearing to read 'Ashley Thompson', followed by a horizontal line.

Ashley Thompson, Secretary

MOTION

March 26, 2018

City Clerk
City Hall
Regina, Saskatchewan

Dear Sir:

Re: Public Safety and Traffic Delay – Ring Road – Grade Rail Crossings

WHEREAS the City of Regina seeks further information regarding possible solutions to public safety issues and traffic delays causing frequent frustrations at the at-grade rail crossings; and

WHEREAS there are two at-grade rail crossings – Canadian National (CN) and Canadian Pacific (CP) - located on the Ring Road, between McDonald Street and Winnipeg Street; and

WHEREAS the Ring Road is a key element of Regina's transportation system network; and

WHEREAS it is recognized that investments in critical transportation routes provide for efficiency and enhanced access for commuters; and

WHEREAS a solution to the Ring Road at-grade rail crossings will reduce traffic congestion and an associated reduction in greenhouse gas emissions (GHG); and

WHEREAS repair, enhancement or the building of major infrastructure projects provides economic and employment opportunities to local residents;

THEREFORE BE IT RESOLVED THAT:

The City of Regina Council directs Administration to provide to Executive Committee a feasibility study on an overpass or underpass located on Ring Road at the Canadian Pacific (CP) and Canadian National (CN) rail crossings located between McDonald Street and Winnipeg Street.

Respectfully submitted,



Michael Fougere
Mayor – City of Regina

NOTICE OF MOTION

March 26, 2018

City Clerk
City Hall
Regina, Saskatchewan

Dear Sir:

Please be advised that I will submit the following NOTICE of MOTION at the meeting of City Council on Monday, March 26 2018:

Re: Solar Panels

WHEREAS the City of Regina ranks approximately third in cities in Canada for average daily sunlight; and

WHEREAS some research suggests that the tipping point of cost for installation Vs long term financial gain may have moved to financial benefit; and

WHEREAS the City of Regina as a large number of buildings - roofs - as part of it's assets; and

WHEREAS the City of Regina also has some larger land holdings;

THEREFORE BE IT RESOLVED THAT:

1. The Administration investigate the potential of installing solar panels on various City of Regina facilities and analyze the cost benefit of removing select city facilities from the power grid to be self-sustaining, and determine if there is a financial benefit in selling the power that would be generated;
2. The Administration investigate the possibility of installing a large number of solar panels on city owned land with the expressed desire to generate revenue for the City of Regina;
3. The Administration also determine if there are partnerships available regarding the installation of solar panels resulting in revenue generation for the City of Regina, with, but not limited to, SaskPower; and

4. The Administration report back to Regina City Council no later than December 2019.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Mike O'Donnell". The signature is fluid and cursive, with the first name "Mike" and last name "O'Donnell" clearly distinguishable.

Mike O'Donnell
Councillor – Ward 8

NOTICE OF MOTION

March 26, 2018

City Clerk
City Hall
Regina, Saskatchewan

Dear Sir:

Please be advised that I will submit the following NOTICE of MOTION at the meeting of City Council on Monday, March 26, 2018:

Re: Snow Angel Program

WHEREAS the Transportation Master Plan aims to “Promote active transportation for healthier communities” as well as “Safe and Efficient Infrastructure”;

WHEREAS “Greater enforcement of snow removal on sidewalks, especially in core areas of the city and near bus stops, was seen as a priority” by residents who participated in the TMP consultation process;

WHEREAS according to statistics compiled by the Canadian Institute for Health Information, the province has seen an average of 43.4 hospitalizations per 100,000 people between 2011 and 2016 related to slips and falls, the highest rate in Canada;

WHEREAS a City survey conducted in 2012/2013 found that approximately 257 km of sidewalk are not being cleared;

WHEREAS the City receives service requests due to snow and icy sidewalks;

WHEREAS “encouragement” programs have been recognized as part of successful sidewalk clearing strategies in Canadian municipalities;

WHEREAS sidewalks that are not cleared create undue hardship for residents, particularly related to accessibility;

WHEREAS the process of sidewalk snow clearing might also create hardship for residents due to age and ability;

THEREFORE BE IT RESOLVED THAT:

The Administration:

- 1) Research “Snow Angel” or similar programs in other municipalities, and propose a program in consultation with community serving organizations, in which organizations own and drive the delivery of a program in the community to support Regina becoming a more accessible winter city;
- 2) Research and consider options to incent community organizations to participate;
- 3) Develop options to support community organizations to educate and promote any such program;
- 4) Prepare a report for consideration by City Council as part of the 2019 Budget development process.

