



City of Regina Council  
Queen Elizabeth II Court  
2476 Victoria Avenue  
Regina, Saskatchewan S4P 2C8

Oct 06, 2021

Re: Official Community Plan Amendment - Harbour Landing West - PL201900072

Respected City of Regina Planning Commission,

Thank you for the opportunity to present at Planning Commission. I am Evan Hunchak, General Manager at Dream Development and with me is Jason Carlston, Vice President. We are the developers of the Harbour Landing community and the landowner of the application before you today.

To assist your understanding, attached to our formal presentation, you should also be able to find visual aids which we can speak to should you have any questions.

We are here seeking your approval of the amendment to the OCP phasing plan, our proposed concept plan amendment and zoning amendment to allow for the development of our Harbour Landing West neighbourhood.

The primary reason for this application is to address the critical need for two new elementary schools due to significant overcapacity in the existing schools within Harbour Landing. Dream redirected our work from Coopertown to Harbour Landing West in response to the need of the School Boards. In addition, this neighbourhood allows for the contiguous growth of Harbour Landing to maximize existing infrastructure investment meeting the goals of building complete communities.

In order to allow the proposed lands to be developed for a new residential community, the current Official Community Plan needs to be amended. The OCP identifies policies which would support the inclusion of up to 120 Ha (300 ac) of land west of Harbour Landing which are identified as a "special study area." Specifically, In the OCP, Policy 2.14 and 2.15 "permits the development of lands

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designated as special study areas ... where it can be demonstrated that ... the impacts on the existing community are minimal.”

Through our engineering analysis, we have determined that the infrastructure requirements for the development of these 70 hectares to be home to 3,600 new people pose no significant negative impacts. Further, with the development of this area, Dream plans to achieve the following environmental and social impacts goals:

1. Environmental Sustainability and Resilience,
2. Attainable and Affordable Housing, and
3. Inclusive Community.

First, regarding our environmental goal, we are targeting Net Zero Energy housing to be 50% of building starts in 2026, and 100% of building starts by 2031. In addition, naturalized grasslands and wetlands are targeted to be 50% of open green spaces and our tree program is budgeted to be \$2MM. We have also found through the success and sustainability of Harbour Landing, the extension of transit route 18 is the most utilized transit route in the City which we look to expand upon by establishing a car & truck share program for residents who may need use of a vehicle.

Second, regarding our attainable housing goal, we are targeting to provide adequate safe and affordable housing to 30% of the anticipated population to be valued 10% or more below fair market. Moreover, we will be working with government, non-profit and private developers to incorporate other forms of social housing including short-term (second stage) and long term (third stage) housing for women and children at risk fleeing domestic abuse. We will also offer to provide access to full and productive employment and decent work for all women and men with access to more than 1,500,000 ft<sup>2</sup> of office, commercial and retail opportunities within 2km of their home.

Last, regarding our inclusive community goals, we are looking to provide the best long-term location for two new elementary schools. As well as to provide universal access to safe, inclusive and accessible green and public spaces, in particular for women and children and promote different cultures through public art to learn from





and enjoy within the open space system. In addition, we also plan to maintain a theme of names to promote the open sky and things that occupy it with a naming target of 75% of streets and parks to use Indigenous names from the 5 languages of the Treaty 4 territory.

In developing our plan, we have worked with the Ministry of Education, Regina Public School Board, Regina Catholic School Board, and City of Regina to find the most optimal long-term location for the required two new elementary schools. The land identified for these new schools is centrally located in the Harbour West neighborhood. It is optimally spaced 1 km from the current school to reduce future operations budgets for the school boards by limiting busing service to the school. The site would also be provided fully serviced by Dream at no cost to the City and Province through the dedication of Municipal Reserve lands under the Planning and Development Act, 2007.

Through the circulation process for our application, several concerns were noted by the other developers as well as the City. Mainly, this concern focused on our phasing proposal which would jeopardize existing investments made in other greenfield communities and delay their ability to achieve complete developments. In response to this concern, Dream would offer as a concession to demote and defer our phase 1 land designation in Coopertown to phase 2, so that the addition of the lands before you today would add no net additional land area to the OCP phasing plan.

If City Council denies our application to develop Harbour Landing West instead of Coopertown, a school site would still be needed. The next best location according to the Administration seems to be alone in the prairies at the end of Gordon Road. It would sit without housing around it for the next 20 years or more. It would also delay the schools from opening by at least one year as no site planning work to date has occurred on an alternate school site. Also, this site would need to be purchased and serviced by the City costing close to \$15M, whereas the site as we propose and desired by the Ministry and School Boards would be on park space, at no cost to the City, and would have housing and usable open space adjacent to it.



We would like to thank you for the opportunity to present and we are available to answer any questions you may have.

Sincerely,

A handwritten signature in blue ink that reads 'Evan Hunchak'.

Evan Hunchak

General Manager, Regina Land

D: 306.347.8131

E: [ehunchak@dream.ca](mailto:ehunchak@dream.ca)



# Harbour Landing West Concept Plan Discussion



October 06, 2021

1. Approval of the Harbour West Concept Plan will provided:
  - a) the Province and City the most optimal long-term location for a serviced parcel at no cost for two new elementary schools (Public and Catholic),
  - b) the greatest environmental and social impact of any new neighborhood in the province,
  - c) Optional - removal of 160 ac from the OCP phase 1 growth plan from the Coopertown neighborhood, and net neutral impact to the growth plan objectives being met
2. Denial of the Harbour West Concept Plan will require the Province and City to find an alternative school site which could have a cost of to service, be inferior in location (school sited on the prairies alone), and delay the schools opening by at least 1 year as no site planning has occurred to date.
3. The Province and School Board's approached Dream in 2019 to commence work on the Harbour West Concept Plan, which resulted in us pausing our efforts on advancing development within Coopertown.



# About Us, Dream

- We are a public company (DRM:TSX),
- Original founder of the RRHBA in 1955. Cairns > Carma > Dundee > Dream,
- Privileged to develop residential, industrial, office and retail in Regina,
- Social impact developer where a few examples include our Impact Trust, Indigenous hub, Zibi, and Foxtail Grove solar project (10MW on 100 acres in NE Regina).

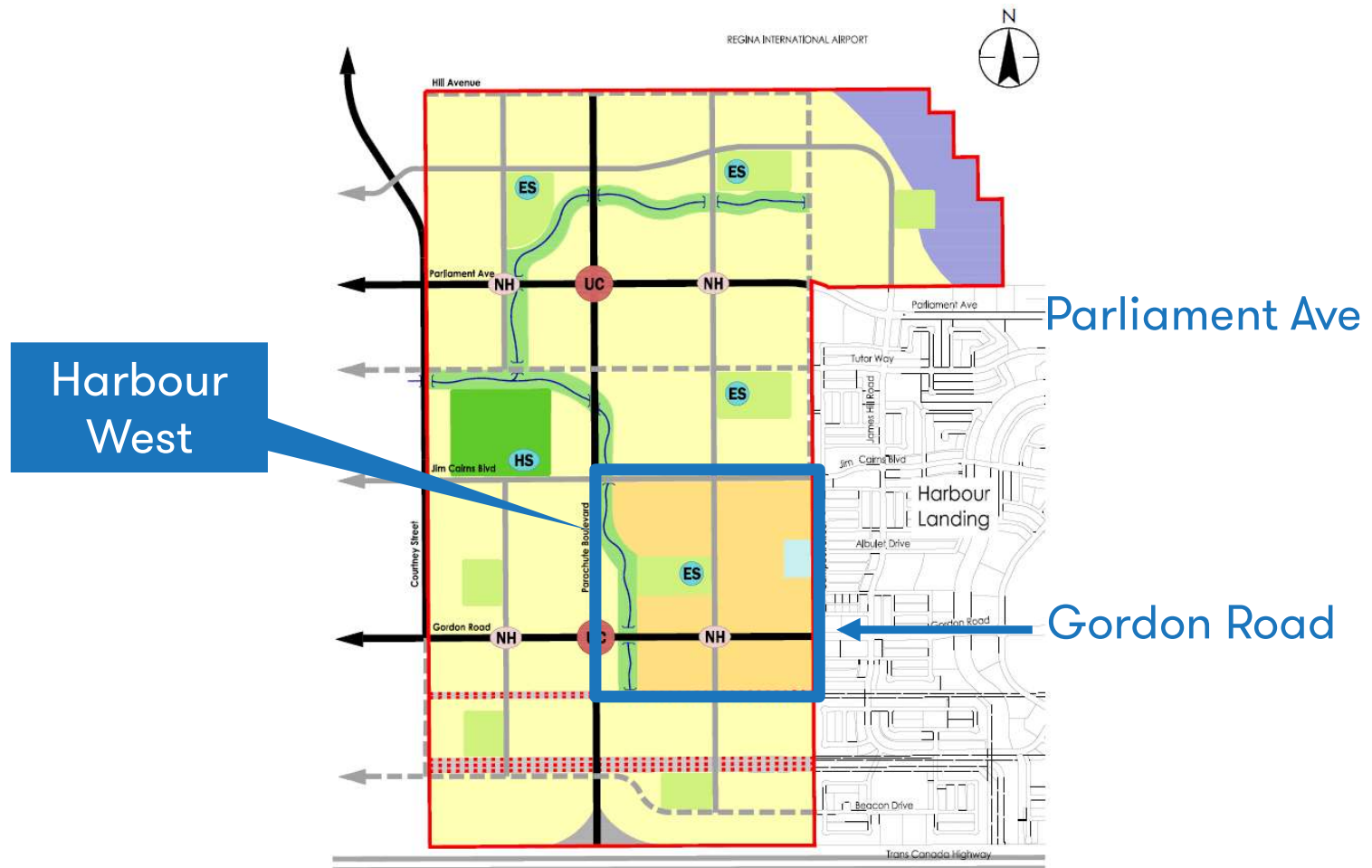
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# Harbour Landing Context



In development of the Harbour West Concept Plan, we have aligned all our efforts around our core mission – **building better communities for people to live, work, and play in.**

We set out to achieve this through achieving the greatest environmental and social impact in Saskatchewan by respecting the following three goals:

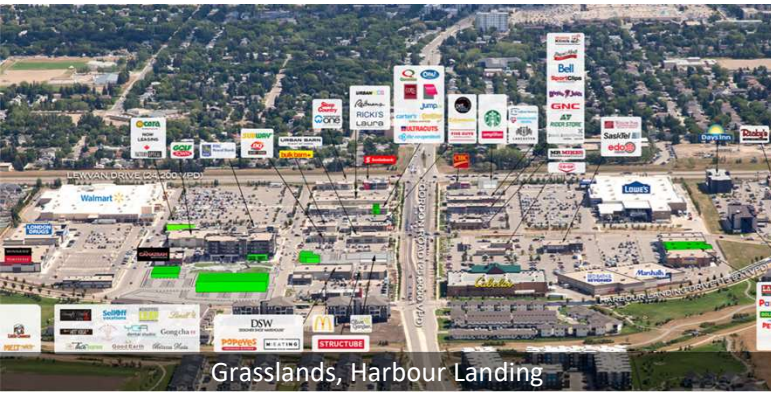
1. Environmental Sustainability and Resilience,
2. Attainable and Affordable Housing, and
3. Inclusive Community.



## Environmental Sustainability and Resilience Goals

1. Net Zero Energy housing targeted to be 50% of building starts in 2026, and 100% of building starts by 2031.
2. Naturalized grasslands and wetlands targeted to be 50% of open green spaces
3. Tree program targeted to be \$2MM.
4. Provide access to 100% of the residents to safe, affordable, accessible transportation systems through the extension of transit route 18 from Harbour Landing which is the most utilized transit route in the City. Also, establish a car/truck share for residents who may need use of a vehicle.





# Attainable and Affordable Housing Goals

1. *Provide adequate safe and affordable housing with the goal of 30% of housing to be valued 10% or more below fair market.*
2. *Work with government, non-profit and private developers to incorporate other forms of social housing including short-term (second stage) and long term (third stage) housing for women and children at risk fleeing domestic abuse.*
3. *Provide access to full and productive employment and decent work for all women and men with access to 1,500,000 ft<sup>2</sup> of office, commercial and retail opportunities within 2km.*

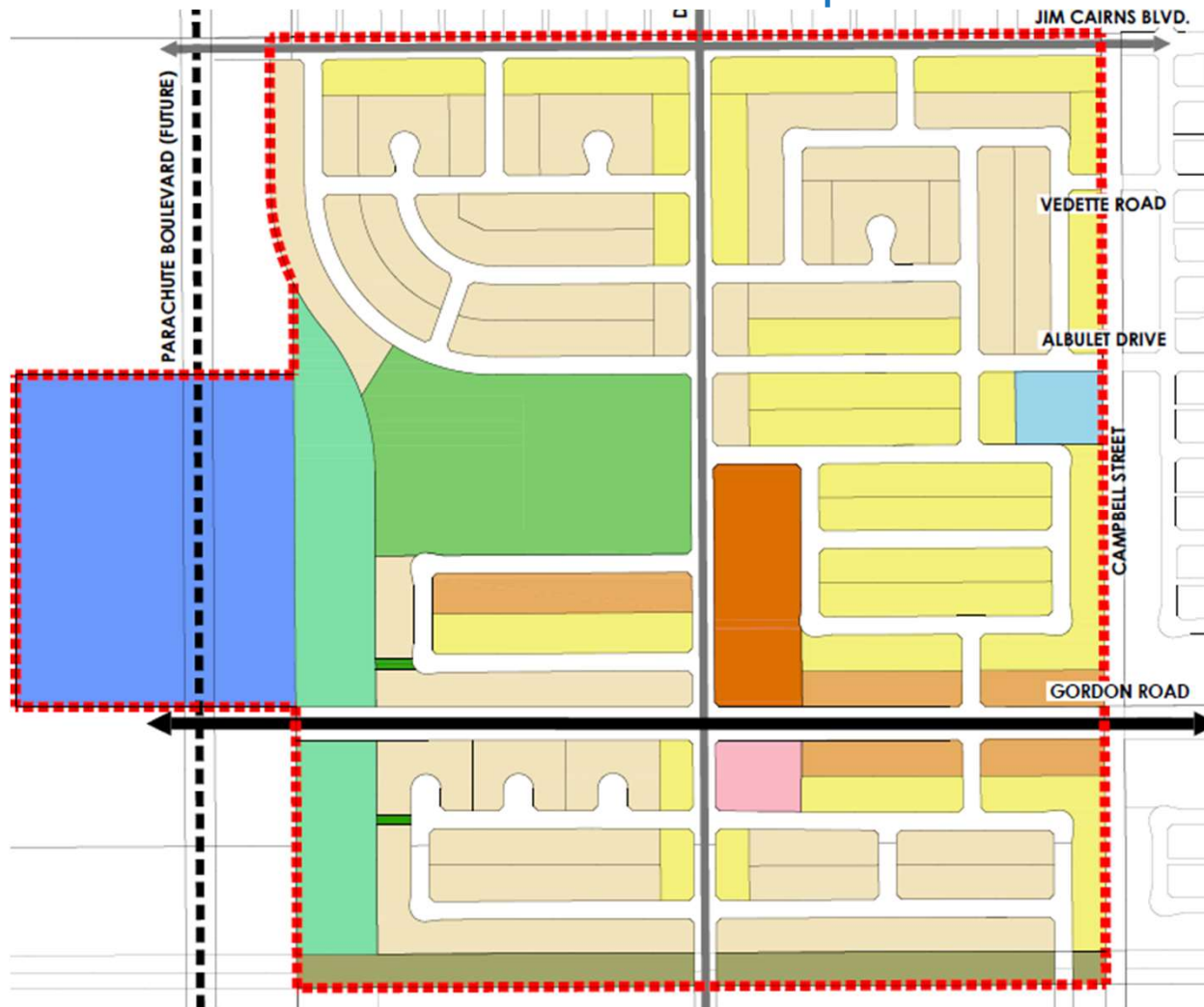


## Inclusive Community Goals

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1. *Provide the best long-term location for a new joint use elementary schools.*
2. *Provide universal access to safe, inclusive and accessible green and public spaces, in particular for women and children.*
3. *Promote different cultures through public art to learn from and enjoy within the open space system.*
4. *Maintain a theme of names to promote the open sky and things that occupy it with a naming target of 75% of streets and parks to use Indigenous names from the 5 languages of the Treaty 4 territory.*

# Harbour West Concept Plan



## Key Statistics:

- 70 Ha developable area
- 52.5 people/Ha
- 3,600 population (1,360 homes) to the current 15,000 in Harbour Landing

## Legend

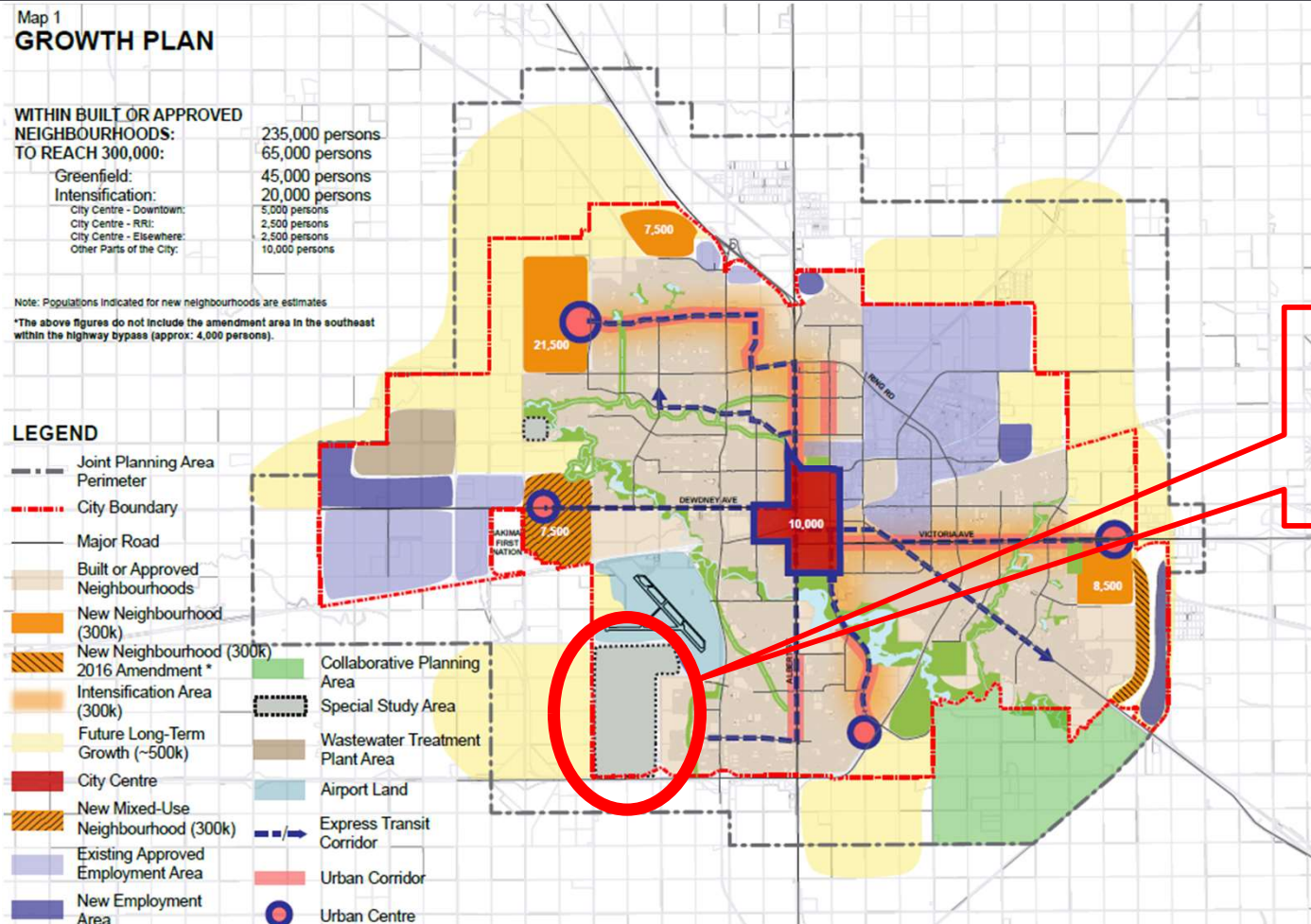
- ■ ■ ■ Subject Boundary
- Low Density Residential
- Low Density/Medium Density Residential
- Medium Density Residential
- Flex Zone 1 (Medium, High Density Residential)
- Flex Zone 2 (Commercial, Residential, Mixed Use)
- RM of Sherwood
- Municipal Reserve
- Municipal Walkway
- Pipeline Corridor
- Municipal Utility Parcel - Stormwater Channel
- Stormwater Detention Facility (private)
- Arterial Roadway
- Collector Roadway
- ■ ■ ■ Future Arterial Roadway



- The current joint-use Public/Catholic elementary schools are overcrowded at 140% capacity.
- The Provincial Government and Public/Catholic School Boards requested Dream to commence work on the Harbour West Concept Plan and they identified their preferred location for the new schools.
- The proposed location in Harbour West is the most optimal long-term location. It is centrally located in the Harbour West neighborhood. It is optimally spaced 1 km from the current school to reduce future operations budgets for the school boards by limiting busing service to the school – their policy is that residents within 1km of a school are not offered bus service. The site would also be provided fully serviced at no cost through the dedication of MR lands under the Planning and Development Act, 2007.
- Several alternative locations exist for a new joint use school site, but these alternatives would be inferior in location, come at a cost to the Provincial and Municipal governments to service, and pose potential safety concerns. Proximity to pipeline corridors, the Regina Airport, or on lead contaminated land (former gun club) come with significant risks and that is why planning policy does not support these type of locations for elementary schools, no different than people with mobility impairment or higher forms of density which are not ground oriented are also not recommend in these locations.
- With the health concerns about COVID19 and other transmissible diseases, the families of Harbour Landing need another alternative now, so the present schools are no longer overcrowded, allowing their children to focus on their education and not worry about their safety.

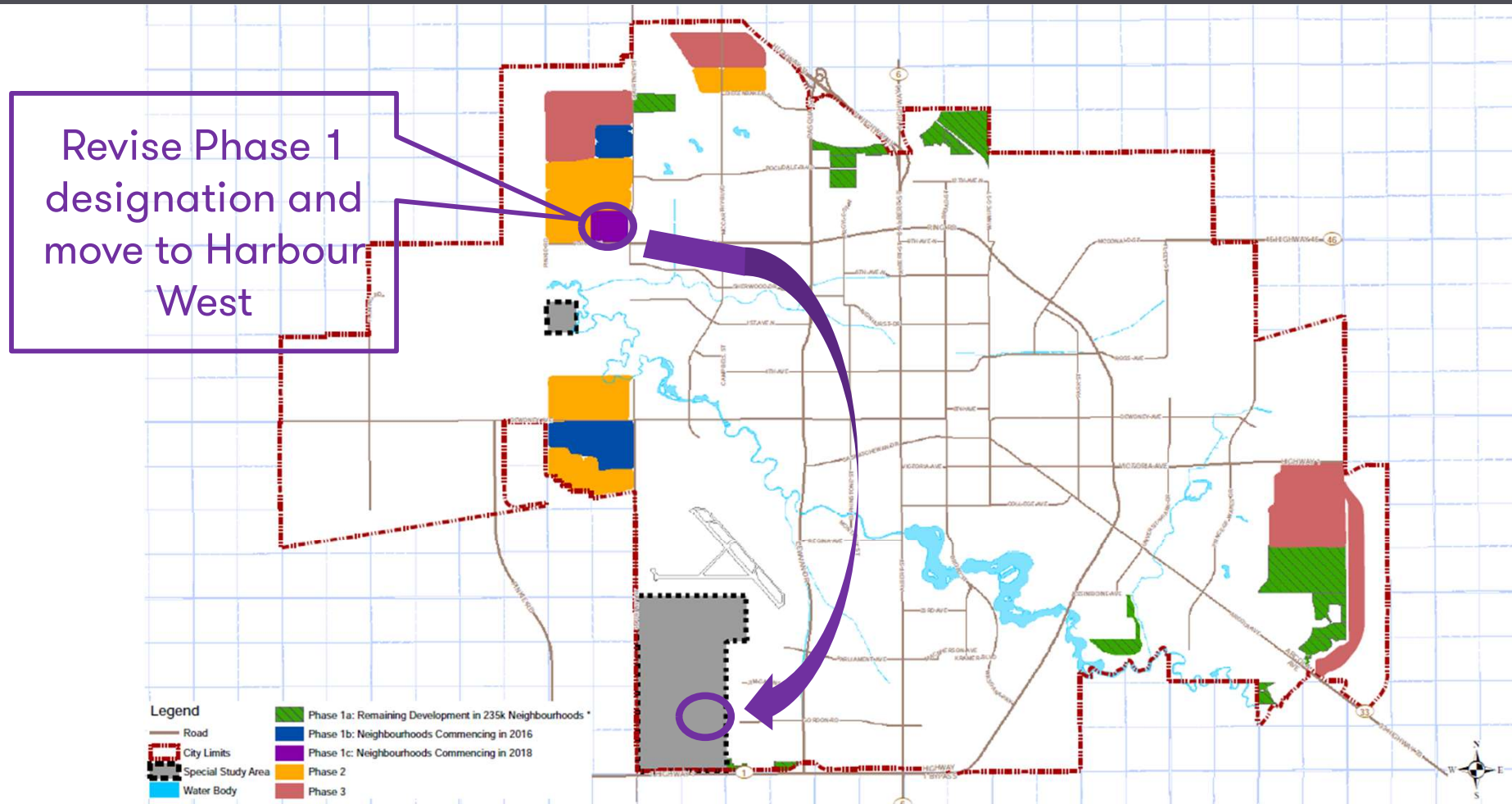
- The OCP identifies 120 Ha (300 ac) within the Harbour Landing West area as a “special study area.” In the OCP, Policy 4.2.15 Special Study Areas notes that 120 Ha in SW Regina as identified on Map 1 may be considered for development. Map 1 follows.
- We will not be adding additional land to the phase 1 growth area as we will be seeking to defer our Coopertown phase 1 lands. The result would be “net neutral” and maintain the current approved total area of phase 1 lands identified in the OCP. Map 1b follows.

# OCP Growth Plan – Map 1



“Special Study Area”

# OCP Phasing of New Neighborhoods – Map 1b





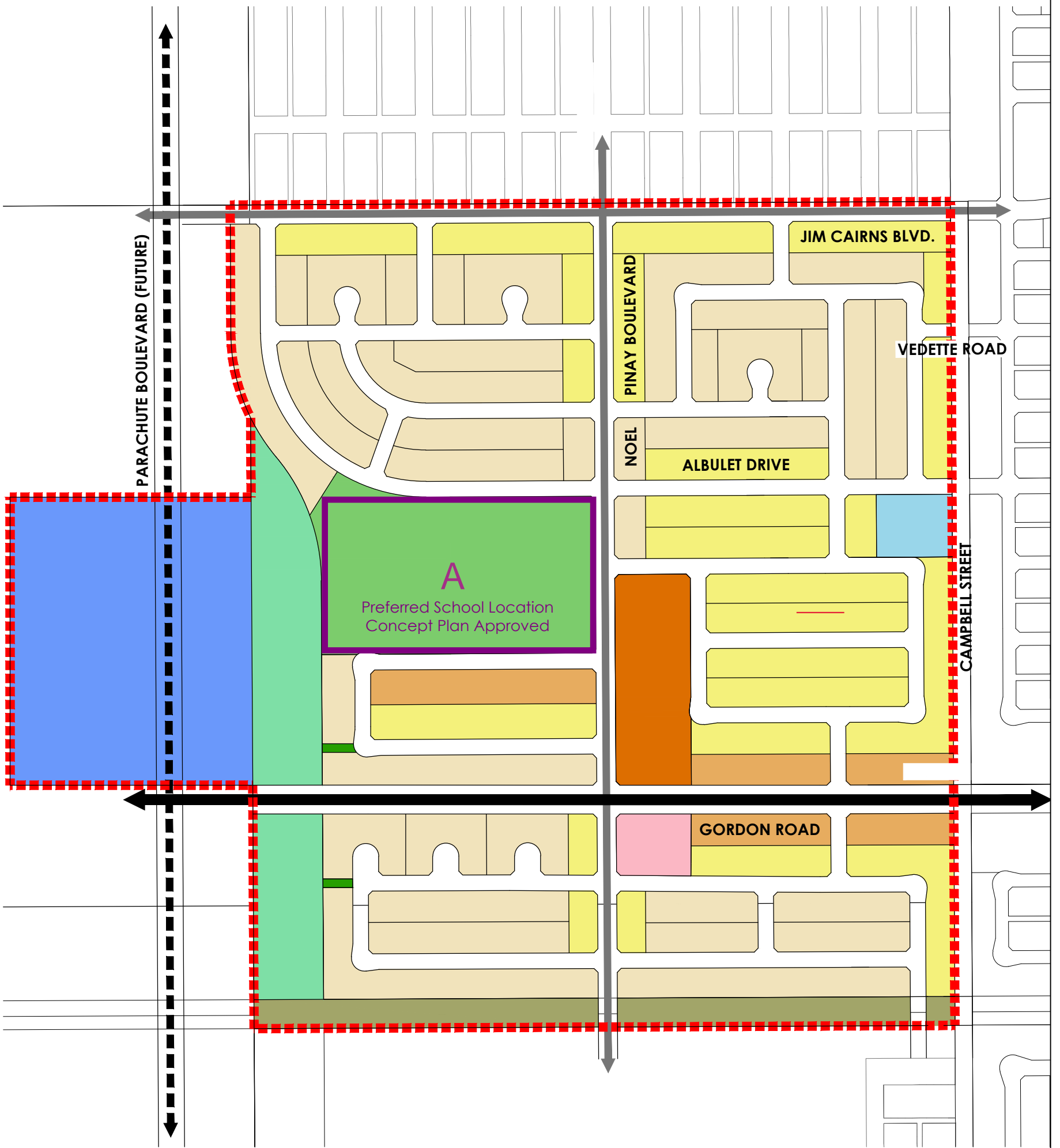
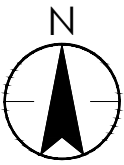
- The proposed school location will have no cost to the Province or City if the concept plan as proposed is approved. Dream would pay for all servicing costs, and the land needed for the school and adjacent park would be dedicated as municipal reserve per the Planning and Development Act, 2007.
- Alternatively, denying our concept plan application and revising the school location to be adjacent to existing Harbour Landing (Gordon Road and Campbell Street) would come at a cost to the Province and City to purchase and service a site.

1. There is **public need** for new schools in SW Regina to be best located from a long-term perspective.
2. With approval of the plan, Dream is able to provide the **school site at no cost** to the Province and City.
3. Harbour West will have the **greatest environmental and social impact** compared to any other new neighborhood in Saskatchewan.
4. **OCP Policy** supports Harbour West to be included in the growth plan.
5. No additional lands added to the phase 1 growth plan (with Coopertown deferral).



