



# CITY COUNCIL

**Wednesday, June 24, 2026  
1:00 PM**

**Henry Baker Hall, Main Floor, City Hall**

**Pursuant to section 16(11.1) of *The Procedure Bylaw, Bylaw No. 9004*, no new delegations registering to appear in person/teleconference to address City Council will be accepted for the tabled items listed below. Only written submissions will be accepted.**

- ***MN26-6      Infrastructure Protection***
- ***MN26-7      Return to Office Work***
- ***CR26-70     Johnson Collegiate Fare-Free Pilot Project Update***



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**This meeting is being broadcast live by Access Communications for airing on AccessNow Community Channel. By remaining in the room, you are giving your permission to be televised.**

**Agenda  
City Council  
Wednesday, June 24, 2026**

**Consent agenda items noted in “[Blue Font](#)” will be voted on by City Council as a single item with no discussion or debate, with the following exceptions:**

- a citizen registers to speak as a delegation on a consent agenda item; and/or**
- a member of Council notifies the Chair that they wish to have an item on the consent agenda removed from the list for further discussion and/or debate at the meeting.**

**Citizens who wish to register to speak or only provide a written submission to an item on the meeting agenda may do so by visiting [Regina.ca/register](http://Regina.ca/register) and submitting a completed registration form together with a written submission before the registration deadline of 12:00 p.m. on Monday, June 22, 2026. If you require assistance with the delegation registration form, please contact us at 306-777-7262 before the registration deadline.**

**Presentation**

Poetry reading by Peace Akintade-Oluwagbeye, 11<sup>th</sup> Poet Laureate of Saskatchewan -  
*Canadian Capital Cities Organization Canada Day Poetry Initiative*

**Confirmation of Agenda**

**Adoption of Minutes**

Minutes of the meeting held on June 10, 2026

**Consent Agenda**

**PUBLIC NOTICE REPORTS**

CR26-75 Cathedral Village Community Association Garden Lease

**Recommendation**

That City Council:



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1. Approve the City of Regina (City) entering a lease agreement with the Cathedral Village Community Association Corporation (CVCA) for City-owned property located at 2055 Forget Street, as shown in Appendix A — Lease Space, consistent with the terms and conditions stated in this report;
2. Delegate Authority to the City Manager (or their designate) to negotiate any other commercially relevant terms and conditions, any amendments to the agreement that do not substantially change what is described in this report, and any ancillary agreements or documents required to give effect to this agreement; and
3. Authorize the City Clerk to execute the Lease Agreement upon review and approval by the City Solicitor.

**CR26-76 Regina & Area Motocross Lease****Recommendation**

That City Council:

1. Approve the City of Regina (City) entering into a lease agreement with the Regina and Area Motocross Club Inc. (RAMC) for a portion of City-owned property, commonly known as King's Park (portion of LSD 6-13-18-19-2 Ext 19, LSD 3-13-18-19-2 Ext 14, SE 13-18-19-2 Ext 0), in accordance with the terms and conditions outlined in this report;
2. Delegate Authority to the City Manager (or their designate), to negotiate any other commercially relevant terms and conditions, as well as any amendments to the agreement that do not substantially change what is described in this report and any ancillary agreements or documents required to give effect to this agreement; and
3. Authorize the City Clerk to execute the agreement upon review and approval by the City Solicitor.

**CR26-77 Saskatchewan Kart Club Lease****Recommendation**

That City Council:

1. Approve the City of Regina (City) entering into a lease agreement with the South Saskatchewan Kart Club (SSKC) for a portion of City-owned property, commonly known as King's Park (portion of LSD 6-13-18-19-



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2 Ext 19), in accordance with the terms and conditions outlined in this report;

2. Delegate Authority to the City Manager (or their designate) to negotiate any other commercially relevant terms and conditions, as well as any amendments to the agreement that do not substantially change what is described in this report and any ancillary agreements or documents required to give effect to this agreement; and
3. Authorize the City Clerk to execute the agreement upon review and approval by the City Solicitor.

CR26-78 Lease of Currie Field to Regina Red Sox

**Recommendation**

That City Council:

1. Approve a 25.5-year lease agreement between the City of Regina (City) and The Regina Red Sox Baseball Club GP Inc. for Currie Field and a portion of 3898 East Victoria Avenue (Billboard Lands), as shown on Appendices B and C. The lease includes renewal options as further described in this report and is to be granted for less than fair market value and without public offering, subject to the terms and conditions outlined in this report;
2. Authorize the City Manager (or their designate) to negotiate and approve the final terms and conditions of the lease agreement as described in this report, and any other commercially relevant terms that may be required. Also, approve any amendments to the lease that do not materially change the terms described in this report, the extension of the lease, and any ancillary agreements or documents required to give effect to the lease;
3. Approve an amendment to *The Currie Field Alcohol Bylaw* to remove the limit of six special events per year and instruct the City solicitor to prepare the necessary bylaw amendment;
4. Authorize the City Clerk to execute the Certificate of Approval, which certifies the City's consent for the proposed lease area registration, pursuant to *Subdivision Bylaw No. 7748* and Section 121 of the *Planning and Development Act, 2007*; and




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5. Authorize the City Clerk to execute the lease agreement after review by the City Solicitor.

**TABLED REPORT AND RELATED DELEGATIONS AND COMMUNICATIONS**

- DE26-58 Terri Sleeva, Regina Citizens Public Transit Coalition (RCPTC), Regina, SK  
*(Tabled from June 10, 2026 meeting)*
- DE26-59 James Elliott, Regina, SK *(Tabled from June 10, 2026 meeting)*
- DE26-60 Florence Stratton, Regina, SK *(Tabled from June 10, 2026 meeting)*
- DE26-61 Musfirah Jamal, Regina Youth Climate Justice Coalition, Regina, SK *(Tabled from June 10, 2026 meeting)*
- DE26-62 Kiké Dueck, Regina, SK *(Tabled from June 10, 2026 meeting)*
- DE26-63 Beverly McDougald, Regina, SK *(Tabled from June 10, 2026 meeting)*
- DE26-64 Laura Stewart, Climate Action Team at Harmony United Church, Regina, SK  
*(Tabled from June 10, 2026 meeting)*
- DE26-65 Atticus Kolody-Watt, Better Bus Youth, Regina, SK *(Tabled from June 10, 2026 meeting)*
- DE26-66 Elizabeth Prokop, Regina, SK *(Tabled from June 10, 2026 meeting)*
- CR26-70 Johnson Collegiate Fare-Free Pilot Project Update *(Tabled from June 10, 2026 meeting)*

**Recommendation**

That City Council receive and file this report.

**TABLED MOTIONS AND RELATED DELEGATIONS AND COMMUNICATIONS**

- DE26-55 Ian Cantello, Regina Civic Middle Management Association, Regina, SK  
*(Tabled from May 20, 2026 meeting)*
- CP26-29 Judith Veresuk, Regina Downtown Business Improvement District, Regina, SK  
*(Tabled from May 20, 2026 meeting)*
- CP26-31 Mike Tate, Regina & District Chamber of Commerce, Regina, SK *(Tabled from May 20, 2026 meeting)*



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MN26-7 Return to Office Work (*Tabled from May 20, 2026 meeting*)

**Recommendation**

That City Council direct Administration to:

1. Mandate that all City employees in positions designated as in-office or hybrid return to full-time, in-office work by August 21, 2026, unless otherwise approved by executive leadership for operational, medical, or accommodation-related reasons, and direct departments to ensure appropriate workspace readiness;
2. Communicate this requirement clearly and promptly to all employees, including expectations, timelines, and applicable exemptions; and
3. Notwithstanding the mandate outlined in #1 above, direct Administration to report back to City Council if a significant financial impact greater than \$250,000 is identified as a result of return back to work mandate, outlining the associated impact(s).

MN26-6 Infrastructure Protection (*Tabled from June 10, 2026 meeting*)

**Recommendation**

That City Council direct Administration to:

1. Engage and collaborate with the Ministry of Government Relations and the City of Saskatoon to review existing legislative, regulatory, and bylaw authorities related to over height vehicle enforcement and infrastructure damage recovery;
2. Examine and evaluate fine, penalty, and cost recovery options—including escalating fines, administrative penalties, and restitution mechanisms—that may be applied to both commercial drivers and carrier companies whose vehicles strike overpasses or bridges due to non-compliance with height, permitting, or routing requirements;
3. Assess the feasibility of harmonizing municipal and provincial enforcement tools to improve consistency, deterrence, and recovery of repair costs across Saskatchewan jurisdictions; and
4. Report back to Council by Q4 2026 with findings, recommendations, and, where appropriate, proposed policy or bylaw amendments aimed at reducing overpass strikes, improving compliance, and protecting public infrastructure.



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### CITY CLERK'S REPORT

CM26-5 Request for Extension – Board of Revision

**Recommendation**

That City Council:

1. Approve a decision deadline extension for the Regina Board of Revision to October 13, 2026, if the Regina Board of Revision is unable to make all of its decisions within the current legislated deadline; and
2. Instruct the City Solicitor to prepare the necessary bylaw to give effect to the Board of Revision decision deadline extension date of October 13, 2026, to come into force the day after the expiry of the original 180-day Board of Revision deadline, with the bylaw to be brought forward to a meeting of City Council, following approval of this recommendation by City Council.

### COMMITTEE REPORTS

**EXECUTIVE COMMITTEE**

**CR26-79 Heritage Incentive Applications 2026**

**Recommendation**

That City Council:

1. Approve the grant for a plaque for the property indicated in Appendix A – Heritage Incentives Request 2026 in the amount indicated in Appendix B – Heritage Incentives Summary 2026;
2. Approve grants under the *Heritage Incentives Policy* for the properties in Appendix A – Heritage Incentives Request 2026 for the eligible conservation work listed in Appendix B – Heritage Incentives Summary 2026 subject to the following limits:
  - a. The grant is limited to the lesser of the amount in Appendix A – Heritage Incentives Request 2026 and 50 per cent of the eligible conservation work costs incurred by the Owner (for maintenance grants and major grants for designated properties);



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- b. For Heritage Inventory properties, the grant is limited to:
    - i. The lesser of the amount in Appendix A – Heritage Incentives Request 2026 and 25 per cent of the eligible conservation work costs incurred by the Owner for major grants; and
    - ii. The lesser of the amount in Appendix A – Heritage Incentives Request 2026 and 50 per cent of the eligible conservation work costs incurred by the Owner for maintenance grants;
  - c. The combined value of any major grants and tax exemptions received by the Owner shall not exceed 50 per cent of the actual costs incurred in completing the heritage work on the property;
3. Approve property tax exemptions under the *Heritage Incentives Policy* for the properties based on the estimated amounts in Appendix A – Heritage Incentives Request 2026 for the work listed in Appendix B – Heritage Incentives Summary 2026. The totals listed in Appendix A – Heritage Incentives Request 2026 are estimates of the final amount. The final amount is limited to:
- a. The lesser of 50 per cent of the eligible conservation work costs incurred by the Owner or a maximum of 10 years of property taxes;
  - b. The combined value of any major grants and tax exemptions received by the Owner shall not exceed 50 per cent of the actual costs incurred in completing the heritage work on the property;
4. Instruct the City Solicitor to prepare the necessary bylaws and agreements with the following conditions to be brought forward to a future City Council date once the agreements have been signed by the Property Owners:
- a. That where the property has been designated, that the property possesses and retains its heritage status in accordance with *The Heritage Property Act*;



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- b. All required permits, including heritage alteration permits, must be submitted and approved before commencing work, and projects must pass periodic site inspections to ensure the work is completed as approved. Where the property is listed in the Heritage Inventory, that work must be carried out in accordance with heritage standards, to be confirmed through a site inspection at project completion;
  - c. That the Property Owner submits detailed written documentation of payments made for the actual costs incurred (i.e. itemized invoices and receipts) in the completion of the conservation work identified. If actual costs exceed the corresponding estimates by more than 10 per cent, the Property Owner shall provide full particulars as to the reason(s) for the cost overrun. The City of Regina may decline to approve any cost overrun, or portion thereof, if considered not to be reasonable or necessarily incurred for eligible work;
  - d. For tax exemptions, that work is completed and invoices submitted by September 30 each year to be eligible for tax incentives starting the following year of up to 50 per cent of the cost of approved work;
  - e. That the Deputy City Manager, City Planning & Community Services or designate be authorized under the Grants and Tax Exemption Agreement to make all determinations regarding reimbursements of the cost incurred for work done to the property based on the City of Regina's *Heritage Incentives Policy*;
5. Authorize the City Clerk to execute the agreements on behalf of the City of Regina after the bylaws authorizing the agreements have been passed;
  6. Authorize the Deputy City Manager, City Planning & Community Services or designate to:
    - a. Apply to the Government of Saskatchewan on behalf of the Property Owner for any exemption of the education portion of the property taxes that is \$25,000 or greater in any year during the term of the exemption and where the



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amount of education taxes being exempted is not approved by the Government of Saskatchewan, the City of Regina may reduce the amount of the exemption for the education portion of the taxes to less than \$25,000;

- b. Apply to the separate school division (where applicable and required) on behalf of the Property Owner for any exemption of the education portion of the property taxes and where the amount of education taxes being exempted is not approved by the separate school division (where approval is required), the City of Regina shall reduce the exemption of the education portion of the property taxes in accordance with the separate school division's decision.

### **CR26-80 Mosaic Stadium 2027 Capital Program Advanced Approval**

#### **Recommendation**

That City Council:

1. Provide advanced approval for the 2027 Mosaic Stadium Capital Program of \$8,200,000 to be funded from the Regina Revitalization Initiative Stadium Reserve to be used for the procurement, installation, commissioning and related project costs associated with the replacement of the LED video display boards, systems and artificial turf at Mosaic Stadium; and
2. Delegate authority to the Chief Financial Officer and Deputy City Manager to initiate and award the public procurement process for the Mosaic Stadium Video Display Board Project.

### **CR26-81 Build Canada Strong Funding Agreement**

#### **Recommendation**

That City Council:

1. Delegate authority to the Chief Financial Officer & Deputy City Manager or designate to:
  - a. Negotiate and approve the funding agreement between the City and the federal government for the Southwest Sewer Upgrade Project as described in this report;




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- b. Authorize amendments to the agreement, if required, which do not substantially change what is described in this report, and;
  - c. Prepare ancillary agreements or documents as required to give effect to the agreement.
2. Authorize the City Clerk to execute all agreements with the federal government upon review and approval of the City Solicitor.

### CR26-82 The Wastewater and Storm Water Bylaw No. 2016-24 Proposed Amendments

#### **Recommendation**

That City Council:

1. Approve the bylaw amendments outlined in Appendix A of this report to come into force on the day of passage, with the exception for the changes to Schedule E “Charges for Accepted Hauled Wastewater,” shall come into force on January 1, 2027; and
2. Instruct the City Solicitor to prepare the necessary amendments to *The Wastewater and Storm Water Bylaw, 2016, Bylaw No. 2016-24* as outlined in Appendix A and recommendation #1 of this report.

### CR26-83 North Pumping Station Pumps 1 and 2 Replacement Project

#### **Recommendation**

That City Council authorize the Deputy City Manager, City Operations, or their designate, to authorize and amend the existing contract to increase the consulting fees for the North Pump Station – Pump Nos. 1 and 2 Replacement Project over \$750,000.

CR26-84 Citizen Appointments to Board of Revision

#### **Recommendation**

That City Council approve the following appointments to the Board of Revision for a term of office as indicated below:

Sidney Friesen	June 24, 2026 to December 31, 2026
Josh Howie	June 24, 2026 to December 31, 2027



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CR26-85 2030/2032 Federation of Canadian Municipalities Annual Conference & Trade Show

**Recommendation**

That City Council:

1. Approve the City submitting a bid to host either the 2030 or 2032 Federation of Canadian Municipalities Annual Conference and Trade Show, and if successful, hosting the selected Federation of Canadian Municipalities Conference and Trade Show, as further described in this report;
2. Delegate the authority to the City Manager, or designate to negotiate and approve necessary agreements between the City of Regina and Federation of Canadian Municipalities related to hosting the event, any amendments to the agreements that do not substantially change what is described in this report and any ancillary agreements or documents;
3. Delegate authority to the City Manager or designate to accept funding contributions towards the event in excess of the funding limits delegated to by The Regina Administration Bylaw and to negotiate and approve any necessary agreements and any amendments to those agreements;
4. Authorize the City Clerk to execute any required agreements on behalf of the City of Regina after review by the City Solicitor; and
5. Approve funding for hosting costs up to \$200,000 from the Events, Conventions & Tradeshows Annual Fund in 2030 or 2032, acknowledge the City of Regina may incur additional expenses to ensure the success of hosting the event and refer any additional funding that may be required to the 2030 and 2032 budget process.

**REGINA PLANNING COMMISSION**

**CR26-86 Heritage Designations 2026**

**Recommendation**

That City Council:

1. Approve the application for designation of 2301 Lorne Street as a Municipal Heritage Property:




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Historic Place Name	Address	Parcel	Appendix
Windsor Tower	2301 Lorne Street	Plan: 98RA28309 Block: 459, Lot: 20	A

2. Deny the application to designate the property at 2224 Toronto Street as a Municipal Heritage Property and remove the property from the Heritage Inventory:

Historic Place Name	Address	Parcel	Appendix
Howlett Residence	2224 Toronto Street	Plan: 101190103 Block 422 Lot 24 ext. 3	B

3. Instruct Administration to issue and serve notice of City Council's intention to consider a bylaw to designate the property at 2301 Lorne Street as a Municipal Heritage Property in accordance with *The Heritage Property Act*.
4. Instruct the City Solicitor to prepare the necessary Municipal Heritage Property bylaw to be considered by City Council at its first meeting following the statutory notice period to:
- a. Designate 2301 Lorne Street as a Municipal Heritage Property.
  - b. Identify the reasons for the designation and the character-defining elements as stated in Appendix A – 2301 Lorne Street and attached to this report for 2301 Lorne Street. Provide that any subsequent alterations to the property be consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
5. Upon adoption of a bylaw designating 2301 Lorne Street as a Municipal Heritage Property, instruct the Office of the City Clerk to add it to the Heritage Registry.



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**MOTIONS**

MN26-9 Urgent Pedestrian Safety and Accessibility Lighting Retrofits in Harbour Landing

**Recommendation**

That City Council direct Administration to report back on the following for the proposed 2027 budget deliberations:

1. Capital funding request for the retrofitting of all existing marked but unlit crosswalks in Harbour Landing, starting with James Hill Road at the walking path (Creek north to South) and including any other high-priority unlit crossings in the area such as, but not limited to, the following walk paths located at “Gilbert Cres and Beacon Drive”; “Harbour Landing Drive between Wright Road and Trinity Way”; “Gordon Road between Harbour Landing Drive and Universal Crescent”; and “Jim Cairns Boulevard between Wright Road” to fully illuminated, high-visibility, and accessible crosswalks, with a consideration of the following for inclusion in these retrofits:
  - a. High-intensity, energy-efficient LED lighting (or equivalent) designed to meet or exceed Illuminating Engineering Society (IES) standards for pedestrian facilities, with specific attention to uniform illumination levels that support users with low vision;
  - b. Enhanced reflective signage, pavement markings, tactile walking surface indicators, audible signals where warranted, curb ramps, and other accessibility features in alignment with *The Accessible Saskatchewan Act*, City of Regina Transportation Master Plan and City of Regina Design Standards for Transportation, with compliant with universal design principles and accessibility standards ; and
  - c. Deployment of interim safety and accessibility measures (e.g., temporary beacons, enhanced high-contrast markings, or portable lighting) as soon as possible in 2027, with full retrofits targeted for the 2027 construction season pending approval of funding allocation;
2. Capital funding request for lighting installation along the Wascana Creek environmental reserve and associated multi-use pathways in Harbour Landing as follows:



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- a. Lighting on one side of the primary creek pathways by no later than July 1st, 2028 Grand Opening or preferable sooner in 2027;
  - b. Full lighting on both sides of the creek pathways by no later than July 1st, 2030; and
  - c. Design specifications to use energy-efficient, dark-sky-friendly LED or solar-hybrid systems with shielding, adaptive controls (e.g., motion-activated or smart lighting), and accessibility-focused elements such as consistent illumination at path edges, ground-level wayfinding, and features supporting users with mobility aids, visual impairments, or other disabilities.
3. Additional information that includes:
- a. A full inventory of affected crosswalks and pathway segments, including usage patterns by pedestrian user groups;
  - b. Potential funding sources (e.g., reallocation from transportation/park budgets, growth infrastructure levies, active transportation grants, or accessibility-specific funding), and offsets to minimize net new expenditure;
  - c. A phased implementation timeline, comprehensive consultation plan with Harbour Landing residents, the Harbour Landing Community Association, Accessibility Advisory Committee, and disability advocacy groups; and
  - d. Options for interim enhancements and a monitoring framework to evaluate post-installation outcomes on safety, accessibility, and usage (e.g., before/after incident data, user surveys, and equity metrics).

MN26-10 9th Avenue North Traffic Improvements

**Recommendation**

That City Council:

1. Direct Administration to bring a report back in Q4 2026 with the following information:



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- a. Recommended bylaw amendments to enact a speed limit decrease on 9<sup>th</sup> Avenue North between Courtney Street and Pinkie Road in advance of the Costco opening;
  - b. An overview of the suggested timeline for the speed limit reduction and the financial implications associated with replacing signage on the post speed limit;
  - c. An overview of planned work toward the ultimate traffic solution for the 9th Avenue North corridor between Pinkie Road and Courtney Street, including proposed expressway upgrades, traffic calming and safety enhancements, and noise attenuation wall requirements;
2. Direct Administration to review and install additional “Truck Prohibited” (or truck restriction) signage in advance of the 9<sup>th</sup> Avenue North Regina Bypass exit ramp, ensuring signage is placed at sufficient distance to provide adequate warning for approaching drivers to safely reroute;
  3. Direct Administration to install a solar-powered speed radar warning sign on 9<sup>th</sup> Avenue North between Courtney Street and Pinkie Road to improve speed awareness and enhance roadway safety; and
  4. Direct Administration to design a communication campaign, including temporary signage, to enhance public awareness of truck restrictions and speed safety on 9<sup>th</sup> Avenue North between Courtney Street and Pinkie Road.

**MN26-11 Establishment of a Mayor’s Heroism Award****Recommendation**

That City Council direct Administration to develop a policy for the establishment of a Mayor’s Heroism Award, to be brought back to City Council for consideration at its October 14, 2026 meeting, that includes the following:

- a) Eligibility criteria and definitions of “heroic” or “extraordinary” actions;
- b) A nomination and selection process;
- c) Governance and frequency of the awards; and



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- d) Any associated costs, resource implications, and recommended funding sources.

**NOTICE OF MOTIONS**

MN26-12 Project No Excuses

**Recommendation**

THEREFORE BE IT RESOLVED that City Council direct Administration to:

1. Report back as part of the 2027-2028 budget deliberations with a 12-month Downtown Mobility Pilot titled “Project No Excuses,” to commence upon approval no later than Q1 2027, with a focus on the downtown core, with recommendations respecting the following:
  - a. Scope – Free Time-Limited Access:
    - i. A fare-free pilot option on a designated downtown bus route and/or routes/shuttles;
    - ii. Free two-hour time-limited on-street parking in downtown paid zones; with maintenance of resident permit programs to prevent spillover;
  - b. Integrated Enhancements:
    - i. Technology integration for dynamic parking/traffic/safety management, to position Regina as an innovation leader;
    - ii. Targeted equity expansions building on youth pilot successes.
  - c. Joint Analysis & Evaluation:
    - i. Quarterly reports evaluating data on ridership, foot traffic, spending, business surveys, congestion, crime/safety metrics, equity outcomes, economic indicators (assessments, MRS implications), and net fiscal impact;
    - ii. Final report following the pilot’s conclusion with clear recommendations for continuation and/or expansion, or termination of the program, including a sensitivity analysis;
    - iii. Clear KPIs and sunset dates if targets are unmet.
  - d. Program funding goals to address a gross funding gap of \$39.7M annually, with a goal of net-zero, with no associated mill rate




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increase for the program, leveraging the following elements to fully offset any induced costs:

- i. Efficiencies through technology optimizations such as route rationalization, electric fleet, and on-demand service for approximately \$4-6M;
  - ii. Provincial/federal grants, P3 opportunities, employer contributions, advertising opportunities, Business Improvement District levies, for approximately \$5-8M;
  - iii. Land value capture and Transit-Oriented Development charges and non-tax revenues for approximately \$3-5M;
  - iv. Economic uplift benefits: Downtown spending multipliers \$5-10M+ activity for higher property assessments/MRS share and police safety savings through reducing policing calls;
- e. Modeling for best/worst/likely scenarios confirming net-zero or positive ROI; with reserve and phasing leveraged as for bridging, with no mill rate impact; and reallocation of funding from non-core service areas, as needed;
  - f. Confirmation of net annual taxpayer cost after all offsets/benefits for scenarios, to ensure no associated property tax increases; and
2. Report back to Executive Committee within 60 days of City Council approval, with a detailed implementation plan including timelines, communication strategy (“No Excuses” branding), risk mitigations for congestion, enforcement, and full fiscal modeling incorporating economic/Municipal Revenue Sharing/safety benefits.

MN26-13 Project Service Prioritization

**Recommendation**

THEREFORE BE IT RESOLVED that City Council direct Administration to:

1. Prepare a report respecting work plan for a proposed Service Prioritization report as outlined below, that includes detailed scope, methodology, timeline, and work plan for completion of the Service Prioritization report, to be brought to City Council at its August 26, 2026 meeting for approval;
2. Pending City Council approval of the above work plan, prepare a Service Prioritization report that includes the following information:




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- a. Classification of all city services into recommended defined categories (ex. Core/Mandatory, Discretionary, and Hybrid) with 2026 cost breakdowns;
  - b. Options and recommendations for a 3-to-5-year Service Excellence & Sustainability Plan that could reduce annual spending overall by optimizing discretionary services while protecting and strengthening core services, therefore reducing property taxes collected by 5 to 10%;
  - c. City-wide public engagement and a full risk assessment;
3. Report back to the Audit and Finance Committee at its October 29, 2026 meeting with a finalized Service Prioritization report with recommendations to City Council on financial impacts for key service priorities for the 2027-2028 budget deliberations;
  4. Upon completion of the service prioritization review, to incorporate service level realignment and associated strategic planning into the City's Long-Term Financial Plan.

MN26-14 Updates to Council Policies

**Recommendation**

THEREFORE BE IT RESOLVED that City Council:

1. Direct Administration to report back with impacts and options for Council's consideration in the 2027-2028 budget deliberations, for the following increases to annual Councillor expense allowances:
  - a. Travel and communication expense allowance from \$10,000 to \$20,000; and
  - b. Home and office expense allowance from \$3,800 to \$7,600;
2. Amend *The Code of Ethics Bylaw, Bylaw No. 2017-4*, Council Support Policy and Elected Official Travel Policy to explicitly allow, at the individual Councillor's discretion, reimbursement of one additional spouse or designated guest ticket/fee for City-related events attended in an official capacity; and
3. Approve an automatic annual Consumer Price Index (CPI) (Regina CMA geographic area consumer price index as released by Statistics Canada) to Councillor expense allowances beginning in Q1 2027,



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applied at the start of each fiscal year, to prevent future erosion due to inflation in postal rates, digital tools, and event costs. Notwithstanding any other provision, commencement shall be postponed to Q1 2028 should the increased expense allowances referenced in point #1 receive approval in the 2027 budget.

MN26-15 Installation of Additional Benches – Norseman Park Walking Path in Harbour Landing

**Recommendation**

THEREFORE BE IT RESOLVED that City Council direct Administration to report back to City Council as part of the 2027-2028 budget deliberations on the following respecting the installation of benches as outlined in the aerial map, in blue, attached as Appendix A:

1. Estimated total cost and per-bench cost including supply, installation, concrete pads if required, and any site preparation;
2. Recommended number and style of benches, with consideration of senior-friendly features such as armrests and appropriate seat height;
3. Proposed installation timeline, with a target of completion in 2027 prior to peak summer pathway use, where feasible; and
4. Identify funding options for the installation of the required number of benches.

**BYLAWS**

2026-36 A Bylaw of the City of Regina Concerning a Plan for Certain Employees and Elected Officials Repeal B

2026-37 The Regina Transit Fare Amendment Bylaw, 2026 (No. 2)

**Adjournment**

AT REGINA, SASKATCHEWAN, WEDNESDAY, JUNE 10, 2026

AT A MEETING OF CITY COUNCIL

AT 1:00 PM

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

Present: Mayor Chad Bachynski, in the Chair  
Councillor Mark Burton  
Councillor Victoria Flores  
Councillor David Froh  
Councillor Jason Mancinelli  
Councillor Dan Rashovich  
Councillor Sarah Turnbull  
Councillor Shanon Zachidniak

Regrets: Councillor Clark Bezo  
Councillor Shobna Radons  
Councillor George Tsiklis

Also in Attendance: Acting City Clerk, Amber Ackerman  
Acting Deputy City Clerk, Martha Neovard  
Acting City Manager, Jim Nicol  
City Solicitor, Shannon Williams  
Deputy City Manager, City Operations, Kurtis Doney  
Deputy City Manager, City Planning & Community Services, Deborah Bryden  
Deputy City Manager, Communications, Service Regina & Tourism, Jennifer Johnson  
Acting CFO/Deputy City Manager, Jeff May  
Senior Legal Counsel, Jana-Marie Odling

CONFIRMATION OF AGENDA

**Councillor Jason Mancinelli moved, seconded by Councillor Dan Rashovich AND IT WAS RESOLVED, that the agenda for this meeting be approved, at the call of the Chair, with the following adjustments:**

- **ADD:**
  - the registered List of Delegations; and
  - Notice of Motion *MN26-11 Establishment of a Mayor's Heroism Award*
- **TABLE** the following items to the June 24, 2026 City Council meeting:
  - Motion *MN26-6 Infrastructure Protection*; and

- **Item CR26-70 Johnson Collegiate Fare-Free Pilot Project Update, and the following related registered delegations:**
  - **DE26-58 Terri Sleeva, Regina Citizens Public Transit Coalition (RCPTC), Regina, SK**
  - **DE26-59 James Elliott, Regina, SK**
  - **DE26-60 Florence Stratton, Regina, SK**
  - **DE26-61 Musfirah Jamal, Regina Youth Climate Justice Coalition, Regina, SK**
  - **DE26-62 Kiké Dueck, Regina, SK**
  - **DE26-63 Beverly McDougald, Regina, SK**
  - **DE26-64 Laura Stewart, Climate Action Team at Harmony United Church, Regina, SK**
  - **DE26-65 Atticus Kolody-Watt, Better Bus Youth, Regina, SK**
  - **DE26-66 Elizabeth Prokop, Regina, SK; and**
- **DEEM the following Notice of Motions as read into the record to give notice that they will be debated by Council at its June 24, 2026 meeting:**
  - **MN26-9 Urgent Pedestrian Safety and Accessibility Lighting Retrofits in Harbour Landing; and**
  - **MN26-10 9th Avenue North Traffic Improvements**
  - **MN26-11 Establishment of a Mayor's Heroism Award**

#### ADOPTION OF MINUTES

**Councillor Dan Rashovich moved, seconded by Councillor Jason Mancinelli AND IT WAS RESOLVED, that the minutes for the meeting held on May 20, 2026 be adopted, as circulated.**

#### CONSENT AGENDA

Pursuant to section 13.1(5) of *The Procedure Bylaw, No. 9004*, item *CR26-73 Concrete Reduction Options & Impacts* was removed from the consent agenda, as a delegate registered to speak to the item.

In addition, item *CR26-69 Casual & Elected Official Pension Plan Governance Changes* was removed from the consent agenda to allow for a required amendment to the recommendation contained within the report pertaining to a change to the effective date for the necessary changes of the bylaw that is to be prepared upon approval of the recommendations contained within the report by City Council at this meeting.

Pursuant to section 13.1(6) of *The Procedure Bylaw, No. 9004*, Councillor Dan Rashovich requested that item *CR26-66 2026 First Quarter General & Utility Capital Forecast* be removed from the consent agenda.

**Councillor Mark Burton moved, seconded by Councillor Shanon Zachidniak AND IT WAS RESOLVED, that the following items on the consent agenda be approved:**

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**CR26-63 2025 City of Regina Annual Reports & Public Accounts**

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**Recommendation**

That City Council:

1. Approve the 2025 Annual Report Draft (Appendix A), including the audited City of Regina's (City) Consolidated Financial Statements for the year ending December 31, 2025; and
2. Approve the 2025 Public Accounts Draft (Appendix B).

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**CR26-64 2025 Annual Investment Report**

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**Recommendation**

That City Council receive and file this report.

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**CR26-65 2026 First Quarter General & Utility Operating Forecast**

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**Recommendation**

That City Council:

1. Approve the transfer of \$40 thousand from the General Fund Reserve (GFR) to the Capital Budget for Capital Project - Election Management Software Solution due to an error in recording the revenue received in a prior period to the Operating Budget; and
2. Approve the transfer of approximately \$80 thousand from the General Fund Reserve (GFR) to the City Centre Incentive Reserve to fund prior year grants that were not fully expended.

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**CR26-67 2025 Buffalo Pound Water Treatment Corporation Year-End Report**

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**Recommendation**

That City Council direct Administration, in consultation with the Buffalo Pound Water Treatment Corporation, to bring an informational report to the Audit and Finance Committee by Q4 of 2027 to include the following:

- Final Plant Renewal Project costs to the City after grants;
- National Water and Wastewater Benchmarking Initiative peer benchmarking results and post-renewal improvements; and
- Projected water utility rate impacts and sensitivities for 2028-2031.

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**CR26-68 2025 Annual Submittal - Regina Exhibition Association Limited**

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**Recommendation**

That City Council authorize the Corporate Controller, as the City of Regina's (City) proxy, to exercise the City's voting rights at the upcoming Regina Exhibition Association Ltd. Annual General Meeting as follows:

1. Approve the Audited financial statements for 2025 operating year (Appendix A – 2025 Audited Financial Statements – Regina Exhibition Association Limited);
2. Approve the 2025 Annual Report (Appendix B – 2025 Annual Report – Regina Exhibition Association Limited; and
3. Approve MNP, LLP as the external auditor for Regina Exhibition Association Limited (REAL) for 2026.

#### CR26-71 Transit Fare Bylaw Updates-Charters

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##### **Recommendation**

That City Council:

1. Approve the following, effective June 24, 2026:
  - a) Amendments to *Schedule B – Transit Fares* for changes to Charter fees, as described in Appendix A.
  - b) Amendments to *Schedule D – Paratransit Charter Service Rates* as described in Appendix B.
2. Approve the amendments to *The Regina Transit Fare Bylaw, 2009*, as described in Appendix C to update wording regarding UPASS contracts; and
3. Instruct the City Solicitor to prepare the necessary amendments to *The Regina Transit Fare Bylaw, 2009*, to give effect on the recommendations in the report, to be brought forward to a subsequent meeting of City Council, following approval of these recommendations.

#### CR26-72 Road and Concrete Renewal Strategy and Annual Update

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##### **Recommendation**

That City Council remove item *CR25-19(1)* from its List of Outstanding Items.

