


An aerial photograph of a suburban neighborhood. A large, irregularly shaped area in the center-left is outlined in orange, indicating the project site. This area contains a mix of residential housing, green spaces, and some commercial buildings. To the left of the highlighted area is a major highway with multiple lanes and overpasses. To the right and top of the highlighted area are large, open fields, some of which appear to be agricultural. The bottom right corner shows a large industrial or commercial facility with numerous circular storage tanks.

SOMERSET NEIGHBOURHOOD CONCEPT PLAN

MAY 2023

EARTHKING 135 VENTURES LTD. || B&A



A dark, moody photograph of a river or lake at night. The water is calm, reflecting the silhouettes of bare trees and branches that line the banks. The scene is dimly lit, with a few small lights visible in the distance, creating a serene and somewhat somber atmosphere. The text is centered in the middle of the image, written in a light, sans-serif font.

We acknowledge that we are on the traditional lands of the Treaty 4 Territory, a Treaty signed with 35 First Nations across Southern Saskatchewan and parts of Alberta and Manitoba, and the original lands of the Cree, Saulteaux, Dakota, Nakota, Lakota, and the homeland of the Métis. The City of Regina owes its strength and vibrancy to these lands and the diverse Indigenous Peoples whose ancestors' footsteps have marked this territory as well as settlers from around the world who continue to be welcomed here and call Regina home.

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EARTH KING 135 VENTURES LTD.

SOMERSET

NEIGHBOURHOOD

CONCEPT PLAN

MAY 2023

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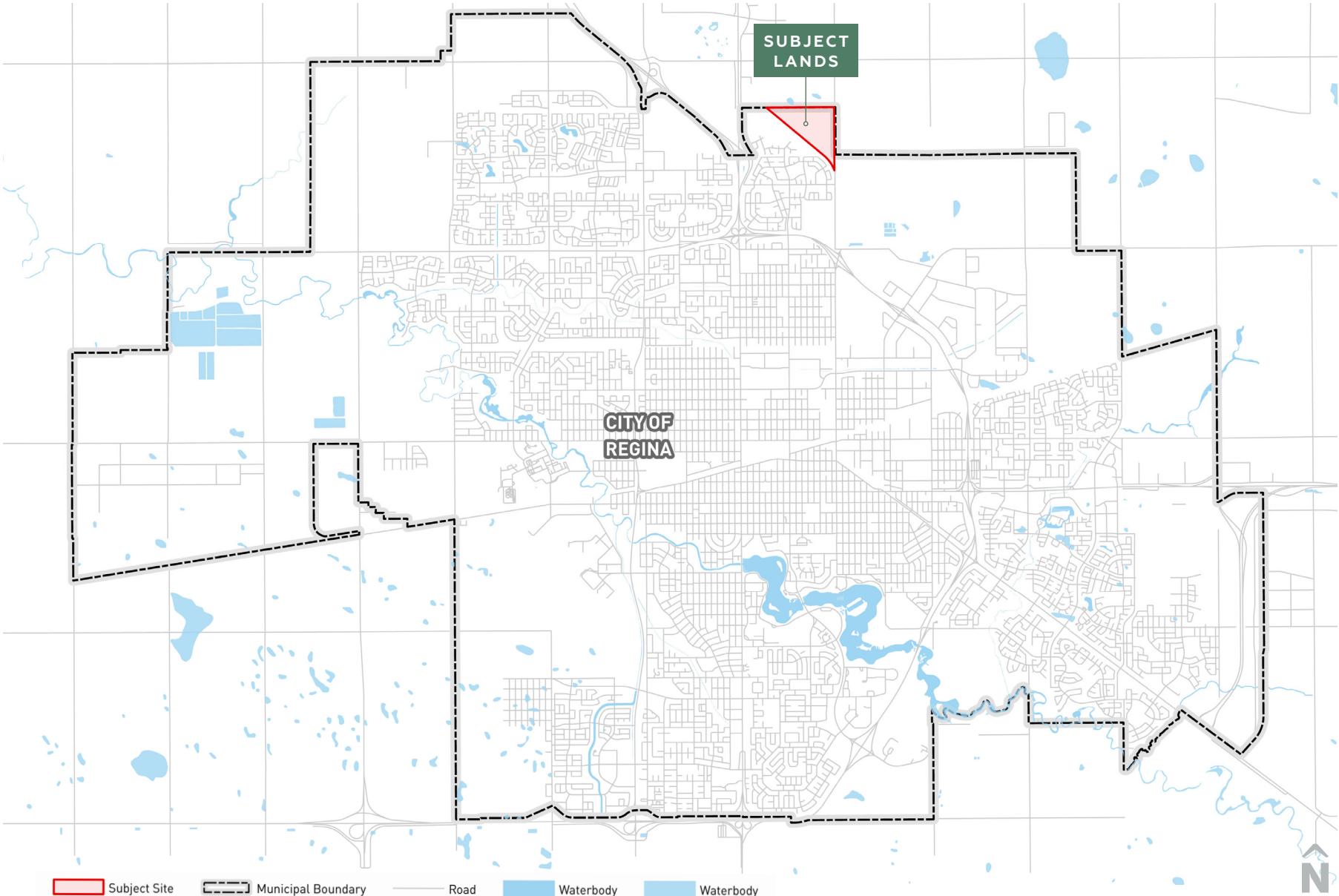
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A person is riding a bicycle on a paved path in a park. The sun is low in the sky, creating a warm, golden glow and long shadows. The path is made of light-colored bricks. In the background, there are trees and other people walking or cycling. The overall atmosphere is peaceful and active.

1.0

INTRODUCTION

FIGURE 1: SITE LOCATION



1.0 INTRODUCTION

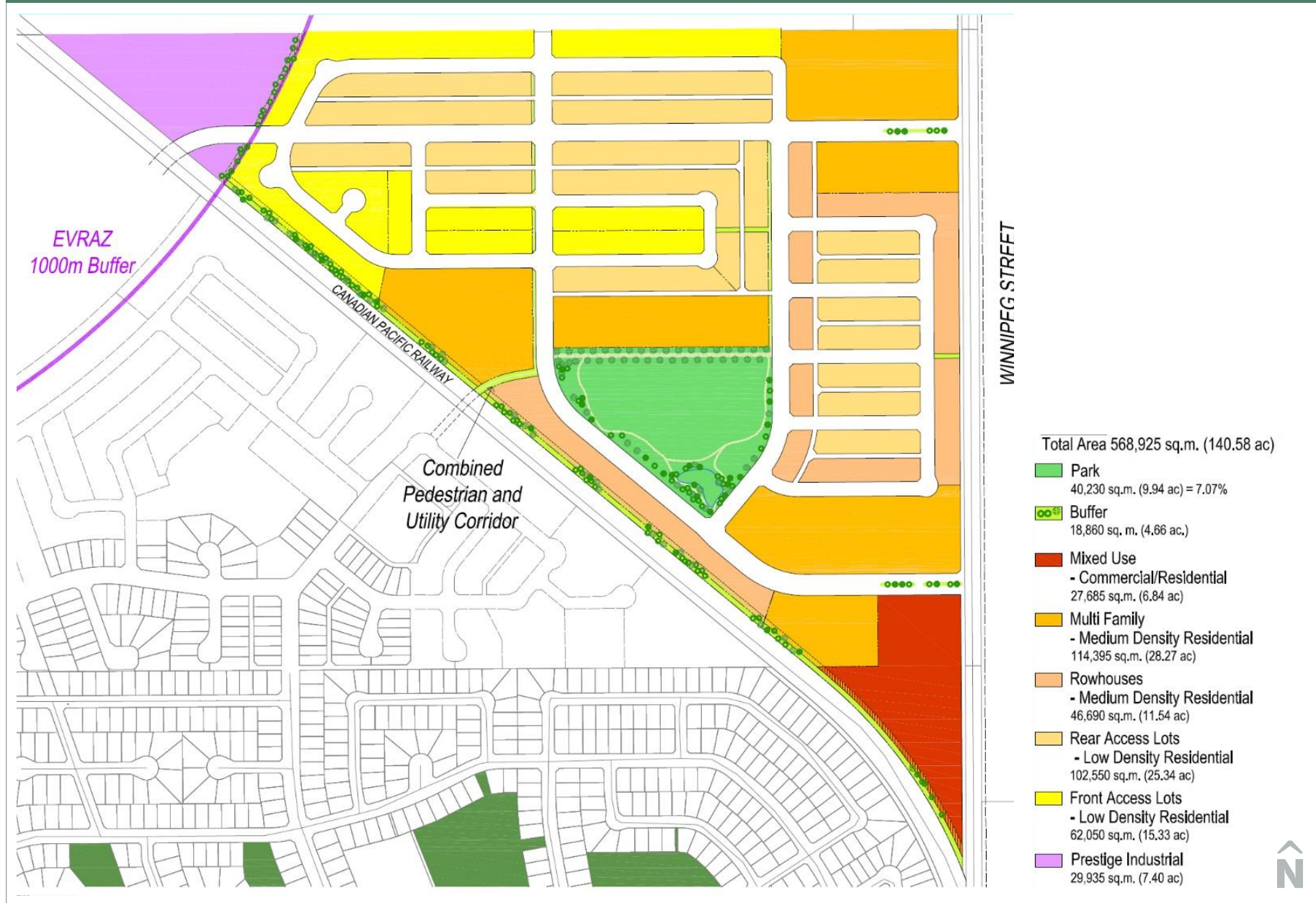
1.1 BACKGROUND

The City of Regina has identified areas within its city limits for future urban expansion. To facilitate the orderly and planned growth of such areas, the City requires the establishment of Concept Plans. These plans provide a land use and servicing plan to guide the development of future urban lands.

The SomerSet development is a 56 hectares triangular parcel located in northeast Regina, west of Winnipeg Street and northeast of the existing Canadian Pacific Railway right-of-way. In accordance with City requirements, EarthKing 135 Ventures Ltd., “the landowners” of the subject lands, had originally engaged McElhanney Consulting Services Ltd., in 2013 to prepare a Neighbourhood Plan for a new urban neighbourhood known as “SomerSet.” On December 16, 2013, the SomerSet Concept Plan (CR13-175) was first approved by City Council. For reference, please see **Figure 1: Site Location** and **Figure 2: Approved 2013 Concept Plan**.



FIGURE 2: APPROVED 2013 CONCEPT PLAN



1.1.1 VITERRA CANOLA CRUSH FACILITY

In April 2021, Viterro announced its official intent to build a world class canola crush facility. The plant is targeted to be operational in late 2024/early 2025. The facility location will benefit accessibility for farmers to make deliveries, in addition to the land parcel being a good location for CP & CN Rail access.

As a result of the many factors that have direct impact on the SomerSet plan area, significant consideration and amendments to the 2013 Plan

were necessary. The SomerSet project will require rail realignment from the Viterro facility, which may cause the existing Main Rail Line (Lanigan Line) between SomerSet and Kensington Greens to become decommissioned. Further, the project may lead to additional development interest on lands in proximity to the Viterro facility. Additionally, the future project will require servicing to run down the Lanigan Line corridor. For a better visual understanding, refer to **Figure 3: Proposed Viterro Canola Crush Facility**, to see the canola facility's proximity to the SomerSet Lands.

The facility location will benefit accessibility for farmers to make deliveries, in addition to the land parcel supporting the scope and scale of the project with CP & CN Rail access.

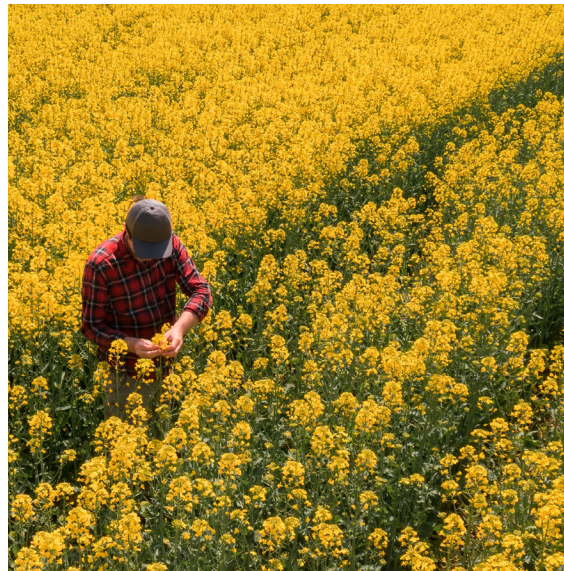
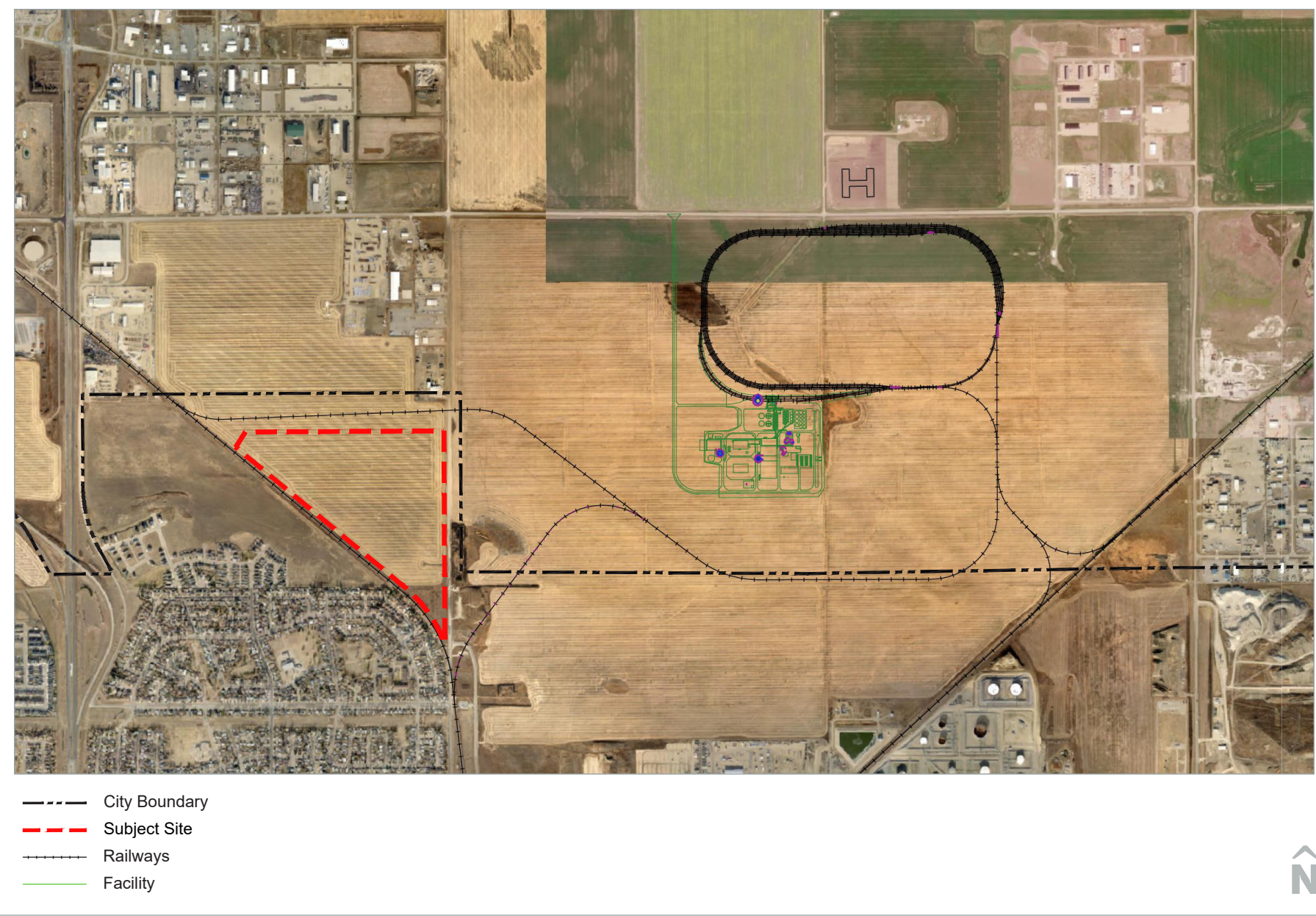


FIGURE 3: PROPOSED VITERRA CANOLA CRUSH FACILITY



1.1.2 SOMERSET'S RESPONSE TO VITERRA

To prepare for both the inevitable Viterra development and to facilitate the City in the success of this large scale project, in March 2022 the City (in conjunction / signoff from the respective landowners) put forth a Concept Plan Amendment & Zoning Bylaw Amendment Application (PL202200041 & PL202200043). The landowners proposed to rezone 13.27 hectares of land within the SomerSet Concept Plan from UH to RW (Railway Zone) to facilitate a rail spur line for the anticipated Viterra

Canola Crush Facility. Ultimately, a change to the SomerSet Concept Plan was required, proposing the redesignation of mixed residential to railway. An initial Concept Plan amendment and land use application was filed and approved by the City to facilitate the subdivision of lands from SomerSet to accommodate rail realignment to the Viterra facility in October 2022. This had largely been a City led initiative supported by the landowners as an interim step to accelerate the Viterra project. **See Figure 4: Amended 2022 Concept Plan.**

As a direct result of this City-lead amendment for the accommodation of the anticipated Viterra Canola Crush Facility, it was decided by the landowners that a more detailed, new Concept Plan would be necessary to better address the contextual changes that have occurred for the subject lands, which is the subject of this new 2023 SomerSet Neighbourhood Concept Plan.



FIGURE 4: AMMEDED 2022 CONCEPT PLAN



1.2 REQUIRED AMENDMENTS

It is important to reiterate and recognize that contextual changes have drastically occurred that have prompted necessary amendments and updates since both 2013 and the City's lead Concept Plan Amendment in late 2022, ultimately resulting in the creation of the 2023 SomerSet Neighbourhood Concept Plan.

This new Concept Plan is required to:

1. Accommodate the relocation of the rail line along the northern corridor of the site and the extension of municipal services along the Lanigan Line corridor of the plan area in support of developing the Viterra Canola Crush Facility located to the east;
2. Prepare a two-scenario rational for either (1) the Lanigan Lines continued operation as is or (2) the possible decommission / removal of the existing CP line (Lanigan Line); as well as the subsequent potential developability of buffer lands and connectivity for the adjacent neighbourhoods and roadways.
3. Review and address different servicing conditions and assumptions stemming from the potential off-site servicing extensions to the Viterra facility, while also acknowledging the enhanced connectivity to Kensington Greens through further analysis of an optimal servicing approach.
4. Adjustments to the change in market opportunities from when the 2013 Concept Plan was originally developed and approved by the City of Regina.





2.0

SITE ANALYSIS

2.0 SITE ANALYSIS

2.1 LOCATION & OWNERSHIP

The SomerSet Neighbourhood is legally described as SW 7-18-19-2 Ext 105 / SE 7-18-19-2 Ext 3, with the civic address listed as 1500 N Winnipeg Street.

