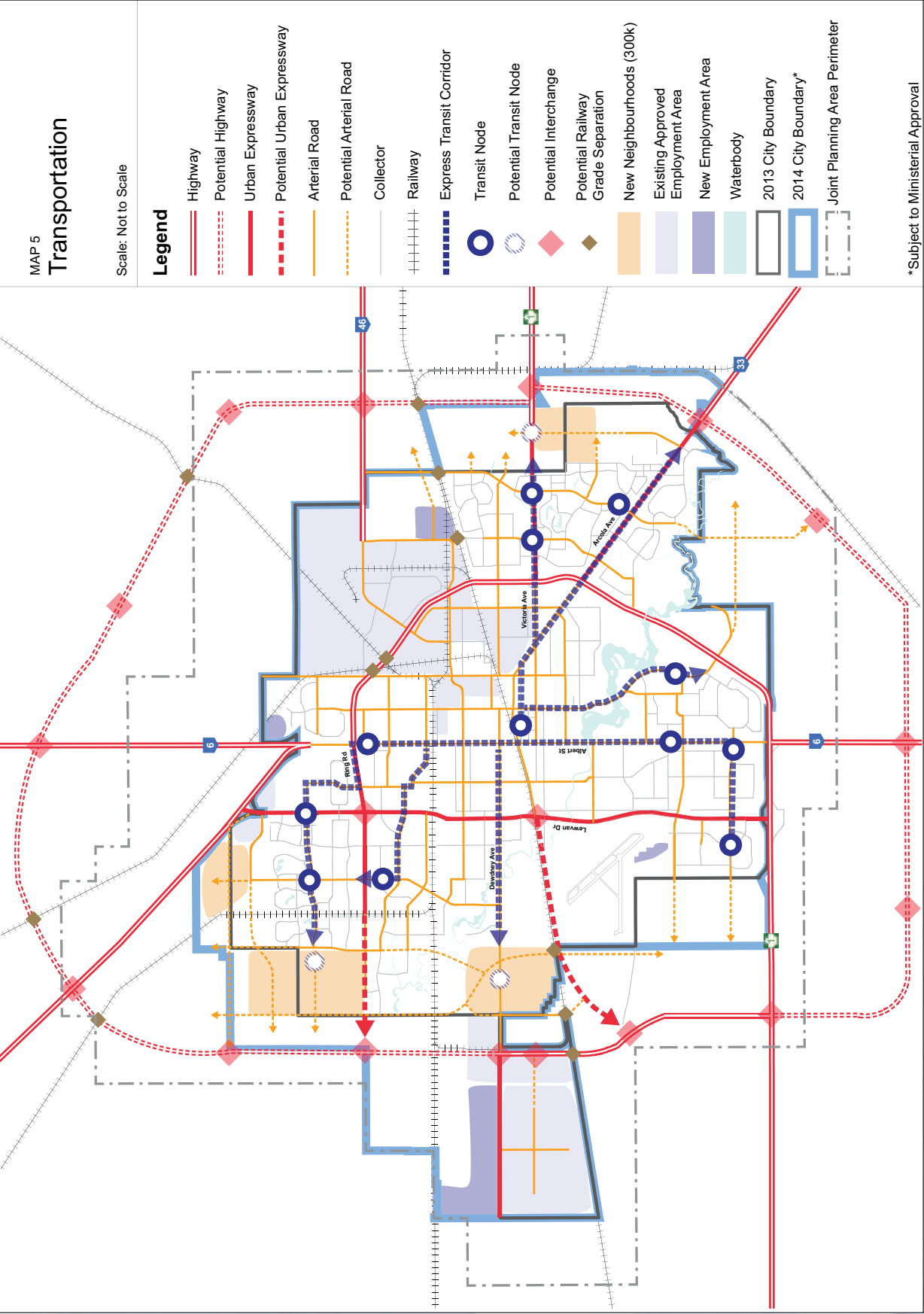
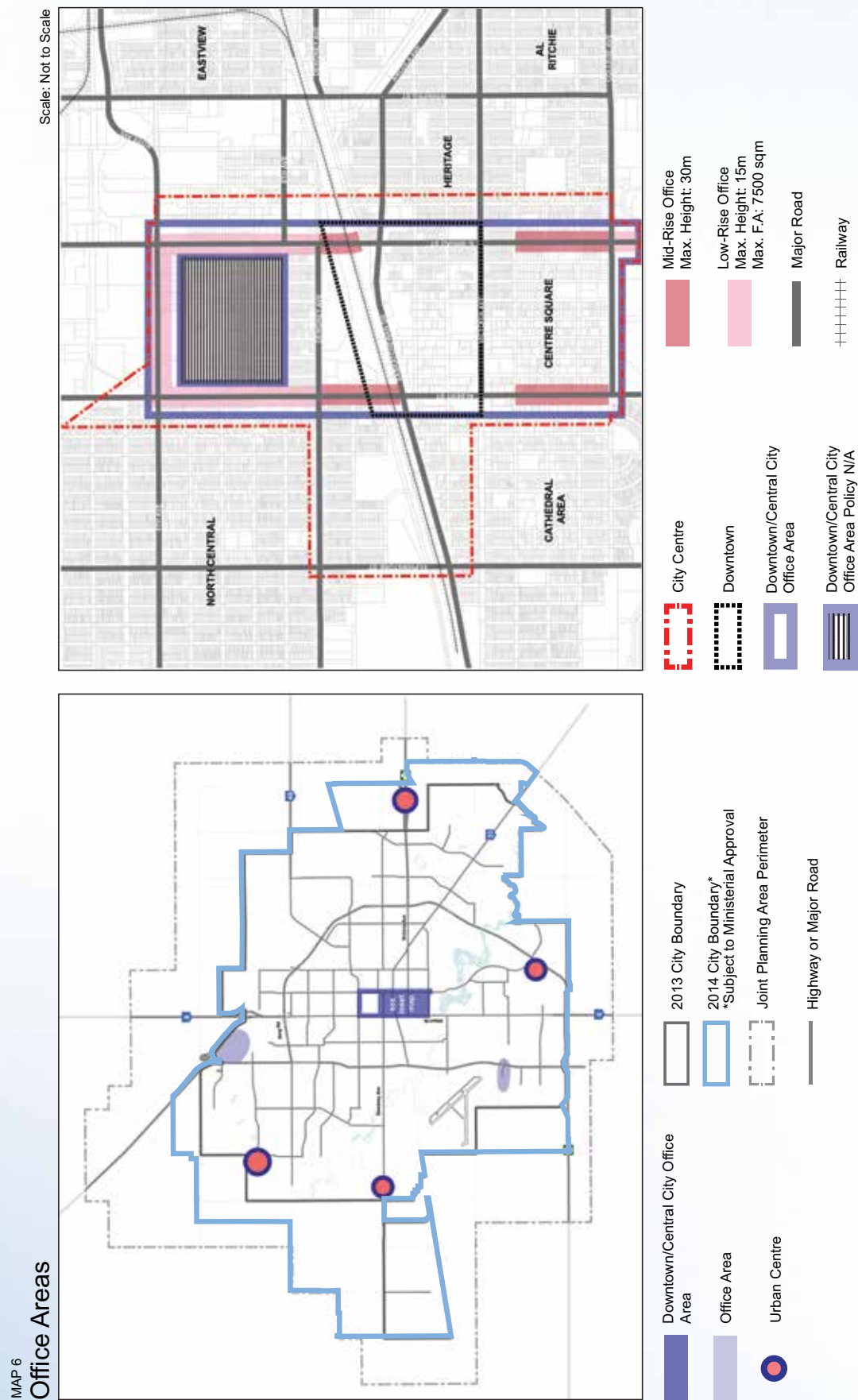