#### COMMITTEE REPORTS

#### EXECUTIVE COMMITTEE

#### CR26-69 Casual & Elected Official Pension Plan Governance Changes

---

##### **Recommendation**

That City Council:

1. Approve the new governance structure and plan text under the new name, City of Regina (City) Defined Contribution Pension Plan (the

new Plan), for the City's Casual and Elected Officials Defined Contribution Pension Plan as outlined in this report and in Appendix A, effective January 1, 2027;

2. Delegate authority to the City Manager for future amendments or termination of the new Plan as the Plan Sponsor on behalf of the City, subject to the following general conditions that are outlined in detail in section 14 of the plan text:
  - a) For both elected officials and employees, existing entitlements in the Plan are retained and cannot be reduced;
  - b) For both elected officials and employees, assets of the plan cannot be diverted and must be used for the exclusive benefit of members and their spouses, beneficiaries or estates;
  - c) Existing collective bargaining arrangements are retained which means that amendments that affect employees continue to be subject to the approval of the Canadian Union of Public Employees (CUPE), Local No. 21 in accordance with and to the extent required by the collective agreement; and
  - d) Council may be consulted before an amendment that affects elected officials is adopted; and
3. Instruct the City Solicitor to bring forward a bylaw to City Council to repeal Bylaw No. 8589 A Bylaw of the City of Regina Concerning a Plan for Certain Employees and Elected Officials (Bylaw No.8589). This would be effective December 31, 2026.

**Councillor Jason Mancinelli moved, seconded by Councillor Dan Rashovich, that City Council:**

- 1. Approve the new governance structure and plan text under the new name, City of Regina (City) Defined Contribution Pension Plan (the new Plan), for the City's Casual and Elected Officials Defined Contribution Pension Plan as outlined in this report and in Appendix A, effective January 1, 2027;**
- 2. Delegate authority to the City Manager for future amendments or termination of the new Plan as the Plan Sponsor on behalf of the City, subject to the following general conditions that are outlined in detail in section 14 of the plan text:**
  - a) For both elected officials and employees, existing entitlements in the Plan are retained and cannot be reduced;**
  - b) For both elected officials and employees, assets of the plan cannot be diverted and must be used for the exclusive benefit of members and their spouses, beneficiaries or estates;**

- c) Existing collective bargaining arrangements are retained which means that amendments that affect employees continue to be subject to the approval of the Canadian Union of Public Employees (CUPE), Local No. 21 in accordance with and to the extent required by the collective agreement; and
  - d) Council may be consulted before an amendment that affects elected officials is adopted; and
3. Instruct the City Solicitor to bring forward a bylaw to City Council to repeal Bylaw No. 8589 A Bylaw of the City of Regina Concerning a Plan for Certain Employees and Elected Officials (Bylaw No.8589). This would be effective January 1, 2027.

The motion was put and declared **CARRIED**.

<b>RESULT:</b>	CARRIED [Unanimous]
<b>MOVER:</b>	Councillor Mancinelli
<b>SECONDER:</b>	Councillor Rashovich
<b>IN FAVOUR:</b>	Councillors: Burton, Flores, Froh, Mancinelli, Rashovich, Turnbull, Zachidniak, and Mayor Bachynski

CR26-73 Concrete Reduction Options & Impacts

**Recommendation**

That City Council receive and file this report.

DE26-67 James Elliott, Regina, SK addressed City Council.

**Councillor Jason Mancinelli moved, seconded by Councillor Mark Burton, that the recommendation contained in the report be concurred in.**

The motion was put and declared **CARRIED**.

<b>RESULT:</b>	CARRIED [Unanimous]
<b>MOVER:</b>	Councillor Mancinelli
<b>SECONDER:</b>	Councillor Burton
<b>IN FAVOUR:</b>	Councillors: Burton, Flores, Froh, Mancinelli, Rashovich, Turnbull, Zachidniak, and Mayor Bachynski

CR26-74 2027 Grey Cup

**Recommendation**

That City Council:

1. Approve the City of Regina (City) providing a total contribution value of

\$1,500,000, consisting of cash and City services, in support of the Saskatchewan Roughriders Football Club (SRFC) and their bid to host the 2027 Grey Cup, subject to the following conditions:

- a) That the bid to host the 2027 Grey Cup in Regina is successful;
  - b) That a Contribution Agreement with the SRFC is completed;
  - c) That the SRFC is successful in securing financial support from Tourism Saskatchewan and the Regina Hotel Association;
  - d) That the SRFC demonstrates the ability to plan and execute the event via a plan which outlines the proposed organizational structure, a human resource plan, an operations and financial plan, a risk management plan, and other necessary documentation; and
  - e) That the SRFC recognizes the City accepts no obligation for deficits, loans or guarantees incurred by the SRFC in hosting the 2027 Grey Cup.
2. Delegate authority to the City Manager, or designate, to negotiate and approve the terms of the Contribution Agreement between the City and the SRFC, any agreement that may be required with the Regina Police Service, and any amendments to these Agreements that do not substantially change what is described in this report and any ancillary agreements or documents required to give effect to the Agreements; and
  3. Authorize the City Clerk to execute the Contribution Agreement on behalf of the City after review by the City Solicitor.

**Councillor Jason Mancinelli moved, seconded by Councillor Dan Rashovich AND IT WAS RESOLVED, that communication CP26-32 Craig Reynolds, Saskatchewan Roughrider Football Club, Regina, SK, be received and filed.**

**Councillor David Froh moved, seconded by Councillor Jason Mancinelli, that City Council:**

1. **Approve the City of Regina (City) providing a total contribution value of up to \$1,500,000, consisting of cash and City services, in support of the Saskatchewan Roughriders Football Club (SRFC) and their bid to host the 2027 Grey Cup, subject to the following conditions:**
  - a) **That the bid to host the 2027 Grey Cup in Regina is successful;**
  - b) **That a Contribution Agreement with the SRFC is completed;**

- c) That the SRFC is successful in securing financial support from Tourism Saskatchewan and the Regina Hotel Association;
  - d) That the SRFC demonstrates the ability to plan and execute the event via a plan which outlines the proposed organizational structure, a human resource plan, an operations and financial plan, a risk management plan, and other necessary documentation; and
  - e) That the SRFC recognizes the City accepts no obligation for deficits, loans or guarantees incurred by the SRFC in hosting the 2027 Grey Cup.
2. Delegate authority to the City Manager, or designate, to negotiate and approve the terms of the Contribution Agreement between the City and the SRFC, any agreement that may be required with the Regina Police Service, and any amendments to these Agreements that do not substantially change what is described in this report and any ancillary agreements or documents required to give effect to the Agreements; and
  3. Authorize the City Clerk to execute the Contribution Agreement on behalf of the City after review by the City Solicitor.

Amendment

Councillor Shanon Zachidniak moved, in amendment, seconded by Councillor Victoria Flores, that City Council allocate the contribution amount of up to \$1,500,000 from the General Fund Reserve.

The amending motion was put and declared **LOST**.

<b>RESULT:</b>	LOST [1 to 7]
<b>MOVER:</b>	Councillor Zachidniak
<b>SECONDER:</b>	Councillor Flores
<b>IN FAVOUR:</b>	Councillor Zachidniak
<b>AGAINST:</b>	Councillors: Burton, Flores, Froh, Mancinelli, Rashovich, Turnbull, and Mayor Bachynski

The main motion was put and declared **CARRIED**.

<b>RESULT:</b>	CARRIED [6 to 2]
<b>MOVER:</b>	Councillor Froh
<b>SECONDER:</b>	Councillor Mancinelli
<b>IN FAVOUR:</b>	Councillors: Burton, Flores, Froh, Mancinelli, Rashovich, and Mayor Bachynski
<b>AGAINST:</b>	Councillors: Turnbull and Zachidniak

RECESS

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

City Council recessed at 2:30 p.m.

City Council reconvened at 2:47 p.m., in the absence of Councillor Jason Mancinelli.

BYLAWS2026-35 The Code of Ethics Amendment Bylaw, 2026First Reading

**Councillor Shanon Zachidniak moved, seconded by Councillor Mark Burton, that Bylaw No. 2026-35 be introduced and read a first time.**

**The motion was put and declared CARRIED.**

<b>RESULT:</b>	CARRIED [Unanimous]
<b>MOVER:</b>	Councillor Zachidniak
<b>SECONDER:</b>	Councillor Burton
<b>IN FAVOUR:</b>	Councillors: Burton, Flores, Froh, Rashovich, Turnbull, Zachidniak, and Mayor Bachynski
<b>AWAY:</b>	Councillor Mancinelli

The Bylaw was read a first time.

(Councillor Jason Mancinelli returned to the meeting.)

Second Reading

**Councillor Shanon Zachidniak moved, seconded by Councillor Sarah Turnbull, that Bylaw No. 2026-35 be introduced and read a second time.**

**The motion was put and declared CARRIED.**

<b>RESULT:</b>	CARRIED [Unanimous]
<b>MOVER:</b>	Councillor Zachidniak
<b>SECONDER:</b>	Councillor Turnbull
<b>IN FAVOUR:</b>	Councillors: Burton, Flores, Froh, Mancinelli, Rashovich, Turnbull, Zachidniak, and Mayor Bachynski

The Bylaw was read a second time.

Third Reading Consent

**Councillor Shanon Zachidniak moved, seconded by Councillor Victoria Flores that**

**City Council hereby consent to Bylaw No. 2026-35 going to third and final reading at this meeting.**

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

<b>RESULT:</b>	CARRIED [Unanimous]
<b>MOVER:</b>	Councillor Zachidniak
<b>SECONDER:</b>	Councillor Flores
<b>IN FAVOUR:</b>	Councillors: Burton, Flores, Froh, Mancinelli, Rashovich, Turnbull, Zachidniak, and Mayor Bachynski

Third Reading

**Councillor Shanon Zachidniak moved, seconded by Councillor David Froh, that Bylaw No. 2026-35 be read a third time.**

**The motion was put and declared CARRIED.**

<b>RESULT:</b>	CARRIED [Unanimous]
<b>MOVER:</b>	Councillor Zachidniak
<b>SECONDER:</b>	Councillor Froh
<b>IN FAVOUR:</b>	Councillors: Burton, Flores, Froh, Mancinelli, Rashovich, Turnbull, Zachidniak, and Mayor Bachynski

The Bylaw was read a third and final time.

AUDIT AND FINANCE COMMITTEE

CR26-66 2026 First Quarter General & Utility Capital Forecast

**Recommendation**

That City Council receive and file this report.

**Councillor Dan Rashovich moved, seconded by Councillor Jason Mancinelli, that the recommendation contained in the report be concurred in.**

**The motion was put and declared CARRIED.**

<b>RESULT:</b>	CARRIED [Unanimous]
<b>MOVER:</b>	Councillor Rashovich
<b>SECONDER:</b>	Councillor Mancinelli
<b>IN FAVOUR:</b>	Councillors: Burton, Flores, Froh, Mancinelli, Rashovich, Turnbull, Zachidniak, and Mayor Bachynski

ADJOURNMENT

**Councillor Victoria Flores moved, seconded by Councillor David Froh, AND IT WAS RESOLVED, that the meeting adjourn.**

The meeting adjourned at 3:05 p.m.

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Secretary



## Cathedral Village Community Association Garden Lease

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Executive Committee
<b>Service Area</b>	Land, Real Estate & Economic Development
<b>Item #</b>	CR26-75

### RECOMMENDATION

---

That City Council:

1. Approve the City of Regina (City) entering a lease agreement with the Cathedral Village Community Association Corporation (CVCA) for City-owned property located at 2055 Forget Street, as shown in Appendix A — Lease Space, consistent with the terms and conditions stated in this report;
2. Delegate Authority to the City Manager (or their designate) to negotiate any other commercially relevant terms and conditions, any amendments to the agreement that do not substantially change what is described in this report, and any ancillary agreements or documents required to give effect to this agreement; and
3. Authorize the City Clerk to execute the Lease Agreement upon review and approval by the City Solicitor.

### HISTORY

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At its meeting on May 27, 2026, the Executive Committee considered item *EX26-59 Cathedral Village Community Association Garden Lease* from the Financial Strategy & Sustainability division.

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

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

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Ackerman, Acting City Clerk 6/3/2026

**ATTACHMENTS**

EX26-59 Cathedral Village Community Association Garden Lease  
Appendix A - Lease Space



## Cathedral Village Community Association Garden Lease

<b>Date</b>	May 27, 2026
<b>To</b>	Executive Committee
<b>From</b>	City Manager's Office
<b>Service Area</b>	Land, Real Estate & Economic Development
<b>Item No.</b>	EX26-59

### RECOMMENDATION

---

The Executive Committee recommends that City Council:

1. Approve the City of Regina (City) entering a lease agreement with the Cathedral Village Community Association Corporation (CVCA) for City-owned property located at 2055 Forget Street, as shown in Appendix A — Lease Space, consistent with the terms and conditions stated in this report;
2. Delegate Authority to the City Manager (or their designate) to negotiate any other commercially relevant terms and conditions, any amendments to the agreement that do not substantially change what is described in this report, and any ancillary agreements or documents required to give effect to this agreement;
3. Authorize the City Clerk to execute the Lease Agreement upon review and approval by the City Solicitor, and
4. Approve these recommendations at its meeting on June 10, 2026, following the required public notice.

### ISSUE

The CVCA has held a garden lease on the land at 2055 Forget Street for the last 20 years. The current agreement expires July 3, 2026. There is no further option to renew the agreement. The CVCA wishes to enter into a new 10-year lease agreement. The existing lease is provided to the

CVCA for \$1.00 per year, which is consistent with other community garden leases to non-profit organizations. The CVCA will be responsible for all expenses associated with maintaining and operating the garden area including property taxes.

When considering the lease or sale of City-owned property, Administration may only lease or sell property without Council approval if it has been made available publicly and is leased or sold at market value. In this case, the space is being provided without a public offering and at less than fair market value, therefore Council approval is required.

## **IMPACTS**

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### **Financial Impact**

The lease would be provided to the CVCA for a nominal charge, which is consistent with other community garden leases with non-profit organizations. The CVCA would be responsible for all expenses associated with maintaining and operating the garden area.

### **Policy Impact**

The City recognizes community gardening as a valuable recreational activity that contributes to community development, educational opportunities, improvements in community safety and building community.

### **Strategic Priority Impact**

This recommendation is aligned with the City's 2026-29 Strategic Plan through the Vibrancy priority, which states: "Places, spaces and programs enable community connection, city pride and well-being". It is specifically aligned through the "Public Safety and community well-being is addressed through proactive actions by the City and partnerships with community-based organizations" outcome.

### **Environmental Impact**

The recommendations in this report have limited direct impacts on energy consumption and greenhouse gas emissions.

### **Indigenous Impact**

The recommendation in this report aligns with the City's commitment to advancing reconciliation and honoring Indigenous worldviews. Community gardens create space for land-based learning, food sovereignty, and intergenerational knowledge sharing – values deeply rooted in Indigenous cultures. By enabling this project, the City helps restore relationships with the land, strengthens community wellness, and supports opportunities for residents to lead, teach, and thrive. This partnership reflects our responsibility to steward the land respectfully and to work alongside communities in building a healthier, more connected future for all.

### **Inclusion, Diversity, Equity & Accessibility (IDEA)**

Community gardens act as natural gathering places, breaking down barriers between different age groups, ethnicities and socioeconomic backgrounds. This shared space fosters casual interactions, shared experiences and the development of new friendships and support networks\building social capital and a stronger sense of community belonging.

There are no legal or labour impacts regarding this report.

### **OTHER OPTIONS**

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#### **Option 1 – Approve the lease terms as outlined in this report - RECOMMENDED**

Option 2 – Approve the lease with a market value lease to the community association – NOT RECOMMENDED

(No other Community Association has been charged market value for a garden lease.)

Option 3 – Deny the lease – NOT RECOMMENDED

(Denying the CVCA community garden will disrupt local food production and community benefits associated with the current activities.)

### **COMMUNICATIONS & ENGAGEMENT**

---

Public notice required for Council to approve the lease of City-owned property without a public offering and at less than market value has been advertised in accordance with *The Public Notice Bylaw, 2020*.

The CVCA will be informed of any decision of Council.

### **DISCUSSION**

---

The CVCA wishes to continue operating a community garden at 2055 Forget Street (as shown in Appendix A) to provide residents with a space to connect and grow. The community garden promotes local food production and supports environmental sustainability. This is the only community garden available in the Cathedral neighborhood.

The term of the proposed agreement is ten years, commencing July 4, 2026, which is typical of these types of agreements. The CVCA will be responsible for all operating costs, including weed/pest control and water consumption. No other utilities are intended to be provided. It is the responsibility of the CVCA to manage and administer the garden plots. No permanent structures, recreational trailers or portable restrooms shall be permitted on the site. The CVCA shall be required to comply with *Providing for Community Gardens – MN05-11 CR06-116*, approved by Council.

**DECISION HISTORY & AUTHORITY**

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On May 29, 2006, Council considered item *CR06-73 Cathedral Area Community Association Community Gardens* and approved the original Garden Lease to the Cathedral Area Community Association.

Respectfully Submitted,



Chad Jedlic, Director  
Land, Real Estate & Economic Development

Respectfully Submitted,



Jim Nicol  
Interim City Manager

Prepared by: Ashley Heisler, Real Estate Officer



**ATTACHMENTS**

Appendix A - Lease Space

# Appendix A

1:1,500



 Subject Area  
 Parcel Lines



## Real Estate Branch, City Planning & Development Div.

Project: Subject Land

Civic Address: Multiple - 2000 Block Forget St  
Legal Description: Block 32 Lots 1-3, 11-17, 19,20,22





## Regina & Area Motocross Lease

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Executive Committee
<b>Service Area</b>	Land, Real Estate & Economic Development
<b>Item #</b>	CR26-76

## RECOMMENDATION

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That City Council:

1. Approve the City of Regina (City) entering into a lease agreement with the Regina and Area Motocross Club Inc. (RAMC) for a portion of City-owned property, commonly known as King's Park (portion of LSD 6-13-18-19-2 Ext 19, LSD 3-13-18-19-2 Ext 14, SE 13-18-19-2 Ext 0), in accordance with the terms and conditions outlined in this report;
2. Delegate Authority to the City Manager (or their designate), to negotiate any other commercially relevant terms and conditions, as well as any amendments to the agreement that do not substantially change what is described in this report and any ancillary agreements or documents required to give effect to this agreement; and
3. Authorize the City Clerk to execute the agreement upon review and approval by the City Solicitor.

## HISTORY

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At its meeting on May 27, 2026, the Executive Committee considered item *EX26-60 Regina & Area Motocross Lease* from the Financial Strategy & Sustainability division.

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

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

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Ackerman, Acting City Clerk 6/3/2026

**ATTACHMENTS**

EX26-60 Regina & Area Motocross Lease  
Appendix A - Motocross



## Regina & Area Motocross Lease

<b>Date</b>	May 27, 2026
<b>To</b>	Executive Committee
<b>From</b>	City Manager's Office
<b>Service Area</b>	Land, Real Estate & Economic Development
<b>Item No.</b>	EX26-60

### RECOMMENDATION

---

The Executive Committee recommends that City Council:

1. Approve the City of Regina (City) entering into a lease agreement with the Regina and Area Motocross Club Inc. (RAMC) for a portion of City-owned property, commonly known as King's Park (portion of LSD 6-13-18-19-2 Ext 19, LSD 3-13-18-19-2 Ext 14, SE 13-18-19-2 Ext 0), in accordance with the terms and conditions outlined in this report;
2. Delegate Authority to the City Manager (or their designate), to negotiate any other commercially relevant terms and conditions, as well as any amendments to the agreement that do not substantially change what is described in this report and any ancillary agreements or documents required to give effect to this agreement;
3. Authorize the City Clerk to execute the agreement upon review and approval by the City Solicitor; and
4. Approve these recommendations at its meeting on June 10, 2026, following the required public notice.

### ISSUE

---

The RAMC has been affiliated with the King's Park area for approximately 40 years. It is one of the largest and most active off-road riding groups in Saskatchewan. They are a non-profit organization with over 150 members formed in the early 1970's. They are affiliated with 10 other clubs across the

Saskatchewan Motorsport Association (SMA). The RAMC's current lease with the City is set to expire on July 3, 2026, and the RAMC would like to continue using the area.

When considering the lease of City-owned property, Administration may only lease or sell property that has been made publicly available and is leased or sold at market value. In this case, the area is proposed to be leased without a public offering, therefore Council approval is required.

## **IMPACTS**

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### **Financial Impact**

The leased area contains infrastructure that has been constructed and maintained by the RAMC for their specific use. This land is not currently developable and has limited revenue opportunity. While the land could be utilized for hay or grazing, revenues from these activities are estimated to be less than the proposed annual rate of \$1000. The RAMC will be responsible for insurance, maintenance and operations of the property, including any property taxes assessed by and payable to the Rural Municipality of Sherwood (RM).

### **Strategic Priority Impact**

The proposed RAMC lease aligns with the City's strategic priority of Vibrancy—supporting the outcome that “Residents have access to inclusive spaces and programs that support culture, sport, recreation and well-being” by providing opportunities for residents of all ages and abilities to learn, stay active and connect.

### **Environmental Impact**

The recommendations in this report are regarding the lease of land which has limited direct impacts on energy use and greenhouse gas emissions.

### **Indigenous Impact**

On January 20, 2026, Indigenous Relations spoke with Harry Francis, the lead Elder for the City's Indigenous Advisory Committee and the Ceremony Site regarding the recommendation in this report. Elder Francis confirmed his support for the proposed lease and for continued use by groups utilizing the King's Park area. The lease will not impact operations of the Ceremony Site.

There are no financial, legal, policy, labor, or community well-being impacts, or Inclusion, Diversity, Equity & Accessibility impacts respecting this report.

## **OTHER OPTIONS**

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### **Option 1 – Approve the lease as outlined in this report – RECOMMENDED**

**Option 2 - Deny the lease – NOT RECOMMENDED**

The City has a long-standing relationship with the RAMC for the use of this property. Denying the lease would increase operating costs for the City to keep the property secure, as well as add costs for seasonal maintenance of the area. Depending on the use, the City would also be responsible for annual property taxes to the RM of Sherwood.

**Option 3 - Publicly advertise the space for lease and award it to the highest bid- NOT RECOMMENDED**

The City has a long-standing relationship with the RAMC, which aligns well with the other groups currently utilizing the King's Park area. RAMC has made significant financial investment in the property to make it suitable for their use.

**COMMUNICATIONS & ENGAGEMENT**

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Public notice required for Council to approve the lease of City-owned property without a public offering was advertised in accordance with *The Public Notice Bylaw, 2020*.

The RAMC will be informed of any decisions of the Executive Committee and Council.

**DISCUSSION**

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The RAMC has been affiliated with the King's Park area for approximately 40 years. The RAMC's current lease agreement with the City expires on July 3, 2026.

King's Park is a well-used facility for off-road riding and motocross racing with a family-oriented atmosphere.

The RAMC's most recent lease was approved by Council in 2016 for 10 years. The leased area is approximately 27.8 hectares. In 2019, an addendum to the lease was approved by Council to allow for overnight camping on the property during race events.

The proposed lease term is 10 years with an annual rate of \$1,000 plus GST, which is considered market value given that the improvements were installed and are maintained by the RAMC. The RAMC would be responsible for all property taxes assessed by the RM as well as insurance and the ongoing operation and maintenance of the land.

**DECISION HISTORY & AUTHORITY**

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On May 30, 2016, Council considered report *CR16-61 Lease of City Property – Regina & Area Motocross Club Inc.– King's Park Area* and approved a new lease of the land for a term of ten years.

On May 14, 2019, Council considered report *CR19-55, Lease Amendment King's Park Area- Overnight Camping* and approved an amendment to the original lease to allow for overnight

camping.

Respectfully Submitted,



Chad Jedlic, Director  
Land, Real Estate & Economic Development

Respectfully Submitted,



Jim Nicol  
Interim City Manager

Prepared by: Fraser Ford, Real Estate Officer

**ATTACHMENTS**

Appendix A - Motocross

# Appendix A

1:5,000



## Financial Strategy & Sustainability/Land & Real Estate/Real Estate



Project: Subject Land Civic Address: NA - King Park area  
Legal Description: SE 13-18-19-2 Ext 0





## Saskatchewan Kart Club Lease

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Executive Committee
<b>Service Area</b>	Land, Real Estate & Economic Development
<b>Item #</b>	CR26-77

## RECOMMENDATION

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That City Council:

1. Approve the City of Regina (City) entering into a lease agreement with the South Saskatchewan Kart Club (SSKC) for a portion of City-owned property, commonly known as King's Park (portion of LSD 6-13-18-19-2 Ext 19), in accordance with the terms and conditions outlined in this report;
2. Delegate Authority to the City Manager (or their designate) to negotiate any other commercially relevant terms and conditions, as well as any amendments to the agreement that do not substantially change what is described in this report and any ancillary agreements or documents required to give effect to this agreement; and
3. Authorize the City Clerk to execute the agreement upon review and approval by the City Solicitor.

## HISTORY

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At its meeting on May 27, 2026, the Executive Committee considered item *EX26-61 South Sask Kart Club Inc. Lease* from the Financial Strategy & Sustainability division.

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

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

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Ackerman, Acting City Clerk 6/3/2026

**ATTACHMENTS**

EX26-61 South Sask Kart Club Inc. Lease  
Appendix A- Kart Club



## South Saskatchewan Kart Club Lease

<b>Date</b>	May 27, 2026
<b>To</b>	Executive Committee
<b>From</b>	City Manager's Office
<b>Service Area</b>	Land, Real Estate & Economic Development
<b>Item No.</b>	EX26-61

### RECOMMENDATION

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The Executive Committee recommends that City Council:

1. Approve the City of Regina (City) entering into a lease agreement with the South Saskatchewan Kart Club (SSKC) for a portion of City-owned property, commonly known as King's Park (portion of LSD 6-13-18-19-2 Ext 19), in accordance with the terms and conditions outlined in this report;
2. Delegate Authority to the City Manager (or their designate) to negotiate any other commercially relevant terms and conditions, as well as any amendments to the agreement that do not substantially change what is described in this report and any ancillary agreements or documents required to give effect to this agreement;
3. Authorize the City Clerk to execute the agreement upon review and approval by the City Solicitor; and
4. Approve these recommendations at its meeting on June 10, 2026, following the required public notice.

### ISSUE

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The SSKC is a volunteer-driven, non-profit motorsport organization in Regina, Saskatchewan, with roots dating back to the 1960's. They currently lease 6.5 hectares of land within the King's Park area, as shown in Appendix A. The current lease is set to expire on July 3, 2026, and the SSKC

would like to continue using the area.

When considering the lease of City-owned property, Administration may only lease or sell property that has been made publicly available and is leased or sold at market value. In this case, the area is proposed to be leased without a public offering, therefore Council approval is required

## **IMPACTS**

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### **Financial Impact**

The leased area contains infrastructure built and installed by the SSKC that is specific to their use. This land is not currently developable and has limited revenue opportunity. While the land could be utilized for hay or grazing, revenues from these activities are estimated to be less than the proposed annual rate of \$1000. The SSKC will be responsible for insurance, as well as the maintenance and operations of the property, including any property taxes assessed by and payable to the Rural Municipality of Sherwood (RM).

### **Strategic Priority Impact**

The proposed SSKC lease aligns with the City's strategic priority of Vibrancy, supporting the outcome that "Residents have access to inclusive spaces and programs that support culture, sport, recreation and well-being" by providing opportunities to residents of all ages and abilities to learn, stay active and connect.

### **Environmental Impact**

The recommendations in this report are regarding the lease of land which has limited direct impacts on energy use and greenhouse gas emissions.

### **Indigenous Impact**

On January 20, 2026, Indigenous Relations spoke with Harry Francis, the lead Elder for the City's Indigenous Advisory Committee and the Ceremony Site regarding the recommendation in this report. Elder Francis confirmed his support for the proposed lease and for continued use by groups utilizing the King's Park area. The lease will not impact operations of the Ceremony Site.

There are no legal, policy, labor, or community well-being impacts, or Inclusion, Diversity, Equity & Accessibility impacts respecting this report.

## **OTHER OPTIONS**

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**Option 1 – Approve the lease as outlined in this report – RECOMMENDED**

Option 2- Deny the lease – NOT RECOMMENDED

Denying the lease would increase operating costs for the City to keep the property secure, as well as adding costs for seasonal maintenance of the area. Depending on the use, the City would also be responsible for annual property taxes to the RM of Sherwood. Since 2016, the SSKC has invested over \$450,000 towards the infrastructure for their facility. It would cause financial hardship on the SSKC should they be required to relocate.

Option 3- Publicly advertise the space for lease and award it to the highest bid- NOT RECOMMENDED

The City has a long-standing relationship with the SSKC, which aligns well with the other groups currently utilizing the King's Park region.

### **COMMUNICATIONS & ENGAGEMENT**

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Public notice required for Council to approve the lease of City-owned property without a public offering has been advertised in accordance with *The Public Notice Bylaw, 2020*

The SSKC will be informed of any decisions of the Executive Committee and Council.

### **DISCUSSION**

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The SSKC is a volunteer-driven motorsport organization dedicated to promoting safe, competitive, and family-friendly kart racing. Their facility at King's Park has been central to the club's growth and to the development of karting in Saskatchewan.

Since 2016, the SSKC has invested over \$450,000 in the area to construct a 1.17 km purpose-built racing track, timing tower, track safety lights, grandstands, and a paddock designed to accommodate hundreds of karts. The SSKC now hosts large events, trains new drivers, and operates independently with long-term stability. The club runs a full season of points races, special events, race schools, and newcomer "Try-a-Kart" sessions.

In 2026, the SSKC will host eleven race days, including the annual Saskatchewan Series and Cody Grimes Memorial Weekend. The SSKC had seventy members in 2025 and is projected to grow by 10% in 2026. Racers range from 7-year-old beginners to drivers in their 60's and 70's, most of whom prepare and maintain their own karts. Events regularly attract up to seventy drivers and hundreds of spectators, mechanics, and family members. With its dedicated facility and strong community, the SSKC continues to provide an accessible and exciting entry point into open-wheel motorsport.

The SSKC's most recent lease was approved by Council in 2016 for 10 years. The leased area is approximately 6.5 hectares. In 2019, an addendum to the lease was approved by Council to allow for overnight camping on the property during race events.

The proposed lease term is for 10 years with an annual lease rate of \$1,000 plus GST, which is considered market value for the property given that the improvements were installed and are maintained by SSKC. The SSKC would be responsible for all property taxes assessed on the property by the RM, insurance, and the ongoing operation and maintenance of the land.

**DECISION HISTORY & AUTHORITY**

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On May 30, 2016, Council considered report *CR16-60 Lease of City Property – South Saskatchewan Kart Club (SSKC) – King’s Park area* and approved a new lease of the land for a term of 10 years.

On May 14, 2019, Council considered report *CR19-55, Lease Amendment King’s Park Area-Overnight Camping* and approved an amendment to the original lease to allow for overnight camping.

Respectfully Submitted,



Chad Jedlic, Director  
Land, Real Estate & Economic Development

Respectfully Submitted,



Jim Nicol  
Interim City Manager

Prepared by: Fraser Ford, Real Estate Officer

**ATTACHMENTS**

Appendix A- Kart Club

# Appendix A

1:4,500



## Financial Strategy & Sustainability/Land & Real Estate/Real Estate



Project: Subject Land Civic Address: NA - King Park area  
Legal Description: LSD 6-13-18-19-2 Ext 19





## Lease of Currie Field to Regina Red Sox

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Executive Committee
<b>Service Area</b>	Land, Real Estate & Economic Development
<b>Item #</b>	CR26-78

### RECOMMENDATION

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That City Council:

1. Approve a 25.5-year lease agreement between the City of Regina (City) and The Regina Red Sox Baseball Club GP Inc. for Currie Field and a portion of 3898 East Victoria Avenue (Billboard Lands), as shown on Appendices B and C. The lease includes renewal options as further described in this report and is to be granted for less than fair market value and without public offering, subject to the terms and conditions outlined in this report;
2. Authorize the City Manager (or their designate) to negotiate and approve the final terms and conditions of the lease agreement as described in this report, and any other commercially relevant terms that may be required. Also, approve any amendments to the lease that do not materially change the terms described in this report, the extension of the lease, and any ancillary agreements or documents required to give effect to the lease;
3. Approve an amendment to *The Currie Field Alcohol Bylaw* to remove the limit of six special events per year and instruct the City solicitor to prepare the necessary bylaw amendment;
4. Authorize the City Clerk to execute the Certificate of Approval, which certifies the City's consent for the proposed lease area registration, pursuant to *Subdivision Bylaw No. 7748* and Section 121 of the *Planning and Development Act, 2007*; and
5. Authorize the City Clerk to execute the lease agreement after review by the City Solicitor.

## HISTORY

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At its meeting on June 17, 2026, the Executive Committee considered item *EX26-74 Lease of Currie Field to Regina Red Sox* from the Office of the City Manager.

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

Recommendation #6 of the attached report does not require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Ackerman, Acting City Clerk 6/17/2026

## ATTACHMENTS

EX26-74 Lease of Currie Field to Regina Red Sox

Appendix A - Key Terms

Appendix B - Currie Field Lease

Appendix C - Billboard Lease



## Lease of Currie Field to Regina Red Sox

<b>Date</b>	June 17, 2026
<b>To</b>	Executive Committee
<b>From</b>	City Manager's Office
<b>Service Area</b>	Land, Real Estate & Economic Development
<b>Item No.</b>	EX26-74

### RECOMMENDATION

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The Executive Committee recommends that City Council:

1. Approve a 25.5-year lease agreement between the City of Regina (City) and The Regina Red Sox Baseball Club GP Inc. for Currie Field and a portion of 3898 East Victoria Avenue (Billboard Lands), as shown on Appendices B and C. The lease includes renewal options as further described in this report and is to be granted for less than fair market value and without public offering, subject to the terms and conditions outlined in this report.
2. Authorize the City Manager (or their designate) to negotiate and approve the final terms and conditions of the lease agreement as described in this report, and any other commercially relevant terms that may be required. Also, approve any amendments to the lease that do not materially change the terms described in this report, the extension of the lease, and any ancillary agreements or documents required to give effect to the lease.
3. Approve an amendment to *The Currie Field Alcohol Bylaw* to remove the limit of six special events per year and instruct the City solicitor to prepare the necessary bylaw amendment.
4. Authorize the City Clerk to execute the Certificate of Approval, which certifies the City's consent for the proposed lease area registration, pursuant to *Subdivision Bylaw No. 7748* and Section 121 of the *Planning and Development Act, 2007*.
5. Authorize the City Clerk to execute the lease agreement after review by the City Solicitor.

6. Approve this recommendation at its June 24, 2026 meeting, after giving notice in accordance with *Bylaw No. 2020-28 The Public Notice Policy Bylaw, 2020*.