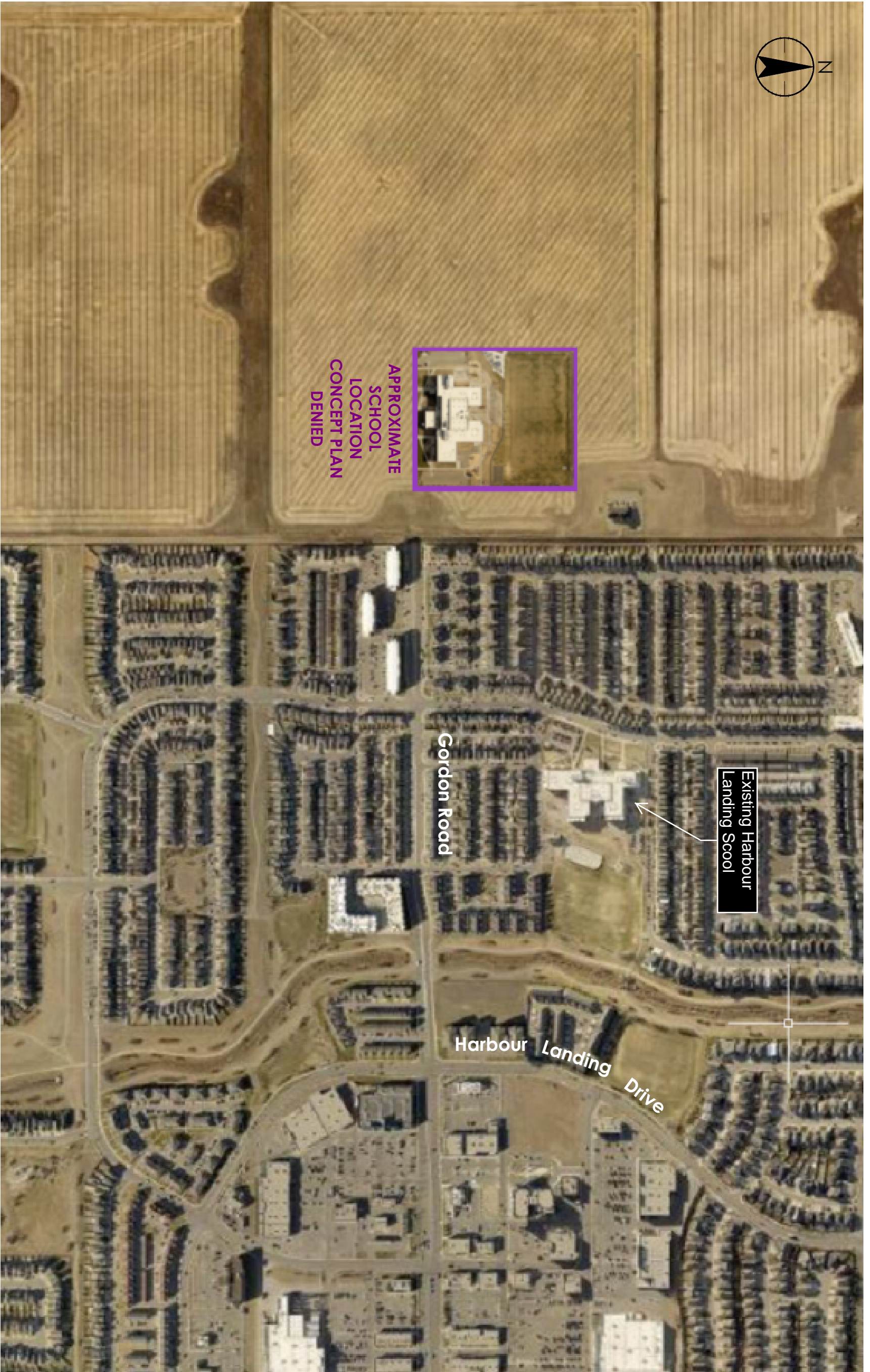
Questions?  
Evan Hunchak  
[ehunchak@dream.ca](mailto:ehunchak@dream.ca)  
(306) 570-3826

**thank  
you.**



Legend

- |  |   |
|--|---|
| ■■■■■ Subject Boundary                             | ■ Municipal Walkway                             |
| ■ Low Density Residential                          | ■ Pipeline Corridor                             |
| ■ Low Density/Medium Density Residential           | ■ Municipal Utility Parcel - Stormwater Channel |
| ■ Medium Density Residential                       | ■ Stormwater Detention Facility (private)       |
| ■ Flex Zone 1 (Medium, High Density Residential)   | ■ Arterial Roadway                              |
| ■ Flex Zone 2 (Commercial, Residential, Mixed Use) | ■ Collector Roadway                             |
| ■ RM of Sherwood                                   | ■ ■ ■ ■ Future Arterial Roadway                 |
| ■ Municipal Reserve                                |   |



## ANALYSIS OF SITE TO ADDRESS GROWTH IN SOUTH WEST REGINA

### GENERAL:

- When investigating new school sites, school divisions must follow the direction in *The Education Act, 1995*, *The Education Regulations, 2019*, *The Planning and Development Act, 2007*, *The Dedicated Lands Regulations, 2009*, the City of Regina Official Community Plan, the City of Regina Zoning Bylaw, and school division administrative procedures.
- These legislative documents also set out that new school sites should be provided through the Municipal Reserve allotment in new developments.

Category	Harbour Landing West	Victory Church & adjacent site	Fairchild Park – Harbour Landing	Argyle or St. Pius Site	Corner of Campbell St. & Gordon Road	Beaucorp Lands (near Airport)
<b>Legislative Issues</b>	<ul style="list-style-type: none"> <li>• PASS: On Municipal Reserve</li> </ul>	<ul style="list-style-type: none"> <li>• FAIL: Not on Municipal Reserve. No further consideration was given.</li> </ul>	<ul style="list-style-type: none"> <li>• FAIL: This site is in a fully built out development that has used up its Municipal Reserve allotment.</li> </ul>	<ul style="list-style-type: none"> <li>• FAIL: Either site or current arrangement would not have been large enough to replace both schools and meet the growth experienced in Harbour Landing as school would have been designed for 1600 students. No further consideration was given.</li> </ul>	<ul style="list-style-type: none"> <li>• Site was not considered in Ministry analysis.</li> <li>• This was not a known site at the time analysis was done.</li> <li>• Was never identified as a potential site.</li> </ul>	<ul style="list-style-type: none"> <li>• FAIL: Commercial land - Not on Municipal Reserve. No further consideration was given.</li> </ul>
<b>Land Acquisition</b>	<ul style="list-style-type: none"> <li>• PASS: On Municipal Reserve – no purchase.</li> </ul>	<ul style="list-style-type: none"> <li>• FAIL: this site would have to be purchased</li> </ul>	<ul style="list-style-type: none"> <li>• Land is on Municipal Reserve but is of inadequate size.</li> </ul>	<ul style="list-style-type: none"> <li>• Land is owned by school divisions but is of inadequate size.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• FAIL: this site would have to be purchased</li> </ul>
<b>Site size</b>	<ul style="list-style-type: none"> <li>• PASS: Meets legislative requirement.</li> </ul>	<ul style="list-style-type: none"> <li>• FAIL: Does not meet legislative requirement.</li> </ul>	<ul style="list-style-type: none"> <li>• FAIL: Does not meet legislative requirement.</li> </ul>	<ul style="list-style-type: none"> <li>• FAIL: Does not meet legislative requirement.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Unknown if 10-12 acres is available.</li> </ul>



Category	Harbour Landing West	Victory Church & adjacent site	Fairchild Park – Harbour Landing	Argyle or St. Pius Site	Corner of Campbell St. & Gordon Road	Beaucorp Lands (near Airport)
<b>Student Safety</b>	<ul style="list-style-type: none"> <li>Site can be developed and designed to ensure student safety.</li> </ul>	<ul style="list-style-type: none"> <li>Proximity to Highway #1 is not ideal due to noise and potential safety issues.</li> <li>Proximity to the Pipeline corridor is not ideal and could cause logistical issues to evacuate the school in the event of an accident.</li> </ul>	<ul style="list-style-type: none"> <li>Addition of a large school on this site would cause major issues with traffic and bus drop off requirements.</li> </ul>	<ul style="list-style-type: none"> <li>A large school on this site would cause major issues with traffic and bus drop off requirements.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Proximity to airport is not ideal due to noise and potential safety issues.</li> <li>Safety issues for elementary school students in a commercial area.</li> </ul>
<b>Site Readiness</b>	<ul style="list-style-type: none"> <li>As site is still in development it can be customized to meet the school division's needs &amp; timelines.</li> </ul>	<ul style="list-style-type: none"> <li>Roads and servicing not available.</li> <li>Requires consolidation of multiple parcels which are not zoned appropriately.</li> </ul>	<ul style="list-style-type: none"> <li>Site is developed but servicing and roadways likely inadequate to accommodate a larger school.</li> </ul>	<ul style="list-style-type: none"> <li>Site is developed but servicing and roadways likely inadequate to accommodate a larger school.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
<b>Compatible Use</b>	<ul style="list-style-type: none"> <li>Area is entirely residential.</li> </ul>	<ul style="list-style-type: none"> <li>Adjacent to residential but also a main highway.</li> </ul>	<ul style="list-style-type: none"> <li>Area is entirely residential.</li> <li>Expanded school would take up all existing green space in the area.</li> </ul>	<ul style="list-style-type: none"> <li>Area is entirely residential but would require a 3-4 storey school which is incompatible with the neighbourhood.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Adjacent to residential but also the airport.</li> </ul>
<b>Community Impact</b>	<ul style="list-style-type: none"> <li>School and site can be designed with community impact considerations.</li> </ul>	<ul style="list-style-type: none"> <li>This site would require substantial bussing from the existing area and the future Harbour Landing West area.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic would have a large impact on the community and surrounding area</li> </ul>	<ul style="list-style-type: none"> <li>Traffic would have a large impact on the community and surrounding area</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

# HARBOUR LANDING AND DEMAND FOR A NEW JOINT-USE SCHOOL

July 8, 2021



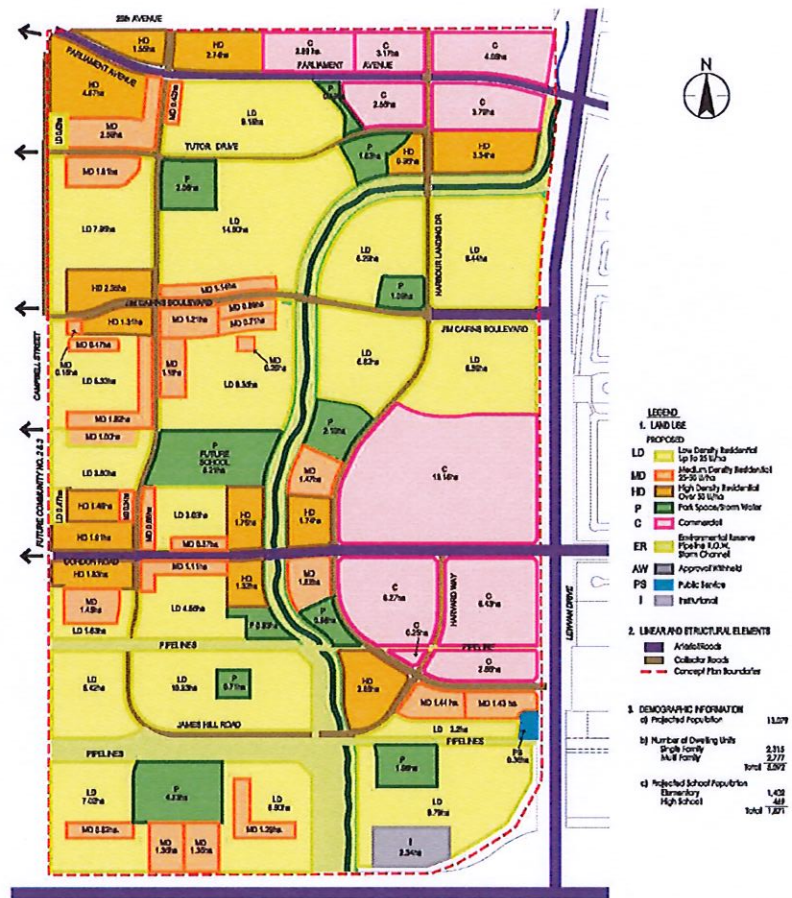


- The Harbour Landing Concept Plan was approved in August 20, 2007 with a projected population of 9,526 and a projected 3,572 housing units. (source page 6 Regina Planning Commission report RPC12-62)
- Several concept plan changes occurred throughout the years that shifted several locations in the neighbourhood to higher density types of residential housing.
- A Global News article from January 7, 2013 states that when Harbour Landing was announced 2007 that Dundee Developments intended the build out to take until 2024 or 2026, but it was largely built out at that time.
- The current Harbour Landing Concept Plan states the projected population is 13,079 with 5,092 housing units.
- From 2007-2015 the projected population in Harbour Landing increased by 37% from the original plan and the housing units increased by 42%. The development was largely built out 10 years earlier than planned.



# HARBOUR LANDING STATISTICS

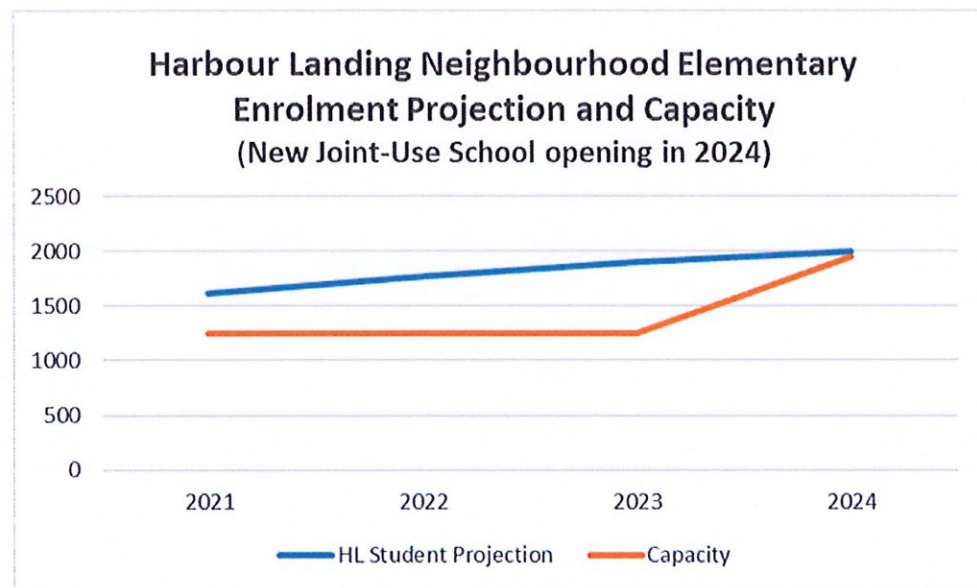
- One school site was identified in the Concept Plan.
- The general rule of thumb for predicting school needs in new developments is an elementary school (500 students) is needed for every 5,000 people.
- Based on the 2007 population projections for the neighbourhood, and the rule of thumb, two elementary schools (1,000 students total) should have been needed to manage the projected student population.
- It is projected that 1,600 elementary students will be living in Harbour Landing for this upcoming school and the projection for 2024 when the new Harbour Landing West School would open is 2,000 elementary students





## HARBOUR LANDING STUDENT STATISTICS

- The capacity of Harbour Landing and St. Kateri Joint-Use School with all relocatables is 1250.
- The projected elementary students in Harbour Landing in 2021 is 1615 students.
- Some of these students are being bussed to Dr. A.E. Perry and Massey schools.
- In 2024, the area is projected to have 2000 elementary students – 750 more students than the capacity of Harbour Landing and St. Kateri Joint-Use School.
- Opening the new Joint-Use School in 2024 with an opening enrolment of 700 students will manage this demand.



## NEARBY SCHOOLS STATISTICS

- The nearby schools are at or over capacity. This situation is projected to be similar in 2024.
- Some schools are accommodating students from Harbour Landing already.
- Bussing students to schools in Albert Park or Whitmore Park would not be addressing the future school needs in Harbour Landing West.

Nearby Schools	2020 Utilization	Projected 2024 Utilization
Ethel Milliken	94%	109%
Dr. A.E. Perry	112%	140%
Massey	93%	86%
Grant Road	103%	94%
Argyle	111%	108%
McVeety	107%	105%
Deshaye	74%	85%
St. Pius X	75%	75%
St. Mathew	59%	59%



## LEGISLATION, REGULATIONS, BYLAWS AND ADMINISTRATIVE PROCEDURES

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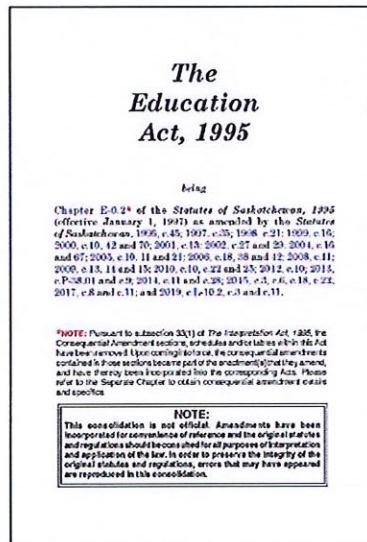
Site Planning for new schools in Regina are subject to the following:

- *The Education Act, 1995*
- *The Education Regulations, 2019*
- *The Planning and Development Act, 2007*
- *The Dedicated Lands Regulations, 2009*
- *The Statements of Provincial Interest Regulations*
- The City of Regina Official Community Plan
- The City of Regina Zoning Bylaw
- Regina Public School Board Administrative Procedure 605 – School Sites



# LEGISLATION, REGULATIONS, BYLAWS AND ADMINISTRATIVE PROCEDURES

- ***The Education Act, 1995***
- ***The Education Regulations, 2019***



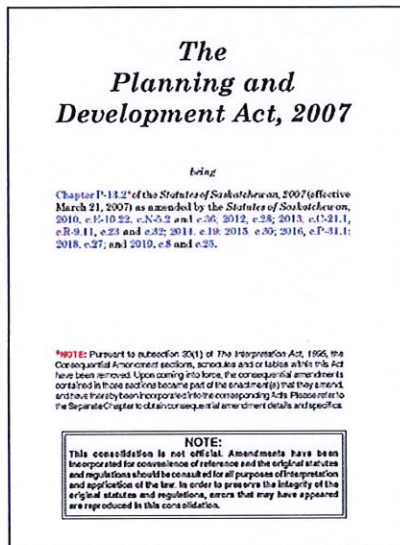
## KEY POINTS:

When selecting a school site, a board of education shall consider:

- present and future enrolment requirements;
- the location with respect to school population, traffic and other hazards, distracting noises and other sensory or environmental nuisances;
- the adequacy of level play areas;
- the site drainage, soil conditions and land contours as they affect construction and landscaping;
- the shape of the school site; and
- the health and safety of the pupils.

# LEGISLATION, REGULATIONS, BYLAWS AND ADMINISTRATIVE PROCEDURES

- *The Planning and Development Act, 2007*
- *The Dedicated Lands Regulations, 2009*
- *The Statements of Provincial Interest Regulations*

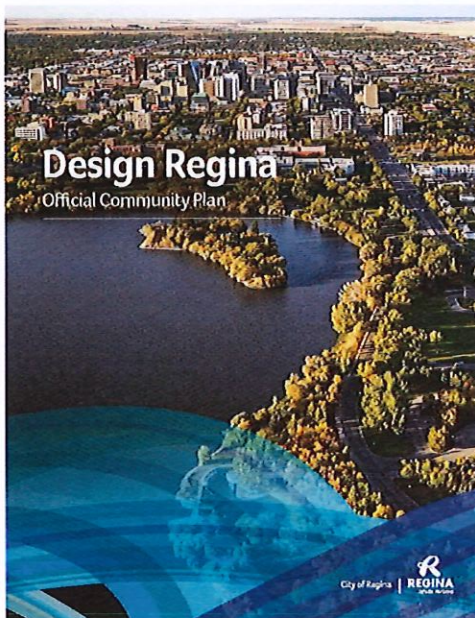


## KEY POINTS:

- Municipal Reserve can be used for school purposes
- Planning documents shall
  - Encourage healthy neighbourhood design, including complete, compact and connected communities and
  - Encourage active transportation and physical activity for people of all ages and abilities

# LEGISLATION, REGULATIONS, BYLAWS AND ADMINISTRATIVE PROCEDURES

## The City of Regina Official Community Plan



### KEY POINTS:

Section D9 Health and Safety

Goal 1 – Safety and Urban Planning:

11.4 Encourage school boards and developers to locate schools such that the safety and level of activity of children is optimized including, but not limited to:

11.4.1 Requiring safety measures when stormwater ponds are adjacent to school sites; and

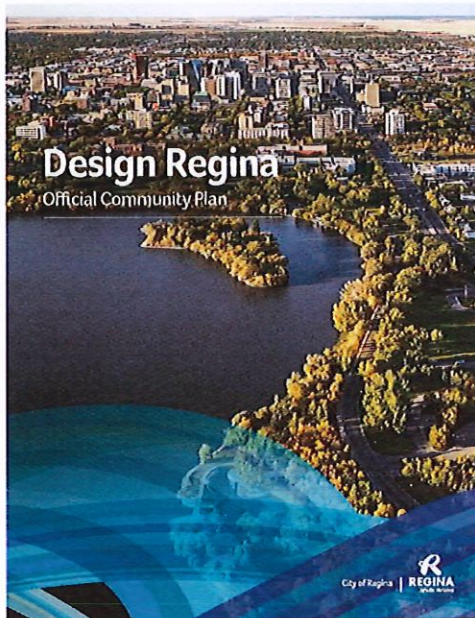
11.4.2 Locating school sites away from potentially *hazardous facilities*.

“Hazardous facilities” is defined as: “Any building, structure or land use, including but not limited to gas pipelines, dangerous goods routes and chemical plants, which involves the storage, transportation, processing or manufacturing of hazardous materials as defined in the Zoning Bylaw, or which, in the City’s opinion, due to the presence of such hazardous materials poses an acute risk of harm or adverse effect in the event of an accident.”



# LEGISLATION, REGULATIONS, BYLAWS AND ADMINISTRATIVE PROCEDURES

## The City of Regina Official Community Plan



### KEY POINTS:

Section E Realizing the Plan

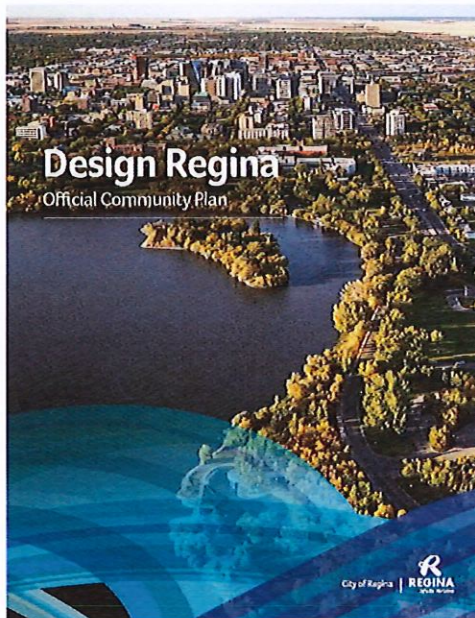
Goal 6 – Relationship Between Plans

14.37A Require that the planning for new schools is done in accordance with the following policies:

- Where a Secondary Plan or Concept Plan is being prepared:
  - the City shall consult with the Government of Saskatchewan and the affected school divisions to determine the need and, where applicable, size and location for new school(s); and
  - The location for new school site(s), where applicable, shall be illustrated conceptually within Secondary Plans, specifically within Concept Plans, or otherwise as required by the City.
- Where a new school is deemed to be required, the City:
  - Should require that land (e.g. municipal reserve designation) or money (e.g. money in lieu of municipal reserve dedications; levies) be provided through the affected subdivision process(es) for the purpose of accommodating the school site.

# LEGISLATION, REGULATIONS, BYLAWS AND ADMINISTRATIVE PROCEDURES

## The City of Regina Official Community Plan



### KEY POINTS:

Appendix A Guidelines for Complete Neighbourhoods:

Policy 7.1.1 A collaborative planning process including stakeholders

- Participants should include landowners, City staff and other stakeholders, such as school boards, adjacent community associations, utility providers, and applicable provincial agencies.

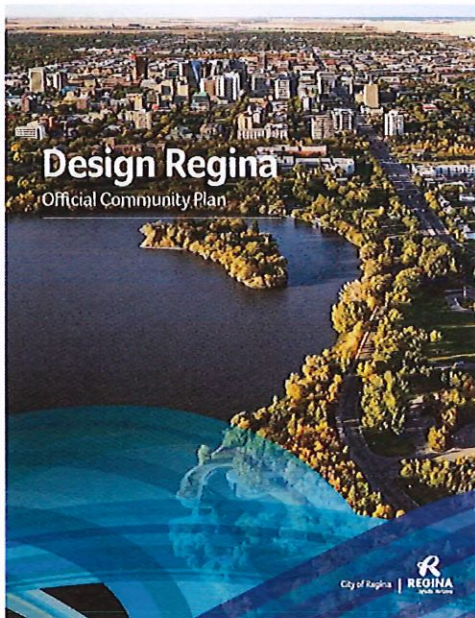
Policy 7.1.3 A framework, where appropriate, of smaller neighbourhood districts and a centrally located neighbourhood hub:

- New schools and other institutional uses should be encouraged to locate within, or in close proximity to neighbourhood hubs.



# LEGISLATION, REGULATIONS, BYLAWS AND ADMINISTRATIVE PROCEDURES

## The City of Regina Official Community Plan



### KEY POINTS:

Appendix B School Siting and Re-Use Guidelines

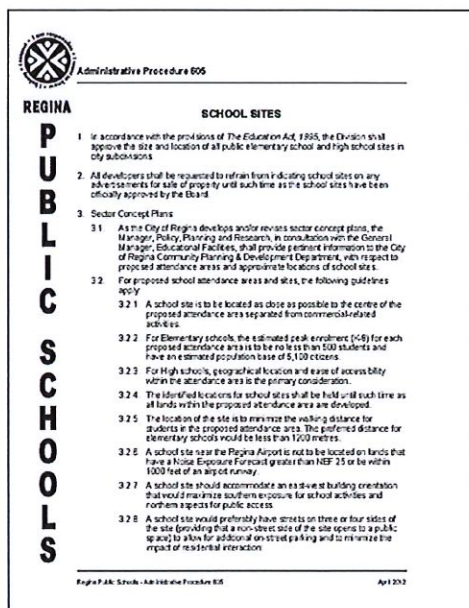
Section 2 – School Siting Considerations for New Schools

New school sites should:

- a) Be located on a collector roadway;
- b) Not front, flank or back an arterial or higher classification roadway;
- c) Be located connected to pedestrian networks that provide safe connectivity to adjacent neighbourhoods; and
- d) Accommodate a school and contiguously located recreational open space.

# LEGISLATION, REGULATIONS, BYLAWS AND ADMINISTRATIVE PROCEDURES

## Regina Public School Board Administrative Procedure 605 – School Sites



### KEY POINTS:

- School sites should be located as close as possible to the centre of the proposed attendance area.
- The location of the site is to minimize the walking distance for students in the proposed attendance area.
- A school site near the Regina Airport is not to be located on lands that have a Noise Exposure Forecast greater than NEF 25 or be within 1000 feet of an airport runway.
- A school site would preferably have streets on three or four sides of the site to allow for additional on-street parking and to minimize the impact of residential interaction.
- Surrounding housing developments should be designed to minimize resident on-street parking adjacent to the school site.

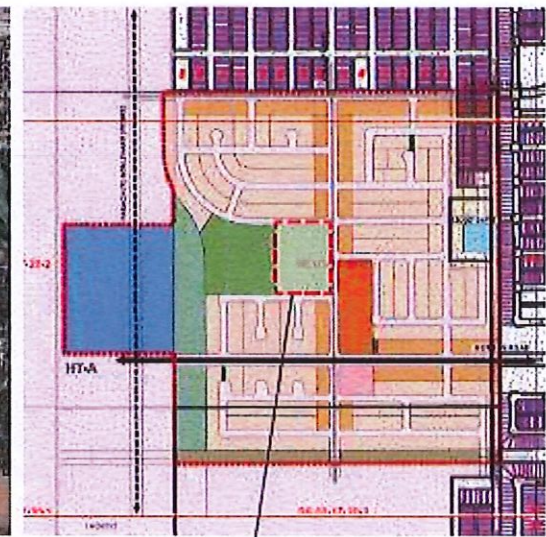


## WORK TO DATE

- All Legislation, Regulations, City and School Board policies were followed and a new joint-use school site was determined through a collaborative process with the City of Regina in the proposed Harbour Landing West Concept Plan.
- The City of Regina organized several meetings between the school divisions, the Ministry of Education and the developer to discuss the proposed Concept Plan and the school site.
- The City circulated the Concept Plan for comments in August 2020. Communications at that time indicated the Concept Plan would be going through the approval process within 6 months of that time.



Image sourced from Google Earth



Proposed Site



## WORK TO DATE

- The provincial government approved a new Joint-Use School in Harbour Landing in the 2020-21 Budget.
- The design includes a public school for 400-500 students and a catholic school for 250-350 students.
- It includes community space (meeting room, server, access to two full sized gyms and a mini-gym) and a 90-seat childcare centre.



## WORK TO DATE

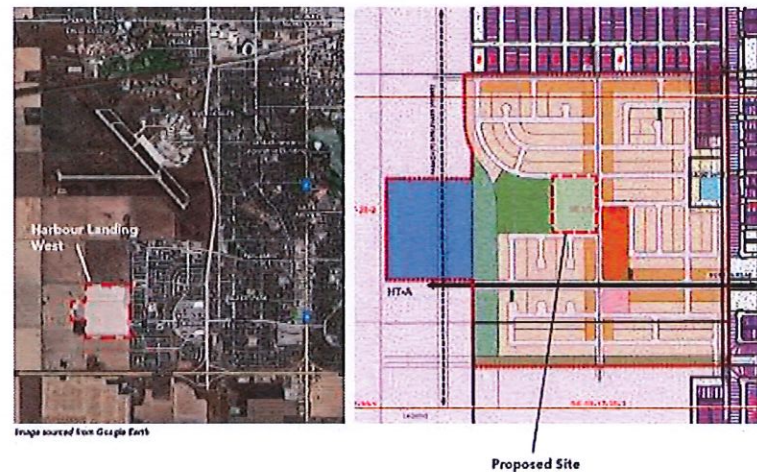
- Consultations with the school communities and a Conceptual Design have been completed.
- Surveys with the Harbour Landing community indicated:
  - frustration with the current crowded conditions at the schools,
  - disappointment with the need to bus students outside of the neighbourhood,
  - the lack of planning that appeared to occur with the current joint-use school site; and
  - demands to “do this one right”.