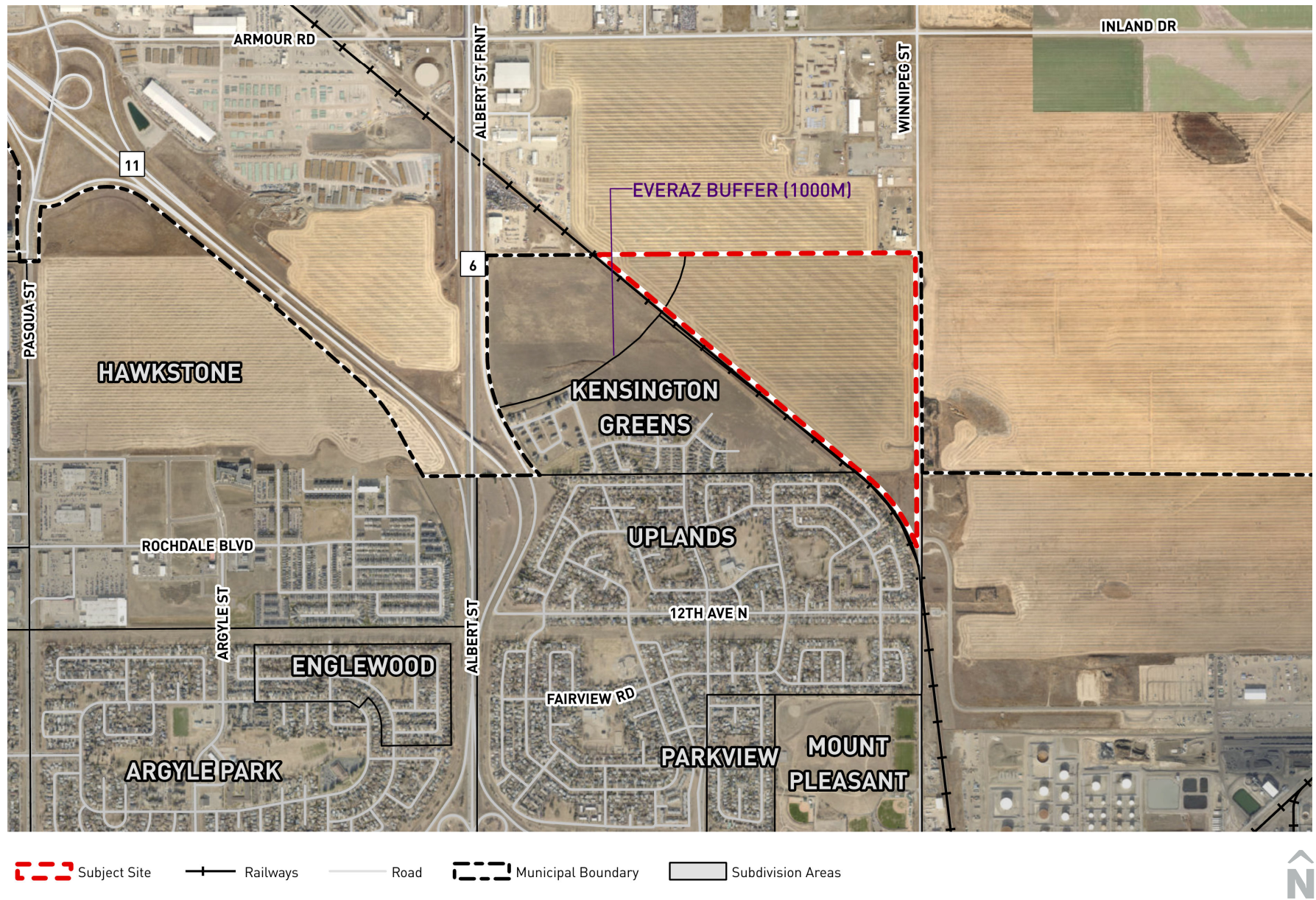
2.2 EXISTING CONDITIONS

The proposed SomerSet Neighbourhood plan area is located at the north approach to the City of Regina. The lands are triangular in configuration with a CP Rail corridor (the Lanigan Line) running along the southwest boundary of the property. The lands to the north and east are currently outside the City limits and are used for agricultural purposes. The SomerSet Neighbourhood is located at the southerly edge of a 1000m buffer around the EVRAZ (formerly “IPSCO”) Industrial facility located north of the City of Regina. For context, see **Figure 5: Local Context Map**.

With respect to surrounding neighbourhoods, there are several existing residential neighbourhoods south of the SomerSet Neighbourhood. The Uplands neighbourhood is a well-established residential neighbourhood consisting primarily of single family detached housing. Immediately south of the SomerSet Neighbourhood plan area is the Kensington Greens neighbourhood, which includes a mix of detached single family and attached/multi-family residential, along with an Industrial component at the northwest corner of the plan area. Kensington Greens also shares the Lanigan Line interface to its north. For clarity, please see **Figure 5: Local Context Map**.



FIGURE 5: LOCAL CONTEXT MAP



2.2.1 LANIGAN LINE INTERFACE

The existing Lanigan CP Main Rail Line (located at the southeast boundary of the plan area) has historically affected opportunities to connect the proposed SomerSet Neighbourhood with adjacent neighbourhood areas to the south. The Lanigan Line has faced speculation and uncertain assumptions that it may be decommissioned because of the rail realignment anticipated for the Viterro Canola Crush Facility. To date, site planning has attempted to capitalize on the opportunities to achieve a greater

degree of visual and physical connectivity with the surrounding community through the placement of similar land use types along the CP Rail corridor (visual) and extension of roads to the north and south (physical).

It is important to emphasize that this current document and Concept Plan Amendment is working under the context that the Lanigan Line will be operational. Where otherwise stated, it should always be assumed that the CP Line is being referred to under a context where it is considered operational.

To ensure that all possibilities have been taken into account, defined sections within this plan will speak to a Non-Operational Scenario, if the Lanigan Line is ever decommissioned and removed in the future.

If the Lanigan Line is removed, challenges regarding connectivity and servicing will be substantially alleviated, allowing these neighbourhoods to naturally blend and potentially allow for the natural extension of Broad Street through Kensington Greens and connecting with the SomerSet Neighbourhood.



FIGURE 6: EXISTING ZONING MAP



2.2.2 CURRENT ZONING

Currently, under the City of Regina Zoning, a mixture of residential zones have been established; R1 (Residential LD), RH (Residential HD), and RL (Residential MD). Additionally, zones for MLM (Commercial) and PS (Open Space/ Recreation) make up zones within the middle and southeast quadrants, respectively. A large percentage of the plan area is zoned under UH (Urban Holding) and RW (Railway) along the northern rail corridor where the March 2022 Concept Plan Amendment & Zoning Bylaw Amendment took place to accommodate for the future rail infrastructure needed to support the Viterro canola facility.

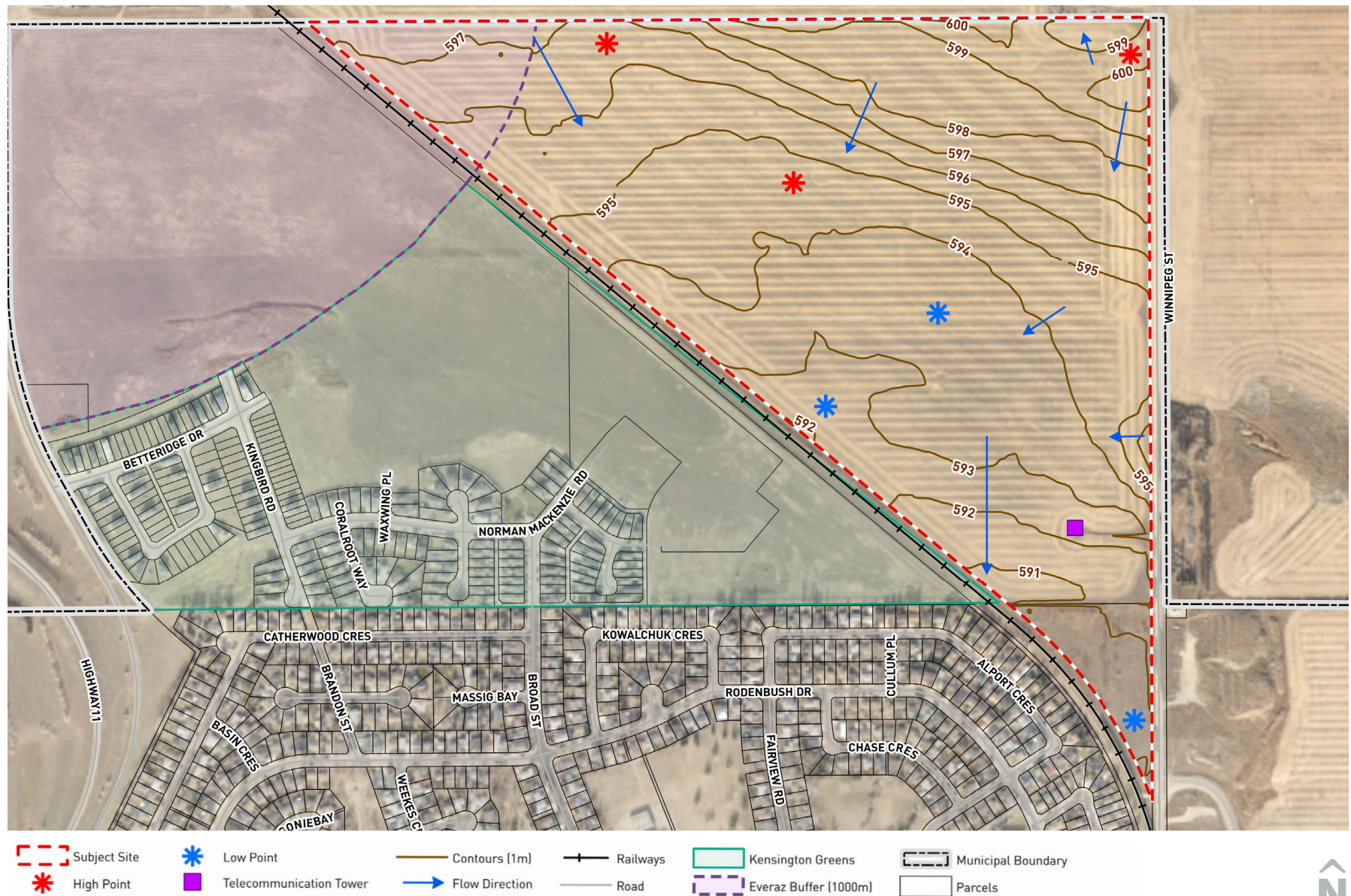
2.2.3 TOPOGRAPHY

The subject lands include 56.89 hectares (140.6 acres) of lands configured in a distinctive triangular geometry; see **Figure 7: Existing Conditions**. The lands vary in elevation between 591.0 metres to 600.5 metres, with a gradual slope occurring from the highpoint in the northeast, down towards the southeast. The terrain is gentle, with the aforementioned slope facilitating surface drainage towards the northwest and southeast sections of the plan area.

The lands vary in elevation between 591.0 metres to 600.5 metres, with a gradual slope occurring from the highpoint in the northeast, down towards the southeast.



FIGURE 7: EXISTING CONDITIONS



2.2.4 BUFFER

The northwest corner of the site is subject to the Everaz 1000m buffer overlay. According to the Design Regina Official Community Plan, under Section 11.15.1; “within concept plan areas affected by the 1000m IPSCO (Evraz) buffer, future lot owners shall be made aware of potential noise and emissions associated with this operation.” The extent of the Evraz buffer in relation to the plan area can be seen in **Figure 7: Existing Conditions**.

2.2.5 EXISTING ROADS

The subject site has its only frontage on Winnipeg Street, which is generally elevated 0.5 metres (1.6 feet) to 1.0 metre (4 feet) above the adjacent lands. Winnipeg Street is an important arterial roadway for the City and allows connections between the SomerSet Neighbourhood to Regina’s Ring Road.

2.2.6 BUILT FEATURES

The south perimeter of the subject lands’ interfaces with the CP Main Rail Lanigan Line. This active rail line is elevated approximately 1.0 metre (4 feet) above the adjacent lands on the subject site.

The subject site also has a telecommunications tower with an adjacent equipment shed located in its southeast portion. This tower and accessory shed are scheduled to be relocated to another property; see **Figure 8: Built Features**. There are no other buildings or structures on the lands.

FIGURE 8: BUILT FEATURES



2.2.7 NATURAL FEATURES

The proposed site has been actively farmed, causing the land to have been covered in wheat crop. There are no natural wetland areas, watercourses, or trees on the subject lands, resulting in an expected biota that is consistent with active farming use.

The subject site is situated above the Condie and Regina Aquifers and is listed as a “high sensitivity zone.” Geotechnical investigations done on the subject site suggest that the water tables for the Condie and Regina Aquifers are located at depths of approximately 20 metres and 40 metres respectively. Development of the subject site is not expected to impact these aquifers and is required to meet all City Standards as they pertain to aquifer protection.



2.2.7.1 ENVIRONMENTAL SITE ASSESSMENT

Both a Phase 1 and Phase 2 Environmental Site Assessment (ESA) was completed by Ground Engineering LTD., in February and March 2009, respectively, to address the concern of potential petroleum hydrocarbons migrating from the Co-op Refinery. Based on the results of the ESA, petroleum hydrocarbons are present within the groundwater of the Condie Aquifer at depths ranging from 14 to 22 metres below grade. The concentrations of hydrocarbons detected in the groundwater samples are well below the potable use criteria. There were no petroleum hydrocarbons detected in the soil samples which were analyzed during this investigation.

2.2.7.2 GEOTECHNICAL ASSESSMENT

A Geotechnical Assessment of the subject site was performed by Ground Engineering Consultants Ltd in May 2016. Seventeen (17) test borings were drilled in strategic locations across the parcel based on the provided draft Concept Plan. Ground Engineering analyzed the subsurface soil conditions, groundwater levels, and overall geotechnical conditions.

2.2.8 HERITAGE / HISTORICAL RESOURCES

An inquiry was made online through the Government of Saskatchewan "Developers Online Screening Tool" regarding the heritage sensitivity of the subject lands on December 21, 2022, and it was identified that the plan area is not heritage sensitive. Therefore, it is not necessary to submit the project to the Heritage Conservation Branch. No further study was completed.

2.2.9 RISK ASSESSMENT

A SomerSet Development Risk Factor Review conducted by Bercha Engineering Limited was completed on September 7th, 2010. The final report drew attention to both the Lanigan Line along the southwest boundary of the subject site boundary and a 5 oil pipelines in a ROW running W to E south of the southern tip of the subject property. Based on previous studies, risk levels at the subject site at the SW and S extremities are expected to be manageable.



Based on previous studies, risk levels at the subject site at the SW and S extremities are expected to be manageable.

A photograph of a baseball game in progress. A player in a red jersey and cap is in a ready position, wearing a brown leather glove. A white baseball is suspended in the air just above the glove. In the foreground, a player in a blue jersey and cap is sliding into a base, kicking up a cloud of brown dirt. Another player in a red jersey is visible in the background on the right. The scene is set on a grassy field with trees in the distance.

3.0

LAND USE STRATEGY

3.0 LAND USE STRATEGY

3.1 COMMUNITY VISION

The planning for the new SomerSet Neighbourhood is based on a desire to create a complete community in the City of Regina's Northeast Sector. The overall vision for the SomerSet Neighbourhood is to foster a place for people to Live, Work, Play, and ultimately Thrive.

The notion of a complete community is extended to include the larger, existing residential neighbourhoods to the south by providing complimentary and compatible uses to help 'support' both Uplands and Kensington Greens. The Vision for SomerSet is to foster a more self-sufficient, less auto-dependent community, emphasizing healthy and sustainable living in this sector of the City.



3.2 GOALS/OBJECTIVES

3.2.1 PROVIDE HOUSING CHOICES

The SomerSet Neighbourhood Plan accommodates a broad range of housing choices, from detached single family, semi-detached, row-housing, and multi-family residential to potential mixed use-development. This broad range of housing forms is designed to respond to housing and affordability needs of an increasingly dynamic marketplace and the City's vibrant economy.



3.2.2 CREATE RECREATION AND VILLAGE AMENITIES

SomerSet creates a social focus by organizing itself around a central neighbourhood park area and an adjacent commercial mixed-use development. Orientation of land uses around the Neighbourhood Hub will reinforce a sense of community and encourage neighbour interaction and fewer vehicle trips. The established Uplands and Kensington Greens residential neighbourhoods are not currently served by local commercial areas and will also benefit from the provision of this community hub and park.



3.2.3 FOSTER SUSTAINABLE NEIGHBOURHOODS

A complete community is more sustainable as the organization of land use allows a broad range of housing forms to meet lifestyle /economic needs of residents, while allowing people to live closer to places of work, shopping, and recreation. SomerSet's overall compact neighbourhood form and overall higher density are more supportive of public transit and result in a more efficient use of the land resource.



3.2.4 CREATE SAFE NEIGHBOURHOODS

The creation of a safe neighbourhood requires attention to the design and arrangement of public realm areas (such as sidewalks and parks) and private realm areas (such as front yards). The SomerSet Neighbourhood considers these design elements through attention to CPTED (Crime Prevention Through Environmental Design) in the overall planning design. Additionally, pedestrian safety must be carefully considered in neighbourhood design, as walkability and permeability has been emphasized throughout the Concept Plan.



3.2.5 ACCOMMODATING FOR NECESSARY INFRASTRUCTURE

The 2023 Concept Plan has defined itself as a necessary component that will facilitate the plan area to accommodate for both future rail infrastructure and regional servicing. As mentioned in Section 1.0, accommodating for the future north rail and infrastructure corridor is fundamental for the Viterro Canola Crush Facilities. Further, the decision to accommodate regional servicing within the plan area will benefit neighbouring development for future growth and success moving forward.



3.2.6 CHAMPION FOR HOLISTIC NEIGHBOURHOOD DEVELOPMENT

SomerSet looks to be an exemplary development when it comes to holistic design and planning. Emphasizing a community with a broad range of housing typologies, open spaces, and mixed-commercial development, the SomerSet Neighbourhood wants to accommodate for all residents and visitors, providing spaces for live, work, and play.



FIGURE 9: SOMERSET NEIGHBOURHOOD CONCEPT PLAN



TABLES





TABLE 1: GROSS DEVELOPABLE RESIDENTIAL AREA

	Hectares	Acres	Gross Developable Area (%)
Total Plan Area (hectares)	56.88	140.56	100%
Rail and Infrastructure Corridor / Buffer	-13.52	-33.42	-24%
Gross Developable Residential Area	43.36	107.14	76%

TABLE 2: ESTIMATED POPULATION DENSITY

Gross Developable Residential Area (hectares)	# of People in Concept Plan	Population Density (people per hectare)	OCP Minimum Population Density (people per hectare)
43.36	2822	65 pph	50 pph




TABLE 3: CONCEPT PLAN AREA STATISTICS & POPULATION / EMPLOYMENT PROJECTIONS

	Hectares	Acres	Total Plan Area (%)
Total Plan Area	56.88	140.56	100%
Residential Area Land Use			
 Low Density Residential	14.16	34.98	25%
 Medium Density Residential	7.04	17.39	12%
 High Density Residential	1.07	2.64	2%
 Mixed Use (Residential)	2.09	5.17	4%
TOTAL	24.35	60.18	43%



Commercial Area Land Use

 Mixed Use (Commercial)	2.09	5.17	5%
TOTAL	2.09	5.17	5%

Open Space Area Land Use

 Municipal Reserve	1.91	4.73	5%
 Municipal Utility (MU) - Stormwater Management PUL	3.18	7.87	6%
 Municipal Buffer (MB)	0.62	1.53	1%
TOTAL	5.72	14.13	10%

Infrastructure Area Land Use

 Rail & Infrastructure Corridor/ Buffer	13.52	33.42	24%
 Roads & Lane Area	11.19	27.66	20%
TOTAL	24.72	61.08	43%

Density	Units	PPU	People
12upa	412	3.0	1235
31upa	540	2.2	1188
30upa	79	1.7	135
30upa	155	1.7	264
	1186		2822

Approx. FAR	Job Ratio	# of Jobs
0.25	1/50m ²	105
		105

3.3 LAND USE CONCEPT

The development concept, as illustrated in **Figure 9: SomerSet Neighbourhood Concept Plan**, provides an overview of the general land uses for the SomerSet Lands and should be recognized as the official SomerSet Neighbourhood Concept Plan.