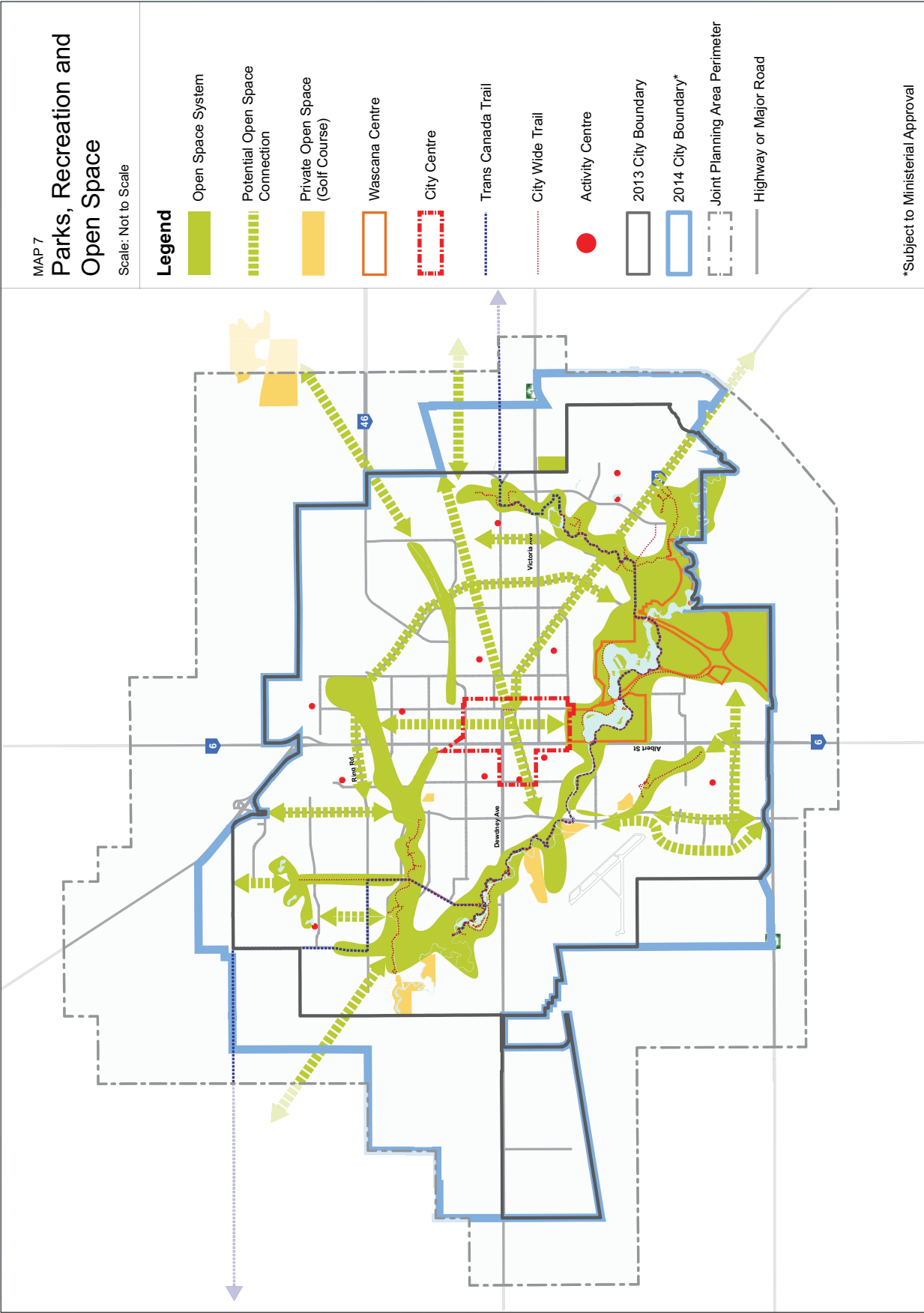
MAP 5: TRANSPORTATION



MAP 6: OFFICE AREAS

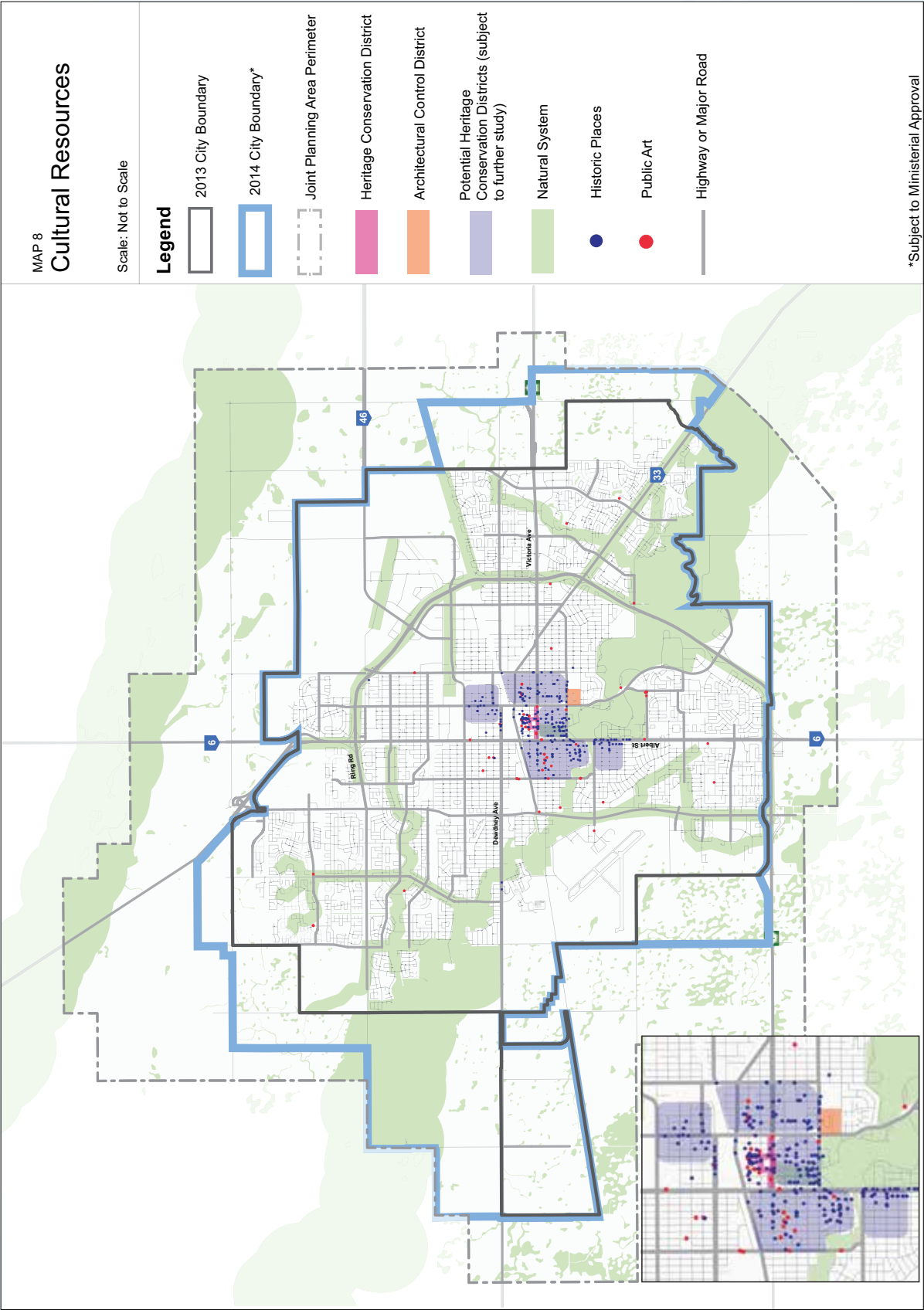


MAP 7: PARKS, RECREATION AND OPEN SPACE

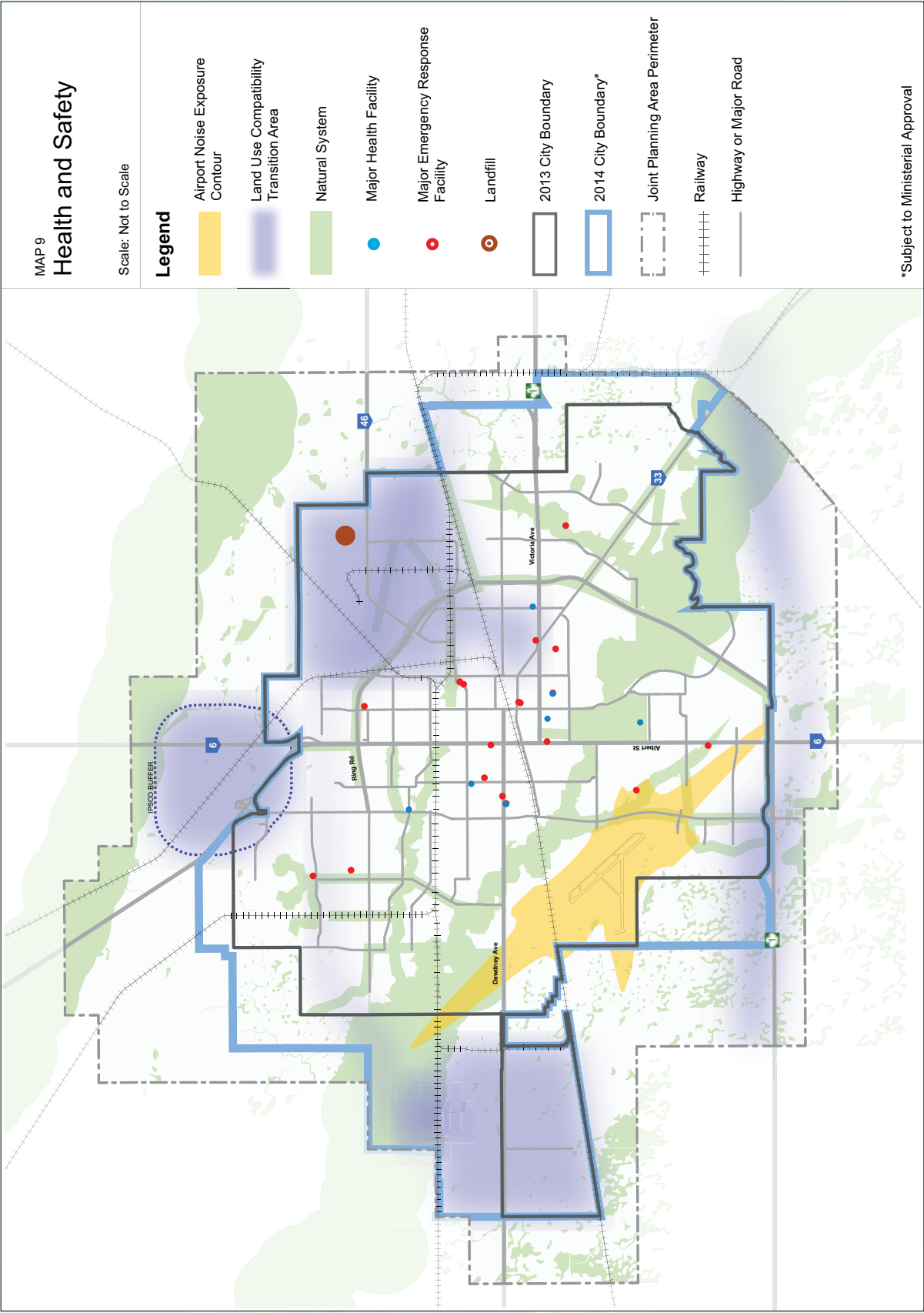


*Subject to Ministerial Approval

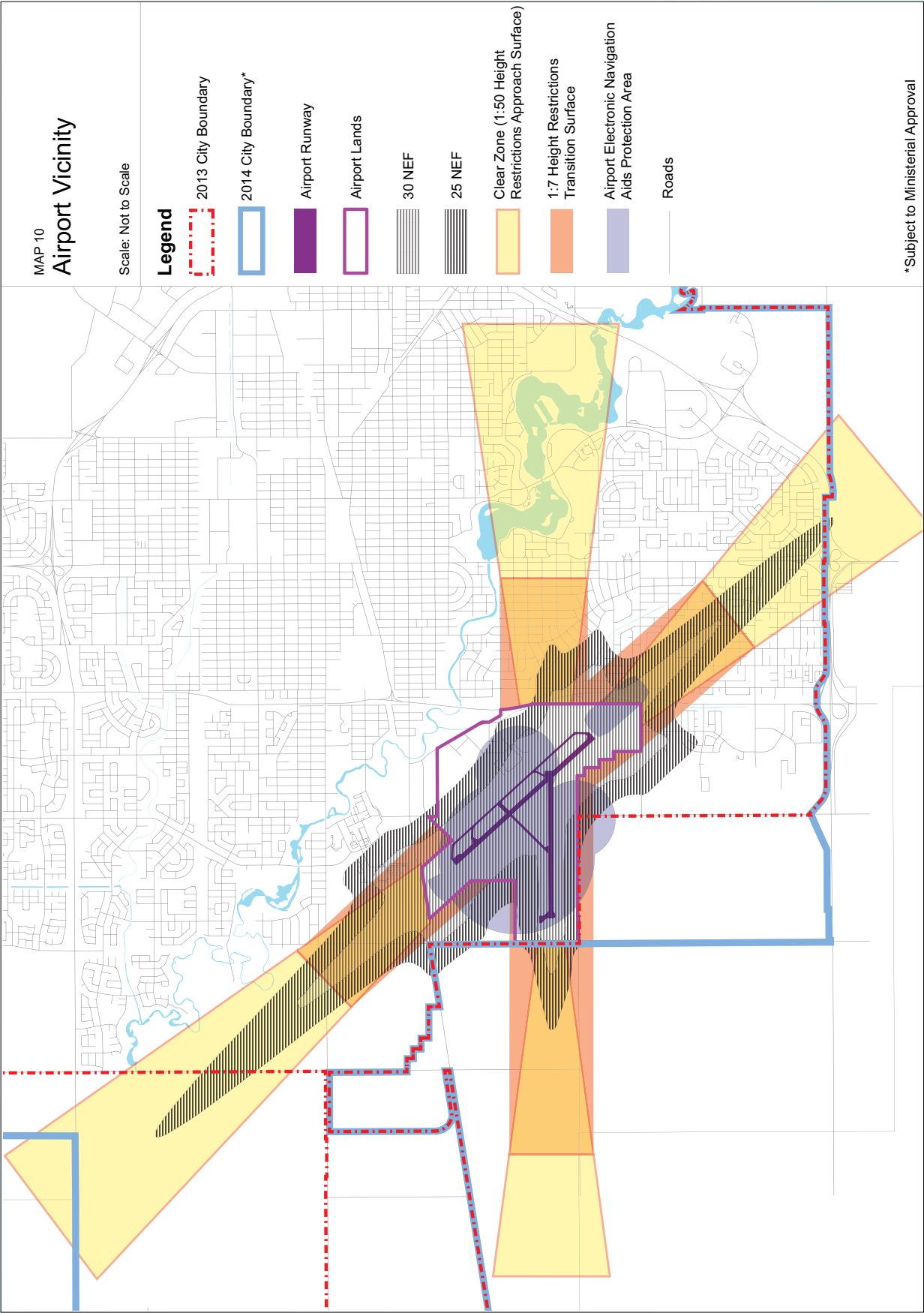
MAP 8: CULTURAL RESOURCES



MAP 9: HEALTH AND SAFETY



MAP 10: AIRPORT VICINITY



*Subject to Ministerial Approval







Appendices

APPENDIX A

Guidelines For Complete Neighbourhoods

COMPLETE NEIGHBOURHOODS PROVIDE:

- Safe, *accessible* and connected modes of transportation including roads, transit and cycling and pedestrian routes;
- A diversity of rental and owned housing forms that are attainable to a range of incomes for a variety of household types and sizes and for individuals of all stages of life;
- Convenient *access* to employment;
- *Community resources*, services and amenities to allow residents to meet most of their daily needs;
- Civic gathering areas, *cultural resources* and heritage features that contribute to a distinctive character and support a *sense of place* and community; and
- Access to parks, open space and the city's NATURAL SYSTEM.

Definition

The City of Regina is committed to building *complete neighbourhoods* that are living, dynamic and unique entities that evolve over time. The concept of complete neighbourhoods is applicable to every area of the city, but it recognizes the unique aspects that differentiate one neighbourhood from another.

Complete neighbourhoods are places where residents enjoy their choices of lifestyles, food, housing options, employment, services, retail and amenities, multi-modal transportation, and educational and recreational facilities and programs. Most importantly, complete neighbourhoods provide easy access to the daily life necessities for people of all ages, abilities and backgrounds in an engaging and adaptable urban environment.