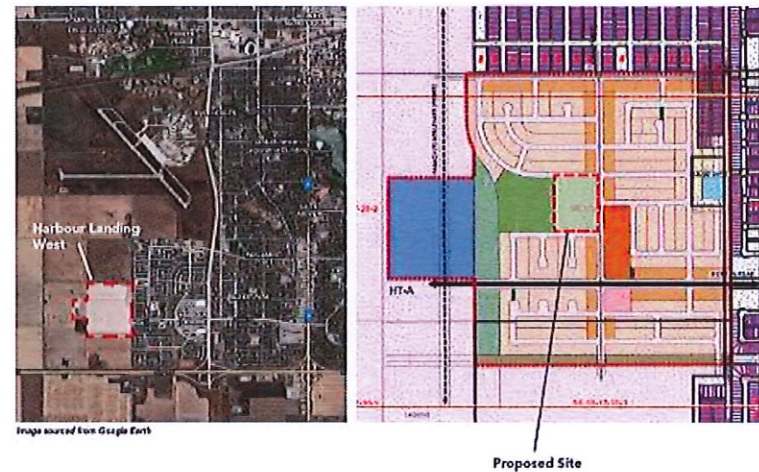
## KEY MESSAGES

- A new joint-use school is required to manage the enrolment demands in Harbour Landing.
- The new joint-use school will also ensure students from the eventual new developments west of the existing neighbourhood can be managed.
- Harbour Landing had one school site identified in its concept plan, which is where the current joint-use school is located.
- From 2007-2015 the projected population in Harbour Landing increased by 37% from the original plan and the housing units increased by 42%. The development was largely built out 10 years earlier than planned.



# KEY MESSAGES

- Harbour Landing and St. Kateri Schools are over capacity. Nearby schools are at or over capacity.
- The Ministry of Education, school divisions and the City have worked together by following all legislation, regulations, bylaws and policies, to identify a feasible school site in the proposed Harbour Landing West Concept Plan.
- The provincial government approved a new joint-use school and design work has begun using the site in the Harbour Landing West Concept Plan.



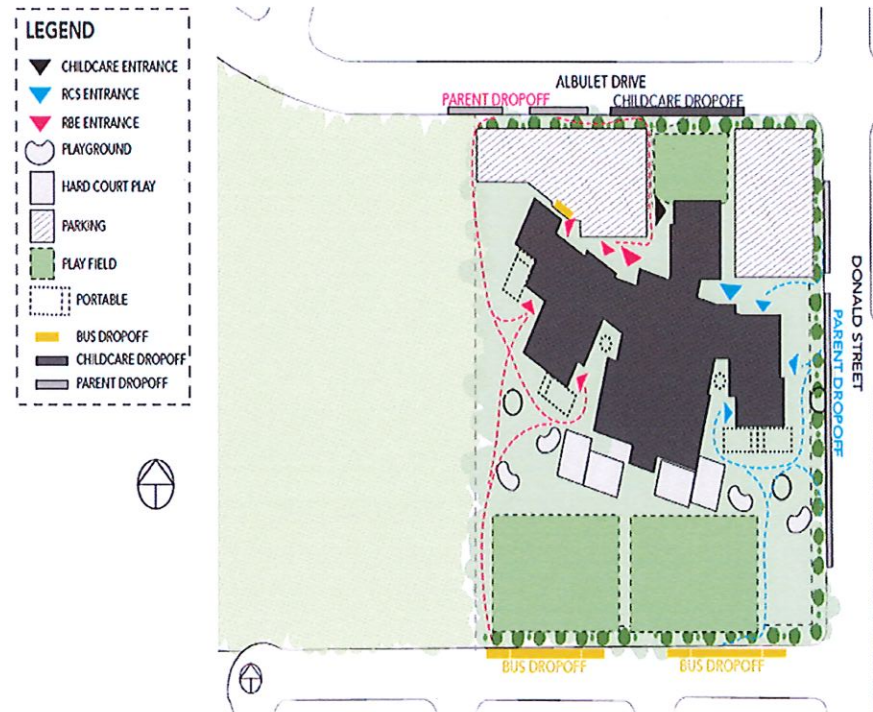


# Current Site

## Harbour Landing West Site

- Separates Bus traffic from Parent Traffic
- Students access the school entrances through the Playfields and play areas.
- 3 side access for drop off and pedestrian connections minimizes traffic congestion
- Municipal reserve directly to the West
- Play fields on South side
- Good Supervision sightlines
- Surrounded by Residential Development
- Moderate traffic on adjacent roads
- School buffers the prevalent winds

## HARBOUR LANDING WEST JOINT USE SCHOOL CURRENT SITE PLAN



# Alternative Site

## Victory Church Site

- Estimated size – 52,500 m<sup>2</sup>
- Property has possible environmental issues
- Properties are in 3 titles
- Single street access on North side will likely need to be one way to keep all drop off on the school side
- Buses and Parents are sharing the same street for drop offs
- Traffic congestion will affect Padwick Avenue access
- Highway to South will be loud
- The new street is located right beside the rear yard fences of the residential development.
- No Municipal Reserve to supplement the play area accessible by the School
- Student access points are on the south side of the school and drop off is on the north. Longer walks for the Students to the entry doors.

## HARBOUR LANDING WEST JOINT USE SCHOOL ALTERNATE SITE OPTION 1



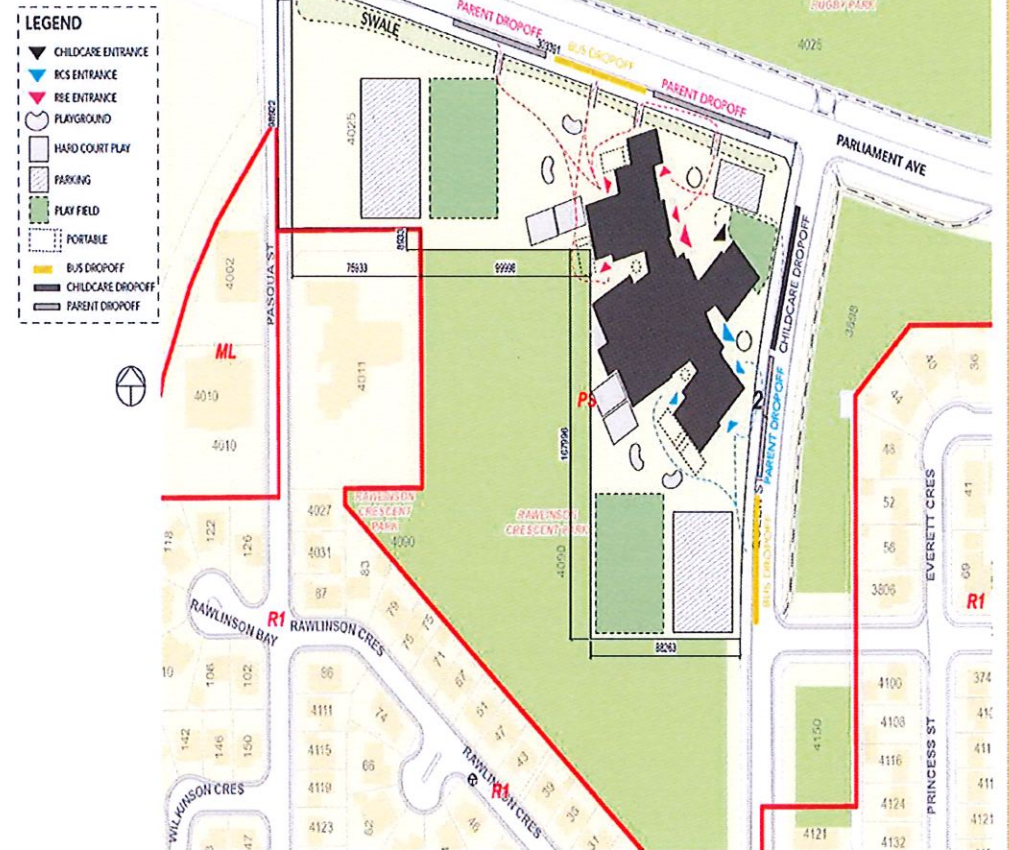


# Alternative Site

## Parliament Avenue and Queen Street

- Parliament Ave. is too busy of a street to have points of access for drop off
- Various concerns with a school built under a flight path and close proximity to the airport.
- Project delays with new discussions required with various jurisdictions; Transport Canada Civil Aviation, Regina Airport Authority, etc.
- Buses and Parents will be sharing the street for drop offs
- Swale will require safe connections over to the site from the street
- Drop off point locations do not connect to the building through the play fields
- Rawlinson Crescent Park becomes landlocked for the North Portion
- Corner of Queen and Parliament will see greatly increased Ingress and Egress traffic.
- Prevalent Winds will make courtyards less hospitable.
- School footprint has no buffer space for maintenance paths and pedestrian walking routes.
- Not all relocatables will fit on the school within the existing site boundaries.

### HARBOUR LANDING WEST JOINT USE SCHOOL ALTERNATE SITE OPTION 2



# Alternative Site

## Fairchild Park

- Estimated size – 22,500 m<sup>2</sup>
- This site is in a fully built out development that has used up its Municipal Reserve allotment.
- Land is on Municipal Reserve but is of inadequate size.
- Does not meet legislative requirement.
- Addition of a large school on this site would cause major issues with traffic and bus drop off requirements.
- Site is developed but servicing and roadways likely inadequate to accommodate a larger school.
- Located centrally within the desired catchment area, does not address any future expansion of the neighbourhood.





# Alternative Site

## Norseman Park

- Estimated size – 38,000 m<sup>2</sup>
- Meets minimum legislative requirements for site size.
- On Municipal Reserve – land transactions not necessary
- Meets legislative requirement.
- Site has a buried pipeline running directory through it which has been identified as a safety hazard.
- Potential traffic issues.
- Traffic assessment would be required.
- Park is fully developed (full sized soccer pitch, storm drainage, concrete skate park, asphalt basketball court, benches, asphalt pathways and full play structure).
- Many park amenities would require relocation.



August 23, 2021

Dream Development  
Attn: Jason Carlston, Regional Vice President, Land  
300 – 4561 Parliament Ave  
Regina, SK, S4W 0G3  
jcarlston@regina.ca

“via email”

Dear Jason:

Re: Application 201900072 – Official Community Plan Amendment

The purpose of this letter is to summarize our review regarding your application to amend the phasing scheme of *Design Regina: The Official Community Plan Bylaw* (OCP) for your proposed development west of Campbell Street (Harbour Landing West).

Our review is based on the proposed development and associated servicing analysis and how this aligns with the OCP. As the subject property is designated as “Special Study Area” (SSA), as per Map 1 and Map 1b of the OCP, the proposed development must comply with Sections 2.14 and 2.15 of the OCP, and a phasing designation must be assigned (OCP, Section E, Policy 14.20D.3) prior to development proceeding.

The general intent is that development in the SSA be allowed only where it supports key goals, including long-term growth, efficient servicing and fiscal sustainability. The OCP recognizes the SSA as an area that requires further, more detailed analysis to determine appropriate land-use and phasing or timing of development based on City impacts.

As a result of our review, we have identified conflicts with Section 2.14, including the following:

- Capacity issues with existing infrastructure; therefore, the need for significant upgrades/new infrastructure (Policy 2.14.1): in-line wastewater storage; potential upgrade to the Harbour Landing Pump Station (HLPS); new stormwater detention and pumping facilities.
- Financial risk for City regarding proposed privately owned and operated storm water facility (Policy 2.14.2). Recent case law indicates that the City would be responsible for owning and operating the system.
- Impacts on neighbourhoods (300K area) (Policy 2.14.5):
  - Delay of Coopertown servicing implementation, due to shifting of development areas, will impact NW neighbourhoods anticipating planned new infrastructure.

- Neighbourhoods under development assume current phasing scheme; therefore, major adjustment, such as a new neighbourhood, could result in changes to market conditions, which has the potential to jeopardize planned development and associated infrastructure investments.

The issue associated with HLPS capacity was further emphasized through a summer 2021 rainfall event that resulted in a surcharge and unacceptable effluent release. This storm event demonstrated there is no capacity available at the HLPS.

Any application to amend the phasing scheme is required to satisfy Section 2.14 of the OCP. Considering that three policies have not been satisfied, Administration cannot support recommendation of Phase I at this time. Notwithstanding the position of Administration, the decision to approve or deny the application rests with City Council.

Administration is committed to take your applications for OCP amendment, concept plan and rezoning to the Regina Planning Commission (RPC) and City Council in October. Administration's report will include options for Council's consideration, including an option to consider approval of a Phase 1 designation. A more comprehensive overview of the Administration's rationale will be provided in the Administration report provided.

We thank you for your time and resources in working through the infrastructure analysis and servicing reports. The information and review were required to confirm compliance with the City's Design Standards, as well as the OCP. If you have any questions, please do not hesitate to reach out to me at yrichard@regina.ca or 306-777-7862.

Sincerely,



Yves Richard  
Manager, City Planning

c: Chris Holden, City Manager  
Diana Hawryluk, Executive Director, City Planning & Community Development  
Autumn Dawson, Director, Planning & Development Services  
Jeremy Fenton, Senior City Planner, City Planning  
Evan Hunchak, Dream Development (ehunchak@dream.ca)



## Lorrie Snook

---

**From:** Jason Carlston <JCarlston@dream.ca>  
**Sent:** Tuesday, July 6, 2021 9:26 AM  
**To:** Autumn Dawson; Evan Hunchak  
**Cc:** Diana Hawryluk; Yves Richard; Chris Holden  
**Subject:** [External email] RE: Summary of Feedback

**Importance:** High

Autumn,

Thank you for providing the letter as you promised, though as I indicated in the conversation a summary was not what we asked for. It really is not very helpful without detail or context; though if this is the extent of comment it really does not have much depth and some of it is inaccurate which I am sure you will address in the report. I understood there was analysis provided to support some of the comments we want the opportunity to review that. How many of the 18 responded? Also, it is being provided very late in the review process. We will be pursuing the FOI which may again impact timing.

Thanks again and see you Thursday.

Jason

Jason Carlston  
Regional Vice President, Land

Dream Development  
4561 Parliament Avenue, Ste. 300  
Regina, SK S4W 0G3  
T +1 306 347 8115 M +1 306 570 6333

A division of Dream  
[www.dream.ca](http://www.dream.ca)

**From:** Autumn Dawson <ADAWSON@regina.ca>  
**Sent:** Monday, July 5, 2021 4:56 PM  
**To:** Jason Carlston <JCarlston@dream.ca>  
**Cc:** Diana Hawryluk <DHAWRYLU@regina.ca>; Yves Richard <YRICHARD@regina.ca>  
**Subject:** Summary of Feedback

--EXTERNAL--

Good afternoon Jason,

As promised last week, please see the attached summary document regarding the feedback we received. I am unable to provide the letters, but the process to pursue this information is outlined in the attached.

I am looking forward to discussing further when we meet on Thursday.

Have a good evening,

**Autumn Dawson, RPP**  
Director  
Planning & Development Services

306-777-7467  
[adawson@regina.ca](mailto:adawson@regina.ca)  
[Regina.ca](http://Regina.ca)



*Treaty 4 Territory and homeland of the Métis.*

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July 5, 2021

Jason Carlston  
Regional Vice President, Land  
Dream Development

Dear Jason:

Re: Proposed Official Community Plan Amendment – Phasing Change

As part the City of Regina's (City) review of the request to amend the phasing plan in the Official Community Plan (OCP) to accommodate a portion of Harbour Landing West into Phase 1, the City reached out to affected landowners to obtain comments and feedback on the proposal. The purpose of this letter is to provide a summary of that feedback and an update on application status.

Affected landowners were identified as those individuals/companies that own at least 16 hectares of contiguous land within areas identified, in the OCP, as SSA or as an area subject to a phasing designation. In total 18 landowners fall into this category and were contacted by the City to respond.

The feedback received from affected landowners can be summarized as follows:

- The OCP amendment is not supported for the following reasons:
  - The phasing proposal jeopardizes existing investments and ability to achieve complete developments.
  - The proposal challenges planned growth and servicing.
  - The intent of OCP Section 2.15 was to position qualifying SSA lands for post-Phase 3 (300K) build-out (i.e. not to interfere with build-out of Phase 1,2 and 3 areas).
  - There are concerns with the one-off approach and any revisions associated with the OCP Phasing Plan (Map 1b) should be part of a comprehensive review that includes all affected lands.
- A comprehensive city-wide servicing strategy should be followed as there is a lack of understanding in terms of how phasing relates to serviceability.
- Support was provided for the OCP amendment (Phase 1 designation) on the condition that the City also consider this approach for other lands designated in Phase 2/3 and the SSA.



I have confirmed the department is not able to provide copies of the feedback received. If you would like to obtain original documents, you will need to pursue an information request via *The Local Authority Freedom of Information and Protection of Privacy Act* (LA FOIP) procedure. To pursue this option, please contact [lafoip@regina.ca](mailto:lafoip@regina.ca)

Dream Developments may want to address the feedback provided by stakeholders (summarized above) and respond to the specific issue of how the proposed amendment might affect the development of other lands subject to phasing.

As part of the review, the City needs to determine if the proposal to amend the phasing substantially impacts existing community, built or approved neighbourhoods or other recommended development associated with the 300,000 population, as per section 2.14.5 of the OCP as well as the other policy requirements in sections 2.14 and 2.15 in the OCP associated with phasing amendments. These items are being reviewed concurrently and we anticipate making a recommendation on the application to Regina Planning Commission and Council shortly.

Thank you for considering this feedback. Please do not hesitate to contact me if you would like to discuss.

Yours truly,



Autumn Dawson, RPP  
Director  
Planning & Development Services

cc: Diana Hawryluk, Executive Director, City Planning & Community  
Development  
Yves Richard, Manager City Planning

## Richel Nixon

---

**From:** Jeremy Fenton  
**Sent:** Wednesday, June 30, 2021 10:43 AM  
**To:** Autumn Dawson; Yves Richard  
**Cc:** Fred Searle; Munir Haque  
**Subject:** HLW Developer Comments  
**Attachments:** HLWestCP\_Ltr\_20200720\_OCP\_Phasing.pdf; HLWestCP\_Ref\_20210630\_FeedbackSummary.docx; OPC\_Phasing\_ProposedRevisions\_City.pdf

Hello

Attached is:

- Summary of landowner feedback
- Notice that went to landowners
- Proposed revisions to Mab 1b (as proposed by City Planner – JF)
  - Scenario shown allows a Phase 1 designation to be applied to HL West CP area without any increase to Phase 2 or Phase 3 area
  - Dream had supported an earlier version of this; however, it has not been shared with other landowners

Landowner communication files are located here:

17(1)(b)

(folder has restricted access)

Please let me know if you need anything else

Thank you  
Jeremy

---

**From:** Autumn Dawson <ADAWSON@regina.ca>  
**Sent:** Tuesday, June 29, 2021 4:17 PM  
**To:** Jeremy Fenton <JFENTON@regina.ca>; Yves Richard <YRICHARD@regina.ca>  
**Cc:** Fred Searle <FSEARLE@regina.ca>; Munir Haque <MHAQUE@regina.ca>  
**Subject:** RE: HLW Developer Comments

Thank you Jeremy, I would like to request a summary of the comments so that I can provide to Dream. If I could get this by end of week that would be great.

Autumn

---

**From:** Jeremy Fenton <[JFENTON@regina.ca](mailto:JFENTON@regina.ca)>  
**Sent:** Monday, June 28, 2021 3:08 PM  
**To:** Autumn Dawson <[ADAWSON@regina.ca](mailto:ADAWSON@regina.ca)>; Yves Richard <[YRICHARD@regina.ca](mailto:YRICHARD@regina.ca)>  
**Cc:** Fred Searle <[FSEARLE@regina.ca](mailto:FSEARLE@regina.ca)>; Munir Haque <[MHAQUE@regina.ca](mailto:MHAQUE@regina.ca)>  
**Subject:** RE: HLW Developer Comments

Hello

The feedback we received from the development community is saved here:

17(1)(b)

Please let me know if you need anything else

Thank you

---

**From:** Autumn Dawson <[ADAWSON@regina.ca](mailto:ADAWSON@regina.ca)>  
**Sent:** Monday, June 28, 2021 11:01 AM  
**To:** Yves Richard <[YRICHARD@regina.ca](mailto:YRICHARD@regina.ca)>; Jeremy Fenton <[JFENTON@regina.ca](mailto:JFENTON@regina.ca)>  
**Cc:** Fred Searle <[FSEARLE@regina.ca](mailto:FSEARLE@regina.ca)>; Munir Haque <[MHAQUE@regina.ca](mailto:MHAQUE@regina.ca)>  
**Subject:** HLW Developer Comments

Good morning,

With regards to the comments from the development community for Harbour Landing West, I am hoping to get the link to where the comments are saved or a copy of the comments so that I may review. If you have summarized the comments in a document, I would like to request a copy of that as well.

My plan is to touch base with Jason on this item this week, as well as an update him on where we are at in the review process.

Thank you.

Autumn Dawson, RPP  
Director  
Planning & Development Services

306-552-3763  
[adawson@regina.ca](mailto:adawson@regina.ca)  
[Regina.ca](http://Regina.ca)



*Treaty 4 Territory and homeland of the Métis.*



**Proposed OCP Amendment (Map 1b) – Harbour Landing West Concept Plan  
Summary of Landowner (Phasing Areas) Feedback**

As part of the review associated with Dream's concept plan (HL West CP) and OCP amendment applications, City staff communicated with "Phasing Area Landowners". The purpose of this initial communication was to alert them of the following proposed OCP amendment:

Application by Dream to amend Map 1b (Phasing Plan) of the OCP by redesignating 70 hectares of their land in the SW from "Special Study Area" to "Phase 1".


"Phasing Area Landowners" are deemed to be landowners that own at least 16 contiguous hectares of land within areas subject to phasing or Special Study Area policy. This list includes:

Barry More Curtis John Grohs  
Beaucorp Ventures Ltd. (BAPG)  
Dbr Developments Ltd.  
Canadian Midwest District of the Christian  
and Missionary Alliance (Troika)  
City of Regina – Real Estate  
Darrell Andrew Weinberger  
David Albert Will  
Dream Development  
Forster-Harvard Development Corp.

Gary Roy Miller  
KKTLE Holding Corp.  
Long Lake Investment Inc.  
Lynda Jean Mearns  
Mark Geiger  
Sharon Ottenbreit  
Westbrook Developments  
Yagar Development  
101259367 Saskatchewan Ltd.

This communication was also provided to: RM of Sherwood; RRHBA  
The following, is a summary of comments received:

17(1)(d)



It should be noted that, when this communication went out, there was no suggestion, at that time, to further revise the Map 1b (by redesignating Dream lands in Coopertown to Phase 2 and Phase 3 as a means to swap/ compensate)

## Lorrie Snook

---

**From:** Jeremy Fenton  
**Sent:** Tuesday, August 18, 2020 3:36 PM  
**To:** Chad Jedlic; Binod Poudyal  
**Cc:** Diana Hawryluk; Fred Searle; Blair Forster  
**Subject:** RE: [External email] FHDC - comments on amendments to growth and phasing strategy

Hello Chad

Thank you for submitting comments

We will review and keep you up-to-date ....comments will also be reflected in any RPC report

Thank you  
Jeremy

**Jeremy Fenton, MCIP, RPP**  
**Senior City Planner**  
Planning Branch – West Sector  
Planning & Development Services Department  
City Planning & Community Development Division

P: 306.751.4228  
F: 306.777.6998  
E: [jfenton@regina.ca](mailto:jfenton@regina.ca)

**From:** Chad Jedlic <[chad@forsterharvard.ca](mailto:chad@forsterharvard.ca)>  
**Sent:** Tuesday, August 18, 2020 2:47 PM  
**To:** Jeremy Fenton <[JFENTON@regina.ca](mailto:JFENTON@regina.ca)>; Binod Poudyal <[BPOUDYA@regina.ca](mailto:BPOUDYA@regina.ca)>  
**Cc:** Diana Hawryluk <[DHAWRYLU@regina.ca](mailto:DHAWRYLU@regina.ca)>; Fred Searle <[FSEARLE@regina.ca](mailto:FSEARLE@regina.ca)>; Blair Forster <[blair@forsterharvard.ca](mailto:blair@forsterharvard.ca)>  
**Subject:** [External email] FHDC - comments on amendments to growth and phasing strategy

Good afternoon Jeremy and Binod,

Our comments on the proposed amendments to the growth and phasing strategy are attached.

Regards,  
Chad



Chad Jedlic

Vice President, Development  
Forster Harvard Development Corp.  
200 - 2100 Dewdney Avenue  
Regina, SK S4R 1H2  
(306) 551-7669  
[ForsterHarvard.ca](mailto:Chad@ForsterHarvard.ca)  
[Chad@ForsterHarvard.ca](mailto:Chad@ForsterHarvard.ca)

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August 18, 2020


City of Regina  
City Planning & Community Development Division  
Queen Elizabeth II Court – 2476 Victoria Avenue  
P.O. Box 1790  
Regina, Saskatchewan, S4P 3C8

**Attention: Mr. Fenton and Mr. Poudyal**

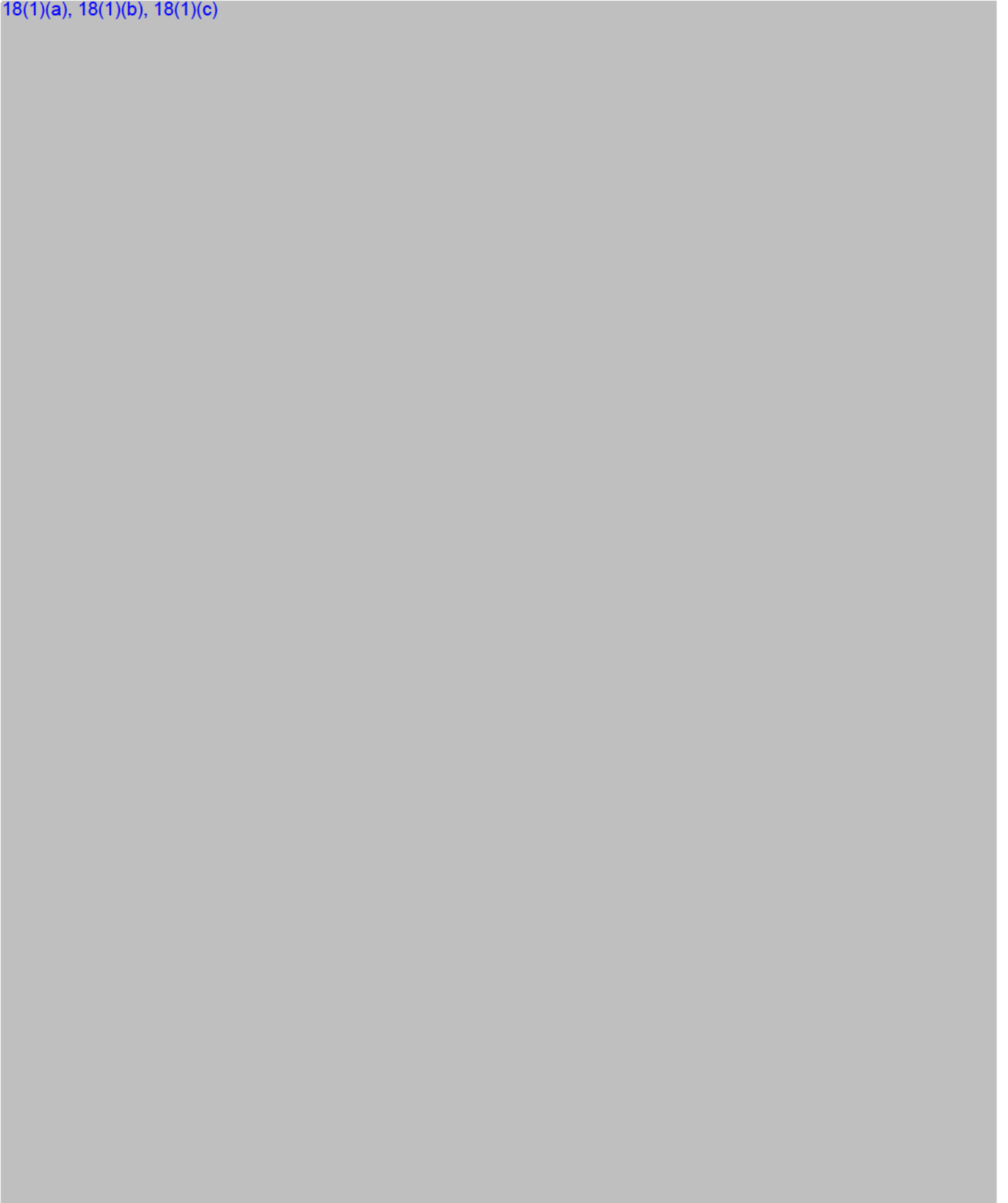
**RE: Proposed Official Community Plan Amendments**  
**File No.: PL202000038      Legal Address: BLK/PAR B-PLAN 102185827 EXT 0**  
**File No.: PL201900072      Legal Address: NE-03-17-20-02**

Dear Mr. Fenton and Mr. Poudyal,

18(1)(a), 18(1)(b), 18(1)(c)



18(1)(a), 18(1)(b), 18(1)(c)



18(1)(a), 18(1)(b), 18(1)(c)

Yours truly,

**FORSTER HARVARD DEVELOPMENT CORP.**



**Blair Forster**  
**President**  
(306) 536-5177  
[Blair@ForsterHarvard.ca](mailto:Blair@ForsterHarvard.ca)



**Chad Jedlic**  
**Vice President, Development**  
(306) 551-7669  
[Chad@ForsterHarvard.ca](mailto:Chad@ForsterHarvard.ca)



## Lorrie Snook

---

**From:** Chris Holden  
**Sent:** Thursday, October 22, 2020 3:01 PM  
**To:** Chad Jedlic; Blair Forster  
**Cc:** Diana Hawryluk; Chris Holden  
**Subject:** RE: [External email] FW: FHDC - request to meet

Thank you for the confirmation. I'll send a meeting invitation shortly.