## **ISSUE**

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In July 2024, City Council directed City Administration (Administration) to negotiate a long-term lease agreement for Currie Field with Regina Red Sox Baseball Inc. (Red Sox BCI). In October 2024, City Council approved the key terms by which the City would enter a lease agreement with the Red Sox BCI, a non-profit entity. In the summer of 2025, during negotiation of the lease, the City was informed that the Red Sox BCI would be sold into private ownership. Lease negotiations continued with the new owner on the basis that Administration would return to City Council for approval of any substantive changes to key terms and for approval of the new owner as lessee. The proposed lessee is The Regina Red Sox GP Inc. (Red Sox GPI).

The report outlines changes to the lease required by the change in ownership as well as any substantive changes to the previously approved terms.

The purpose of this report is to obtain City Council approval for the lease because changing key terms previously approved by City Council is beyond the authority granted to the City Manager. A summary of the key terms approved previously by City Council is included in Appendix A. The body of the report highlights major terms and any substantive changes to previously approved key terms.

When considering the lease of City-owned property, Administration may only lease or sell property that has been made publicly available and is being leased or sold at market value. Additionally, Administration may not authorize the lease of areas in a park without City Council approval. In this case, City Council approval is required because the space is park land, is being provided without a public offering, and is proposed to be leased at less than fair market value.

## **IMPACTS**

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### **Financial Impact**

#### *Currie Field Operating Grant*

The \$110,000 annual operating grant previously approved by City Council remains unaffected but will not commence until 2027.

Under the proposed lease, the Red Sox GPI will collect and retain all revenue associated with operating Currie Field, including facility rentals (starting on December 1, 2026), sponsorship and naming rights. The Red Sox GPI will pay all costs for the day-to-day operations and maintenance as well as capital improvements to the leased property and facilities. Given the time of year the contract is being entered into, the City will continue to provide facility maintenance and operations services

until December 1, 2026, at its usual level without charge, after which all maintenance and operations will be the responsibility of the Red Sox GPI.

Property Taxes

The City is obligated to assess and collect property taxes on the leased area. An initial estimate of the municipal portion of property taxes for Currie Field and the Billboard Lands is \$7,000. In 2024, City Council approved paying an annual grant to the lessee equal to the municipal portion of property taxes. That grant remains in the proposed lease. The Red Sox GPI will be responsible for the portions of property tax related to the library and school. The grant related to property taxes is considered revenue neutral as the property does not currently generate property taxes.

Capital Costs

Under the proposed lease, the Red Sox GPI will be responsible for all capital replacement and/or refurbishment of the assets currently at Currie Field.

In accordance with City Council's July 17, 2024 direction to Administration, the following key term was approved:

*If in the future the Red Sox BCI relocates to a new facility constructed at Taylor Field or the Railyards site, the City will reimburse the Red Sox BCI in full, or in part, for the capital costs of the leasehold improvements undertaken by the club during the term of the lease. Reimbursement will be based on the depreciated value of the leasehold improvements typically provided at a community level ballpark. The City will not reimburse any portion of the leasehold improvements that are targeted toward the exclusive use of a high-performance sport organization. Examples of items that would be excluded from reimbursement include, but are not limited to dedicated office space, or film or weight rooms. Any calculation of compensation will not include the value of any improvements that existed on the date of the commencement of this lease, or improvements or a portion of an improvement funded by the City including Operating Grant funding, or any repairs or maintenance required to be carried out under the Agreement.*

In the proposed lease, the Red Sox GPI and Administration recommend that the relocation related capital reimbursement apply to any location within Regina city limits, not just the Taylor Field or Railyards sites. The capital reimbursement is proposed to be capped at \$3.75 million and each proposed upgrade or improvement will be submitted to the City, at which time the parties will document whether it will be a reimbursable expense. In the event of relocation within Regina, the City would have three years to make payment.

Billboard Lease

City Council previously approved the lessee to erect a digital billboard facing the Ring Road adjacent to the leased facility, subject to applicable laws. City Council approved a grant in the amount of the permit fee and municipal portion of the property taxes for the digital billboard. All other

costs and expenses for the billboard are to be borne by the Regina Red Sox. City Council agreed to waive lease fees during the 25-year term of the lease and any renewal. The value of the lease is estimated at \$25,000 annually plus in-kind advertising rights.

The City has now established that the originally proposed location does not meet bylaw requirements. Accordingly, in the proposed lease, Administration and Red Sox GPI have included a new location on Victoria Avenue that provides similar exposure. The proposed location is identified in Appendix C. The proposed change of location does not materially change the value of the previously approved term.

### **Policy Impact**

The Regina Red Sox and their league, the Western Canadian Baseball League (WCBL), have raised concerns with the condition of Currie Field and its suitability as a venue for WCBL games and as a home for the Red Sox. While Currie Field may be serviceable for more grassroots level of competition, the Red Sox and WCBL are focused on high-performance competition. Under the proposed lease, the Regina Red Sox will be responsible for the costs of their desired upgrades to Currie Field. This is in alignment with the City's Recreation Master Plan, which recommends that for future investment in high-performance baseball diamond facilities, the City should consider partnerships but not initiate development on its own.

### **Strategic Priority Impact**

Under the proposed term lease of Currie Field, the Red Sox GPI plan to make improvements to the facility both from a sport and spectator perspective. This work is aligned with the City's Strategic Priority of Vibrancy, as the future renovations support this goal's focus on providing residents access to year-round inclusive spaces and programs that support sport, culture, recreation and well-being.

### **Legal Impact**

If the recommendations in this report are approved a lease will be finalized and entered into between the City and Red Sox GPI and a bylaw amendment brought forward to remove the cap on the number of events in *The Currie Field Alcohol Bylaw*. An additional bylaw amendment will be brought forward, as approved in report CR24-125, to remove the City's rental fee for Currie Field from *The Regina Leisure Fees Bylaw, 2022* effective December 2, 2026.

### **Labour Impact**

Under the proposed lease, the Red Sox GPI will be responsible for the operations of the ballpark. This will free up the City staff currently delivering this service and allow them to be redeployed elsewhere within the facilities portfolio. Prior to the consideration of report CR24-125, the Local 21 Regina Outside Workers Union was notified of this change in accordance with the collective bargaining agreement.

### **Environmental Impact**

The recommendation in this report is administrative in nature and has no direct impact on energy use or greenhouse gas (GHG) emissions. Future renovations undertaken by the Red Sox GPI may have positive and/or negative environmental impacts; however, the magnitude of those effects are currently not known. Environmental standards for operation are not mentioned in this lease agreement and could result in lower or higher environmental standards compared to current City operations standards.

Currie Field is located near the former landfill site. The Red Sox GPI is required to go through the standard development and building permits, as well as the environmental standards that the City is held to when erecting, constructing or demolishing a structure or sign at Currie Field. The Red Sox GPI will be responsible for all costs of improvement, as well as any testing and remediation that may be required as a result. In addition, the lease agreement will include a liability release that bars any claims from the Red Sox GPI against the City related to contamination (with the exception of third-party claims, which are addressed under a separate provision). The agreement will also include an indemnity provision, whereby the Red Sox GPI agree to protect the City from any third-party claims that may arise because of the tenant's improvements.

There are no Indigenous, or Inclusion, Diversity, Equity & Accessibility impacts respecting this report.

### **OTHER OPTIONS**

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Option 1 – Enter into 25.5-year lease with an option to renew for a further 10 years –

#### **RECOMMENDED**

Administration is recommending entering an initial lease term of 25.5 years with one option to renew for an additional 10 years at the option of the Red Sox GPI. There would also be an alternative option for a renewal of up to 25 years, on mutual agreement. The total term would not exceed 50 years in either scenario. The City will provide a \$110,000 operating grant, as outlined within this report. Compensation for approved capital investments, if relocation occurs within city limits, will be limited to \$3.75 million.

Option 2 – Enter into a 25.5-year lease with an option in favour of the Red Sox GPI to renew for a further 25 years – NOT RECOMMENDED

City Council could direct Administration to remain with the previously approved 25-year term with one option to renew for an additional 25-year term. at the option of the Red Sox GPI. The proposed lease term is for a total of 25.5 years with additional options to renew. Administration feels this is a sufficient timeframe, while allowing for return on investment to the Red Sox GPI. A 50-year total term is a mutually substantial commitment and commits the City to an agreement that may not be

beneficial in the future. This option would include the same grant and compensation terms as Option 1.

**Option 3 – Continued City Operation of Currie Field – NOT RECOMMENDED**

City Council could direct Administration to not to proceed with the proposed lease and instead continue operating Currie Field under the current model. Under this option, the City would retain responsibility for all operating, maintenance, and capital renewal costs associated with the facility. The Red Sox GPI would continue to have access to the facility through rental permits and/or other arrangements approved by the City.

Should City Council choose this option, the City would remain responsible for addressing existing facility conditions, as well as any future capital upgrades required if the City wishes to maintain Currie Field as a suitable venue for WCBL competitions.

The annual funding amount is not sufficient to address some of the larger facility concerns identified by the Red Sox GPI and WCBL. These capital improvements would compete with other City capital priorities through future budget processes and would be subject to City Council approval.

**COMMUNICATIONS & ENGAGEMENT**

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Public notice is required for City Council to approve the lease of City-owned property without a public offering, at less than market value, and for the lease of park land. Notice regarding this proposal has been advertised in accordance with *The Public Notice Bylaw 2020*.

The Red Sox GPI and other Mount Pleasant Sport Park user groups will be informed of any decision made by City Council.

**DISCUSSION**

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*Background*

Currie Field is considered one of six premium baseball diamonds in the City’s inventory — four which are adult sized, and two of which have lighting. The Regina Red Sox and their league, the WCBL, have raised concerns with the condition of Currie Field and its suitability as a venue for WCBL games and as a home for the Regina Red Sox. The concerns are as follows:

- The field of play is uneven and has drainage issues.
- The WCBL has concerns with the dressing rooms, and the lack of an umpires’ dressing room.
- Undersized dugouts and the location of the bullpen.
- The washroom buildings on are a septic system and the Red Sox are concerned that it cannot keep up with park usage at times. The City currently provides portable washrooms to

- support Regina Red Sox playoff games.
- The bleachers do not offer adequate accessible seating.

#### MN24-11 and CR 24-125

In October 2024, City Council approved a long-term lease at less than market value with the Red Sox BCI. The approval provided for much of what is included in this report; however, some changes are proposed that require additional City Council approval. These are:

- a) A change in the parties to the agreement.
- b) The length of the term of the agreement, including renewals.
- c) Concession operation start date.
- d) Groundskeeping start date.
- e) Relocation within Regina to trigger the relocation compensation clause to anywhere in Regina, instead of limiting to the Railyards and Taylor Field.
- f) A cap on the reimbursement of improvements.
- g) A new location for the proposed digital billboard.
- h) The ability to assign the agreement.

#### Change in the Parties to the Agreement

During negotiation of the final lease agreement, the City was informed that the Regina Red Sox team would be sold into private ownership. The previously approved terms did not contemplate a change in ownership. Accordingly, the new lessee, Red Sox GPI, requires City Council approval.

#### Term Change

City Council originally approved a 50-year lease made up of two 25-year terms. The right to a second term could be exercised by the Regina Red Sox if they remained in compliance with the agreement. Administration, with agreement from the Red Sox GPI, is recommending that the second term be reduced to 10 years, for a total of 35.5 years. In addition, the parties propose that the second term may be extended to 25 years by mutual agreement. This allows the City to re-evaluate its needs at that time but provides the Red Sox GPI with assurance of at least 35.5 years. This term length is included in Option 1, while the original term length is included in Option 2.

#### Concession Operations

City Council originally approved the exclusive food and beverage rights beginning on November 1, 2026, through item CR 24-125. This delayed date was due to an existing concession agreement with another party, which has since been terminated by mutual agreement. Therefore, Administration is recommending that the exclusive food and beverage rights begin upon commencement of the lease, following City Council's approval.

Maintenance and Operations

Should these recommendations be approved, the City will continue maintenance and operations services at current levels throughout the 2026 season, and the Red Sox GPI will take over operations beginning December 1, 2026.

Relocation Clause and Capital Reimbursement

During the debate of report CR24-125, City Council discussed whether the proposed compensation for improvements made at Currie Field should apply to any relocation, or only to a new stadium built on either the Taylor Field and the Railyards sites. City Council determined it would only apply to Taylor Field and the Railyards. Since that decision, City Council has approved residential development at Taylor Field, and an RFP process for the Yards. The Red Sox GPI and Administration propose that the reimbursement for improvements apply to any new baseball facility constructed for the Red Sox GPI within Regina city limits regardless of location. Any reimbursement for improvements to the facilities would be limited to approved expenditures and capped at \$3.75 million.

Proposed Billboard New Location

Item CR24-125 included a billboard at Currie Field, subject to compliance with applicable laws. The City and the tenant have discussed the billboard's location and have determined that the City bylaws do not permit a digital billboard at this location due to its proximity to Ring Road and the current zoning of the site. The parties have agreed to a substitute location of the billboard on Victoria Avenue.

Assignment

Report CR24-125 did not address an assignment of the lease. Administration proposes that the Red Sox GPI may assign the agreement to any other Semple Family owned or controlled company, as requested by the Red Sox GPI, but any assignment to a new an unrelated owner or entity would be subject to City approval.

Comparison with City of Regina Baseball Park Operating and Maintenance Agreements

Non-profit organizations across Regina manage City-owned baseball diamonds under operating agreements (rather than lease agreements that grant exclusive possession to the tenant). These include responsibility for day-to-day operations, maintenance, utilities, and capital improvements, supported by modest annual operating grants. Under these operating agreements, unlike the proposed lease, the City continues to provide some services and rental permits continue to be issued by the City. Any improvements made to City-owned land typically become City owned improvements.

Under the proposed lease, the City will no longer issue permits to other user groups, but the Red Sox GPI has agreed to make the facility available to other community baseball groups, similarly to

the allocation that was given to these groups by the City, although the rates charged will be determined by the Red Sox GPI.

Over time, this approach may inform broader discussions with other baseball organizations regarding operating models and funding. Any future considerations would be addressed through the City's budget process and subject to City Council approval.

## **DECISION HISTORY & AUTHORITY**

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On July 17, 2024, City Council considered item *MN24-11, Baseball Facility (Regina Red Sox)* and directed Administration to enter into a long-term lease agreement between the City and the Regina Red Sox for Currie Field that shall acknowledge that a future relocation by the Regina Red Sox to a new facility at the Taylor Field or the Railyards site shall include a provision that the capital costs of the Leasehold Improvements undertaken by the Regina Red Sox at Currie Field shall be reimbursed, in whole, or in part, by the City, in the event that the new facility is constructed. Furthermore, this long-term lease may be terminated without cost or penalty to the Regina Red Sox.

On October 9, 2024, City Council considered item *CR24-125, Long Term lease of Currie Field to Regina Red Sox* and approved lease terms between the City and the Regina Red Sox BCI for an initial term of 25 years — with an option to renew for an additional 25 years contingent upon certain key terms and conditions as described in the report. The report approved an amendment to *The Regina Leisure Fees Bylaw* to remove the rental rate for Currie Field.

Respectfully Submitted,



Chad Jedlic  
Director  
Land, Real Estate and Economic Development

Respectfully Submitted,



Jim Nicol  
Interim City Manager

Prepared by: Sherri Hegyi, Business Performance Consultant

### **ATTACHMENTS**

- Appendix A – Key Terms
- Appendix B – Currie Field Lease
- Appendix C – Billboard Lease

**ATTACHMENTS**

Appendix A - Key Terms

Appendix B - Currie Field Lease

Appendix C - Billboard Lease

Appendix A – Key Terms and Conditions

City of Regina and Regina Red Sox Baseball Club Inc. Long-term Lease of Currie Field

Term Heading	Term Description
Parties to the Agreement	City of Regina (City) and Regina Red Sox Baseball Club Inc. (Regina Red Sox).
Lease Term and Renewal	<p>25 years commencing November 1, 2026 or earlier by mutual written consent of the City and the Regina Red Sox.</p> <p>Provided the Regina Red Sox are not in default at the end of the 25 year term, the City and Regina Red Sox agree that the Term shall be renewed for another 25 years.</p>
Lease Review	Parties to meet and discuss the effectiveness of the agreement on a regular basis. Minimum of once every three years.
Rent	\$1 per annum.
Area Under Lease	<p>See air photo on last page.</p> <p>Regina Red Sox will maintain their access to the current support facility.</p> <p>When the City builds a new combination Parks sub-depot/Mount Pleasant Support Facility adjacent to the leased premise, the Regina Red Sox will be consulted and will have priority access to any dressing rooms. However, the City will only construct those spaces to the level consistent with the needs of grassroots ball.</p> <p>Any requirements that exceed this service level will be the responsibility of the Regina Red Sox.</p> <p>Area under lease is provided to the Regina Red Sox in “As Is” condition.</p>
Property Taxes	<p>As the City will be granting the Regina Red Sox exclusive use of the area under lease, property taxes will be assessed.</p> <p>The Regina Red Sox will be responsible for paying all property taxes assessed on the facility.</p> <p>An annual grant in the amount of the municipal portion of the property taxes levied on the area under lease per this agreement. For clarity, the school board and the library portions are not included in the annual grant.</p>
Parking Lot	<p>Regina Red Sox receive exclusive use of the following parking areas during Regina Red Sox Game/Event days:</p> <ul style="list-style-type: none"> <li>- West of Currie Field adjacent to Scottie Livingston Field and Kaplan Field.</li> </ul>

Appendix A – Key Terms and Conditions

	<ul style="list-style-type: none"> <li>- The parking lot immediately north of Currie Field (between Currie Field and the southernmost soccer field).</li> </ul> <p>For clarity:</p> <ul style="list-style-type: none"> <li>- It is the City’s understanding that the parking lot between Currie Field and the southernmost soccer field is paid VIP parking on Regina Red Sox game day. Revenue derived by Regina Red Sox from paid VIP parking, in this lot, on game day is retained by the Regina Red Sox.</li> <li>- Regina Red Sox are responsible to provide game day parking area management including directional signage, parking lot control, and security as required to ensure no parking along Winnipeg Street.</li> </ul>
Leasehold Improvements	<p>Regina Red Sox is responsible for capital cost of all leasehold improvements they make during the term of the lease.</p> <p>All leasehold improvements are subject to all applicable building codes, rules, regulations and bylaws. For example, if the Regina Red Sox add new grandstands, or replace existing grandstands, a building permit and signoff by a building inspector are required.</p> <p>If during the term of the agreement or renewal, the City determines that it serves the City’s best interests to make capital improvements to the Leased Facility, such improvements must be approved by the Regina Red Sox, and such approval shall not be unreasonably withheld. Furthermore, the Parties agree in principle to negotiate the imposition by the Regina Red Sox of a ticket surcharge to offset a portion of the cost of such capital improvements.</p>
Concessions	<p>Grant the Regina Red Sox exclusive right to sell Food &amp; Beverage (F&amp;B) at Currie Field beginning November 1, 2026.</p> <p>For clarity, this right includes all Regina Red Sox related activities (games, practices, special events etc.) and all non–Regina Red Sox affiliated events, including all non-baseball related events.</p> <p>Regina Red Sox may contract F&amp;B from November 1, 2026, onward.</p> <p>All revenue generated by Concession Rights shall be for the exclusive benefit of the Regina Red Sox.</p>

Appendix A – Key Terms and Conditions

<p>Naming and Sponsorship Rights</p>	<p>Regina Red Sox, are permitted to sell naming rights, advertising or other sponsorship related to the leased area subject to the following:</p> <ul style="list-style-type: none"> <li>• Any re-naming of the facility must include the name “Currie Field”, for example, “Currie Field at XYZ Stadium” unless the City provides written consent otherwise. For clarity, the City will consider granting that consent in order to ensure that including the name Currie Field does not materially impair the monetary value of the naming rights and sponsorship opportunities available to the Regina Red Sox.</li> <li>• The Regina Red Sox shall not sell any Naming and Sponsorship that extends beyond the expiration of the Term and shall ensure that all contracts for Naming and Sponsorship are subject to termination on termination of this Agreement.</li> <li>• The installation of any signs related to Naming and Sponsorship shall be in compliance with all applicable bylaws.</li> </ul> <p>All revenue from naming, advertising and sponsorship accrues to the Regina Red Sox.</p>
<p>Special Events</p>	<p>Regina Red Sox may conduct special events at the facility.</p>
<p>Utilities</p>	<p>All utilities, including water, are the responsibility of the lessee.</p>
<p>Repairs and Maintenance</p>	<p>All repairs and maintenance are the responsibility of the lessee, including, but not limited to fences, lights, grandstands, all buildings, irrigation system.</p>
<p>Groundskeeping</p>	<p>All groundskeeping and field of play maintenance is the responsibility of the lessee.</p>
<p>Annual Operating Grant</p>	<p>The lease will include an annual operating grant in the amount of \$110,000.</p> <p>The Regina Red Sox may request an increase to the operating grant during the term of the lease, subject to Council approval through the City’s budget process.</p>
<p>Commitment to Community Access</p>	<p>The lessee agrees to allow other community ball groups to use the park to support their programs and needs. For example, Martin Academy, Qu’Appelle Valley Baseball League, etc.</p> <p>All rental revenue generated by renting the facility to community groups is retained by the Regina Red Sox.</p>
<p>Liens, Claims and Lawsuits</p>	<p>The City and the Regina Red Sox will mutually agree upon terms and conditions with respect to liens, claims, and</p>

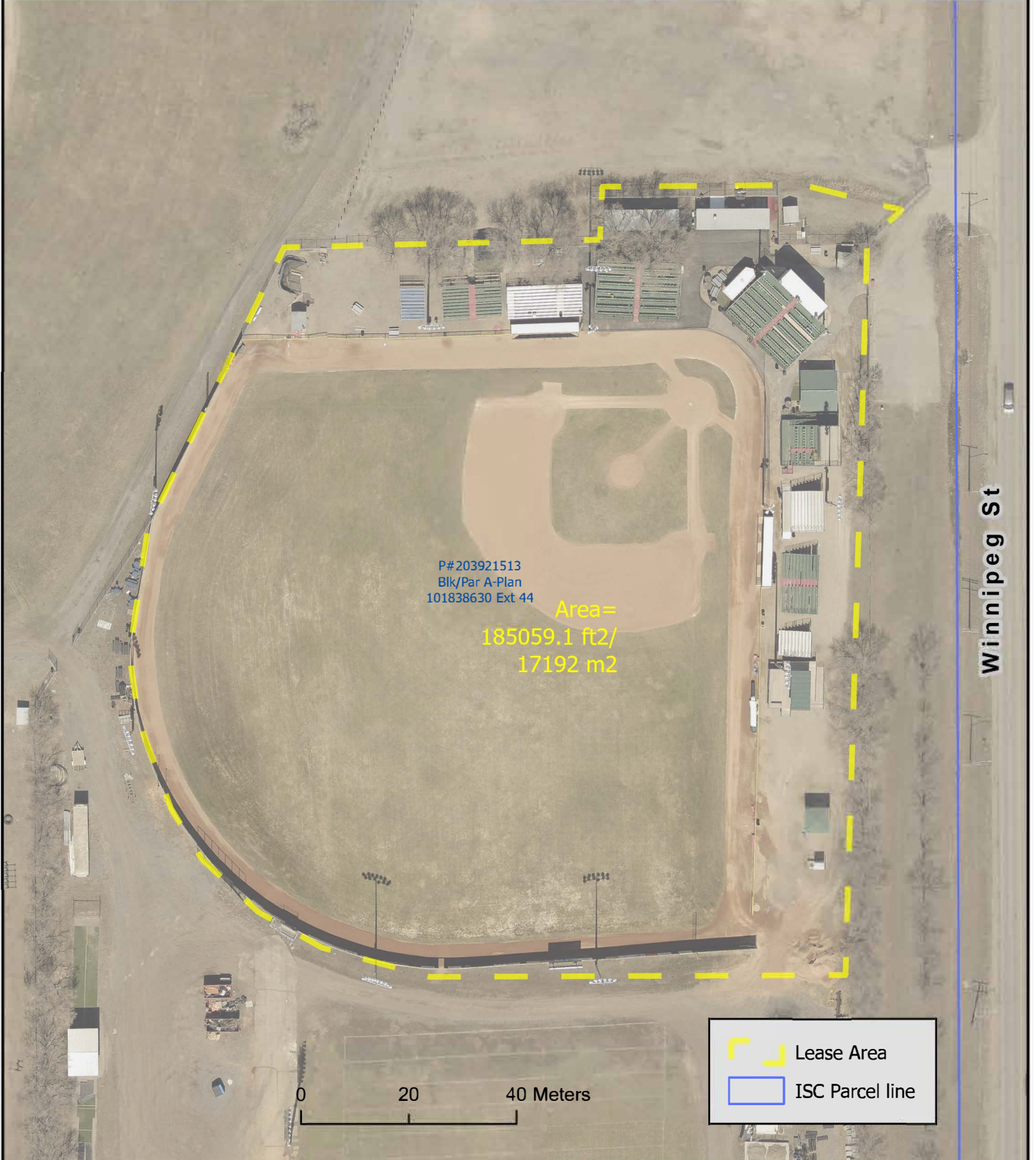
Appendix A – Key Terms and Conditions

	lawsuits, and shall also set out how the Parties cooperate in the defense of such matters.
Right of Entry	City upon providing reasonable advance notice shall have the right to enter all portions of the property to inspect them.
Insurance	Regina Red Sox to maintain during the term insurance of comprehensive general liability with limits of not less than \$5 million for each occurrence, tenant and property insurance, City named as additional insured, host liquor liability coverage as needed, cost of insurance is Regina Red Sox responsibility.
Dispute Resolution	<p>City and Regina Red Sox representatives will promptly and diligently make all reasonable efforts to resolve a dispute.</p> <p>If not resolved within 10 business days then the matter is referred to the City Manager and a representative of the Regina Red Sox to resolve.</p> <p>If they can't resolve it within 10 business days, then the dispute will be referred to mediation.</p> <p>After efforts to resolve are exhausted either party may pursue any other remedy legally available to it.</p>
Termination	<p>If a new ball stadium is built at either Taylor Field or the Yards and the Regina Red Sox move into it, then this lease agreement will be terminated.</p> <p>AND</p> <p>The City will reimburse the Regina Red Sox for the leasehold improvements they have made at Currie Field as long as the improvements made are not over and above the level of amenity/service typically provided at a publicly owned ballpark, as determined by the City. For example, dedicated office space, film room, weight room etc. would be above and beyond.</p> <p>Reimbursement will be made on the depreciated value of the leasehold improvement. For clarity, the improvements will be depreciated on a straight-line basis over their useful lives. The useful life of the improvement(s) to be mutually agreed upon from time to time by the City and the Regina Red Sox. In the event the parties cannot agree they will retain the services of a qualified professional that will determine the depreciated value of the improvements.</p> <p>Alternatively, the Regina Red Sox may elect not to receive a cash reimbursement as set out above, but rather, elect</p>

Appendix A – Key Terms and Conditions

	<p>that the City acknowledge an in-kind financial contribution by the Regina Red Sox to a new stadium, and such in-kind contribution shall be equal to the depreciated capital costs of the Leasehold Improvements made by the Regina Red Sox at the Leased Facility.</p> <p>The City and the Regina Red Sox agree that clauses for termination for cause, and termination without cause, shall be negotiated by the Parties and included in the lease agreement.</p>
Digital Billboard	<p>The City shall approve and expedite permitting for the installation of a digital billboard located on Ring Road adjacent to the leased facility provided the billboard is in compliance with all current regulations, laws and bylaws.</p> <p>All costs and expenses for such billboard shall be borne by the Regina Red Sox. The size and location of the digital billboard shall be mutually agreed upon by the Parties and set out and described in the lease agreement. If applicable, any fees payable to the City in connection with the installation or operation of such billboard shall be waived by the City during the 25-year term of the lease or the 25-year renewal period.</p>

DRAFT



**Financial Strategy & Sustainability/Land & Real Estate/Real Estate**



Project: Subject Land Civic Address: 750 N WINNIPEG STREET  
Legal Description: Blk/Par A-Plan 101838630 Ext 44



# Appendix C

1:400



## Financial Strategy & Sustainability/Land & Real Estate/Real Estate



Project: Subject Land Civic Address: 3898 E EASTGATE DRIVE  
Legal Description: Lot 1A-Blk/Par D-Plan 102040210 Ext 0



Mayor Bachynski, Regina city council members & administration

I'm Terri Sleeva with the Regina Citizens Public Transit coalition and I live in Regina. High school students need fare free transit. Compared to the positive advantages of fare free transit for youth, the negative aspects paled in comparison. Let's talk about this as it relates to youth in Regina.

If City Council does not implement or expand fare-free transit for youth, the city risks increasing barriers to education, employment, recreation, and community participation for young people.

Families facing financial pressures may struggle with transportation costs, while some youth may miss opportunities that support their development and future success. The city will see greater social inequities, increased reliance on private vehicles, more traffic congestion, and higher greenhouse gas emissions.

Investing in youth mobility is an investment in the city's future workforce, economic vitality, social inclusion, and environmental sustainability. Failing to act will result in greater long-term social and economic costs than the investment required today.

I will repeat this! Fare-free transit for youth aged 13–18 provides significant social, educational, and economic benefits.

Reliable transportation ensures students can attend school consistently, participate in extracurricular activities, access libraries, jobs, volunteer opportunities, and community programs regardless of family income.

It reduces financial pressure on households while promoting independence and mobility for young people. I'd rather see my teenagers taking the bus safely and responsibly.

Increased transit use also helps establish lifelong sustainable transportation habits, reducing traffic congestion and greenhouse gas emissions.

Fare-free access creates a more equitable community by removing transportation barriers that can contribute to social isolation. Investing in youth transit supports educational success, workforce development, community engagement, and healthier, more connected communities. It's win-win for Regina. Please don't forget the youth when making your decision! Thank you!

Submitted by:

Terri Sleevea, Regina Citizens Public Transit Coalition, Regina, SK

Dear Mayor and Council,

## CR26-70 Johnson Fare Free Transit Pilot Project Update

My name is Jim Elliott and live in Regina. I am here supporting an extension of the Fare Free Program for High School Students. I believe that this should be considered a human right to basic mobility and that those under the age of 18 should be given the ability to get to school and around the city without need of cash or a paid transit card.

### 1. Basis of Analysis Flawed

Firstly, depending on a very short period of 4 months to determine the value of providing free transit is far too short and does not adequately assess the impacts of a free student pass. Decisions made in September are far different than those made in January or February. At the very least, this project should be repeated for a full one-year period starting in January 2027 to better assess the impacts on the student.

### 2. All the Benefits Not Monetary

Secondly, the impacts of the pass project go far beyond the simple parameter of attendance. And as identified below, there are a lot of benefits that defy putting an easy monetary value to it and many of these benefits have longer term implications that benefit this city in the long term. How do you measure student anxiety or their frustration about wanting to do something and not being given an opportunity? Do you know how hard it is to graduate from high school with all that is going on today?

Further, it is very well known and documented (see **Search Institute** information below) that if the children are supported positively, they will do better in school, reduce or eliminate bad behaviours and be a much more engaged and stronger resident in their community both as a child but also as adults.

### 3. Gradual Investment in More Transit

Thirdly, to dump the cost of providing this service into one lump cost distorts the gradual value to the student and the taxpayers. Over a census period, this city gained 11,000 residents but we did not dump the increased need for infrastructure, programs and services into that first year after the census but projected the need to increase over a period of between 5 to 10 or more years. And furthermore, this city continues to grow, so we need to ask is this city going to need those additional transit services anyway? By blaming students for the cost, why are we not stepping forward and accepting that we need to change together. So, why not put this into the long-term transit master plan and not burden the youth to be the demand for the increased service, say include 2 schools a year for 7 years focusing those in need in the first few years ending with those that are less in need?

## Benefits of free transit for under 18 students

- Reduced costs for low-income families
- Reduce anxiety for students about attendance
- Reduced GHG emissions
- Equity between students
- Reduced tendency for students to purchase vehicles after 18
- Reduced traffic on the road due to parental drop off and pick up of students
- Reduced chance of the need to walking in cold weather
- Better chances of getting to the next destination like part-time jobs or events
- Many of those high school-aged children want to do something on the climate crisis
- This fits with the Energy and Sustainability Framework of being 100% renewable by 2050

### 4. Myths of Lost Revenue

Let's work through a scenario to explain this. We have a 14-year-old child that is riding the public transit system. Currently, about 37% of their fare is paid for by their parents, taxpayers in the city. The other 63% is paid for by the remaining taxpayers in the city through the city budget that is approved every year. So, parents and taxpayers cover the entire fare.

Under the proposed new funding proposal, we will have the same 14-year-old's fare paid for entirely by the taxpayers of this city. So, in one case, the fare is paid for by a taxpaying parent and the rest of the taxpayers. The second option is the fare is paid for by all taxpayers. There is no lost revenue. It simply shows up on a different line. And taxpayers are paying for the entire fare, whether individually or collectively either way. And has been explained, those parents with lower incomes or larger proportional costs of living will benefit from this redistribution, for them the cost will go down.

### 5. Lack of Effective Consultation with Students

The communication with students and parents was very prescriptive and instructional with not much interaction with them as to what or how a city-wide system would work or be implemented. In doing some similar engagement with some adults during the Design Regina exercise, the statement that has stuck with me is someone said no one had ever talked to him about much of anything. We need to be much more engaging. There is an active Regina Youth Climate Justice Coalition working on engaging youth with issues of this city. They are currently organizing a Mentorship and Leadership-Building program for Regina youth 12-25. We have the Growing Young Movers in North Central who could be engaged.

## 6. Role of Council to Make It Better for Its Citizens

To express the role of this council as simply to determine how to put a square peg into a round hole or not or to round that square peg to conform to that round hole is significantly much less than what I would suspect your residents demand of you. If that is your view, then I suspect we should simply just leave, turn off the lights, close the door and let some mindless algorithm do what needs to be done.

But as I suspect there are humans in this room and city that do not feel this way and see it appropriate to invest in the coming generations by providing free transit. Many of us do that every day when we provide funds to our private, public and separate schools every year to provide the best education for them. I have done that my entire life even though I don't have children in Regina. I volunteer at a school community council because even the taxes are not sufficient to cover all costs and I help fundraise for more supports.

Much of what we should be doing in this chamber is bringing compassion, energy and commitment to making this world better going forward. Sometimes, that cost us a few dollars.

It is also appropriate that the school boards make significant efforts to ensure their students get to school every day and I commend them on their efforts. But even their herculean efforts are not enough. And that is why I see it appropriate that the taxpayers of this city should step forward and help as well.

Respectfully submitted,

Jim Elliott

p.s. When Martin Luther King Jr. was asked of what he was doing, he said that they may be integrating into a burning house. When asked what then after we have expended all of this energy to integrate into a burning house, he said then we will need to become firefighters. My thoughts are that we may also need to be building a new house that won't burn down to move into later.

# A Developmental Assets<sup>®</sup> Profile of Saskatchewan Youth A Chance to Listen ...

This historical provincial report, the first of its kind in Canada, presents us with the opportunity to hear from youth about their experiences in our families, neighbourhoods, schools, and community. It provides a unique opportunity to **engage young people** in **meaningful dialogue** and **truly listen** to what is happening in their lives.

## Why do Assets Matter?

Research consistently shows that youth with more Assets are more likely to thrive and far less likely to engage in risk-taking behaviours.

See what our youth have to say about what they are experiencing in our communities on the following pages...