Each neighbourhood within the city will face various infrastructure and land-use decisions required to create a complete neighbourhood. To identify each neighbourhood's needs, the city will require active and a wide-ranging public participation process that includes identifying *specific needs*.

Guidelines

The City supports the concept of complete neighbourhoods for development in new and existing areas. Figure 2 – Complete Neighbourhood Model depicts what a complete neighbourhood may look like and include. The preparation of secondary plans and concept plans should incorporate and reflect these guidelines that support the policies as per Goal 1, of Section D5 (Land Use and Built Environment) of this Plan. This goal requires that NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS are planned and developed to include the following:

POLICY 7.1.1**A collaborative planning process involving stakeholders.****Guidelines:**

- Participants should include landowners, City staff and other stakeholders, such as school boards, adjacent community associations, utility providers, and applicable provincial agencies.
- Consultation could include public meetings, design charrettes, technical workshops, and other activities as required.
- Consultation with the City should occur early on in the process to identify: policy and servicing parameters; an engagement strategy; and the preliminary design concept.

POLICY 7.1.2**Integration and interconnectivity with all adjacent neighbourhoods, the city and, where appropriate, the region.****Guidelines:**

- Integrate neighbourhoods with the city's NEW NEIGHBOURHOODS, URBAN CORRIDORS, the NATURAL SYSTEM, transportation networks, *parks*, open space and multi-use *pathways*.
- Consider and plan each neighbourhood within the greater context of surrounding areas to ensure synergies.
- Ensure that NEW NEIGHBOURHOOD development is appropriately integrated with existing neighbourhoods.
- Endeavour to ensure the design and function of arterial and major *collector* streets allows for safe, convenient and multi-modal *access* between neighbourhoods.