3.4 LAND USE STATISTICS

Table 3: Concept Plan Area Statistics & Population / Employment Projections provides a breakdown of all the development lands within the SomerSet Neighbourhood Concept Plan.

At full build-out, the residential portion of the Concept Plan will meet a projected density of 30 units per gross residential hectare (12 units per gross residential acre) and provide approximately 1,189 units. The anticipated population of the plan area is 2,822 people, achieving a population density of approximately 65 people per hectare (pph). This density exceeds OCP Policy 2.11.2 that requires new neighbourhoods to meet a minimum gross population density of 50 people per hectare. The lands will contain a mix of commercial, light industrial and prestige industrial uses as well as some additional mixed-use commercial within the Neighbourhood Hub under the Flex Block areas.

FIGURE 10: SOMERSET KEY PLAN ELEMENTS MAP



3.5 KEY PLAN ELEMENTS

- 1 Potential Prestige Industrial Employment Region adjacent to rail corridor.
- 2 Mixed Commercial or Prestige Industrial adjacent to Winnipeg Street, acting as the gateway into the neighbourhood.
- 3 Neighbourhood Park space to be utilized by neighbourhood residents and Flex Block Zones, while providing needed amenities for the City of Regina.
- 4 High density residential to support the densified Neighbourhood Hub and create an area of activity.
- 5 Permeable neighbourhood pathway network to encourage walkability and interconnectivity.
- 6 Medium density housing oriented on collector network.
- 7 Stormwater facility allocated to constrained, low-point land.
- 8 Municipal buffer and Municipal Parcel to accommodate regional servicing along the Lanigan Line.
- 9 Rail and infrastructure corridor to ensure safety for residential development.



FIGURE 11: NEIGHBOURHOOD HUB



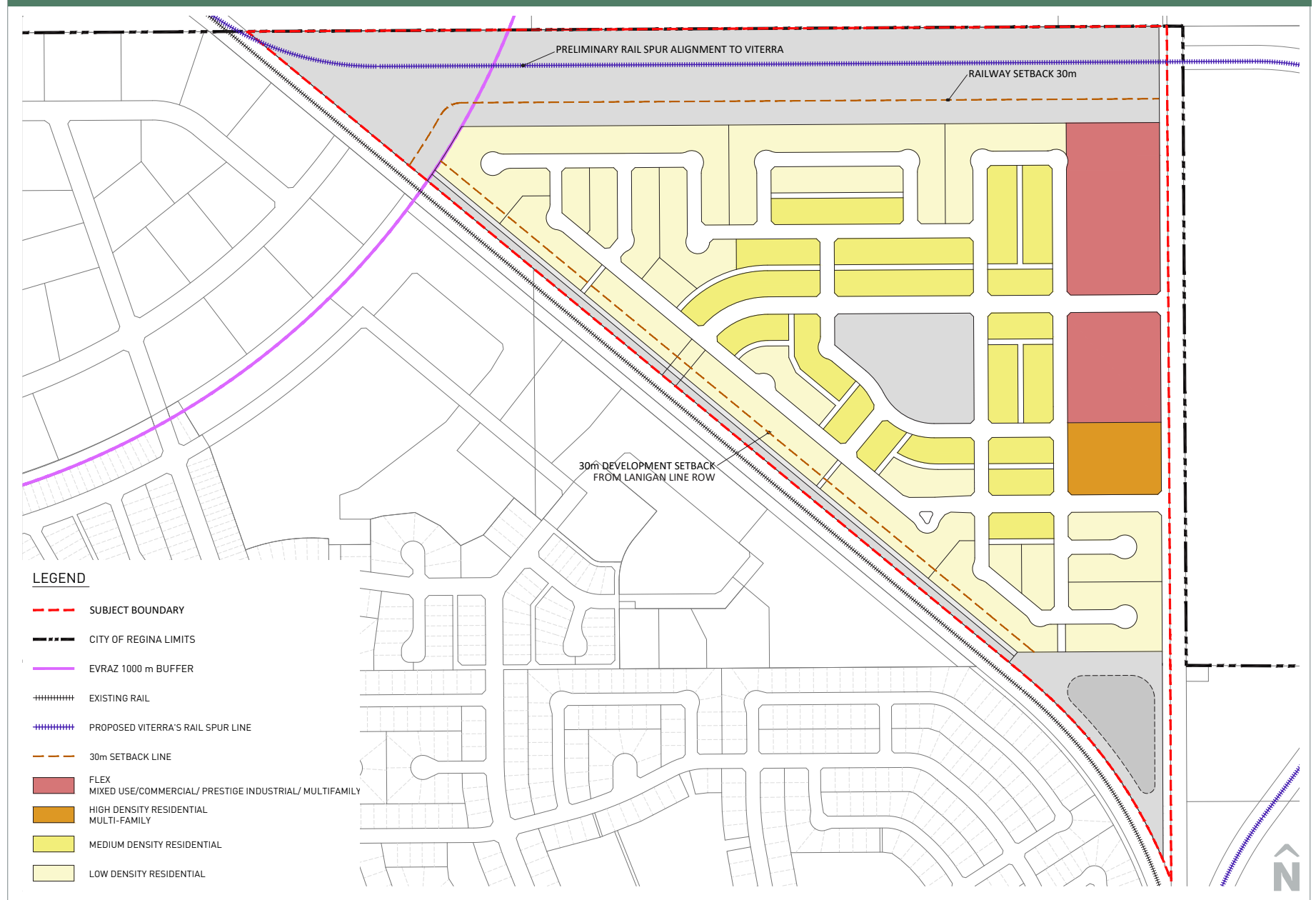
3.6 NEIGHBOURHOOD HUB

The Neighbourhood Hub is comprised of the high-density residential site, the Flex Block #1 and #2 site, and the Neighbourhood Park located in the centre of the community spanning both the residential and mixed-use areas.

In alignment with the Design Regina policies for complete Neighbourhoods, this central gathering space will support daily lifestyle needs, such as services and convenience shopping and an optimally located park and recreation space. The unique location spanning two distinct plan areas and a focus on urban design will facilitate a unique identity and sense of place for both visitors and residents to flourish and prosper.



FIGURE 12: RESIDENTIAL AREA MAP



3.7 RESIDENTIAL AREAS

The residential portion of the plan area will be comprised of low, medium, and high-density housing, strategically distributed across the plan area to support a well-connected and vibrant community. Main thoroughfares and Flex Block Zones exist along the neighbourhood entrance, providing medium and higher density residential uses. High density uses are located adjacent to similar density residential development on the east boundary of the plan area, with medium density housing within and adjacent to the Neighbourhood Hub and park space. Low density, single detached residents will exist further into the neighbourhood and along the perimeter.



3.7.1 LOW DENSITY RESIDENTIAL

The low-density housing portion of the Concept Plan consists of approximately 14.16 ha (34.98 ac) distributed throughout the neighbourhood area, consisting of predominantly laned and laneless single detached housing. This area is to accommodate a neighbourhood environment characterized by buildings with one and two-unit dwellings. Portions of these low-density units back onto the south collector road, across from the multi-family residential. Many low-density units that align the perimeter of the neighbourhood plan back onto railway setbacks and buffers.



3.7.1.1 OPERATIONAL SCENARIO – LANIGAN LINE (REAR YARDS)

The low-density units that run parallel to the Lanigan Line must maintain a minimum 30 metre setback from the CP Railway Right-of-Way. Deeper residential lot depths (42.50 metres) have been allocated to allow for rear landscaping and a berm to ensure an appropriate transition and buffer between the residential and railway uses. The berm would be constructed by the developer and maintenance responsibilities would be assumed by lot owners. An example of these rear yards can be seen in **Figure 17: Operational Lanigan Line Cross Section**.



3.7.1.2 NON-OPERATIONAL SCENARIO – LANIGAN LINE (REAR YARDS)

Under the context that the Lanigan Main Rail Line is decommissioned and removed, a minimum 30.0 metre setback from the CP Railway Right-of-Way will no longer be necessary. As a result, residential lot depths could be standardized to 40.00 metres, allowing rear yards to no longer require the berm and utility easements, simplifying the overall design of the residents' backyards. See Figure 15: Non-Operational Lanigan Line Cross Section.



3.7.2 MEDIUM DENSITY RESIDENTIAL

The medium-density residential area radiates from the Neighbourhood Park and is comprised of approximately 7.04 ha (17.39 ac). This area is to accommodate a neighbourhood environment characterized by a mixture of low-rise multi-unit building types and permitting the development of secondary suite dwellings within multi-unit buildings. Housing mix may include townhouses and row housing. The laned product will support safe and efficient driving conditions from the collector networks and along the local roadways, acting as an appropriate transition into the Neighbourhood Hub. Laned product will also assist with the permeability and connectedness of the neighbourhood, supporting walkability throughout the entire neighbourhood.



Laned product will also assist with the permeability and connectedness of the neighbourhood, supporting walkability throughout the entire neighbourhood.



3.7.3 MULTIFAMILY RESIDENTIAL

High-density, multifamily residential encompasses approximately 1.07 ha (2.64 ac) of land within the plan area. This area is to accommodate a neighbourhood environment characterized by a mixture of multi-unit building types. Opportunity for additional medium high density residential development is accommodated within the identified 'Flex Block Zones 1 & 2'. High density residential situated near the Neighbourhood Park will allow residents convenient access to open space and help to support local services within the Neighbourhood Hub. This region will concentrate density between collector roadways and complement the higher traffic volume of Winnipeg Street.



3.7.4 FLEX BLOCK 1 & 2 (POTENTIAL MIXED-USE RESIDENTIAL/COMMERCIAL)

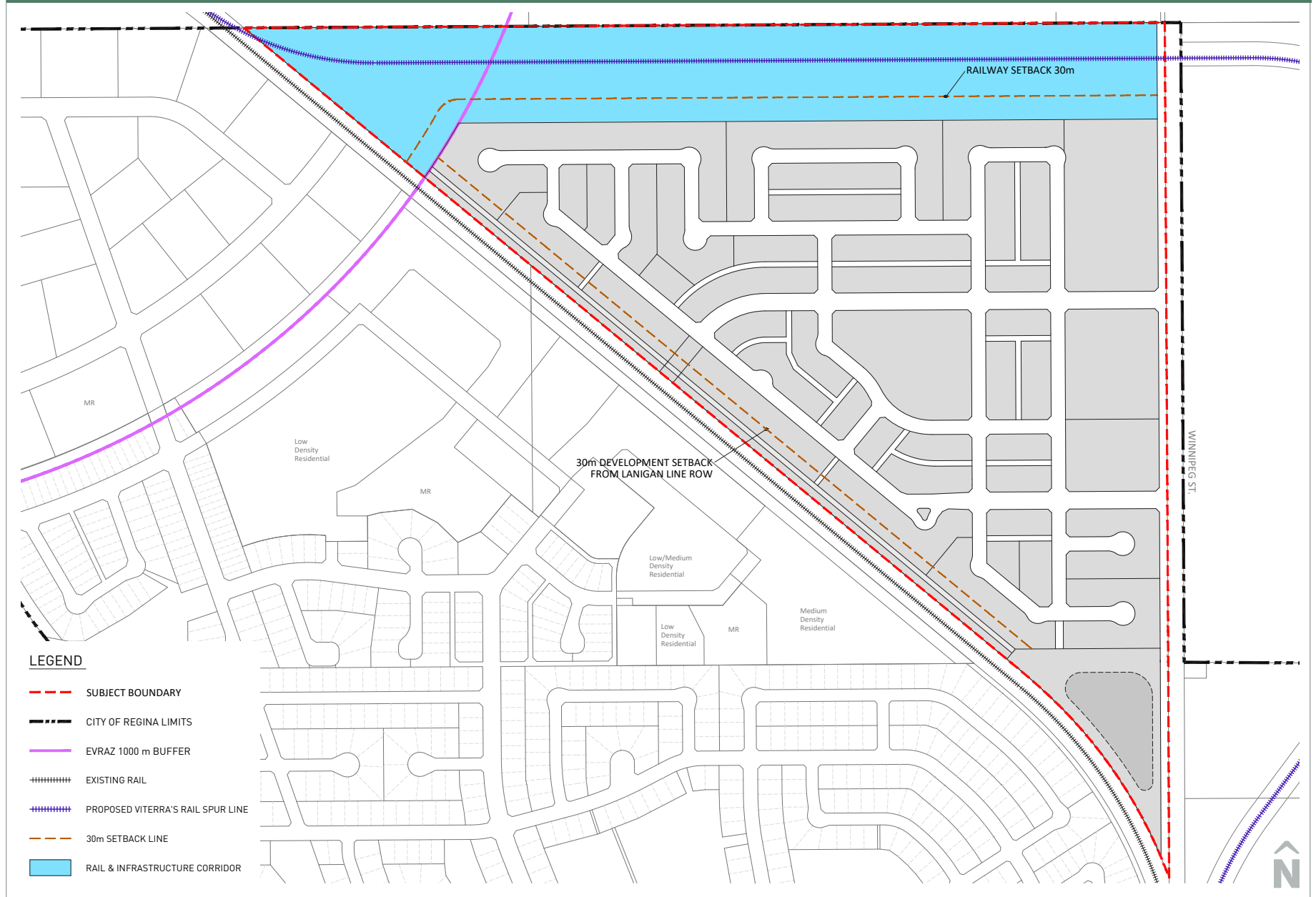
Flex Block #1 is in the northeast of the community encompassing a total land area of approximately 2.55 ha (6.30 ac). Flex Block #2 will be across the collector road from Flex Block #1, encompassing a total land area of approximately 1.64 ha (4.04 ac). This area is to provide mixed use development within the site. The intent is for a combination of medium-high density residential and local commercial or prestige industrial uses within a horizontal or vertical mixed-use setting. Other combinations for the site may include all residential uses or all local commercial uses. More detailed market analysis at the land use redesignation stage will refine the composition of the Flex Block #1 and #2 site.



High density residential situated near the Neighbourhood Park will allow residents convenient access to open space and help to support local services within the Neighbourhood Hub



FIGURE 13: RAIL AND INFRASTRUCTURE CORRIDOR



3.8 RAIL CORRIDOR & EVRAZ BUFFER

In accordance with the Zoning Bylaw Amendment Application (PL202200041 & PL202200043) to accommodate the future Viterra Canola Crush Facility, 13.52 hectares (33.42 acres) of land within the plan area was rezoned from UH to RW (Railway Zone) to facilitate a rail main line and infrastructure corridor. This area includes a Railway Setback Area, measuring a minimum of 30 metres wide, behind the proposed northern low-density residential. Additionally, the northwest corner of the concept plan will require conversion to additional RW lands, largely because of these lands falling within the 1000 m Evraz Buffer Zone, enacting certain land use restrictions. Within this rail corridor it is anticipated that storm water management infrastructure will be required consisting of a storm conveyance channel and proposed storm water detention facility. This stormwater facility will mitigate and address the runoff from both the adjacent northern lands (10.52 ha) and the City of Regina's rail and infrastructure corridor.

The proposed stormwater management strategy and system capacity assessment modelling analysis and results are further detailed in Associated Engineering's Utility Servicing Report, submitted under separate cover.



FIGURE 14: OPEN SPACE



3.9 PARKS AND OPEN SPACE

The parks and open space within SomerSet Neighbourhood are intended to provide diverse recreation amenities that are accessible and welcoming to all residents. As can be seen in **Figure 14: Open Spaces**, three distinct areas have been identified:

- 1 Neighbourhood Park
- 2 Southeast Stormwater Facility
- 3 Lanigan Line Interface

TABLE 4: MUNICIPAL RESERVE DEDICATION		
	Hectares	Acres
Total Plan Area	56.88	140.56
Less Municipal Utilities (MU)	3.18	7.87
Less Rail & Infrastructure Corridor	13.52	33.42
Gross Developable Area (GDA) for MR Calculation	40.18	99.27
Gross Developable Residential Area	38.07	94.1
Municipal Reserve Owing (10%)	3.81	9.41
Gross Developable Non-Residential Area (Employment)	2.11	5.17
Municipal Reserve Owing (5%)	0.11	0.26
Total MR Required (Non-Residential & Residential)	3.92	9.67
Total MR Provided	1.91	4.73
Total MR Difference	-2.01	-4.94

Table 4: Municipal Reserve Dedication provides a summary of the municipal reserve requirements and dedications for the plan area. The total amount of Municipal Reserve provided for the plan area is intended to be provided by the Neighbourhood Park. The plan area does not provide enough require Municipal Reserve and will have to compensate for the shortfall through cash in lieu. Future Municipal Reserve dedication shall be in accordance with the Planning and Development Act and only required at the time of subdivision.

FIGURE 15: NEIGHBOURHOOD PARK



3.9.1 NEIGHBOURHOOD PARK

The central 'Neighbourhood Park' will provide different classifications of recreation facilities and serve the neighbourhood in different ways. The 'Neighbourhood Park' is located within the central Neighbourhood Hub district, residing closely to both the residential and mixed-use portions of the Concept Plan. The Neighbourhood Park consists of approximately 1.91 ha (4.73 ac), serving as a valuable amenity to residents, business park employees, and the broader community. Further, the Neighbourhood Park makes up the entirety of the SomerSet Neighbourhood's Municipal Reserve.

The Neighbourhood Park will provide an assortment of possibilities related to programming. During the concept plan stage, it was determined that a Multi-Play Field will run north to south, with an adjacent Access Play Structure, Basketball Court, Picnic Area, and small enclosed Dog Park (0.25 ha). Such amenities are aimed to serve as community gathering spaces, catering to residents within the SomerSet Neighbourhood as well as the greater community beyond the plan area boundary. The location of the Neighbourhood Park will ensure a vibrant and well-used park space during all hours of the day, as it is situated adjacent to high density residential uses and local commercial services.

The location of the Neighbourhood Park will ensure a vibrant and well-used park space during all hours of the day, as it is situated adjacent to high density residential uses and local commercial services.

The park will be connected throughout the plan area via on-street and off-street green pathway infrastructure throughout the road network and development, allowing residents and visitors to not only safely access the park, but to also meander to various amenities throughout the entire neighbourhood. See **Section 4.0 – Transportation** for further information regarding active transportation and pathways.



[illegible]

3.9.2 SOUTHEAST STORMWATER FACILITY

Accounting for 2.23 ha (5.51 acres) in the southeastern corner of the SomerSet site area, is a Municipal Utility Stormwater Facility. This servicing amenity also stands to provide significant open space for the community, as it connects directly with the Municipal Buffer / Municipal Utility (Lanigan Line) multi-use pathway discussed below. The southeastern stormwater facility open space area will accommodate a looped path that will benefit active transportation and will surely be a location for dog walkers and fresh air seekers alike.