On average  
**SASKATCHEWAN**  
YOUTH experience  
**18.5** of the 40  
Assets they need  
to thrive!

## So What Are

### Developmental Assets?

Developmental Assets are the basic building blocks of healthy development—the positive characteristics and experiences that **ALL** kids need to grow up healthy, competent and caring.

#### External Assets

##### Support



Family Support \* Positive Family Communication \* Other Adult Relationships \* Caring School Climate \* Parent Involvement in Schooling

##### Empowerment



Community Values Youth \* Youth as Resources \* Service to Others \* Safety

##### Boundaries & Expectations



Family Boundaries \* School Boundaries \* Neighbourhood Boundaries \* Adult Role Models \* Positive Peer Influence \* High Expectations

##### Constructive Use of Time



Creative Activities \* Youth Programs \* Religious Community \* Time at Home

#### Internal Assets

##### Commitment to Learning



Achievement Motivation \* School Engagement \* Homework \* Bonding to School \* Reading for Pleasure

##### Positive Values



Caring \* Equality and Social Justice \* Integrity \* Honesty \* Responsibility \* Restraint

##### Social Competencies



Planning and Decision Making \* Interpersonal Competence \* Cultural Competence \* Resistance Skills \* Peaceful Conflict Resolution

##### Positive Identity



Personal Power \* Self-Esteem \* Sense of Purpose \* Positive View of Personal Future

**"The bottom line is that Assets are too fragile, too uncommon, and too underdeveloped for most youth regardless of where they live, who their parents are or how much money their parents have"**

Peter L. Benson, Ph.D., CEO & President Search Institute<sup>®</sup>

The percentage of Saskatchewan youth experiencing the 40 Developmental Assets®, Comparison of male-female levels, and Asset levels from Grade 6 to 12.

ASSET DEFINITIONS	%	M	F	+/-	6	12	+/-
1. <b>Family Support</b> - Family life provides high levels of love and support.	72	72	73	-1	85	65	-20
2. <b>Positive Family Communication</b> - Young person and her or his parent(s) communicate positively, and young person is willing to seek advice and counsel from parents.	35	32	38	-6	46	29	-17
3. <b>Other Adult Relationships</b> - Young person receives support from three or more nonparent adults.	45	43	48	-5	41	50	9
4. <b>Caring Neighbourhood</b> - Young person experiences caring neighbours.	44	43	47	-4	52	40	-12
5. <b>Caring School Climate</b> - School provides a caring, encouraging environment	36	34	39	-5	50	31	-19
6. <b>Parent Involvement in Schooling</b> - Parent(s) are actively involved in helping young person succeed in school.	35	34	36	-2	50	21	-29
7. <b>Community Values Youth</b> - Young person perceives that adults in the community value youth.	25	23	27	-4	40	20	-20
8. <b>Youth as Resources</b> - Young people are given useful roles in the community.	32	30	34	-4	38	29	-9
9. <b>Service to Others</b> - Young person serves in the community one hour or more per week.	50	45	54	-9	54	47	-7
10. <b>Safety</b> - Young person feels safe at home, school, and in the neighbourhood.	50	59	40	19	35	64	29
11. <b>Family Boundaries</b> - Family has clear rules and consequences and monitors the young person's whereabouts.	40	36	44	-8	40	32	-8
12. <b>School Boundaries</b> - School provides clear rules and consequences.	56	55	58	-3	74	45	-29
13. <b>Neighbourhood Boundaries</b> - Neighbours take responsibility for monitoring young people's behaviour.	48	47	49	-2	62	35	-27
14. <b>Adult Role Models</b> - Parent(s) and other adults model positive, responsible behaviour.	26	22	30	-8	33	23	-10
15. <b>Positive Peer Influence</b> - Young person's best friends model responsible behaviour.	59	54	65	-11	86	35	-51
16. <b>High Expectations</b> - Parent(s) and teachers encourage the young person to do well.	55	54	57	-3	64	47	-17
17. <b>Creative Activities</b> - Young person spends three or more hours per week in lessons or practice in music, theatre, or other arts.	18	12	24	-12	21	17	-4
18. <b>Youth Programs</b> - Young person spends three or more hours per week in sports, clubs, or organizations at school and/or in the community.	61	60	62	-2	63	57	-6
19. <b>Religious Community</b> - Young person spends one or more hours per week in activities in a religious institution.	43	39	47	-8	54	32	-22
20. <b>Time at Home</b> - Young person is out with friends "with nothing special to do" two or fewer nights per week.	57	56	59	-3	64	53	-11
21. <b>Achievement Motivation</b> - Young person is motivated to do well in school.	61	52	71	-19	68	57	-11
22. <b>School Engagement</b> - Young person is actively engaged in learning.	63	56	71	-15	66	68	2
23. <b>Homework</b> - Young person reports doing at least one hour of homework every school day.	30	25	36	-11	22	35	13
24. <b>Bonding to School</b> - Young person cares about her or his school.	64	58	70	-12	78	60	-18
25. <b>Reading for Pleasure</b> - Young person reads for pleasure three or more hours per week.	27	17	36	-19	30	27	-3
26. <b>Caring</b> - Young person places high value on helping other people.	42	33	51	-18	58	40	-18
27. <b>Equality and Social Justice</b> - Young person places high value on promoting equality and reducing hunger and poverty.	44	35	54	-19	59	40	-19
28. <b>Integrity</b> - Young person acts on convictions and stands up for her or his beliefs.	62	54	71	-17	64	59	-5
29. <b>Honesty</b> - Young person "tells the truth even when it is not easy."	69	62	76	-14	77	69	-8
30. <b>Responsibility</b> - Young person accepts and takes personal responsibility.	63	58	68	-10	69	67	-2
31. <b>Restraint</b> - Young person believes it is important not to be sexually active or to use alcohol or other drugs.	33	29	38	-9	58	12	-46
32. <b>Planning and Decision Making</b> - Young person knows how to plan ahead and make choices.	25	21	31	-10	27	31	4
33. <b>Interpersonal Competence</b> - Young person has empathy, sensitivity, and friendship skills.	40	25	56	-31	45	40	-5
34. <b>Cultural Competence</b> - Young person has knowledge of and comfort with people of different cultural/racial/ethnic backgrounds.	27	22	32	-10	29	27	-2
35. <b>Resistance Skills</b> - Young person can resist negative peer pressure and dangerous situations.	36	30	41	-11	45	32	-13
36. <b>Peaceful Conflict Resolution</b> - Young person seeks to resolve conflict non-violently.	43	31	56	-25	59	39	-20
37. <b>Personal Power</b> - Young person feels he or she has control over "things that happen to me."	39	39	40	-1	31	51	20
38. <b>Self-Esteem</b> - Young person reports having a high self-esteem.	50	54	46	8	55	51	-4
39. <b>Sense of Purpose</b> - Young person reports that "my life has a purpose."	61	65	58	7	60	65	5
40. <b>Positive View of Personal Future</b> - Young person is optimistic about her or his personal future.	77	76	78	-2	80	78	-2

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# Are we pulling supports away too early?

Developmental Deficits, Male-Female, by Grade	Sample	M	F	6	7	8	9	10	11	12
TV/Video Over Exposure (3 or > hrs/day)	26	29	23	25	25	26	28	28	26	25
Physical Abuse (Harmed by family member)	30	32	29	31	30	30	33	32	28	29
Victim of Violence (Physical Violence once or >/2 years)	35	40	29	31	33	34	38	38	34	33
Alone at Home (2 hr or >/day)	46	45	46	31	37	43	47	52	54	57
Drinking Parties (1 or > parties/year)	56	56	55	14	23	44	65	79	86	90

Developmental Deficits are factors that research supports as negative influences that can interfere with an ability to develop into a healthy, contributing adult. Deficits limit young people's access to the external assets and may block development of internal assets. Males and females experience deficits at similar levels except that boys are victims of violence 11% more frequently. The first three deficits remain constant for approximately 30-35% of Saskatchewan youth. *Time home alone* experiences a 26% increase and **involvement in drinking parties** experiences a **76% increase** from grades 6 to 12. **By grade 12 - 90% of youth are involved in drinking parties each year.**

Alcohol-Related Risks and High-Risk Patterns by Grade	6	7	8	9	10	11	12	% Change Gr. 6-12
Used Alcohol 1 or > past 30 days	12	19	31	46	59	64	72	60
Got drunk 1 or > past 30 days	10	12	18	31	45	50	57	47
Drove after drinking 1 or > last 12 months	2	3	5	11	16	31	42	40
Rode with drinking driver 1 or > last 12 months	29	33	36	39	48	49	56	27
Used Alcohol 3 or > past 30 days & got drunk 1 or > last 2 weeks	11	14	21	36	48	55	61	50
Drove after drinking; Rode with a drinking driver 3 or > past year	8	10	11	17	24	29	34	26
# of Assets	22	21	19	18	17	17	17	-4.4

Search Institute research on alcohol abuse parallels Saskatchewan government research. Results reported in "**Youth—Trends and Patterns of Alcohol Use**":

- Alcohol is the most frequently used drug in Saskatchewan
- Youth are drinking alcohol at an earlier age; on average youth report drinking at 13.2 and binge drinking at 14.1
- By grade 12 - 75.3% of students report engaging in binge drinking

**Youth who use alcohol and other drugs prior to age 14 are associated with increased risk of future and ongoing alcohol problems, poly-drug use, and injection drug use.**

### % of youth surveyed who report never having used the following substances

**Can collective action delay the onset of first substance use?**

% by grade that have never used	6	7	8	9	10	11	12
Alcohol	53	42	29	20	13	10	7
Tobacco	85	79	73	59	50	45	38
Marijuana	96	92	86	75	65	59	51

### As a society are we pulling our support away too early?

The data would suggest we are. Young people need sustained relationships from supportive adults and peers; consistent messages about values and boundaries; and opportunities to pursue their Spark. Prior to puberty, if relationships are strong, we have a chance to continue to be a positive influence during the turbulent time of adolescence. Considering that many supports are pulled away at Grade 9, are we preparing youth for independence or pulling critical supports away far too early?

**Observe the data in this report before and after grade 9**

# A Historic Canadian Report

**Search Institute**, in partnership with the **Saskatchewan Alliance of Asset Champions**, has presented this aggregate report; an unprecedented survey effort. Students from a wide spectrum of communities were asked about their attitudes and behaviours, and also about those of their family, schools, and neighbourhoods. The data derived from Search Institute's **Profiles of Student Life: Attitudes & Behaviours (A&B)**® survey gives Saskatchewan residents not only information on what risk behaviours and deficits are of concern in the province, but also identifies which areas are strong and what communities are doing right.

The A&B survey provides schools and communities with a portrait of attitudes, behaviours, and needs of its youth. It has been administered to over three million youth throughout the world. The survey contains 160 questions about school climate, parent and school boundaries and expectations, structured time use, and a wide range of risky behaviours. The A&B survey was conducted in over 100 schools with **12,215 youth** participants from 2008 to 2010. This is the first Canadian province to conduct the A&B survey on such a wide level. This data represents the **widest breadth of communities ever aggregated in a Canadian province**.

Founded in 1958, *Search Institute* is an independent, nonprofit, nonsectarian organization working to create **a world where all young people are valued and thrive**. Its mission is to provide catalytic leadership, breakthrough knowledge, and innovative resources to advance the health of children, youth, families, and communities.

**Lions Quest Canada, The Centre for Positive Youth Development** was established in 1988. *Lions Quest Canada* is a registered charitable organization dedicated to fostering positive youth development by producing and disseminating effective tools to empower and unite caring adults in all aspects of young people's lives.

The *Saskatchewan Alliance of Asset Champions* is a network of people who care about kids and who believe in the common-sense wisdom of the Developmental Assets approach. We work collaboratively to encourage all citizens to unite with a common vision; to be more intentional about growing strengths in all children and youth; and to embrace asset-building philosophies so that all Saskatchewan people and communities will thrive.

This report presents a **Chance to Listen**; an opportunity to engage in meaningful conversations, with youth as our primary partners, about how society collectively supports youth to achieve their potential. It highlights many positive aspects but is also intended as a **Call to Action!** While we have highlighted concerns, the goal of the asset-building approach is developing strengths.

Asset Champions around the world embrace the five Action Strategies as a practical approach to identifying, encouraging, and linking all the important people, places, activities, and programs necessary for a powerful collective effort. With support from key partners such as *Lions Quest Canada* and the *Search Institute* this historic report can intensify provincial and Canadian efforts to:

- **Engage adults** from all walks of life to develop sustained, strength-building relationships with children and adolescents, both within families and in neighbourhoods.
- **Mobilize young people** to use their power as asset builders and change agents. This means listening to their input and including them in decision making.
- **Activate sectors** of the community such as schools, congregations, businesses, and youth, human service, and health-care organizations to create an asset-building culture and to contribute fully to young people's healthy development.
- **Invigorate programs** to become more asset-rich and to be available to and accessed by all children and youth.
- **Influence civic decisions** by influencing decision makers and opinion leaders to leverage financial, media, and policy resources in support of this positive transformation of communities and society.

The first step is regular community dialogue using the data to inform the discussions. The asset framework and this report can act as a guide for these conversations to occur. Get young people involved and host conversations in your community. Please contact the Saskatchewan Alliance of Asset Champions if you need any assistance.

**YOUTH ARE OUR FUTURE!**

# Appendix 1

## 40 Developmental Assets

The Developmental Assets® are 40 research-based, positive experiences and qualities that influence young people's development, helping them become caring, responsible, and productive adults.

Over time, studies of more than 5 million young people consistently show that the more assets that young people have, the less likely they are to engage in a wide range of high-risk behaviors and the more likely they are to thrive.

Research shows that youth with the most assets are least likely to have problems with:

- Alcohol use
- Violence
- Illicit drug use
- Sexual activity

Research shows that youth with the most assets are more likely to:

- Do well in school
- Be civically engaged
- Value diversity

Also available are independent translations of the Developmental Assets Framework, created by local community groups for use with the children, youth, and families they serve. These are available in Acholi, Arabic, Armenian, Bulgarian, Chinese, Farsi, French, Hmong, Japanese, Khmer, Nuer, Russian, Somali, Urdu and Vietnamese.

# Experience-Based Tips for Putting Asset-Building Principles into Practice in Your Community

"Perhaps the most urgent task facing American society is rebuilding a sense of community, of village, in which everyone reclaims or accepts their shared responsibility to—and stake in—nurturing the youngest generation."

– Peter Benson, *All Kids Are Our Kids*, 1997

Across North America, hundreds of communities are launching initiatives designed to build developmental assets with and for children and adolescents. Grounded in the belief that youth will be healthier and experience more assets in a healthier community, these communities are bringing young people and seniors, schools and businesses, youth-serving organizations and government officials together to mobilize their communities on behalf of children and youth. In these towns and cities, building community is a fundamental component of their comprehensive asset-building vision and strategy.

In Search Institute's work with these communities and in listening to these communities, several principles have been identified that can help to frame and focus how community leaders engage in their community-building efforts. This draft document highlights some of these principles and goes a step further: It offers tangible tips for putting these principles into practice, along with concrete examples of how communities are applying these principles.

These tips are under development in partnership with community builders across the country. We invite and welcome your involvement in this process.

## Shared Vision Grounded in Shared Action

The framework of developmental assets begins to suggest a vision of a community in which every individual, organization, and network recognizes and acts upon its role and responsibility for contributing to young people's healthy development. Rather than suggesting specific, community-wide actions or programs that are needed, the asset-building approach emphasizes the importance of a community uniting around a common vision. It invites each individual, family, association, and organization to discover its own passion and capacity for strengthening community with and for young people.

### 1. **Develop a common language.**

A common language can bring people together, as is evident in the power of the framework of developmental assets for bringing communities together. A common language allows people to connect and forge collaborations. While new concepts such as "assets" can be an initial barrier to engagement, as the new concepts are understood and internalized, they help people move from their familiar comfort zone to viewing youth and their role through new lenses. People then begin to feel an allegiance with other people who share their understanding—an allegiance that translates into an affinity for shared action. In the end, the common language assists in defining and directing a community's efforts.

In Kansas, the positive youth development movement has built a consensus to focus their efforts on making Kansas the best place to raise a child. With one clear message incorporated into organizational missions and funding guidelines, the shared vision, articulated in a common language, has provided a foundation of collaboration among advocates for youth.

**2. Regardless of the specific project, focus your mission on building community.**

Strong community-building efforts consider proposed activity through the filter of “in what way does this build community?” The effort may look like a housing project, feel like an after-school program, or talk like an organizing campaign; but it’s different because—by its design—it focuses on building relationships and connecting around a larger vision among people of diverse socioeconomic and cultural backgrounds.

**3. Cultivate a community-building process that is flexible, permeable, changeable, and structured around shared vision, values, and principles.**

Lots of wise consultants have designed incredible processes to engage and empower all stakeholders. Then implementation starts, and it becomes even more challenging to maintain those processes or levels of engagement and empowerment. Community building happens in the social environment of people. This is an unpredictable environment. We need to be prepared to let new people come to the table, assume that other people will leave, and be open to meetings with emergent agendas. We stay on track not by sticking to specific agendas and action plans, but by continually grounding ourselves in a shared vision, common values, and agreed-upon operating principles.

**4. Plan and do at the same time.**

Planning is stepping with the left foot. Doing is stepping with the right foot. Hopping wears people out. Walking can evolve into skipping and eventually running. Integrate your planning and doing so that both planners and doers feel comfortable as part of your effort.

If your organization focuses on planning, then only the planners will participate. When the time comes for action you will need a new crew of folks. On the other extreme, an exclusive focus on doing results in lots of disparate activity. By planning and doing at the same time we can take advantage of the resources from both types of people.

**5. Try some things that will make a difference.**

Doing something gets something done. Or does it . . . really? We can exhaust ourselves on activities that don’t make a difference in our communities. So we have to try things that we believe will really make a difference.

The biggest barrier to doing something meaningful is the fear of making mistakes. Don't be afraid of mistakes. We all learn the most as we make mistakes. In fact, making a mistake together provides great opportunities to build community!

After reviewing the results of a survey of students in their community, a work team in a Western Iowa initiative focused on providing homework assistance to junior high school youth. With the support of the social service agencies and congregations, leaders put together a wonderful homework help center, complete with computers and staffed by community volunteers. Unfortunately the youth didn't come. So admitting they might have made a mistake, the initiative leaders engaged the youth in conversation, facilitated a survey, and explored where youth were already hanging out. Then they developed an

innovative program in which community volunteers provide homework assistance at the local truck stop.

This trial-and-error development process is vital. But when setbacks and failures can result in lost funding in a nonprofit environment, we too often dismiss the creative possibility that our new homework center would be more effective at the local truck stop.

## **6. Establish an informal structure to support resident action.**

Community building happens best in the informal space between traditional structured programmatic efforts. It is like the mortar between the bricks. Unfortunately, organizations are rarely designed to support community building. Most community organizations are structured to deliver programs, and it's difficult to communicate community building as a program. This dilemma is made more difficult because most community organizations are funded by philanthropic or government organizations, which require a formal organizational structure to receive the funding. Community builders are challenged to find ways to support their efforts "between the bricks" while working with the bricks to provide necessary formal structure.

Many organizations that have incorporated community building on behalf of kids into their strategic plans and initiatives have found that intentional, direct, and meaningful resident involvement is essential. Strategies to support this involvement tend to be informal. That is, they are not encumbered by process and bureaucracy. Yet they are strategic and intentional in that they are incorporated into the very essence of the initiative. Many of these strategies provide frameworks for resident action to be supported by traditional philanthropic and government organizations.

## **Strengths More than Risks or Deficits**

Instead of focusing on reducing problems, risks, or deficits, asset building focuses on nurturing strengths in young people. Similarly, John McKnight, John Kretzmann, and their colleagues in the Asset-Based Community Development (ABCD) Institute at Northwestern University are working with communities to realize the power of identifying and building on strengths and resources in communities.

## **7. Focus on revitalizing individual and community strengths.**

For an accountant, a company's bottom line represents its assets over its liabilities. Healthy companies focus on their assets. Too often, communities focus on their liabilities, ignoring their assets or strengths. Asset-based community building focuses on fully utilizing existing (though often untapped) individual, family, associational, organizational, and community resources and strengths. The process of intentionally building the assets of youth is one way that a community will stop focusing on what it doesn't have or what it needs, and refocus on the far more effective and sustainable approach of building on the strengths of its people, its places, and its relationships.

## **8. Build on what is working.**

One cannot reweave a blanket from the middle of the hole. Start from what's working, build on the strengths, enrich existing connections, and coalesce the energy of success to invest your efforts in targeted and strategic areas that are most likely to succeed.

Some asset-building initiatives come out of a community prevention initiative or a human services collaborative, or use a character development curriculum. They then use the 40 developmental assets to engage the entire community in focusing on youth. They weave together existing programs with the thread of the asset approach. They strengthen existing efforts with connections to youth leadership and initiative.

As part of a "Vision to Action" workshop in Eastern Oklahoma, community leaders developed a list of existing programs and efforts working with youth. They identified how these programs were building assets. Next they identified how these programs could do a better job of building these assets if they worked together. The focus of their community initiative became building operational relationships between existing programs. They were building assets not by focusing on where there were problems to be fixed, but by leveraging what was working in their community.

## **9. Focus on discovering resources within your community, not on raising money.**

Yes, everyone needs to pay the bills. But money and the process for collecting financial resources saps the human resources—and, too often, the spirit that sustains effective community building. Outside infusions of financial resources can also set up dependencies that make it challenging to sustain efforts. Instead of investing tremendous amounts of time and energy in raising money, focus on what resources are needed and creative ways the resources within the existing community network can provide that support.

A rural Pennsylvania community with an aging population and weakening economic base wanted to do something to demonstrate its commitment to youth. The goal became to paint the area high school. The initial bill was way too high, and no major donors were in sight. The effort might have been thrown into a tailspin, but instead of giving up, leaders organized an "asset registry" at the local hardware where people could pledge work, time, and money. Even an initial skeptic (who had said the effort was using youth as "slave labor") became a believer when he stopped by and saw how the community had rallied on behalf of the youth.

## **10. Recognize that the most important resource for the community is spirit.**

The spirit of community—the energy, enthusiasm, pride, and commitment—is much more important to sustaining asset-building efforts than funding or structure. Nurturing that spirit in residents and leaders is essential to effective community building.

Marketing firms developing brand-building efforts understand the importance of building a spirit around a company. They understand that this spirit directly translates into sales. Similarly, a spirit about the community directly translates into residents' willingness to invest time and resources in their community.

Positive spirit builds on itself, and intentional efforts can help to sustain the spirit. In addition, celebration of the commitments people make to their community helps to develop a community norm of engagement. In Creston, Iowa, for example, the local newspaper, radio station, and bank all joined in a community-wide recognition effort that recognizes the efforts of local asset builders. Each month, the person being recognized is awarded during a live broadcast at the radio station. Then the paper publishes pictures of those who are

recognized, and the bank flashes their names on the electronic marquee outside. In the same state, the Mason City initiative youth select “Hidden Heroes” who are honored for how they build assets behind the scenes.

## **Relationships More than Programs**

When communities learn about asset building, they often assume they need to start new programs. The danger in this approach is that people get the impression that the programs—not the people of the community—are responsible for building assets. With managers and staff employed and infrastructures developed, raising money and satisfying funders becomes a primary variable in planning, designing, and developing a community’s efforts.

For the past ten years the city of Minneapolis has been experimenting with a neighborhood-based planning process and funding tool called the Neighborhood Revitalization Program (NRP). Through the NRP, neighborhood associations facilitated the development of comprehensive plans for which there was a predetermined amount of money. Each neighborhood employed different strategies and approaches. Many neighborhoods prepared their human development plans by bringing different social service agencies together. They focused on doing what they could to ensure that each type of need was met and all youth were served. Then the money was allocated to a menu of programs. When the funding ended, the programs either ended or spent significant time raising new resources.

In the Lyndale neighborhood—a national leader of the community-building approach to community development—the money was all put into a program fund directed by parents and youth. The money was allocated four times a year to reflect the community priorities. Agencies were eligible for the funding only if they were active participants in the planning, coordination, and joint activities of the neighborhood’s Social Service Providers Council. As a result, programs became the product of intentional community building. Long after the NRP money had been spent, the Lyndale Program Fund and Social Service Providers Council were still going strong.

### **11. Always remember that it’s all about relationships.**

Growing a strong community for young people is about building healthy relationships among diverse people and across generations. Healthy relationships are shared: people sharing what they have and receiving what is offered. They are also multileveled, dynamic, and challenging to our assumptions and comforts. Remembering the focus on relationships is not only essential for building developmental assets with and for young people, but it also provides the strength that will build and sustain the community’s asset-building efforts.

Sara, an older woman in central Wisconsin, became inspired about the role that she could play in the positive development of the youth in her neighborhood after hearing about the developmental assets at her church. Each morning, she took her mug of coffee and went for a walk around the block. Instead of walking by the youth waiting for their bus on the corner stop, she started to say, “Hi.” As the days passed, the “hi’s” became an exchange of names and then a brief conversation.

One morning she missed her bus stop visit because she was tied up on the phone. About an hour later, her phone rang. It was one of her neighbors whose daughter had called from school, concerned by Sara’s absence. So inspired by the expression of caring, Sara led an

effort in their community for elderly residents all to adopt bus stops and get to know the kids as they waited for their bus. The opportunity for those folks to be of service and for young people to experience a community that cared about kids all emerged from one person's intentional effort to build a relationship.

## **12. Build community, not a community organization.**

Build a neighborhood, not a neighborhood association. Build collaboration, not a collaborative. Too often we focus our efforts on the form rather than the function. When that happens, the means can become the end, and we focus all our energy on perpetuating structures, not building communities.

For many of us, years of working with community organizations have led to being comfortable with a board, staff, and 501(c)3 structure. While this may be the appropriate form to accomplish specific functions, it often gets in the way of doing the work we know needs to get done. Ad hoc, unincorporated initiatives with advisory boards can leverage funds from partnered non-profits to effectively coordinate the spreading of an asset message. Some communities have found that having an initiative (not an organization) with little or no clearly identifiable budget has allowed them to steer clear of the traditional turf and political challenges that derail many community change efforts.

## **13. Be strategic and intentional about building community.**

Community building is not a skill we are taught, and it doesn't come naturally for many people. For too long, it was assumed that communities just came together. All of the hard work of nurturing communities was just part of what we did. Because it was hidden and assumed, we didn't recognize its value. In a time when community doesn't happen "naturally," we must be deliberate and intentional in our community-building efforts, recognizing that everything we do is an opportunity to build community.

Many communities have learned that community-building efforts inevitably involve bringing diverse people together. Living in diverse community, knowing different types of people from different backgrounds and with different approaches to addressing family and community issues is an important asset for youth. For a community to be healthy, it's vital to weave together diverse communities, have different types of people at the table, and tap different backgrounds and approaches.

## **14. Programs can also have roles in asset-building efforts.**

Relationships can be built in programs, too. And programs can motivate and equip people to build assets. They can be a means toward relationships, but not a substitute for relationships. If we are intentional about making relationship development a priority, we can connect not just youth and adults, but the different organizations and interests that weave a strong community. The opportunity is to integrate relationship building into the heart of programs. Then look for enhancements that strengthen relationships across and among community sectors and organizations. Those links have potential for enriching the relationship networks for young people and enriching asset building throughout the community.

With an aging and declining population, Zion Lutheran Church, Atlanta, was struggling to stay alive and make budget cuts. One of their programs was for church seniors. Another program was an after-school enrichment activity for community and church youth. Instead

of cutting one program or the other, the programs were linked. Seniors did art projects with the after-school students. Intentionally focused on building assets, the two programs maintained their separateness, but were intertwined in their implementation. The end result was a better senior program and a better youth program. The new integrated programs connected the senior members back into the community in unforeseen ways. The church noticed a resurgence as families who previously only sent their youth to the church were now joining.

## **15. Create interactive rituals.**

Rituals bond communities and groups at a deeper level by engaging people in reliving their shared myths, stories, or heritage. An organization or initiative committed to empowering unheard voices may, for example, light candles at the beginning of each meeting in honor of people unable to be in the room. This is a powerful ritual. It binds us to each other and to those around us.

The youth in a Montana community have written a play that tells the story of the 40 developmental assets. It is performed each year at the annual event. It has become a ritual for people to hear the play each year. The youth look forward to the event, and jockey for which part they will get to play. As part of the final act, the audience becomes engaged by committing to working with a specific young person on the development of a specific asset.

### **All adults and youth, not just professionals and parents**

Asset building emphasizes inspiring, inviting, and equipping *all* types of people—including professionals, parents, other adults, and youth—to contribute to the well-being of children and adolescents.

## **16. Honestly meet people where they are.**

This sounds easy: address people's real concerns; support people to do what they want; engage people where they are in their own journey. But it's one of the most difficult things to do. Too often we *recruit* people to do what *we* want them to do. Too often we rally people toward *our* passions. Too often we are looking for subscribers to *our* vision. When we build community, we come together to discover new places together. The best community-building efforts invite people to engage in a manner that connects with their current commitments, concerns, and passions.

A community organization in Minneapolis was suffering from burned out leadership in their block clubs. After incorporating every conceivable volunteer management technique from recognition to time commitment contracts, the leaders tried a different approach. Using a youth interview team, they identified people to whom others went when they had concerns or issues, or needed information on specific issues. They then asked those people who were consistently identified how the organization could help them do a better job of being a resource for their neighbors. The result was a great expansion of the leadership base as these community leaders became a long-term feeder for the leadership councils.

## **17. Build on what motivates people to become and stay involved.**

Self-interest is good. Enlightened self-interest is even better. Nurture it. Pay attention to people's interests and engagement to help determine where new energy should be invested to support their engagement.

Building skateboard parks has been a priority for many Healthy Community • Healthy Youth initiatives because it addresses a real issue for the involved youth leaders, the youth skaters, and those that tend to be involved in youth organizations and leadership opportunities.

**18. Recognize that individual contributions of time and money change people’s priorities.**

We often go through formal prioritization processes that result in master plans designed to guide other people’s action. Such approaches can undermine community building. Instead, plan for who is in the room to do the work. Build around what the people in the room are willing to invest their own time and money in implementing. If the planners are different from the doers, or the people who will have to pay for doing, it will be difficult to sustain the effort.

In a community in Southern Ohio, a community park planning process was forced to choose between updating the playground and improving the softball fields. After a contentious meeting, a close vote determined that the annual volunteer project would be to improve the softball field. But then not many people showed up, and the project languished for weeks. On her own, one of the neighbors organized to upgrade the playground. More than enough volunteers showed up on the volunteer day for the playground. The community’s priorities clearly emerged as the time for commitment arose.

**Engagement *with* youth, more than services *for* youth**

Community initiatives can too quickly focus on how to “serve” youth or “meet young people’s needs”—which can assume that young people are the consumers or recipients of services, not resources, contributors, and leaders. Engaging youth as partners gives authenticity and energy.

**19. Don’t do for people; do with people.**

No clients. No constituents. No customers. Rather, neighbors working with neighbors. “Doing for” people reinforces relationships characterized by power dynamics; “doing with” people empowers and releases the possibility for cultivating social capital. We must strive to transform our relationships into equitable transfers of resources and needs. One type of asset young people need is empowerment. They are no different from adults. We all need opportunities to know we are valued and valuable. Working *with* people builds that value.

Robert Putnam, author of *Bowling Alone*, popularized the idea of social capital. Social capital emerges through community engagement. There is a strong correlation between a community’s social capital and the health, wealth, and happiness of people in a community. Putnam advocates that social capital is as important as financial capital to the health of a community, but it cannot be developed within the context of doing “for.” Rather, it emerges out of relationships in which people are working together.

**20. Engage young people in meaningful ways in meaningful things.**

Meaningfully engaging young people is an excellent way to diversify our community. Forcing them to do the same things as adults is not. Most meetings are not very meaningful. Often

the most effective long-term action comes from agreeing to simultaneously and separately invest in both strategies that are supported by adults and those supported by youth.

In Hampton, Virginia, the city government involved youth on commissions and on boards as voting members. This is meaningful participation. And if the youth can help set the agenda, there will be meaningful content as well. In many communities, youth become engaged in building skate parks; business folks become engaged in making shopping experiences better for youth; youth workers become engaged to identify resources to fill funding gaps; and schools become engaged to expand their outreach to the community beyond the typical school hours.

## **Unleashing, Not Controlling or Directing**

As individuals and organizations begin shaping their own approaches and priorities for asset building, it's important not to try to control or manage their efforts.

### **21. Cultivate and celebrate multiple points of entry.**

Different learning styles, different engagement models, different comforts with structures, and different histories with other people all compel us to open as many doors to our community-building efforts as possible. Forcing everyone through the same gate or to be engaged in the same manner drains energy—even of the people who choose to be involved. Think about creative ways to engage different people in appropriate ways.

The asset-building initiative in Alexandria, Minnesota, has more than 10 different action groups in which people can get involved. Some are larger with more than 50 members; others have just a handful. Some of them are putting together newsletters, while others post flyers or coordinate speakers. One group invites people just to think about doing things differently. Each is doing different things in different ways. This sets a “something for everyone” tone.

### **22. Remember that consensus is *not* a necessary component of effective action.**

Consensus is nice. Getting everyone on the same page is wonderful. But consensus is often confused for sameness and conformity. Communities must be diverse in ideas and strategies in order to move their shared vision forward.

In one western state, two different styles for facilitating an asset-building initiative emerged. In the northern part of the state, a grassroots model engaged working groups in lots of small towns. The southern part of the state brought together key stakeholders to develop an overlaying action plan. As they came together to form a statewide coalition, they worked hard to work one way, to find consensus on a strategy for the entire state. This contentious push for consensus was devaluing the work of one half while promoting the work of the other. The breakthrough came when the group realized that it didn't need consensus on approaches to move forward. They could do both strategies simultaneously as they worked toward a common vision of a strong, caring state for young people.

### **23. Establish many ways to communicate.**

When you don't control or direct everything, it can be harder to know what's happening. So it's important to develop a wide range of formal and informal communication strategies that

keep people in touch with each other. That way they can learn from and with each other, share ideas, celebrate successes, struggle through challenges, and build trust. Remember, too, that different people hear and share in different ways; find a variety of ways to connect with them.

Initiatives have used creative ways to communicate with people: flash e-mail of meeting notices; table top displays in restaurants; meeting notices on bathroom stalls; newspaper columns; radio spots; Tupperware-type parties; Yahoo groups; block club leaders; and more.

#### **24. Focus on your community's shared myth or story.**

Telling the stories of everyday asset building can be a positive and inspiring part of a community's asset-building strategy. Stories have a way of capturing the imagination and translating complex ideas into achievable next steps.

In telling these stories, it's as important to tell the community's shared story as it is to share stories of change. What is the story of your community? How did it become a community? How does this story speak to the basic needs and passions of our common human experience? What does this story tell about who you are? Embedded in this story should be the language of assets and the action of individuals building assets for youth. This story is your myth. It is a very powerful component of community change.

#### **25. Trust community.**

Yes, community building is messy. And, yes, it can seem out of control. But trusting the community to grow and strengthen based on its own gifts and story is how authentic change happens. We have all been in situations where the process-heavy decision making of the community seems to get in the way of a perfect solution. Outrageous ideas are proposed. But if the community is strong, and the process open and engaging, then the eventual solution will tap into the wisdom that is in the community.