POLICY 7.1.3**A framework, where appropriate, of smaller neighbourhood districts and a centrally located neighbourhood hub.****Guidelines:**

- Support a block pattern for each district based on a grid or modified grid layout, to allow for easy *wayfinding* and *accessibility*, multiple travel options and *traffic calming*.
- All NEW NEIGHBOURHOODS should have a centrally located *neighbourhood hub(s)*, which serves as the primary focal area of the community and location for ACTIVITY CENTRES, TRANSIT NODES, higher *density* residential, *mixed-use*, retail and services and recreational and *cultural resources*.
- Design and locate *neighbourhood hubs* so they are pedestrian oriented and within walking distance of residential areas.
- Sufficient land should be reserved for the *neighbourhood hub*; however, planning, design and zoning, should allow for land-use flexibility.
- New schools and other institutional uses should be encouraged to locate within, or in close proximity to, *neighbourhood hubs*.
- Ensure that the design of the *neighbourhood hub* allows for changing conditions over time, to accommodate variations in land use.

POLICY 7.1.4

Opportunities for daily lifestyle needs, such as services, convenience shopping, and recreation.

Guidelines:

- Cluster complementary uses together in the *neighbourhood hub(s)*, ensuring that sufficient land is reserved and appropriately phased in.
- Ensure that sufficient population and densities exist to support amenities and services within walking distance of most homes.
- Ensure that the location of higher *density* housing works with the location of transit, amenities and services.
- Prepare market analyses to determine the amount and type of services and amenities that are viable.
- Consult with the school boards during the initial stages of developing a secondary plan or concept plan to determine school requirements and location.

POLICY 7.1.5

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

Guidelines:

- Ensure a good mixture of residential types, tenures and densities to promote *inclusive* and vibrant neighbourhoods.
- Consider alternative housing types, such as garden suites, *live/work* units, small-lot detached dwellings, and *mixed-use* buildings.
- Ensure that neighbourhoods include densities sufficient to support transit and commercial and recreational amenities.

POLICY 7.1.6

Specialized open space, such as squares, civic centres, and *parks*, which are optimally located and designed.

Guidelines:

- Situate *parks* so they act as important focal points for the neighbourhood.
- Ensure *parks* are compatible with other amenities and are readily *accessible* by walking, cycling, and transit.
- Avoid backyards abutting *parks*, as this creates a barrier to the broader community and does not support *access* or visibility.
- Consider a multi-purpose open space component, designed to accommodate change over time to accommodate school and recreational opportunities, civic uses and other public amenities.
- Include formal urban *park* space, such as plazas and squares, which can act as locations for important civic events and gatherings.
- Where possible, design storm-water ponds and channels to function as NATURAL SYSTEM and areas for recreation, incorporating native vegetation.

POLICY 7.1.7

Streets, pedestrian paths and bike paths that contribute to a network of fully-connected, safe and *accessible* routes to all destinations.

Guidelines:

- Sidewalks should be separated from streets by landscaped strips, street trees and curbs, especially in primarily residential areas.
- Encourage rear-lane access to homes to provide a more enjoyable and safe street space.
- Avoid long blocks and street walls that limit interconnectivity, and incorporate mid-block walkways into blocks greater than 250m in length.

- Avoid curvilinear, loop and cul-du-sac street design, as this pattern limits transportation and servicing interconnectivity.
- Ensure safe, walkable and aesthetically pleasing *active transportation* connections between districts and *neighbourhood hubs*, parks, amenities and institutional uses.
- Ensure that neighbourhoods are well connected to URBAN CENTRES and URBAN CORRIDORS for access to citywide amenities and employment areas.

POLICY 7.1.8

A distinctive character, identity and *sense of place*.

Guidelines:

- Incorporate place-making features through planning and design, such as view corridors, terminating vistas, focal points and landmarks.
- Ensure that *neighbourhood hubs* are optimally planned and designed to serve as distinctive common areas that define their neighbourhoods.
- Incorporate, where applicable, existing significant natural features or *historic places* into the neighbourhood.
- Work with the City to identify ways to support the identity of a neighbourhood.
- Avoid walls that segregate and visually block neighbourhoods from adjacent streets and neighbourhoods.
- Allow for a variety of building designs.

POLICY 7.1.9

Buildings which are designed and located to enhance the *public realm*, and which contribute to a better neighbourhood experience.

Guidelines:

- Provide appropriate setbacks between homes and streets to support an enhanced street environment.
- Where garages front streets, set garages back, relative to the front wall, so they do not dominate the front yard.
- Frame strategic intersections, *neighbourhood hubs* and significant public spaces with larger buildings, such as multi-unit residential and *mixed-use* development, in order to accentuate these focal points and support their use.
- Avoid direct frontage onto arterial streets, except where they function as well-designed, landscaped, multi-modal streets.
- Create active streetscapes through ground floor uses and by limiting at-grade parking and blank facades to provide a sense of activity, safety and surveillance, and “eyes on the street.”

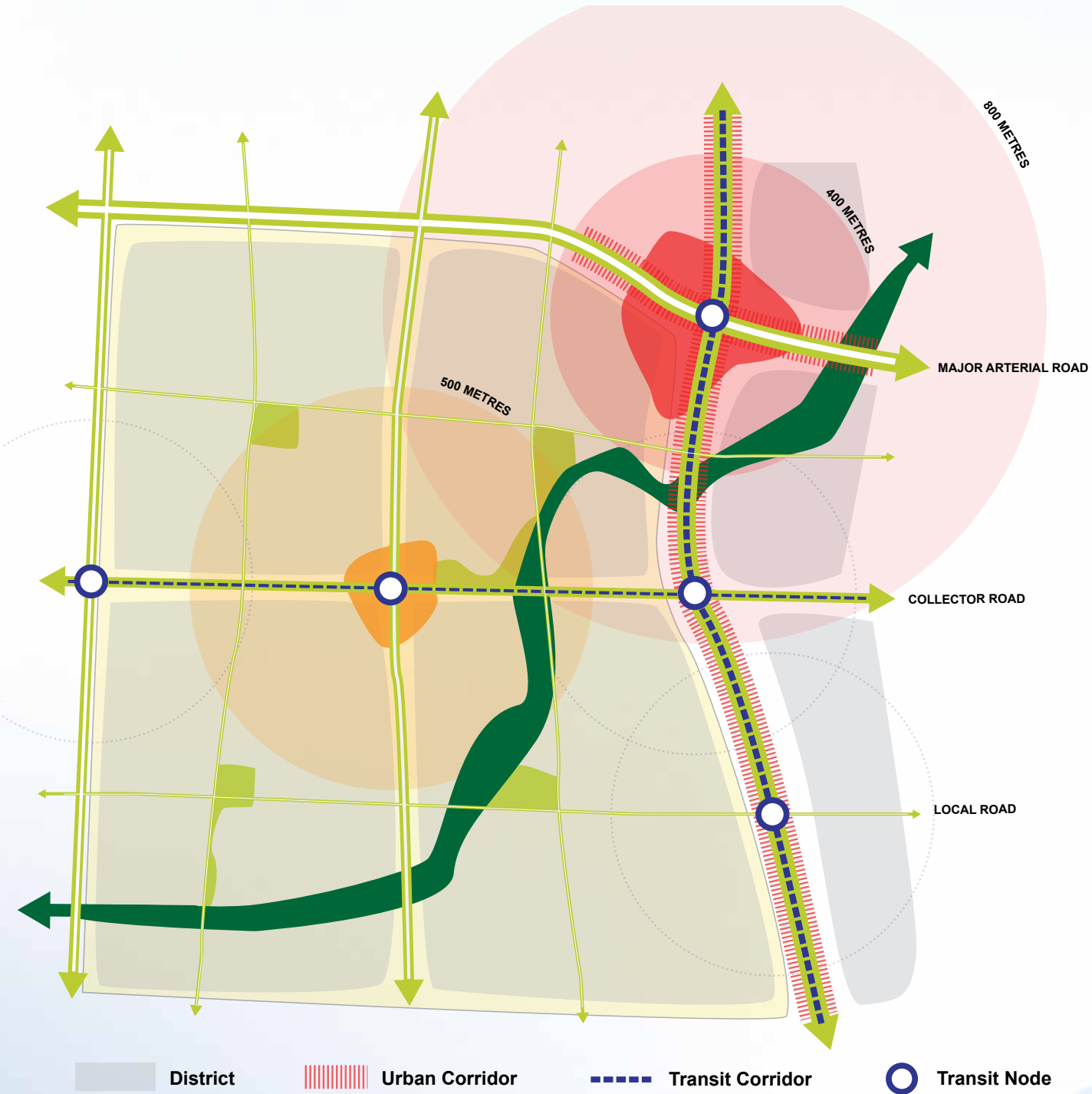
POLICY 7.1.10

Convenient access to areas of employment.