Warm regards,

Iryna

*This email is being sent on behalf of Chris Holden, City Manager*

**From:** Chad Jedlic <[chad@forsterharvard.ca](mailto:chad@forsterharvard.ca)>  
**Sent:** Thursday, October 22, 2020 2:27 PM  
**To:** Chris Holden <[CHOLDEN@regina.ca](mailto:CHOLDEN@regina.ca)>; Blair Forster <[blair@forsterharvard.ca](mailto:blair@forsterharvard.ca)>  
**Cc:** Diana Hawryluk <[DHAWRYLU@regina.ca](mailto:DHAWRYLU@regina.ca)>  
**Subject:** RE: [External email] FW: FHDC - request to meet

Hi Iryna,  
That works for us.  
Regards,  
Chad



**Chad Jedlic**  
Vice President, Development  
Forster Harvard Development Corp.  
(306) 551-7669  
[ForsterHarvard.ca](http://ForsterHarvard.ca)  
[Chad@ForsterHarvard.ca](mailto:Chad@ForsterHarvard.ca)

**From:** Chris Holden <[CHOLDEN@regina.ca](mailto:CHOLDEN@regina.ca)>  
**Sent:** October 22, 2020 10:20 AM  
**To:** Chad Jedlic <[chad@forsterharvard.ca](mailto:chad@forsterharvard.ca)>; Blair Forster <[blair@forsterharvard.ca](mailto:blair@forsterharvard.ca)>  
**Cc:** Diana Hawryluk <[DHAWRYLU@regina.ca](mailto:DHAWRYLU@regina.ca)>; Chris Holden <[CHOLDEN@regina.ca](mailto:CHOLDEN@regina.ca)>  
**Subject:** RE: [External email] FW: FHDC - request to meet

Good morning,

Further to Diana's email, please advise if you would be available to meet at City Hall on October 27 at 2:30 p.m.

Once you confirm your availability, I'll send you a meeting invitation with all the details.

Thank you,

Iryna

Iryna Smela  
Executive Assistant to the City Manager

*This email is being sent on behalf of*

Chris Holden  
City Manager

P: 306.777.7314  
E: [cholden@regina.ca](mailto:cholden@regina.ca)  
[Regina.ca](http://Regina.ca)



---

**From:** Diana Hawryluk <[DHAWRYLU@regina.ca](mailto:DHAWRYLU@regina.ca)>  
**Sent:** Thursday, October 22, 2020 10:16 AM  
**To:** Chad Jedlic <[chad@forsterharvard.ca](mailto:chad@forsterharvard.ca)>; Chris Holden <[CHOLDEN@regina.ca](mailto:CHOLDEN@regina.ca)>  
**Cc:** Blair Forster <[blair@forsterharvard.ca](mailto:blair@forsterharvard.ca)>  
**Subject:** RE: [External email] FW: FHDC - request to meet

Hi Chad

We will arrange a meeting. Chris or I's assistant will be researching out to you to schedule a time for all of us.

Thanks

Diana

---

**From:** Chad Jedlic <[chad@forsterharvard.ca](mailto:chad@forsterharvard.ca)>  
**Sent:** Wednesday, October 21, 2020 4:23 PM  
**To:** Chris Holden <[CHOLDEN@regina.ca](mailto:CHOLDEN@regina.ca)>; Diana Hawryluk <[DHAWRYLU@regina.ca](mailto:DHAWRYLU@regina.ca)>  
**Cc:** Blair Forster <[blair@forsterharvard.ca](mailto:blair@forsterharvard.ca)>  
**Subject:** [External email] FW: FHDC - request to meet

Chris and Diana – re-sending with Blair's correct email address.

Regards,  
Chad

---

**From:** Chad Jedlic  
**Sent:** October 21, 2020 4:18 PM  
**To:** Chris Holden <[CHOLDEN@regina.ca](mailto:CHOLDEN@regina.ca)>; Diana Hawryluk <[DHAWRYLU@regina.ca](mailto:DHAWRYLU@regina.ca)>  
**Cc:** [blair@foresterharvard.ca](mailto:blair@foresterharvard.ca)  
**Subject:** FHDC - request to meet

Good afternoon Chris and Diana,

Blair and I would like to discuss two issues of significant concern. First, the Harbour Landing school and how it relates to the HLW Concept Plan applications. [Non-Responsive](#)

We are available next week. Afternoons are typically better. Please advise if there is an hour that we can get together. You are welcome to come to our office, or we could meet at City Hall.

Trust you are well.

Regards,  
Chad



**Chad Jedlic**

Vice President, Development

Forster Harvard Development Corp.

200 - 2100 Dewdney Avenue

Regina, SK S4R 1H2

(306) 551-7669

[ForsterHarvard.ca](http://ForsterHarvard.ca)

[Chad@ForsterHarvard.ca](mailto:Chad@ForsterHarvard.ca)

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## Lorrie Snook

---

**Subject:** City of Regina/Forster Harvard Development Corp - Harbour Landing West  
**Location:** CityHall Meeting Room E

**Start:** Tue 10/27/2020 2:30 PM  
**End:** Tue 10/27/2020 3:30 PM  
**Show Time As:** Tentative

**Recurrence:** (none)

**Meeting Status:** Not yet responded

**Organizer:** Chris Holden  
**Required Attendees:** Diana Hawryluk; Chad Jedlic; Blair Forster

### Note for our visitors:

Upon your arrival to City Hall, please enter the building using the front entrance and walk through the doors on your left. Walk straight along the hallway passing the cafeteria and washrooms. The door to the enter the hallway with meeting rooms will be on your left. Your meeting will take place in the CityHall Meeting Room E.

Please let me know if you have any questions.

Thank you,

Iryna

Iryna Smela  
Executive Assistant to  
Chris Holden, City Manager

P: 306.777.7314  
E: [ismela@regina.ca](mailto:ismela@regina.ca)  
Regina.ca



## Lorrie Snook

---

**From:** Chad Jedlic <chad@forsterharvard.ca>  
**Sent:** Wednesday, October 28, 2020 11:56 AM  
**To:** Chris Holden; Diana Hawryluk  
**Cc:** Blair Forster  
**Subject:** [External email] Developer Summary - last 5 years  
**Attachments:** 2020-10-28-COR-Development\_Summary-2015-2019.pdf

Good morning Chris and Diana,

18(1)(a), 18(1)(b), 18(1)(c)

Best Regards,  
Chad

18(1)(a), 18(1)(b), 18(1)(c), Non-Responsive




**Chad Jedlic**  
Vice President, Development

Forster Harvard Development Corp.  
200 - 2100 Dewdney Avenue  
Regina, SK S4R 1H2  
(306) 551-7669  
[ForsterHarvard.ca](http://ForsterHarvard.ca)  
[Chad@ForsterHarvard.ca](mailto:Chad@ForsterHarvard.ca)

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18(1)(a), 18(1)(b), 18(1)(c), Non-Responsive





## Lorrie Snook

---

**From:** Chad Jedlic <chad@forsterharvard.ca>  
**Sent:** Wednesday, November 4, 2020 9:51 AM  
**To:** Diana Hawryluk  
**Subject:** RE: [External email] Harbour Landing West - Next steps

Thanks Diana. 18(1)(a), 18(1)(b), 18(1)(c)

Let me know if

there is anything we can do to help. We will reach out to elected officials and the Minister once determined.



### Chad Jedlic

Vice President, Development  
Forster Harvard Development Corp.  
(306) 551-7669  
[ForsterHarvard.ca](mailto:ForsterHarvard.ca)  
[Chad@ForsterHarvard.ca](mailto:Chad@ForsterHarvard.ca)

**From:** Diana Hawryluk <DHAWRYLU@regina.ca>  
**Sent:** November 4, 2020 8:52 AM  
**To:** Chad Jedlic <chad@forsterharvard.ca>; Chris Holden <CHOLDEN@regina.ca>  
**Cc:** Blair Forster <blair@forsterharvard.ca>  
**Subject:** RE: [External email] Harbour Landing West - Next steps

Hi Chad,

Yes Chris and I will be meeting with the Ministry we are just in the process of setting up that meeting (hopefully within the next 2 weeks). Once we have had a discussion I will connect back with you as you may want to speak to the Ministry yourself following our meeting.

Thanks

Diana

**From:** Chad Jedlic <[chad@forsterharvard.ca](mailto:chad@forsterharvard.ca)>  
**Sent:** Tuesday, November 3, 2020 11:35 AM  
**To:** Chris Holden <[CHOLDEN@regina.ca](mailto:CHOLDEN@regina.ca)>  
**Cc:** Diana Hawryluk <[DHAWRYLU@regina.ca](mailto:DHAWRYLU@regina.ca)>; Blair Forster <[blair@forsterharvard.ca](mailto:blair@forsterharvard.ca)>  
**Subject:** [External email] Harbour Landing West - Next steps

Good morning Chris and Diana,

We trust you've had a chance to debrief regarding the HLW school site. Can you please advise City Administration's next steps on this file? Is it a meeting with the school boards?

Regards,  
Chad



**Chad Jedlic**

Vice President, Development

Forster Harvard Development Corp.

200 - 2100 Dewdney Avenue

Regina, SK S4R 1H2

(306) 551-7669

[ForsterHarvard.ca](http://ForsterHarvard.ca)

[Chad@ForsterHarvard.ca](mailto:Chad@ForsterHarvard.ca)

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Email: [ehunchak@dream.ca](mailto:ehunchak@dream.ca)

August 30, 2021

CONFIDENTIAL

Evan Hunchak  
Dream Asset Management Corporation  
4651 Parliament Ave. #300  
Regina, SK S4W 0G3

Dear Evan:

Re: Access to Information Request #2021-065 – Community & Concept Plans

This is further to your access to information request received by the City on July 7, 2021, quoted as follows:

“From January 1, 2020 to July 7, 2021

All communications, both received from “Forester Harvard Development Corp.”, or “Harvard Development Inc.”, or any other company identified under “the Hill Companies” including any correspondence which may be from Paul Hill, Rosanne Hill, Blair Forester, or Chad Jedlic (email, letter, fax, text, phone notes) including attachments (reports, analysis or other submissions) and any outgoing correspondence (from City Administration identified to be Chris Holden, Diana Hawryluk, or any other City employee under the organizational reporting structure to Diana Hawryluk, along with all City Councillors) and attachments regarding applications File No.: PL201900072 Official Community Plan Amendment and File No.: PL201900070 Proposed Concept Plan Harbour Landing West.”

We have processed your access request and records relevant to the request are attached. Pursuant to section 8 of *The Local Authority Freedom of Information and Protection of Privacy Act* (LA FOIP), some of the information contained in the attached has been redacted. The redaction is pursuant to:

- 18(1)(a): Trade secrets of a third party.
- 18(1)(b)(c): Third party financial and commercial information supplied in confidence to the City which could reasonably be expected to interfere with contractual and/or other negotiations.
- Non-responsive: Information that is not relevant and does not reasonably relate to the request.

I have included a copy of all above-noted sections of the Act.

If you wish to exercise your right to request a review of this decision, you may complete a Request for Review form and forward it to the Saskatchewan Information and Privacy Commissioner within one year of this notice. You may contact the Saskatchewan Information and Privacy Commissioner at 306-787-8350.

Responses to requests may be published on the Regina Open Data website at the City's discretion. All information/data is handled in accordance with LA FOIP. Your identity as the applicant is protected. Published requests will be available on the Open Data website at <http://open.regina.ca/> a minimum of three business days following release to you.

If you have any questions, please contact Cindy Howden at 306-777-7263 or by email at [lafoip@regina.ca](mailto:lafoip@regina.ca).

Yours truly,

A handwritten signature in black ink, appearing to read 'Jim Nicol', with a stylized flourish at the end.

Jim Nicol  
City Clerk

/ch

Enclosure(s)



LOCAL AUTHORITY FREEDOM OF INFORMATION  
AND PROTECTION OF PRIVACY

7

e. L-27.1

(4) Where an application is made with respect to a record that is exempt from access pursuant to this Act, the head may refuse to confirm or deny that the record exists or ever did exist.

(5) A head who fails to give notice pursuant to subsection (2) is deemed to have given notice, on the last day of the period set out in that subsection, of a decision to refuse to give access to the record.

1990-91, c.L-27.1, s.7.

**Severability**

8 Where a record contains information to which an applicant is refused access, the head shall give access to as much of the record as can reasonably be severed without disclosing the information to which the applicant is refused access.

1990-91, c.L-27.1, s.8.

**Fee**

9(1) An applicant who is given notice pursuant to clause 7(2)(a) is entitled to obtain access to the record on payment of the prescribed fee.

(2) Where the amount of fees to be paid by an applicant for access to records is greater than a prescribed amount, the head shall give the applicant a reasonable estimate of the amount, and the applicant shall not be required to pay an amount greater than the estimated amount.

(3) Where an estimate is provided pursuant to subsection (2), the time within which the head is required to give written notice to the applicant pursuant to subsection 7(2) is suspended until the applicant notifies the head that the applicant wishes to proceed with the application.

(4) Where an estimate is provided pursuant to subsection (2), the head may require the applicant to pay a deposit of an amount that does not exceed one-half of the estimated amount before a search is commenced for the records for which access is sought.

(5) Where a prescribed circumstance exists, the head may waive payment of all or any part of the prescribed fee.

1990-91, c.L-27.1, s.9.

**Manner of access**

10(1) Where an applicant is entitled to access pursuant to subsection 9(1), the head shall provide the applicant with access to the record in accordance with this section.

(2) A head may give access to a record:

(a) by providing the applicant with a copy of the record; or

(b) where it is not reasonable to reproduce the record, by giving the applicant an opportunity to examine the record.

(3) A head may give access to a record that is a microfilm, film, sound recording, machine-readable record or other record of information stored by electronic means:

(a) by permitting the applicant to examine a transcript of the record;

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c. L-27.1

LOCAL AUTHORITY FREEDOM OF INFORMATION  
AND PROTECTION OF PRIVACY

- (d) information, the disclosure of which could reasonably be expected to interfere with contractual or other negotiations of the local authority;
  - (e) positions, plans, procedures, criteria or instructions developed for the purpose of contractual or other negotiations by or on behalf of the local authority, or considerations that relate to those negotiations;
  - (f) information, the disclosure of which could reasonably be expected to prejudice the economic interest of the local authority; or
  - (g) information, the disclosure of which could reasonably be expected to result in an undue benefit or loss to a person.
- (2) A head shall not refuse, pursuant to subsection (1), to give access to a record that contains the results of product or environmental testing carried out by or for the local authority, unless the testing was conducted:
- (a) as a service to a person, a group of persons or an organization other than the local authority, and for a fee; or
  - (b) as preliminary or experimental tests for the purpose of:
    - (i) developing methods of testing; or
    - (ii) testing products for possible purchase.
- (3) The head of the University of Saskatchewan, the University of Regina or a facility designated as a hospital or a health centre pursuant to *The Provincial Health Authority Act* may refuse to disclose details of the academic research being conducted by an employee of the university, hospital or health centre, as the case may be, in the course of the employee's employment.
- (4) Notwithstanding subsection (3), where possible, the head of the University of Saskatchewan, the University of Regina or a facility designated as a hospital or a health centre pursuant to *The Provincial Health Authority Act* shall disclose:
- (a) the title of; and
  - (b) the amount of funding being received with respect to;
- the academic research mentioned in subsection (3).

1990-91, c. L-27.1, s.17; 2002, c.R-8.2, s.105;  
2017, c.P-30.3, s.11-1.

**Third party information**

- 18(1) Subject to Part V and this section, a head shall refuse to give access to a record that contains:
- (a) trade secrets of a third party;
  - (b) financial, commercial, scientific, technical or labour relations information that is supplied in confidence, implicitly or explicitly, to the local authority by a third party;

LOCAL AUTHORITY FREEDOM OF INFORMATION  
AND PROTECTION OF PRIVACY

15

c. L-27.1

- (c) information, the disclosure of which could reasonably be expected to:
    - (i) result in financial loss or gain to;
    - (ii) prejudice the competitive position of; or
    - (iii) interfere with the contractual or other negotiations of;
 a third party; or
  - (d) a statement of a financial account relating to a third party with respect to the provision of routine services from a local authority.
- (2) A head may give access to a record that contains information described in subsection (1) with the written consent of the third party to whom the information relates.
- (3) Subject to Part V, a head may give access to a record that contains information described in clauses (1)(b) to (d) if:
- (a) disclosure of that information could reasonably be expected to be in the public interest as it relates to public health, public safety or protection of the environment; and
  - (b) the public interest in disclosure could reasonably be expected to clearly outweigh in importance any:
    - (i) financial loss or gain to;
    - (ii) prejudice to the competitive position of; or
    - (iii) interference with contractual or other negotiations of;
 a third party.

1990-91, c.L-27.1, s.18.

Testing procedures, tests and audits

- 19 A head may refuse to give access to a record that contains information relating to:
- (a) testing or auditing procedures or techniques; or
  - (b) details of specific tests to be given or audits to be conducted;
- if disclosure could reasonably be expected to prejudice the use or results of particular tests or audits.

1990-91, c.L-27.1, s.19.

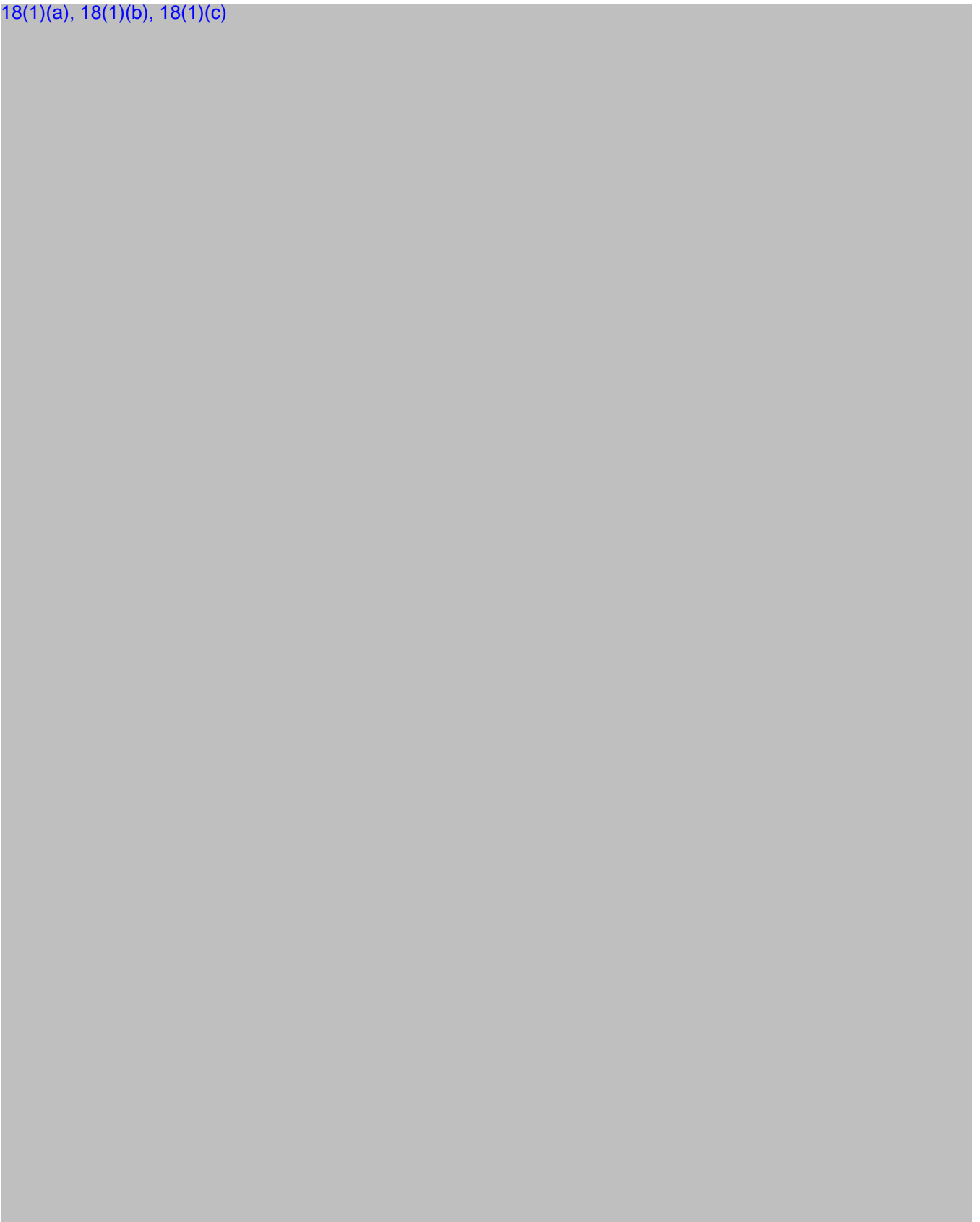
Danger to health or safety

- 20 A head may refuse to give access to a record if the disclosure could threaten the safety or the physical or mental health of an individual.

1990-91, c.L-27.1, s.20.


**LONG LAKE INVESTMENTS INC SUBMISSION TO CITY OF REGINA**

18(1)(a), 18(1)(b), 18(1)(c)





18(1)(a), 18(1)(b), 18(1)(c)



Respectfully submitted on behalf of Long Lake Investment Inc

Bob linner MCIP RPP

306 789 3490 cell 28(1)

August 15, 2020

## Jeremy Fenton

---

**From:** Jeremy Fenton  
**Sent:** Tuesday, May 25, 2021 9:17 AM  
**To:** Bob Linner  
**Cc:** 'Murad Al-Katib / AGT Foods'; Fred Searle; Yves Richard; 'Kerry Heid'; Binod Poudyal  
**Subject:** RE: [External email] Long Lake Investments Submission..Official Community Plan Amendments ..Phasing... Files PL202000038 and PL201900072

Hello Bob

Both applications are still under review; therefore, no position has been formulated yet by City Administration

Following further advancement of the applications , we will re-connect with landowner stakeholder group regarding next steps

No date for RPC and Council meetings has been established

In addition to the further communication noted above, we will certainly ensure you are made aware of the RPC and Council dates as well

Thank you  
Jeremy

---

**From:** Bob Linner [28\(1\)](#)  
**Sent:** Thursday, May 20, 2021 2:28 PM  
**To:** Jeremy Fenton <JFENTON@regina.ca>  
**Cc:** 'Murad Al-Katib / AGT Foods' <Murad@agtfoods.com>; Fred Searle <FSEARLE@regina.ca>; Binod Poudyal <BPOUDYA@regina.ca>; 'Kerry Heid' [28\(1\)](#)  
**Subject:** RE: [External email] Long Lake Investments Submission..Official Community Plan Amendments ..Phasing... Files PL202000038 and PL201900072

Hi Jeremy hope all is as good as can be..fine here but lonely for grandchildren and socializing..but getting there...at least golf still good..except this weekend. But we need rain.

Been a while since we submitted this and your courteous reply..can you please provide an update, potential timing and process..thanks.

I did note in the SAF project monitoring a proposal for 2022 Serviceability Study for 300k lands. Does that relate to or impact this and timing for consideration of the matters we raised?

---

**From:** Jeremy Fenton [<mailto:JFENTON@regina.ca>]  
**Sent:** Tuesday, August 18, 2020 10:12 AM  
**To:** Bob Linner  
**Cc:** 'Murad Al-Katib / AGT Foods'; Fred Searle; Binod Poudyal

**Subject:** RE: [External email] Long Lake Investments Submission..Official Community Plan Amendments ..Phasing... Files PL202000038 and PL201900072

Hello Bob

Thank you for submitting comments

We will review and keep you up-to-date ....comments will also be reflected in any RPC report

Thank you  
Jeremy

**Jeremy Fenton, MCIP, RPP**  
**Senior City Planner**  
Planning Branch – West Sector  
Planning & Development Services Department  
City Planning & Community Development Division

P: 306.751.4228  
F: 306.777.6998  
E: [jfenton@regina.ca](mailto:jfenton@regina.ca)



---

**From:** Bob Linner [28\(1\)](#)  
**Sent:** Tuesday, August 18, 2020 9:49 AM  
**To:** Jeremy Fenton <[JFENTON@regina.ca](mailto:JFENTON@regina.ca)>; Binod Poudyal <[BPOUDYA@regina.ca](mailto:BPOUDYA@regina.ca)>; Fred Searle <[FSEARLE@regina.ca](mailto:FSEARLE@regina.ca)>  
**Cc:** 'Murad Al-Katib / AGT Foods' <[Murad@agtfoods.com](mailto:Murad@agtfoods.com)>  
**Subject:** [External email] Long Lake Investments Submission..Official Community Plan Amendments ..Phasing... Files PL202000038 and PL201900072

Please find attached the submission on behalf of Long Lake Investments Inc to these two files. They are both relevant to and impact Long Lake Lands and development.

I am authorized to act of their behalf and welcome any foloow up or discussion.

Thanks for your attention.

Bob Linner MCIP RPP  
306 789 3490 or cell [28\(1\)](#)

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## Comment Sheet

### Application

- Official Community Plan Amendment (File No.: PL201900072)
- Proposed Concept Plan (File No.: PL201900070)
- Location: NE-03-17-20-02
- Development: Proposed residential neighbourhood

### Overview

We invite and encourage feedback regarding this proposal.

By completing this form, you acknowledge that while your identity will not be disclosed, your comments may be used in full or in part in the report that will be considered by Regina Planning Commission and City Council.

### Comments

Please check the box beside the statement that best represents your opinion and answer the following questions. Be specific as possible.

- ☒ I support this proposal
- ☐ I would like it more if one or more features were different
- ☐ I would accept the proposal if many features were different
- ☐ I completely oppose this proposal
- ☐ None of the above/other

#### What elements of the development proposal do you support?

- growth + development of Regina

#### What changes to the development proposal do you recommend?

- including Devonian Park, either residential or commercial opportunities

#### What other associated issues or comments do you have?

- development of a school and library facilities  
- care facilities (seniors)

### Contact

Please provide contact information if you wish to be informed of when Regina Planning Commission considers this matter:

Name: Louis Haritos  
Address & Postal Code: 28(1)

or Email: \_\_\_\_\_

Personal information is collected and maintained in accordance with The Local Authority Freedom of Information and Protection of Privacy Act. If you have any questions about collection of your personal information, contact the Access & Privacy team at lafoipp@regina.ca

#### Please return by August 14, 2020

Attn: Jeremy Fenton, Senior City Planner

Mail: City of Regina  
Planning & Development Services Dept.  
PO Box 1790  
Regina, SK S4P 3C8

Email: jfenton@regina.ca  
Electronic version of this form is available at regina.ca/proposeddevelopment



### Additional Comments

- Devonik Park has been in existence since 1912, it is hard to believe in this time that the area has not developed. I hold ownership of several lots in Devonik Park and await ongoing services and development to proceed, it's taking a long time and I don't understand the delay.
- One of my concerns is increased taxation of adjacent land in Devonik Park as a result of this development
- What is the timing for development of the special study area? Where does it fall within the overall phasing map?

## Comment Sheet

### Application

- Official Community Plan Amendment (File No.: PL201900072)
- Proposed Concept Plan (File No.: PL201900070)
- Location: NE-03-17-20-02
- Development: Proposed residential neighbourhood

### Overview

We invite and encourage feedback regarding this proposal.

By completing this form, you acknowledge that while your identity will not be disclosed, your comments may be used in full or in part in the report that will be considered by Regina Planning Commission and City Council.

### Comments

Please check the box beside the statement that best represents your opinion and answer the following questions. Be specific as possible.

- ☐ I support this proposal
- ☒ I would like it more if one or more features were different
- ☐ I would accept the proposal if many features were different
- ☐ I completely oppose this proposal
- ☐ None of the above/other

#### What elements of the development proposal do you support?

WY CLOSE CAMPBELL ST. - WILL OWN BUY THE RIGHT OF WAY FROM THE CITY AT THE CURRENT MARKET VALUE?

#### What changes to the development proposal do you recommend?

DONT CLOSE CAMPBELL ST @ JIN CAIRNS BLVD. IF THIS IS DONE WHAT ACCESS IS AVAILABLE TO PROPERTY OWNERS ON THE WEST SIDE OF CAMPBELL TO THE SOUTH?

#### What other associated issues or comments do you have?

CAMPBELL ST. IS ALREADY CLOSED SOUTH OF GORDON ROAD & THE ACCESS TO/ FROM HWY HAS BEEN REMOVED. THE CITY HAS NOT PROVIDED P.W. LORREY & ASS. LTD. WITH AN ACCESS TO ITS LAND WEST OF CAMPBELL ST.

### Contact

Please provide contact information if you wish to be informed of when Regina Planning Commission considers this matter:

WYME LOREN - FCR - P.W. LOREN & ASS. LTD.  
 Name: 28(1)  
 Address & Postal Code: 28(1)

or Email:

Personal information is collected and maintained in accordance with The Local Authority Freedom of Information and Protection of Privacy Act. If you have any questions about collection of your personal information, contact the Access & Privacy team at lafoipp@regina.ca

#### Please return by August 14, 2020

Attn: Jeremy Fenton, Senior City Planner

Mail: City of Regina  
 Planning & Development Services Dept.  
 PO Box 1790  
 Regina, SK S4P 3C8

Email: jfenton@regina.ca  
 Electronic version of this form is available at regina.ca/proposeddevelopment

JEREMY: AS DISCUSSED DURING OUR AUG 6/20 TELECON

Jeannette Miller

28(1)

July 26, 2020

Jeremy Fenton  
Senior City Planner  
Planning Development Services  
City of Regina

Dear Sir,

Re: Application: Official Community Plan Amendment File No: PL201900072  
Legal Address: NE-03-17-20-W2  
Civic Address: none

Thank you for the opportunity to comment on your letter dated July 20, 2020.  
The main rationale for this amendment appears to be based on the requirement for a new school in Harbour Landing and the lack of available land. On the surface this seems a very valid concern.

One thing that the Covid-19 pandemic and the public health response has taught us is the re-thinking of existing form and function.

Whereas we may be dealing with planning for this and possible future pandemics for many years schools may have to be re-imagined in size and design to:

- accommodate social distancing,
- accommodate remote learning,

Therefore I propose that the Government of Saskatchewan and the City of Regina NOT make the building of a new school based on existing models a priority; rather to use this opportunity to consider whether a new model of school better prepared to meet both current and future needs of students and their families is needed.

Respectfully submitted



Jeannette Miller

cc: Laura Ross MLA Regina Rochdale





**Regina  
Humane  
Society**

August 6, 2020

Jeremy Fenton, Senior City Planner  
City of Regina  
Planning & Development Services Dept.  
P.O. Box 1790  
Regina, SK S4P 3C8

Dear Mr. Fenton:

On behalf of the Regina Humane Society (RHS), I am expressing support for the Proposed Concept Plan (PL2019000070) and OCP Amendment (PL2019000072). The new RHS Animal Community Centre, currently in development, will be located on 4900 Parliament Avenue in the thriving Harbour Landing community. The new neighbourhood proposed, including additional housing and schools, will allow the RHS to extend the reach of its programs and services in the Harbour Landing area as well as further enhance the use of its Animal Community Centre spaces. Additional walking trails and a park will also be of benefit to the entire community.

The Regina Humane Society is excited to be a part of the Harbour Landing community and looks forward to the possibility of its expansion through Harbour Landing West.