#### **Long Term, Not a Quick Fix**

The developmental assets provide a framework for long-term action that recognizes the importance of ongoing, positive opportunities and relationships across at least the first two decades of life. Similarly, building community is a long-term process.

#### **26. Understand that community building is an organic, unpredictable process.**

Building community is not like building a house. There is no plan that can be followed where the foundation is laid, a frame built on it and each system added. Communities are like gardens, where each season you can add a little more, but outside elements always impact what you can do and how you can do it. In gardens your most important resource is the soil. The soil of communities is the relationships. Communities change in a nonlinear manner. Sometimes you can work and work and work with no results. And then the flowers bloom all at once. Sometimes you will be expanding and growing; other times you will be in hibernation. This is okay. It's part of the organic process.

## **27. Pay attention to renewing leadership.**

Leadership must be dynamic and respond to the constantly changing environment. Effective community leadership is not institutionalized through formal positions. It involves providing support to the people who can guide, frame, and inspire in this moment for this project. Long-term community building efforts invest significant resources in cultivating new leadership.

Too often this is done only when new leaders are needed. The most important time to invest in cultivating new leadership is when you have strong leadership. This strong leadership is a resource for mentoring and easing new leaders into a full role of responsibility. An important project of an initiative is building an environment that nurtures leaders in all phases. For this to work well, it's vital to destroy the status ladder of leadership. This occurs in two ways, First, allow, support, and celebrate people as their leadership roles change (including those who need to step away right now). Second, provide leadership opportunities outside of the structural positions of organizations. Creative leadership opportunities include task force leadership, coordinating key community events, and developing strategic partnerships on behalf of the initiative.

## **28. Be intentional in shaping efforts that will become sustainable.**

Our culture doesn't invest much in sustainability. By design, we build throw-away items. But building community requires that we think for the long term and invest in the relationships, networks, rituals, and systems that will undergird the ongoing process of strengthening community for and with young people. Sustainability is more than an issue of time; it's an issue of how resources are used. A sustainable community grows with a balance of human and financial resources.

## **29. Remember that good evaluation is rooted in good planning is rooted in good evaluation.**

At its core, evaluation is an opportunity to reflect on whether we're doing what we set out to do. So if we're not clear about what we were really trying to do, our evaluation efforts will be frustrating. Keeping the end in mind will also sharpen and focus our efforts. Evaluation is to improve our effort on behalf of the community. Our constituents in the community are the true customers of evaluation.

Essex County, Vermont, launched its prevention coalition in the late 1980s. Through the years, it has changed and adjusted to increase its effectiveness. Today, it focuses on building assets in the community. One of the most defining features of the initiative is that leaders continually are refining their model to make it stronger. This learning—and application of the learning—is the essence of good evaluation.

## **Background**

### **Experience-Based Tips for Putting Asset-Building Principles into Practice in Your Community**

By Joseph Barisonzi

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### **About Search Institute**

Search Institute is an independent, nonprofit, nonsectarian organization whose mission is to advance the well-being of children and youth by generating knowledge and promoting its application. The institute collaborates with others to promote long-term organizational and cultural change that supports its mission.

### **About Healthy Communities • Healthy Youth – HC•HY**

Search Institute's Healthy Communities • Healthy Youth initiative seeks to motivate and equip individuals, organizations, and their leaders to join together in nurturing competent, caring and responsible children and adolescents.

The founding national sponsor for Healthy Communities • Healthy Youth is Thrivent Financial for Lutherans, a not-for-profit fraternal benefit society providing financial services and community service opportunities for Lutherans nationwide.

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# REGINA CHILDREN'S CHARTER



This Charter applies the wisdom and commitment of our community to respect and holistically support children emotionally, intellectually, spiritually, and physically.

## The right to have basic needs met

- in a safe, stable, secure environment,
- with access to quality housing and care,
- with access to sufficient, safe, nutritious food and clean drinking water,
- with access to services and supports including quality health and dental care.

## The right to be safe

- in a community committed to freedom and peace,
- in a home with a supportive family circle, free from neglect, bullying, racism, and exploitation,
- with the opportunity for exploration, risk taking, and recreation.

## The right to be you

- to be proud of who you are; your cultural identity, religious beliefs, abilities, and individual values,
- to have a sense of belonging, mastery, independence, and generosity,
- to be appreciated for who you are, the same and yet different from everyone else,
- to be free to express your feelings.

## The right to belong

- in a community that responds, embraces, and accepts you,
- in a family that advocates for you and makes you feel secure and comfortable,
- to feel included, useful, and needed.

## The right to loving relationships

- with a nurturing parent/caregiver who provides guidance and is connected to supportive family and friends,
- with at least one adult who believes in your hopes and dreams,
- with a family who does their best to support your spiritual, physical, mental, emotional, and intellectual growth.

## The right to lifelong learning

- within a family that accesses play resources to build an excitement for learning,
- through early experiences that provide a strong foundation and readiness for formal education,
- through a quality education, inclusive to all, preparing confident learners ready to pursue their goals.

## The right to play and be physically active

- to experience play as the work of childhood,
- to understand play as artistic, cultural, affordable, and accessible to all,
- to prepare for lifelong communication, cooperation, and participation.

## The right to contribute

- to have a voice and the ability to influence decisions
- to know you are seen, heard, respected, and treated with dignity



**REGINA CITY COUNCIL  
JUNE 10 2026  
FARE FREE TRANSIT FOR HIGHSCHOOL STUDENTS**

I am here today to ask Regina City Council to expand the high school fare free transit pilot project to include all Regina high schools. City Administration claims this would cost too much money--\$21 million is the figure cited. In my view, it would be money well-spent.

To look first at the success of the four-month fare free pilot project at F. W. Johnson Collegiate:

- 51% of F.W. Johnson Collegiate students made use of the free bus pass.
- Student transit ridership tripled during the four month period of the pilot project.
- 32% of the students who used the fare passes continued to ride the bus even after the pilot project ended.
- There was a small increase in school attendance.

Such results are reason enough to support the expansion of the transit pilot project to all Regina high schools.

There are, in addition, other compelling reasons to do so. First, Regina high schools students need equal access to education. It is a question of social justice.

Approximately 4,800 Regina public school students live in poverty.<sup>i</sup> Their families are not likely to be able to afford the youth bus pass, which, now, after the recent 10 percent increase in transit fares, costs \$66 a month. That's a lot of money for many families.

Families shouldn't have to choose between paying for transit for their young people to get to school and buying groceries or paying the rent.

Or do we expect high school students to walk to school even when the distance is many kilometres and the temperature is minus 40?

My second reason is that public transit is a big part of the answer to a major world problem: global warming. As Regina's 2022 Transit Master Plan puts it, "Public transit plays an important role in reducing greenhouse gas emissions."

As the Plan also states: "Sustainable travel behaviours are best established at an early age." However, if fare free transit is only offered to those 13 and under, as is currently the case, teenagers, rather than becoming transit users for life, are likely to view riding the bus as something only children do—as something to be put away with other childish things.

A climate crisis is at our door! Fare free transit for high school students is a way for Regina to start to meet its climate commitments as outlined in such documents as the *Energy and Sustainability Framework*.

Nor would Regina be the first Canadian city to eliminate transit fares for high school students. A number of other Canadian cities, including Kingston Ontario and Charlottetown PEI have already done it.

In 2023, Orangeville Ontario went one step further. It eliminated transit fares altogether and ridership doubled. A number of US cities, including Boston Massachusetts, Olympia Washington and Chapel Hill North Carolina, also offer free public transportation. In every case, ridership has increased substantially.

At the May 27 Executive Committee meeting, Mayor Bachynski asked: “What does transit look like in our city in five years, 10 years, 20 years, that’s really the vision.” That vision, in my view, must include, in the not-too-distant future, fare free transit for all.

Yes, it would mean a loss of fare revenue. But it would also mean some savings. What is the cost of collecting fares? For example, how much did those fancy new digitalized fare boxes that are now on every Regina bus cost? This is not to mention the cost of fare ticket agents and offices.

Indeed, the money argument doesn’t really hold up. Private vehicles also involve substantial public costs—for example, for building and maintaining roads, as well as for policing drivers and parking. Free transit might be not so much a new cost to society but a relocation of existing spending.

Moreover, fare free transit for all would have a number of other advantages. It would address traffic congestion, as more people would get out of their cars and onto the bus. It would also lead to increased safety. Studies show that transit is safer than driving a car.<sup>ii</sup> It also makes streets safer for cyclists and pedestrians. And fare free transit for all would help Regina reduce its climate change impact.

But one step at a time. I am here today to ask, indeed, to implore you, members of Regina City Council, to please extend the high school fare free transit pilot project to all Regina high schools.

---

<sup>i</sup> <chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://antipovertyministry.ca/wp-content/uploads/2022/05/Poverty-in-Regina-Schools-March-2022.pdf>

<sup>ii</sup> <https://mobilitylab.org/research/transit/transit-is-10-times-safer-than-driving-and-makes-communities-safer-says-new-apta-report/>

Submitted by:  
Florene Stratton, Regina, SK

Good afternoon, Mayor and Council.

My name is Musfirah Jamal, and I am a Grade 10 student in Regina. Thank you for the opportunity to speak today about the fare-free transit pilot.

I am here to share my perspective as a student on why affordable and accessible transit matters.

For students, transit is more than transportation. It is how we get to school, extracurricular activities, part-time jobs, volunteer opportunities, and other important commitments. Whether a student can access these opportunities can depend on whether transportation is available and affordable.

For many families, transportation costs add up. While a single bus fare may not seem significant, those costs can become a barrier when they are paid repeatedly throughout the month. Fare-free transit helps remove that barrier and makes it easier for students to participate in opportunities that support their education, development, and future goals.

It also benefits the wider community. When transportation is more accessible, students are better able to volunteer, work part-time jobs, participate in community programs, and contribute to the city.

I also believe that students need to feel comfortable using transit. There have been times when I would have chosen to take the bus, but did not feel comfortable doing so because of safety concerns. While my experiences may not be the same as everyone else's, they have shown me that accessibility and safety both matter when encouraging students to use public transit.

As Council considers the future of this pilot, I encourage you to continue listening to students' experiences. Decisions about public transit directly affect young people, and our perspectives are an important part of the conversation.

Thank you for your time and consideration.

Submitted by:

Musfirah Jamal, Regina Youth Climate Justice Coalition, Regina, SK

I understand that you are all under a lot of financial pressure to just receive and file this report. But if you've read your report you'll see that the policy impact is positive, following your Regina Transit Master Plan. Having fair free transit for young people will make the city more livable, and make our city more vibrant. This bus service aligns with climate adaptation goals, and your Resilient Regina Strategy and the Energy and Sustainability Framework. It would make more jobs for people in Regina. Fare-Free transit for high school students removes financial accessibility barriers and promotes inclusive participation and success for all. You say this in your report. The fare-free public transit program for high school students aligns with the Treaty Principles in Kâ-Nâsihcikêwin, the City's Indigenous Framework. You say this in your report. I don't understand how money has higher priority than all the other things combined. Yes, this will cost money, but it accomplishes so many other positive goals. Shouldn't that be worth it? You're stuck in reactive, short-term policymaking, trying to save money wherever you can. This pushes you away from your goals and creates future problems for people like me. And because Regina City Transit has one of the fastest growing ridership rate increases in all of Canada, free transit for young people would be huge, accomplishing a lot of good. The pilot project at Johnson really shows that cost is a big barrier to young people using City Transit, and removing this barrier makes ridership increase drastically. This is a great opportunity for you all! You know what to do to make an essential city service more accessible, while at the same time falling in line with the city's indigenous framework and environmental framework. Making City Transit free for the youth is a gigantic step forward, and one worth taking. I don't think there's anyone here giving a delegation to city council telling you to prioritize money over your values, because the people were trying to understand that fare-free transit is really important. I hope that helped change your mind. Thanks for listening to me.

Submitted by:  
Kiké Dueck, Regina, SK

**DE26-63**

I am in favour of students fare free.

Submitted by:

Beverly McDougald, Regina, SK

Laura Stewart, representing the Climate Action Team at Harmony United Church, will emphasize the importance of transit access as a social and climate justice issue. The presentation highlights the disproportionate financial burden transit fares place on low-income households and the broader environmental benefits of supporting public transit usage among youth.

- Transit access as a justice issue: Transit fares act like a tax disproportionately affecting lower-income families, making fare-free transit for students a potential aid for these households by enabling adults to afford work passes and encouraging broader community participation.
- Climate benefits of transit use: Encouraging students to use transit supports a shift away from car dependency, leading to reduced emissions and local improvements in air quality and traffic congestion as transit systems electrify.
- Urgency of climate action: Current fossil fuel use exacerbates climate imbalance, with worsening impacts worldwide and rising costs, underscoring the necessity for immediate climate action to avoid increasingly difficult future choices.
- Policy recommendations: The presentation calls for action on this fare-free pilot, including either fare-free measures in upcoming budgets or alternative discount measures, such as off-peak fare discounts and flexible travel times. To ensure action on reports like this one, the presentation calls for an updated Energy and Sustainability Framework with clear targets to achieve net zero community emissions by 2050.

Submitted by:

Laura Stewart, Climate Action Team at Harmony United Church, Regina, SK

I am writing this to express my strong support for the Regina Fare-Free Transit Pilot Project

Public transit is an essential service that connects residents to employment, education, healthcare, recreation, and community activities. For many people, particularly those with low incomes, students, seniors, individuals with disabilities, and families facing financial challenges, transportation costs can create significant barriers to accessing these opportunities.

A fare-free transit system would help remove these barriers and make Regina a more equitable and accessible city. By eliminating fares, residents would have greater freedom to travel to work, attend school, access medical appointments, and participate in community life without worrying about the financial burden of transit costs.

The pilot project also presents an opportunity to increase transit ridership. When public transportation becomes more accessible and affordable, more people are likely to choose transit over personal vehicles. Increased ridership can help reduce traffic congestion, lower greenhouse gas emissions, and support Regina's environmental and sustainability goals.

The Fare-Free Transit Pilot Project offers Regina an opportunity to evaluate the social, economic, and environmental benefits of a more accessible transit system. I believe the potential and showing benefits outweigh the cost and that the pilot will provide valuable data to guide future transit planning.

I encourage City Council to support and fully implement the Fare-Free Transit Pilot Project. Investing in accessible public transportation is an investment in a more inclusive, connected, and prosperous Regina.

Submitted by:  
Atticus Kolody-Watt, Better Bus Youth, Regina, SK

Hi my name is Elizabeth and I am going to be going to Johnson high school next year. I currently use the bus to get to my elementary school Arcola. Unfortunately when I turn 14 this summer, I will have to start paying for a buss pass. I think would be an awesome idea to give free transit for youth attending high school. There are 4 academy schools that draw from all over the city that students would benefit greatly for free transit because walking or relying on a ride is not an option. I would likely still need to bus to get to my feeder school or walk 30-40 minutes. This would be so beneficial to SO many students and be SO much better for the environment.

Using the bus at an impressionable age will create riders for life when the see how easy it can be. More users mean more buses and more frequent busses and a better system for all

The cost for a youth pass is almost \$70 per month. My sister and I would cost almost \$150 just to get to school. It is harder and harder to make ends meet for my family with the rising inflation and this would be a great help to many who feel the same way.

Let me know if you need anything else.

Submitted by:  
Elizabeth Prokop, Regina, SK



## Johnson Collegiate Fare-Free Pilot Project Update

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Executive Committee
<b>Service Area</b>	Transit
<b>Item #</b>	CR26-70

### RECOMMENDATION

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That City Council receive and file this report.

### HISTORY

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At its meeting on May 27, 2026, the Executive Committee considered item *EX26-63 Johnson Collegiate Fare-Free Pilot Project Update* from the City Operations division.

The following addressed the Committee:

- Dylan Morin, Regina, SK
- Sarah Cummings Truszkowski, representing Regina Public Schools, Regina, SK

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

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Ackerman, Acting City Clerk 6/3/2026

**ATTACHMENTS**

- EX26-63 Johnson Collegiate Fare-Free Pilot Project Update
- Appendix A- Financial Impacts
- Appendix B- Overall Ridership for F.W. Johnson Collegiate Students
- Appendix C- Ridership By Route for F.W. Johnson Collegiate Students
- Appendix D- F.W. Johnson Collegiate Attendance Records



## Johnson Collegiate Fare-Free Pilot Project Update

<b>Date</b>	May 27, 2026
<b>To</b>	Executive Committee
<b>From</b>	City Operations
<b>Service Area</b>	Transit
<b>Item No.</b>	EX26-63

### RECOMMENDATION

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The Executive Committee recommends that City Council receive and file this report at its June 10, 2026 meeting.

### ISSUE

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To provide Council with the results from the fare-free transit pilot for F.W. Johnson Collegiate (“Johnson”) and the estimated costs to implement the program on a permanent basis.

### IMPACTS

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#### Financial Impact

The fare-free pilot program cost was \$49,000 over its full duration, September 2 to December 31, 2025. \$48,600 of this total was a result of lost revenue due to the free passes and the remaining \$400 was in administrative expenses, including Umo cards and printed material.

If a fare-free transit program was implemented for all high school students in Regina, the estimated overall cost to implement the program would be \$2.26M in operating costs and \$16.8M in capital costs. There would also be \$2.06M in lost revenue. A breakdown of these costs can be found in Appendix A.

#### Policy Impact

Exploring a fare free program was a recommendation of the Regina Transit Master Plan (RTMP).

Specifically, section 4.2 where it states:

*Investigate the feasibility of making transit free for youth attending high school in Regina. If not feasible, explore other discount options for students.*

### **Strategic Priority Impact**

Exploring fare-free transit for high school students falls under ‘Livability’, where intentional planning and development enables the community to thrive and serves the needs of residents. Free transit for students also helps build safe communities by offering trips that are driven by professionals, and by having buses that shelter individuals from unfavourable weather and road conditions. Furthermore, public transit ensures students get to where they need to be without risk of being lost if otherwise travelling on foot or other modes of travel.

### **Labour Impact**

There were no labour impacts during the four-month pilot. However, if a permanent fare-free transit program for high school students was implemented, additional full-time operational staff would be required to provide adequate transit service to the high schools and to maintain the additional fleet required to provide the service. This would include 15 additional transit bus operators, one (1) journeyman mechanic and one (1) utility staff.

### **Environmental Impact**

Programs that encourage increased bus use support of the Energy and Sustainability Framework by reducing reliance on personal vehicles. Bus service also aligns with climate adaptation goals in the *Resilient Regina Strategy* by providing sheltered transportation during increasingly frequent and severe weather events, supporting the City’s overall climate resiliency. While adding 12 buses would increase emissions, this impact is mitigated through the use of hybrid buses, which produce approximately 26.13 tonnes of CO<sub>2</sub>e less per year than diesel buses. By moving more passengers per vehicle, fare-free transit reduces private vehicle use and overall emissions, advancing the Strategic Principle of Environmental Sustainability. Encouraging transit use at an early age may also foster lifelong ridership, supporting long-term sustainability objectives.

### **Indigenous Impact**

The fare-free public transit program for high school students aligns with the Treaty Principles in *kâ-nâsihcikêwin*, the City’s Indigenous Framework:

miyo-wîcêhtowin (good relations): The initiative supports stronger relationships with Indigenous youth and families by reducing transportation barriers to education, employment, recreation and cultural connection. Administration recognizes the overrepresentation of Indigenous residents experiencing poverty in Regina and the importance of reducing cost-related barriers that disproportionately affect Indigenous youth. Additionally, removing or reducing transit fares reflects

shared responsibility between the City, school divisions and community partners to improve equitable access for Indigenous students. The City recognizes its responsibility to find ways to offer fair, appropriate and safe transportation for all youth to get to school in an environmentally conscious way.

wîci-atoskêwin askîhk (living together on the land, in harmony): Encouraging youth to use public transit supports environmentally responsible choices and aligns with the City's responsibility to care for the land and future generations. This initiative advances reconciliation by improving access, reducing inequities and supporting Indigenous youth in ways consistent with the spirit and intent of Treaty relationships.

**Inclusion, Diversity, Equity & Accessibility (IDEA)**

Fare-free transit for high school students removes financial and accessibility barriers and promotes inclusive participation and success for all.

**There are no Legal impacts with respect to this report.**

**OTHER OPTIONS**

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**OPTION 1- Receive and File the Information in This Report – RECOMMENDED**

The report and information will act as a benchmark for any future work done on a fare-free program.

**OPTION 2- Consider the Implementation of a Fare-Free Transit Program for all Regina High School Students as Part of the 2027 Budget Deliberations – NOT RECOMMENDED**

Administration would provide budget information for consideration during the 2027/2028 budget deliberations. This is not recommended at this time due to the large financial investment required.

**COMMUNICATIONS & ENGAGEMENT**

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During the pilot there was direct communication with students and parents about the program, such as how to use the pass and transit system. This communication was shared through “Edsby”, the online portal used broadly by both School Boards. No future communications or engagement is planned at this time.

**DISCUSSION**

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The fare-free pilot program launched on September 2, 2025, and was available for all students attending Johnson. Each student received a benefit code, which they could redeem on the Umo mobile app or reloadable Umo card. Once the benefit code was redeemed, a free four-month transit pass was automatically added to their Umo account. The pass could be used any time the transit system was in operation and was accepted on both conventional and paratransit services. The pass was valid until end of day on December 31, 2025.

During the pilot, several performance measures were tracked, consistent with those identified in the original fare-free pilot report to Council. These included:

- 1) **Overall ridership:** ridership data was collected from all transit routes during the pilot to determine how often students were using the free pass for school trips vs non-school trips.
- 2) **Bus pass redemption:** the new fare system tracked how many passes were redeemed relative to those given out.
- 3) **Attendance records:** Regina Public Schools was able to provide attendance records at a high level for students during and after the pilot period.
- 4) **Financial impact:** actual costs of the pilot were tracked.

Below are the results of these measurables:

### **Overall Ridership**

Ridership data was collected through the fare system for all Johnson students who participated in the fare-free pilot during and after the pilot period. Appendix B shows the total number of trips taken by Johnson students during the pilot period (September 2, 2025, to December 31, 2025) and the same group of students after the pilot (January 1, 2026, to April 30, 2026). Ridership during the pilot, when students had access to the free pass, was approximately three times higher than after the pilot, when the same students were required to purchase a bus pass.

Ridership during the pilot was further analyzed to identify the proportion of trips taken for school-related travel versus other purposes. This analysis is provided in Appendix C. The Route 7 Glencairn/Whitmore Park, Route 9 Parkridge/Albert Park and Route 21 University/Glencairn, which service Johnson, experienced the highest ridership during the pilot period. The ridership patterns suggests that students primarily used the free transit pass for travel to and from school. Overall, the introduction of the fare-free pass resulted in an increase in ridership, with the majority of trips being taken to or from Johnson.

### **Bus Pass Redemption**

The number of students who redeemed the free bus pass was also tracked through the fare system. During the pilot, 386 of the 751 benefit codes were redeemed, representing a redemption rate of 51 per cent. All students who redeemed a pass during the pilot were further tracked through the fare system for the four months following the pilot period to determine whether they continued to use their Umo account to purchase fares for ongoing transit use. 124 of the 386, or 32 per cent, of the students who participated in the pilot continued to use the transit system and purchase fares. Overall, students were more likely to use the transit system when the free pass was offered rather than when students were required to pay for fares.

**Attendance Records**

Regina Public Schools provided Administration with high-level student attendance records for all Johnson students for the four-month period when the free pass was available and the four months following the pilot period. The school’s overall attendance average is summarized below.

	<b>September (Pilot)</b>	<b>October (Pilot)</b>	<b>November (Pilot)</b>	<b>December (Pilot)</b>	<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>
<b>School Average</b>	90%	88%	85%	81%	88%	84%	83%	88%

In Appendix D, the data indicates that overall student attendance remained relatively unchanged when students had access to a free transit pass compared to when they did not. There is no clear data that the free pass impacted school attendance. However, when attendance was analyzed by grade, the average attendance for grade 9 and grade 12 students was one per cent higher during the pilot period when the free transit pass was available.

For Grade 9 students, this increase may be attributed to limited transportation alternatives, as students at this grade level are not yet eligible to obtain a driver’s licence and are therefore more reliant on public transit to access school. In contrast, students in Grades 10 through 12 may become eligible for a driver’s licence, giving them access to a wider range of transportation options and reducing dependence on public transit.

For Grade 12 students, fluctuations in attendance may be influenced by competing priorities or partial school schedules. When students are required to pay for transportation, they may choose to attend school only on days with core classes or may face decisions between being able to pay for transportation to work or to school. These factors can contribute to reduced attendance when free transit is not available.

**Financial Impacts**

Council directed Administration to complete a fare-free pilot that would not require additional resources. Johnson was chosen for the pilot as it had the largest capacity to accept more passengers on the bus before adding resources. As such, the resources currently on the road were used more efficiently, resulting in more passengers using the existing service. Although the pilot did not require additional buses, it did result in financial impacts. The total cost of the four-month pilot was \$49,000, mostly due to foregone revenue.

Administration has analyzed the cost to expand the program to include all youth attending high school in Regina. Based on the pilot’s ridership information, the preliminary financial information has been determined.

To implement a city-wide fare-free program for high school students, Transit would require \$16.8M in one-time capital funding and \$2.26M in ongoing operational funding. Of note, this would impact revenue with a \$2.06M loss in annual revenue, resulting in a total operational impact of \$4.32M. This estimate is based on the ridership levels and current capacity of buses that service the various high schools throughout Regina.

As the peak travel time for students occurs during the typical rush hours of other commuters, Transit will need to expand its fleet by purchasing 12 additional buses to meet the demand for the free service. Transit is currently at capacity during peak travel times particularly on services for high school students. This means all available buses are already in service, therefore an expansion of the fleet is required. This approach would be similar to the introduction of the U-Pass program where service was expanded, and additional buses were purchased before the launch of the program. This strategy proved effective as the system was able to handle the increased ridership as a result of the program. The U-Pass program and purchase of buses was achievable as the University of Regina Students Union, the group who managed the program, paid the City for the additional buses over a term of eight years.

There has been research for alternative funding options for a fare-free program but there have been no confirmed funding sources other than the City. As the lead time for delivery of new buses is 16 months, a program could not come into effect until after they have arrived.

### **Summary**

Overall, the fare-free pilot was successful in increasing ridership with no operational challenges associated with the program. Ridership increased by 26,101 rides during the four-month pilot period, and students demonstrated increased use of transit services when the free pass was available. Experience in other Canadian transit systems shows that when young people are encouraged to use transit, they are more likely to continue using it throughout their lives.

While the data did not show a notable change in high school attendance at Johnson, Regina Public Schools emphasized that the program was important in reducing transportation barriers for students. It is possible that the location of which the pilot took place was a factor in how the attendance only slightly increased during the pilot, whereas the locations and demographics of other Regina high schools may have a stronger need for free public transportation to help increase student attendance.

### **DECISION HISTORY & AUTHORITY**

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On May 7, 2025, Council considered item *CR25-49 Transit Fare Bylaw* and adopted a resolution, directing City Administration to:

1. Approve implementation of Option 2 - citywide pilot for all F.W. Johnson Collegiate students, effective September 2, 2025; and that this matter be added to the May 12, 2025, School

Boards/City Liaison Committee meeting agenda to discuss potential cost-sharing related to this option.

2. Approve the implementation of a verification process for children 13 and under not accompanied by a fare-paying adult, effective July 7, 2025.
3. Instruct the City Solicitor to prepare an amendment to *The Regina Transit Fare Bylaw, 2009* to give effect to the recommendations in this report; to be brought forward to a meeting of City Council following approval of these recommendations by City Council.

Respectfully Submitted,

Respectfully Submitted,



Nathan Luhning,  
Director, Transit

Kurtis Doney,  
Deputy City Manager

Prepared by: Krista Forsythe, Quality Assurance Coordinator

**ATTACHMENTS**

- Appendix A- Financial Impacts
- Appendix B- Overall Ridership for F.W. Johnson Collegiate Students
- Appendix C- Ridership By Route for F.W. Johnson Collegiate Students
- Appendix D- F.W. Johnson Collegiate Attendance Records

## Appendix A - Financial Impacts

If a fare-free transit program was implemented for all high school students in Regina, the estimated overall cost to implement the program would be \$2.26M in operating costs and \$16.8M in capital costs. There would also be \$2.06M in lost revenue. Below is a breakdown of the costs:

<b>Fare-Free High School Program Operational Costs</b>	
17 Additional Full Time Employees (Operators, Mechanic, Utility Staff)*	\$1,745,920
18,500 Service Hours (Fuel, Parts, Maintenance)	\$514,200
<b>Total</b>	<b>\$2,260,120</b>

\*This estimate factors in additional employees required to provide the increased service.

12 new buses would be required to address the crowded and full buses that currently exist with the current fare-paying structure:

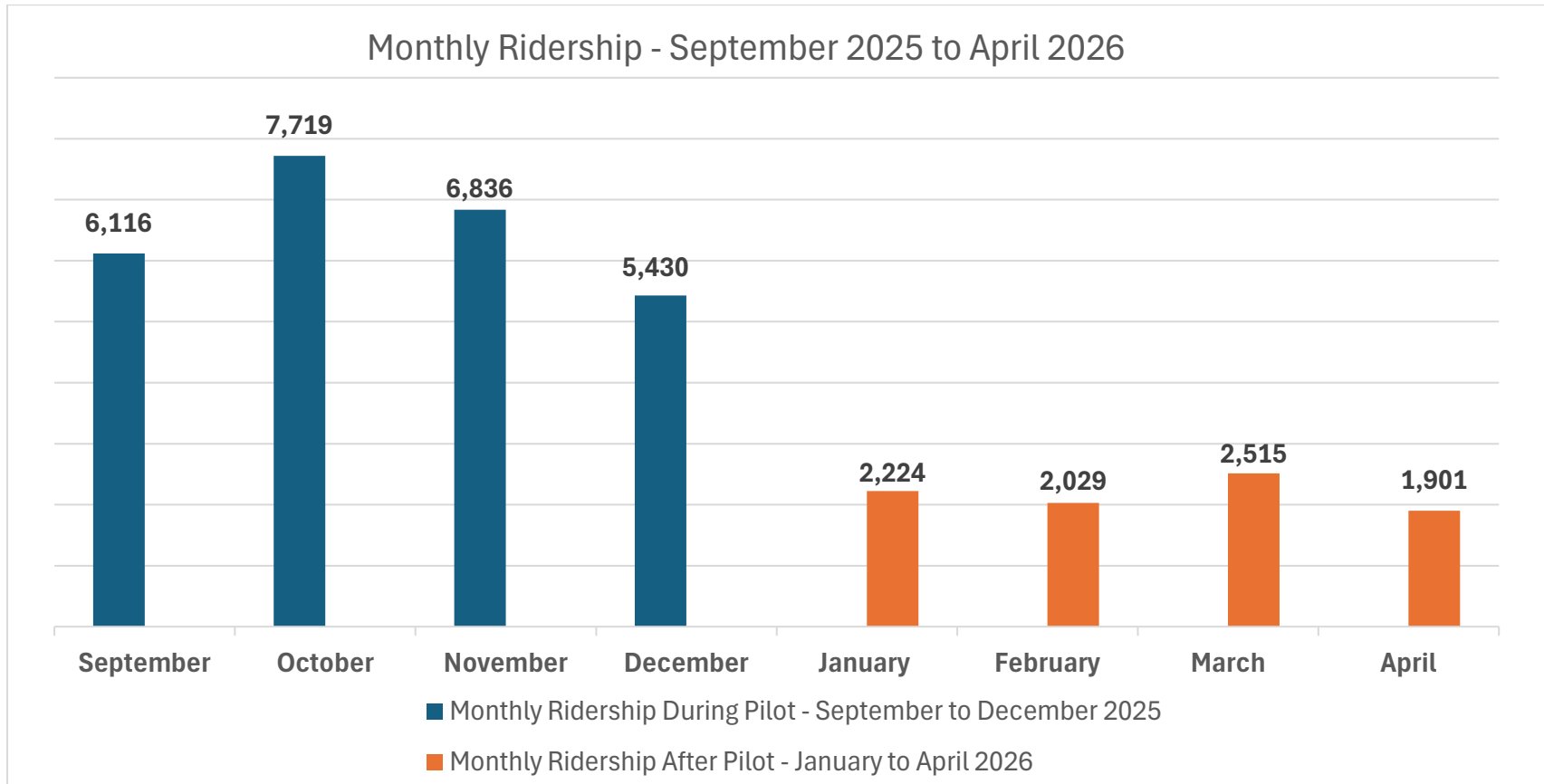
<b>Fare-Free High School Program Total Capital Costs</b>	
12 Additional 40-foot Hybrid Buses	\$16,800,000
<b>Total</b>	<b>\$16,800,000</b>

The anticipated lost revenue is based on 2025 passes, rides, stored value and cash fare sales:

<b>Fare-Free High School Program Forgone Revenue</b>	
Youth Fare Forgone Revenue	\$2,060,241
<b>Total</b>	<b>\$2,060,241</b>

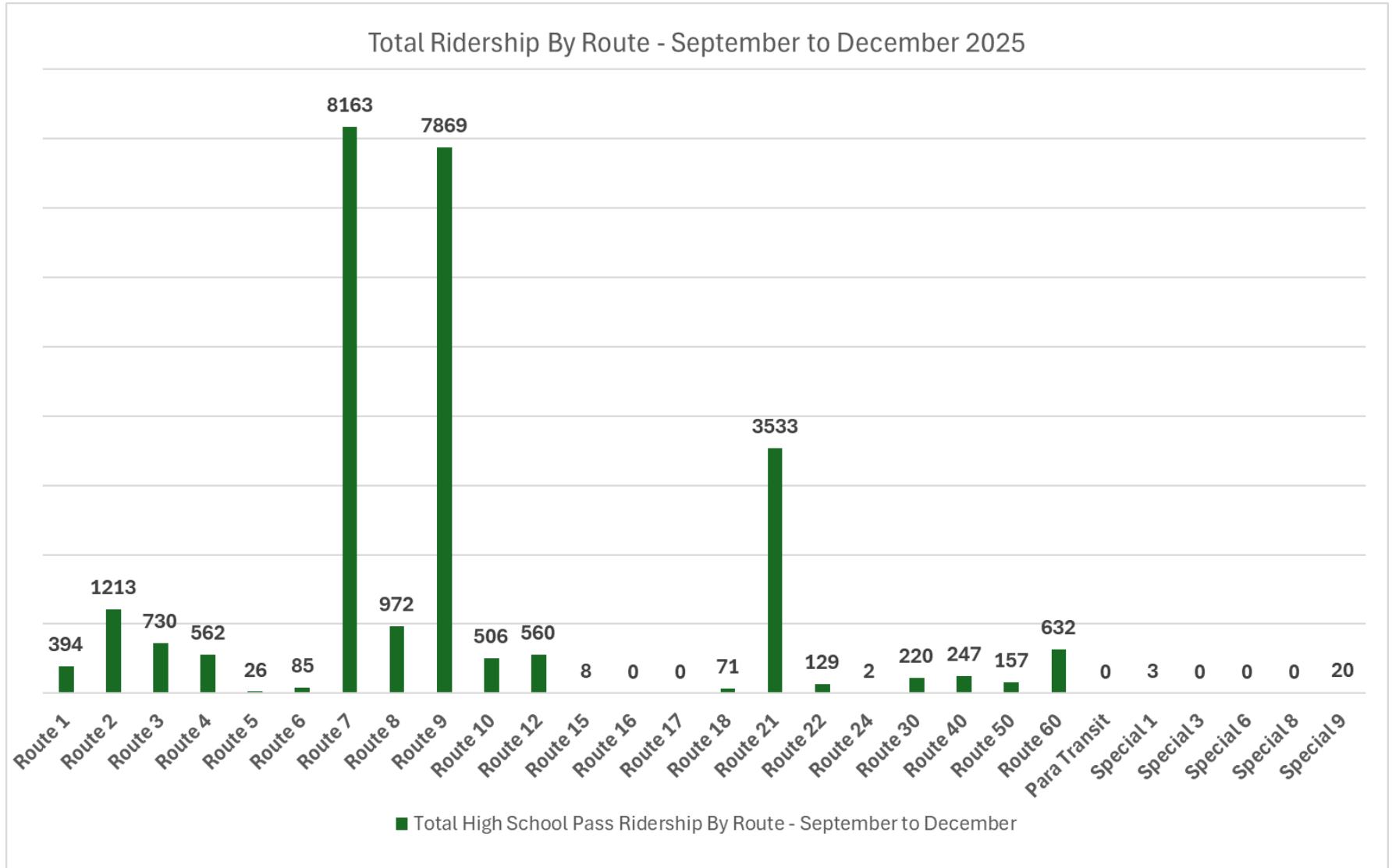
## Appendix B

### Overall Ridership for F.W. Johnson Collegiate Students During and After the Pilot



## Appendix C

### F.W. Johnson Collegiate Student Ridership by Route – September to December 2025



**Appendix D**

**F.W. Johnson Collegiate Attendance Records**

<b>Johnson Collegiate 2025-2026 Attendance Records</b>										
	<b>September</b>	<b>October</b>	<b>November</b>	<b>December</b>	<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>	<b>Average During Pilot</b>	<b>Average After Pilot</b>
<b>Grade Nine</b>	93%	92%	88%	83%	89%	86%	87%	91%	89%	88%
<b>Grade Ten</b>	90%	89%	84%	82%	88%	84%	84%	87%	86%	86%
<b>Grade Eleven</b>	90%	88%	85%	81%	88%	85%	84%	88%	86%	86%
<b>Grade Twelve</b>	88%	84%	82%	78%	85%	80%	78%	85%	83%	82%
<b>Monthly School Average</b>	90%	88%	85%	81%	88%	84%	83%	88%		
<b>Four-Month School Average</b>	86%				86%					

Good Afternoon Mr. Mayor and Regina City Councillors

My name is Ian Cantello and I am the President of the Regina Civic Middle Management Association. I am joined here today by Dave Kelly, President of CUPE Local 7. Not here today but in support of our delegation is Tyler Hutchinson, President of CUPE Local 21. We represent the majority of City of Regina employees who have flexible workspace arrangements. We are speaking here today on behalf of our members in opposition to the motion to return all non-accommodated staff to the office. This motion runs contrary to City of Regina policy, ignores peer-reviewed research and demonstrates a misunderstanding of the economic moment we are in.