Respectfully submitted,



Councillor Andrew Stevens



Councillor Lori Bresciani

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Appointment of Building Officials

RECOMMENDATION

1. That the following individuals be appointed as City Building Officials under *The Uniform Building and Accessibility Standards Act* and authorized to exercise the City of Regina's functions as authority having jurisdiction for the purposes of *The Building Bylaw* and the *National Building Code of Canada* while under contract with the City of Regina:
 - a. Douglas Mulhall (Building Official Licence 0001)
 - b. Norman Kindred (Building Official Licence 0098)
2. That the City Solicitor be instructed to 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 (The Building Bylaw)* to authorize the City Manager to appoint licenced building officials as City Building Officials in accordance with section 5(4) of *The Uniform Building and Accessibility Standards Act* and to authorize persons to exercise the City's functions as authority having jurisdiction for the purposes of *The Building Bylaw* and the *National Building Code of Canada*.
3. That the City Clerk notify the Ministry of Government Relations of the amendments to Bylaw 2003-7 and the appointments of the City Building Officials, as required by *The Uniform Building and Accessibility Standards Act*.

CONCLUSION

The Uniform Building and Accessibility Standards Act (Act) requires that building officials be appointed by the local authority. The appointment of two Class 3 building officials will assist the City of Regina (City) in meeting level of service. In addition, the proposed amendment to *The Building Bylaw* will delegate the appointment of building officials, pursuant to section 5 of the Act to the City Manager. This will ensure the City is in a position to respond to market conditions, improve level of service and emerging issues by appointing licenced building officials to carry out the City's legislated responsibilities under the Act.

BACKGROUND

The Act is the governing legislation in Saskatchewan for the regulation of construction. Municipalities are defined as local authorities in the Act and they must administer and enforce

the Act. The Act authorizes local authorities to appoint persons who hold a building official's licence from the Government of Saskatchewan to carry out the duties as defined in section 2(1) of *The Building Accessibility Standards Administration Regulations*:

- Plan review, which is defined as “the examination of building drawings and related documents to ascertain whether they meet the requirements of the Act and *The Uniform Building and Accessibility Standards Regulations*”.
- Inspection, which is defined as “the inspection of ongoing or incomplete building construction, materials or construction or building systems; or, the inspection of complete or existing building construction, materials or construction or building systems”.

Section 3 of *The Building and Accessibility Standards Administration Regulations* stipulates that Saskatchewan has three classes of building officials: Class 1, Class 2 and Class 3. Class 1 officials are licenced to perform the roles and responsibilities for one or two dwelling residential buildings, Class 2 officials are authorized to carry out responsibilities for buildings identified in Part 9 of *The National Building Code of Canada* (the Code) and Class 3 officials are authorized to carry out responsibilities for all buildings governed by the Code. In addition to plan review and inspection, the Act grants building officials the authority to proceed with enforcement action to ensure all respective buildings are constructed within the scope of the Code.

The Government of Saskatchewan licences building officials and maintains a registry of building officials in the province. The City designates and appoints building officials through *The Building Bylaw* to act and carry out the City's authority under the Act. Currently, this is limited to specific job titles within the Building Standards Branch.

DISCUSSION

The Administration has identified a need for Class 3 building officials in the areas of plan review, inspection and enforcement. These specialized skills are needed to respond to market fluctuations, address short term service level issues and respond to emerging issues.

It is the Administration's assessment that this can be best achieved, in the short term, by securing third party building officials. In order for these building officials to act on behalf of the City, the Act requires the City to formally appoint these professionals as City Building Officials.