Sincerely,

Lisa Koch  
Executive Director



August 7, 2020

**Attention:**

Jeremy Fenton  
Senior City Planner  
Planning & Development Services

**Re: Official Community Plan Amendment, File No: PL201900072 (Harbour Landing West)**

Dear Mr. Fenton,

On behalf of Beaucorp Ventures Ltd., B&A Planning Group has reviewed the July 20, 2020 letter regarding the proposed OCP Phasing Amendment for the Harbour Landing West Concept Plan area. Beaucorp Ventures Ltd. generally supports the development of the Harbour Landing West Concept Plan, with the following comments/conditions:

- 1. The phasing designation applied to the Harbour Landing West Concept Plan area is the same (or later) phasing designation that is applied to the Beaucorp Concept Plan area.**

The Beaucorp lands were annexed into City limits in the 1950's and the Beaudry family have been actively pursuing urban development of their lands since the 1970's. The lands within Harbour Landing West (west of Campbell Street) were annexed in 2014 and are some of the most recent lands to be incorporated into the City. As previously discussed in recent correspondence with the City, the current wastewater servicing situation of the Beaucorp lands is a direct result of past servicing infrastructure decisions during the development of Harbour Landing, and played a role in the current "Special Study Area" designation applied to the residential portion of the Beaucorp lands. Since 2014, Beaucorp has been engaged with the City regarding the development of a Concept Plan. It was not until November 2019 that City Administration notified Beaucorp that a Concept Plan application would be accepted for the residential portion of their lands. As such, with the long history of Beaucorp pursuing development of their lands and the natural extension of the existing Harbour Landing community to the north (to the airport boundary), the development of the residential portion of the Beaucorp Concept Plan should be allowed to proceed before or concurrently with the Harbour Landing West Concept Plan area.

- 2. The Beaucorp Concept Plan and the Harbour Landing West Concept Plan and Phasing Designations should be considered concurrently by City Council.**

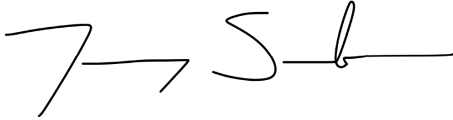
The development of the Beaucorp and Harbour Landing West Concept Plans relate to each other with regards to wastewater servicing. As previously discussed, a viable wastewater gravity option for the Beaucorp lands is connecting to Gordon Road via Campbell Street. The proposed changes to Campbell Street through the Harbour Landing West Concept Plan will eliminate Beaucorp's ability to service their development with the one viable gravity option for the lands. The potential impact of the Harbour Landing West Concept Plan on the servicing situation of the Beaucorp Concept Plan inherently ties these two plans together and Council should be concurrently provided with all the information regarding the Concept Plans to allow for a fulsome consideration of both plans.



B&A Planning Group, on behalf of Beaucorp Ventures, will also be submitting a formal response to the Public Circulation Package for the proposed Harbour Landing West Concept Plan.

Please contact me if you have any questions or require follow-up conversations on this matter, at 403-554-0183 or [nsanborn@bapg.ca](mailto:nsanborn@bapg.ca).

Sincerely,

A handwritten signature in black ink, appearing to read 'Nancy Sanborn', with a stylized 'N' and 'S'.

Nancy Sanborn  
Community Planner  
B&A Planning Group

Aug 10, 2020.

To: Jeremy Fenton


Senior City Planner

Planning and Development Services


Re: Application: Official Community Plan Amendment

NE-03-17-20-02

28(1), 18(1)(b), 18(1)(c)



28(1), 18(1)(b), 18(1)(c)



Please feel free to contact me with your comments at your earliest convenience.

Thank you.

Best regards,

Mark Geiger  
Geiger Homes and Developments  
(306) 536 1071



FAX NUMBERS (AREA 604)

Merchandising ..... 272-7579  
Distribution Centre ..... 272-7582  
Accounting ..... 272-7640  
Human Resources ..... 272-7443  
Information System..... 272-7172  
Retail Stores..... 272-7680  
Retail Store Development... 272-7669  
Retail Technical Group ..... 272-7157  
Loss Prevention ..... 272-7627



EXECUTIVE & ADMINISTRATION OFFICES:

LONDON DRUGS LIMITED  
12831 HORSESHOE PLACE  
RICHMOND, BRITISH COLUMBIA,  
CANADA V7A 4X5  
PHONE (604) 272-7400

August 11, 2020

City Of Regina  
Planning & Development Services Dept.  
PO Box 1790  
Regina, SK S4P 3C8

Attention: Jeremy Fenton / Senior City Planner

Dear Sir:

Re: Letter of Support for Harbour Landing West Concept Plan

The purpose of this letter is to put forward London Drugs support of the proposed Harbour Landing West Concept Plan as outlined in your email dated August 05, 2020.

Given the development will see an increase in the number of residents moving into the area we see this as a benefit for potential new customers for London Drugs.

Thank you for notifying us of the proposed development and asking for our feedback.

Please do not hesitate to contact me directly if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kevin Sorby", is written over a large, loopy blue oval. The signature is fluid and cursive.

Kevin Sorby  
General Manager  
Retail Operations

CC:

Sheandra Stewart, Store Manager 86 Saskatoon  
Kerri McGonigle, District Manager  
Teresa Andrews, Director Real Estate Hawthstauwk Holdings Ltd.



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AVANA ENTERPRISES

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August 12, 2020

RE: Formal Letter of Support  
Proposed Concept Plan #PL201900070  
Legal Address: NE-03-17-20-02

Dear Mr. Fenton,

Community is a fundamental component of Avana Enterprises. With a deep focus on the progression of our city and the strengthening of the communities within, Avana, has created a corporate mandate to invest in and develop affordable housing in the city of Regina, with a focus on housing families.

There is a strong need for safe, reliable, and attainable housing in our city. With the rapid evolvement of the COVID-19 pandemic, there is an even greater need. Schools are operating over-capacity; shelters are full, and the global crisis is encouraging a greater number of immigrants to Canada. The potential growth and expansion that our city could see is truly inspiring and will provide the opportunity to move forward to an even more diverse, inclusive and beautiful community.

The proposed concept plan would provide a number of key benefits to the development of the city, including two brand new schools, alleviating pressure from the schools currently running over-capacity, as well as the construction of homes to accommodate an additional 4000 residents in Regina. Physical health is important to our community. The inclusion of additional walking-paths and parks will create greater opportunity to encourage active lifestyles. The global pandemic has had adverse effects on job opportunities. Moving forward with this proposal would positively impact the local economy.

Avana Enterprises strongly supports the proposed concept plan that will contribute to the further development and diversity of the City of Regina, helping to combat the current housing crisis for safe and attainable housing, and the need for additional educational facilities.

Sincerely,

Jennifer Denouden  
President/CEO  
Avana Enterprises

**August 13, 2020****Project: C2250**

City of Regina  
Queen Elizabeth II Court  
2476 Victoria Avenue  
Regina, SK Canada  
S4P 3C8

**Attention:     Jeremy Fenton, Senior Planner****Re:             Proposed Concept Plan, File No: PL201900070 (Harbour Landing West)**

Dear Mr. Fenton,

On behalf of Beaucorp Ventures Ltd., B&A Planning Group has reviewed the July 20, 2020 letter regarding the proposed Concept Plan for Harbour Landing West. Beaucorp Ventures Ltd remains supportive of a concept plan and phasing approval for these lands subject to concurrent Council consideration of the Beaucorp concept plan and phasing application. This approach will help ensure an equitable approach to these applications and that Council evaluates and considers the close relationship between these applications as it relates proposed land use and infrastructure solutions to support both projects. Notwithstanding our clients support in principle for a concept plan and phasing approval for these lands, at this time our client must object to the concept plan in it's current form due to the contemplated closure of Campbell Street south of Jim Cairns Boulevard to Gordon Road. Our client's rationale for objecting to the contemplated closure of Campbell Street is further detailed below.

Beaucorp Ventures Ltd. has been in discussions with the City of Regina to advance a concept plan and OCP phasing amendment application for the Beaucorp lands over the last several years. A chronology of discussions and outcomes of engagement with the City through this process has been previously documented and it is only recently that the City provided support to move forward with a concurrent concept plan and phasing amendment application.

To advance the proposed concept plan and phasing amendment application, the City has required the submission and sign off of design briefs to support various project components inclusive of an evaluation of potential wastewater servicing options and a preliminary costing exercise for sanitary options evaluated. Through this process and over the course of the last 5 – 6 months, Associated Engineering has established that prior servicing decisions deviating from the City approved serviceability studies for the lands east of Campbell Street have

created a situation that a gravity sanitary connection through Harbor Landing is not viable due to the manner in which adjacent sanitary infrastructure was approved and installed. As such, our team was requested by the City to examine multiple alternative sanitary servicing solutions to support the development of the Beaucorp Lands.

Through the direction of the City to evaluate multiple sanitary servicing solutions, and as summarized in a comprehensive technical memorandum provided to the City, the only fiscally viable solutions to support the Beaucorp Lands include a lift station / force main solution or a direct gravity sewer connection from the Beaucorp lands routed down Campbell Street with a tie – in at Gordon Road. This preferred sanitary solution was detailed and presented to the City along with an evaluation of all other sanitary servicing options in June 2020. Based on our discussions with the City and the various policy directives of the OCP, this was identified by our clients as the preferred sanitary solution given its alignment with the servicing policies of the OCP and the Southwest Sector Plan.

The proposed removal of Campbell Street and the accommodation of a gravity connection further westward through West Harbor Landing while potentially technically viable is not supported by our clients. This approach would add additional length to the gravity main resulting in increased sanitary costs to support the development of the Beaucorp Lands. In addition, this routing in effect would require our client to rely upon the phasing and sequencing of development in West Harbor Landing by DREAM. Our client does not wish to create a situation of reliance to move the development of the Beaucorp Lands forward.

Based on these concerns, we wish to reiterate our support for the Harbor Landing West concept plan and phasing amendment application subject to one of the following plan amendments undertaken:

- Campbell Street remains open in it's entirety;
- Campbell Street is partially closed and accommodates one of the following;
  - o Laneway;
  - o Municipal Utility Parcel;
  - o Municipal Reserve;

As we have discussed with the City a land designation capable of accommodating a gravity sewer connection encompassing of a minimum of 10 meters is required to support the proposed direct sanitary service connection from the Beaucorp Lands to Gordon Road. We understand that the accommodation of land which enables and supports this connection does create some design implications that will need to be addressed. As we have reiterated, we are supportive of the proposed concept plan and phasing application but cannot support a design which in effect would add additional undue cost on to our client, create a situation of reliance on another developer or place our client in a situation whereby a lift station would be the only fiscally viable sanitary servicing solution to support the development of the Beaucorp Lands.



The sanitary servicing solution to support the Beaucorp Lands will ultimately remain a decision of Council. As such, until such time as a decision is rendered by Council it is paramount that one land use and infrastructure planning exercise does not compromise another. This and other issues that have been raised with the City intrinsically connects the proposed Harbor Landing West concept plan and phasing application with that of the Beaucorp Lands concept plan and phasing application and is one of the reasons that we have formally requested that these applications are brought to Council for concurrent consideration.

As our client has communicated previously, they remain supportive of a collaborative approach in working with the City and DREAM to advance both projects in a mutually beneficial manner based on open dialogue and mutual information sharing. As such, our client and the project team would be happy to attend and participate in a meeting to discuss the analysis completed to date and the rationale for this request.

Please contact me if you have any questions or for follow-up conversations on this matter, at 587-216-7505 or [npetherick@bapg.ca](mailto:npetherick@bapg.ca)

Sincerely,



**Nathan Petherick, RPP, MCIP**  
**Partner, B&A Planning Group**

CC:

*Binod Poudyal*  
*Rob Jollimore*  
*Fred Searle*  
*Diana Hawryluk*

April 13, 2021

Our file: 21-326

Amar Guliani  
City Planning & Community Development Division  
City of Regina  
2476 Victoria Avenue  
REGINA SK S4P 3C8  
Email: aguliani@regina.ca

Dear Amar Guliani:

**RE: City of Regina – Proposed Harbour Landing West (HL West) Neighbourhood including  
Phase 1 Designation, Concept Plan (70 ha.), and Rezoning (UH to RU, RL and PS):  
NE-3-17-20-W2M (Your file: PL202100009);  
HERITAGE RESOURCE REVIEW**

Thank you for referring this development proposal to our office for heritage resource review.

In determining the need for, and scope of, Heritage Resource Impact Assessment (HRIA) pursuant to s.63 of *The Heritage Property Act*, the following factors were considered: the presence of previously recorded heritage sites, the area's overall heritage resource potential, the extent of previous land disturbance, and the scope of new proposed land development.

No known archaeological sites are in direct conflict with the proposed development. The proposed HL West neighbourhood has been disturbed by cultivation. The likelihood that significant intact archaeological sites exist in this area is low. Therefore, our office has no further concerns with this neighbourhood plan proceeding as planned.

If you have any questions regarding this project, please do not hesitate to contact me.

Sincerely,



Kim Cloutier  
Archaeologist

## Jeremy Fenton

---

**From:** Jeremy Fenton  
**Sent:** Monday, July 27, 2020 9:34 AM  
**To:** Mark Geiger  
**Subject:** RE: [External email] Fw: OCP Amendment

Hi Mark

You are correct – adding the proposed concept plan area to Phase 1 lands will likely mean that Phase 2 development will get pushed further into the future , as more lands will be added to Phase 1

However, if the Council chooses, they would have the option of denying the application or directing further amendments to the phasing scheme to offset additional Phase 1 lands (for example, by adding other undeveloped Phase 1 lands to Phase 3 or 500K growth area, so there is no net increase of Phase 1 lands)

This application is rather new, “unchartered territory”, so we are not completely sure how this will unfold

Thank you for your comments  
Jeremy

---

**From:** Mark Geiger <mark@skywoodregina.com>  
**Sent:** Friday, July 24, 2020 8:24 AM  
**To:** Jeremy Fenton <JFENTON@regina.ca>  
**Subject:** [External email] Fw: OCP Amendment

Hi Jeremy,

This response is regarding the OCP Amendment to include NE 03- 17- 20 W2 into Phase 1 lands.

By including these lands into Phase 1 will the area be added to the other Phase 1 lands thus further extending the time of Phase 2 lands to commence (75% of Phase 1 build-out)?

28(1), 18(1)(b), 18(1)(c)

Best regards,

Mark Geiger

Geiger Homes Ltd.

(306) 536-1071

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## Jeremy Fenton

---

**From:** Mark Geiger <mark@skywoodregina.com>  
**Sent:** Monday, July 27, 2020 1:41 PM  
**To:** Jeremy Fenton  
**Subject:** Re: [External email] Fw: OCP Amendment

Hi Jeremy,

Thank you for your response.

28(1)



Best regards,

Mark Geiger  
Geiger Homes Ltd.  
(306) 536-1071

---

**From:** Jeremy Fenton <JFENTON@regina.ca>  
**Sent:** July 27, 2020 9:33 AM  
**To:** Mark Geiger <mark@skywoodregina.com>  
**Subject:** RE: [External email] Fw: OCP Amendment

Hi Mark

You are correct – adding the proposed concept plan area to Phase 1 lands will likely mean that Phase 2 development will get pushed further into the future , as more lands will be added to Phase 1

However, if the Council chooses, they would have the option of denying the application or directing further amendments to the phasing scheme to offset additional Phase 1 lands (for example, by adding other undeveloped Phase 1 lands to Phase 3 or 500K growth area, so there is no net increase of Phase 1 lands)

This application is rather new, “unchartered territory”, so we are not completely sure how this will unfold

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Jeremy

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**Subject:** [External email] Fw: OCP Amendment

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By including these lands into Phase 1 will the area be added to the other Phase 1 lands thus further extending the time of Phase 2 lands to commence (75% of Phase 1 build-out)?

28(1)



Best regards,

Mark Geiger  
Geiger Homes Ltd.  
(306) 536-1071

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## Jeremy Fenton

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**From:** Jeannette 28(1)  
**Sent:** Tuesday, July 28, 2020 11:00 AM  
**To:** Jeremy Fenton  
**Subject:** RE: [External email] Feedback correspondence July 20 2020

Jeremy, thank you for your quick response. My response was to your letter sent to our home regarding changes to the OCP and offering the opportunity to comment.

My point was, if the proponent's primary rationale for the amendment to the OCP is the school then I suggest the City's part is to defer until the impact of Covid on school form and function has been determined.

Please share my response with anyone you deem appropriate.

Respectfully yours,  
Jeannette Miller

28(1)

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**From:** Jeremy Fenton [mailto:JFENTON@regina.ca]  
**Sent:** July 27, 2020 9:49 AM  
**To:** Jeannette  
**Cc:** 28(1)  
**Subject:** RE: [External email] Feedback correspondence July 20 2020

Hello Ms. Miller

Thank you for the feedback

The proposed school would be an initiative between the Government of Saskatchewan and the Regina Public Schools and the Regina Catholic Schools

I can forward your letter to my contacts in those areas if you like

Thank you  
Jeremy

---

**From:** Jeannette 28(1)  
**Sent:** Sunday, July 26, 2020 11:42 AM  
**To:** Jeremy Fenton <JFENTON@regina.ca>  
**Cc:** 28(1)  
**Subject:** [External email] Feedback correspondence July 20 2020

Please find letter attached.

Jeannette Miller

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## Jeremy Fenton

---

**From:** Bradley Wiebe <bradley@rmofsherwood.ca>  
**Sent:** Thursday, July 30, 2020 9:49 AM  
**To:** Jeremy Fenton  
**Subject:** [External email] RE: HLWestCP

Hello Jeremy;

Thanks for the preliminary information. We have also had a discussion with Dream regarding this project and should have some preliminary comments by August 14<sup>th</sup>.

### **Brad Wiebe MCIP, RPP**

Manager, Planning and Development



R. M. of Sherwood No. 159  
4400 Campbell Street  
P.O. Box 40029, Regina, SK S4W 0L3  
Ph. 306.525.5237 ext. 227  
Cell. 306.250.2642  
Fax 306.352.1760

**The RM of Sherwood No. 159 is taking precautions to slow the transmission of COVID-19 (Corona Virus) and to protect the health of our staff and citizens. The office has reopened to the public but physical distancing guidelines remain in place. Please make the responsible decision to re-schedule your visit if you are sick, have been out of the country within the last 14 days or have come into contact with someone who has tested positive for Covid-19. We encourage everyone to follow all recommendations provided by Saskatchewan Government. Our staff will continue to be available by phone or email. Any questions or concerns please contact us at (306) 525-5237 or [info@sherwood.ca](mailto:info@sherwood.ca).**

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---

**From:** Jeremy Fenton <JFENTON@regina.ca>  
**Sent:** July 21, 2020 11:28 AM  
**To:** Bradley Wiebe <bradley@rmofsherwood.ca>  
**Cc:** RM of Sherwood Information <info@rmofsherwood.ca>; Yves Richard <YRICHARD@regina.ca>  
**Subject:** HLWestCP

Hello Mr. Wiebe

**Re: Proposed Harbour Landing West Concept Plan:**

My name is Jeremy Fenton – Senior City Planner with City of Regina

Attached, are two letters relating to a proposed concept plan (new master planned residential neighbourhood) . Associated with the concept plan application is an application to amend the phasing strategy of the City's Official Community Plan

You should also be receiving the first letter noted above by mail (Canada Post)

If you require additional information, the Applicant will be submitting servicing reports around mid-August or beginning of September – we would be happy to share more detailed information at that point if you need it

At this point, we thought it would be helpful to commence the conversation and to address any preliminary questions you may have

Thank you for considering this  
Please call or email anytime if you would like to discuss

Thank you  
Jeremy

**Jeremy Fenton, MCIP, RPP**  
**Senior City Planner**  
Planning Sector West  
Planning & Development Services Department  
City Planning & Community Development Division

P: 306.751.4228  
F: 306.777.6998  
E: [jfenton@regina.ca](mailto:jfenton@regina.ca)



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## Jeremy Fenton

---

**From:** Freya Marchuk <fmarchuk@nrdregina.com>  
**Sent:** Thursday, August 6, 2020 9:17 AM  
**To:** Jeremy Fenton  
**Subject:** [External email] Proposed Concept Plan File No PL201900070

Good morning,

We have reviewed the proposed concept plan for Harbour Landing West and would like to take the opportunity to provide our comments as a home builder. The concept plan is well thought out and is a natural extension of Harbour Landing. As well, the addition of the elementary school makes this subdivision even more desirable. This concept plan allows for an efficient use of infrastructure, is aligned with the OCP, and has a range of housing choices. We are in full support of this proposal.

Kind regards,

**FREYA MARCHUK**  
Operations Manager



*Building Saskatchewan, Since 1982.*

385 Maxwell Crescent  
Regina, SK  
t: 306-994-1693  
e: [fmarchuk@nrdregina.com](mailto:fmarchuk@nrdregina.com)

[northridgeregina.com](http://northridgeregina.com)



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## Jeremy Fenton

---

**From:** Kal Hourd <KHourd@montanahomes.ca>  
**Sent:** Friday, August 7, 2020 8:23 AM  
**To:** Jeremy Fenton  
**Subject:** [External email] Dream - Harbour Landing West Concept Plan

Good morning Jeremy,

I hope you're having a great summer.

I just wanted to send a quick note supporting the concept plan designed by Dream in Harbour Landing.

We as a builder are excited about the growth, and will look to play a significant role in each of the lot draws as the phases are rolled out.

To that end, we also have the support of Qualico, our parent company.

Please don't hesitate to reach out if you'd like to discuss in more detail.

Thanks in advance,

Kal Hourd  
Vice President  
Montana Homes Saskatoon  
Pacesetter Homes Regina  
306.244.7900

---

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## Jeremy Fenton

---

**From:** Troy Verboom <tverboom@sherwoodco-op.ca>  
**Sent:** Monday, August 10, 2020 8:53 AM  
**To:** Jeremy Fenton  
**Subject:** [External email] Sherwood Co-op

*Good Morning*

*Sherwood Co-operative Association Limited is in support of the Proposed Concept Plan File No: PL202000033.*

*Thank you,*

**Troy Verboom**  
Chief Executive Officer  
Sherwood Co-op

Ph: (306) 791-9304  
Fax: (306) 791-0060  
[tverboom@sherwoodco-op.com](mailto:tverboom@sherwoodco-op.com)  
[www.sherwoodco-op.com](http://www.sherwoodco-op.com)  
*"You're at home here"*

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## Jeremy Fenton

---

**From:** Weinbender, Kim PCS <Kim.Weinbender@gov.sk.ca>  
**Sent:** Thursday, August 13, 2020 3:18 PM  
**To:** Jeremy Fenton; Weinbender, Kim PCS  
**Cc:** Ross, Carrie PCS; Dawson, Bruce PCS; Richards, Tom PCS; Thomas, Marvin PCS  
**Subject:** [External email] RE: Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

Heritage DR file: 20-961

70 ha

Majority of NE3-17-20 W2M (Parcel 109447779)

About a 300 x300m piece (about 8 ha) of NW3-17-20 W2M (mostly LSD 11, possibly LSD 14; Parcel 109553441)

Hi Jeremy:

There are no heritage designations within the 70 hectare area indicated on your map (as per my discussion with Marvin Thomas of our Branch).

Likewise, based on the level of disturbance, the potential to find intact, significant archaeological or palaeontological heritage sites is considered low. As this larger parcel gets further subdivided, The City planners (or the future developers) can use the Developers' Online Screening Tool to screen the NE and NW-3-17-20 W3M, to confirm that the quarter-sections is still not heritage sensitive.

<https://www.saskatchewan.ca/residents/parks-culture-heritage-and-sport/heritage-conservation-and-commemoration/archaeology/developers-online-screening-tool>

Questions on this review can also be sent to [arms@gov.sk.ca](mailto:arms@gov.sk.ca).

Cheers,

**Kim Weinbender**

Archaeologist

[Heritage Conservation Branch](#)

Ministry of Parks, Culture and Sport

[Government of Saskatchewan](#)

3211 Albert Street, 2<sup>nd</sup> Floor

Regina, Saskatchewan S4S 5W6

**Bus:** 306-787-8157

[kim.weinbender@gov.sk.ca](mailto:kim.weinbender@gov.sk.ca)

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---

**From:** Thomas, Marvin PCS <Marvin.Thomas@gov.sk.ca>

**Sent:** Thursday, August 13, 2020 2:10 PM

**To:** Weinbender, Kim PCS <Kim.Weinbender@gov.sk.ca>

**Cc:** Ross, Carrie PCS <carrie.ross@gov.sk.ca>; Dawson, Bruce PCS <bruce.dawson@gov.sk.ca>; Richards, Tom PCS

<tom.richards@gov.sk.ca>

**Subject:** FW: Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

Hi Kim. I've reviewed the attached Concept Plan application and identified no heritage-related concerns with the application, nor with any future development of the area. Assuming there are no recorded sites, I'm anticipating there'll be no archaeological concerns, given the nature of the landscape and cultivation. Please copy me on your reply to Jeremy, or let me know if you'd like me to send it.

Btw, where are we filing our responses for these early-stage planning initiatives? I recall two previous ones from the City of Regina: Hillsdale Neighbourhood Plan and Al Ritchie Neighbourhood Plan.

Thanks,  
Marvin

---

**From:** Ross, Carrie PCS <[carrie.ross@gov.sk.ca](mailto:carrie.ross@gov.sk.ca)>

**Sent:** Wednesday, August 12, 2020 4:29 PM

**To:** Thomas, Marvin PCS <[Marvin.Thomas@gov.sk.ca](mailto:Marvin.Thomas@gov.sk.ca)>

**Cc:** Dawson, Bruce PCS <[bruce.dawson@gov.sk.ca](mailto:bruce.dawson@gov.sk.ca)>

**Subject:** FW: Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

Hello,

Can you please review.

Thanks,

**Carrie Ross**

**Government of Saskatchewan**

Director, Heritage Conservation Branch  
Ministry of Parks, Culture and Sport  
2nd Floor, 3211 Albert Street  
Regina, SK S4S 5W6

Bus: 306-787-5772

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---

**From:** Samantha Desnomie <[SDESNOMI@regina.ca](mailto:SDESNOMI@regina.ca)>

**Sent:** Wednesday, August 12, 2020 4:21 PM

**Cc:** Miller, Brent HI <[brent.miller@gov.sk.ca](mailto:brent.miller@gov.sk.ca)>; Pearson, Phil ED <[phil.pearson@gov.sk.ca](mailto:phil.pearson@gov.sk.ca)>; [admin@rmofsherwood.ca](mailto:admin@rmofsherwood.ca);  
Sask Health Authority <[tracy.sanden@saskhealthauthority.com](mailto:tracy.sanden@saskhealthauthority.com)>; [jeaston@yqr.ca](mailto:jeaston@yqr.ca); Ross, Carrie PCS  
<[carrie.ross@gov.sk.ca](mailto:carrie.ross@gov.sk.ca)>; Regina Public Schools- Delaine <[delaine.clyne@rbe.sk.ca](mailto:delaine.clyne@rbe.sk.ca)>; Regina Catholic Schools-Rodd  
Hoffart <[c.semeniuk@rcsd.ca](mailto:c.semeniuk@rcsd.ca)>; SaskEnergy <[landservices@saskenergy.com](mailto:landservices@saskenergy.com)>; [land@saskpower.com](mailto:land@saskpower.com); sasktel  
<[sasktel.land@sasktel.com](mailto:sasktel.land@sasktel.com)>; 28(1) [lkos@accesscomm.ca](mailto:lkos@accesscomm.ca); [info@hlcaregina.com](mailto:info@hlcaregina.com); Carlberg,  
Miranda ENV <[miranda.carlberg@gov.sk.ca](mailto:miranda.carlberg@gov.sk.ca)>; Pollock, Brady ENV <[brady.pollock@gov.sk.ca](mailto:brady.pollock@gov.sk.ca)>;

[info@economicdevelopmentregina.com](mailto:info@economicdevelopmentregina.com); [applications@transgas.com](mailto:applications@transgas.com); [tcenergy@bapg.ca](mailto:tcenergy@bapg.ca)

**Subject:** Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

Hello,

Please see the proposed Harbour Landing West concept plan application pertaining to lands located in the southwest part of the city. Concept plans illustrate the location of land-use, streets and open space pertaining to proposed new neighbourhoods or employment areas and are used by the City to direct subsequent rezoning, subdivision and development.

If you have any questions or comments relating to this proposed development, please contact Jeremey Fenton at 306-751-4228 or email at [jfenton@regina.ca](mailto:jfenton@regina.ca).

Thank you.