For the record, most of our members that work from home are on a hybrid schedule, meaning that they spend some days in the office, and some days at home.

Let's start by talking about policy and how this motion contradicts Council-adopted policies. I want to start with a concept called Travel Demand Management or TDM. TDM is a way to reduce traffic congestion and reduce the need to expand road networks by changing people's travel patterns.

I'll refer now to page 25 of the City of Regina's Transportation Master Plan (2017).

Policy 1.20 recommends the City adopt a lead-by-example policy to promote TDM strategies within the City of Regina municipal corporation. Policy 1.24 encourages the use of innovative technology to change travel behaviour, aligning to policy 5.23 of the Official Community Plan.

Working from home, and the ability to conduct meetings and collaborate online (using tools like Teams or Zoom), is a new application of technology. This is Travel Demand Management. Every single time someone decides to drive somewhere it makes the rest of the road network less efficient for everyone else. Demanding city workers return to the roads means more traffic, less parking and slower commutes for everyone in an area of the city which is already quite congested. It's also a safety concern during inclement weather.

Moving on to page 67 of the City of Regina's Energy & Sustainability Framework.

Big Move policy 6.2 directs the City to Employ Car-free zones, increased parking rates, car and bike-share programs and **work-from-home measures** to reduce demand for personal-use vehicles.

In summary, work-from-home alleviates the need for costly road expansion projects and supports our environmental goals. Work from home aligns with policy already approved and adopted by Regina City Council.

As for modern research and best practice, numerous studies show that work-from-home improves work-life balance, employee retention and, importantly, keeps the same productivity or improves it. Employee satisfaction is increasingly important as Millennials and Gen-Z bring new perspectives into the workplace. There's a bibliography attached if you're interested.

The satisfaction of those workers will be tested if you decide to bring employees back to City Hall full-time. City Hall itself is far past its prime, despite the ongoing and admirable efforts of our facilities team to plug holes in the dam. Or should I say plug holes in a leaky 5<sup>th</sup> floor window. It is far from a modern office environment, and I'm happy to provide additional details if you're interested.

It is also important to consider that employees were asked to invest in the equipment and space required for their home office. Given that work-from-home is advertised prominently as a benefit on job postings, can you blame employees for feeling deceived if work-from-home privileges were fully rescinded? I can provide more details on this as well.

Last of all, the economic factors. The rationale for this motion was shared widely on social media last month. The motion proposes examining whether removing work-from-home privileges – and it **is** a privilege – would cost the City more than \$250,000. It also cites the economic stimulus of the downtown as a reason for bringing people back to City Hall full time.

We can guarantee that it will cost you more than \$250,000. Our memberships have grown significantly, mostly under hybrid models. City Hall is bursting at the seams already. The only solution must be to rent space in the downtown and saddle the public with another expensive lease. What services will council decide to cut to pay for this?

If you will recall, during budget deliberations the former CFO pointed out that most union salaries have not kept up with inflation. The City's presentation cited most jobs falling behind inflation by 5% to 11% over the last 10 years. I can say that as of January 1<sup>st</sup> 2025 that number for our three unions was 8% or more.

To make this very clear, this motion asks our members to spend more money and time commuting to their jobs, at a time where gas is hitting record highs, not to mention the cost of parking. The motion suggests our members would ride the bus. The bus takes more time and transit fares just went up, too. All those additional costs, plus wages which have lagged behind inflation? And the proposed outcome here is the economic stimulus of the downtown by our members spending freely?

That just doesn't add up. We'll be brown paper bagging our lunches into work. You'll see workers parking their vehicles in surrounding neighbourhoods and leaving their desks to

move their vehicles every couple of hours to avoid tickets. Which again means less parking for everyone else who has no choice other than to drive to downtown. You'll also see more sick time use, as workers will no longer be able to work remotely to avoid spreading an illness that otherwise wouldn't prevent them from working.

Put simply, this proposal is trying to cram the toothpaste back in the tube. We aren't living in the 90s anymore. Remote work, teleconferencing, and all the improvements they bring, are here to stay. There are other, better ways to stimulate the downtown, including subsidizing businesses directly. That way there might be some benefit instead of just making a whole lot of underpaid and overworked workers see their work-life balance decline further. We strongly oppose this motion and believe it would be a step backward for the City of Regina.

Thank you, and we would be happy to answer any questions you may have.

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May 4, 2026,

Mayor Bachynski and Executive Committee  
City of Regina  
2476 Victoria Avenue, PO Box 1790  
Queen Elizabeth II Court  
Regina, SK, S4P 3C8

Dear Mayor Bachynski and Members of Executive Committee,

On behalf of the Regina Downtown Business Improvement District (RDBID), I am writing to express our support for MN 26-7 Return to Office Work brought forward by Councillor Bezo concerning a return to work mandate for City Staff.

RDBID's mission is to act on behalf of our members to favorably position downtown as a unique, attractive and desirable neighbourhood for businesses, residents and visitors. Our organization's role is to support our members and advocate on their behalf as we continue to create a thriving and economically strong downtown that is also inclusive, attractive, and culturally vibrant for our entire community.

The COVID-19 pandemic, which emerged in early 2020, had a substantial impact on Regina's downtown. Almost overnight, the daily presence of more than 30,000 workers significantly declined as office buildings emptied and work transitioned from in person to remote. This sudden shift left the downtown desolate, resulting in reduced foot traffic and economic activity for downtown businesses. While businesses were forced to navigate the loss of people working and spending time downtown, public health restrictions further limited their operations.

While our members continue to recover, post pandemic challenges persist, including office and business vacancies, decreased daytime and nighttime activity associated with remote and hybrid work and choosing to stay home, evolving consumer behaviours, mental health crises, safety perceptions, and ongoing inflationary pressures. This recovery has been further challenged by ongoing construction in the downtown, particularly along 11th Avenue, where businesses have experienced significant impacts as a result of the 11th Avenue Revitalization Project since 2023.

The post-pandemic future will differ from how we once lived and worked prior to 2020, particularly as advances in technology further shape how we work as a society. However, implementing a return to work mandate, especially during peak construction season and as the Regina Farmers' Market returns downtown on Wednesdays and Saturdays, presents a vital opportunity to support local businesses and strengthen downtown as a lively and vibrant community hub. RDBID recognizes and supports the benefits of remote work; however, one of its most significant impacts on Regina's downtown has been the reduction in daily foot traffic and economic activity for businesses operating in the district, which is why RDBID supports the proposed motion.

An active downtown is essential to a strong and resilient city. This motion will play a key role in increasing daily foot traffic, encouraging support for downtown businesses, driving economic activity, and contributing to the overall vibrancy of the downtown.

Given that City Hall is located in the downtown, increased in office presence provides an opportunity for City Staff to become more connected to the area in which they work, including greater awareness of and engagement with downtown businesses and services. In addition, increased in office presence may help reinforce public confidence by improving the visibility and accessibility of City staff, while also supporting stronger internal collaboration and communication.

Beyond the economic benefits of this mandate, a stronger daytime presence helps foster a more active and welcoming downtown. Increased activity in public spaces not only supports businesses, but also reinforces positive perceptions of safety and encourages more people to return to and spend time in the downtown. By increasing daytime presence in the downtown, this mandate also has the potential to support a more active evening economy, encouraging people to stay beyond traditional 9–5 hours and contributing to a more vibrant downtown after hours.

As a downtown largely supported by public sector employment, the pandemic had a pronounced impact on our members, and has reshaped how people live and work, presenting both challenges and opportunities to reimagine the purpose of downtown Regina as more than a place of employment. Moving forward, downtown should not be defined solely as a place of work, but as an experience-focused destination and a culturally vibrant community hub well into the evening hours and weekends.

This motion demonstrates the City's commitment to supporting Regina's downtown and is an important step towards building a more safe, active, and vibrant community. It also sets a precedent for other organizations operating in the district, encouraging them to follow the City's lead and support our shared vision for downtown. This will strengthen the public's perception of downtown as a welcoming, safe, and thriving community for workers, businesses, visitors, and residents. Ultimately, this mandate will build the momentum needed to advance Regina's downtown as an experience driven destination.

Should this motion be approved, RDBID looks forward to continuing to work collaboratively with the City of Regina to encourage investment in the downtown and to build a thriving and active City Centre where people want to be and where businesses want to invest.

Thank you for your consideration.

Sincerely,



Judith Veresuk  
Executive Director

15 May 2026

Mayor Bachynski and City Council  
City of Regina  
2476 Victoria Avenue, PO Box 1790  
Queen Elizabeth II Court  
Regina, SK, S4P 3C8

Re. MN 26-7 Return to Office Work

Dear Mayor Bachynski and Members of City Council,

On behalf of the Regina & District Chamber of Commerce, I am writing to express our support for MN 26-7, the Return to Office Work motion brought forward by Councillor Bezo.

A vibrant downtown core is a priority for our members, and its vitality is consistently among the top concerns we hear from them. The City of Regina is one of its largest employers, and the consistent presence of that workforce during business hours has a direct and meaningful impact on the businesses, restaurants, and service providers that make up our membership. That impact has been felt in its absence. Post-pandemic challenges — including reduced foot traffic, office vacancies, and shifting consumer patterns — continue to affect businesses operating in the core, and a return to regular in-office work by City employees is an immediate and practical measure to help address this.

Like any employer, the City has the right and the responsibility to set workplace expectations that reflect its operational needs and its obligations to the public it serves. The private sector has been navigating this same decision for several years. We view this motion as reasonable and timely — and one that will make a tangible difference for the businesses that depend on a thriving core.

We look forward to seeing a more active downtown as a result, and trust that implementation will be managed thoughtfully — in a way that works for the City, its employees, and the taxpayers it serves.

Respectfully submitted,



Mike Tate  
Chief Executive Officer  
Regina & District Chamber of Commerce



REGINA & DISTRICT  
CHAMBER of COMMERCE  
LEAD | CONNECT | EMPOWER

MOTION

June 24, 2026

To: Mayor Bachynski and City Councillors

Re: Return to Office Work

---

WHEREAS the City of Regina (City) has a significant interest in the economic revitalization of the downtown core, including supporting small businesses, restaurants, and service providers that rely on consistent weekday foot traffic; and

WHEREAS a regular in-office workforce contributes to a vibrant, active downtown, improving public safety through increased daytime presence and promoting civic engagement; and

WHEREAS the City has made substantial investments in public transit infrastructure and operations, which depend on consistent ridership to remain financially sustainable and effective; and

WHEREAS increased in-office attendance by City employees may help strengthen transit ridership, reduce underutilization of transit services, and reinforce the City's broader transportation and climate objectives; and

WHEREAS in-person collaboration supports operational efficiency, service delivery, mentorship, and organizational culture, particularly for teams that serve the public directly; and

WHEREAS the extraordinary conditions that necessitated widespread remote work have largely subsided, allowing for a return to normal workplace operations;

THEREFORE BE IT RESOLVED that City Council direct Administration to:

1. Mandate that all City employees in positions designated as in-office or hybrid return to full-time, in-office work by August 21, 2026, unless otherwise approved by executive leadership for operational, medical, or accommodation-related reasons, and direct departments to ensure appropriate workspace readiness;
2. Communicate this requirement clearly and promptly to all employees, including expectations, timelines, and applicable exemptions; and
3. Notwithstanding the mandate outlined in #1 above, direct Administration to report back to City Council if a significant financial impact greater than \$250,000 is identified as a result of return back to work mandate, outlining the associated impact(s).

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Clark Bezo', written in a cursive style.

---

Clark Bezo  
Councillor – Ward 10

MOTION

June 24, 2026

To: Mayor Bachynski and City Councillors

Re: Infrastructure Protection

---

WHEREAS over the past six months Saskatchewan has experienced a significant increase in overpass and bridge strikes caused by over height commercial vehicles, particularly semi-trailers transporting heavy equipment such as excavators (Appendix A-1, Appendix A-2);

WHEREAS within the City of Saskatoon alone, multiple overpasses were struck between March 5 and March 22, 2026, including the Highway 11/Highway 16 cloverleaf, the 108th Street overpass over Circle Drive, and a Canadian Pacific Kansas City rail overpass, resulting in extensive structural damage, lane closures, safety risks to the public, and significant traffic disruptions (Appendix A-1, Appendix A-3);

WHEREAS repair costs arising from these incidents have been estimated to exceed \$750,000 for the first two Saskatoon collisions alone, with individual incidents expected to cost between \$350,000 and \$400,000, placing a substantial financial burden on municipal taxpayers (Appendix A-1, Appendix A-3);

WHEREAS similar overpass strikes have recently occurred elsewhere in Saskatchewan, including the March 16, 2026 collision near Moose Jaw where an over height semi struck an overpass on Highway 1, demonstrating that this is a province wide issue rather than an isolated urban concern (Appendix A-4);

WHEREAS investigations and public statements by municipal officials, law enforcement, and the Saskatchewan Trucking Association indicate that many of these incidents involved loads exceeding legal height limits, failure to obtain required over dimension permits, or failure to comply with permitted routes (Appendix A-2, Appendix A-5);

WHEREAS the City of Saskatoon has recently amended its traffic bylaw to allow for fines of up to \$10,000 for drivers and up to \$25,000 for companies, as well as restitution for infrastructure damage through provincial court rather than civil litigation, creating a potential model for broader intergovernmental collaboration on enforcement and deterrence (Appendix A-6, Appendix A-7); and

WHEREAS safeguarding public safety, protecting critical transportation infrastructure, and ensuring that the full cost of negligent or non-compliant commercial operations is borne by

responsible parties is in the public interest;

THEREFORE BE IT RESOLVED that City Council direct Administration to:

1. Engage and collaborate with the Ministry of Government Relations and the City of Saskatoon to review existing legislative, regulatory, and bylaw authorities related to over height vehicle enforcement and infrastructure damage recovery;
2. Examine and evaluate fine, penalty, and cost recovery options—including escalating fines, administrative penalties, and restitution mechanisms—that may be applied to both commercial drivers and carrier companies whose vehicles strike overpasses or bridges due to non-compliance with height, permitting, or routing requirements;
3. Assess the feasibility of harmonizing municipal and provincial enforcement tools to improve consistency, deterrence, and recovery of repair costs across Saskatchewan jurisdictions; and
4. Report back to Council by Q4 2026 with findings, recommendations, and, where appropriate, proposed policy or bylaw amendments aimed at reducing overpass strikes, improving compliance, and protecting public infrastructure.

Respectfully submitted,



---

Clark Bezo  
Councillor – Ward 10

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# SK trucking group urges tougher enforcement after Saskatoon bridge hit



[Jon Perez](#)

Mar 24, 2026 9:15 AM



1 / 3 The half portion of the excavator under the overpass. | Jon Perez

[Listen to this article](#)

00:05:26

SASKATOON — The Saskatchewan Trucking Association says trucking companies should make compliance a priority to prevent incidents involving oversized loads striking infrastructure.

STA executive director Susan Ewart raised concerns that some companies moving their own equipment may not be following the same rules as licensed carriers, after a series of incidents in Saskatoon, including two involving trucks damaging overpasses this month.

“Carriers are required to obtain permits, especially when transporting oversized equipment. If a load exceeds 4.15 metres in height, a permit is mandatory. That permit outlines the approved route and provides guidance on how to safely reach the destination,” said Ewart on Monday, March 23.

“There shouldn’t be any difference in standards. We need tougher enforcement and stricter penalties. This is public infrastructure and taxpayers are paying for it, so there needs to be accountability and a real crackdown on violations.”

In one week, from March 5 to 11, two overpasses in the city were hit by trucks carrying oversized loads, one of which at the Highway 16 and Highway 11 overpass will cost the City of Saskatoon an estimated \$400,000 in repairs. Repairs are underway and are expected to last about a month.

On March 5, a semi truck carrying an excavator that was over the height limit [hit the underside of the Highway 16 overpass](#). The truck was coming into the city from Highway 11, and part of the excavator ended up in the ditch under the overpass.

The incident forced police to close several lanes, including one eastbound lane, causing slowdowns and traffic rerouting while city engineers assessed the structural damage. Debris removal was also completed.

Nearly a week later, on March 11, another truck carrying an over-height load [hit the 108th Street overpass](#) above Circle Drive, damaging girders and scattering debris. While all lanes have since reopened, repairs are still being designed and could cost roughly \$350,000.

A [third incident](#) occurred at the Canadian Pacific Kansas City rail and pedestrian overpass between the 108th Street overpass and Attridge Drive on March 22.

The northbound curb lane was closed following an over-height vehicle impact. Saskatoon Police Service officers restricted traffic to a single northbound lane while debris was removed.

Traffic restrictions south of the Attridge Drive overpass were lifted March 23. Police said trains have resumed operation and are using the overpass as normal, while an investigation into the incident continues.

CPKC Communications and Media Relations said its structural engineers completed their inspection of the bridge on March 23 and the rail line is operating normally.

Ewart acknowledged that external factors, such as seasonal road conditions, can play a role in clearance issues, including the spring thaw, which can cause pavement to shift or heave. Road repavement may also temporarily alter elevation.

“Even small differences in height can have an impact. But operators should still be planning their routes properly. When you have a permit, it tells you where you can and cannot go. It’s up to the trucking company or operator to know the regulations and ensure their equipment complies,” she added.

Ewart said there is no defined buffer zone for clearance below the 4.15-metre threshold, placing responsibility on operators to ensure their loads can pass safely. If a load exceeds 4.15 metres in height, a permit is required through SGI.

SGI reviews the load a truck will be carrying and provides routing based on bridge clearances and other constraints. Operators are also expected to ensure they can pass safely on their routes and comply with regulations.

## Public safety concern

Highways Minister Kim Gartner said the recent series of overpass strikes in Saskatoon is primarily a public safety concern, and the province is responding by taking a closer look at infrastructure and compliance.

Gartner said the provincial government will inspect all provincially regulated overpass structures on the highway system to ensure they are operating safely and that nothing has changed in their condition. Officials may also review signage and other preventative measures to reduce the risk of future incidents.

“We want everybody travelling the highway system to get to where they are going in a safe manner,” said Gartner.

“We are going to be sending ministry personnel. They will be doing an inspection of every old structure that we have. I guess we'll be looking at other possible things that might help in this kind of situation, we'll do evaluation.”

He added that permit systems for oversized loads are already in place, requiring carriers to follow approved routes and guidelines, while fines and enforcement processes may be reviewed to determine if updates are needed.

While acknowledging the frequency of recent incidents is concerning, Gartner said there is no clear cause for the spike. The focus remains on ensuring drivers follow regulations and that infrastructure is safe for the travelling public.

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***About the Author: Jon Perez***

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Saskatchewan

## Appendix A-2

# Highway 11 northbound reopens, Highway 16 eastbound down to 1 lane at damaged Circle Drive overpass

Signs 'apparently didn't help this blockhead [driver]' who had no permit, says city tech services director

[Alex Kozroski](#) · CBC News · Posted: Mar 06, 2026 12:49 PM CST | Last Updated: March 6



Listen to this article ⓘ

Estimated 3 minutes



The upper half of the excavator was completely separated from its tracks when it crashed into the overpass. (Jacob Harmon/Facebook)

Traffic has slowed to a crawl in the southeast corner of Circle Drive in Saskatoon after a Thursday afternoon collision, with more delays on the way for infrastructure repair.

The crash involved a northbound semi truck that was heading into Saskatoon on Highway 11, hauling a heavy-duty Caterpillar track hoe on a trailer.

The excavator was too tall to pass below the Highway 16 overpass, which has a clearance of 4.7 metres. The digger smashed into it, splitting the cab and boom off the undercarriage and knocking chunks of cement off the structure.

No injuries were reported, but city staff and structural engineers are examining the overpass and the potential need for serious repairs.

By Friday evening, the city lifted traffic restrictions on the northbound lanes of Highway 11 under the overpass, but eastbound traffic on Highway 16 will stay restricted to one lane until repairs are done.

The city's director of technical services, Dan Willems, said he wants to focus on preventing this from happening again.



Dan Willems, Saskatoon's Director of Technical Services, spoke to the incident on Friday afternoon. (CBC)

"We have two advanced warning systems in place — signage, right, and permitting," he said.

"Signage apparently didn't help this blockhead [driver] realize he was going to cause significant damage, and he didn't have a permit."

***WATCH | City of Saskatoon official calls truck driver a 'blockhead':***



**City of Saskatoon official calls truck driver a 'blockhead'**

▶ March 6 | 1:46

A semi truck heading into Saskatoon on Highway 11 crashed into the Circle Drive overpass, causing significant damage. Dan Willems, Saskatoon's Director of Technical Services, spoke to the incident on Friday afternoon.

A follow-up inspection involving lifts was conducted Friday morning, with hopes to fast-track the process and get a contractor in place to begin repairs as soon as next week.

"The next one that you would hit if you were just borderline near this clearance level is 108th Street over Circle, which has a glass jaw," Willems said.

"Actually, if it would have taken a hit like this, it may have knocked the whole thing down."



City staff don't yet have a timeline for repairs on the Circle Drive overpass. (Jacob Harmon/Facebook)

As for who's footing the bill, Willem said the city will wait until RCMP complete their investigation to see if charges are warranted, but the city has another way to help cover the cost.

Last year city council made a traffic bylaw amendment that lets the city seek cost recovery for damages to its property directly through the provincial court, instead of through civil litigation. This gives the city the power to seek fines of up to \$10,000 for a driver and \$25,000 for a company.

A major rehabilitation of the structure was already planned for two years from now, approved by council, and only needs allocated funding.

Willems said this was the third incident at that location in 20 years for which the damage was enough to close a lane for repairs.

At 4.7 metres, it's the lowest-clearance overpass in the city, but also heavily reinforced, he said.

"This bridge has been in place for 60 years. The height hasn't changed. They're lucky nobody was killed ... Maybe don't be a blockhead and measure your load before you try and move. And get a permit."

***WATCH | Here's what Saskatoon drivers saw in the aftermath of the collision:***



**Here's what Saskatoon drivers witnessed after semi collision with overpass**

▶ March 6 | 0:29

A northbound semi truck that was heading into Saskatoon on Highway 11 was hauling equipment that was too large and caused significant damage to a cloverleaf overpass.



Saskatoon

Appendix A-3

# 3rd overpass on Saskatoon's Circle Drive damaged in less than 3 weeks

Damage from 2 overpass collisions earlier this month estimated at \$750,000

Phil Tank · CBC News · Posted: Mar 23, 2026 5:19 PM CST | Last Updated: March 23



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Estimated 4 minutes



Canadian Pacific Kansas City structural engineers examine the railway bridge above Circle Drive, south of the Attridge Drive overpass, on Monday, a day after a vehicle struck it. (Phil Tank/CBC)

Saskatoon police have identified the driver of a vehicle that struck a railway overpass above Circle Drive on Sunday — the third such collision in the city this month.

The first two collisions on March 5 and 11 are estimated to have caused \$750,000 in damages, according to a report city council will consider on Wednesday. Engineers were inspecting the underbelly of the most recently damaged overpass Monday morning.

"The driver of the vehicle has been identified and police are currently working with the Saskatchewan Highway Patrol moving forward regarding this file," Saskatoon police said in an email Monday.

City hall and the Canadian Pacific Kansas City railway company share jurisdiction for the overpass, with CPKC responsible for the train tracks and the deck and the city responsible for the infrastructure underneath, according to an email from the city.

The overpass, which has a clearance of five metres above the roadway, according to the posted height, is located south of the Attridge Drive overpass, which has a posted height of 5.2 metres.

CPKC structural engineers completed an inspection Monday and company spokesman Patrick Waldon said the rail line was "operating normally." One lane of Circle Drive was closed temporarily Monday to allow for the inspection, but all restrictions were later removed.

CPKC did not reply to questions seeking clarity on whether the company will pay for repairs or whether it pursues compensation in court in incidents like these.

- [Another overpass in Saskatoon damaged by truck driver with 'over-height' load](#)
- [Could this new height detection system stop overpass strikes in B.C.?](#)

"Knowing load heights are the responsibility of professional drivers as are vehicle weights and being fit to drive," city hall communications officials said in an email.

The email said the city has not considered early warning measures about potential danger, like [ones being tested](#) by the provincial government in British Columbia, citing "potential liabilities" should such a system fail.



Damage underneath the railway overpass above Circle Drive is visible next to the sign indicating the clearance under the overpass is five metres. (Chanss Lagaden/CBC)

## Ministry plans to review

Minister of Highways Kim Gartner told reporters Monday that ministry personnel would inspect every overhead structure in the provincial highways system.

"I really don't know why so many have been struck in such a short span," Gartner said of the incidents in Saskatoon. He said the ministry would also review fines.

SGI did not immediately reply to questions about potential safety measures in response to the overpass collisions in Saskatoon.

**WATCH | City of Saskatoon official calls truck driver a 'blockhead':**



**City of Saskatoon official calls truck driver a 'blockhead'**

▶ March 6 | 1:46

A semi truck heading into Saskatoon on Highway 11 crashed into the Circle Drive overpass, causing significant damage. Dan Willems, Saskatoon's Director of Technical Services, spoke to the incident on Friday afternoon.

But city hall plans to approach SGI and the Saskatchewan Trucking Association for an "over-height hauling education campaign," according to the report headed to council.

That same report says repairs to the Highway 16 overpass above Highway 11 are expected to take another three weeks and one eastbound lane on Highway 16 will remain closed during repairs.

Repair work on that overpass, which was struck by a load being hauled by a semi-truck, began on March 17 and is estimated to cost \$400,000. The posted clearance for that overpass is 5.4 metres.

A semi-truck also struck the 108th Street overpass above Circle Drive on March 11 and caused about \$350,000 worth of damage, although city hall is still assessing repairs for that overpass. The posted clearance for that overpass is 5.2 metres.

- [Highway 11 northbound reopens, Highway 16 eastbound down to 1 lane at damaged Circle Drive overpass](#)

Police have not identified what type of vehicle might have caused the damage at the CPKC overpass.

Last year, the city made changes to its traffic bylaw to introduce an offence for damaging city infrastructure. The most the city can fine an individual under provincial legislation is \$10,000 and the most a corporation can be fined is \$20,000.

The revised traffic bylaw also gives the city more authority to revoke annual permits when a company has caused damage linked to poor planning.

Trucks that exceed a height of 4.15 metres must get a special permit for travel.

The city's lawyers will pursue "all possible legal avenues" to recover the costs associated with the first two overpass collisions, including taking the guilty parties to court, the city report says.

The city does not yet know if charges have been laid in either the March 5 or March 11 incidents, the report adds.

On March 13, city administration wrote to the deputy minister of highways to ask for a review of provincial legislation "to provide better incentives and/or deterrents for companies and drivers to mitigate against damage to public infrastructure."

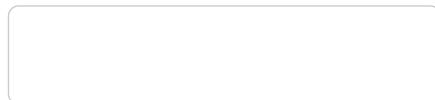


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**Appendix A-4**



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Construction on the Highway 2 overpass over the Trans-Canada Highway in Moose Jaw in October. The \$55.7-million project will raise the bridge clearance from about 4.5 metres to the province's current standard of 5.3 metres. (Ministry of Highways/Submitted)

## Another busy Saskatchewan overpass hit by a semi truck

By CJME News

🕒 Mar 16, 2026 | 6:03 PM

Another busy Saskatchewan overpass was hit by a semi truck carrying an excavator on Monday.

RCMP told CJME News that police were called around 3 p.m. after the semi heading south on Highway 39 hit an overpass on Highway 1 east of Moose Jaw.

**Read more:**

- [Company of trucker who hit Saskatoon overpass 'definitely' responsible, STA says](#)
- [City frustrated by overpass damage caused by 'blockhead' driver](#)
- [Repair bills up to \\$650k for past overpass collisions: Saskatoon Chamber CEO](#)

Police said there were no injuries reported and traffic was moving around the crash site by 4 p.m.

David Horth, Director of Communications for Saskatchewan's Ministry of Highways said crews were assessing any potential damage to the structure.

The collision follows two overpasses being hit by semis carrying excavators in Saskatoon within the span of a single week.

[The first overpass was hit on March 5 at Highways 11 and Highway 16](#), which affected traffic on both roads. [The second overpass was hit on March 11, when a bridge at 108th Street was clipped by a truck.](#)

[Charges have been laid against the operator of the semi after the March 5 crash](#), with Saskatchewan Highway Patrol charging the driver with six offences, including damage to public improvement, driving with undo care and attention, operating with a major defect, brakes out of adjustment, exceeding maximum height restrictions and failure to comply with conditions of a permit.

Charges in the March 11 crash were also laid by Saskatoon police.

## Not the first overpass problem in Moose Jaw

The problem had been previously identified in Moose Jaw, [where the Highway 2 overpass over Highway 1 in the city had a long history of being hit by oversized loads.](#)

A \$33.7-million project was started in 2025 to replace the aging bridges there and raise each structure's clearance height.

The original overpasses were about 58 years old and had a clearance of 4.5 metres, similar to the first overpass hit in Saskatoon. When construction is finished, the new structure will provide a clearance of 5.3 m, the ministry's current standard for new bridge construction, and similar to the second overpass hit in Saskatoon.

The Moose Jaw project is still underway. The new northbound bridge opened to traffic in October, while contractors are expected to return in April to begin work on the southbound bridge. The full project is expected to be completed by the end of 2026.

Dan Palmer with the Highways Ministry said the overpasses at the site were struck at least nine times between 2020 and 2022, causing various degrees of damage.

Before the replacement project began, the province installed signs alerting drivers of the clearance space, along with over-height detection systems that trigger strobe lights in both directions of travel to alert approaching trucks carrying tall loads. Despite those warnings, the bridge was still struck.

— with files from 980 CJME's Jacob Bamhour and CKOM News

### Read more:

- [Company of trucker who hit Saskatoon overpass 'definitely' responsible, STA says](#)
- [City frustrated by overpass damage caused by 'blockhead' driver](#)
- [Repair bills up to \\$650k for past overpass collisions: Saskatoon Chamber CEO](#)

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**Appendix A-5**



City crews clean up the aftermath of a semi-truck hauling equipment after it crashed into the Highway 11 overpass on March 5, 2026. (Patrick Janex/Facebook)

## Company of trucker who hit Saskatoon overpass 'definitely' responsible, STA says

By Marija Robinson

🕒 Mar 10, 2026 | 4:32 PM

After a [truck hit the Highway 11 overpass in Saskatoon last week](#), the Saskatchewan Trucking Association (STA) shared the potential consequences faced by the driver's employer.

The company is still unknown but executive director of the STA, Susan Ewart, said whoever it is, "they're definitely going to be responsible" for the damage caused.

### Read more:

- [City frustrated by overpass damage caused by 'blockhead' driver](#)
- [Saskatoon considering options to curb trespassing under bridges after fire](#)
- [Saskatoon water main work will mean pressure drop for some](#)

According to Ewart, in Saskatchewan a carrier would have insurance, giving the city an avenue of financial recourse.

This accident will also go against the trucking carrier's profile, which SGI will look over, she said.

Depending on previous violations, the company could be given safety directives, like to undergo additional training, or it could trigger an audit.

There's a chance SGI could also put the business into conditional carrier status, impacting its ability to get work, according to Ewart.

Without knowing the company, the extent of its previous violations remains a mystery, but Ewart said the STA supports consequences for frequent rule-breakers.

That's "because they're obviously not paying attention to their cargo, the routes they're going, how tall their cargo is, they're not doing their due diligence on their part in order to be able to move that piece of equipment properly," she said.

While the driver was the one who hit the overpass, navigating large trucks through Saskatchewan is the responsibility of more than a single person.

Ewart said drivers are required to check their cargo, making sure it's properly secured and the lifts are down, "so they aren't hitting any infrastructure."

But, there's also a national set of standards companies must know, "in order to move different types and pieces of equipment," like how to strap items down and the various height requirements, she said.

Dispatch is responsible for planning the routes where drivers go. That includes checking if roads have barriers like weight restrictions or bridges.