FIGURE 17: LANIGAN LINE OPERATIONAL SECTION

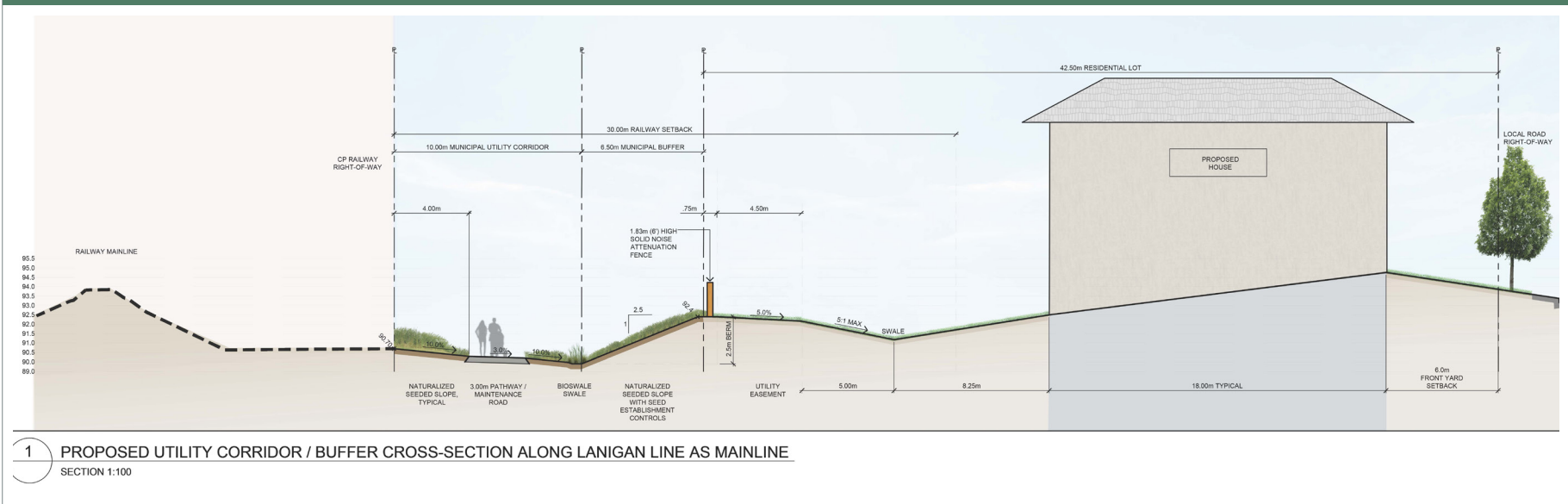


FIGURE 17A: MUNICIPAL BUFFER DETAILED PLAN VIEW

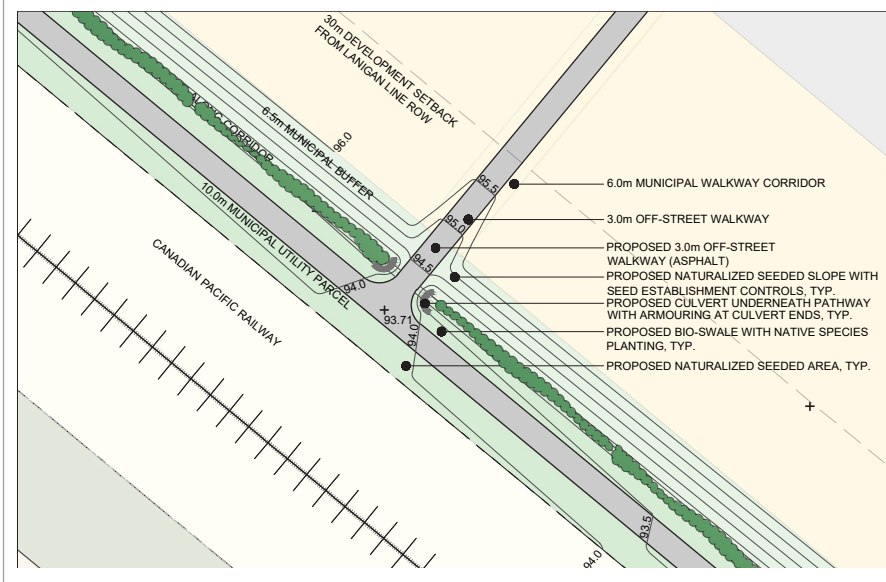


FIGURE 17B: MUNICIPAL BUFFER DETAILED PLAN VIEW

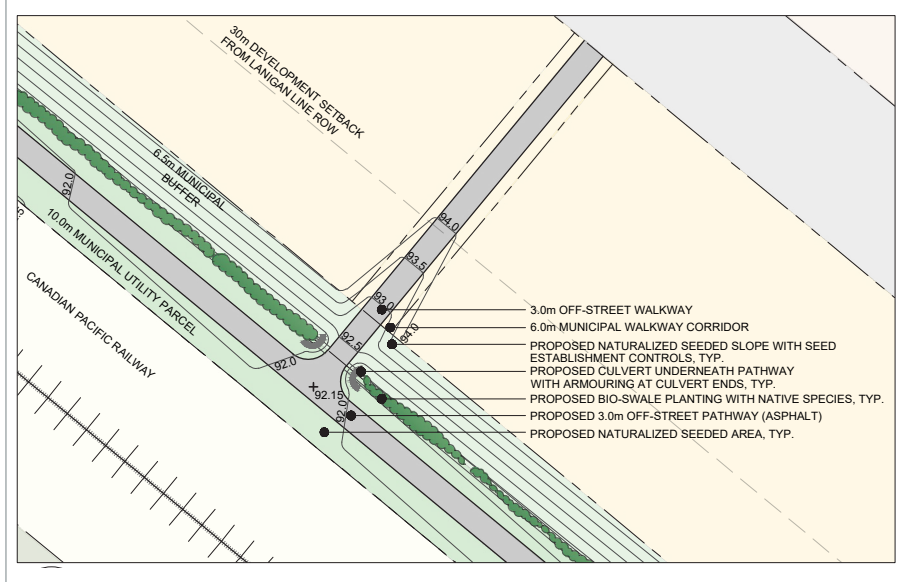
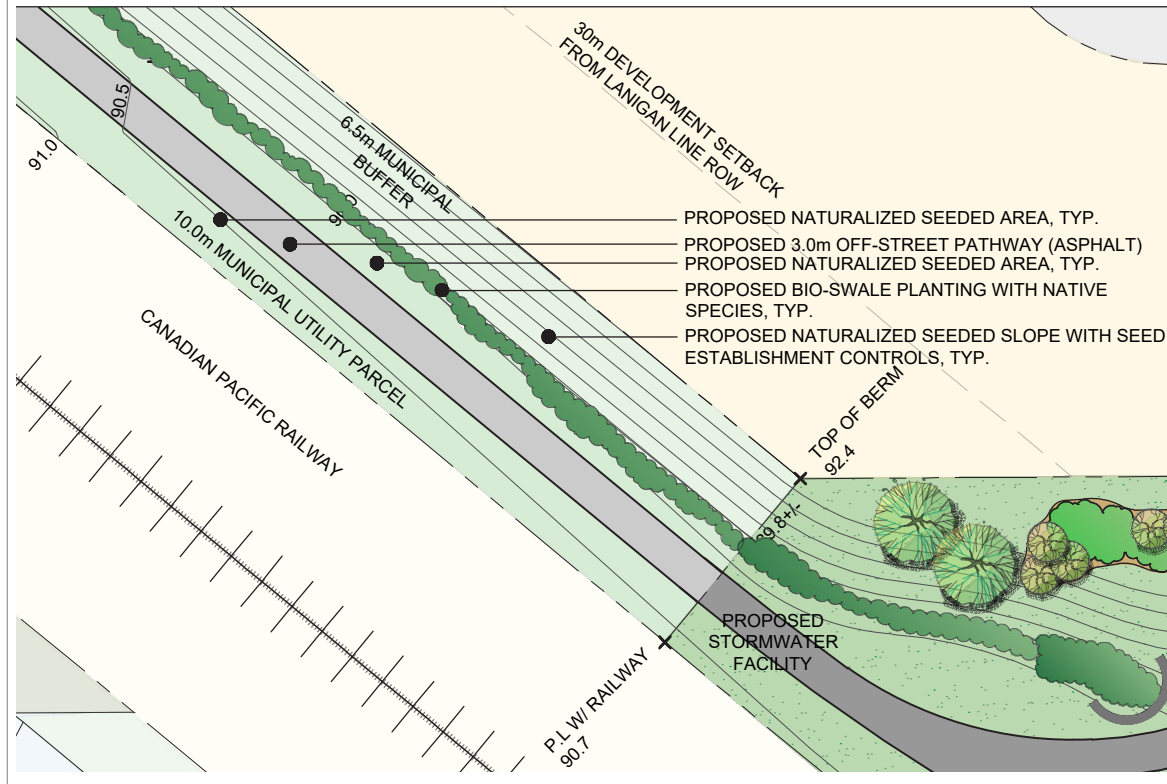


FIGURE 17C: MUNICIPAL BUFFER DETAILED PLAN VIEW

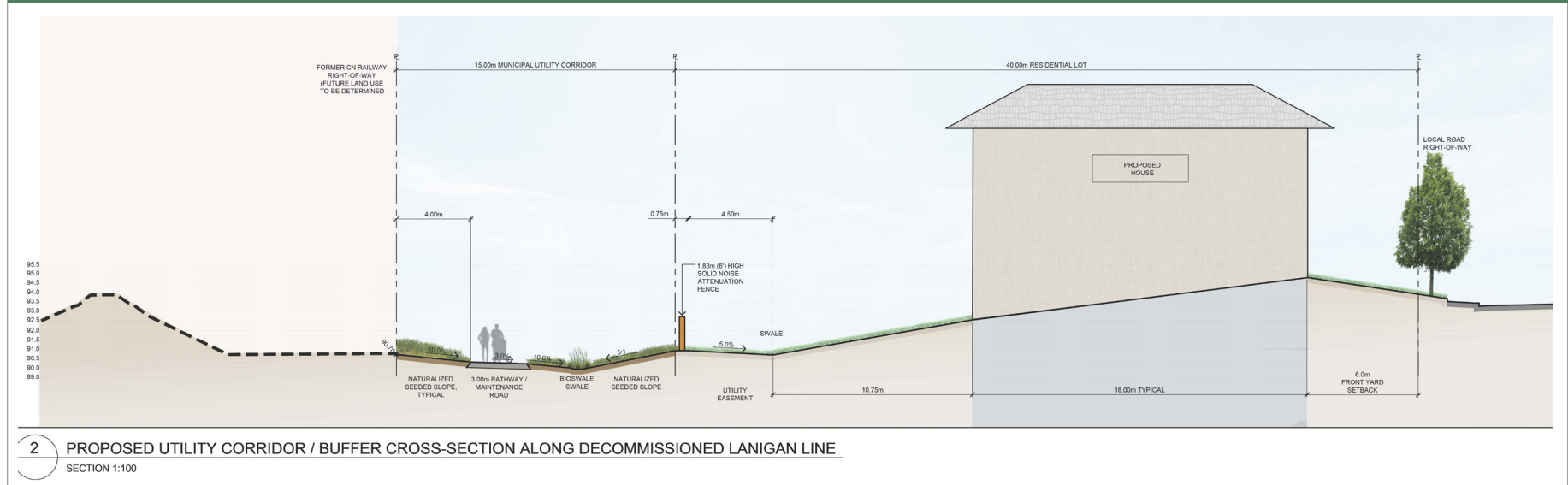


3.9.3 LANIGAN LINE INTERFACE

3.9.3.1 OPERATIONAL SCENARIO – LANIGAN LINE

Additional open space can be found running along the Lanigan Line in the form of a 6.50 m Municipal Buffer that can be seen in **Figure 17: Lanigan Line Operational Section**. Adjacent to the Municipal Buffer will be a 3.0 m pathway / maintenance road that will better assist service access along the operational Lanigan Line. Accounting for 0.62 hectares (1.53 acres), the Municipal Buffer will ensure safety for all residents and visitors, while also providing an opportunity for visually appealing landscaping.

FIGURE 18: NON-OPERATIONAL LANIGAN LINE SECTION

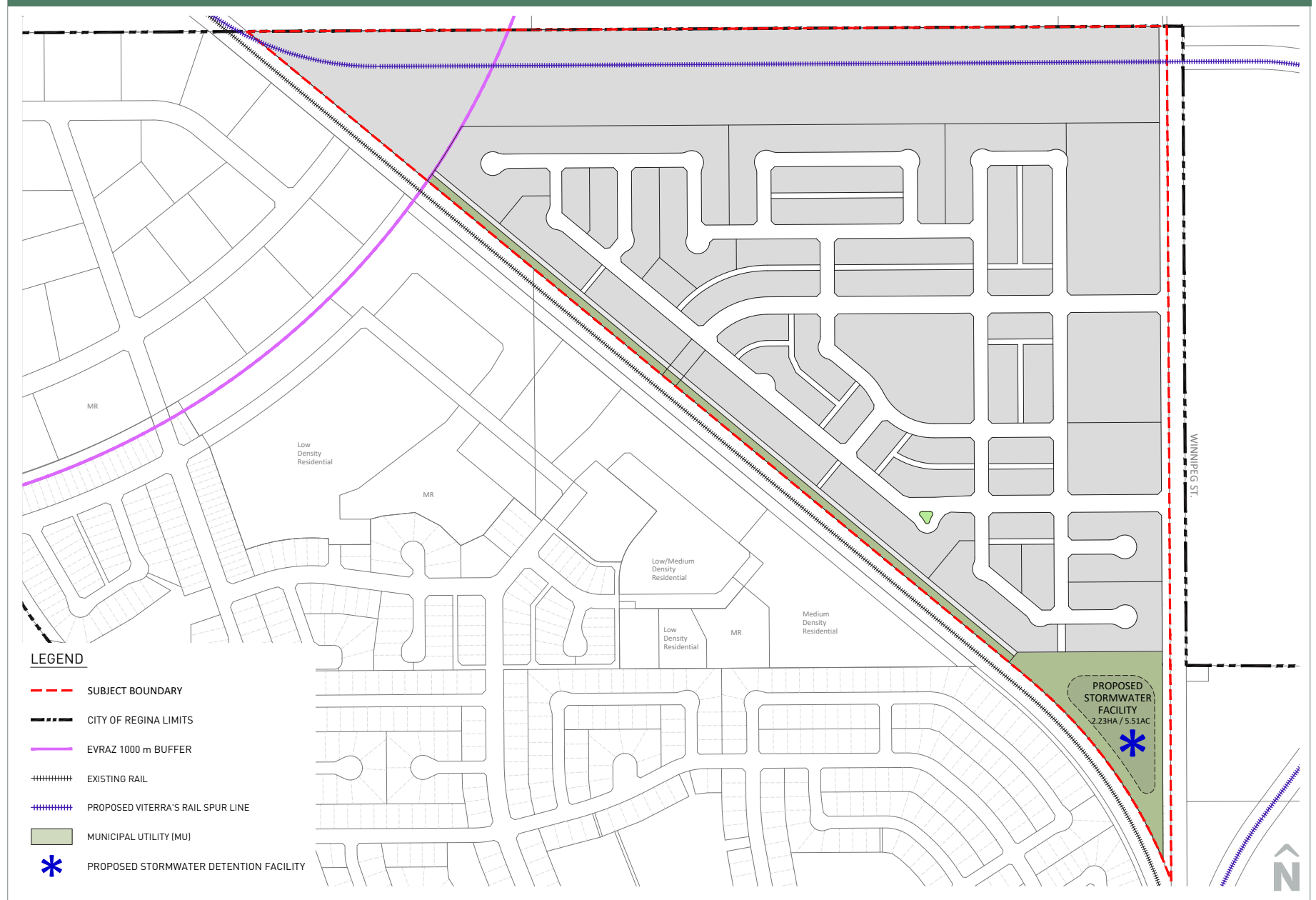


3.9.3.2 NON-OPERATIONAL SCENARIO – LANIGAN LINE

Under the context that the Lanigan Main Rail Line is decommissioned and removed, a Municipal Buffer will no longer be necessary allocating the said adjacent corridor to 15.0 m of Municipal Utility. A 3.0 metre pathway / maintenance road will still exist that will continue to benefit necessary off-site servicing and residents / visitors. **Figure 18: Non-Operational Lanigan Line** showcases this possible scenario with more conceptual renderings.



FIGURE 19: MUNICIPAL UTILITY PARCEL



3.10 MUNICIPAL UTILITY PARCEL

The SomerSet Concept Plan contains 3.18 ha (7.87 ac) of allocated Municipal Utility (MU) space throughout the proposed plan. These lands are comprised of one stormwater facility, existing in the southeast corners, and a 10-metre-wide MU corridor that runs along the Lanigan line. Both parcels are instrumental in the servicing for the SomerSet Neighbourhood and future off-site development (i.e. The Viterra Canola Crush Facility).

As can be reviewed in Associated Engineering's Utility Servicing Report, within the City's north rail corridor anticipated storm water management infrastructure will be necessary. This infrastructure will likely be designated as Municipal Utility and will fall to the City's decision, responsibility, and discretion.



A high-angle, slightly blurred photograph of a person riding a bicycle on a dark asphalt road. The rider is wearing a bright green jacket and a white helmet. The road has white lane markings. To the left of the road is a large, dense green tree. The overall image has a dark, moody aesthetic.

4.0

TRANSPORTATION

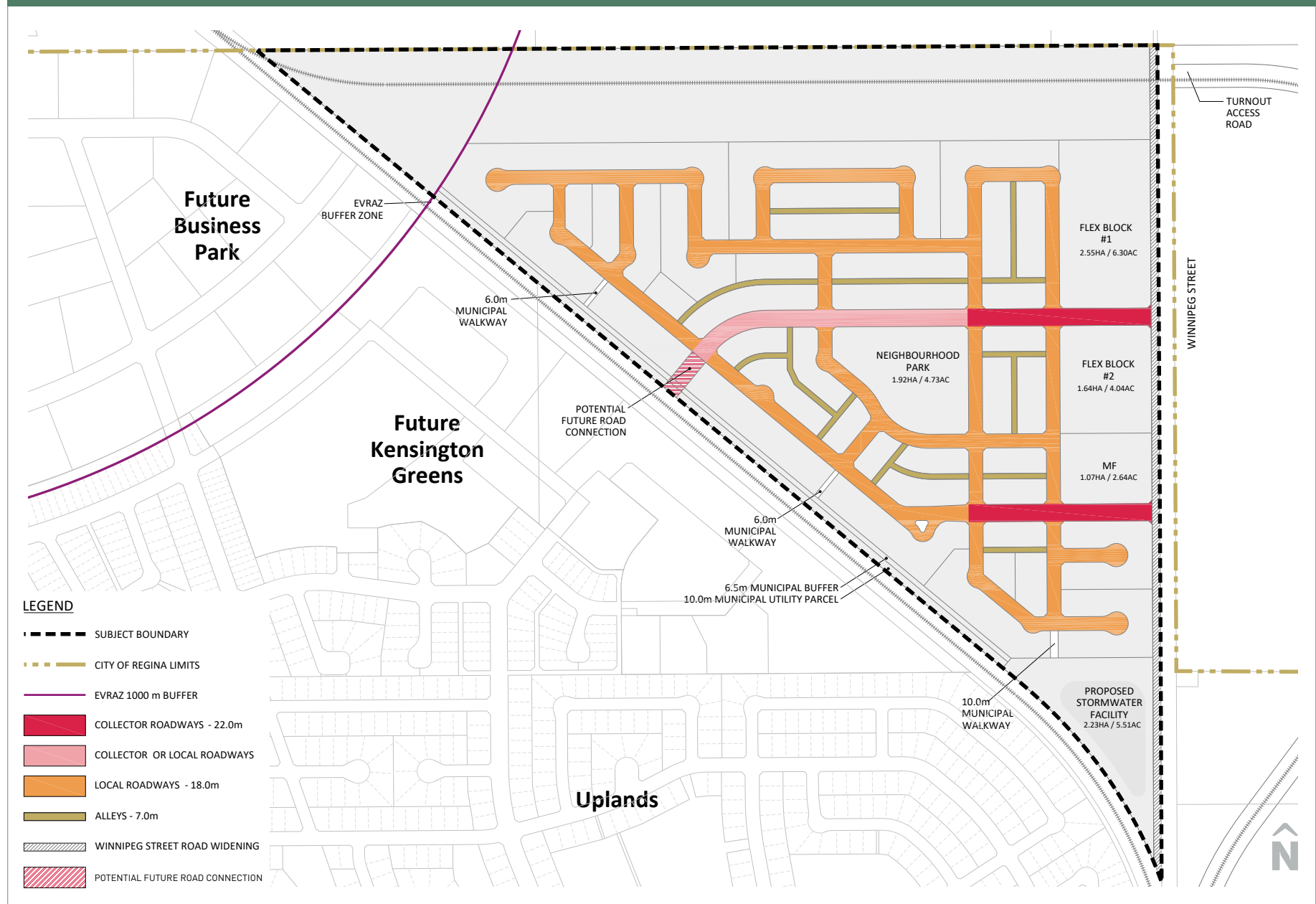
4.0 TRANSPORTATION

The SomerSet Neighbourhood will be serviced with an infrastructure network of roads, complete with sidewalks, landscaping, storm and sanitary sewers, water mains, and storm water management facilities to municipal standards. There will also be provision for underground electrical, telephone, cable, and gas utilities.