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## Jeremy Fenton

---

**From:** Bradley Wiebe <bradley@rmofsherwood.ca>  
**Sent:** Thursday, August 13, 2020 8:30 AM  
**To:** Jeremy Fenton  
**Cc:** Yves Richard  
**Subject:** [External email] RE: HLWestCP

**THAT** the RM supports the intent of the OCP amendment to amend the City Phasing Strategy by applying a Phase 1 designation to the Harbour Landing West concept plan area;

**AND THAT** the RM supports the intent of the Concept Plan however, requests future discussion on the RM office site configuration and access that may include connecting Albulet Drive to the south unnamed street via a portion of the existing Campbell Street alignment for future redevelopment options/ commercial value of the RM office location.  
Good Morning Jeremy;

The preliminary comments from the RM in response to the COR Public Notice for the Harbour Landing West Concept Plan are below:

Thanks for the opportunity to respond;

### **Brad Wiebe MCIP, RPP**

Manager, Planning and Development



R. M. of Sherwood No. 159  
4400 Campbell Street  
P.O. Box 40029, Regina, SK S4W 0L3  
Ph. 306.525.5237 ext. 227  
Cell. 306.250.2642  
Fax 306.352.1760

**The RM of Sherwood No. 159 is taking precautions to slow the transmission of COVID-19 (Corona Virus) and to protect the health of our staff and citizens. The office has reopened to the public but physical distancing guidelines remain in place. Please make the responsible decision to re-schedule your visit if you are sick, have been out of the country within the last 14 days or have come into contact with someone who has tested positive for Covid-19. We encourage everyone to follow all recommendations provided by Saskatchewan Government. Our staff will continue to be available by phone or email. Any questions or concerns please contact us at (306) 525-5237 or [info@sherwood.ca](mailto:info@sherwood.ca).**

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---

**From:** Jeremy Fenton <JFENTON@regina.ca>  
**Sent:** July 21, 2020 11:28 AM  
**To:** Bradley Wiebe <bradley@rmofsherwood.ca>



**Cc:** RM of Sherwood Information <info@rmofsherwood.ca>; Yves Richard <YRICHARD@regina.ca>

**Subject:** HLWestCP

Hello Mr. Wiebe

**Re: Proposed Harbour Landing West Concept Plan:**

My name is Jeremy Fenton – Senior City Planner with City of Regina

Attached, are two letters relating to a proposed concept plan (new master planned residential neighbourhood) . Associated with the concept plan application is an application to amend the phasing strategy of the City's Official Community Plan

You should also be receiving the first letter noted above by mail (Canada Post)

If you require additional information, the Applicant will be submitting servicing reports around mid-August or beginning of September – we would be happy to share more detailed information at that point if you need it

At this point, we thought it would be helpful to commence the conversation and to address any preliminary questions you may have

Thank you for considering this  
Please call or email anytime if you would like to discuss

Thank you  
Jeremy

**Jeremy Fenton, MCIP, RPP**  
**Senior City Planner**  
Planning Sector West  
Planning & Development Services Department  
City Planning & Community Development Division

P: 306.751.4228

F: 306.777.6998

E: [jfenton@regina.ca](mailto:jfenton@regina.ca)



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## Jeremy Fenton

---

**From:** Leon Friesen – Westridge <Leon.F@westridge.ca>  
**Sent:** Friday, August 14, 2020 9:02 AM  
**To:** Jeremy Fenton  
**Cc:** Rich Threlfall; Joel Cyr  
**Subject:** [External email] FW: OCP\_Amend\_Phasing

Jeremy

Non-Responsive



### **Leon Friesen**

President & CEO

**Westridge Construction Ltd.**

d. 306.790.1707

c. 306.536.1981

e. [leon.f@westridge.ca](mailto:leon.f@westridge.ca)

---

**From:** Rich Threlfall <rich@troikagroup.ca>  
**Sent:** July 24, 2020 2:27 PM  
**To:** Leon Friesen – Westridge <Leon.F@westridge.ca>  
**Subject:** RE: OCP\_Amend\_Phasing

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Non-Responsive



Rich Threlfall, P.Eng



Vice-President, Development | **TROIKA MANAGEMENT CORP.**  
[rich@troikagroup.ca](mailto:rich@troikagroup.ca) | C: 250.878.3028

---

**From:** Leon Friesen – Westridge <[Leon.F@westridge.ca](mailto:Leon.F@westridge.ca)>  
**Sent:** Friday, July 24, 2020 1:00 PM  
**To:** Rich Threlfall <[rich@troikagroup.ca](mailto:rich@troikagroup.ca)>  
**Subject:** FW: OCP\_Amend\_Phasing

Non-Responsive

**Leon Friesen**

President & CEO  
**Westridge Construction Ltd.**  
d. 306.790.1707  
c. 306.536.1981  
e. [leon.f@westridge.ca](mailto:leon.f@westridge.ca)

---

**From:** Joel Cyr <[joel@rosewoodpark.ca](mailto:joel@rosewoodpark.ca)>  
**Sent:** July 24, 2020 1:22 PM  
**To:** Leon Friesen – Westridge <[Leon.F@westridge.ca](mailto:Leon.F@westridge.ca)>; Bernakevitch, Brendan <[bbernakevitch@mcdougallgauley.com](mailto:bbernakevitch@mcdougallgauley.com)>  
**Subject:** Fwd: OCP\_Amend\_Phasing

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Non-Responsive

Thanks!

Joel Cyr

----- Forwarded message -----

**From:** Jerven Weekes <[jerven@rosewoodpark.ca](mailto:jerven@rosewoodpark.ca)>  
**Date:** Jul 24, 2020, 1:12 PM -0600  
**To:** Joel Cyr <[joel@rosewoodpark.ca](mailto:joel@rosewoodpark.ca)>  
**Subject:** Fwd: OCP\_Amend\_Phasing

----- Forwarded message -----

From: **Jeremy Fenton** <[JFENTON@regina.ca](mailto:JFENTON@regina.ca)>  
Date: Mon, Jul 20, 2020 at 3:51 PM  
Subject: OCP\_Amend\_Phasing  
To: Jerven Weekes <[jerven@rosewoodpark.ca](mailto:jerven@rosewoodpark.ca)>

Hello Jerven

**Re: Proposed Amendment to City of Regina OCP Phasing Strategy:**

As an individual or organization with interest in the City of Regina growth and phasing strategy, as outlined in the City's Official Community Plan (OCP), we are bringing to your attention a proposed amendment to the strategy.

The attached letter outlines the proposed OCP amendment and provides information for sharing comments and discussing.

I am also curious as to whether you or your organization owns the land next to the church under the ownership name: 101259367 Saskatchewan Ltd., as we would like to share this with those landowners as well.

Please feel free to contact me anytime.

Thank you

Jeremy Fenton

**Jeremy Fenton, MCIP, RPP**

**Senior City Planner**

Planning Sector West

Planning & Development Services Department

City Planning & Community Development Division

P: 306.751.4228

F: 306.777.6998

E: [jfenton@regina.ca](mailto:jfenton@regina.ca)



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## Jeremy Fenton

---

**From:** Rich Threlfall <rich@troikagroup.ca>  
**Sent:** Friday, August 14, 2020 1:21 PM  
**To:** Jeremy Fenton  
**Cc:** joel@rosewoodpark.ca; Leon.F@westridge.ca  
**Subject:** [External email] RE: OCP\_Amend\_Phasing

Hi Jeremy,

Thank you for sending this our way and keeping us involved in these types of matters. As a developer in the city, we are interested to support the growth of the city. On the assumption that city staff, administration, the planning commission, and ultimately City Council believe this to be the right growth decision for the city, we would support the initiative.

We look forward to continuing to work with the City as the Rosewood Neighbourhood evolves. We understand that plans can change (especially when adapting to global pandemics!) and using sound judgment and reason to make changes to plans is a reasonable approach.

We appreciate the opportunity to provide feedback on this matter. Please do not hesitate to reach out at any time.

Thank you,

Rich.

Rich Threlfall, P.Eng



Vice-President, Development | **TROIKA MANAGEMENT CORP.**  
[rich@troikagroup.ca](mailto:rich@troikagroup.ca) | C: 250.878.3028

---

**From:** Jeremy Fenton <JFENTON@regina.ca>  
**Sent:** Friday, August 14, 2020 9:19 AM  
**To:** Rich Threlfall <rich@troikagroup.ca>  
**Cc:** joel@rosewoodpark.ca; Leon.F@westridge.ca  
**Subject:** OCP\_Amend\_Phasing

Hello and Good Day

**Re: Proposed Amendment to City of Regina OCP Phasing Strategy:**

As an individual or organization with interest in the City of Regina growth and phasing strategy, as outlined in the City's Official Community Plan (OCP), we are bringing to your attention a proposed amendment to the strategy.

The attached letter outlines the proposed OCP amendment and provides information for sharing comments and discussing.

If you need more time for review, let me know.

Please feel free to contact me anytime.

Thank you

Jeremy Fenton

**Jeremy Fenton, MCIP, RPP**  
**Senior City Planner**  
Planning Sector West  
Planning & Development Services Department  
City Planning & Community Development Division

P: 306.751.4228

F: 306.777.6998

E: [jfenton@regina.ca](mailto:jfenton@regina.ca)



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## Jeremy Fenton

---

**From:** Marina Karol <MKarol@saskenergy.com>  
**Sent:** Monday, August 31, 2020 9:58 AM  
**To:** Jeremy Fenton  
**Subject:** [External email] FW: Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070) OUR FILE 20-1926

Hi Jeremy

We would need to see a more detailed sketch for the ROW closure.

Thanks

---

**From:** Land Services <landservices@saskenergy.com>  
**Sent:** Thursday, August 27, 2020 3:27 PM  
**To:** Marina Karol <MKarol@saskenergy.com>  
**Subject:** FW: [External email] RESPONSE Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

---

**From:** Jeremy Fenton <[JFENTON@regina.ca](mailto:JFENTON@regina.ca)>  
**Sent:** Wednesday, August 26, 2020 3:18 PM  
**To:** Land Services <[landservices@saskenergy.com](mailto:landservices@saskenergy.com)>  
**Subject:** RE: [External email] RESPONSE Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

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Thank you

The developer is proposing to close the Campbell St. ROW and convert the ROW to residential lots

Would you have an issue with that? ....not sure if you access your lines via Campbell St.

Thanks  
Jeremy

---

**From:** Land Services <[landservices@saskenergy.com](mailto:landservices@saskenergy.com)>  
**Sent:** Wednesday, August 26, 2020 3:06 PM  
**To:** Jeremy Fenton <[JFENTON@regina.ca](mailto:JFENTON@regina.ca)>  
**Subject:** [External email] RESPONSE Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

- SaskEnergy Incorporated does maintain gas facilities for which we have a registered/unregistered easement (see attachment).
- TransGas Limited does not maintain gas facilities.
- Please contact Sask 1st Call at 1-866-828-4888 for line locates.

---

**From:** Samantha Desnomie <[SDESNOMI@regina.ca](mailto:SDESNOMI@regina.ca)>

**Sent:** Wednesday, August 12, 2020 4:21 PM

**Cc:** [brent.miller@gov.sk.ca](mailto:brent.miller@gov.sk.ca); [phil.pearson@gov.sk.ca](mailto:phil.pearson@gov.sk.ca); [admin@rmofsherwood.ca](mailto:admin@rmofsherwood.ca); Sask Health Authority <[tracy.sanden@saskhealthauthority.com](mailto:tracy.sanden@saskhealthauthority.com)>; [jeaston@yqr.ca](mailto:jeaston@yqr.ca); [Carrie.Ross@gov.sk.ca](mailto:Carrie.Ross@gov.sk.ca); Regina Public Schools- Delaine <[delaine.clyne@rbe.sk.ca](mailto:delaine.clyne@rbe.sk.ca)>; Regina Catholic Schools-Rodd Hoffart <[c.semeniuk@rcsd.ca](mailto:c.semeniuk@rcsd.ca)>; Land Services <[landservices@saskenergy.com](mailto:landservices@saskenergy.com)>; [land@saskpower.com](mailto:land@saskpower.com); sasktel <[sasktel.land@sasktel.com](mailto:sasktel.land@sasktel.com)>; [design.tech@myaccess.coop](mailto:design.tech@myaccess.coop); [lkos@accesscomm.ca](mailto:lkos@accesscomm.ca); [info@hlcaregina.com](mailto:info@hlcaregina.com); [miranda.carlberg@gov.sk.ca](mailto:miranda.carlberg@gov.sk.ca); [brady.pollock@gov.sk.ca](mailto:brady.pollock@gov.sk.ca); [info@economicdevelopmentregina.com](mailto:info@economicdevelopmentregina.com); Applications <[Applications@transgas.com](mailto:Applications@transgas.com)>; [tcenergy@bapg.ca](mailto:tcenergy@bapg.ca)

**Subject:** Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

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Hello,

Please see the proposed Harbour Landing West concept plan application pertaining to lands located in the southwest part of the city. Concept plans illustrate the location of land-use, streets and open space pertaining to proposed new neighbourhoods or employment areas and are used by the City to direct subsequent rezoning, subdivision and development.

If you have any questions or comments relating to this proposed development, please contact Jeremey Fenton at 306-751-4228 or email at [jfenton@regina.ca](mailto:jfenton@regina.ca).

Thank you.



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September 11, 2020

Our File: 1-10

City of Regina  
Planning and Development Services Department  
City Planning and Community Development Division  
Queen Elizabeth II Court  
2476 Victoria Avenue  
PO Box 1790  
Regina, SK S4P 3C8

Your File: PL201900070

Attention: Jeremy Fenton, Senior City Planner

**RE: Proposed "Harbour Landing West" Concept Plan**

Thank you for providing the Ministry of Highways and Infrastructure (MHI) with the opportunity to review and comment on the proposed Harbour Landing West Concept Plan.

The subject area is within the urban limits of the City of Regina (City). The development appears to be more than 90 meters from any provincial highway. Therefore, MHI's setback regulations do not apply to development within the Concept plan area.

It is recognized that the Concept Plan area forms part of a longer term Special Study Area, which does not have a phasing designation assigned, but has the potential for inclusion in the City's overall phasing strategy. As part of this Special Study Area, a north-south arterial has been shown located immediately west of the Concept Plan area and connecting to Highway 1 between the Lewvan Drive and Regina Bypass interchanges. Although this connection could be built as part of future phases of the Special Study Area, the impact of this connection needs to be discussed as part of the review of this Concept Plan.


MHI has jurisdiction of Highway 1 at this location and the authority to approve/reject the proposed access point. MHI has concerns about maintaining appropriate levels of safety and service on Highway 1 due to the proximity of this proposed access point

to both the interchanges at Lewvan Drive and the Regina Bypass. MHI needs to further understand the City's intentions before providing any further comments.

As this is a segment of the highway network that is outside of City limits, but inside the Regina Bypass, there could be mutual benefit to transferring jurisdiction from the province to the City. Taking over jurisdiction will give the City more flexibility to provide access to serve future development. MHI is always open to the discussion of transfer of jurisdiction.

We would be happy to meet with representatives from the City of Regina to discuss this new development and proposed access further. If you have any questions, please contact Tanya MacDonald at (306) 798-8414.

Sincerely,

A handwritten signature in black ink, appearing to read 'Douglas R. Kelly', is written over the printed name.

Douglas R. Kelly, P. Eng.  
Director, Traffic Engineering & Development

DRK/tm

## Jeremy Fenton

---

**From:** Jeremy Fenton  
**Sent:** Tuesday, September 15, 2020 10:42 AM  
**To:** MacDonald, Tanya HI  
**Cc:** Kelly, Doug HI; Jen Stevenson; Max Zasada  
**Subject:** RE: [External email] RE: Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

The applicant (Dream Development) indicated that we may receive the TIA and other reports around the beginning of October

The connection to Highway 1 was determined, by City, to be outside the scope of the TIA for Phase 1 (current application), as the applicant is proposing to route all traffic east towards Lewvan Drive.

However, the applicant may choose to comment on Highway 1 anyway....we will need to wait and see what their TIA includes

For the next phase of development in that area (beyond the current application), we will likely require that a connection to Highway 1 be part of the assessment; however, the next phase of development will likely be quite far off into the future (possibly 20+ years), as there is no policy support in the City's Official Community Plan for additional phases (west of Campbell St.) to come online in the near-term or medium-term.

Thank you  
Jeremy

---

**From:** MacDonald, Tanya HI <tanya.macdonald@gov.sk.ca>  
**Sent:** Monday, September 14, 2020 2:21 PM  
**To:** Jeremy Fenton <JFENTON@regina.ca>  
**Cc:** Kelly, Doug HI <Doug.Kelly@gov.sk.ca>; Jen Stevenson <JSTEVENSON@regina.ca>; Max Zasada <MZASADA@regina.ca>  
**Subject:** RE: [External email] RE: Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

Thank you for the update. When do you anticipate a seeing a copy of the draft TIA? Do you know if the TIA looked at various options for type/amount of access at Highway 1?

---

**From:** Jeremy Fenton <[JFENTON@regina.ca](mailto:JFENTON@regina.ca)>  
**Sent:** Monday, September 14, 2020 1:20 PM  
**To:** MacDonald, Tanya HI <[tanya.macdonald@gov.sk.ca](mailto:tanya.macdonald@gov.sk.ca)>  
**Cc:** Kelly, Doug HI <[Doug.Kelly@gov.sk.ca](mailto:Doug.Kelly@gov.sk.ca)>; Jen Stevenson <[JSTEVENSON@regina.ca](mailto:JSTEVENSON@regina.ca)>; Max Zasada <[MZASADA@regina.ca](mailto:MZASADA@regina.ca)>  
**Subject:** FW: [External email] RE: Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

Thank you for the comments

We have not received the TIA for this project yet ...once we have received and reviewed the TIA we will arrange a meeting with you to discuss

Thanks  
Jeremy

Jeremy Fenton, MCIP, RPP

**Senior City Planner**

Planning Branch – West Sector

Planning & Development Services Department

City Planning & Community Development Division

P: 306.751.4228

F: 306.777.6998

E: [jfenton@regina.ca](mailto:jfenton@regina.ca)



---

**From:** MacDonald, Tanya HI <[tanya.macdonald@gov.sk.ca](mailto:tanya.macdonald@gov.sk.ca)>

**Sent:** Monday, September 14, 2020 11:38 AM

**To:** Jeremy Fenton <[JFENTON@regina.ca](mailto:JFENTON@regina.ca)>

**Cc:** Kelly, Doug HI <[Doug.Kelly@gov.sk.ca](mailto:Doug.Kelly@gov.sk.ca)>; Samantha Desnomie <[SDESNOMI@regina.ca](mailto:SDESNOMI@regina.ca)>

**Subject:** [External email] RE: Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

Good morning Jeremy,

Please find attached a copy of the Ministry of Highways and Infrastructure's comments related to the Harbour Landing West Concept Plan.

If you have any questions or wish to set up a meeting, please let me know and we'd be happy to discuss our comments further.

Thank you!

Tanya

Tanya MacDonald, P.Eng., PTOE  
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**Subject:** Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

Hello,

Please see the proposed Harbour Landing West concept plan application pertaining to lands located in the southwest part of the city. Concept plans illustrate the location of land-use, streets and open space pertaining to proposed new neighbourhoods or employment areas and are used by the City to direct subsequent rezoning, subdivision and development.

If you have any questions or comments relating to this proposed development, please contact Jeremy Fenton at 306-751-4228 or email at [jfenton@regina.ca](mailto:jfenton@regina.ca).

Thank you.



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## Jeremy Fenton

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**From:** Stephanie Jesson <sjesson@saskpower.com>  
**Sent:** Wednesday, September 23, 2020 12:14 PM  
**To:** Jeremy Fenton  
**Subject:** [External email] Proposed Concept Plan; City of Regina; Your File: PL201900070; SaskPower File: Misc.  
**Attachments:** HLWestCP\_Ltr\_20200812\_ExtRev.pdf

Good afternoon,

Please be advised that SaskPower may maintain overhead and/or underground electrical and/or communication facilities in the above-mentioned area. We request that the applicant contact the "Call Before You Dig" number (888) 757-6937 to locate said facilities before construction.

Crossing Agreements for all related Distribution Electrical facilities should be requested from:

SaskPower Weyburn Operations Business Support  
Email: [weyburn\\_crossings@saskpower.com](mailto:weyburn_crossings@saskpower.com)  
Phone: (306) 848-7141  
Fax: (306) 848-4153

Crossing Agreements for all related Transmission Electrical facilities should be requested from:

SaskPower Operations Apparatus South  
Attention: Karen Wandler  
Email: [kwandler@saskpower.com](mailto:kwandler@saskpower.com)  
Phone: (306) 934-7811

Crossing Agreements for all related Fibre Optic facilities should be requested from:  
SaskPower Communications Engineering Department  
Email: [fibreagreements@saskpower.com](mailto:fibreagreements@saskpower.com)

Accordingly, we have no objections to this proposal. Please forward future subdivision applications to [land@saskpower.com](mailto:land@saskpower.com) and easements will be reviewed and obtained at that time.

Have a great day!

## Stephanie Jesson

**SaskPower** | Corporate Land Analyst, Land Department/Corporate & Regulatory Affairs/Regina  
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**To:** Stephanie Jesson <[sjesson@saskpower.com](mailto:sjesson@saskpower.com)>  
**Subject:** FW: EXTERNAL EMAIL: Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

Debbie Pettigrew

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**From:** Samantha Desnomie <[SDESNOMI@regina.ca](mailto:SDESNOMI@regina.ca)>

**Sent:** Wednesday, August 12, 2020 4:21 PM

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**Subject:** EXTERNAL EMAIL: Proposed "Harbour Landing West" Concept Plan (File No.: PL201900070)

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# Regina Housing Market & Housing Absorption Impact Study

Independent Real Estate Intelligence

September 19, 2021



# **Regina Housing Market & Housing Absorption Impact Study**

Prepared for:

**Dream Development**

Prepared by:

**Altus Group Economic Consulting**

33 Yonge Street Toronto Ontario M5E 1G4

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September 19, 2021

## EXECUTIVE SUMMARY

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Dream Development (the Client) has approached Altus Group to provide an impact analysis of shifting the timing and phasing of residential development between planned community development areas within the City.

Key input assumptions, analyses and findings from this analysis include:

- The Regina Census Metropolitan Area (CMA) is the second largest urban agglomeration in Saskatchewan and represents the full labour market area and housing market area centered around the City of Regina. In 2020, Statistics Canada estimated the population of Regina CMA to be some 263,184 persons. The City of Regina accounts for some 91% of the population of the CMA, although it accounts for only 85% of recent population growth.
- Regina's growth patterns are typical of Canadian urban agglomerations. Urban growth has historically moved concentrically from downtown, with typically lower-density housing forms emerging in greenfield developments (at least initially) and higher density forms more centrally. A rising share of overall housing need and supply is emerging in the rural municipalities surrounding the City of Regina within the CMA.
- Growth patterns within the City of Regina over time have responded in part to the location of land supply and in part to demographics.
- The 2013 City of Regina Official Community Plan (OCP) set out principles for development patterns that will manage the City's growth to a population level of some 300,000 persons. The OCP was amended to include a Growth Plan in 2015. The Growth Plan set out to promote intensification in the City Centre, urban centres and corridors. The Growth plan also identified potential community development areas to control the pace and scope of growth across community development areas by defining set phases of development in an effort to concentrate infrastructure investments. Part of the Growth Plan process identified lands owned by the Client in the southwest part of the city as a special policy area. The Client identifies these lands as Harbour West, which are adjacent to their recently developed Harbour Landing community. The special policy area was identified as lands that could potentially accommodate growth, but was not necessarily needed in order to achieve the plan's



300,000 person target. Development of residential uses on these special policy area lands in part are governed by policy 2.14 of the OCP which states:

*Permit the development of lands designated as SPECIAL POLICY AREAS.... Where it can be demonstrated...that ... [2.14.5] Impacts on the existing community, BUILT OR APPROVED NEIGHBOURHOODS, or other recommended development associated with the 300,000 population are minimal...*

- The Client also owns lands in the northwest zone of Regina known as Coopertown. Entitlements to develop for residential uses on Coopertown was included in the Growth Plan as part of Phase 1. Phase 1 included twelve communities amounting to about 685 ha of development lands. Policy 14.20D provides guidance on the phases of development and directs entitlements for development in subsequent phases only when some 75% of the lands of prior phases has been developed. In January of 2021, the City identified that some 35% of phase 1 lands had been subdivided for development.
- The Client is now pursuing the more immediate development of the Harbour West lands, in part because the demographics are driving demand in the southwest of the City and because this will support the immediate need for a new joint use school site (of which there is no other land available). This plan also represents a logical city-building extension to complete the Harbour Landing community through maximizing the existing infrastructure. In contrast lands beyond this special study area will require a new system of infrastructure including major transportation upgrades, regional lift station and a storm water channel. Although the Harbour West lands are in the special policy area rather than Phase 1, the Client is proposing to the City that entitlements for its Coopertown development be swapped with Harbour West in order to minimize impacts on the intent on the OCP and Growth Plan and to minimize impacts on other Phase 1 lands in accordance with policy 2.14.
- In particular, the Client is sensitive to the potential impact on lands in west Regina known as Westerra, as both Coopertown and West Harbour would be their closest competitor. Westerra is a community of some 98 ha (gross) and is approximately 55% subdivided (although only about 13% built out). Westerra has Phase 1

entitlements under the Growth Plan. The Client has approached Altus Group to provide an analysis of the potential impact of the proposed entitlement swap, and in particular impacts on the remaining build out of the Westerra development.

- Household growth across the Regina CMA has averaged 1,460 units per year in the decade to 2016 and slowed slightly in the past five years. Based on housing completions, there were some 1,370 housing units absorbed per year between 2016 and 2021. That slowdown was particularly sharp in 2019 and 2020 when housing completions slowed to an annual average of 775 per year. Despite recent trends, strong migration expectations and general economic recovery expectations set the stage for household growth (and therefore absorption of new units) over the next 20 years of some 1,580 net new households per year. This expectation is based on growth in the CMA population of some 100,000 persons through to 2041 (about 85,000 persons within the City of Regina).
- In recent years, the southwest has accounted for a large share (about one-third) of CMA growth due to the pace of absorption in Harbour Landing. Shares in the northwest and in the west zones have been considerably smaller (17% and 4% respectively). However, going forward, shares in these two zones will account for a greater share of overall CMA growth due to the number of communities in phases 1 and 2 of the Growth Plan in these zones and the increased accessibility from the new Highway 11 bypass. By contrast, as Harbour Landing is mostly built out, and the Harbour West lands not currently included in the OCP phasing, the share of growth to the Southwest is set to slow significantly.
- Under a base scenario our expectations are that the northwest and west zones will accommodate some 19% and 10% of growth respectively (annual average growth of 300 units and 160 units per year respectively). Coopertown and Westerra would likely fully build out during the next 20 years with Coopertown accounting for about 25% of the share of northwest and Westerra accounting for about 41% of the share of the west zone.
- The impact analysis considers the historical patterns of growth in Regina, the demographic drivers and the available growth areas based on the phasing plan, and tracks how these share captures would be impacted by the proposed swap in entitlements between Coopertown and Harbour West. The southwest zone has already

proven to be a popular destination with strong growth between 2011 and 2020. It has attracted young families and new migrants to the CMA. If Harbour West lands were brought into phase 1 entitlements this strong pace of growth would be expected to continue.

- The effect of the swap would primarily be to increase the share capture of the southwest zone to about 10% of total CMA growth going forward. This rise in share would be primarily drawn from a reduced share captured by the northwest, which itself would be driven by the reduction in supply by removing Coopertown from phase 1 entitlements. Similarities in the demographics (both the northwest and southwest represent generally younger families and new migrants) and the Client's own marketing focus will be largely responsible for this. The share capture in the west zone, which is being driven by an older demographic, and which is being driven in part by improved highway access, will be unaffected by the swap. It is not expected that absorption rates at Westerra would be affected by a swap in development entitlements between Coopertown and West Harbour.

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# 1 INTRODUCTION

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Regina, capital city of Saskatchewan, has a population of 263,184 and is the second largest city in the province of 1,178,681. Regina is located in the south-central area of the province and has a land area of 118.4 square kilometers. It is relatively near to Alberta to the west, Manitoba to the east, and within eight hours drive of the U.S. states of Montana and North Dakota.

Dream Development (the Client) approached Altus Group to provide an analysis of the current economic conditions in the Regina Census Metropolitan Area (hereafter Regina), demographic trends, housing market analysis of Regina by area, the potential housing need by area going forward, and an impact analysis of its proposal to shift current development plans in the next few years from its Coopertown lands to its Harbour West lands.

## 1.1 BACKGROUND AND POLICY CONTEXT

The 2013 City of Regina Official Community Plan (OCP) set out principles for development patterns that will manage the City's growth to a population level of some 300,000 persons (from an estimated total population of about 200,000 at the time). The OCP was amended to include a Growth Plan in 2015. The Growth Plan set out to promote intensification in the City Centre, urban centres and corridors.

The Growth plan also identified potential community development areas to control the pace and scope of growth across community development areas by defining set phases of development in an effort to concentrate infrastructure investments. Part of the Growth Plan process identified lands owned by the Client in the southwest part of the city as a special policy area. The Client identifies these lands as Harbour West, which are adjacent to their recently developed Harbour Landing community.

The special policy area was identified as lands that could potentially accommodate growth, but was not necessarily needed in order to achieve the plan's 300,000 person target. Development of residential uses on these special policy area lands in part are governed by policy 2.14 of the OCP which states:

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The Client is now pursuing the more immediate development of the Harbour West lands, in part because the demographics are driving demand in the southwest of the City and because this will support the immediate need for a new joint use school site (of which there is no other land available). This plan also represents a logical city-building extension to complete the Harbour Landing community through maximizing the existing infrastructure. In contrast lands beyond this special study area will require a new system of infrastructure including major transportation upgrades, regional lift station and a storm water channel. Although the Harbour West lands are in the special policy area rather than Phase 1, the Client is proposing to the City that entitlements for its Coopertown development be swapped with Harbour West in order to minimize impacts on the intent on the OCP and Growth Plan and to minimize impacts on other Phase 1 lands in accordance with policy 2.14.

## **1.2 REPORT STRUCTURE**

Chapter 2 of this report set out the impact analysis, which relies on detailed projections of potential household growth in Regina and share captures of major development zones. The impact analysis is also supported by:

- An economic analysis of the Regina market in Chapter 3; and
- A housing market analysis of the Regina market in Chapter 4

### 1.3 CAVEAT

This analysis has been prepared on the basis of the information and assumptions set forth in the text. However, it is not possible to fully document all factors or account for all the changes that may occur in the future.

As of the date of this report, Canada and the Global Community are experiencing unprecedented measures undertaken by various levels of government to curtail health-related impacts of the COVID-19 pandemic. The duration of this event is not known. While there is potential for negative impact with respect to micro and macro-economic sectors, as well as upon various real estate markets, it is not possible to predict such impact at present, or the impact of current and future government countermeasures. Accordingly, this report does address the potential impact of the COVID-19 pandemic based on what is known now.

This report relies on information from a variety of secondary sources. While every effort is made to ensure the accuracy of the data, we cannot guarantee the complete accuracy of the information used in this report from these secondary sources.

This report has been prepared solely for the purposes outlined herein and is not to be relied upon or used for any other purposes or by any other party without the prior written authorization of Altus Group.

## 2 IMPACT ANALYSIS OF HARBOUR WEST DEVELOPMENT

The impact analysis presented in this report follows the following structure:

- Provides a base case scenario for the likely pattern of growth in Regina over the next 20 years given current entitlements in the Regina OCP and Growth Plan
- Provides an alternative scenario incorporating the effects for the proposed swap in entitlements, setting out the likely pattern of growth.
- An analysis of the impact of the change in development patterns on the Westerra community development area.

### 2.1 IMPACT OF DEVELOPMENT AT HARBOUR WEST VS COOPERTOWN

Sections 2.1.1 to 2.1.3 present the distribution of Regina's projected housing demand over the next 20 years under a base scenario of a new Coopertown residential development in the northwest zone of the City of Regina and a new Westerra development in the west zone (see Figure 1). Under this scenario each development is expected to build out approximately 1,500 residential units.

In sections 2.1.4 to 2.1.6 the distribution of Regina's housing demand over the next 20 years under an impact scenario is presented (see Figure 2). The impact scenario features the absorption impacts on the Westerra development in Regina's west zone that could result from Dream Development shifting its proposed Coopertown development concept to vacant lands in Regina's southwest zone known as Harbour West. The absorption impacts on the other housing markets (zones) in the Regina CMA are also presented.

See Appendix for more detailed breakdown of the distribution of Regina's projected housing demand over the next 20 years by structure type (base scenario and Harbour West impact scenario).

#### 2.1.1 Proposed Coopertown Development Base Scenario

The Coopertown development in Regina northwest is planned to accommodate a range of residential densities to encourage choices while ensuring a strong unified residential character. Coopertown was

conceptualized to introduce more diverse housing types not prevalent within the northwest zone of Regina. The development concept aims to create a vibrant, urban neighbourhood. The proposed development includes a range of housing types, from single family units to low-rise apartment style units together totalling 1,452 units.