"So, that's really important that there's good communication between the dispatch and the driver, because, you never know. If the bridge is lower and they've sent them down the wrong route, this could happen," Ewart said, referencing last week's collision.

This situation is disappointing for Ewart, who said it can overshadow the work of conscientious carriers.

"It does put a tarnish on the industry, and people look to that thinking, 'oh, there goes that big, bad truck driver again, who doesn't necessarily know what they're doing,' " she said.

For the most part, though, most trucking companies are safe with well-trained drivers who follow the rules, according to Ewart.

### Read more:

- [City frustrated by overpass damage caused by 'blockhead' driver](#)
- [Saskatoon considering options to curb trespassing under bridges after fire](#)
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LOCAL NEWS

# Choice words from City of Saskatoon for driver who damaged overpass

Jenny Hagan, WestCentralOnline.com | Monday, Mar 09 2026, 4:00 PM

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*City crews are now working to repair the damaged section of the overpass (Photos courtesy City of Saskatoon)*

Article continues below advertisement ↴

Repairs are underway on a major Saskatoon overpass after a semi hauling an oversized excavator struck the structure, causing significant damage.

The incident occurred at the concrete overpass at Circle Drive and Highways 11 and 16. City officials say the excavator being transported was too tall to safely pass under the bridge.

Dan Willems, director of technical services for the City of Saskatoon, said the driver did not have the required permit for moving an oversized load.

“Maybe don’t be a block head and measure your load before you try and move. And get a permit,” Willems said. “They’re lucky nobody was killed. It’s ridiculous.”

## Overpass

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City crews are now working to repair the damaged section of the overpass. During construction, only the northernmost eastbound lane on the bridge will remain open.

Willems said recent changes to Saskatoon’s traffic bylaw allow the city to seek fines and recover costs for damage to municipal infrastructure caused by vehicles.

“There were some changes made to the city’s traffic bylaw last year that now makes it an offence to damage city property with a motor vehicle,” he said. “This allows us to seek fines and restitution, so cost recovery for the damage, directly through the provincial court instead of having to go through civil litigation.”

Under the bylaw, fines of up to \$10,000 can be issued to the driver and up to \$25,000 to the company involved.

The Saskatoon Police Service is investigating the incident to determine whether charges will be laid.

*Written with files from Saskatoon Media Group*

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### Kerrobot Fire...

 Fri, Apr 17, 6:00 PM

### Spring Fling

 Sat, Apr 18, 8:30 AM

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**Appendix A-7**

# Driver, truck company could face fines for damage to Saskatoon overpass



Jon Perez

Mar 7, 2026 1:00 PM



*The other half of the excavator that hit the overpass. | Jon Perez*

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00:03:49

SASKATOON — The city is preparing to pursue fines against the driver, with the trucking company responsible for a semi-trailer carrying an oversized load that struck a Circle Drive overpass, causing significant structural damage and traffic disruptions on one of the city's busiest transportation corridors.

City Technical Services director Dan Willems said they will pursue penalties and the cost of the repairs after the excavator, hauled by the semi, hit the underside of the cloverleaf overpass where Highway 11 meets Circle Drive on Thursday evening, March 5.

The equipment was beyond the clearance height of the overpass, meaning the semi from safely passing under the structure. The impact caused part of the excavator to break off, which fell into the ditch under the overpass, damaging critical parts of the bridge.

Willems told reporters during a media briefing on Friday, March 6, that the city intends to use legal means introduced last year that allow municipalities to fine drivers who damage civic infrastructure with their vehicles.

Changes to Bylaw 7200 mean the city can seek fines and restitution directly through the provincial court rather than pursuing lengthy civil litigation. Bylaw provisions give the city the right to impose fines of up to \$10,000 on the driver and \$25,000 on the company responsible for the vehicle.

“We consider all our legal measures when these happen. There were changes made to the traffic bylaw last year that now make it an offence to damage city property with a motor vehicle. That allows us to seek fines and restitution for the repair costs,” said Willems.

He added that the Saskatoon Police Service is still investigating the collision to determine whether charges will be laid, and the city’s fines will all depend on the outcome of the investigation conducted by the SPS Collision Analyst Unit and the Saskatchewan Highway Patrol.

The crash occurred as the semi entered Saskatoon from the southbound lanes of Highway 11. The load exceeded the bridge’s clearance height and struck the outer edge of the eastbound structure of the overpass that carries traffic along Circle Drive, which is part of Highway 16.

Following the collision, police closed Highway 11’s northbound lanes and the overpass’s eastbound lanes while engineers inspected the damage, and crews cleared debris. One eastbound lane has since reopened, but two others remain closed because the damaged area cannot safely support traffic.

Willems said two girders along the south side of the bridge, which are critical structural components that support the roadway, were struck and compromised during the crash. Until those supports are repaired and reinforced, the lanes directly above them will remain closed.

“Right now, that part of the structure is not safe to put vehicle weight on top of,” he said, adding that crews are currently removing loose concrete and addressing immediate safety risks while engineers finalize repair designs.

The city hopes to fast-track the repairs and have a contractor in place as early as next week, though motorists should expect ongoing lane closures and increased congestion along eastbound Circle Drive in the meantime.

The overpass, which is about 60 years old, has been struck before, in 2007 and 2016, causing enough damage to require temporary lane closures. However, collisions severe enough to damage the

bridge's structure are relatively rare.

A rehabilitation project for the aging structure is already planned for the next two years and was approved in principle by the city council as part of Saskatoon's transportation master plan. However, the project has yet to get funding and remains lower on the city's list of infrastructure priorities.

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**About the Author: Jon Perez**

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## Request for Extension – Board of Revision

<b>Date</b>	June 24, 2026
<b>To</b>	City Council
<b>From</b>	City Clerk's Office
<b>Service Area</b>	Office of the City Clerk
<b>Item No.</b>	CM26-5

### RECOMMENDATION

---

That City Council:

1. Approve a decision deadline extension for the Regina Board of Revision to October 13, 2026, if the Regina Board of Revision is unable to make all of its decisions within the current legislated deadline; and
2. Instruct the City Solicitor to prepare the necessary bylaw to give effect to the Board of Revision decision deadline extension date of October 13, 2026, to come into force the day after the expiry of the original 180-day Board of Revision deadline, with the bylaw to be brought forward to a meeting of City Council, following approval of this recommendation by City Council.

### ISSUE

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All hearings and decisions on appeals before the Board of Revision must be completed by the decision deadline date of July 14, 2026, unless a decision deadline extension is granted by City Council in accordance with subsection 210(4) and section 360 of *The Cities Act* (the Act).

### IMPACTS

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#### Legal Impact

Pursuant to subsection 210(4) of the Act, the Board of Revision shall make all decisions on appeals within 180 days after the date on which the city publishes a notice that assessment notices have

been mailed out and that the assessment roll is open, and no appeal may be heard after that date, except where allowed, pursuant to section 360 of the Act. The notice was published on January 15, 2026. Section 360 allows City Council to approve an extension to the decision deadline where Council passes a bylaw within 30 days after the original decision deadline has passed.

If the Board is unable to complete the hearings and issue its decisions for all 711 appeals before the decision deadline it will lose jurisdiction to decide the appeals which would then lead to these appeals being considered by the next level of appeal to the Saskatchewan Municipal Board which causes further delay and uncertainty. Further, the Board of Revision risks losing its certification by the Office of the Registrar and will no longer be able to hear property tax assessment appeals. In the event the Board of Revision lost its certification by the Registrar, City Council would be required to enter into an agreement with a centralized board of revision pursuant to subsection 194.1(4) and (8) of the Act.

There are no financial, policy, strategic priority, labour, environmental, Indigenous, or IDEA impacts respecting to this report.

## **OTHER OPTIONS**

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### **OPTION 1 – Approve the Secretary of the Board of Revision’s request and grant an extension to the 2026 appeal decision deadline - RECOMMENDED**

Advantages: This option aligns with decisions made by the Ministry of Government Relations in previous years with high volume appeal seasons. Additionally, it provides the Board of Revision with sufficient time to hear all 2026 appeals and write fulsome decisions, in keeping with strong customer service values and rules of fair judicial process.

Option 2 – Do not approve the Secretary of the Board of Revision’s request and deny an extension to the 2026 appeal decision deadline – NOT RECOMMENDED

## **COMMUNICATIONS & ENGAGEMENT**

---

Pursuant to subsection 360(9) of the Act, the Secretary of the Board is required to notify the Saskatchewan Assessment Management Agency (SAMA) in writing of any approved extension to the decision deadline fixed by or pursuant to the Act.

Additionally, if an extension to the decision deadline is approved by City Council, the Secretary of the Board will notify those affected parties that would have their appeal heard and/or decision issued from the Board to advise them of the extended decision deadline

## **DISCUSSION**

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In accordance with subsection 360(4) of the Act, the Board of Revision is formally requesting City Council approve an extension date of not more than 90 days from the July 14, 2026 decision deadline, to October 13, 2026. The 90-day extension would fall on October 12, 2026 but because that is a holiday the time limit is extended to the next day which is October 13, 2026 as per subsection 2-28(5) of *The Legislation Act*. Subsection 360(5) of the Act requires that a bylaw to extend the deadline must be passed within 30 days after the time has expired. Given this, the Bylaw to extend the time will be brought forward to the next City Council meeting after the original deadline has expired.

### **Overview of the Board of Revision and Secretary**

The Regina Board of Revision (the Board) is a quasi-judicial board which hears and makes decisions on property tax appeals in Regina. It functions as an administrative tribunal and is comprised of a maximum of 9 board members.

The Board of Revision hears appeals from parties deemed to have an interest in any property affected by the valuation or classification of a property, who believe an error has been made in their property tax assessment.

### **Barriers to Decision Deadlines in 2026**

The Board of Revision continues to experience challenges in maintaining full membership. In April 2026, two members resigned from the Board, further impacting capacity at a time when recruitment and retention have already proven difficult. Ongoing vacancies have limited the Board's ability to constitute panels and schedule hearings at the pace required to meet decision timelines.

Once appointed, Board of Revision members must complete mandatory training through the Johnson Shoyama Graduate School of Public Policy and be certified by the Office of the Registrar before they are eligible to hear appeals and issue decisions. In 2026, onboarding timelines for new members were further constrained due to disruptions affecting the delivery and completion of this certification training. The Johnson Shoyama Graduate School of Public Policy was indirectly impacted by a broader disruption to its learning management system provider in May 2026, which temporarily affected access to course materials and delayed training progression for some participants. As a result, newly appointed members could not be brought to full operational capacity as quickly as planned.

The Act requires a minimum of three Board of Revision members to be appointed to a panel to hear commercial and industrial assessment appeals. Approximately 62% of appeals before the Board are commercial or industrial in nature, placing additional pressure on available certified members.

When scheduling appeal hearings, the Secretary must provide all parties with a minimum of 30 days' notice prior to the hearing date.

In addition, commercial and industrial appeals are becoming increasingly complex. These appeals require longer hearing times and more frequent adjournments to allow parties adequate opportunity to submit additional evidence and respond to issues raised during proceedings. This complexity contributes to extended timelines for hearings and, ultimately, decision issuance.

## **DECISION HISTORY & AUTHORITY**

---

In accordance with sections 210(4) & 360(4) of the Act, City Council is granted the authority to approve a request for an extension from the Board of Revision for its appeal decision deadline.

Respectfully Submitted,



Amber Ackerman, Acting Secretary  
Regina Board of Revision

Prepared by: Melissa Munroe, Executive Assistant



## Heritage Incentive Applications 2026

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Executive Committee
<b>Service Area</b>	Planning & Development Services
<b>Item #</b>	CR26-79

### RECOMMENDATION

---

That City Council:

1. Approve the grant for a plaque for the property indicated in Appendix A – Heritage Incentives Request 2026 in the amount indicated in Appendix B – Heritage Incentives Summary 2026.
2. Approve grants under the *Heritage Incentives Policy* for the properties in Appendix A – Heritage Incentives Request 2026 for the eligible conservation work listed in Appendix B – Heritage Incentives Summary 2026 subject to the following limits:
  - a. The grant is limited to the lesser of the amount in Appendix A – Heritage Incentives Request 2026 and 50 per cent of the eligible conservation work costs incurred by the Owner (for maintenance grants and major grants for designated properties).
  - b. For Heritage Inventory properties, the grant is limited to:
    - i. The lesser of the amount in Appendix A – Heritage Incentives Request 2026 and 25 per cent of the eligible conservation work costs incurred by the Owner for major grants; and
    - ii. The lesser of the amount in Appendix A – Heritage Incentives Request 2026 and 50 per cent of the eligible conservation work costs incurred by the Owner for maintenance grants.

- c. The combined value of any major grants and tax exemptions received by the Owner shall not exceed 50 per cent of the actual costs incurred in completing the heritage work on the property.
3. Approve property tax exemptions under the *Heritage Incentives Policy* for the properties based on the estimated amounts in Appendix A – Heritage Incentives Request 2026 for the work listed in Appendix B – Heritage Incentives Summary 2026. The totals listed in Appendix A – Heritage Incentives Request 2026 are estimates of the final amount. The final amount is limited to:
  - a. The lesser of 50 per cent of the eligible conservation work costs incurred by the Owner or a maximum of 10 years of property taxes.
  - b. The combined value of any major grants and tax exemptions received by the Owner shall not exceed 50 per cent of the actual costs incurred in completing the heritage work on the property.
4. Instruct the City Solicitor to prepare the necessary bylaws and agreements with the following conditions to be brought forward to a future City Council date once the agreements have been signed by the Property Owners:
  - a. That where the property has been designated, that the property possesses and retains its heritage status in accordance with *The Heritage Property Act*.
  - b. All required permits, including heritage alteration permits, must be submitted and approved before commencing work, and projects must pass periodic site inspections to ensure the work is completed as approved. Where the property is listed in the Heritage Inventory, that work must be carried out in accordance with heritage standards, to be confirmed through a site inspection at project completion.
  - c. That the Property Owner submits detailed written documentation of payments made for the actual costs incurred (i.e. itemized invoices and receipts) in the completion of the conservation work identified. If actual costs exceed the corresponding estimates by more than 10 per cent, the Property Owner shall provide full particulars as to the reason(s) for the cost overrun. The City of Regina may decline to approve any cost overrun, or portion thereof, if considered not to be reasonable or necessarily incurred for eligible work.
  - d. For tax exemptions, that work is completed and invoices submitted by September 30 each year to be eligible for tax incentives starting the following

year of up to 50 per cent of the cost of approved work.

- e. That the Deputy City Manager, City Planning & Community Services or designate be authorized under the Grants and Tax Exemption Agreement to make all determinations regarding reimbursements of the cost incurred for work done to the property based on the City of Regina's *Heritage Incentives Policy*.
5. Authorize the City Clerk to execute the agreements on behalf of the City of Regina after the bylaws authorizing the agreements have been passed.
  6. Authorize the Deputy City Manager, City Planning & Community Services or designate to:
    - a. Apply to the Government of Saskatchewan on behalf of the Property Owner for any exemption of the education portion of the property taxes that is \$25,000 or greater in any year during the term of the exemption and where the amount of education taxes being exempted is not approved by the Government of Saskatchewan, the City of Regina may reduce the amount of the exemption for the education portion of the taxes to less than \$25,000;
    - b. Apply to the separate school division (where applicable and required) on behalf of the Property Owner for any exemption of the education portion of the property taxes and where the amount of education taxes being exempted is not approved by the separate school division (where approval is required), the City of Regina shall reduce the exemption of the education portion of the property taxes in accordance with the separate school division's decision.

## HISTORY

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At its meeting on June 17, 2026, Executive Committee considered item *EX26-70 Heritage Incentive Applications 2026* from the City Planning & Community Development division.

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

Recommendation #7 of the attached report does not require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Ackerman, Acting City Clerk 6/17/2026

**ATTACHMENTS**

- EX26-70 Heritage Incentive Applications 2026
- Appendix A – Heritage Incentives Request 2026
- Appendix B – Heritage Incentives Summary 2026
- Appendix C – Heritage Incentives Policy



## Heritage Incentive Applications 2026

<b>Date</b>	June 17, 2026
<b>To</b>	Executive Committee
<b>From</b>	City Planning & Community Development
<b>Service Area</b>	Planning & Development Services
<b>Item No.</b>	EX26-70

### RECOMMENDATION

---

The Executive Committee recommends that City Council:

1. Approve the grant for a plaque for the property indicated in Appendix A – Heritage Incentives Request 2026 in the amount indicated in Appendix B – Heritage Incentives Summary 2026.
2. Approve grants under the *Heritage Incentives Policy* for the properties in Appendix A – Heritage Incentives Request 2026 for the eligible conservation work listed in Appendix B – Heritage Incentives Summary 2026 subject to the following limits:
  - a. The grant is limited to the lesser of the amount in Appendix A – Heritage Incentives Request 2026 and 50 per cent of the eligible conservation work costs incurred by the Owner (for maintenance grants and major grants for designated properties).
  - b. For Heritage Inventory properties, the grant is limited to:
    - i. The lesser of the amount in Appendix A – Heritage Incentives Request 2026 and 25 per cent of the eligible conservation work costs incurred by the Owner for major grants; and
    - ii. The lesser of the amount in Appendix A – Heritage Incentives Request 2026 and 50 per cent of the eligible conservation work costs incurred by the Owner for maintenance grants.
  - c. The combined value of any major grants and tax exemptions received by the Owner shall not exceed 50 per cent of the actual costs incurred in completing the heritage

work on the property.

3. Approve property tax exemptions under the *Heritage Incentives Policy* for the properties based on the estimated amounts in Appendix A – Heritage Incentives Request 2026 for the work listed in Appendix B – Heritage Incentives Summary 2026. The totals listed in Appendix A – Heritage Incentives Request 2026 are estimates of the final amount. The final amount is limited to:
  - a. The lesser of 50 per cent of the eligible conservation work costs incurred by the Owner or a maximum of 10 years of property taxes.
  - b. The combined value of any major grants and tax exemptions received by the Owner shall not exceed 50 per cent of the actual costs incurred in completing the heritage work on the property.
4. Instruct the City Solicitor to prepare the necessary bylaws and agreements with the following conditions to be brought forward to a future City Council date once the agreements have been signed by the Property Owners:
  - a. That where the property has been designated, that the property possesses and retains its heritage status in accordance with *The Heritage Property Act*.
  - b. All required permits, including heritage alteration permits, must be submitted and approved before commencing work, and projects must pass periodic site inspections to ensure the work is completed as approved. Where the property is listed in the Heritage Inventory, that work must be carried out in accordance with heritage standards, to be confirmed through a site inspection at project completion.
  - c. That the Property Owner submits detailed written documentation of payments made for the actual costs incurred (i.e. itemized invoices and receipts) in the completion of the conservation work identified. If actual costs exceed the corresponding estimates by more than 10 per cent, the Property Owner shall provide full particulars as to the reason(s) for the cost overrun. The City of Regina may decline to approve any cost overrun, or portion thereof, if considered not to be reasonable or necessarily incurred for eligible work.
  - d. For tax exemptions, that work is completed and invoices submitted by September 30 each year to be eligible for tax incentives starting the following year of up to 50 per cent of the cost of approved work.
  - e. That the Deputy City Manager, City Planning & Community Services or designate be authorized under the Grants and Tax Exemption Agreement to make all determinations regarding reimbursements of the cost incurred for work done to the property based on the City of Regina's *Heritage Incentives Policy*.

5. Authorize the City Clerk to execute the agreements on behalf of the City of Regina after the bylaws authorizing the agreements have been passed.
6. Authorize the Deputy City Manager, City Planning & Community Services or designate to:
  - a. Apply to the Government of Saskatchewan on behalf of the Property Owner for any exemption of the education portion of the property taxes that is \$25,000 or greater in any year during the term of the exemption and where the amount of education taxes being exempted is not approved by the Government of Saskatchewan, the City of Regina may reduce the amount of the exemption for the education portion of the taxes to less than \$25,000;
  - b. Apply to the separate school division (where applicable and required) on behalf of the Property Owner for any exemption of the education portion of the property taxes and where the amount of education taxes being exempted is not approved by the separate school division (where approval is required), the City of Regina shall reduce the exemption of the education portion of the property taxes in accordance with the separate school division's decision.
7. Approve these recommendations at its meeting on June 24, 2026.

## ISSUE

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The City of Regina's (City) *Heritage Incentives Policy* (Policy) supports Property Owners undertaking eligible maintenance and conservation work for designated and heritage inventory properties. For the 2026 intake year, Administration received 22 incentive applications and deemed 18 to be eligible for assistance under the Policy. The applications were reviewed for eligibility by Administration and prioritized for funding by the Heritage Sector Reference Group, with the aim of balancing the estimated cost of eligible work with annual program funding. The properties recommended for incentive allocations and the details of the work proposed are outlined in this report. Following City Council approval, an agreement will be developed between the City and each Property Owner, including securing the City's interests in ensuring the building is properly conserved and maintained.

## IMPACTS

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### Financial Impact

Upon approval of the recommendations, the 2026 Heritage Incentive Grant Budget will be fully allocated (\$125,000) along with \$14,228.15 in funds that were not allocated from the 2025 program budget. The recommended tax exemption amount associated with the recommendations in this report totals \$595,768.52 spread over multiple years, with the estimated municipal portion being

\$401,595.68.

### **Strategic Priority Impact**

The Policy supports the City's Vibrancy Strategic Priority, specifically that the City Centre thrives as a vibrant, inclusive destination that attracts residents, visitors and investment. Many of Regina's heritage properties are found within the City Centre and surrounding older neighbourhoods, which are prioritized for investment to encourage renewal, intensification and increased public safety and vibrancy.

Municipal investment in the conservation of heritage resources has cultural, social, economic and environmental benefits. Active use of well-maintained heritage buildings creates a tangible link to the stories associated with Regina's historic growth and development and creates visual interest in streetscapes and neighbourhoods. Well maintained and actively used heritage buildings also contribute positively to vibrant communities and the revitalization of core neighbourhoods.

### **Environmental Impact**

Restoring and preserving heritage buildings can prevent greenhouse gas (GHG) emissions resulting from demolition of the existing structure and construction of a new building. For example, the retention of an existing building prevents the generation of construction waste and demolition waste that would have been disposed of at the landfill. Some materials disposed of at the landfill would also generate GHG emissions.

### **Indigenous Impact**

The City is committed to active, respectful and ongoing participation in shared processes with Indigenous communities. Administration recognizes that there is an ongoing need for reflection and implementation of an Indigenous worldview (ways of knowing, being, learning) into everyday policies, procedures and initiatives, including the City's heritage policies. An Indigenous worldview is not currently embedded in the City's heritage policies and processes including the composition of the Heritage Sector Reference Group and eligibility criteria used when reviewing applications. When the Policy comes up for a comprehensive review, Administration will analyze and incorporate the recognition and shared history with First Nations, Métis, and Inuit in Treaty 4 Territory.

### **Inclusion, Diversity, Equity & Accessibility (IDEA)**

The Heritage Incentive Policy aligns with the direction in the Accessibility Plan to support the private sector to improve accessibility of privately owned properties and facilities. Upgrades to heritage buildings that remove physical barriers and ensure ongoing use and accessibility are eligible under the program.

There are no legal, policy, or labour impacts in relation to this report.

## OTHER OPTIONS

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### OPTION 1 – Approve the proposed grants and tax exemptions – RECOMMENDED

Administration recommends that the proposed plaques, grants and tax exemptions be approved under the Policy for properties in Appendix A – Heritage Incentives Request 2026 for the work listed in Appendix B – Heritage Incentives Summary 2026.

**Advantage:** This option supports heritage Property Owners undertaking timely maintenance and repair work of properties, revitalization of core neighbourhoods and celebrates Regina’s built heritage.

**Consideration:** Approving tax exemptions means that the City forgoes potential revenue that could have been collected. This reduction in revenue can have an impact on the City’s budget.

### OPTION 2 – Approve a reduced value for plaques, grants or tax exemptions – NOT RECOMMENDED

City Council may approve a reduced dollar value of the grants or tax exemptions or remove certain properties from the recommendation.

**Advantage:** Reducing the dollar value of grants or tax exemptions will result in unallocated grant funds being put into the Heritage Incentive Reserve for allocation in a future year. Reducing tax exemption amounts would result in less forgone property tax revenue for the City.

**Consideration:** Removal of certain properties from the recommendation or reducing the dollar value of grants or tax exemptions would not maximize the City’s conservation efforts for the year and could delay rehabilitation and maintenance of properties and negatively impact revitalization in core neighbourhoods. It may also lead some Property Owners to defer necessary maintenance as costs for materials and construction rise, leading to deterioration of heritage properties. Further, if City Council decisions are not consistent with the criteria set out in the City’s Policy it may discourage eligible Property Owners from pursuing conservation, designation and incentives in the future.

### OPTION 3: Refer the report back to Administration – NOT RECOMMENDED

City Council has the option to refer the report back to Administration to address specific changes to the recommendations.

Advantage: This option will provide Administration with an opportunity to provide clarity and additional information as necessary for City Council.

Consideration: Postponing rehabilitation of properties could result in increased costs for Property Owners in the long run. If the condition of the heritage property worsens, the required repairs or restoration work may become more extensive and; therefore, expensive to address.

## **COMMUNICATIONS & ENGAGEMENT**

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A call for applications was mailed to 120 designated properties and 184 properties listed on the Heritage Inventory and was also promoted through the City's social media channels. Following review by Administration, the Heritage Sector Reference Group met to review the applications and provided a recommendation for the allocation of funding.

Members of the Heritage Sector Reference Group and applicants of the heritage incentives will receive a copy of this report.

## **DISCUSSION**

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Heritage properties hold historical, cultural and architectural significance and support unique neighbourhood character. Rehabilitation and maintenance of heritage properties is often more expensive due to the need for specialized materials, trades and rehabilitation, and restoration techniques. To offset this cost, the *Heritage Incentives Policy* provides both grant and tax exemption incentives for heritage property owners (inventory properties and designated properties) to undertake needed work.

### **Heritage Incentives Applications – 2026**

Administration received 22 incentive applications from 20 Property Owners, with some applicants requesting funding under both the major and maintenance grant streams. Each application was individually assessed to determine its eligibility. Two applications were determined to be ineligible and two were deemed incomplete. The eligible work proposed in the other 18 applications includes aspects of preservation, rehabilitation and restoration. The property at 2301 Lorne Street was submitted for heritage designation and heritage incentives concurrently. If the designation is approved, the property will be eligible under the Heritage Incentives Program.

During the 2026 budget process, funding for the Heritage Incentives Program was reduced by 50 per cent to a total of \$125,000 annually. Due to this reduction, the Heritage Sector Reference Group prioritized new applications and reduced grant amounts across all applications. Additionally,

commercial and multi-unit residential properties were recommended to receive incentives in the form of tax exemptions as opposed to grants.

While the total value of eligible work applied for in 2026 was \$5,587,811.98, the recommended incentive commitment is \$734,996.67, including:

- \$139,228.15 in grants which includes \$125,000.00 of the 2026 program budget and \$14,228.15 that was not allocated from the 2025 program budget; and
- \$595,768.52 in tax exemptions (including \$401,595.68 of the municipal portion).

The final amount of incentives disbursed to Property Owners will be based on the actual cost of the conservation work as evidenced through invoices submitted at project completion.

## **DECISION HISTORY & AUTHORITY**

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On March 16, 2022, City Council considered item *CR22-30 Heritage Building Rehabilitation Program Review* and approved the *Heritage Incentives Policy (2023-01-CPCD)*.

On December 19, 2025, City Council approved the reduction of heritage grants budget from \$250,000 to \$125,000.

Respectfully Submitted,

Respectfully Submitted,



Autumn Dawson, Director  
Planning & Development Services



Deborah Bryden, Deputy City Manager  
City Planning & Community Services

Prepared by: Femi Adegeye, Senior City Planner

## **ATTACHMENTS**

- Appendix A – Heritage Incentives Request 2026
- Appendix B – Heritage Incentives Summary 2026
- Appendix C – Heritage Incentives Policy

Table 1 – Heritage Incentive Request for 2026

Address		Historic Name	Heritage Status	Incentive Type	Total Eligible Cost	Total Funding
1.	1431 Victoria Avenue	Louise Residence	Designated	Plaque	\$4,500.00	\$4,500.00
2.	1401 Robinson Street	Albert Street Library	Designated	Maintenance Grant	\$2,500.00	\$1,250.00
3.	75 Leopold Crescent	Crabtree Residence	Inventory	Major Grant	\$55,364.01	\$11,072.80
4.	2915 Victoria Avenue	Peart Residence	Inventory	Major Grant	\$92,575.42	\$20,503.04
5.	1377 Hamilton Street	The Weston Bakery Building	Designated	Tax Exemption	\$102,708.30	\$51,354.15
6.	2107 Garnet Street	Holy Rosary Cathedral	Inventory	Major Grant	\$3,882,100.00	\$20,000.00
7.	2125 11 <sup>th</sup> Avenue	Darke Block	Designated	Tax Exemption	\$44,028.29	\$22,014.15
8.	2069 Cameron Street	Row Housing	Inventory	Major Grant	\$34,083.78	\$8,520.95
				Maintenance Grant	\$6,829.00	\$1,707.25
9.	2506 McTavish Street	James Residence	Designated	Major Grant	\$13,147.90	\$6,573.95
10.	1861 McIntyre Street	St. Paul's Cathedral	Designated	Major Grant	\$47,220.00	\$23,610.00
11.	1757 Toronto Street	St. Basil's Ukrainian Catholic Church	Inventory	Major Grant	\$67,301.25	\$16,825.31
12.	1834 Scarth Street	Armstrong, Smyth & Dowswell Building	Designated	Tax Exemption	\$22,060.44	\$11,030.22
13.	1817 Osler Street	Chinese Nationalist Party Building	Inventory	Major Grant	\$153,331.89	\$10,000.00
14.	2320 Lorne Street	McPherson/Graham Residence	Designated	Major Grant	\$28,860.00	\$7,215.00
				Tax Exemption		\$7,215.00
15.	3025 13 <sup>th</sup> Avenue	Westminster United Church	Designated	Major Grant	\$9,571.70	\$4,785.85
16.	2301 Lorne Street *	Windsor Tower	Applied for Designation	Tax Exemption	\$1,008,310.00	\$504,155.00
17.	1800 College Avenue	McKillop Residence	Inventory	Major Grant	\$13,320.00	\$2,664.00
<b>Total</b>					<b>\$5,587,811.99</b>	<b>\$734,996.67</b>

\*Tax exemption is subject to heritage designation being approved.

**Heritage Incentives Summary 2026****1. 1431 Victoria Avenue (Louise Residence)**

**Heritage Status:** Designated Heritage Property

**Formally Recognized:** June 25, 2018

**Value Summary:**

- Valued for its unique architectural style of a storybook cottage with a jerkinhead side-gabled roof, a shed-roofed front wall dormer and a projecting front entry with a steeply pitched gable roof and a rounded entry arch.
- Valued for its historic significance and contribution to the historic streetscape of Regina's Heritage Neighbourhood.
- Valued for its association with the experience of a family of the Chinese Canadian immigrants' community.

**Proposed Work:**

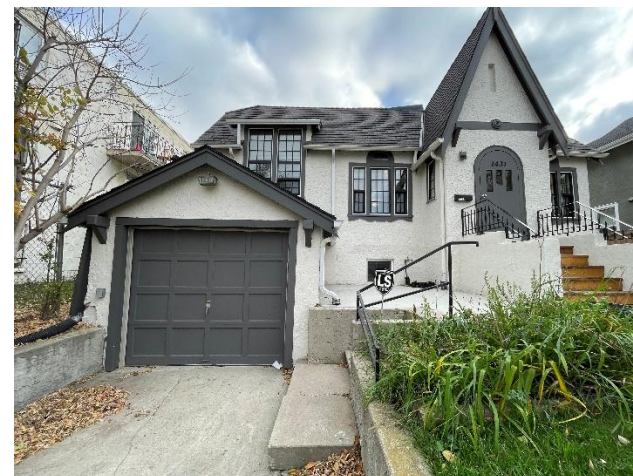
- Plaque.

**Project Cost: \$4,500.00**

**Requested Funding: \$4,500.00**

**Recommended Funding (Plaque): \$4,500.00**

**Previous Heritage Incentive Recipient: Yes**



## 2. 1401 Robinson Street (Albert Street Library)

**Heritage Status:** Designated Heritage Property

**Formally Recognized:** February 20, 1984

**Value Summary:**

- Example of gothic detailing style architecture with decorative features in Tyndall stone and Terracotta.
- Valued for being one of Regina's first branch libraries.
- Valued for being a landmark within the Albert Scott community.

**Proposed Work:**

- Repair of brick façade.

**Project Cost: \$2,500.00**

**Requested Funding: \$1,250.00**

**Recommended Funding (Maintenance Grant): \$1,250.00**

**Previous Heritage Incentive Recipient:** Yes



### 3. 75 Leopold Crescent (Crabtree Residence)

**Heritage Status:** Heritage Inventory Property

**Value Summary:**

- Example of British Arts & Crafts style architecture.
- Example of high-quality residential development within the Crescents Neighbourhood during the Interwar period.
- Valued for its history of ownership and residents.
- Valued for its association with one of Regina's leading early architects, Francis H. Portnal.

**Proposed Work:**

- Window replacement.

**Project Cost:** \$55,364.01

**Requested Funding:** \$13,841.00

**Recommended Funding (Major Grant):** \$11,072.80

**Previous Heritage Incentive Recipient:** No



#### 4. 2915 Victoria Avenue (Peart Residence)

**Heritage Status:** Heritage Inventory Property

**Value Summary:**

- Example of Queen Anne Revival style architecture.
- Valued as part of the early development of the Cathedral area.
- Valued for its association with J. Walton Peart, Benjamin F. Fell, and Hartwell Goodrich.

**Proposed Work:**

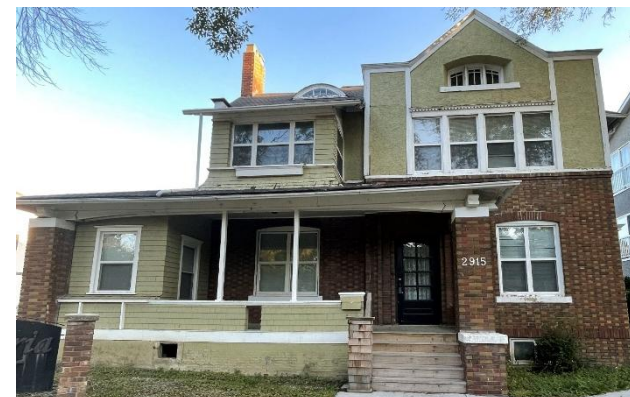
- Roof structure repair and conservation.
- Structural stabilization including joist repair and reinforcement.
- Replacement of exterior failed sewer and water line.
- Replacement of interior under-slab sewer line and plumbing stabilization.
- Replacement of failed boiler system with furnace and duct system.

**Project Cost:** \$92,575.42

**Requested Funding:** \$23,143.86

**Recommended Funding (Major Grant):** \$20,503.04

**Previous Heritage Incentive Recipient:** No



**5. 1377 Hamilton Street (The Weston Bakery Building)**

**Heritage Status:** Designated Heritage Property

**Formally Recognized:** May 30, 2016

**Value Summary:**

- Example of the Spanish Colonial Revival architectural style.
- Valued for its design by the prominent local architecture firm of Van Egmond and Storey.
- Value for its association with Weston Foods which became a pioneer and leader in the Canadian baking market.