Analysis and review of site servicing issues was undertaken to determine how the SomerSet Neighbourhood would tie into the City's existing servicing infrastructure. This analysis considered water, sewer, storm water and transportation issues.



FIGURE 20: ROAD NETWORK



4.1 TRANSPORTATION SYSTEM OVERVIEW

The intent of the transportation system in the SomerSet Neighbourhood is to allow for the efficient movement of people through the plan area, connecting both the residential and employment areas, while also promoting walkability and healthy lifestyles. The primary road network consists of a modified grid of collector roads between the Neighbourhood Hub and residential neighbourhood areas. Two collector roads enter the site area, running east to west from Winnipeg Street, an arterial road on the east side of the plan area. Local roadways intersect these two collector roads, breaking off to various residential quadrants, while circulating the central Neighbourhood Park. This smaller modified grid

network of local roads ensures efficient movement within the neighbourhood interior and convenient access to the collector network.

The road network has been designed to seamlessly connect with Winnipeg Street that is a vital arterial road connecting to the City's Ring Road.

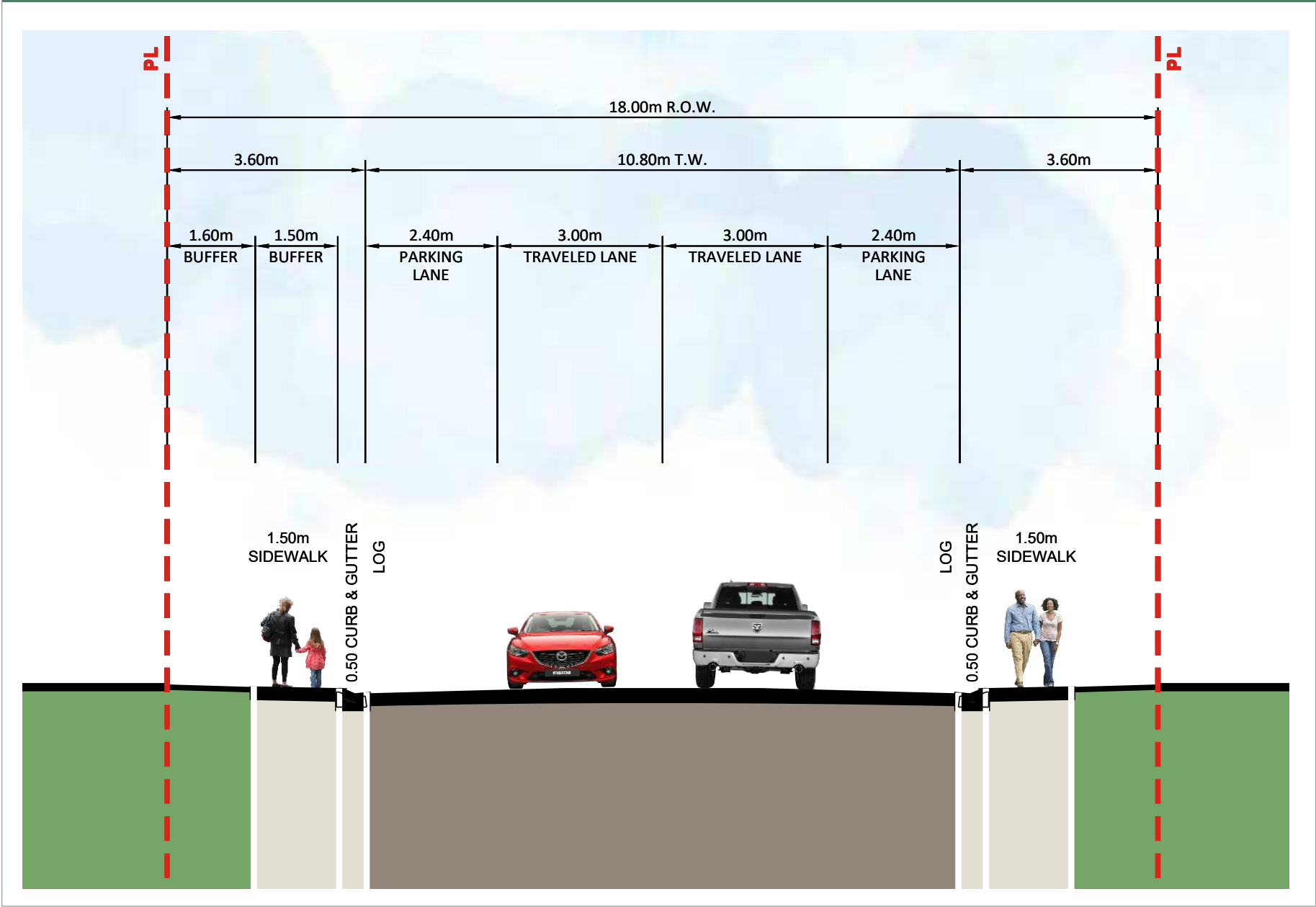
A Traffic Impact Assessment (TIA) was completed for the plan area and includes a detailed analysis of existing traffic conditions, traffic generations and forecasts because of the proposed development, and recommendations for road classifications and possible road network improvements from a multimodal perspective. The full TIA has been included under separate cover.

4.2 ROAD NETWORK HIERARCHY

The internal road network is demonstrated in **Figure 20**. It is comprised of local and collector roads that connect to Winnipeg Street, an arterial road east of the plan area. Winnipeg Street. This would serve as the only arterial roadway connection into the neighbourhood at this time. The proposed road classifications are based on the City of Regina's Transportation Master Plan and Design Standard Manual, and provide for the movement of vehicles, pedestrians, and cyclists throughout the plan area.



FIGURE 21: LOCAL ROAD CROSS-SECTION



4.3 ROAD NETWORK CROSS-SECTIONS

Proposed sections for the internal road network are demonstrated in **Figures 21, 22, & 23** and include collector and local roads. The sections demonstrated are modelled after the 2019 City of Regina Transportation Design Standard Manual and may be subject to minor modifications at the detailed design stage.

The proposed road network balances the needs of vehicle, cyclist and pedestrian traffic in a safe and efficient manner. The modified grid provides a clear and legible hierarchy to the community that supports multi-modal connectivity.



FIGURE 22: COLLECTOR ROAD CROSS-SECTION

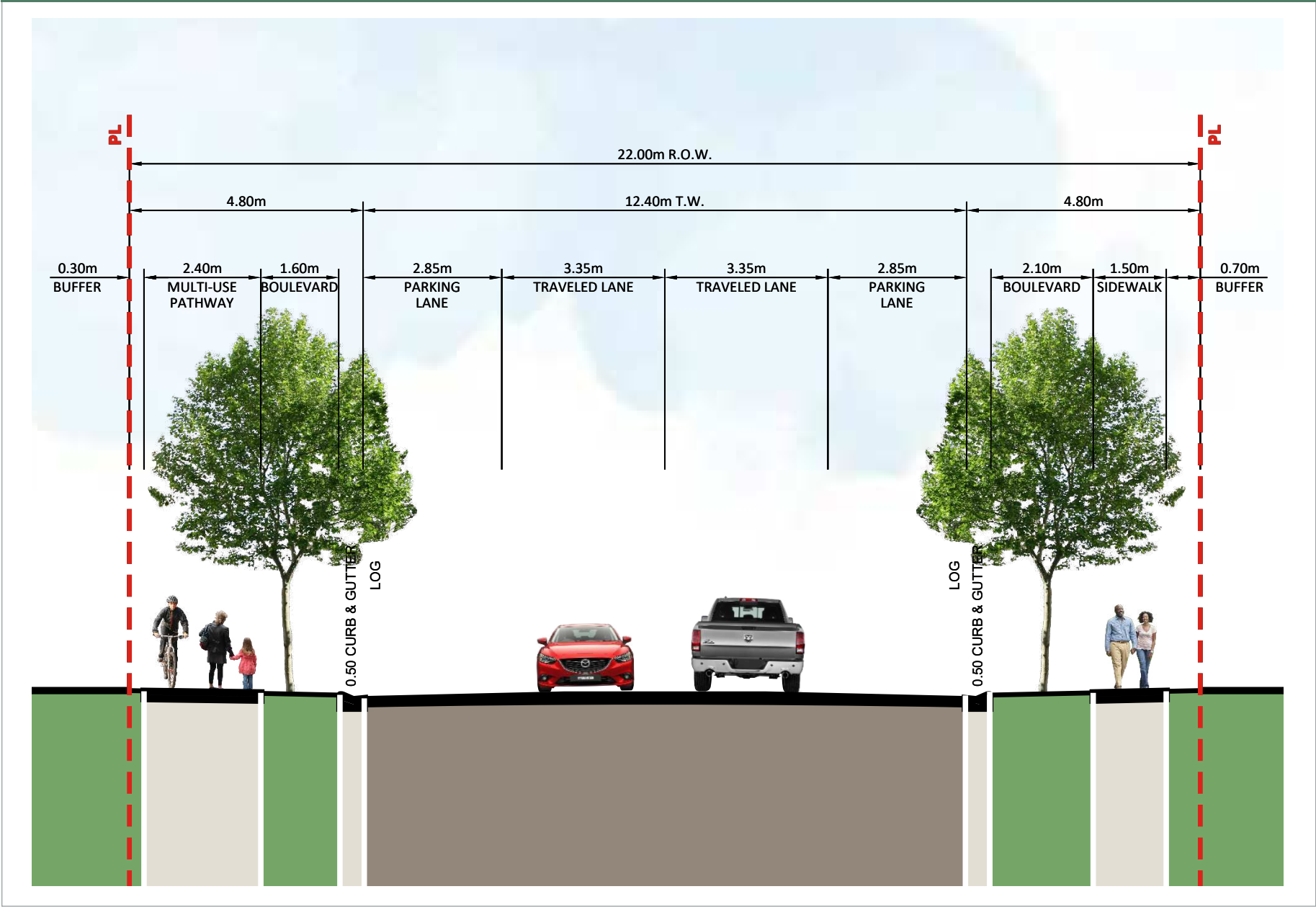


FIGURE 23: ARTERIAL ROAD CROSS-SECTION

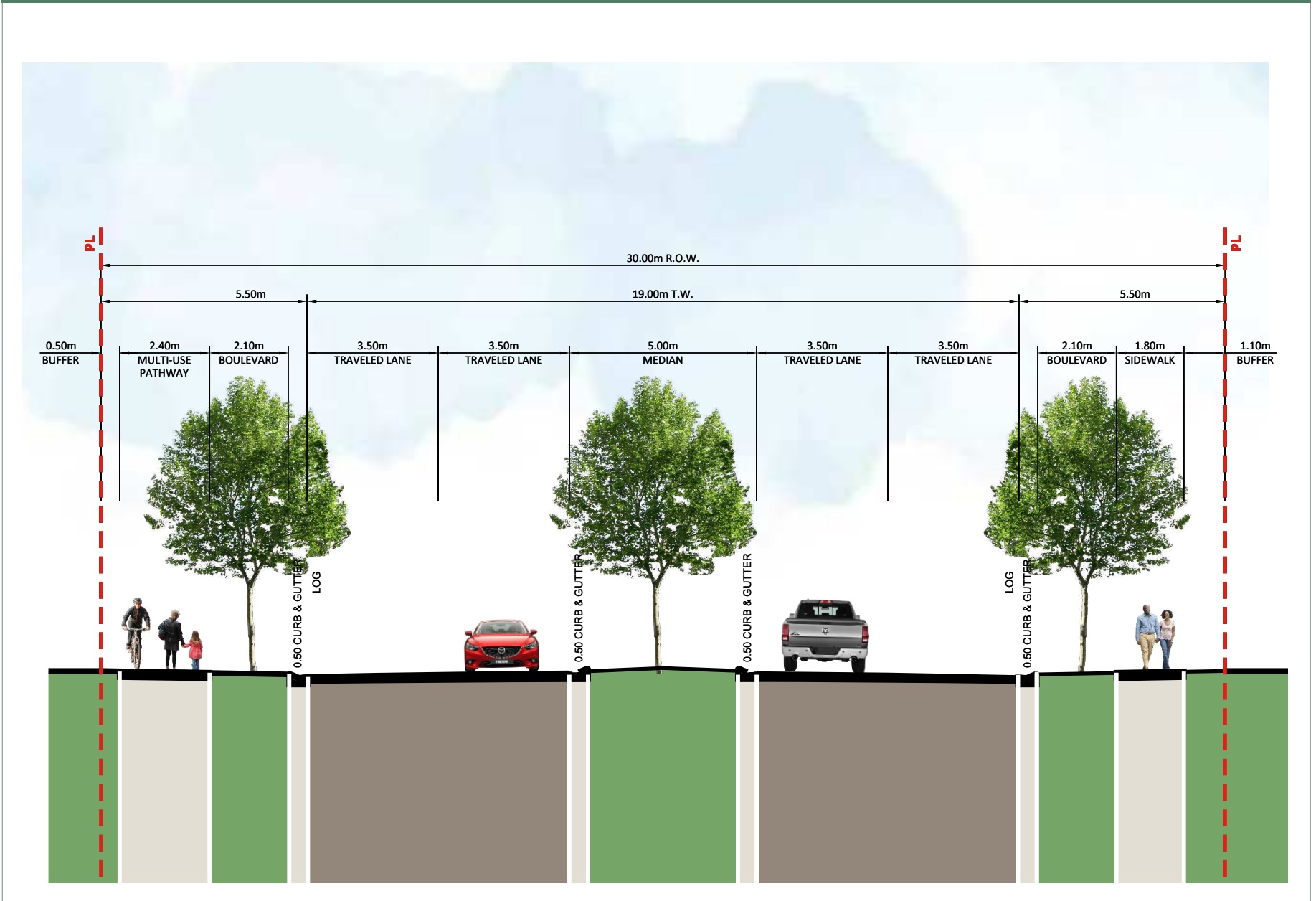
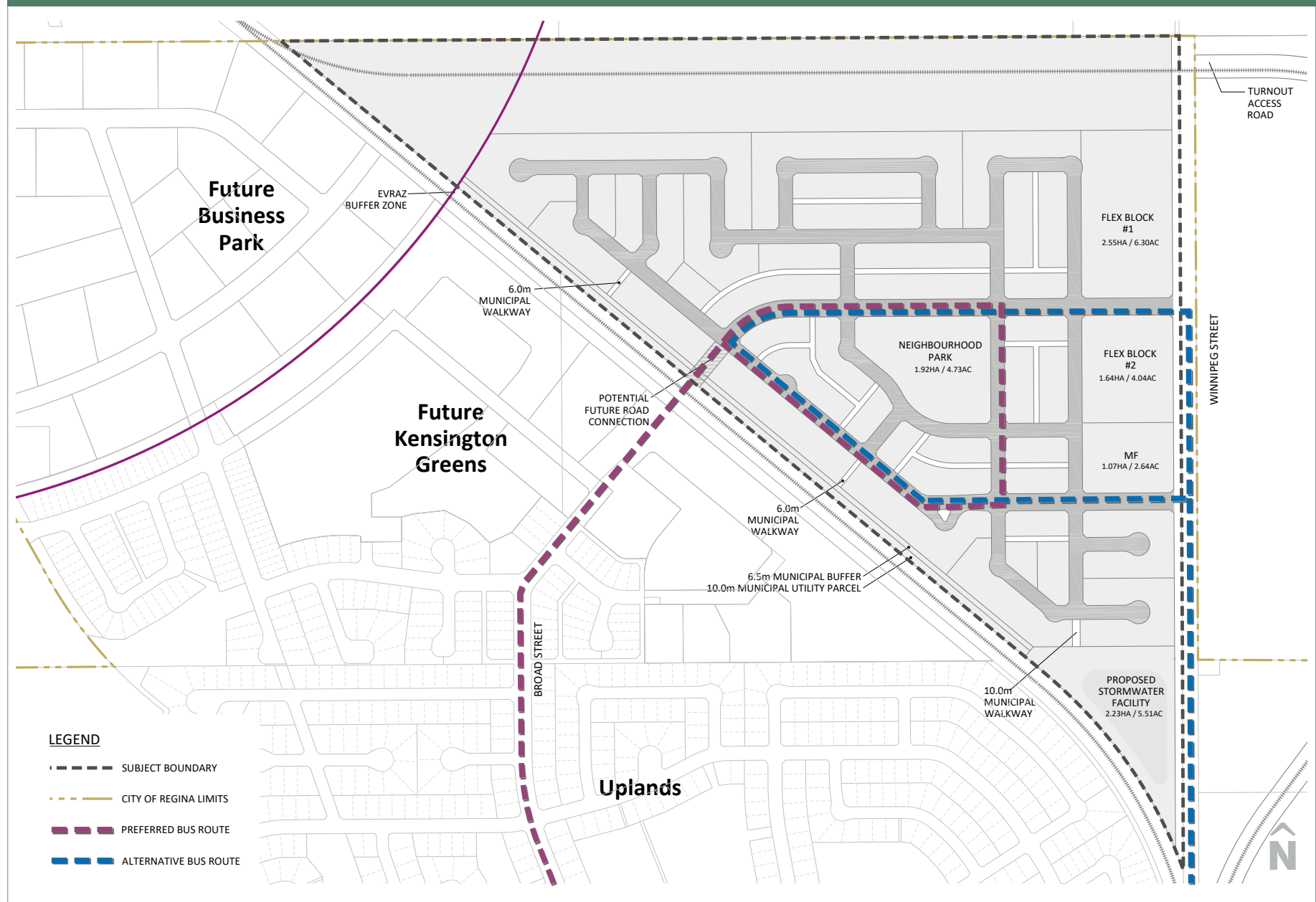


FIGURE 24: TRANSIT ROUTE OPTIONS



4.4 PROXIMITY TO PUBLIC TRANSPORTATION

The proposed SomerSet Neighbourhood development is adjacent to Regina Transit Route 5 Uplands, runs north from Regina's Downtown to the Uplands Neighbourhood, just south of SomerSet. The Regina Transportation Master plan specifies that 400 m is the maximum desirable walking distance to a transit stop for residents and workplaces. The existing Route 5 bus stops in Uplands, however, exceed the 400 m walking distance for the SomerSet Neighbourhood, therefore a transit route will be required in the proposed development.

Figure 24: Transit Route Options illustrates two proposed routes to expand upon the City of Regina's existing Transit Route 5, with the option shown in pink as the preferred route. The preferred route provides a direct connection to the proposed Kensington Greens neighbourhood, the existing Uplands neighbourhood, and into downtown Regina. It also keeps busses off Winnipeg Street by allowing busses to loop through the proposed neighbourhood. This is preferable for transit operations so that they remain on roads where they can serve customers.

If the Broad Street connection is not built, then the option shown in blue will sufficiently service the proposed SomerSet neighbourhood.

Additional detail for City of Regina Transit demands are further detailed in Associated Engineering's Traffic Impact Assessment Report, submitted under separate cover.