An assessment of Regina's housing needs over the next two decades using Altus Group's Housing Demand Model (See section 2.2) and an analysis of housing absorption by zone across Regina indicates that over the next 10 years, demand for housing in Regina northwest will be about 5,900 units. Based on demographic and economic trends in Regina, Regina northwest could be expected to absorb about 19% of housing needs in the Regina Census Metropolitan Area (CMA) inclusive of full build out of the proposed Coopertown development.

### **2.1.2 Proposed Westerra Development Base Scenario**

The Westerra mixed-use development is planned to provide future residents with a community where they can live, work, shop, and play in a vibrant community. The Westerra development includes residential uses, commercial and business park uses. The proposed Westerra mixed-use development has been designed to provide Regina residents with choice, convenience and a sense of place in Regina west. Residents will live in a variety of low- and high-density housing forms including live-work units within an arrangement of uses amounting to between 1,017 and 1,903 housing units to create a vibrant community.

Westerra's low-density residential development area includes some 210 laneless single detached houses, bounded by business park uses to the east, and live-work units in the form of attached housing units. The medium density residential development includes laned and non-laned semi-detached, townhouses, and row housing units totalling about 370 units. These units are expected to provide a transition between the low- and high-density development areas. The proposed Westerra development is also expected to provide about 880 condominium apartment units in buildings with fewer than five storeys.

To date some 200 units have been built and occupied on the Westerra lands.

Based on demographic and economic trends in Regina, Regina west could be expected to absorb an estimated 10% of housing growth across the Regina

CMA, amounting to some 3,160 units over the next 20 years, contributing toward the build-out of the Westerra lands.

### 2.1.3 Regina Southwest and Other Regina Zones Base Scenario

Regina Southwest could be expected to absorb about 6% of Regina's housing needs over the next two decades in the base scenario. Downtown 15% during the same period which is an acceleration from the 8% over the past decade, but consistent with policies in the OCP promoting intensification downtown. The rest of the City of Regina is forecast to absorb 37% of housing needs. Areas outside the city but within the Regina CMA boundaries are expected to absorb the remaining 13%.

Figure 1

<b>Base Scenario</b>							
<b>Projected Regina Housing Absorption by Zone</b>							
	<b>Northwest</b>	<b>West</b>	<b>Southwest</b>	<b>Downtown</b>	<b>Rest of City</b>	<b>Areas Outside City</b>	<b>CMA Total</b>
<b>Total Housing Absorption by Zone (%)</b>							
2011-2016	21%	2%	31%	9%	29%	8%	100%
2016-2021	10%	7%	34%	7%	32%	10%	100%
2021-2026	15%	10%	9%	15%	39%	12%	100%
2026-2031	20%	10%	5%	15%	38%	12%	100%
2031-2036	20%	10%	5%	15%	35%	15%	100%
2036-2041	20%	10%	5%	15%	35%	15%	100%
<b>Total Housing Absorption by Zone (Units per Year)</b>							
2011-2016	477	52	713	194	653	189	2,278
2016-2021	144	95	469	102	451	134	1,395
2021-2026	248	165	149	248	644	198	1,651
2026-2031	318	159	79	238	603	191	1,588
2031-2036	315	158	79	236	552	236	1,577
2036-2041	302	151	75	226	528	226	1,508
<b>Twenty-Year Total</b>							
2021-2041	5,910	3,161	1,911	4,742	11,633	4,256	31,613

Source: Altus Group

### 2.1.4 Northwest Housing Absorption Impact Scenario

Dream is planning two major communities in Regina, Coopertown in the Northwest, and Harbour West in the Southwest. Under agreement with the City, Dream currently has entitlements to develop up to 1,500 units at Coopertown under Phase 1 of the current OCP. Dream proposes to shift those entitlements, within Phase 1, to their Harbour West development in the Southeast. Shifting the development of some 1,500 residential units from northwest to Harbour Landing's Harbour West lands would likely have the



effect of reducing northwest housing absorption while increasing housing absorption Regina southwest.

Regina's northwest and southwest housing markets have similar demographic characteristics. The residents of both markets are very youthful with about 70-83% of the population in each area being aged 0-49 years. Young people aged 19 years and under account for about 27% of residents while seniors aged 65+ years range 5-9%. Similarly, the proportion of residents that are immigrants range from 9-12%. Both areas are well suited for predominantly single-family housing communities.

The proposal to shift Dream's development plans from Coopertown to Harbour West will have the effect of shifting the share of residential unit absorptions over the years ahead from the northwest to the southwest. This shift is supported by the demographics, and acknowledges that Dream's own marketing platform will draw demand from Coopertown to Harbour West. On net, the northwest's share of Regina's housing absorption would likely shift from 19% under the base scenario to 15%. The housing absorption foregone in the northwest is forecast to be reasonably captured by Regina southwest.

#### **2.1.5 Southwest Housing Absorption Impact Scenario**

Given the demographic similarities between Regina northwest and Regina southwest, and a single property developer shifting similar product from one market area to another, a direct shift of housing absorption is anticipated. With no Coopertown development in play and an additional approximately 1,400 housing units developed in Harbour West, housing absorption in the southwest is forecast to be shift from 6% under the base scenario to about 10% of housing demand over the next 20 years under the impact scenario.

#### **2.1.6 West Housing Absorption Impact Scenario**

If Dream shifts its development plans within Phase 1 of the OCP from Coopertown to Harbour West with some 1,400 residential units, there is unlikely to be any substantial impact on Regina west's housing absorption over the next two decades. This finding is supported by the demographics and recent growth patterns. Regina west generally has an older population than both Regina northwest and Regina southwest.

The tie in between the demographics and the proposed developments in part drives the outcome of these scenarios. The Westerra development, for example, is proposed with a much higher share of medium and high-density units, which aligns with the demographic trends in the western zone. By contrast both the Coopertown and Harbour West development is more focused on lower density, and housing for younger families, which underscores the greater interchangeability of the growth patterns between the northwest and southwest zones.

### 2.1.7 Harbour West Impact on Absorption in Regina's Other Housing Markets

Deferring the proposed 1,500-unit Coopertown development to build out Harbour West is not projected to have a material impact on the pace of housing absorption in downtown Regina and the rest of the city, or the rural municipalities; all areas that are expected to see share capture rise in the next twenty years from the last 10, but be unaffected by the changes in supply proposed in the northwest and southwest.

Figure 2

Impact Scenario	Projected Regina Housing Absorption by Region						
	Northwest	West	Southwest	Downtown	Rest of City	Areas Outside City	CMA Total
Total Housing Absorption by Zone (%)							
2011-2016	21%	2%	31%	9%	29%	8%	100%
2016-2021	10%	7%	34%	7%	32%	10%	100%
2021-2026	15%	10%	9%	15%	39%	12%	100%
2026-2031	15%	10%	10%	15%	38%	12%	100%
2031-2036	15%	10%	10%	15%	35%	15%	100%
2036-2041	16%	10%	9%	15%	35%	15%	100%
Total Housing Absorption by Zone (Units per Year)							
2011-2016	477	52	713	194	653	189	2,278
2016-2021	144	95	469	102	451	134	1,395
2021-2026	248	165	149	248	644	198	1,651
2026-2031	238	159	159	238	603	191	1,588
2031-2036	236	158	158	236	552	236	1,577
2036-2041	241	151	136	226	528	226	1,508
Twenty-Year Total							
2021-2041	4,817	3,161	3,003	4,742	11,633	4,256	31,613

Source: Altus Group

## 2.2 LONG-TERM HOUSING NEEDS 2021-2041

Between 2006 and 2016, the number of households in Regina grew by an estimated 1,460 units per year. The trend decelerated in recent years

alongside weaker economic growth and slower migration. Since 2016, absorption of new residential units has been some 1,370 units per year.

Going forward, housing needs for private households in the Census Metropolitan Area of Regina are assessed using the Altus Group Housing Demand Model, which starts with a demographic forecast including population by age and family status (marriage status, presence of children etc.) and applies assumed headship rates, housing type choices and tenure choices by age and stage of life to develop a mapping of need for new housing based on the growth in this underlying demographic demand.

The results of the assessment are presented in Figure 3.

Key findings include that there will be a need for about 37% of new housing to be in apartment format in the next 20 years, with that proportion highest in the next 10 years then tapering off during the next five before increasing again. Row/townhouse type housing will also be in strong demand, accounting for about 7% of net new housing needs in the next 20 years. The dominant form of housing need, however remains the single-detached home, which is found to account for 54% of the need over the forecast period.

Figure 3

**Potential Housing Demand by Structure Type, Regina CMA 1996-2041**

Base Scenario

	Single Detached	Semi Detached	Row	Apartments				Total
				Total	Owner	Renter	Other	
Households	Occupied Dwelling units (000s)							
1996	51.63	1.76	3.07	16.71	1.45	15.26	1.59	74.75
2006	55.11	1.96	3.61	18.00	3.04	14.96	1.66	80.33
2016	63.32	2.20	5.55	21.59	4.97	16.63	2.23	94.89
2021	65.38	2.78	6.52	24.53	5.25	19.28	2.53	101.75
2026	68.84	3.22	7.43	27.86	6.47	21.39	2.66	110.00
2031	72.54	3.52	8.07	31.07	7.64	23.43	2.75	117.94
2036	76.73	3.75	8.53	33.95	8.71	25.24	2.86	125.83
2041	81.63	3.93	8.89	35.96	9.37	26.59	2.96	133.36
Annual Household Growth	Occupied Dwelling units							
1996-06	347	20	55	129	159	(30)	7	558
2006-16	822	24	194	360	193	167	58	1,456
2016-21	413	116	196	589	57	532	60	1,373
2021-26	691	88	182	665	243	421	26	1,651
2026-31	740	60	127	643	235	408	18	1,588
2031-36	839	46	93	576	214	362	23	1,577
2036-41	979	37	71	401	132	270	20	1,508
2021-41	812	57	118	571	206	365	22	1,581
Distribution of Households	Percent							
1996	69.1	2.4	4.1	22.3	1.9	20.4	2.1	100.0
2006	68.6	2.4	4.5	22.4	3.8	18.6	2.1	100.0
2016	66.7	2.3	5.8	22.8	5.2	17.5	2.4	100.0
2026	62.6	2.9	6.8	25.3	5.9	19.4	2.4	100.0
2036	61.0	3.0	6.8	27.0	6.9	20.1	2.3	100.0
Distribution of Growth	Percent							
1996-06	62.3	3.6	9.8	23.1	28.5	(5.4)	1.3	100.0
2006-16	56.4	1.6	13.3	24.7	13.2	11.5	3.9	100.0
2016-26	36.5	6.7	12.5	41.4	9.9	31.5	2.8	100.0
2026-36	49.9	3.3	6.9	38.5	14.2	24.3	1.3	100.0
2021-41	51.4	3.6	7.5	36.1	13.0	23.1	1.4	100.0

Source: Altus Group, Housing Demand Model

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## 3 REGINA ECONOMIC AND DEMOGRAPHIC OVERVIEW

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### 3.1 DEMOGRAPHIC TRENDS

The Regina Census Metropolitan Area (CMA) has been experiencing strong population growth over the last 10 years, growing twice as fast as Saskatchewan as a whole. During the last decade, Regina's population grew at a compound average growth rate of 2.1% compared to Saskatchewan's growth rate of 1.1% (see Figure 4 - Figure 6).

Net migration has been the dominant driver of population growth in Regina (see Figure 7). Since 2014, international migration has more than offset emigration to other provinces. However, border restrictions imposed to manage the COVID pandemic significantly limited international immigration in 2020, and for the first time since 2006, net migration was on par with the natural increase of births exceeding death (see Figure 7 and Figure 8).

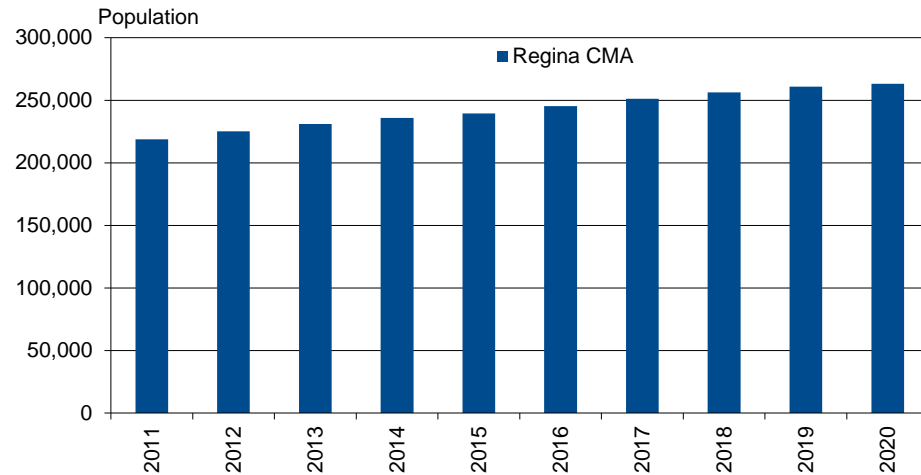
Another significant feature of Regina's population is its youthfulness, though not as youthful as the population of the province as a whole. Compared to Saskatchewan, Regina's population aged 29 years or younger represent a slightly lower share of the overall population than Saskatchewan's population cohort of the same age. About 24% of Regina's population are kids 19 years old or younger, indicative of a strong presence of young families. The strong presence of young families is an indication of the importance of single-family housing in Regina. Notably seniors aged 60+ represent a smaller share of Regina's population than Saskatchewan's.

The youthful skew of the current population and an anticipated period of stronger migration in the years ahead following the pandemic, are both suggestive of stronger population growth over the next two decades than during the 2001-2016 periods.



Figure 4

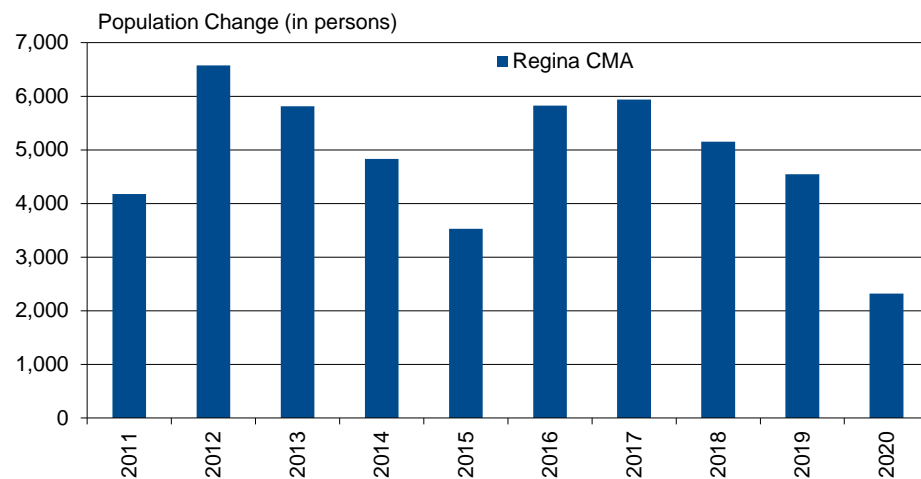
### Population, Regina CMA, 2011-2020



Source: Altus Group Economic Consulting based on Historical data from Statistics Canada Annual Demographic Statistics

Figure 5

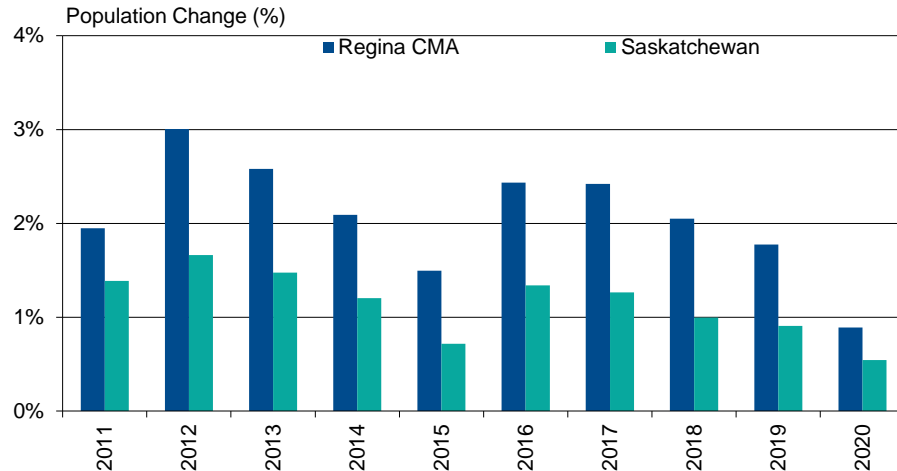
### Population Change, Regina CMA, 2011-2020



Source: Altus Group Economic Consulting based on Historical data from Statistics Canada Annual Demographic Statistics

Figure 6

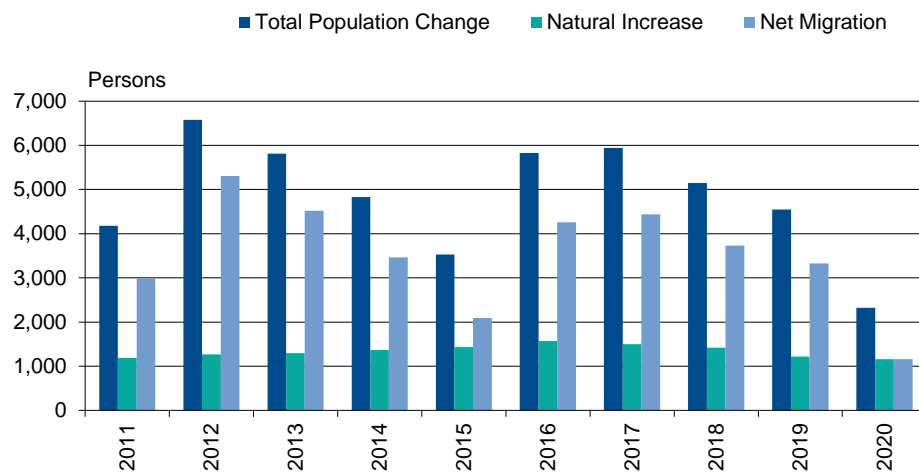
### Population Change, Regina CMA and Saskatchewan, 2011-2020



Source: Altus Group Economic Consulting based on Historical data from Statistics Canada Annual Demographic Statistics

Figure 7

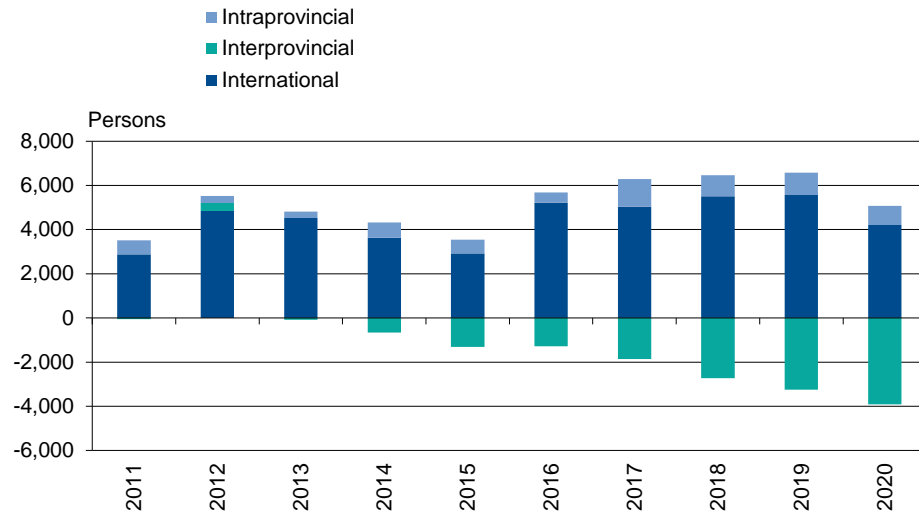
### Population Growth by Component, Regina CMA, 2011-2020



Source: Altus Group Economic Consulting based on Historical data from Statistics Canada Annual Demographic Statistics

Figure 8

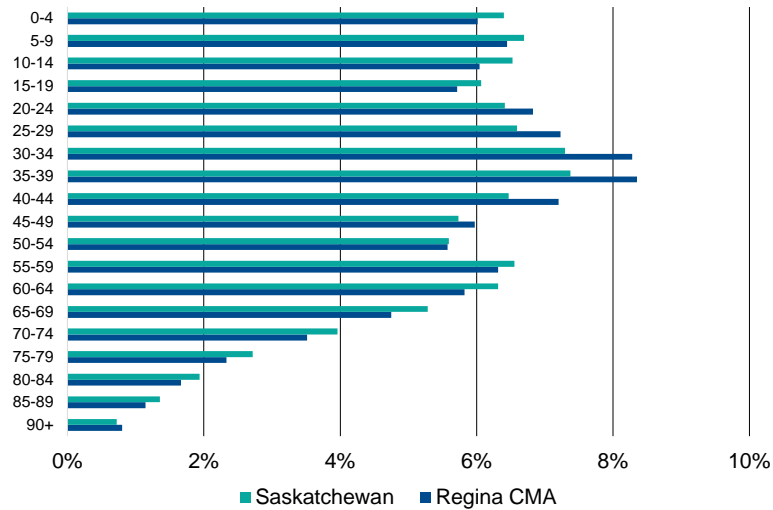
### Net Migration by Source, Regina CMA, 2011-2020



Source: Altus Group Economic Consulting based on Historical data from Statistics Canada Annual Demographic Statistics

Figure 9

### Share of Population by Age, Regina CMA and Saskatchewan, 2020



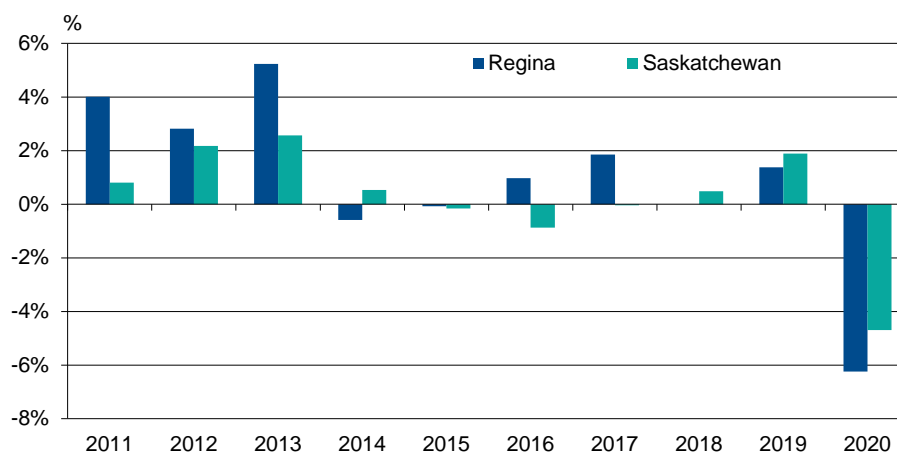
Source: Altus Group Economic Consulting based on Historical data from Statistics Canada Annual Demographic Statistics

### 3.2 RECENT ECONOMIC TRENDS

Since the 2014-15 recession in oil and gas producing prairie provinces, Regina's economic and employment growth have been weak. Following a slow economic recovery, Regina experienced a mild recession in 2019. That recession deepened in 2020 because of the economic disruptions brought on by the COVID-19 pandemic and the severe disruptions in energy markets during 2020. Net in-migration, which has been an important source of housing demand, demand for consumer goods and broader economic activity, declined to about one quarter of its 10-year average in 2020.

Figure 10

#### Percentage Change in Employment, Regina CMA and Saskatchewan, 2011-2020

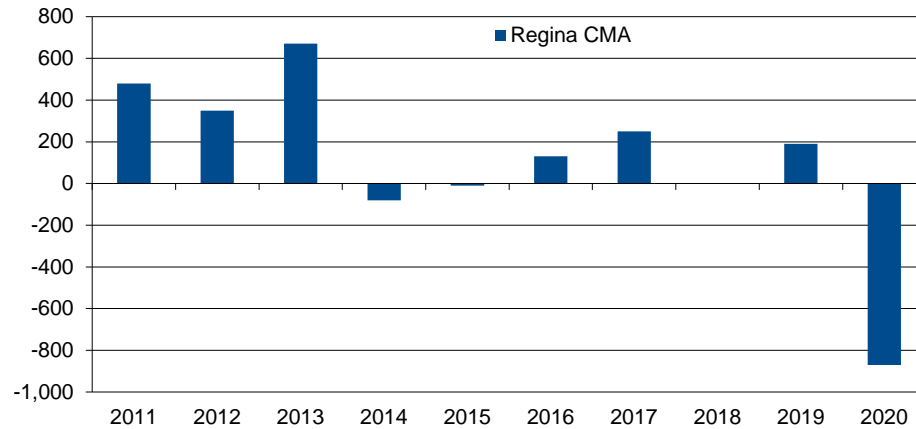


Source: Altus Group Economic Consulting based on Historical data from Statistics Canada and Labour Force Survey

Regina's economy is closely linked to Saskatchewan's economy and could be characterised as an important engine of the province's economy. It has generally shown great resilience during the pandemic, recovering more steadily from the COVID recession than Saskatchewan as a whole (see Figure 13 and Figure 14).

Figure 11

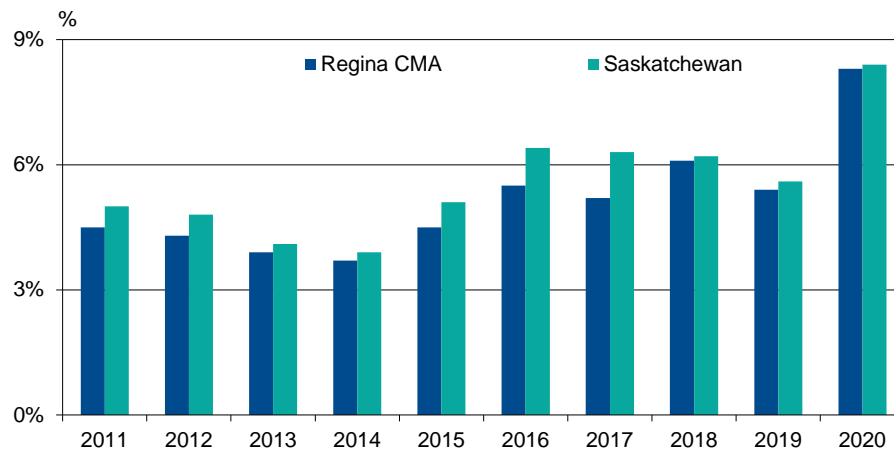
### Change in Employment (in persons), Regina CMA, 2011-2020



Source: Altus Group Economic Consulting based on Historical data from Statistics Canada and Labour Force Survey

Figure 12

### Unemployment Rate, Regina CMA and Saskatchewan, 2011-2020



Source: Altus Group Economic Consulting based on Historical data from Statistics Canada and Labour Force Survey



Figure 13

### Pandemic Effects on Employment, Regina CMA and Saskatchewan

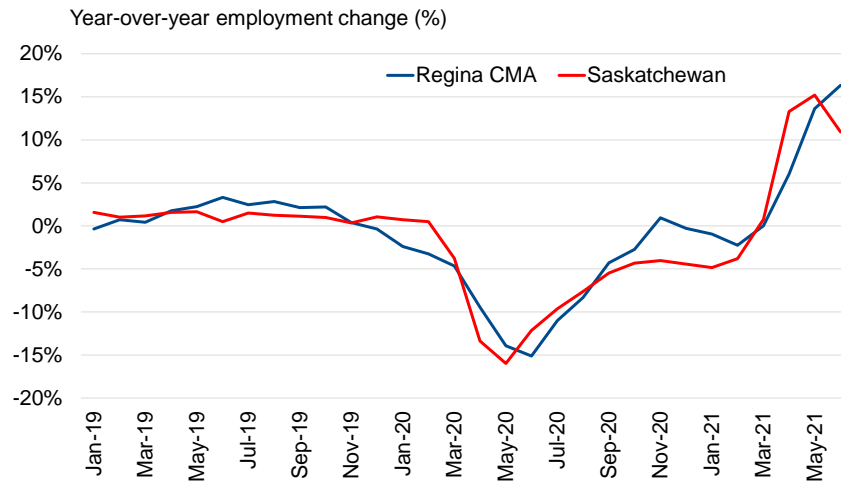
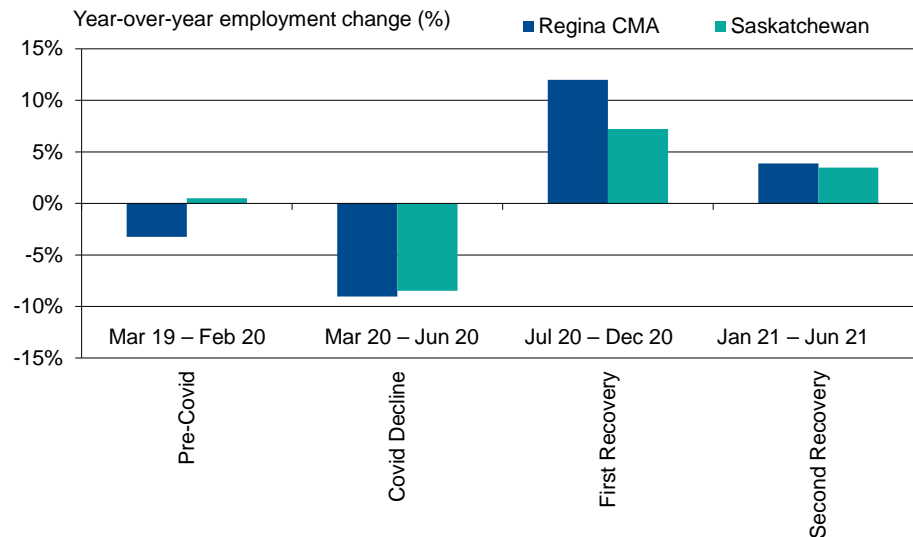


Figure 14

### Pandemic Effects on Employment, Regina CMA and Saskatchewan



Source: Altus Group Economic Consulting based on Historical data from Statistics Canada Annual Demographic Statistics

## 4 REGINA HOUSING MARKET ANALYSIS BY ZONE

### 4.1 OVERVIEW OF REGINA'S HOUSING MARKET

Regina's weak economy since 2014 has occasioned slowing population growth and a decline in housing demand and supply. Housing starts have been on a declining trend since 2014, led by decreasing apartment starts. Though single-detached houses have long been the dominant structure type in Regina, in 2013, apartment units emerged as the largest structure type of newly constructed homes. Since the 2014-15 recession, newly constructed homes have declined steadily, driven by a pullback of apartment construction. Some moderation in price growth was also witnessed over this period.