Guidelines:

- Integrate *live/work* opportunities, where appropriate, into development.
- Allow for appropriately scaled employment opportunities within or adjacent to *neighbourhood hubs* and NEW NEIGHBOURHOODS.
- Support transit service to places of employment by connecting *neighbourhood hubs* with NEW NEIGHBOURHOODS, URBAN CORRIDORS and the DOWNTOWN.
- Ensure that street and block patterns allow for a changing and adaptable urban environment.

FIGURE 2: COMPLETE NEIGHBOURHOOD MODEL



LEGEND: COMPLETE NEIGHBOURHOOD MODEL

**COMPLETE NEIGHBOURHOOD**

Diverse Housing Options
 Commercial / Office / Services
 Employment Areas
 Institutional Areas (Schools)
 Recreational Uses (Activity Centres)
 Transportation Network
 Parks and Open Space Network
 Natural System
 Distinctive Neighbourhood Characteristic
 (Cultural Resources)

**URBAN CENTRE**

Commercial/Office Areas
 Employment Areas
 Higher Density Residential
 Mixed-Use Areas
 Transit Node

**NEIGHBOURHOOD HUB**

Activity Centres
 Transit Nodes
 Higher Density Residential
 Mixed-Use Areas
 Neighbourhood Retail / Services
 Community Resources

**PARKS AND OPEN SPACE NETWORK**

Street Trees
 Parks
 Plazas
 Squares
 Pathways

**NATURAL SYSTEM**

Habitat Areas
 Stormwater Ponds/Channels
 Waterbody
 Floodplain
 Naturalized Corridors

**TRANSPORTATION**

Various Road Types
 Transit Corridors
 Express Transit Corridors
 Transit Node
 Bike Paths
 Sidewalks

APPENDIX B

School Site Re-Use Guidelines

The re-use and redevelopment of closed school sites can have a major impact on the surrounding residential neighbourhood. To address this issue, the “Determining Re-use Options for Closed School Sites” study established a process for determining a range of appropriate uses and specific site design criteria before an actual development proposal is submitted for a school site.

In the review of closed school sites, the following guidelines should apply:

1) Development Criteria For Determining Re-use Options

- a) A hierarchy of steps is to be employed in determining appropriate re-use options, as follows:
 - i) The City determines if it requires the site and/or building for a civic use. Civic uses (e.g. community centres) are determined based on their need and the appropriateness of the site for the use. Open space needs are identified using the criteria in the City’s applicable open space policies or strategies.
 - ii) If no civic use is identified, the general locational criteria in this section shall be used to determine other appropriate uses.
 - iii) The specific development criteria in Section 2 of these guidelines shall be used to refine the site design characteristics taking into account the land-use patterns in the surrounding neighbourhood.
- b) The following criteria should be used to formulate recommendations for the use, type and intensity of use for any specific school site that is available for redevelopment. In particular, prospective developers of a site will find guidance from these criteria as to the suitability of sites for particular land uses as well as guidelines regarding the form and appropriate site design for development. The criteria will apply whether the City, another public agency, or the private sector develops the site.

The following sections identify, for each potential use, the site characteristics which are recommended in order for the site to be acceptable. Using these criteria, a range of potential re-use options can be developed for any given site. For all uses, particularly where all or a portion of the school building is or can be retained, every effort should be made to accommodate existing community programs which may be using the school facilities.

- i) **Institutional Uses** - Institutional uses are often appropriate re-use options for closed schools, and can frequently adapt the existing school building to their use. However, certain institutional uses which generate heavy traffic or which may otherwise adversely impact upon the adjoining neighbourhood should be carefully examined to ensure that problems do not occur.

Churches, day care centres and educational facilities are widely acceptable, but consideration should be given to the level of traffic generation if located on local streets, the interface of day cares with arterial streets, and the need for bus service.

Other institutional uses may include libraries, art galleries and other community facilities. These uses should be located along major *collector* or arterial roadways and where transit service is provided on the roadway.

- ii) **Residential Uses** - School sites, which are located in residential areas, are generally appropriate for residential redevelopment. Exceptions can occur when redevelopment would create a present or future shortage of open space as identified in the Open Space Management Strategy and the land should be reserved for open space use.

There are several different types of residential development, each of which will be more or less appropriate to the specific context of a given site. The general policy is to establish residential infill development at densities which are slightly higher than the surrounding neighbourhood; further elaboration of applicable densities is in Section 2(a)iii of these guidelines.

Detached and semi-detached dwellings are appropriate for sites located on local or collector roadways abutting other detached dwellings.

Multi-unit housing consisting of townhouse and low rise apartment dwellings is appropriate on collector or arterial roadways and on local streets other than short crescents or cul-de-sacs where located within 40m of the intersection with a major collector or arterial roadway.

High rise apartments should be located on collector or arterial roadways where there are abutting multi-unit or commercial developments. Transit should be available within 200m.

Note that the density of development and type of housing unit that can be placed on a site is subject to not only planning and environmental considerations, but economic factors as well. A developer is faced with several items of expense in any development including servicing costs, interest payments, administration costs, and of course the cost of land. On the revenue side, the developer must determine expected sale prices for lots and/or dwelling units.

Examination of individual closed school sites reveals important variations in both cost and revenue factors. In some cases, use of the site for traditional detached dwellings on individual lots may not be economically feasible. In all cases, the expected densities and housing types that can be achieved determine the value of the land. Thus, the criteria for determining appropriate residential uses should include an economic feasibility examination.

Senior citizen's apartments and low income housing are special cases which should be located near a bus route and within 400m of local or neighbourhood shopping. In addition, the proximity of schools and day care centres should be a significant factor in determining the appropriateness of a site for any type of family housing.

iii) **Commercial Uses** - Neighbourhood commercial uses may be considered for sites located on collector or higher level roadways at the periphery of neighbourhoods, especially where higher density residential or commercial uses are located nearby. Bus service should be provided, with a bus stop within 200m of the site.

Other commercial uses may be considered on sites located on major collector or arterial streets which meet the above criteria, where it can be demonstrated that no adverse impact on the neighbourhood or other commercial areas will result.

iv) **Other Uses** - Although residential, institutional or commercial uses are the most likely re-use options for school site redevelopment which do not have an educational or civic use, other uses may be appropriate for a given site, and can be examined giving consideration to:

- the impact on traffic patterns;
- noise or other impacts generated by the use;
- compatibility with surrounding land uses; and
- policies expressed in neighbourhood plans.

v) **Joint Uses** - Developments which incorporate two or more uses, such as residential with a commercial component, should meet all the criteria applicable to each of the uses.

vi) **Summary** - Table 1 summarizes the relationship between potential land uses and the specific characteristics of the site. The site characteristics appropriate for specific land uses are indicated by a circle on the table. A triangle indicates that the site may be appropriate for the use under certain circumstances as described in the text. A blank indicates that, for sites which have the applicable characteristic, the corresponding potential use should not be considered. Only uses which have black circles or triangles for all of the characteristics applicable to a given site are appropriate for that site.

TABLE 1: DEVELOPMENT CRITERIA SUMMARY

Site Characteristics \ Potential Uses		Detached and Semi-Detached Houses	Low-Rise Apts. and Townhouses	High Rise Apts.	Senior Citizen's Apts.	Churches, Daycare, Schools	Other Institutional *	Neighbourhood Commercial	Other Commercial Uses**
Surrounding Residential Type	Low Rise Residential (under 13m)	●	●		●	●		●	
	High Rise Residential		●	●	●	●	●	●	●
Street Classification	Local Street	●	▲		▲	▲			
	Minor Collector	●	●		●	●		●	
	Major Collector		●	●	●	●	●	●	●
	Arterial		●	●	●	●	●	●	●
Bus Service	More than 200 m	●	●						
	More than 400 m	●							
Site Context	Neighbourhood Interior	●	●		●	●			
Services	Commercial Abutting		●	●	●	●	●	●	●
	No Commercial Nearby	●				●	●	●	●

* Note: The range of other institutional and commercial uses can, depending upon the specific use proposed, affect adjacent areas in different ways; each should be carefully examined to ensure compatibility with the neighbourhood.

● Site characteristic is appropriate for the use.

▲ Uses may be permitted under appropriate circumstances. Consult text for details.

□ Use should not be considered for site which has the indicated characteristics.

2) Site Specific Development Criteria

- a) The following are performance standards, intended to determine the appropriate scale and site design appropriate given the characteristics of the site and its context.

- i) **Servicing** - The developer shall submit an engineering report on the impact of the proposed development on existing services such as water supply, storm sewer and domestic sewer. The developer must receive approval by the City for provision of such services to the development.