4.5 TRANSPORTATION IMPACT ASSESSEMENT (TIA)

A Traffic Impact Assessment (TIA) was completed for the plan area and is included under separate cover. Key findings from the TIA for the SomerSet neighbourhood are as follows:

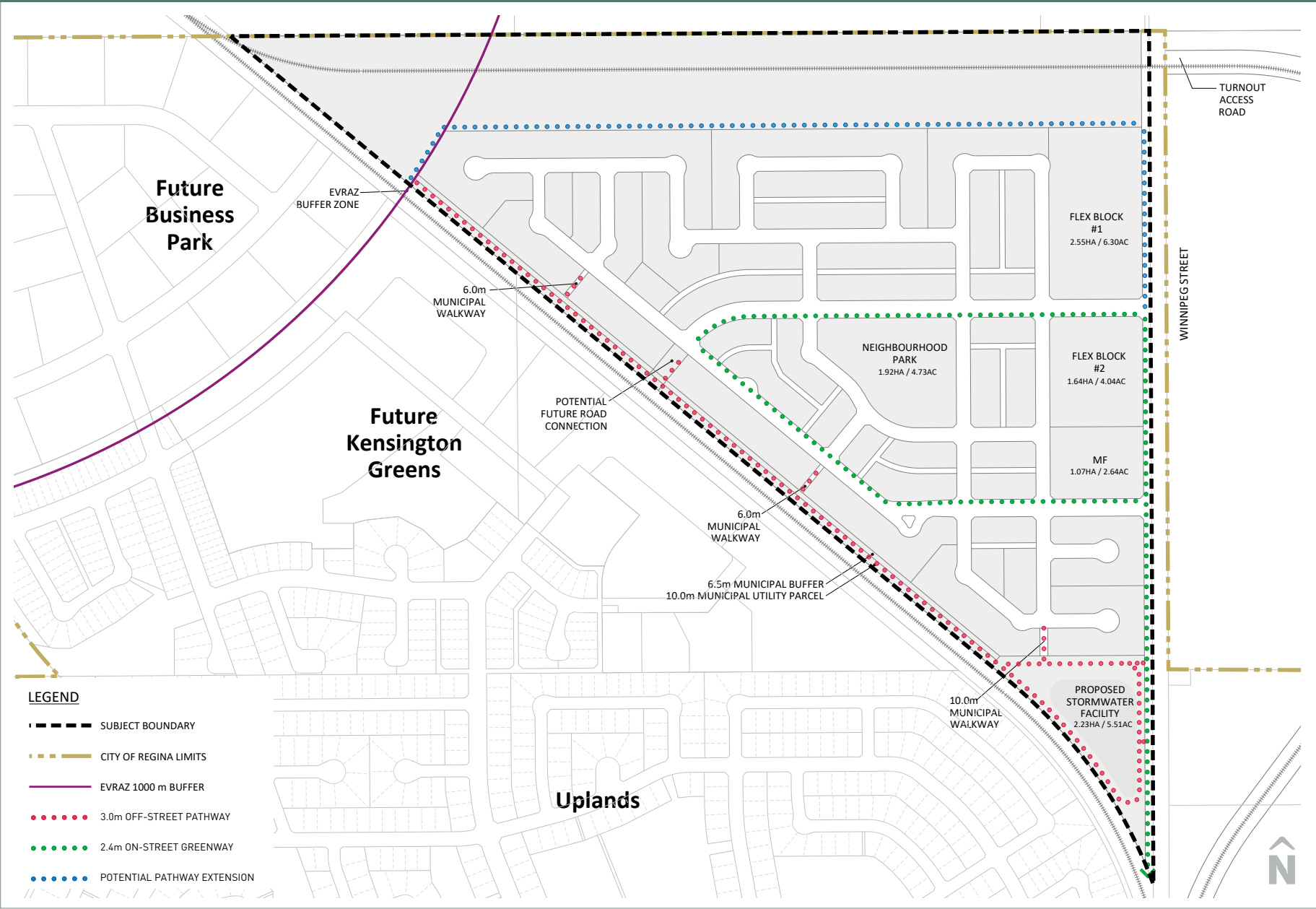
- **Existing Traffic Operations** – The existing intersections within the study area operate within acceptable levels of service during the AM and PM peak hours.
- **Background Traffic Operations** – The intersection of Winnipeg Street and 12th Avenue North is forecast to continue operating within acceptable levels of service during the AM and PM peak hours in the 2040 horizon. As a result of the proposed Kensington Greens neighbourhood, the intersection Broad Street and 12th Avenue North is expected to exceed the acceptable levels of service in the 2040 horizon. The installation of signal control at the intersection of Broad Street and 12th Avenue North will mitigate the deteriorating operation in 2040.

- **Estimated Site Trip Generation** – The Somerset neighbourhood is estimated to generate approximately 667 AM peak trips and 825 PM peak trips based on the various land uses.
- **Forecast Traffic Operations** - With and without the proposed Kensington connection, the two proposed access points along Winnipeg Street are expected to operate within acceptable levels of service at full build-out with a stop sign for eastbound traffic. The intersections of Winnipeg Street and 12th Avenue North, and Broad Street and 12th Avenue North will not operate within acceptable levels of service at full build-out with stop-controlled traffic. The installation of traffic signals at these intersections is expected to address intersection performance.

Traffic signals are warranted at Broad Street and 12th Avenue North due to background growth, not related to the proposed development. These details are provided in the full TIA report. The following system improvements are recommended based on the proposed SomerSet development:

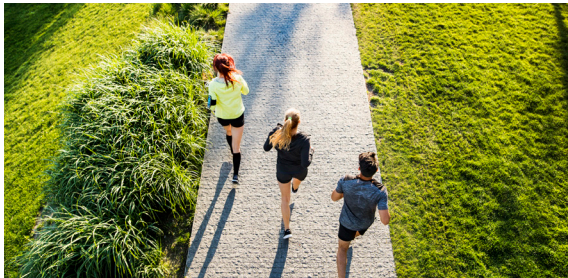
- Install a stop sign for eastbound traffic at the proposed North and South access points.
- The City of Regina and Developer to determine preferred traffic control at Winnipeg Street

FIGURE 25: PATHWAY NETWORK



and 12th Avenue North. Traffic signals or an all-way stop with a northbound left-turn lane and a southbound right-turn lane will accommodate future traffic volumes.

- Construct the potential Broad Street connection to accommodate the preferred transit route. This recommendation is dependant upon approvals from applicable authorities and stakeholders.
- Modify Regina Transit Route 5 to include the preferred loop through the development.



The installation of traffic signals at these intersections is expected to address intersection performance.

4.6 ACTIVE TRANSPORTION

The City of Regina's Transportation Master Plan promotes active transportation including pedestrian and cyclist movements within the city. The SomerSet Neighbourhood Concept Plan and associated TIA have detailed specifications to encourage multiple forms of active transportation throughout the plan area and surrounding networks.

Pedestrian movement can be encouraged through multiple factors including the overall layout of the community, the proximity to amenities, and the provision of pedestrian infrastructure. The modified grid road design, moderate block size, and centrality of the Neighbourhood Park and neighbourhood scale commercial opportunities are all intended to promote a livable community in which the daily needs of residents can be met within walking distance. In addition, the proximity of the employment area may allow some residents to be within walking distance of their place of employment.

Regarding pedestrian infrastructure, as demonstrated in **Figure 25: Pathway Network** (and the sections in **Figures 21, 22, & 23**), the low-density local roads are proposed to include sidewalks on both sides of the street. All collector roads would contain sidewalks on both sides of the street. In addition to sidewalks,

municipal on-street and off-streets pathways have been included within the plan area to provide better pedestrian connections between longer blocks, and places of importance throughout the plan area. These off-street pathways will provide residents and visitors with not only efficient connections, but also the opportunity to live healthier while forming connections to their community.

The design choice to establish multiple sightlines via the greenway network was encouraged, in hopes of facilitating future community members to utilize these spaces and allow for walkability and access. A Potential Pathway Extension has also been proposed to run along the northern rail corridor, to the rear of the site's northern low-density residential lots.

The motivation behind this pathway extension would be to connect a looped path completely around the neighbourhood area. This would benefit the community and further promote healthy, active lifestyles.

Many of the factors promoting walkability within SomerSet Neighbourhood also extend to cycling. The plan design, land uses, and provisions of pathways and walkways all benefit cyclists. For example, the Multi-Purpose on-street pathways will serve to benefit not just those walking and running, but those cycling as well.

5.0

SERVICING



5.0 SERVICING

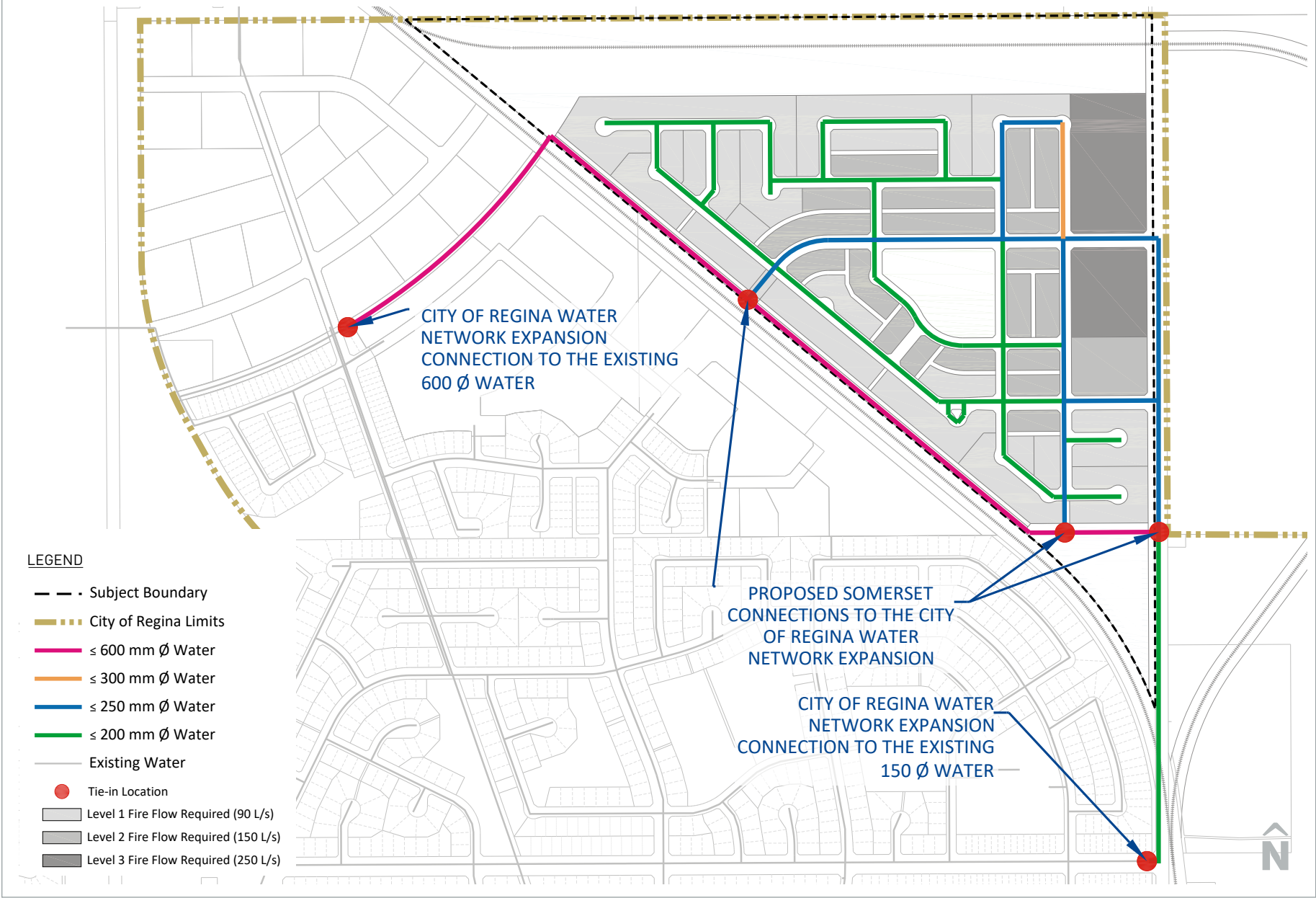
5.1 SERVICING OVERVIEW

Servicing includes the provision of water, sanitary and stormwater management to SomerSet Neighbourhood, and the provision of services to the plan area is critical to the development and long-term sustainability of the community.

The servicing strategies were based on a detailed assessment of existing conditions of the subject lands as well as in consultation with the City of Regina. The following sections provide a brief overview of the servicing strategy for the plan area, while detailed Servicing Reports have been submitted under separate cover.



FIGURE 26: WATER DISTRIBUTION NETWORK



5.2 WATER SERVICING

Water services will be provided to SomerSet through the extension of the existing water distribution system in the Kensington Greens and Uplands neighbourhoods.

To support the significant industrial development occurring in northeast Regina, the City is undertaking the design and construction of the **North Regina Watermain Extension** in multiple stages over a 10-year horizon. The initial Stage 1 extension to service SomerSet and the Viterra Canola Processing Facility is currently in design and planned for construction in 2023 to 2024. This project includes the extension of the 600 mm diameter watermain northeast through Kensington Greens, then southeast parallel to the Canadian Pacific Railway, and then east across Winnipeg Street. To loop this extension, a 200 mm diameter watermain will also extend south along Winnipeg Street and connect to the existing watermain on 12th Avenue N. It is anticipated this

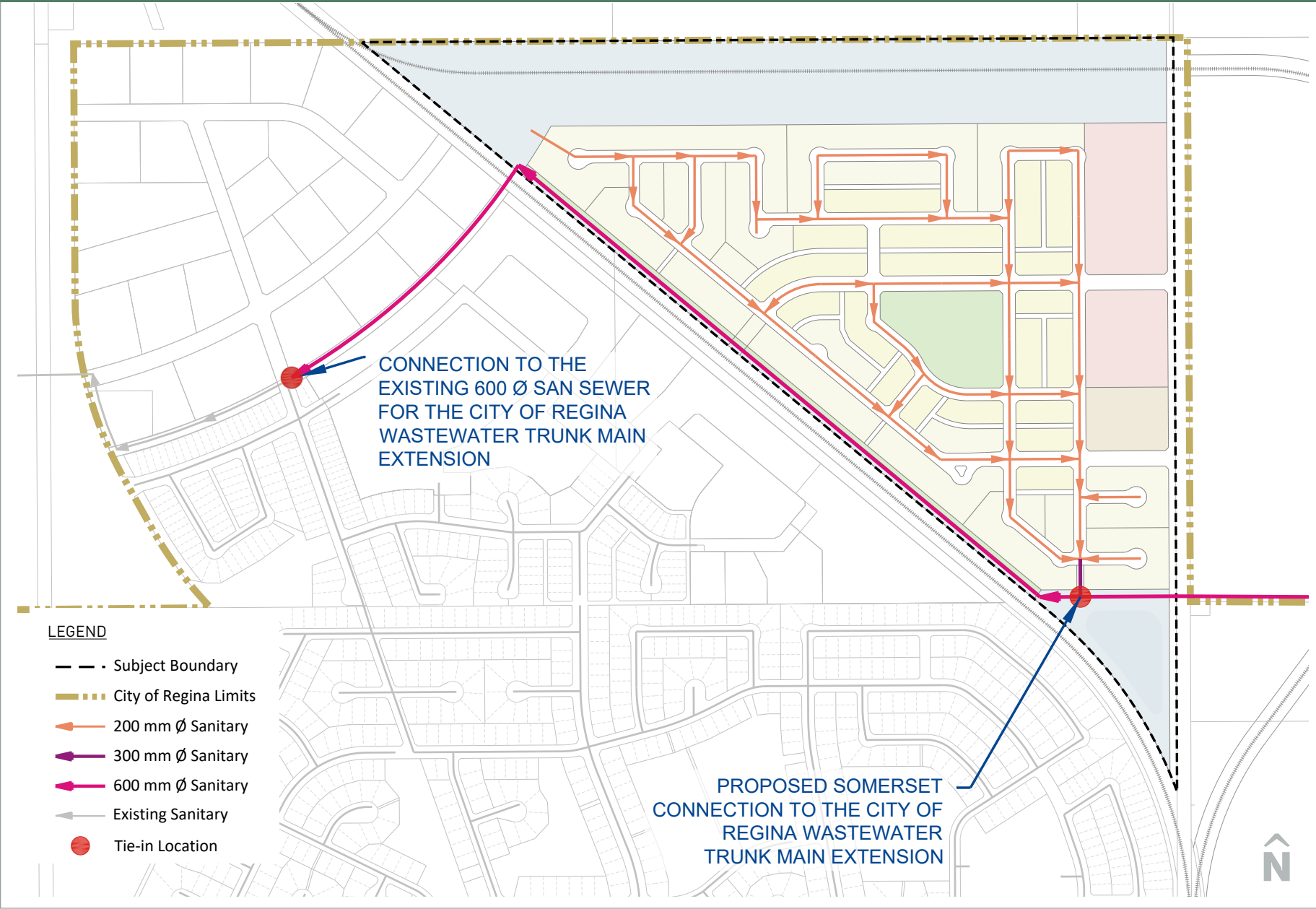
Stage 1 extension will be constructed ahead of any development within SomerSet.

The Conceptual Water Servicing Strategy proposed in support of the Concept Plan Amendment is shown in the **Figure 26: Water Distribution Network**, including preliminary pipe sizing and anticipated fire flow requirements based on potential land use. The design and capacity of the proposed water distribution system within SomerSet is in alignment with the City's design standards and requirements. Water modelling was completed to confirm that the system performance criteria could be met following the planned Stage 1 extension work and addition of the proposed water distribution network within SomerSet.

The estimated water demands, proposed servicing strategy, modelling analysis and results are further detailed in Associated Engineering's Utility Servicing Report, submitted under separate cover.



FIGURE 27: WASTEWATER COLLECTION NETWORK



5.3 WASTEWATER SERVICING

Wastewater services will be provided to SomerSet through an extension of the existing 600 mm diameter Rochdale Trunk main in the Kensington Greens neighbourhood.

To support the significant industrial development occurring in northeast Regina, the City is undertaking the design and construction of the **Rochdale Trunk Extension** in conjunction with the North Regina Watermain Extension project. The initial Stage 1 extension to service SomerSet and the Viterra Canola Processing Facility is currently in the design phase and is planned for construction in 2023 to 2024.

This project includes the extension of the 600 mm diameter wastewater trunk main northeast through Kensington Greens, then southeast parallel to the Canadian Pacific Railway, and then east across Winnipeg Street. It is anticipated this Stage 1 extension will be constructed ahead of any development within SomerSet.

The Conceptual Wastewater Servicing Strategy

proposed in support of the Concept Plan Amendment is shown in the **Figure 27: Wastewater Collection Network**, including preliminary pipe sizing. The design and capacity of the proposed wastewater collection system within SomerSet is in alignment with the City's design standards and requirements.

Wastewater Modelling was completed to evaluate the existing wastewater network capacity and the impact that the additional flow from SomerSet would have on the system during the 1:25 year summer 24-hour rainfall event. It was confirmed that there is system capacity to convey the additional peak wet-weather wastewater flow from SomerSet. Wet-weather storage is not required as the added flow from SomerSet does not change the existing system's service level of service or impact any "at-risk" areas downstream.

The estimated wastewater generation, proposed servicing strategy, modelling analysis and results are further detailed in Associated Engineering's Utility Servicing Report, submitted under separate cover.