In addition, the Administration is recommending the appointment of building officials be delegated to the City Manager. Granting the Administration the ability to appoint building officials provides the Administration the flexibility to respond to market conditions, improve level of service and respond within days to emerging issues. This requires an amendment to *The Building Bylaw* to authorize the City Manager to appoint licenced building officials as City Building Officials in accordance with section 5(4) of *The Uniform Building and Accessibility Standards Act* for the purpose of carrying out the City's responsibilities under the Act.

RECOMMENDATION IMPLICATIONS

Financial Implications

Building standards services are fully cost recovered from fee for services. Any cost associated with securing third party building officials when necessary will be offset by current fees collected for issuing building permits.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

Delegating authority to appoint third party building officials to the Administration improves the Administration's ability to respond to market conditions and more effectively manage the availability of licenced building officials required to meet level of service.

Other Implications

Building standards services will be procured in accordance with *The Regina Administration Bylaw No. 2003-69*.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The Administration has discussed this matter with the Government of Saskatchewan, Canadian Union of Public Employees, Local 7 and the Civic Middle Management Association.

Section 23.1(1) of the Act stipulates that the local authority must submit any amendments to *The Building Bylaw* to the Minister for approval. The City Clerk will have 30 days after City Council direction on this item to notify and file the appropriate documentation with the Minister. The Minister will have 60 days to respond with an approval, approval in part or a conditional approval. The amendment will not take effect until the City receives the Minister's response.

DELEGATED AUTHORITY

Bylaw amendments and delegation of Council's authority to the Administration requires City Council approval.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Louise Folk", with a long horizontal flourish extending to the right.

Louise Folk, Director
Development Services

Report prepared by:
Louise Folk, Director

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Diana Hawryluk", with a long horizontal flourish extending to the right.

Diana Hawryluk, Executive Director
City Planning and Development

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Stadium Permit Zone Strategic Review and Phase Out Plan

RECOMMENDATION

**RECOMMENDATION OF THE PUBLIC WORKS AND INFRASTRUCTURE
COMMITTEE - March 8, 2018**

1. That City Council approve changes to *The Traffic Bylaw No. 9900* recommended in this report as detailed in Appendix A which would give the Administration flexibility in managing the Stadium Permit Zone.
2. That the City Solicitor be instructed to make the required amendments to *The Traffic Bylaw No. 9900* to give effect to the change in management of the zone, as detailed in Appendix A.

PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE - MARCH 8, 2018

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #3 does not require City Council approval.

Councillors: Sharron Bryce (Chairperson), Jason Mancinelli, Andrew Stevens and Barbara Young were present during consideration of this report by the Public Works and Infrastructure Committee.

The Public Works and Infrastructure Committee, at its meeting held on March 8, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That City Council approve changes to *The Traffic Bylaw No. 9900* recommended in this report as detailed in Appendix A which would give the Administration flexibility in managing the Stadium Permit Zone.
2. That the City Solicitor be instructed to make the required amendments to *The Traffic Bylaw No. 9900* to give effect to the change in management of the zone, as detailed in Appendix A.

3. That this report be forwarded to the March 26, 2018 meeting of City Council for approval.

CONCLUSION

Given the feedback received during community outreach held during Q1 of 2017, and the continued engagement from those in the North Central, McNab and Cathedral neighbourhoods, the Administration is recommending that the City of Regina (City) maintain the current Stadium Permit zone; yet, add wording that would allow flexibility in the *Traffic Bylaw No. 9900* (Traffic Bylaw) to enable the Administration to phase out portions (blocks) of the existing zone which are either not utilized by residents or are no longer wanted by the members of the community.

As a result, minor amendments to the Traffic Bylaw will be required to reflect the need for increased flexibility in managing the existing Stadium Permit Zone given the preferences of those who live in the neighbourhood and are affected by this zone.

BACKGROUND

The existing 'Taylor Field Parking Area' has been in place since 1978. The current zone encompasses an area within North Railway Street to the South, 7th Avenue to the North, Pasqua Street to the West, and Rae and Angus Street to the East (see Appendix B for a complete map of the area). This area provides resident only parking for the neighbourhood surrounding the old Mosaic Stadium site during CFL games and other events as approved by City Council. The zone was installed as an interim measure in order to give some immediate relief for residents and to give a chance to test and evaluate the various elements of a paid off-street lot parking management plan however it was not substantially adjusted since its creation.