Underground services should be able to accommodate the redevelopment. If the existing services are inadequate, the developer shall be responsible for the cost of upgrading them to the required level.

- ii) **Heritage Conservation** - Every effort should be made to retain buildings identified as having heritage significance. Where retention has been examined and found to be not viable, the building elements of greatest heritage value, such as the façade, should be preserved and incorporated into the new development.

- iii) **Net Density** - Densities are proposed to be higher than the surrounding area to reflect increased land and servicing costs that have occurred since the neighbourhood was originally developed. Densities referenced in this section are intended to be used as a guideline for appropriate site development, rather than as a rigid development standard.

The proposed density of former school sites should relate to the context of the surrounding area. In a local residential context, a residential redevelopment at densities similar to surroundings and up to approximately 2.5 times the surrounding neighbourhood are considered appropriate, depending on other factors of evaluation of a development proposal.

All other criteria such as height, coverage, setbacks and parking will still apply in order to ensure compatibility with the surrounding area. In many cases, density will be constrained by these other site design criteria. Regardless, proposed developments will be evaluated on their own merits taking into consideration all associated impacts.

There are some situations where more density might be more appropriate on a site. For example, additional density may be acceptable for senior citizens apartments, which have a lower traffic generation than typical residential development. Or school sites with access to arterial or collector streets or at the edge of a neighbourhood might allow for more density as local roads would not be impacted.

- iv) **Access** - Where a corner site borders on two streets of different classifications, the main access should normally be to the higher street classification.

Redevelopment should consider the impact on traffic volumes and minimize increases in traffic on the adjacent streets. The potential need for additional traffic controls or improvements should also be considered and the developer will be responsible for the costs associated with such improvements.

- v) **Parking** - The off-street parking requirements of the Zoning Bylaw must be provided. In the case of multi-unit developments, parking lots shall be located internally on the site and be screened to minimize the impact on the surrounding residential area. Multiple residential re-use options should also make provision for on site guest parking.

- vi) **Design and Streetscape** - Buildings which have a direct interface with the adjacent residential area should be sensitive to general design characteristics (e.g., bungalows, two-storeys) of the existing dwellings in the neighbourhood. Orientation, landscaped area and setback should also reflect the surrounding neighbourhood.

Where possible, existing playground space on the school site should be retained and enhanced for use by neighbourhood residents. Where circumstances permit, consideration should be similarly given to possible retention of the school gymnasium for community use. The retention of playground and gymnasium facilities would be subject to City consideration regarding the need for the facilities, alternate sites, the financial feasibility and operational costs, and other factors.

- vii) **Height of Re-use Options** - Internal buildings not having an interface with the surrounding residential area may be developed to the permitted height in the zone if the windows/balconies of the building are oriented to respect the privacy of existing dwelling units.

Buildings on the edge of the site – interfacing with existing development – should have a height consistent with that of adjacent development. The configuration of the site is also a factor as a long narrow site would be less suitable for higher buildings than one which has sufficient depth to screen those buildings from adjacent residential areas.



APPENDIX C

Definitions

access/accessible/ accessibility:	A general term used to describe the degree to which an activity, service, or physical environment is available to as many people as possible, regardless of their physical abilities or socio-economic background. Improving accessibility involves removing economic, physical, cultural, and transportation barriers to participation in programs, projects and facilities.
accessory suite:	A residential suite that is detached from the main house but within the same property boundaries; the suite can be over a garage or a freestanding laneway unit.
active transportation:	Modes of travel which rely on self-propulsion and include walking, cycling, rollerblading, skateboarding.
ACTIVITY CENTRES:	Areas for active and passive recreation use that accommodate institutions and social facilities, indoor and outdoor recreation facilities and other active uses connected, where feasible, by active transportation links.
AIRPORT LAND:	Land owned and operated by the Regina International Airport Authority.
ARCHITECTURAL CONTROL DISTRICT:	An overlay zone that is intended to preserve the physical character of an area or promote an established theme for an area. It may be used to control building sites and the architectural detail of the buildings within that area.
attainable housing:	A situation where households at various income levels can find and secure (attain) suitable, adequate, and affordable housing and can move on to other options. The definition recognizes the housing needs of the full range of income groups and households. Implicit in this usage of attainability is the idea that a range of housing options (type, accessibility levels, size, tenure, cost) exists in the local market.
AQUIFER:	An underground bed or layer of permeable rock, sediment or soil that yields water and is recharged by infiltration.
barrier-free:	To eliminate physical barriers to use or visitation, so that it is accessible to anyone regardless of age or physical ability, and without a need for adaptation.
bikeway:	A facility designed for the movement of bicycles and can be either on- or off-street.

brownfield:	Undeveloped or previously developed properties that may be contaminated. These are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.
BUILT OR APPROVED NEIGHBOURHOODS:	Comprise lands that are predominately built or approved residential areas that will be subject to additional change through limited intensification in accordance with this Plan.
CITY CENTRE:	The area of Regina that includes the Downtown and surrounding neighbourhoods, or portions of these neighbourhoods, which is planned for 10,000 new residents through intensification. The City Centre area and boundary is depicted on the Growth Plan.
COLLABORATIVE PLANNING AREA:	See new Policy 3.17
collector:	A road designed to provide circulation within communities and connectivity between local and arterial roadways. Direct access to and from abutting properties is permitted.
community amenity:	A built form or public realm feature, element, or structure that provides a desirable or favourable service or benefit to the local community, and at no cost to the community.
community garden:	A single piece of land gardened collectively by a group of people for fruits, vegetables, or flowers.
community resources:	The broad support system provided by the public, private, and community sectors to enhance the quality of life in a community. It includes programs, services, amenities and physical structures such as schools, churches, libraries, parks and other cultural resources.
complete neighbourhoods:	See Appendix A.
complete street:	A policy and design approach for streets to ensure the provision of safe and comfortable movement by all modes of travel.
conventional transit system:	A fixed network of bus routes that provide passenger transportation within the city (i.e. Regina Transit).
Crime Prevention Through Environmental Design (CPTED):	A set of design principles that reduce opportunities for crime and nuisance activity.

culture:	The whole complex of distinctive spiritual, material, intellectual and emotional features that characterizes a society or social group. It includes creative expression (e.g. oral history, language, artistic disciplines and crafts), community practices (e.g. traditional healing methods, traditional natural resource management, celebrations and patterns of social interaction that contribute to group and individual welfare and identity), and material or built forms such as sites, buildings, historic city centres, landscapes, art, and objects.
cultural development:	The policy, planning and capacity-building support for conserving and developing cultural resources to the benefit of community (social, cultural, environmental, and economic).
cultural heritage:	The intangible practices, expressions, knowledge, and skills of a community or an individual in addition to associated material instruments, public art, artifacts, objects, historic places and cultural spaces. The full list of cultural heritage resources is found in the City of Regina Cultural Plan.
cultural landscape:	A geographical area that has been modified, influenced or given special cultural meaning. A cultural landscape is often dynamic, a living entity that continually changes because of natural and human-influenced social, economic, and cultural processes.
cultural resource(s):	Any cultural activity or asset that contributes to culture, which includes cultural occupations (e.g. artist, graphic designers, cultural managers), cultural enterprises (e.g. museums, libraries, galleries), festivals and events (e.g. fairs, street festivals, music festivals), natural heritage (e.g. community gardens, significant parks), intangible cultural heritage (e.g. customs, traditions, ceremonies), cultural heritage (e.g. public art, plaques and monuments, built heritage properties), cultural spaces and facilities (e.g. cinemas, religious institutions, urban spaces) and community cultural organizations (e.g. arts groups, heritage groups). The full list of cultural resources is found in the City of Regina Cultural Plan.

density:

The number of people inhabiting a given urbanized area, expressed by dividing the number of people by the given land area. Density can also refer to the total population, number of rooms or dwelling units, or available dwelling space (floor area). The land area can be expressed as a “gross” figure, or pared-down to a “net” usable land area.

New neighbourhoods are to achieve a minimum overall gross population density of 50 persons per hectare (pph). This excludes any environmentally sensitive or other natural areas that will remain undeveloped (e.g. environmental reserve open space).

For the purposes of reviewing concept plans:

- Low density means the net density is less than 25 units/hectare;
- Medium density means the net density is 25-50 units/hectare; and
- High density means the net density is greater than 50 units/hectare.

DOWNTOWN:

A neighbourhood within the City Centre that is the primary hub for civic, cultural and major office uses. It is bound by 13th Avenue to the south, Osler St. to the east, the CP Rail line to the north, and Angus St. to the west. The Downtown consists of roughly 40 city blocks, and is situated adjacent to the other inner city neighbourhoods, connecting the Cathedral Neighbourhood, Heritage Neighbourhood, Centre Square Neighbourhood, North Central Neighbourhood, and the Warehouse District by its shared streets.