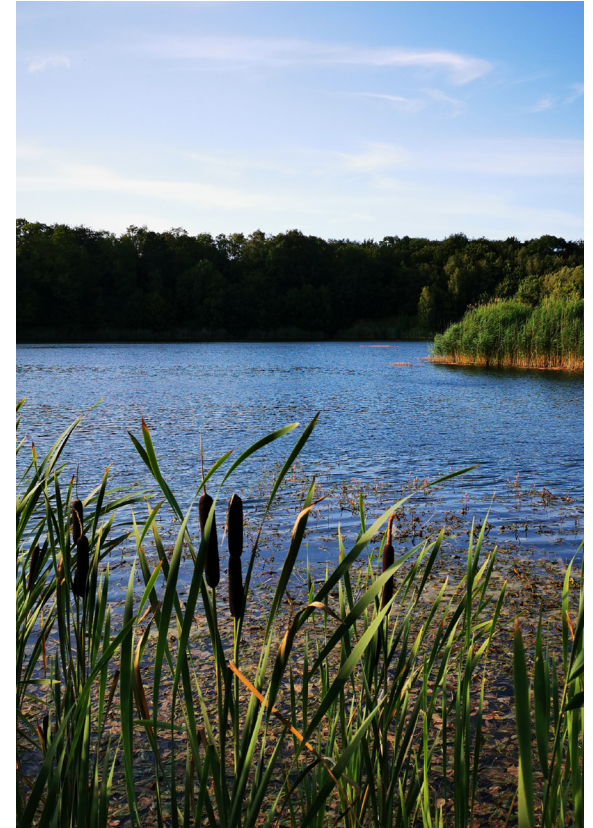
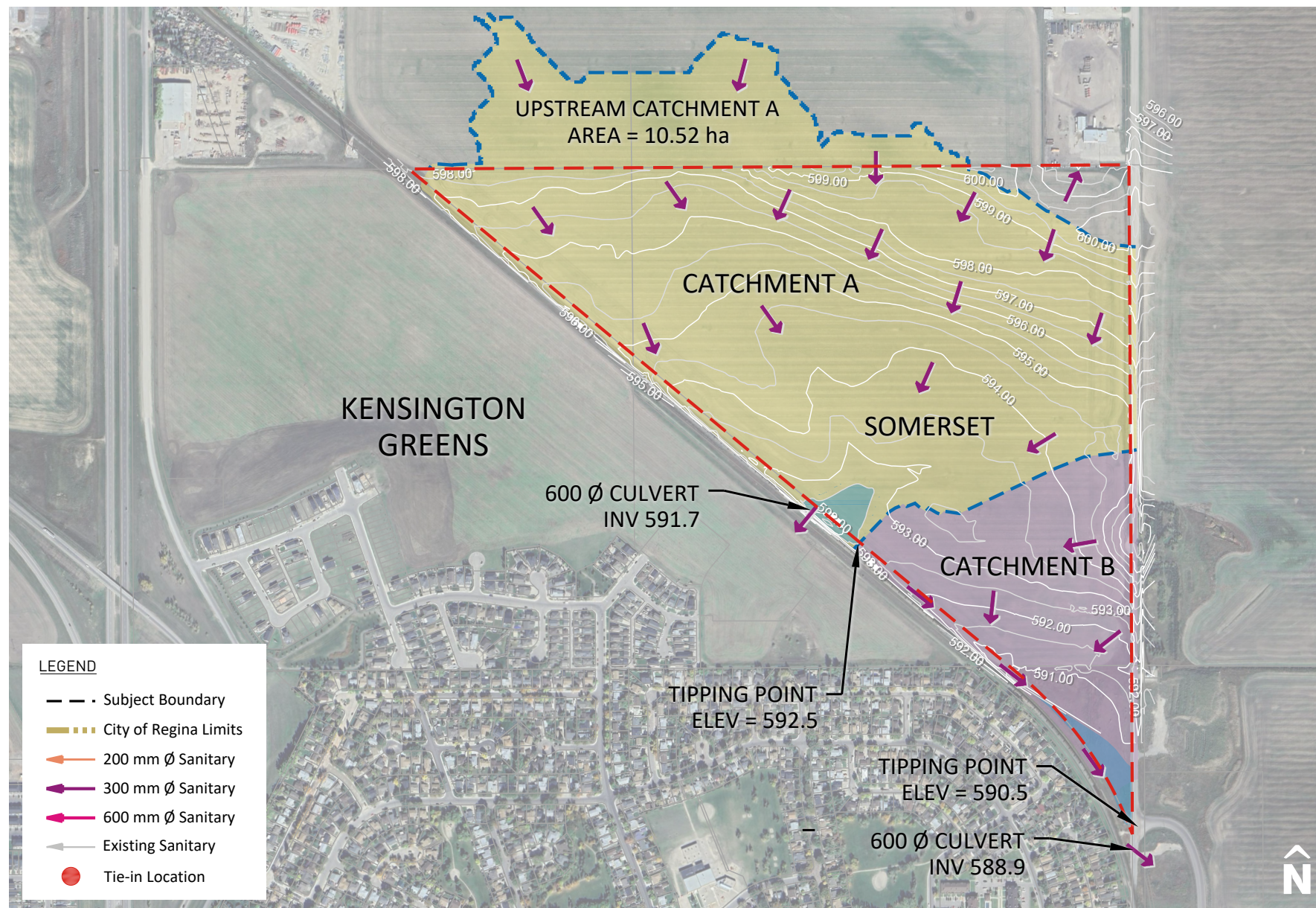


FIGURE 28: PRE-DEVELOPMENT DRAINAGE PATTERNS



5.4 STORMWATER MANAGEMENT

The **Stormwater Management Strategy** for SomerSet is based on the natural topography and catchment areas of the subject lands. SomerSet is situated within an area that drains south into the North Storm Channel, which contributes to Wascana Creek. These lands are situated at the upstream end of that system, just south of the drainage divide where runoff is either directed south to Wascana Creek or north to Boggy Creek. **Figure 28: Pre-Development Drainage Patterns** shows the pre-development drainage patterns for the SomerSet lands.

The majority of **Pre-Development Runoff** runs southwest to a low area adjacent the Canadian Pacific Railway, where an existing culvert through the railway directs flow into Kensington Greens neighbourhood. Runoff within the southeast corner of the site is directed east across Winnipeg Street through an

existing culvert. In events where the capacity of the culvert is exceeded, runoff will fill in this low-lying area and tip to the east and eventually overtop Winnipeg Street.

Stormwater Modelling was completed to analyse the available downstream capacity of the existing minor storm system in 1:5 and 1:100 year storm events. The modelling showed there is limited capacity available in the system during the 1:5 year event as there is surcharging along the 1500 mm diameter trunk from the North Storm Channel to 9th Avenue North and within the 1050 mm diameter trunk along Broad Street within Uplands. There is also surcharging within the storm mains from 12th Avenue North to the proposed 450 mm diameter minor system tie-in location within Kensington Greens. As a result, the proposed connection to the existing storm system will be restricted to the pre-development release rate from SomerSet into Kensington Greens.

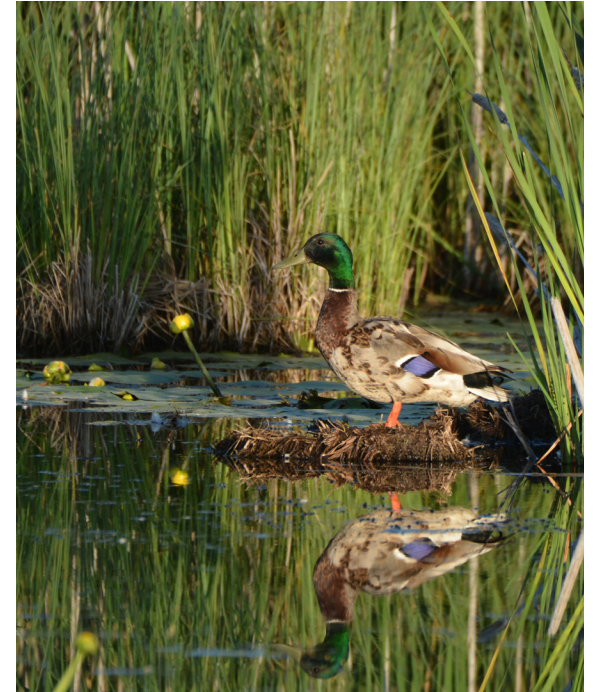
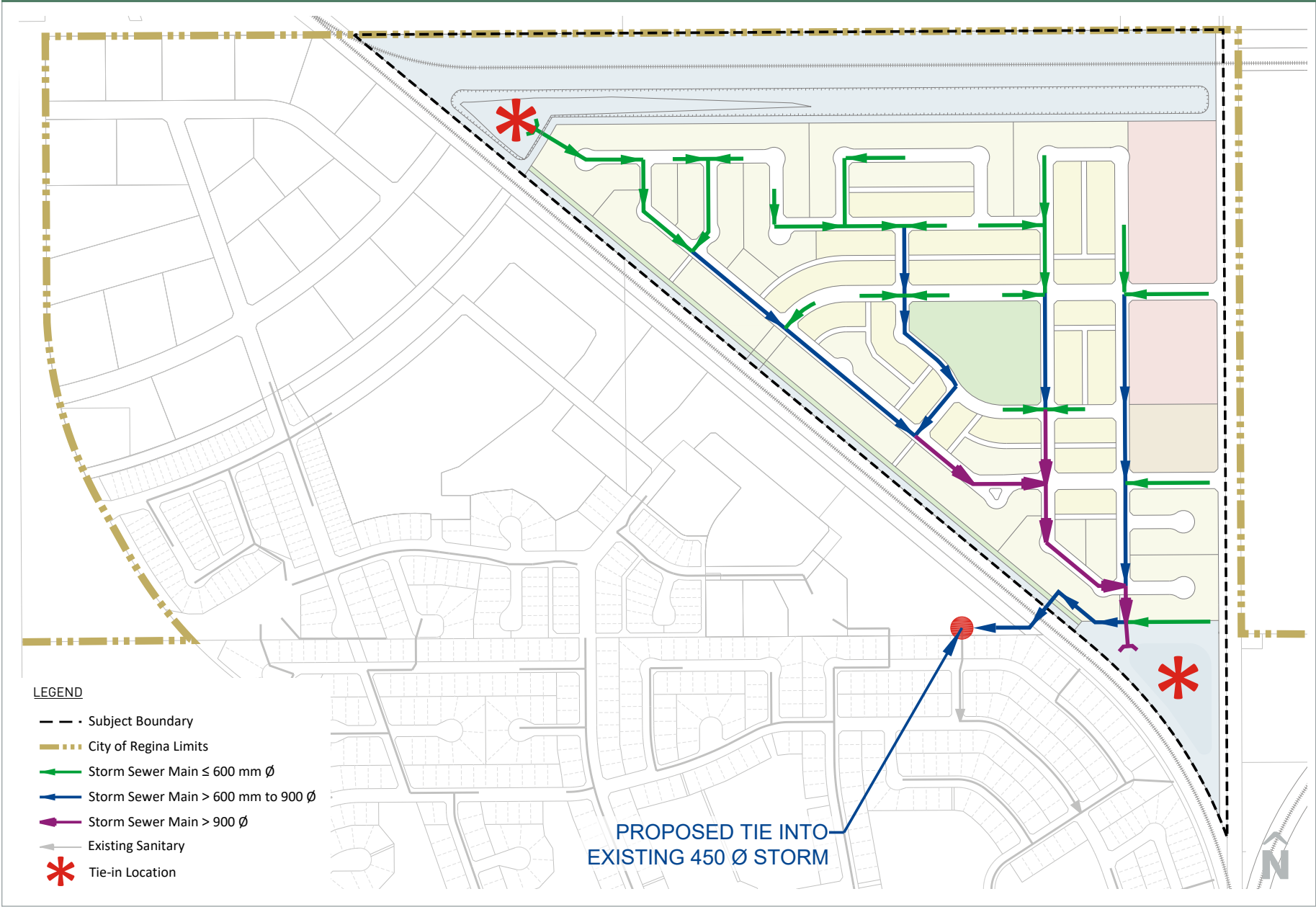


FIGURE 29: MINOR DRAINAGE SYSTEM

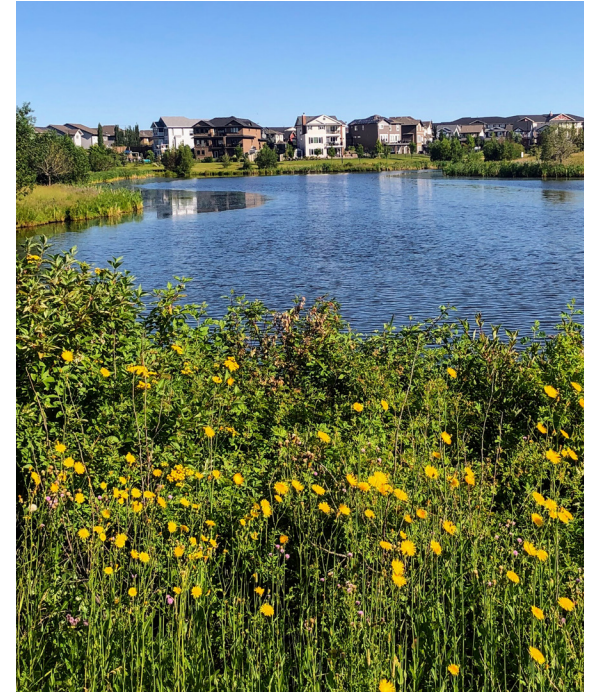


The Minor Stormwater Collection System detailed in **Figure 28: Minor Drainage System** will collect runoff generated within the SomerSet development area and convey the flow southeast towards the proposed stormwater management facility (SWMF) located within the Municipal Utility parcel in the southeast corner of the site. From there, the minor system would be reduced to a 450 mm diameter pipe crossing the Canadian Pacific Railway and connecting to the existing storm system in Kensington Greens.

It is proposed a separate SWMF be constructed within the Railway Corridor to detain the runoff generated within the Railway Corridor and the undeveloped area directly north of the Railway Corridor. A minor storm extension is proposed within the SomerSet development to provide an outlet for this northwest SWMF.

In events where the minor system is at capacity, the **Major Drainage System** for SomerSet will direct runoff overland and spill into the southeast SWMF. This facility will be sized to provide the required storage from a 1:100 year, 24 hour event. In events greater than a 1:100, where the SWMF capacity is surpassed, the pond will tip south and discharge across Winnipeg Street consistent with the pre-development overflow route for these lands. With the addition of two SWMFs and minor drainage system as proposed, the frequency and volume of runoff spilling across Winnipeg Street will be reduced to a frequency that is less than the pre-development conditions.

The proposed stormwater management strategy and system capacity assessment modelling analysis and results are further detailed in Associated Engineering's Utility Servicing Report, submitted under separate cover.



6.0

IMPLEMENTATION



6.0 IMPLEMENTATION

6.1 PHASING/STAGING

The anticipated phasing of development for SomerSet is shown in Figure 30. The projected development is segmented into six phases and based on a natural extension of services from the southeast to northwest.

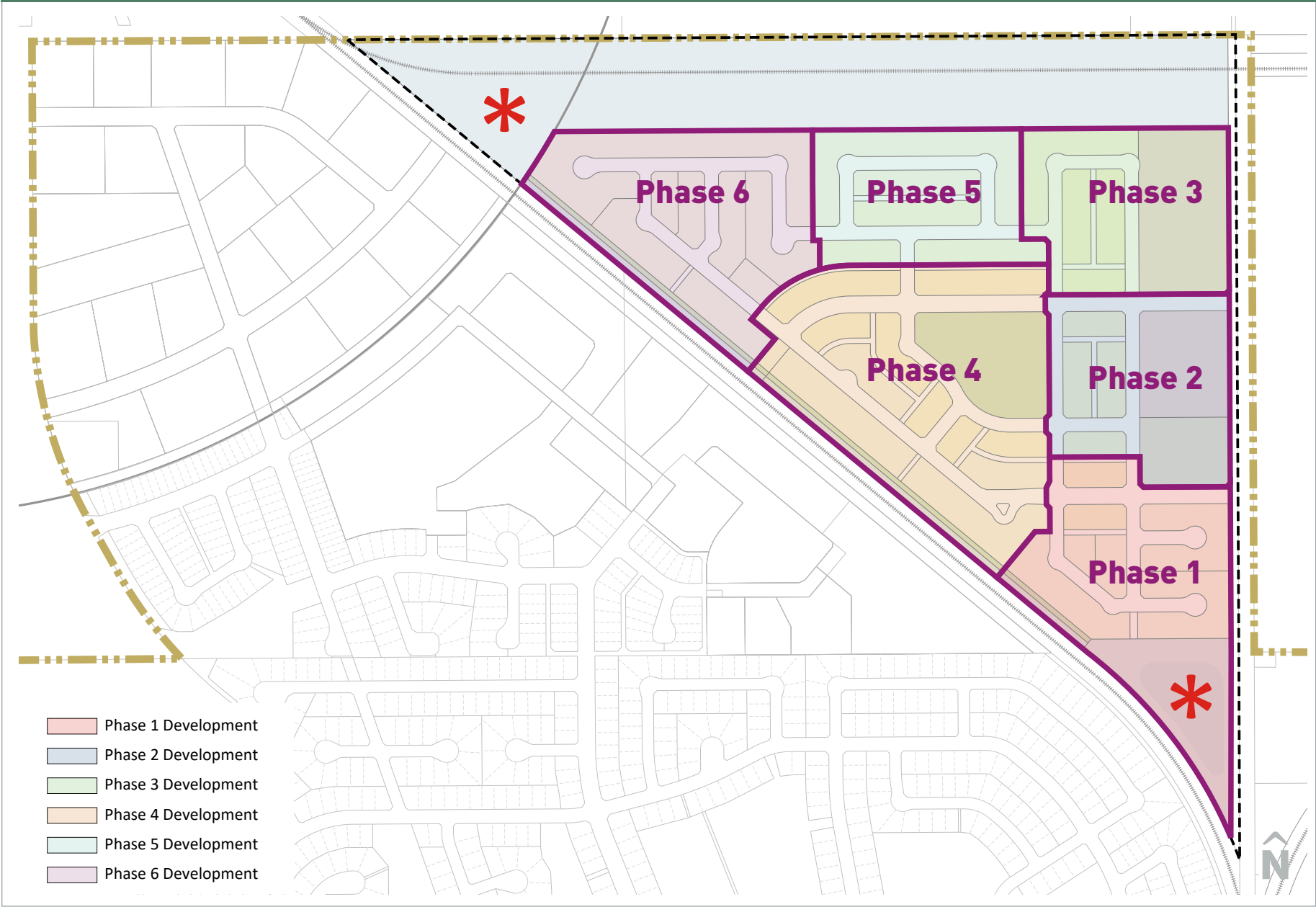
It is expected these phasing boundaries will be adjusted over time based on market conditions and servicing infrastructure. Phase boundaries may be amended to facilitate a more rapid uptake of demand with either the residential or commercial/industrial markets.

The phases will generally progress from the southeast to the northwest, as demonstrated in **Figure 30: Proposed Phasing**. The initial development of SomerSet will most likely occur within the southeast area considering the primary connections to existing City infrastructure is all focused in this location.

Once the initial water, wastewater, and stormwater services have been established within the development, there will be considerable flexibility for extending services throughout the remainder of the site, either continuing north along Winnipeg Street or to the northwest. This will allow succeeding phases the ability to easily be reconfigured and adapted to suit future market demands and rates of growth.

Additional information in further detail can be found in Associated Engineering's Utility Servicing Report, submitted under separate cover.

FIGURE 30: PROPOSED PHASING



6.2 ANTICIPATED ZONING

Prior to subdivision and development, the lands will be subject to a redesignation application. Proposed zones will be reviewed through the zoning application process and in accordance with the City of Regina Land Use Bylaw. Where required, direct control districts may be developed to outline and establish specific use regulations and development standards necessary to support the implementation of the Concept Plan.