Past reports indicate that the zone was left intact in order to ensure that paid off-street parking lots would be utilized, as opposed to having event attendees avoid paying for parking by utilizing the 'free' on-street parking spaces in the surrounding community. However, as result of the new stadium's location and the decommissioning of the old stadium, the current zone's relevancy has been put into question - as the stadium is no longer in this neighbourhood and this type of 'zone' does not align with the City's current on-street parking management policies and practices. The purpose of on-street parking is to create turnover such that any driver has a reasonable opportunity to utilize on street parking space.

DISCUSSION

Feedback received during community outreach held in 2016, and the continued engagement from those in the North Central, McNab and Cathedral areas, has highlighted that there are opposing viewpoints on the zone. While there is significant community interest from some area residents to maintain the status quo; the engagement process has highlighted that others either do not want

it, nor do they take advantage of the permits (see Appendix C for a breakdown of permit usage by block in 2017).

As a result of this engagement process and given that this type of parking zone is contrary to the City's own parking management strategy, a balanced solution has been recommended which seeks to meet the needs of all stakeholders. This translates into a proposed plan to maintain the current zone; yet, enable the Administration to phase out portions by block of the Stadium Permit Zone which are either not utilized by residents or no longer wanted by members of the community.

Phase Out (End-of-Life) Procedure

The wording in the Traffic Bylaw will be revised such that the current Stadium Permit zone will only be in effect *where signed*. This would give the Administration the flexibility to remove the zone by simply removing signage instead of altering the bylaw every time a change is required. All residents within the current zone will have the opportunity to receive permits before April 30th of a given year - prior to the commencement of the CFL football season. If no residents on a particular block receive a permit, signage will be removed and that block will no longer be a part of the Stadium Permit Zone. The deadline for the 2018 season will be May 31, 2018 to ensure adequate communication to the North Central community members.

Furthermore, if a resident does not want their permit zone adjacent to their property, they can ask for a review of the zone - which will result in the City surveying all residents on the block to determine their preference for or against the zone. If there is a two-thirds majority of residents on the block advocating to eliminating the zone, signage will be permanently removed and the block will no longer be subject to the Stadium Permit Zone restrictions as prescribed in the Traffic Bylaw. Once a block has been removed, there will be no process to re-install the zone.

Mosaic Stadium Parking and Transportation Options

Ensuring that the current zone remains as is, or is reduced, and that no further expansion of the zone occurs, is necessary due to the significant parking demand during stadium events which is greater than the on-site supply at EVRAZ Place. As a result there is a significant need to take advantage of the on-street parking supply near the stadium to compensate for this shortage.

Given that there is a limited number of parking spaces available on-site and in off-street lots in the vicinity, the City has identified and successfully leveraged a number of other parking demand management solutions during the first full season in operation. They include:

- Increased transit usage as a result of shuttle service from key points in the City which included the introduction and promotion of a new downtown bus route
- Provided incentives for alternative modes of transportation (on-site bike parking)
- Utilizing the old Mosaic Stadium land for parking until the location is redeveloped

The recommendation is to leave the zone as is, but to also allow for some flexibility in the management of that zone - to meet the will of the community - and move toward alignment with the City's current parking management strategy that the 'public right of way' is open to all members of the public.

RECOMMENDATION IMPLICATIONS

Financial Implications

Signage changes within the zone will need to take place in 2018 and in future years. This work will be funded within the Traffic Branch's normal operating budget.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

The success of the new Mosaic Stadium greatly depends on the effectiveness of the Parking and Transportation Management Plans to ensure people can get to events. Restricting parking en masse around the stadium would significantly impact stadium goers and their perception of the stadium, as well as the City of Regina as a whole. However, balancing the impact of the stadium on nearby residents is also just as important. Therefore, the City has implemented a number of other initiatives and strategies that balance the needs of all users, while limiting the impact the stadium has on surrounding communities through improving safety in their neighbourhoods, upholding community standards and penalizing those who choose to negatively impact residents as a result of their disorderly actions.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The Regina Revitalization Initiative - Stadium Project have held a number of public sessions regarding the Parking and Transportation Management Plans. These included Open Houses in the summer and fall of 2016, as well as 3 additional parking Open Houses in January of 2017, one for each of the following communities: North Central neighbourhood, McNab

neighbourhood and the Cathedral neighborhood. Feedback from these engagement activities informed the recommendation in this report. There were no critical concerns with respect to the Cathedral and McNab Associations however North Central Community Association was concerned with the turnaround time for the implementation of the new process in 2018.