Figure 15

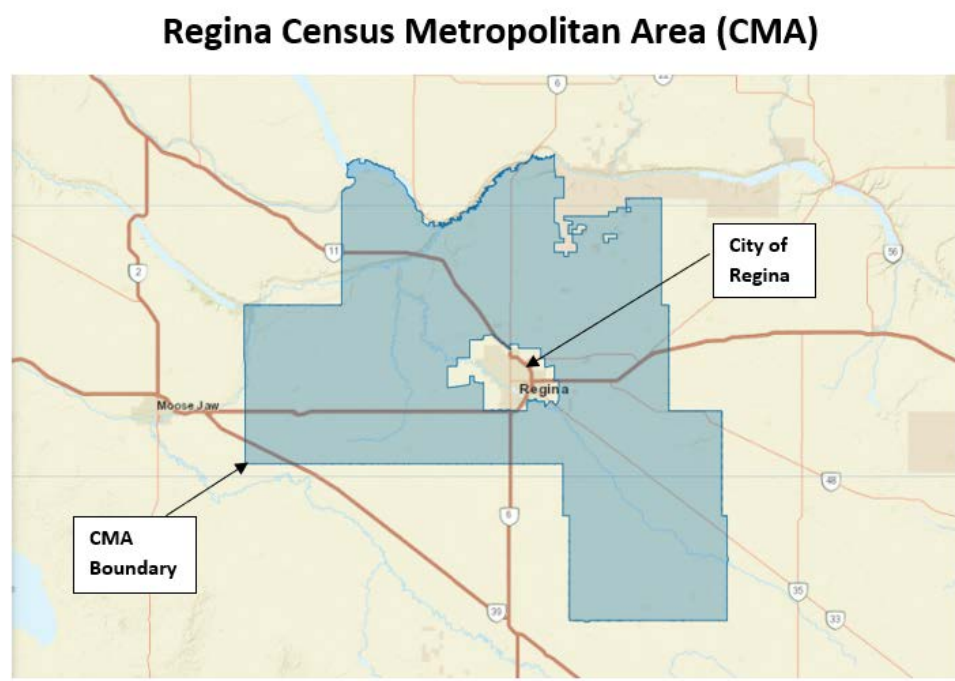
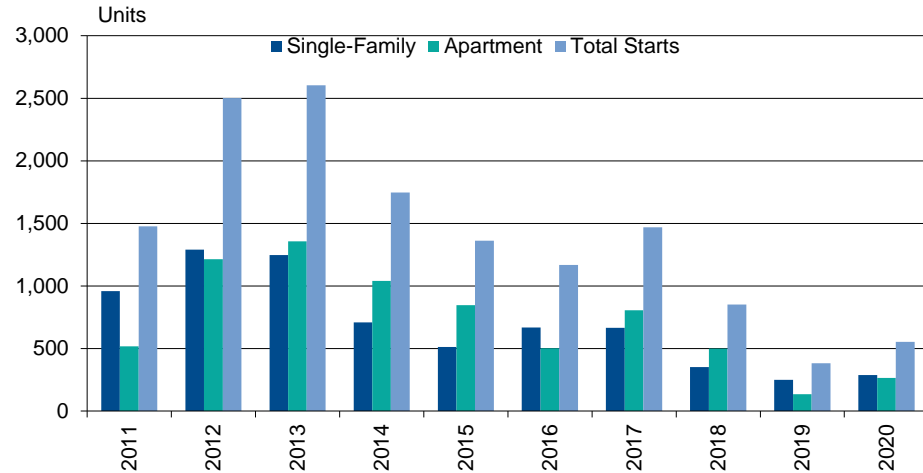


Figure 16

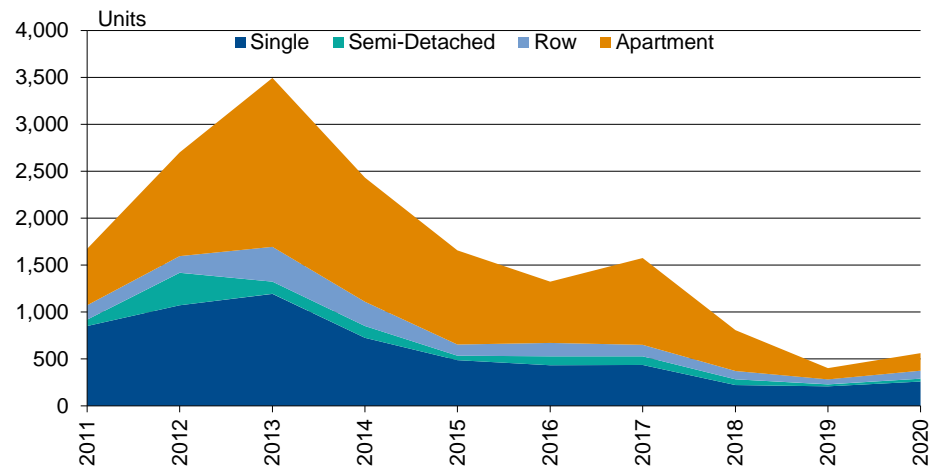
### Housing Starts by Dwelling Type, Regina CMA



Source: Altus Group Economic Consulting based on Historical data from CMHC

Figure 17

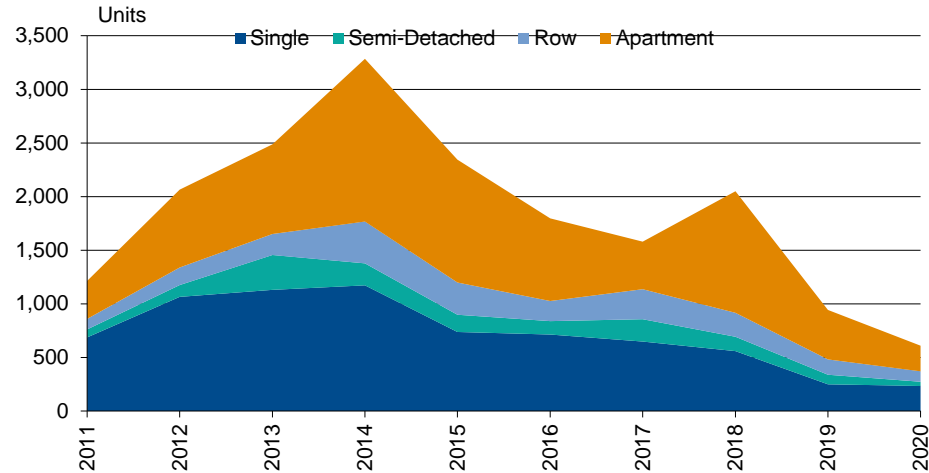
### Under Construction Inventory by Dwelling Type, Regina CMA, 2011-2020



Source: Altus Group Economic Consulting based on Historical data from CMHC

Figure 18

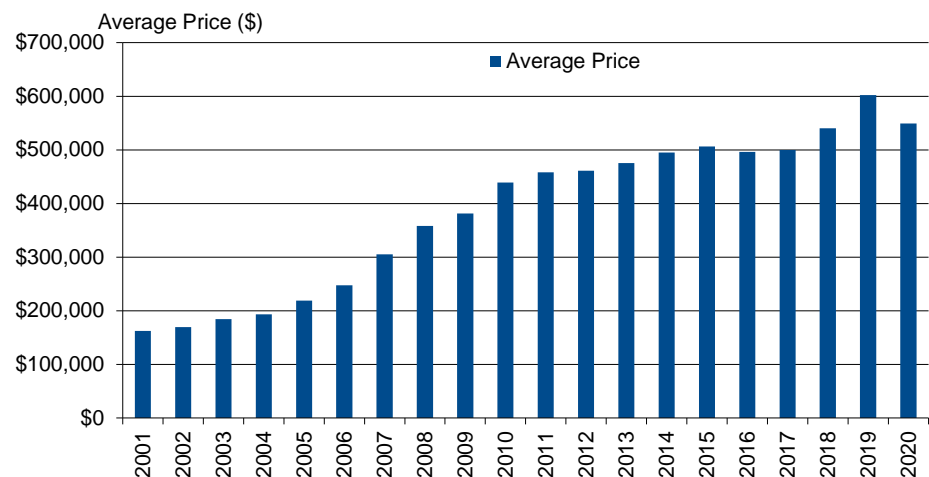
### Housing Completions by Dwelling Type, Regina CMA, 2001-2020



Source: Altus Group Economic Consulting based on Historical data from CMHC

Figure 19

### Average Price of Absorbed Homeowner and Condominium Units, Regina CMA, 2001-2020



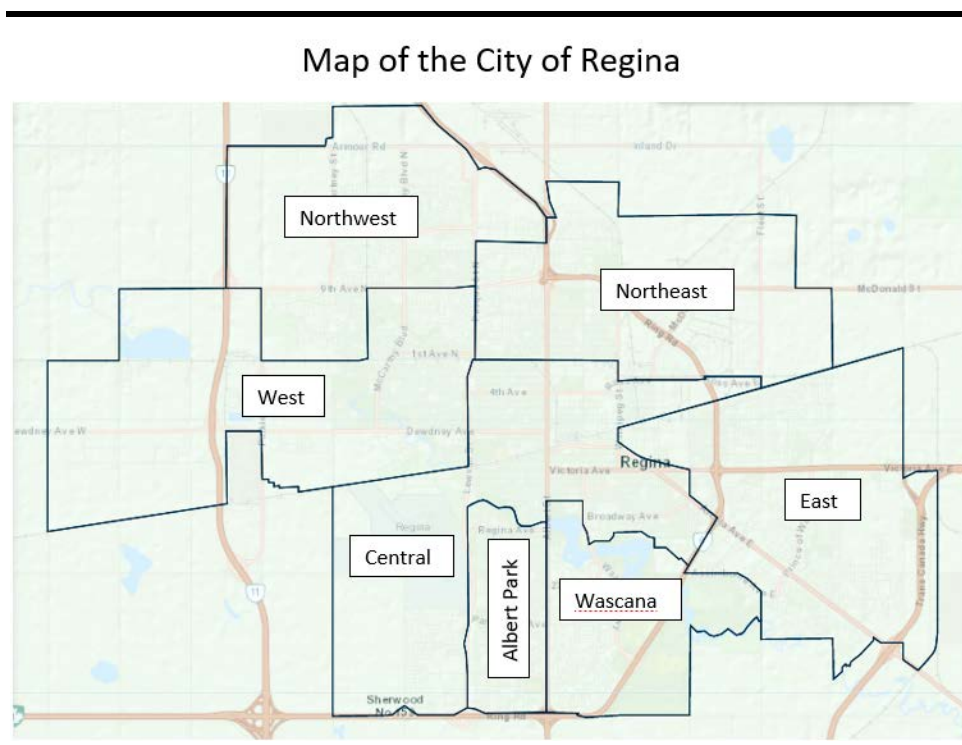
Source: Altus Group Economic Consulting based on Historical data from CMHC

## 4.2 REGINA'S HOUSING MARKET BY SELECT ZONES

For the purpose of producing housing data and analysis, Canada Housing and Mortgage Corporation (CMHC) divides Regina into eight survey zones:

- City of Regina
  - Northwest
  - Northeast
  - West
  - East
  - Central
  - Lakeview/Albert Park
  - Wascana University
- Outlying Areas (portion of CMA outside the City of Regina)

Figure 20



## 4.2.1 Key Features of Regina's Northwest, West and Central Housing Markets

### Northwest Housing Market

According to 2016 census data, about 32,600 people live in Regina northwest. Some 70% of the population is aged 0-49 years old and 27% of the residents in Regina northwest are kids 19 years or younger. Seniors aged 65+ account for just 9% of northwest residents. With immigrants accounting for 12% of the population, Regina northwest has a lower share of immigrants than the city (17%). Single-detached homes represent 75% of total occupied dwellings, though in recent years the share of apartment units have been increasing. That is above the single-detached share for the city (65%). Such a youthful population is indicative of a strong presence of young families. A strong presence of young families is a harbinger of the importance of single-family housing in this part of the city.

### West Housing Market

About 26,200 people live in Regina west. Some 66% of the population is aged 0-49 years old and 24% of the residents in Regina west are kids 19 years or younger. Seniors aged 65+ account for 14% of northwest residents, a similar share as the city as a whole (17%). With immigrants accounting for 11% of the population, Regina west has a lower share of immigrants than the city (17%). Single-detached homes represent 75% of total occupied dwellings, though in recent years the share of apartment units have been increasing. That is above the single-family share for the city (65%).

### Southwest Housing Market

This market is the combination of the Harbour Landing CT and Lakeview/Albert Park zone. For the purpose of demographic analysis, they are examined separately due to stark differences in the age of dwellings constructed and availability of land for development.

About 10,100 people live in the Harbour Landing CT. Some 83% of the population is aged 0-49 years old and 26% of the residents in Harbour Landing are kids 19 years or younger. Seniors 65 years and over account for only 5% of Harbour Landing residents. With immigrants accounting for 9% of the population, Harbour Landing has a much lower share of immigrants



than the city (17%). In 2016, single-detached homes represented 57% of total occupied dwellings, below the single-detached share for the city. Apartment units accounted for 24% of dwellings while row homes accounted for 16%.

About 21,000 people live in Lakeview/Albert Park. Some 59% of the population is aged 0-49 years old and 20% of the residents in Lakeview/Albert Park are kids 19 years or younger. With immigrants accounting for 13% of the population, this area of the city has a lower share of immigrants than the City of Regina as a whole (17%). Single-detached homes represent 59% of total occupied dwellings, though in recent years the share of apartment units have been increasing. The composition of dwelling structure type is notably different from the northwest, west and Harbour Landing zones, as the share of single-detached units is markedly lower. The relatively higher population of seniors 65 years and over (21%) provides some explanation of relative housing needs.

Of these four submarkets of the Regina housing market, northwest and Harbour Landing are the most similar. For example, their residents are the most youthful – less than 10% of their populations are seniors aged 65+ and around 26% of their residents are kids 19 years or younger. One key difference is the larger share of apartment units in Harbour Landing.

#### **4.2.2 Housing Construction and Absorption in Subject Zones**

##### **Housing Construction and Supply**

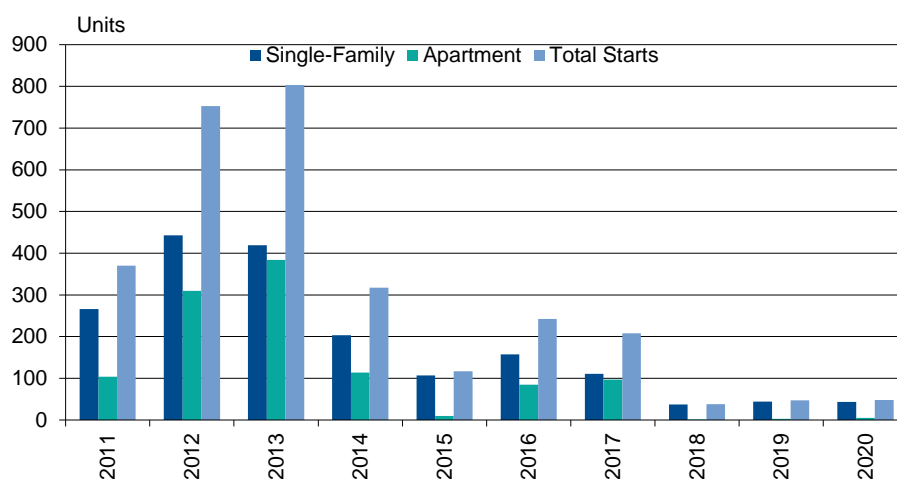
Since 2013, housing starts have been on a declining trend in Regina northwest and Harbour Landing, as economic weakness and a slowdown of in-migration reduced housing demand. Conversely, in Regina west starts continued along an upward path, but came to a halt in 2015. There was a strong rebound in 2016 and 2017 before starts began tapering in 2018 on account of weak/no apartment starts. Over the period 2011 to 2020, starts in Lakeview/Albert Park were relatively low and stable except for 2013 and 2017, which were occasioned by a surge in residential construction activity.

Single-detached houses have long been the dominant housing type in Regina. From 2012 to 2014, apartment units also featured prominently in Regina northwest. During that period, apartment units and single-detached houses to a lesser extent drove most of the solid growth in Regina northwest's

housing completions. The onset of the 2014-15 recession led to a decline in housing completions, which was driven by a sharper falloff in apartment units. Though housing completions also peaked leading into the recession and then declined thereafter in Harbour Landing, the decline in single-detached completions was sharper than the decline in apartment units. In Regina west, row housing and apartment units have dominated housing completions, peaking in 2017 and 2018 respectively. However, compared to Regina northwest and Harbour Landing housing completions were modest in Regina west and the recession had a similar impact on completions. Housing completions in Lakeview/Albert Park were far more modest during the 2011 to 2020 period than in the other three Regina subject markets. Completions in Lakeview/Albert Park also seem to have been less impacted by the 2014-15 recession and perhaps driven more by land availability and the execution of developer projects.

Figure 21

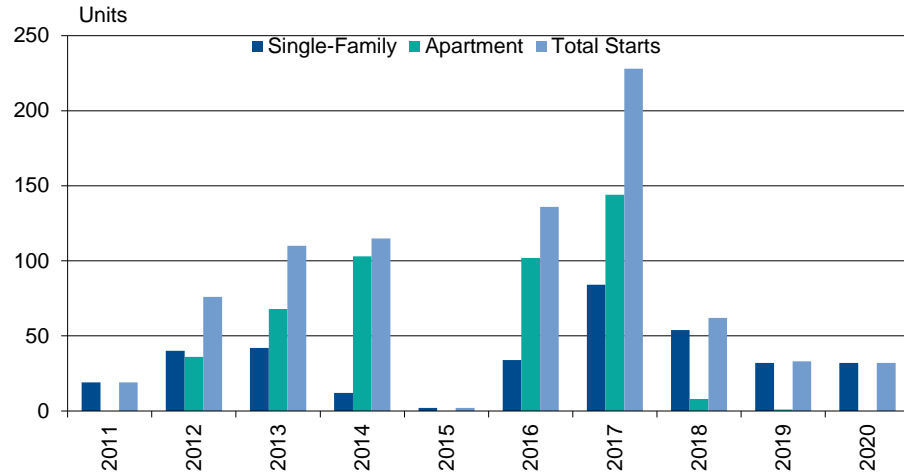
### Housing Starts by Dwelling Type, Regina's Northwest Zone



Source: Altus Group Economic Consulting based on Historical data from CMHC

Figure 22

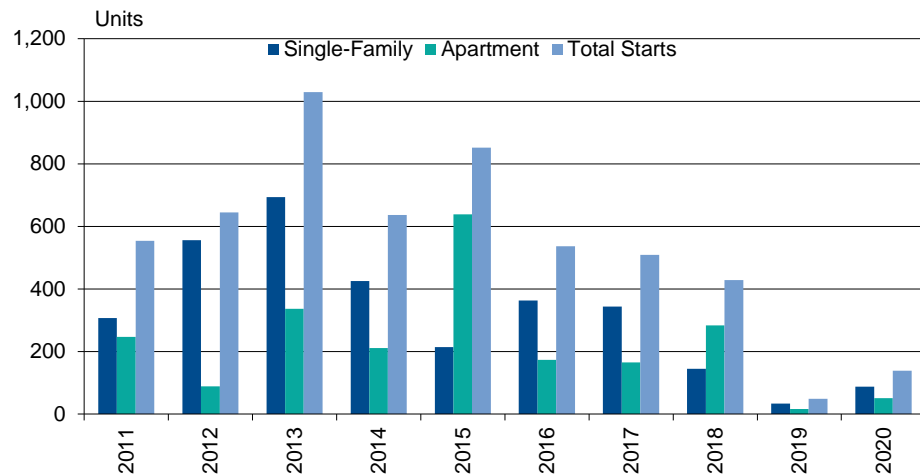
### Housing Starts by Dwelling Type, Regina's West Zone



Source: Altus Group Economic Consulting based on Historical data from CMHC

Figure 23

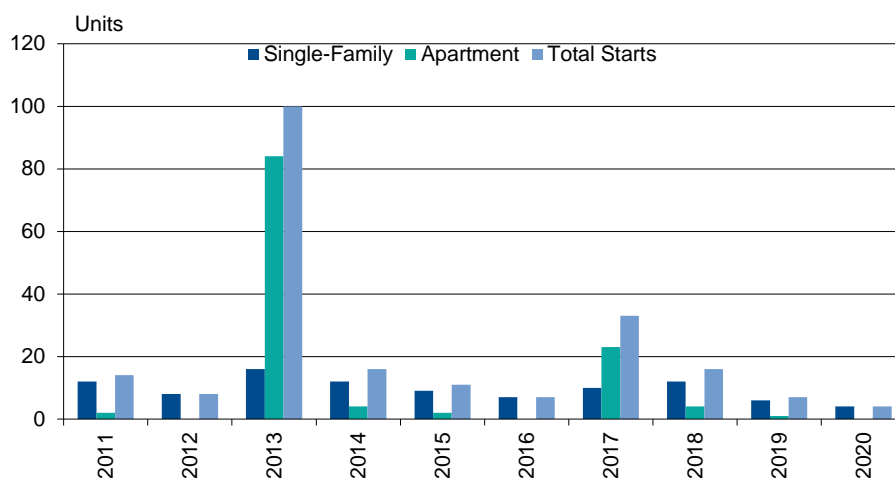
### Housing Starts by Dwelling Type, Regina's Harbour Landing CT



Source: Altus Group Economic Consulting based on Historical data from CMHC

Figure 24

### Housing Starts by Dwelling Type, Regina's Lakeview-Albert Park



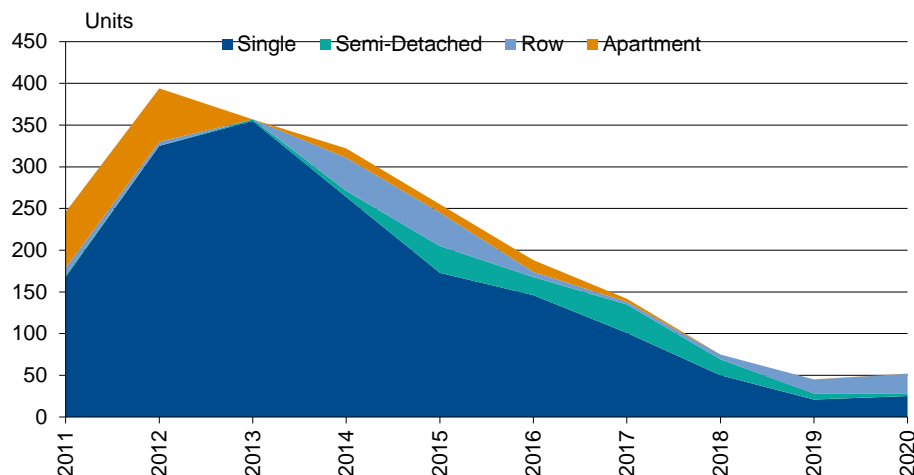
Source: Altus Group Economic Consulting based on Historical data from CMHC

### Housing Absorption and Demand

In Regina northwest, west, Harbour Landing, absorbed homeowner and condominium units steadily declined following the onset of the 2014-15 recession. With very modest absorption of homeowner and condominium units in Lakeview/Albert Park the trend was very flat during the review period.

Figure 25

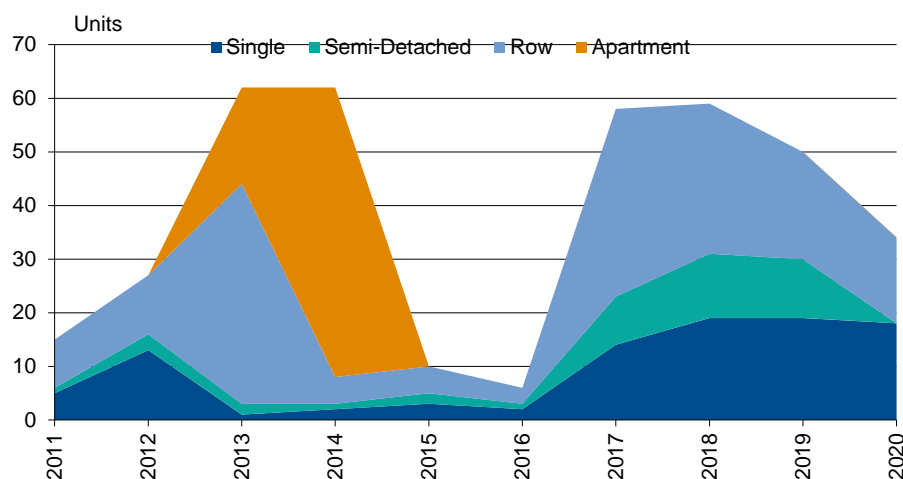
### Absorbed Homeowner and Condominium Units by Dwelling Type, Regina's Northwest Zone, 2011-2020



Source: Altus Group Economic Consulting based on Historical data from CMHC

Figure 26

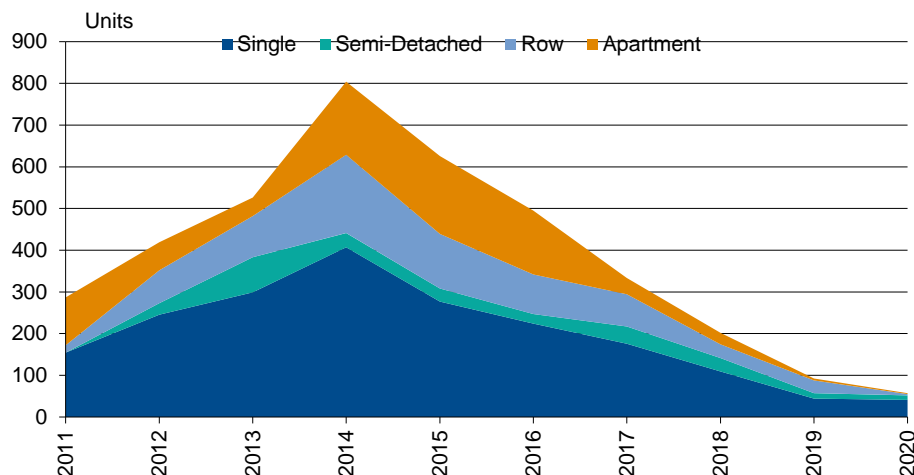
### Absorbed Homeowner and Condominium Units by Dwelling Type, Regina's West Zone, 2011-2020



Source: Altus Group Economic Consulting based on Historical data from CMHC

Figure 27

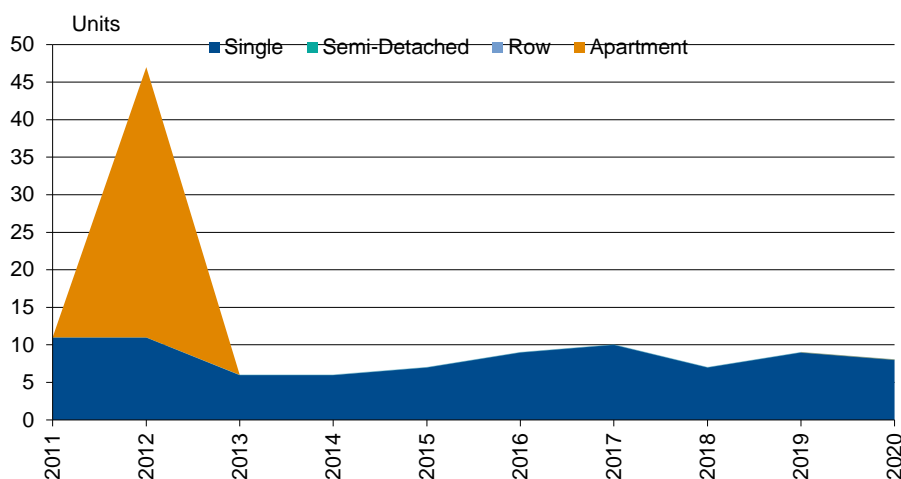
### Absorbed Homeowner and Condominium Units by Dwelling Type, Regina's Harbour Landing (CT), 2011-2020



Source: Altus Group Economic Consulting based on Historical data from CMHC

Figure 28

### Absorbed Homeowner and Condominium Units by Dwelling Type, Regina's Lakeview/Albert Park Zone, 2011-2020



Source: Altus Group Economic Consulting based on Historical data from CMHC



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## 5 CONCLUSION

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Dream Development owns lands in the southwest zone of the City of Regina that have been identified as special policy area on the OCP and as such have no entitlements for development in the early phases of the Growth Plan. The Client identifies these lands as Harbour West, which are adjacent to their recently developed Harbour Landing community.

The Client also owns lands in the northwest zone of Regina known as Coopertown. Entitlements to develop for residential uses on Coopertown was included in the Growth Plan as part of Phase 1. Phase 1 included twelve communities amounting to about 685 ha of development lands.

The Client is now pursuing the more immediate development of the Harbour West lands, in part because the demographics are driving demand in the southwest of the City and because this will support the immediate need for a new joint use school site (of which there is no other land available). This plan also represents a logical city-building extension to complete the Harbour Landing community through maximizing the existing infrastructure. In contrast lands beyond this special study area will require a new system of infrastructure including major transportation upgrades, regional lift station and a storm water channel. Although the Harbour West lands are in the special policy area rather than Phase 1, the Client is proposing to the City that entitlements for its Coopertown development be swapped with Harbour West in order to minimize impacts on the intent on the OCP and Growth Plan and to minimize impacts on other Phase 1 lands in accordance with policy 2.14.

Under a base scenario our expectations are that the west and northwest zones will accommodate some 19% and 10% of growth respectively (annual average growth of 300 units and 160 units per year respectively). Coopertown and Westerra would likely fully build out during the next 20 years with Coopertown accounting for about 25% of the share of northwest and Westerra accounting for about 41% of the share of the west zone.

The impact analysis considers the historical patterns of growth in Regina, the demographic drivers and the available growth areas based on the phasing plan, and tracks how these share captures would be impacted by the proposed swap in entitlements between Coopertown and Harbour West. The southwest zone has already proven to be a popular destination with strong

growth between 2011 and 2020. It has attracted young families and new migrants to the CMA. If Harbour West lands were brought into phase 1 entitlements this strong pace of growth would be expected to continue.

The effect of the swap would primarily be to increase the share capture of the southwest zone to about 10% of total CMA growth going forward. This rise in share would be primarily drawn from a reduced share captured by the northwest, which itself would be driven by the reduction in supply by removing Coopertown from phase 1 entitlements. Similarities in the demographics (both the northwest and southwest represent generally younger families and new migrants) and the Client's own marketing focus will be largely responsible for this. The share capture in the west zone, which is being driven by an older demographic, and which is being driven in part by improved highway access, will be unaffected by the swap. It is not expected that absorption rates at Westerra would be affected by a swap in development entitlements between Coopertown and West Harbour.