6.3 SUBDIVISION

Subdivision of SomerSet Neighbourhood is expected to proceed in multiple stages, contingent upon market demand and the implementation of required municipal infrastructure necessary to support the development. Future plans of subdivision shall be in accordance with the City of Regina land use bylaw and zoning standards. As a condition of subdivision approval, all required transportation, sanitary, water, stormwater, shallow utility servicing, and required park improvements shall be outlined in a development agreement negotiated between the City and developer. Upon execution of such agreement, all required infrastructure shall be implemented by the developer in accordance with the specified terms.



APPENDIX A

LAND TITLES

4/27/23, 2:49 PM

<https://apps.isc.ca/LAND2/TPS/QuickSearchTitleDetails#>

Province of Saskatchewan Land Titles Registry Title

Title #: 139738685
Title Status: Active
Parcel Type: Surface
Parcel Value: \$1,064,600.00 CAD
Title Value: \$1,064,600.00 CAD
Converted Title: 00RA02138
Previous Title and/or Abstract #: 139630990

As of: 27 Apr 2023 14:49:12
Last Amendment Date: 17 Sep 2020 13:14:15.963
Issued: 31 Aug 2010 15:16:17.756
Municipality: CITY OF REGINA

EARTH KING FIVE HOLDINGS LTD. is the registered owner of Surface Parcel #111683910

Reference Land Description: Blk/Par A Plan No 102289934 Extension 103
As described on Certificate of Title 00RA02138, description 103.

This title is subject to any registered interests set out below and the exceptions, reservations and interests mentioned in section 14 of *The Land Titles Act, 2000*.

Registered Interests:

Interest #: 152621579	CNV Easement	Value: N/A Reg'd: 04 Apr 1931 01:15:10 Interest Register Amendment Date: N/A Interest Assignment Date: N/A Interest Scheduled Expiry Date: N/A Expiry Date: N/A
SW Holder: The City of Regina N/A N/A, Saskatchewan, Canada Client #: 101481140		
Int. Register #: 101345138 Converted Instrument #: DK4510		
Interest #: 152621591	CNV Easement	Value: N/A Reg'd: 20 Feb 1976 00:11:56 Interest Register Amendment Date: N/A Interest Assignment Date: N/A Interest Scheduled Expiry Date: N/A Expiry Date: N/A
SE & SW Holder: Saskatchewan Power Corporation N/A N/A, Saskatchewan, Canada Client #: 100871063		
Int. Register #: 101345150 Converted Instrument #: 76R07156		

<https://apps.isc.ca/LAND2/TPS/QuickSearchTitleDetails#>

1/3

Interest #: 152621603	CNV Easement	Value: N/A Reg'd: 05 Jul 1977 00:50:06 Interest Register Amendment Date: N/A Interest Assignment Date: N/A Interest Scheduled Expiry Date: N/A Expiry Date: N/A
	SE	
	Holder: Saskatchewan Power Corporation N/A N/A, Saskatchewan, Canada Client #: 100871063 Int. Register #: 101345161 Converted Instrument #: 77R30064	
Interest #: 152621568	CNV Easement	Value: N/A Reg'd: 10 Aug 2001 00:28:03 Interest Register Amendment Date: N/A Interest Assignment Date: N/A Interest Scheduled Expiry Date: N/A Expiry Date: N/A
	SE	
	Holder: Saskatchewan Power Corporation N/A N/A, Saskatchewan, Canada Client #: 100871063 Int. Register #: 101345116 Converted Instrument #: 01RA16834	
Interest #: 171710625	Power Corporation Act Easement (s.23)	Value: N/A Reg'd: 08 Jul 2015 09:25:16 Interest Register Amendment Date: N/A Interest Assignment Date: N/A Interest Scheduled Expiry Date: N/A Expiry Date: N/A
	Holder: SASKATCHEWAN POWER CORPORATION 2025 VICTORIA AVE REGINA, SK, Canada S4P 0S1 Client #: 100307618 Int. Register #: 120950399	

Addresses for Service:

Name	Address
Owner: EARTH KING FIVE HOLDINGS LTD. Client #: 125015138	BOX 1901 SASKATOON, Saskatchewan, Canada S7K 3S5

Notes:

Parcel Class Code: Parcel (Generic)

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Province of Saskatchewan
Land Titles Registry
Title

Title #: 156380058
Title Status: Active
Parcel Type: Surface
Parcel Value: \$0.00 CAD
Title Value: \$0.00 CAD
Converted Title: 00RA02138
Previous Title and/or Abstract #: 137466973

As of: 27 Apr 2023 14:52:03
Last Amendment Date: 14 Apr 2023 12:30:30.180
Issued: 14 Apr 2023 12:30:29.913
Municipality: CITY OF REGINA

EARTH KING 135 VENTURES LTD. is the registered owner of Surface Parcel #204007890

Reference Land Description: SW Sec 07 Twp 18 Rge 19 W 2 Extension 111

This title is subject to any registered interests set out below and the exceptions, reservations and interests mentioned in section 14 of *The Land Titles Act, 2000*.

Registered Interests:

Interest #: 196319380
CNV Easement
Value: N/A
Reg'd: 04 Apr 1931 01:15:10
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

SW
Holder:
The City of Regina
N/A
N/A, Saskatchewan, Canada
Client #: 101481140

Int. Register #: 101345138
Converted Instrument #: DK4510

Interest #: 196319391
CNV Common Law Easement
Value: N/A
Reg'd: 13 Sep 1960 00:32:00
Interest Register Amendment Date: 06 Feb 2015 16:23:32
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

SW 7-18-19-W2M
Holder:
The Current Dominant Tenement
N/A
n/a, Saskatchewan, Canada S4P 3V7
Client #: 100009099

Int. Register #: 101345149
Converted Instrument #: 60R19200

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<https://apps.isc.ca/LAND2/TPS/QuickSearchTitleDetails#>**Interest #:**
196319403

CNV Easement

Value: N/A
Reg'd: 20 Feb 1976 00:11:56
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

SE & SW

Holder:

Saskatchewan Power Corporation

N/A

N/A, Saskatchewan, Canada

Client #: 100871063**Int. Register #:** 101345150**Converted Instrument #:** 76R07156**Interest #:**
196319414

CNV Easement

Value: N/A
Reg'd: 05 Jul 1977 00:50:06
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

SE

Holder:

Saskatchewan Power Corporation

N/A

N/A, Saskatchewan, Canada

Client #: 100871063**Int. Register #:** 101345161**Converted Instrument #:** 77R30064**Interest #:**
196319425

CNV Caveat

Value: N/A
Reg'd: 05 Sep 1989 01:27:30
Interest Register Amendment Date: N/A
Interest Assignment Date: 16 Mar 2011
11:43:14
Interest Scheduled Expiry Date: N/A
Expiry Date: N/A

NE

Holder:

CONSUMERS' CO-OPERATIVE REFINERIES LIMITED

BOX 1050

SASKATOON, Saskatchewan, Canada S7K 3M9

Client #: 100256352**Int. Register #:** 101345172**Converted Instrument #:** 89R52502**Interest #:**
196319379

CNV Easement

Value: N/A
Reg'd: 10 Aug 2001 00:28:03
Interest Register Amendment Date: N/A
Interest Assignment Date: N/A<https://apps.isc.ca/LAND2/TPS/QuickSearchTitleDetails#>

2/3

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Interest Scheduled Expiry Date: N/A

Expiry Date: N/A

SE

Holder:

Saskatchewan Power Corporation

N/A

N/A, Saskatchewan, Canada

Client #: 100871063

Int. Register #: 101345116

Converted Instrument #: 01RA16834

Addresses for Service:

Name	Address
Owner:	
EARTH KING 135 VENTURES LTD.	#200, 8120 - 128 ST SURREY, BC, Canada V3W 1R1
Client #: 123430834	

Notes:

Under The Planning and Development Act, 2007, the title for this parcel and parcels 204007902 may not be transferred or, in certain circumstances, mortgaged or leased separately without the approval of the appropriate planning authority.

Parcel Class Code: Parcel (Generic)

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Interest #: 196319436	CNV Easement	Value: N/A Reg'd: 10 Aug 2001 00:28:03 Interest Register Amendment Date: N/A Interest Assignment Date: N/A Interest Scheduled Expiry Date: N/A Expiry Date: N/A
	SE Holder: Saskatchewan Power Corporation N/A N/A, Saskatchewan, Canada Client #: 100871063	
	Int. Register #: 101345116 Converted Instrument #: 01RA16834	
Interest #: 196319469	Power Corporation Act Easement (s.23)	Value: N/A Reg'd: 08 Jul 2015 09:24:04 Interest Register Amendment Date: N/A Interest Assignment Date: N/A Interest Scheduled Expiry Date: N/A Expiry Date: N/A
	Holder: SASKATCHEWAN POWER CORPORATION 2025 VICTORIA AVE REGINA, SK, Canada S4P 0S1 Client #: 100307618	
	Int. Register #: 120950388	
Interest #: 196319470	Miscellaneous Interest	Value: N/A Reg'd: 18 Mar 2022 12:15:14 Interest Register Amendment Date: N/A Interest Assignment Date: N/A Interest Scheduled Expiry Date: N/A Expiry Date: N/A
	Holder: CITY OF REGINA BOX 1790 REGINA, Saskatchewan, Canada S4P 3C8 Client #: 100818604	
	Int. Register #: 125002022	

Addresses for Service:

Name	Address
Owner: EARTH KING 135 VENTURES LTD. Client #: 123430834	#200, 8120 - 128 ST SURREY, BC, Canada V3W 1R1

Notes:

Under The Planning and Development Act, 2007, the title for this parcel and parcels 204007890 may not be transferred or, in certain circumstances, mortgaged or leased separately without the approval of the appropriate planning authority.

4/27/23, 2:52 PM

<https://apps.isc.ca/LAND2/TPS/QuickSearchTitleDetails#>

Parcel Class Code: [Parcel \(Generic\)](#)



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APPENDIX B

BASELINE STUDIES

B. BASELINE STUDIES:

- a. *Final Development Risk Factor Review by Bercha Engineering, 10 Sept 2010*
- b. *Geotechnical Analysis by Ground Engineering, 18 May 2016*
- c. *Environmental Site Assessment Phase 1 by Ground Engineering, 12 Feb 2009*
- d. *Environmental Site Assessment Phase 2 by Ground Engineering, 20 March 2009*

Please note all Baseline Studies have been submitted under separate cover.

APPENDIX C

TECHNICAL REPORTS:

C. TECHNICAL REPORTS:

a. *SomerSet Neighbourhood Development Concept Plan Amendment Utility Servicing Report, April 2023*

b. *SomerSet Neighbourhood Development Traffic Impact Assessment, April 2023*

Please note all Technical Studies have been submitted under separate cover.

APPENDIX D

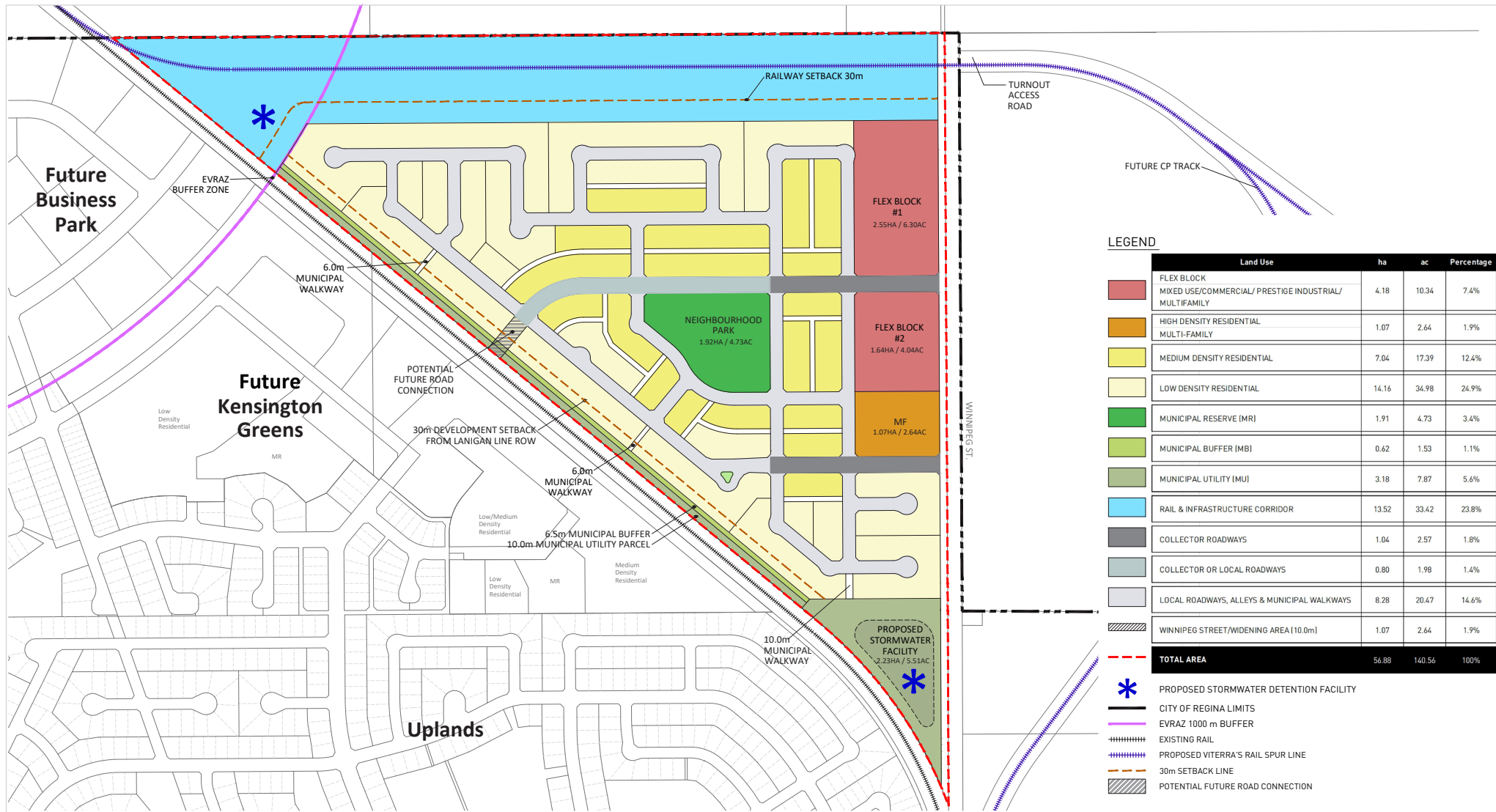
COMPLETE NEIGHBOURHOOD GUIDELINES REVIEW TOOL

D. COMPLETE NEIGHBOURHOOD GUIDELINES REVIEW TOOL

Please note that the Neighbourhood Guidelines Review Tool has been submitted under separate cover.

APPENDIX E

SOMERSET NEIGHBOURHOOD LAND USE PLAN



1:5000

0 100 200 300
metre

Scale 1:5000

May 05, 2023 - 11:27am W:\2022-065_Associated Eng_Somerset_CP\5.0 Technical\5.1 Technical Production\5.1.1 AutoCAD\2022-065 Original Plan_March28, 2023.dwg Fig_Concept & Stats

SOMERSET NEIGHBOURHOOD DEVELOPMENT

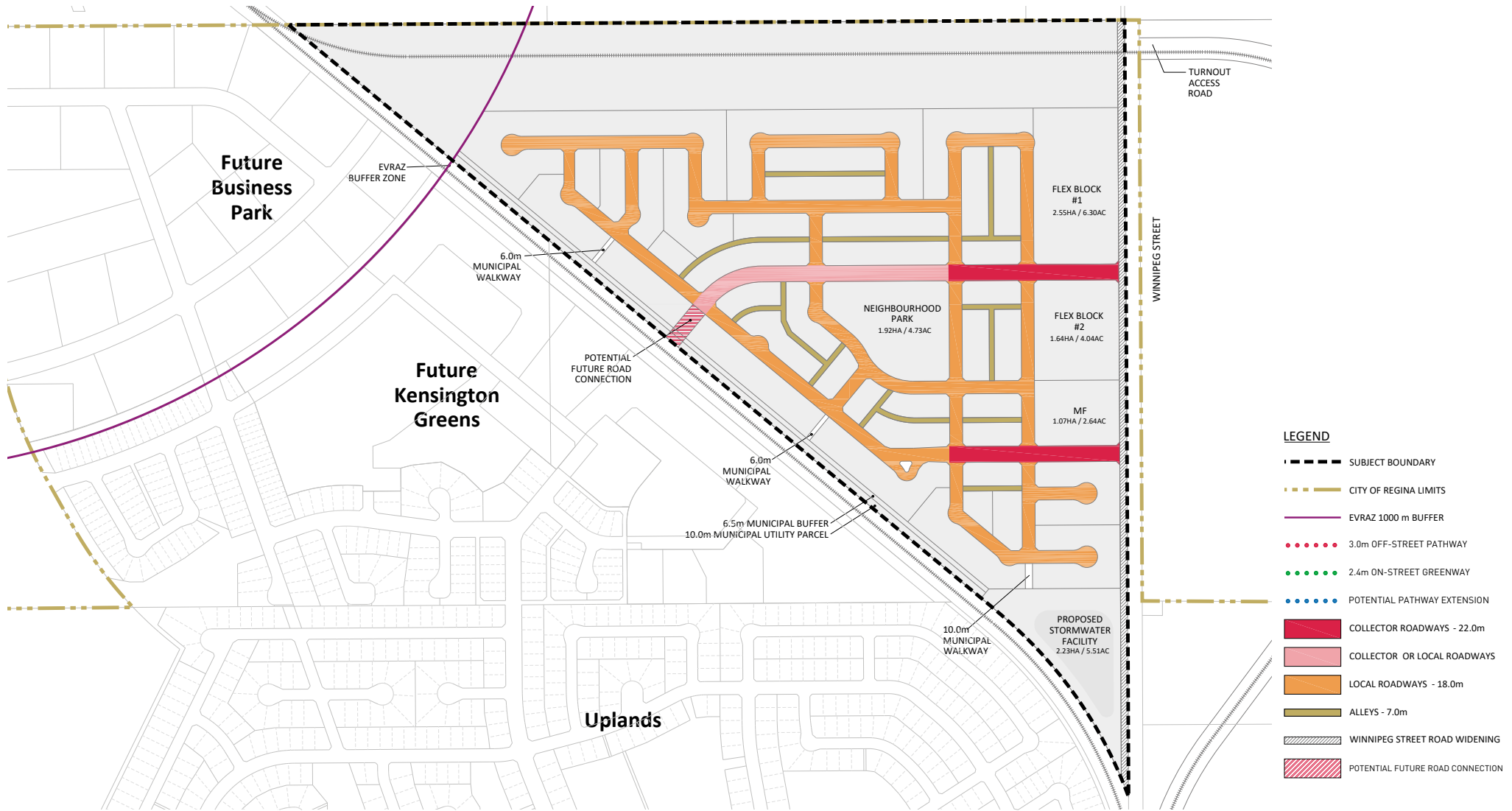
Concept Plan

EARTHKING 135 VENTURES LTD.
May 2023



APPENDIX F

SOMERSET NEIGHBOURHOOD CIRCULATION PLAN



1:5000

0 100 200 300
metre

May 05, 2023 - 11:30am W:\2022-065_Associated Eng_Somerset_CP\5.0 Technical\5.1 Technical Production\5.1.1 AutoCAD\2022-065 Original Plan_March28, 2023.dwg 2022-065 Road

SOMERSET NEIGHBOURHOOD DEVELOPMENT

Circulation Plan
EARTHKING 135 VENTURES LTD.

April 2023





SOMERSET NEIGHBOURHOOD CONCEPT PLAN

MAY 2023

EARTHKING 135 VENTURES LTD. || B&A