If the recommended solution is passed, all effected residences in North Central will be sent correspondence outlining the new process. Based on the feedback the deadline date for the permits was moved to May 31st in the first year to give more time for informing the North

Central residents of the changes. The North Central Community Association has agreed to partner with the City's Parking Services to help communicate the new process to residents using further means besides mail correspondence (ie, social media, newsletters). The signage changes will need to be made with a very short turnaround time (the first home preseason game is June 8, 2018 and the first home game is June 15, 2018).

DELEGATED AUTHORITY

The recommendations contained in this report require City Council approval.

Respectfully submitted,

PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE



Kristina Gentile, Secretary

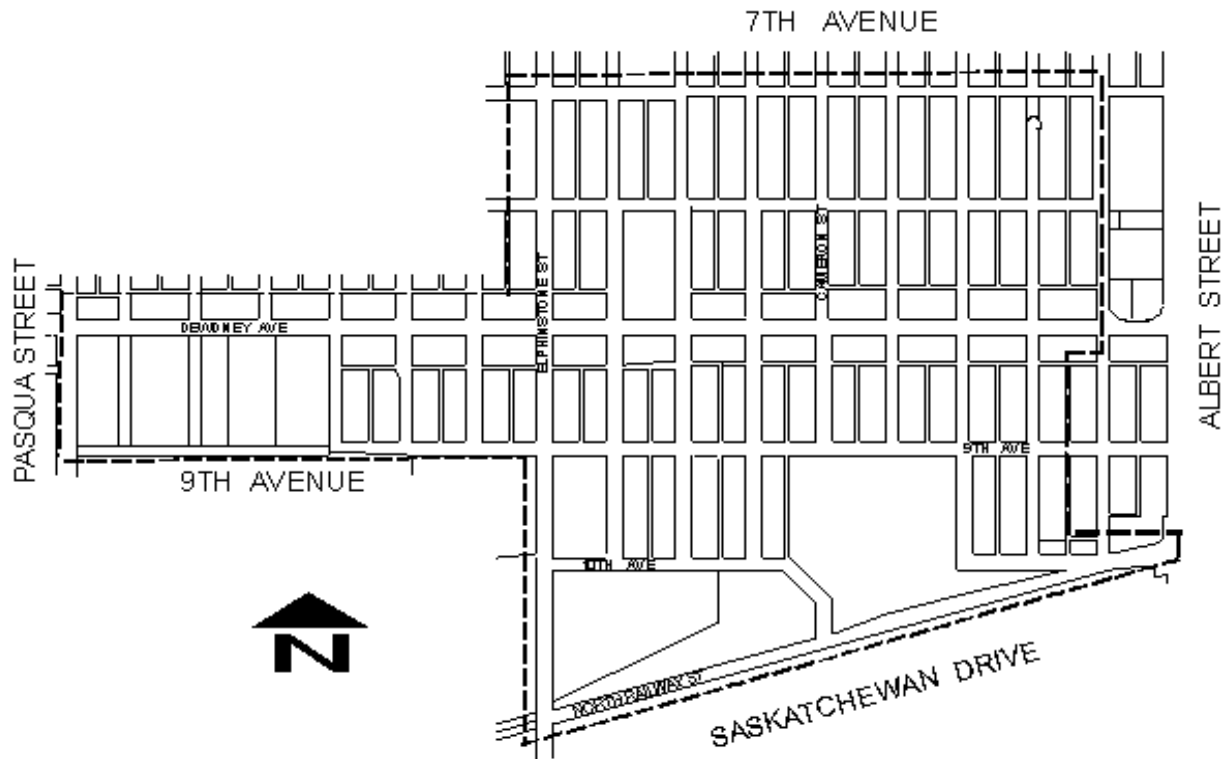
APPENDIX “A”