DOWNTOWN/CENTRAL CITY OFFICE AREA:

The central area of the City of Regina made up of the Downtown core and part of City Centre, as depicted on Map 6 – Office Areas.

ecological assessment:

A detailed and comprehensive evaluation that determines the short- and long-term impacts a development will have on identified natural features and functions. The assessment will also recommend and identify ways to minimize, mitigate, or eliminate these effects and/or compensate for their impacts. Ecological Assessment, if required, must be completed, reviewed and approved prior to a developments/project’s implementation.

ecosystems-based approach:

A strategy for the integrated management of land, water and living resources that promotes conservation and suitable uses in an equitable way towards maintaining and enhancing underlying natural systems.

emergency response infrastructure:

Includes emergency response communications, facilities, features and access and response times.

EXISTING APPROVED EMPLOYMENT AREAS:

Comprise commercial or industrial lands that are either built or approved to accommodate a full range of employment-related uses.

expansion:	Refers to contiguous, outward development of lands peripheral to existing, developed lands in the city.
EXPRESS TRANSIT CORRIDOR:	A route designated to be served by a higher level of transit, including express buses with limited stops and/or local buses operating at high frequencies.
flexzone:	A mixed-use area permitting residential, offices, retail and compatible light industrial uses, in combination or single uses. It is intended to create coherent yet diversified, vital and responsive areas, by maximizing use flexibility but maintaining cohesiveness through a clear and enforceable built form framework, such as a form-based code, as well as strong urban design.
FLOODPLAIN:	A low-lying area adjacent to streams and rivers that are inundated during major floods and have the following two main components: the floodway and the floodway fringe. The Province of Saskatchewan has adopted a 1-in-500 (1:500) year flood event as the standard to define floodplains.
floodway fringe:	The outer zone of a floodplain that is often inundated during floods, but generally does not experience flood currents.
food security:	All residents have access to safe, culturally appropriate and nutritious food through an economically and environmentally sustainable food system that promotes self-reliance and social justice.
group care facilities:	A supervised residential dwelling unit, licensed or approved under provincial statute, for the accommodation of person, excluding staff, referred by hospitals, courts, government agencies or recognized social service agencies or health professionals.
HABITAT AREAS:	The area or environment where an organism or ecological community naturally occurs or lives.
heritage conservation	The actions or processes that are aimed at protecting the physical elements of a historic place so as to retain its heritage value and extend its physical life.

HERITAGE CONSERVATION DISTRICT:

An area in the municipality that Council may, by bylaw, designate as a Municipal Heritage Conservation District because it contains or may reasonably be expected to contain heritage property that is not subject to any other designation pursuant to *The Heritage Property Act*. A Heritage Conservation District can be used to control the alteration and demolition of designated property. Council may, by bylaw, establish guidelines and controls necessary to preserve and develop the heritage characteristics of designated property.

Heritage Holding Bylaw:

The bylaw which identifies properties that have been formally recognized as having heritage value, but that are not designated under *The Heritage Property Act*.

heritage properties – designated:

Properties protected under a Municipal Heritage Property Designation Bylaw or a Municipal Heritage Conservation District Bylaw that are formally recognized by City Council to have heritage value. These properties are protected from exterior alterations, removal or demolition without the approval of City Council.

heritage properties – listed:

Properties listed on the Heritage Holding Bylaw that are formally recognized by City Council to have heritage value.

Heritage Property Register:

A list of properties designated (protected) under the authority of *The Heritage Property Act*.

heritage value:

The aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present or future generations. The heritage value of a historic place is embodied by its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meanings.

high-occupancy vehicle:

A vehicle travelling with two or more people, including the driver.

HISTORIC PLACE:

A structure, building, group of buildings, district, landscape, and/or an archaeological site that has been recognized by the appropriate jurisdiction (e.g. City Council, the Provincial Minister responsible for heritage, or the appropriate Federal jurisdiction) for its heritage value.

inclusion/inclusive:

A description of the community where all people have access to high-quality community necessities and amenities; the same opportunities, regardless of any difference to take part in all aspects of community life; and have a sense of belonging and respect in the community.

industrial plus:	Areas intended to increase flexibility for industrial enterprises when needed while protecting the industrial areas from destabilizing uses. Located at the edge of or central to industrial areas, industrial plus areas include industrial uses, plus others. Relatively small in land area, they are intended to support clustering and linkages between industrial and related non-industrial enterprises, and provide services to workers in industrial areas.
intensify/intensification:	Construction of new buildings or addition to existing buildings on serviced land within existing built areas through practices of building conversion, infill or redevelopment.
INTENSIFICATION AREA:	A specific area where the creation of new development is accommodated within existing buildings or on previously developed land through common practices of building conversions, infill within vacant or underutilized lots and redevelopment of existing built areas.
JOINT PLANNING AREA:	The undeveloped land area within City limits that abuts the R.M. of Sherwood and the area within the R.M. of Sherwood between the City limits land area between the City limits and the boundary defined by the Province in their correspondence dated February 22, 2013 and as depicted on Map 3 – Regional Policy Context. Lands within the Global Transportation Hub Authority area and First Nations Reserve Lands are not included within this area given their standing as their own planning authorities.
LAND USE COMPATIBILITY TRANSITION AREA:	Includes transitional areas where consideration must be given to compatibility between uses or facilities due to noise, smell, sight or other nuisances and possible risks primarily associated with in no particular order: transport operations, oil and gas pipelines and storage facilities, heavy industry, high voltage lines, underground storage areas, and the landfill.
large-format retail:	Serves a regional or urban market typically within single or mixed-use developments with large building footprints.
live/work:	A unit designed and/ or zoned to allow for both residential and employment (business) uses of the proprietor are permitted, though these uses do not include home-based businesses.
LONG-TERM GROWTH AREA (500K):	Comprises lands conceptually identified, of sufficient quantity, to accommodate a total city population of 500,000 required to protect for and support the orderly and sustainable long-term growth of the city.
MAJOR EMERGENCY RESPONSE FACILITIES:	Include fire, ambulance and police services that serve to maintain public health and safety within the City of Regina.

MAJOR HEALTH FACILITIES:	Comprise buildings or set of buildings for medical services and associated support services such as private or public hospitals or other institutions and supportive services including medical services, pharmacies, hotels, supportive housing, short-term care facilities, and other services critical to the health of the public that generate significant traffic, have a large footprint and serve as employment hubs.
major institutional areas:	An area used for public, quasi-public and private institutional establishments of a citywide or regional significance, such universities, colleges, hospitals, large religious institutions and accessory uses that generate significant traffic, have a large footprint, and serve as employment hubs.
major office:	A purpose-built office building that is over 4,000 m ² in size (gross floor area, including secondary uses, but excluding indoor parking areas).
medium office:	A purpose-built office building that is between 1,000m ² and 4,000 m ² in size (gross floor area, including secondary uses, but excluding indoor parking areas).
minor arterial:	A road designed to supplement major arterial roadways to provide connectivity between highways and expressways and local and collector road networks. Direct access to abutting properties is generally permitted with some access controls.
mixed-use:	Any urban, suburban or development, or a single building, that combines residential with various uses such as commercial, employment, cultural, institutional or industrial where those functions are physically and functionally integrated and provide pedestrian connections, as well as access to multi-modal transportation options .
mode share:	The proportion of trips taken by a particular mode (or type) of travel (e.g. auto, transit, and active transportation); also known as mode split.
mode share targets:	Targets established by a planning or policy document for various modes of travel.
MOU framework:	An agreement signed in 2013 between the RM of Sherwood and the City of Regina which establishes inter-municipal processes for managing land within those areas of mutual interest, to facilitate opportunities for strategic partnerships and to resolve any disputes that may arise.

NATURAL AREAS:	Lands containing environmentally sensitive or ecologically significant natural prairie or naturalized areas, features and elements including wetlands, waterbodies, floodplains, habitat areas, riparian areas, streams, and other core areas within the City of Regina and region.
NATURAL CORRIDORS:	Lands comprising a linear network of private and public open space along Wascana Creek and Boggy Creek within one kilometer of the creek boundary inclusive of riverbank, floodplain, hillslope, upland interior, upland edge habitat as well as top-of-bank agricultural lands that provide habitat requirements to facilitate movement for a wide range of species.
NATURALIZED CORRIDORS:	Critical natural and open space linkages between environmentally sensitive areas and habitat or along watercourses that join to natural corridors and create a connected natural system.
NATURAL SYSTEM:	Lands containing core natural areas, natural corridors and linkages between them comprised of naturalized corridors, which together form an integrated system of protected areas.
neighbourhood hub:	One of the focal points of new neighbourhoods that complement and act as smaller urban centres and the location for activity centres, transit nodes, higher density residential, mixed-use, retail and services, recreational and cultural resources. Like urban centres, neighbourhood hubs will be focal points for community interaction and identity. Further details on neighbourhood hubs are contained in Appendix A – Guidelines for Complete Neighbourhoods under policy 7.1.3 and show visually on Figure 2 – Complete Neighbourhood Model.
NEW EMPLOYMENT AREAS:	Lands that will accommodate a full range of employment-generating uses primarily industrial or industrial-commercial in nature.
NEW NEIGHBOURHOODS:	Lands that are primarily undeveloped or vacant that will accommodate new residential development with supporting services and amenities. New Neighbourhoods are located on the periphery of, or adjacent to, existing areas of the city.
NEW MIXED-USE NEIGHBOURHOOD:	A new neighbourhood that is to be developed to accommodate multiple residential, commercial, and industrial uses, in stand-alone and mixed development, offering a range of services and amenities to residents and workers.