Proposed Amendments to *The Regina Traffic Bylaw, 9900* (side by side)

BYLAW SECTION	CURRENT	PROPOSED CHANGES	EXPLANATION
various	Taylor Field Area	Stadium Area	Change all bylaw references from Taylor Field Area to Stadium Area
47	No person shall park a vehicle on any street shown as “Taylor Field Area in the attached Schedule “G” during:	No person shall park a vehicle on any street <i>where parking is restricted by display of a sign</i> in the area identified in Schedule “G” during:	The current Mosaic Stadium at Taylor Field has been replaced, and this amendment reflects adding the flexibility for the Administration to phase out the current stadium zone by removing signage, and therefore removing the zone from specific block faces as a result of the new Mosaic Stadium located at 1734 Elphinstone Street.
55.1 (1) (b)	Is a resident of a street shown as ‘Taylor Field Area’ in the attached Schedule “G”; and	Is a resident of a street identified in the marked area shown in Schedule “G” where parking is restricted by display of a sign as identified in Section 47; and	The wording in the bylaw to include only those streets that which have the “Taylor Field Resident Parking Zone” signs is the key element which will allow for flexibility in the management of this area.
SCHEDULE “G”		Replace with new Schedule “G” as attached to this report.	The current Mosaic Stadium at Taylor Field has been replaced, and this amendment reflects this change of venue to the new Mosaic Stadium.

APPENDIX "B"
Schedule in the Traffic Bylaw

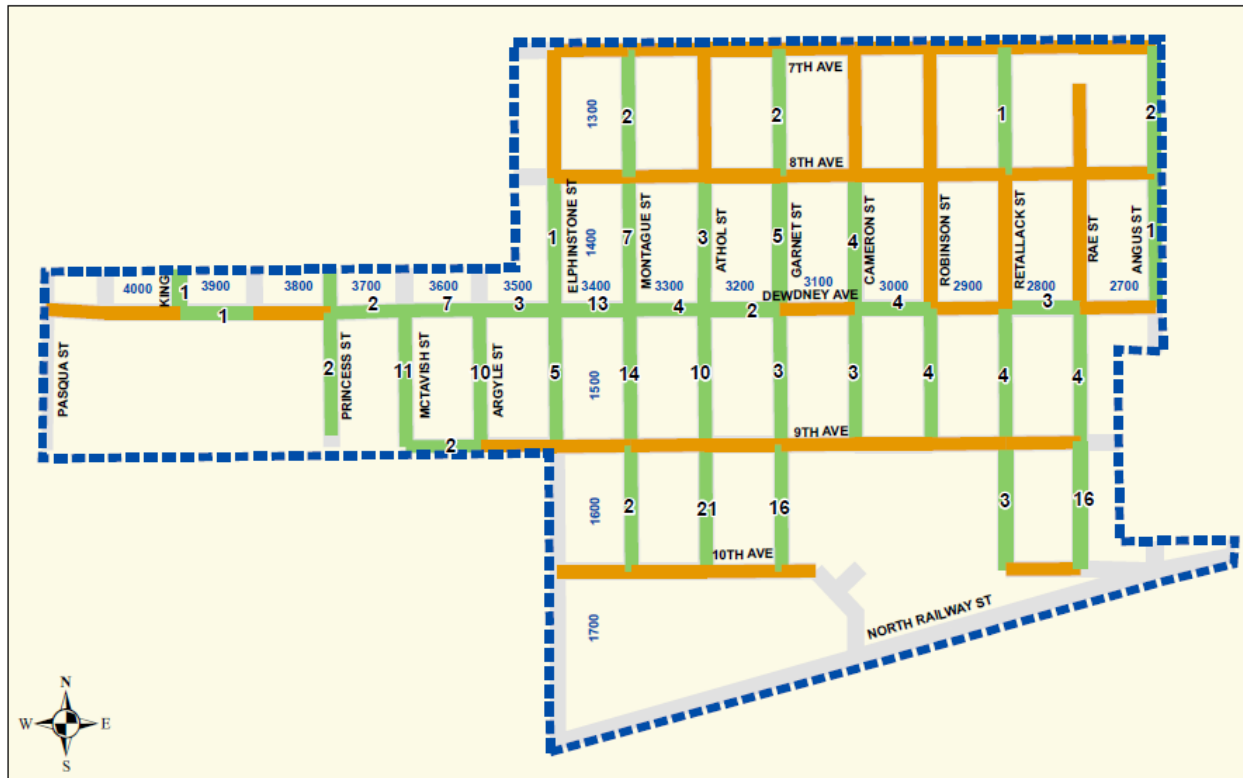
SCHEDULE "G"
Stadium Area Parking
(as provided for in Section 47)



APPENDIX “C”

Stadium Permits Issued By Block – 2017 Football Season

PERMITS BY BLOCK 2017 Former Taylor Field



Legend

- No Permits
- Currently have permit
- Permit Boundary

BYLAW NO. 2018-15

THE REGINA TRAFFIC AMENDMENT BYLAW, 2018

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw No. 9900, being *The Regina Traffic Bylaw, 1997* is amended in the manner set forth in this Bylaw.
- 2 In section 1, the following definition is added after the definition of “solicit”:

““**Stadium**” means the stadium located at the 1700 block of Elphinstone Street, Regina, Saskatchewan;”
- 3 “Taylor Field” is struck out wherever it appears, including headings and schedules, and in each case substituting “Stadium”.
- 4 Section 47 is repealed and the following substituted:

“47. No person shall park a vehicle on any street where parking is restricted by display of a sign in the area identified in Schedule “G” during:

(a) times that Canadian Football League games are being played at the Stadium; or

(b) any other special event at the Stadium as approved by City Council;

unless that vehicle displays a valid Stadium Resident Parking Permit issued pursuant to and displayed in accordance with section 55.1.”
- 5 Subsection 55.1(1) is amended by repealing clause 55.1(1)(b) and substituting the following:

“(b) is a resident of a street identified in the marked area shown in Schedule “G” where parking is restricted by display of a sign as identified in Section 47; and”
- 6 Subsection 55.1(2) is amended by repealing clauses 55.1(2)(a) and (b) and substituting the following:

“(a) times that Canadian Football League games are being played at the Stadium; or

(b) any other special event at the Stadium, as approved by City Council;”

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

City Solicitor

7 Schedule "G" is repealed and the attached Schedule "G" is substituted.

8 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 26th DAY OF March 2018.

READ A SECOND TIME THIS 26th DAY OF March 2018.

READ A THIRD TIME AND PASSED THIS 26th DAY OF March 2018.

Mayor

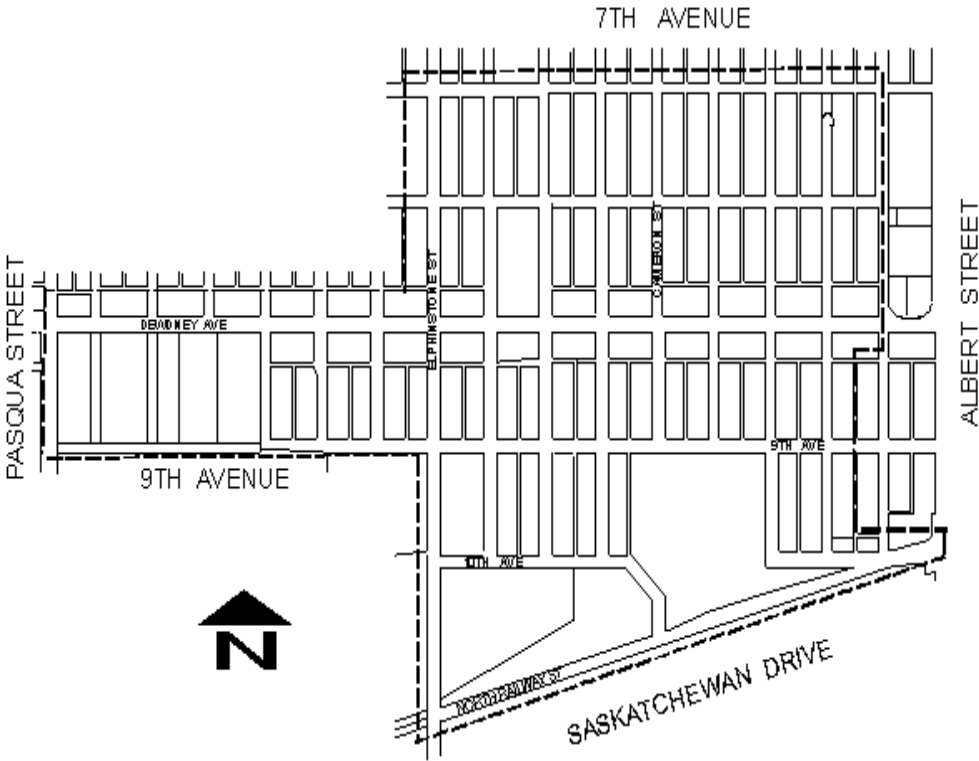
City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