NOISE EXPOSURE FORECAST (NEF):

A single number rating of overall aircraft noise used in Canada. It combines the noise levels of individual aircraft and the numbers of aircraft to give a single number rating of the average negative impact of the aircraft noise. The Canadian Noise Exposure Forecast (NEF) was developed to encourage compatible land use planning in the vicinity of Airports. The City applies the 25 and 30 NEF contours to ensure land use compatibility.

OPEN SPACE SYSTEM:

The outdoor environment which incorporates or includes natural physical or man-made elements to provide for passive and active recreation activities or serve a utilitarian function. It includes, but is not limited to:

- Neighbourhood, zone or municipal parks;
- Open space associated with recreation facilities;
- Outdoor sports complexes;
- Municipal outdoor facilities such as golf course and cemeteries;
- Natural areas;
- Greenways such as bikeways and pedestrian links and corridors that connect open space elements into a cohesive system;
- Special use areas such as buffer strips, registered walkways, traffic islands, roadway medians and boulevards, utility parcels, floodplains, stormwater lakes and dry pond and storm channels;
- The Wascana Centre; and
- Plaza.

paratransit system:

A transit system designed to provide curb-to-curb passenger transportation for persons who are unable to use the conventional transit system due to specific physical, cognitive, or other needs

park:

An area of land that is largely natural, but includes physical or man-made elements, for recreation and enjoyment by the public as well as for conservation of natural and historic resources.

pathway:

An off-street facility that is typically shared by active transportation modes (e.g. a type of bikeway).

place making:

A holistic and community-based planning approach that capitalizes on unique assets and potential to promote personal well-being, community character and development, and places of lasting value.

POTENTIAL OPEN SPACE CONNECTIONS:

Potential future natural or man-made natural system connections through the implementation of purposely planned public open space

PRIVATE OPEN SPACE:	Lands which are privately owned containing areas of natural, semi-natural or landscaped spaces for active or passive recreation use that contribute to the network of open space within the city (e.g. golf courses).
PUBLIC ART:	Works of art, in any media, that have been planned and executed with the specific intention of being sited or staged in the public domain, often incorporating elements of site specificity, cultural, heritage, community engagement and collaboration.
public realm:	Places and spaces that are shared by the public. This includes all public places, open spaces, and streetscapes.
quality of life:	An individual's perception of his/her life in the context of the culture and value systems in which he/she lives and in relation to his/her goals, expectations, standards and concerns. Quality of life may be enhanced by a vibrant local economy, protecting and enhancing natural and built environments, opportunities for the attainment of personal goals, promotion of fair and equitable sharing of common resources, thereby enabling residents to meet basic needs and supporting rich social interactions.
rapid transit:	Higher-order transit that provides higher capacity and operating speed, typically in a dedicated or exclusive right-of-way.
REGIONAL GATEWAY:	Lands which are strategically located as a result of alignment or intersection of transportation, land use, access or other defining feature with shared importance to the City of Regina and surrounding municipalities where development will be considered that is appropriate to and supports regional integration, including economic and transportation-related activities. Gateways should be clearly defined through site design, signage and higher quality landscaping to reinforce Regina as the capital city.
road diet:	Sometimes used as a traffic-calming measure, a road diet is typically a reduction in vehicular lanes of a roadway to improve safety and to accommodate other modes of travel, through inclusion of bike lanes, expanded sidewalks, or other means. The most common type of road diet is the reduction of a four-lane street to a two-lane street with a shared centre left-turn lane and the addition of bike lanes.
sense of place:	A strong identity and character felt by people in a location, often comprised of a mix of natural and cultural features that generally include, and are dependent on, the people who occupy and engage the place.

specific needs housing:	Housing (either whole or in part) for persons who require accessibility modifications or some form of social or financial assistance in order to live independently.
specific needs (groups):	Individuals, organizations and agencies representing the needs of those who require accessible modifications or some form of social or financial support in order to live independently.
Special Servicing Areas:	Areas identified as reasonable extensions of City of Regina services subject to certain criteria outlined in this Plan.
SPECIAL STUDY AREA:	An area, determined by the City, which requires further, more detailed study to determine future land use and phasing or timing of development based on impact to the City.
start-up district:	Well-defined and relatively small areas intended to provide opportunities for start-up businesses, community organizations, arts groups and others that require a low-cost environment, flexible use of space, and would benefit from linkages with each other and beyond the district. They will likely be located in older areas of the city, and will require a clear and enforceable regulatory framework to ensure affordability.
Strategic Goods Route:	Includes routes designated for the movement of dangerous goods, as defined by the City of Regina Traffic Bylaw 9900, Pickup and Delivery Vehicle Routes and Heavy or Long Combination Vehicle Routes.
STREAM:	Surface water flowing year round or seasonally in a defined channel or watercourse, which are to remain in or returned to a natural state.
traffic calming:	Physical measures implemented on streets to reduce traffic infiltration an/or speed, usually in residential areas, but also in heavy pedestrian areas.
Trans Canada Trail:	The world's longest network of recreational trails, which will stretch 23,000 kilometres from the Atlantic to the Pacific to the Arctic Oceans once connected.

(potential) transit nodes:

Points identified in the transit network that meet one or more of the following:

- serve as a major, city-wide destination, such as Downtown or the University of Regina;
- is a major transfer location between multiple transit routes; and/or
- is adjacent to mixed-use or denser areas.

A transit node should also provide for multi-modal connections and have potential for transit-oriented development to serve as anchors for transit in local communities.

transit-oriented development:

Higher density development in proximity to transit with design qualities that encourage the use of transit, such as high quality pedestrian environment and a mix of uses.

Transportation Demand Management (TDM):

Strategies and measures to encourage specific travel behaviours that reduce demand on the transportation network. Some of these measures could include carpooling, providing travel alternatives, encouraging shift to other modes of travel, providing incentives and disincentives. TDM is sometimes referred to as sustainable transportation choices.

tree canopy:

The aboveground portion (upper layer) of a plant/tree community formed by mature tree crowns.

universal design:

Design standards meant to create buildings and environments that are inherently accessible to people throughout the spectrum of age and physical ability.

URBAN CENTRE:

The lands around an established or new intersection of an urban corridor with major or arterial roads, and/or a major transit node, that are to provide a focus for high density, mixed-use, transit-oriented development, that is easily accessible to a large segment of the population. Urban centres will be hubs for community interaction and identity.

URBAN CORRIDOR:

The lands along an established or new major road, urban arterial or transit corridor that have the potential to provide a focus for higher density or mid-rise, mixed-use development that facilitate active transportation modes. Urban corridors link NEW NEIGHBOURHOODS with the city centre and with each other.

urban design:	Urban design is the process of planning, designing and constructing buildings, public spaces, sites, neighbourhoods and cities to give them form, shape, and character. Urban design combines key aspects of urban planning, architecture and landscape architecture to create beautiful and functional places. It involves understanding the inter-relationships between the natural system, the physical built environment, economic forces, and social context of a particular site or area.
urban forest:	The collection of all trees found within the city.
vegetated buffers:	An undeveloped area directly adjacent to a creek or water body that is comprised of either existing or planted aquatic plants in shallow water, moisture plants along the shore and upland plants in dry soils. The optimal size for a vegetated buffer is 15 metres for warm-water streams and 30 metres for cold-water streams on either side of the creek or waterbody.
Wascana Centre:	An area governed by Wascana Centre Authority that includes one of the largest urban parks in North America, the Legislative Building, various government buildings, cultural facilities and educational and other institutions.
WATERBODIES:	Any significant accumulation of water which is to be retained within the natural system.
wayfinding:	A system that assists travelers in orienting, navigating and moving through an environment through the use of visual or other measures, including signage.
WETLAND:	A fixed area with adjacent upland area with characteristic wetland soils and hydrophytic ("water-loving") vegetation where the open water areas can vary considerably between seasons and years.
worker housing:	Housing that is targeted to essential workers whose housing needs might not otherwise be met by existing market housing options.



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