SCHEDULE "G"
Stadium Area Parking
(as provided for in Section 47)



ABSTRACT

BYLAW NO. 2018-15

THE REGINA TRAFFIC AMENDMENT BYLAW, 2018

PURPOSE:	The purpose of this Bylaw is to amend <i>The Regina Traffic Bylaw</i> , 1997 to change the name and requirements for the Stadium Permit Zone.
ABSTRACT:	This Bylaw changes the name of the parking zone for the stadium area and prohibits parking only in signed areas within the zone.
STATUTORY AUTHORITY:	Section 8 of <i>The Cities Act</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	Public Works Committee, March 12, 2018, PWI18-1
AMENDS/REPEALS:	Amends <i>The Regina Traffic Bylaw</i> , 1997, Bylaw 9900
CLASSIFICATION:	Administrative
INITIATING DIVISION:	City Services
INITIATING DEPARTMENT:	Community Services

BYLAW NO. 2018-16

THE BUILDING AMENDMENT BYLAW, 2018

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 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 in this Bylaw.
- 2 The following sections are added after section 1.2.3.2:

“1.2.3.3 The City Manager may appoint any further persons in addition to those named in section 1.2.3.1 to exercise the City’s functions as the authority having jurisdiction for the purposes of this Bylaw and the National Building Code of Canada.

1.2.3.4 The City Manager may appoint further persons in addition to those named in section 1.2.3.2 and holding a building official’s license as building officials for the purposes of sections 2 and 5 of *The Uniform Building and Accessibility Standards Act*.”
- 3 This Bylaw comes into force on the date it receives Ministerial approval pursuant to section 23.1 of *The Uniform Building and Accessibility Standards Act*.

READ A FIRST TIME THIS 26th DAY OF March 2018.

READ A SECOND TIME THIS 26th DAY OF March 2018.

READ A THIRD TIME AND PASSED THIS 26th DAY OF March 2018.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

ABSTRACT

BYLAW NO. 2018-16

THE BUILDING AMENDMENT BYLAW, 2018

PURPOSE:	The purpose of this Bylaw is to amend <i>A Bylaw of the City of Regina Pursuant to the Provisions of the Uniform Building and Accessibility Standards Act and The Cities Act</i> to establish that the City Manager has authority to appoint Building Officials on behalf of the local authority under section 5(4) of <i>The Uniform Building and Accessibility Standards Act</i> .
ABSTRACT:	This Bylaw authorizes the City Manager to appoint Building Officials in addition to those position titles named in the Bylaw.
STATUTORY AUTHORITY:	Section 5(4) of <i>The Uniform Building and Accessibility Standards Act</i> and section 8 of <i>The Cities Act</i> .
MINISTER'S APPROVAL:	Ministerial approval of changes to <i>The Building Bylaw</i> is required pursuant to section 23.1 of <i>The Uniform Building and Accessibility Standards Act</i> .
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	City Council, March 26, 2018, (insert report #)
AMENDS/REPEALS:	Amends <i>A Bylaw of the City of Regina Pursuant to the Provisions of the Uniform Building and Accessibility Standards Act and The Cities Act</i> , Bylaw 2003-7
CLASSIFICATION:	Administrative and Regulatory
INITIATING DIVISION:	City Planning and Development
INITIATING DEPARTMENT:	Development Services