**Proposed Work:**

- Roof structure repair.

**Project Cost:** \$102,708.30

**Requested Funding:** \$51,354.15

**Recommended Funding (Tax Exemption):** \$51,354.15

**Previous Heritage Incentive Recipient:** No



## 6. 2107 Garnet Street (Holy Rosary Cathedral)

**Heritage Status:** Heritage Inventory Property

**Value Summary:**

- Example of Romanesque Revival style architecture.
- Valued for its two towers flanking the front entrance and stained-glass windows.
- Valued for its significant contribution to the Cathedral Neighbourhood and 13<sup>th</sup> Avenue.

**Proposed Work:**

- Replacement of deteriorating spire structures.

**Project Cost:** \$3,882,100

**Requested Funding:** \$637,437.50

**Recommended Funding (Major Grant):** \$20,000.00

**Previous Heritage Incentive Recipient:** No



**7. 2125 11<sup>th</sup> Avenue (Darke Block)**

**Heritage Status:** Designated Heritage Property

**Formally Recognized:** January 27, 2021

**Value Summary:**

- Example of Chicago architecture style.
- Innovative reinforced concrete structure.
- Associated with Francis Nicholson Darke.

**Proposed Work:**

- Repair or brick façade.

**Project Cost:** \$44,028.29

**Requested Funding:** \$22,014.15

**Recommended Funding (Tax Exemption):** \$22,014.15

**Previous Heritage Incentive Recipient:** Yes



## 8. 2069 Cameron Street (Cameron Street Terrace)

**Heritage Status:** Heritage Inventory Property

### Value Summary:

- Example of a combination of Georgian Revival and American Craftsman style architecture.
- Valued for its connection to the noteworthy architectural firm of Storey & Van Egmond.
- Valued for its association with the city's rapid population growth before the First World War, and the speculative efforts of land developers to respond to the demand of middle-income households.

### Proposed Work

#### Major Grant

- Replacement of structural beam and reinforcement.
- Replacement knob and tube wiring.
- Window replacement.

#### Maintenance Grant

- Repair and repainting exterior stucco façade.

**Project Cost (Major Grant):** \$34,083.78

**Requested Funding (Major Grant):** \$8,520.95

**Recommended Funding (Major Grant):** \$8,520.95

**Project Cost (Maintenance Grant):** \$6,928.00

**Requested Funding (Maintenance Grant):** \$1,707.25

**Recommended Funding (Maintenance Grant):** \$1,707.25

**Previous Heritage Incentive Recipient:** No



### 9. 2506 McTavish Street (James Residence)

**Heritage Status:** Designated Heritage Property

**Formally Recognized:** January 19, 2022

**Value Summary:**

- Valued for its Interwar contribution to the heritage landscape of the Lakeview Neighbourhood.
- Valued for its Craftsman style architecture.
- Valued for its long-time owners and residents, the Gray-Owen family.

**Proposed Work:**

- Structural stabilization.

**Project Cost:** \$13,147.90

**Requested Funding:** \$6,573.95

**Recommended Funding (Major Grant):** \$6,573.95

**Previous Heritage Incentive Recipient:** No



**10. 1861 McIntyre Street (St. Paul's Cathedral)**

**Heritage Status:** Designated Heritage Property

**Formally Recognized:** February 15, 1982

**Value Summary:**

- Example of Gothic Revival style architecture.
- Valued for its historical significance as the oldest house of worship within the city, and the oldest structure remaining in the downtown.

**Proposed Work:** Restoration of rose windows.

**Project Cost:** \$47,220.00

**Requested Funding:** \$23,610.00

**Recommended Funding (Major Grant):** \$23,610.00

**Previous Heritage Incentive Recipient:** Yes



**11. 1757 Toronto Street (St. Basil's Ukrainian Catholic Church)**

**Heritage Status:** Heritage Inventory Property

**Value Summary:**

- Example of unique Modernist interpretation of traditional Eastern European style architecture with simple finishes and minimal ornamentation.
- Valued for its significance to Regina's Ukrainian Community.
- Associated with several parish organizations including The Knights of Columbus, the Ukrainian Catholic Brotherhood of Canada, and the Ukrainian Catholic Women's League of Canada.

**Proposed Work:**

- Boiler replacement.

**Project Cost:** \$67,301.25

**Requested Funding:** \$16,825.31

**Recommended Funding (Major Grant):** \$16,825.31

**Previous Heritage Incentive Recipient:** No



**12. 1834 Scarth Street (Armstrong, Smyth & Dowswell Building)**

**Heritage Status:** Designated Heritage Property

**Formally Recognized:** October 22, 2001

**Value Summary:**

- Example of pre-war commercial architecture in Regina's development history.
- Values for its original owner, Armstrong, Smyth & Dowswell Limited, a retail hardware and building supply firm.
- Valued for its contribution to the historic and aesthetic ambiance of the Frederick W. Hill Mall.

**Proposed Work:**

- Structural stabilization.
- Repair brick façade.

**Project Cost:** \$22,060.44

**Requested Funding:** \$11,030.22

**Recommended Funding (Tax Exemption):** \$11,030.22

**Previous Heritage Incentive Recipient:** Yes



### 13. 1817 Osler Street (Chinese Nationalist Party Building)

**Heritage Status:** Heritage Inventory Property

**Value Summary:**

- Example of vernacular architecture style.
- Association with the Chinese Nationalist Part League and an array of local Chinese institutions, organizations, and social groups.
- Representation of the city's early and contemporary Chinese community.

**Proposed Work:**

- Restoration of exterior masonry.
- Roof replacement.
- Restoration of veranda and entry.
- Window and door replacement.

**Project Cost:** \$153,331.89

**Requested Funding:** \$38,332.97

**Recommended Funding (Major Grant):** \$10,000

**Previous Heritage Incentive Recipient:** Yes



**14. 2320 Lorne Street (McPherson/Graham Residence)**

**Heritage Status:** Designated Heritage Property

**Formally Recognized:** October 20, 1997

**Value Summary:**

- Example of Queen Anne Revival style architecture.
- Valued for its original ownership by Archibald J. McPherson and later owners, William Graham.
- Valued for its association with the infamous Regina Tornado of 1912.

**Proposed Work:**

- Roof replacement.

**Project Cost:** \$28,860.00

**Requested Funding:** \$14,430.00

**Recommended Funding (Major Grant):** \$7,215.00

**Recommended Funding (Tax Exemption):** \$7,215.00

**Previous Heritage Incentive Recipient:** No

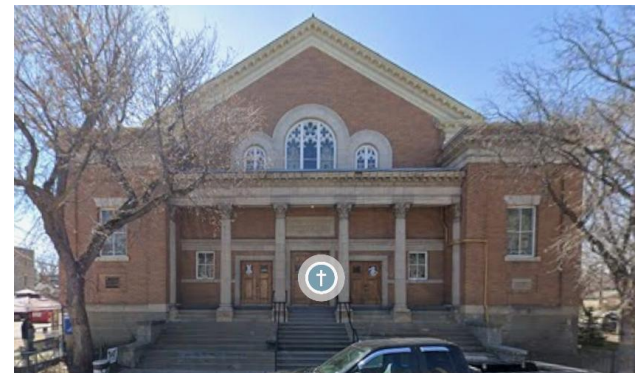


**15. 3025 13<sup>th</sup> Avenue (Westminster United Church)****Heritage Status:** Designated Heritage Property**Formally Recognized:** June 23, 1997**Value Summary:**

- Example of Beaux Arts influenced architecture with eclectic mix of classical styles and symmetrical composition.
- Valued for the contribution of building designer Neil R. Darrach and contractor Archibald W. McGregor.
- Valued for its significant contribution to the Cathedral Neighbourhood and streetscape along 13<sup>th</sup> Avenue.

**Proposed Work:**

- Window restoration.

**Project Cost:** \$9,571.70**Requested Funding:** \$4,785.85**Recommended Funding (Major Grant):** \$4,785.85**Previous Heritage Incentive Recipient:** No

**16. 2301 Lorne Street (Windsor Tower; Application to Designate Submitted)**

**Heritage Status:** Designated Heritage Property  
**Formally Recognized:** TBD

**Value Summary:**

- Windsor Tower possesses associative value in relation to Regina's urban development history, and the mid-Twentieth century population and construction boom that characterized the city at the time.
- Windsor Tower's heritage value also stems from its architectural importance, being an early example of a Modernist high-rise apartment building in the city, and for its unique design characteristics – most notably its expressed structural framework, and the use of pilotis – structural columns that lift the building above ground level to create an open space.
- Windsor Tower also contributes to the eclectic, historic contextual character which defines the Centre Square Neighbourhood as an area of various housing types from a broad time frame. Windsor Tower contributes to the concentration of mid-late 1960s-era high rise apartments in its vicinity.

**Proposed Work:**

- Roof replacement.
- Repair of brick façade.
- Repair and resurfacing of balcony slabs.
- Repair of balcony windows and doors.
- Repair to parking concrete.
- Replacement of boiler and plumbing system.

**Project Cost:** \$1,008,310.00

**Requested Funding:** \$504,155.00

**Recommended Funding (Tax Exemption):** \$504,155.00

**Previous Heritage Incentive Recipient:** No



**17. 1800 College Avenue (McKillop Residence)**

**Heritage Status:** Heritage Inventory Property

**Value Summary:**

- Valued for its association with the Edwardian era development of Regina's Centre Square Neighbourhood.
- Valued for its history of ownership, including original owners, the McKillops and later owners, the Sneaths.
- Valued for its connection to the noteworthy architectural firm of Storey & Van Egmond.
- Represents excellent example of British Arts & Crafts style architecture.
- Valued for its association with well-known mason, John Zinkhan.

**Proposed Work:**

- Window replacement.

**Project Cost:** \$13,320.00

**Requested Funding:** \$3,330.00

**Recommended Funding (Major Grant):** \$2,664.00

**Previous Heritage Incentive Recipient:** Yes



**Effective Date**

March 2, 2022

**Approving Authority**

City Council

**Policy Owner**

Manager,  
City Revitalization

2023-01-CPCD

# Heritage Incentives Policy

## Purpose & Scope

### Purpose

- 1 Through flexible and responsive incentives, the City of Regina supports heritage property owners to conserve their properties, revitalize neighbourhoods and ensure that Regina's history is preserved and shared for current and future residents.
- 2 The objectives of the incentives provided under this policy are:
  - (a) to encourage investment in the maintenance and upgrading of heritage properties to support their long-term conservation, extend their effective life and/or to ensure their structural integrity,
  - (b) to reduce barriers associated with premium costs of rehabilitating heritage buildings, and
  - (c) to ensure diverse heritage properties continue to contribute to neighbourhood character and vitality and tell the full story of Regina.

### Scope

- 3 This policy applies to all applications for heritage incentives received on or after March 16, 2022.
- 4 This policy does not apply to tax exemption and grant agreements established under the former policy, which remain valid and are covered under the terms and conditions of the former policy.

## Policy Provisions

### Definitions

- 5 The following definitions apply to this policy:
  - 5.1 Character-defining elements means the materials,

- forms, location, spatial configurations, uses and cultural associations or meanings that contribute to the heritage value of an historic place, which must be retained to conserve its heritage value.
- 5.2 City means the City of Regina.
- 5.3 Conservation means all actions or processes that are aimed at safeguarding the character-defining elements of a historic place to retain its heritage value and extend its physical life. This may involve “Rehabilitation,” “Preservation,” “Restoration” or a combination of these actions or processes in accordance with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
- 5.4 Conservation plan means a plan describing the proposed methods used to conserve the heritage values and character-defining elements of a historic place. A conservation plan should also indicate the overall condition of the historic place and longer-term plan to maintain it in a sound and attractive state.
- 5.5 Designated heritage property means any municipal heritage property, any pre-1965 property within the Victoria Park Heritage Conservation District or any provincial heritage property.
- 5.6 Eligible conservation work costs mean the expenses incurred to conserve a building, structure or landscape as further described in sections 43 to 45.
- 5.7 Executive Director means the Executive Director, City Planning & Community Development, or their designate.
- 5.8 Heritage alteration permit means a permit authorizing the alteration of a designated property.
- 5.9 Heritage fund means the annual budget for heritage grants, including any carry forward of unspent amounts from previous years.
- 5.10 Heritage inventory means an inventory of non-designated properties located within the corporate boundaries of the City that have been identified as having heritage value in accordance with the thematic framework.
- 5.11 Heritage value means the aesthetic, historic, scientific, cultural, social, or spiritual importance or significance for past, present, and future generations. The heritage value of a historic place is embodied in its character-defining elements.
- 5.12 Incentive Review Panel means a panel comprised of heritage experts and community stakeholders tasked with the review of heritage incentives applications and making recommendations to administration.
- 5.13 Maintenance means routine, cyclical, non-destructive actions necessary to slow the deterioration of a designated or inventory property. It entails non-destructive cleaning, minor repair and refinishing operations.
- 5.14 *Standards and Guidelines for the Conservation of Historic Places in Canada* means the Canadian benchmark for heritage conservation practice. It offers results-oriented

guidance for sound decision-making when planning for, intervening on and using historic places.

5.15 Statement of significance means a statement that identifies the description, heritage value and character-defining elements of a property.

5.16 Thematic framework means a structure for the heritage inventory that uses themes to help conceptualize past events and to place sites, places, and events within their historical contexts.

### **General Eligibility Requirements**

- 6 Subject to the restrictions below relating to the Victoria Park Heritage Conservation District, the application of this policy is limited to buildings, structures or landscapes that have been formally recognized by City Council as designated property pursuant to *The Heritage Property Act*, those properties on the heritage inventory, or provincially designated property pursuant to *The Heritage Property Act*.
- 7 With respect to the Victoria Park Heritage Conservation District, only those designated heritage properties that were built before 1965 are eligible.
- 8 In determining the date when properties were built, the City uses the dates provided in the records of the assessment & property revenue services department.
- 9 Owners that have property taxes or other charges past due to the City are not eligible.
- 10 Eligible work carried out up to a year prior to the application deadline may be considered for incentives.
- 11 Where a development is also eligible for tax exemption under the Housing Incentives Policy, the full benefit under both policies may be provided. The Heritage Incentives Policy will be provided first unless otherwise approved by the Executive Director.
- 12 Incentives provided under this policy may be stacked with incentives offered by the municipal, provincial and federal governments.

### **Types of Incentives**

- 13 Eligible properties may access the following incentives under this policy, subject to the approval of Council:
  - (a) designated heritage properties are eligible for tax exemptions, maintenance grants and major grants as further described in sections 14 to 18,
  - (b) heritage inventory properties are eligible for maintenance grants and major grants as further described in sections 19, and
  - (c) designated heritage properties are eligible for heritage plaques as further described in sections 20 to 31.

## Calculation of Tax Exemption

- 14 A property tax exemption may be provided to taxable designated heritage properties equivalent to 50 per cent of eligible conservation work costs to a maximum of 10 years of exemption.
- 15 The amount of the property tax exemption, including calculation of any percentage or portion and the determination of any use or cost, shall be conclusively determined by the City Assessor. The amount shall only apply to the portion of the property containing the building, structure, or landscape with heritage value pursuant to *The Heritage Property Act*.
- 16 Notwithstanding section 14, *The Education Property Tax Act* contains provisions which require provincial approval to exempt the education portion of the property taxes where the value of the educational tax is equal to or greater than \$25,000 in a single year. If this approval is not granted, the exemption will cover the municipal and library portions of the taxes only.
- 17 The tax exemption does not apply to local improvement fees, business improvement fees, and the non-exempt portion of taxes (i.e., laneway improvements) and other charges to tax accounts. These amounts must be paid during the term of the agreement in the year in which they are due. No abatement of outstanding or current taxes will be negotiated.

## Calculation of Grants

- 18 Designated heritage properties can access:
  - (a) maintenance grants equivalent to 50 per cent of eligible maintenance costs, to a maximum grant amount of \$5,000, and
  - (b) major grants equivalent to 50 per cent of eligible conservation work costs to a maximum of \$50,000, except that amounts larger than \$50,000 may be recommended by the Incentive Review Panel, subject to the availability of funds, when financial need and the importance of the investment to Regina's heritage portfolio can be demonstrated.
- 19 Heritage inventory properties can access:
  - (a) maintenance grants equivalent to 50 per cent of eligible maintenance costs, to a maximum grant amount of \$2,500, and
  - (b) major grants equivalent to 25 per cent of eligible conservation work costs to a maximum grant amount of \$50,000.

## Heritage Plaques

- 20 The installation of heritage plaques on designated heritage properties demonstrates the City's commitment to raising awareness of its built heritage and historic buildings.
- 21 All designated heritage properties are eligible for a heritage plaque containing a summary of the heritage significance of the building and the date of designation.

- 22 Owners of designated heritage properties may apply for a heritage plaque to the City Revitalization branch using the heritage incentive application form.
- 23 All applications must be complete and submitted when the call for applications for heritage incentives are open.
- 24 The City shall process applications in the order they are received.
- 25 Approval is subject to the review and recommendations of the Incentive Review Panel, availability of funds and approval of City Council.
- 26 Approved heritage plaques shall be produced, installed and maintained in accordance with the Heritage Plaque Program Guideline administered by the City Revitalization branch.
- 27 Heritage plaques installed on designated heritage properties remain the property of the City and are considered a loan to the property owner after installation.
- 28 Prior to installation, the property owner and the City must agree on the location of the heritage plaque.
- 29 The property owner will be required to enter into an agreement with the City containing the terms and conditions for the heritage plaque prior to installation of the plaque. An agreement relating to the plaque can be assigned to the new owner of the property if the property is sold.
- 30 The property owner must agree to maintain the heritage plaque in a state of good repair and ensure its visibility to the public.
- 31 Any damage or deterioration of the plaque must be promptly reported to the City for necessary repairs or replacements.

### **Combination of Incentives**

- 32 Owners of eligible properties may apply for both tax exemptions and major grants if the combined value of the incentives does not exceed 50 per cent of eligible conservation work costs. Approval is subject to the review and recommendations of the Incentive Review Panel, availability of funds and approval of City Council.

### **Consideration of Incentives Outside the Application Process**

- 33 When Council is considering designation of a property without the owner's consent, or issuance of a repair order for a property that is already designated, the Incentive Review Panel may prepare a recommendation for administration to bring forward to Council on incentives that would support viable conservation.
- 34 The Panel's assessment will consider:
  - (a) the premium costs of heritage conservation and retention that cannot be recouped through sale, lease, or rental revenue,

- (b) history of investment in repair and maintenance of the property,
  - (c) the importance of the investment to Regina's heritage portfolio,
  - (d) the public benefit of conservation, including the level of public visibility or access to the heritage property, and
  - (e) the impact on the heritage fund and future funding cycles.
- 35 In the absence of an application, the Panel will have access to any relevant information submitted to the City by the owner as well as any additional reviews undertaken by the City including third-party condition assessment and opinion of costs.
- 36 Incentives require Council approval and are subject to agreement with the property owner.

### **Exemption and Grant Agreement**

- 37 The property tax exemption or cash grant will be subject to an agreement between the City and the property owner(s). The term of the agreement will be dictated by the number of years it will take to complete the work in addition to the term of the exemption.
- 38 The expiry date for the agreement may be extended by one year at the sole discretion of the Executive Director to accommodate unanticipated construction delays.
- 39 The applicant is required to notify the City revitalization branch when the project work is complete. A representative of the branch will inspect the project to verify its completion.
- 40 The agreement may be assigned to a new owner at the sole discretion of the Executive Director. An assignment agreement will be required.
- 41 Owners of designated heritage properties are required to ensure ongoing maintenance and conservation of the property.
- 42 Incentives will only be provided after confirmation of eligible conservation or maintenance work is done and the required documents are submitted.

### **Eligible Conservation Work**

- 43 Eligible conservation work must be specifically aimed at extending the life and conserving the heritage value of the designated property. The conservation work must also be in accordance with the *Standards and Guidelines for the Conservation of Historic Places in Canada*. The following work is eligible:
- (a) conservation plans and other research and documentation,
  - (b) accessibility upgrades,
  - (c) building permit fees,
  - (d) qualified architectural or professional engineering and consulting services,

- (e) conservation of exterior character-defining elements or significant landscape elements,
  - (f) conservation of significant or rare character-defining interiors or interior elements as noted in the designating bylaw,
  - (g) structural stabilization,
  - (h) improvements required to meet National Building Code (NBC) or City bylaw requirements, including the repair or upgrading of mechanical and electrical systems, and
  - (i) improvements to energy efficiency (e.g., insulation, windows, furnace).
- 44 The conservation of exterior character-defining elements may include the cleaning of surfaces, removal of unsympathetic materials and painting associated with the replacement of these elements.
- 45 Cosmetic improvements, tenant improvements and new additions are NOT eligible.

#### **Eligible Maintenance Work**

- 46 Eligible maintenance work must be aimed at slowing the deterioration of a designated or inventory property. The following work is eligible:
- (a) non-destructive cleaning,
  - (b) minor repair, and
  - (c) refinishing operations.

#### **Application Requirements**

- 47 Application packages must include the following general information:
- (a) completed application form,
  - (b) statement of significance,
  - (c) description of the proposed use of the building(s) and property (if different from current use),
  - (d) detailed description of the proposed work,
  - (e) rationale for proposed work and current photos,
  - (f) explanation of financial need including identification of any premium costs associated with conservation of the property,
  - (g) assessment of how the proposed work aligns with the *Standards and Guidelines for the Conservation of Historic Places in Canada* and rationale for any areas where

- proposed work may not align with the standards and guidelines,
- (h) any additional archival photographs and historical documentation, and
  - (i) construction schedule with estimated start and completion dates.
- 48 In cases where the value of the requested incentive is greater than \$200,000 applicants must also provide a development pro forma that provides detailed costs, budget, cash flow and future anticipated revenue if applicable. The pro forma should include financing details, two estimates for materials and labour, leasing specifications, project soft costs and hard costs, operating statement and an explanation of how the exemption will affect the financial viability of the project.
- 49 In cases where the value of the incentive is less than \$200,000 applicants must also provide two estimates for all work to be done or project costs based on the assessment of a qualified architect or professional engineer or qualified quantity surveyor.
- 50 In addition to these requirements, the City may require additional historic research, engineering, or other studies in support of the application.

### **Application Review and Approval Process**

- 51 Complete, eligible applications will be reviewed by the Incentive Review Panel. The Panel will make recommendations for grant and tax exemption incentives to administration. These recommendations require Council approval.
- 52 The Panel will assess incentive applications based on:
- (a) importance of the investment to the heritage value of the property which may include investments that improve financial viability of conservation over the long term,
  - (b) urgency of the investment; e.g. where the integrity of the heritage property may be at risk if the work does not proceed, and
  - (c) public benefit of the investment, including the level of public visibility or access to the heritage property.
- 53 To the extent possible the Panel's recommendations will represent a variety of projects and property types. When applications for grants exceed the funding available, those projects that demonstrate financial need and that cannot benefit from tax exemptions or for which tax exemptions would provide minimal value will be prioritized for grant funding.
- 54 The Panel may choose not to recommend investment of the full heritage fund budget in a given year provided clear rationale is provided for that recommendation.
- 55 If the property is not designated, an application for designation and an application for an incentive may be submitted at the same time. Consideration of the designation application may occur concurrently with the incentive application. Both designation and incentive applications require Council approval.

- 56 If approved by City Council, the incentive will be provided in accordance with a formal agreement between the City and the subject property owner(s). Agreements will be authorized by City Council's passage of an enabling bylaw.
- 57 Owners of designated heritage properties must submit a heritage alteration permit prior to commencement of rehabilitation work.

**Roles and Responsibilities**

- 58 The Executive Director, or their delegate, in their sole discretion conclusively determines compliance with the eligibility criteria for tax exemptions and grants under this policy. Council approval of all tax exemptions and grants under this policy is required through the passing of a bylaw. The Executive Director is authorized to finalize and approve the terms of any agreements entered into pursuant to this policy, and the City Clerk is authorized to execute the agreements after review and approval by the City Solicitor.

**Related Forms**

- 59 Application for incentives under this policy should be made using the heritage incentives application form.
- 60 Applications for heritage plaques under this policy shall be made using the heritage plaque application form.

<b>Date Approved</b>	March 16, 2022
<b>Date of Last Review</b>	November 3, 2023
<b>Date of Next Review</b>	November 3, 2025



## Mosaic Stadium 2027 Capital Program Advanced Approval

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Executive Committee
<b>Service Area</b>	Recreation & Cultural Services
<b>Item #</b>	CR26-80

### RECOMMENDATION

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That City Council:

1. Provide advanced approval for the 2027 Mosaic Stadium Capital Program of \$8,200,000 to be funded from the Regina Revitalization Initiative Stadium Reserve to be used for the procurement, installation, commissioning and related project costs associated with the replacement of the LED video display boards, systems and artificial turf at Mosaic Stadium; and
2. Delegate authority to the Chief Financial Officer and Deputy City Manager to initiate and award the public procurement process for the Mosaic Stadium Video Display Board Project.

### HISTORY

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At its meeting on June 17, 2026, the Executive Committee considered item *EX26-69 Mosaic Stadium 2027 Capital Program Advanced Approval* from the City Planning & Community Development division.

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

Recommendation #3 of the attached report does not require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Ackerman, Acting City Clerk 6/17/2026

**ATTACHMENTS**

EX26-69 Mosaic Stadium 2027 Capital Program Advanced Approval



## Mosaic Stadium 2027 Capital Program Advanced Approval

<b>Date</b>	June 17, 2026
<b>To</b>	Executive Committee
<b>From</b>	City Planning & Community Development
<b>Service Area</b>	Recreation & Cultural Services
<b>Item No.</b>	EX26-69

### RECOMMENDATION

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The Executive Committee recommends that City Council:

1. Provide advanced approval for the 2027 Mosaic Stadium Capital Program of \$8,200,000 to be funded from the Regina Revitalization Initiative Stadium Reserve to be used for the procurement, installation, commissioning and related project costs associated with the replacement of the LED video display boards, systems and artificial turf at Mosaic Stadium.
2. Delegate authority to the Chief Financial Officer and Deputy City Manager to initiate and award the public procurement process for the Mosaic Stadium Video Display Board Project.
3. Approve these recommendations at its June 24, 2026, meeting.

### ISSUE

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Administration is seeking advanced approval to proceed with the 2027 Mosaic Stadium Capital Program, which includes the replacement of the artificial turf and the LED video display boards and systems. Given the compressed timelines associated with the 2027 Canadian Football League (CFL) season and Grey Cup, Administration is recommending that procurement commence immediately following City Council approval to support manufacturing, installation and commissioning timelines.

## IMPACTS

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### **Financial Impact**

Administration is requesting advanced approval of \$8,200,000 from the Regina Revitalization Initiative (RRI) Stadium Reserve for the procurement, installation, commissioning and related project costs associated with the replacement of the LED video display boards and systems, as well as the replacement of the artificial turf at Mosaic Stadium.

The final cost for these projects will depend on the results of the procurement process. Funding will be provided through the RRI Stadium Reserve, which is a self-sustaining reserve established to fund Mosaic Stadium's operating and capital expenditures. In accordance with Schedule B, section 38(2) of *The Regina Administration Bylaw No. 2003-69*, the RRI Stadium Reserve is intended to operate in a negative position temporarily to support approved stadium operating and capital projects. The RRI Stadium Reserve does not have prescribed minimum or maximum balance requirements.

The proposed 2027 Mosaic Stadium Capital Program will reduce the forecasted balance of the RRI Stadium Reserve to negative \$10,500,000. The RRI Stadium Reserve is anticipated to remain in a negative position, at minimum, for the next five years, depending on the timing of future stadium revenues, capital expenditures and operating results. Administration will continue to monitor the RRI Stadium Reserve balance and incorporate future capital and operating requirements into long-range financial planning for Mosaic Stadium.

There is no impact to the mill rate associated with the above recommendations. The total project costs include artificial turf, LED display boards and systems, ribbon boards, structural and electrical modifications, installation and commissioning, project management and technical consulting services, contingency allowances and applicable taxes.

### **Legal Impact**

The projects and contract award for the supply, installation and commissioning of the replacements will be conducted in accordance with *The Regina Administration Bylaw No. 2003-69*.

### **Policy Impact**

The procurement and contract awards for these projects will be conducted in accordance with the City of Regina's (City) Purchasing Policy.

### **Strategic Priority Impact**

The recommendations align with the City's 2026–2029 Strategic Plan priorities of Infrastructure, Vibrancy and Prosperity.

The projects support the Infrastructure priority of “modernized, safe infrastructure supporting existing communities and future growth” by investing in the renewal and modernization of a major City-owned facility and addressing aging infrastructure through strategic capital planning. Specifically, the projects align with the infrastructure outcome that “City facilities are well-maintained and deferred maintenance is addressed through strategic capital planning.”

The recommendations also supports the Vibrancy priority of “places, spaces and programs enabling community connection, city pride and well-being” by maintaining Mosaic Stadium as a premier community, sport, entertainment and event venue capable of hosting major events and providing high-quality spectator experiences.

In addition, the projects support the Prosperity priority by contributing to “growth in Regina’s visitor economy by attracting travelers, hosting events and supporting local businesses.” Replacing the artificial turf and aging LED video display boards and systems prior to hosting the 2027 Grey Cup supports the City’s ability to successfully host major national events and maintain Regina’s reputation as a destination for sport and entertainment events.

The recommendations also align with the Strategic Plan’s Financial Perspective of being “financially responsible and prudent stewards of public resources” through proactive lifecycle replacement of critical infrastructure assets before major system failure occurs.

### **Labour Impact**

There are no direct Full Time Equivalent (FTE) impacts associated with this report. The City does not have the specialized technical expertise internally that is required to deliver projects of this complexity and scale within the compressed timeline required for completion.

### **Environmental Impact**

These projects will generate greenhouse gas (GHG) emissions associated with the manufacturing, transportation and installation of the replacement of the artificial turf and LED video display board systems and related construction materials, as well as ongoing operational energy consumption.

Administration will work with the successful contractor to minimize waste disposal by recycling and ensuring responsible disposal of removed equipment and materials. Existing artificial turf and LED video display board components and associated equipment will either be recycled or disposed of through appropriate recycling and waste management processes to minimize solid waste generation.

There are no Indigenous or inclusion, diversity, equity and accessibility (IDEA) impacts with respect to this report.

## **OTHER OPTIONS**

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### **Option 1: Approve the Recommendations (Recommended)**

Provide advanced approval of the 2027 Mosaic Stadium Capital Program of \$8,200,000 from the RRI Stadium Reserve for the replacement of the LED video display boards and systems and the replacement of the artificial turf at Mosaic Stadium.

Advantages:

- Supports project completion prior to the 2027 CFL season and hosting of the 2027 Grey Cup.

- Reduces the risk of significant video display system failures during major events.
- Ensures the artificial turf at Mosaic Stadium meets the new CFL field specifications and passes the CFL required artificial turf safety testing.
- Improves long-term operational reliability and broadcast quality.
- Supports future major event attraction and fan experience.
- Allows Administration to immediately advance procurement and manufacturing timelines.

Disadvantages:

- Requires a significant capital investment from the RRI Stadium Reserve.

**Option 2: Defer or Delay the Video Display Board Replacement Project Only**

The City could defer or delay the project and continue operating the existing LED systems through the 2027 CFL season and 2027 Grey Cup.

Advantages:

- Defers or delays capital expenditures from the RRI Stadium Reserve.

Disadvantages:

- Significantly increases the risk of video display board system failures during the 2027 CFL season and hosting of the 2027 Grey Cup.
- Increases operational, broadcast, reputational and fan experience risks for the City.
- Replacement components for the existing systems are becoming increasingly difficult to source and manufacturer support is no longer available.
- Would make manufacturing, installation and commissioning timelines unachievable prior to the 2027 CFL season.
- Could increase future project costs due to inflation, compressed timelines, expedited manufacturing, or emergency replacement requirements.
- May negatively impact the City's ability to host future major events.
- These projects will be coordinated to allow for cranes and other equipment to go on the field of play area for the video display board replacement after the old turf is removed and prior to the new turf being installed. This opportunity will not be available after the 2027 CFL season and could lead to increased costs associated with protecting the turf in the future.

**COMMUNICATIONS & ENGAGEMENT**

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Administration has engaged the Saskatchewan Roughriders Football Club (SRFC) regarding both the artificial turf replacement and LED display board and systems replacement projects. Administration has also initiated discussions with other key Mosaic Stadium users, including the Regina Rams, Regina Thunder, Regina Riot and affected minor sport organizations, to better understand the operational impacts that the proposed CFL field dimension changes may have on their programming and facility use.

Administration will continue to engage with the SRFC and other stadium users throughout the design process to ensure that stakeholder requirements are considered and that the replacement field supports the needs of the various organizations that utilize Mosaic Stadium.

## **DISCUSSION**

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Mosaic Stadium's LED video display systems and artificial turf are both approaching the end of their expected service lives and require replacement prior to the 2027 CFL season. Given the City's commitment to host the 2027 Grey Cup and the need to meet updated CFL field requirements of new field dimensions to ensure the facility remains compliant, the turf replacement can not be delayed. Administration is recommending that both projects proceed concurrently as part of the 2027 Mosaic Stadium Capital Program.

The existing artificial turf was installed in 2016 and has reached the end of its anticipated service life. In addition, CFL field dimension changes coming into effect for the 2027 CFL season require the playing surface to be reconfigured. As Mosaic Stadium is scheduled to host the 2027 Grey Cup and serve as the home venue for Saskatchewan Roughrider games and practices, replacement of the turf cannot be deferred beyond 2027.

The Mosaic Stadium LED boards and systems, which were originally installed in 2016 and used for the 2017 CFL season, had an anticipated lifespan of approximately 10 to 15 years. The LED video display board replacement project includes the SaskTel Maxtron video board, auxiliary video display board, ribbon boards, associated control systems, technology infrastructure, structural and electrical modifications, integration work, commissioning and system optimization.

### **2026 LED Video Display Boards and Systems Condition Assessment**

Kaleidoscope Productions currently provides operational support, content management, maintenance and technical services for the Mosaic Stadium LED systems on behalf of Regina Exhibition Association Limited (REAL).

Throughout 2025, operational concerns regarding the reliability and condition of the LED boards and systems increased. Technicians were required to monitor and repair failed LED boards during events in real time. Replacement parts are becoming increasingly difficult to source and manufacturer support is no longer available.

In January of 2026, the City retained a consultant to complete an independent assessment of the existing LED video display boards and systems. The assessment identified deterioration in visual uniformity, colour shifting across displays, corrosion caused by prolonged environmental exposure, increasing panel failures and limitations associated with the existing control systems. The assessment also noted that Saskatchewan's extreme seasonal temperature fluctuations, combined with ongoing vibration exposure from the adjacent railway corridor, have accelerated deterioration and reduced the operational lifespan of the LED systems. The assessment concluded that there is a strong likelihood of significant, unrepairable black sections appearing on the main display before the 2027 Grey Cup occurs.

**2027 Mosaic Stadium Capital Program – Construction Integration and Timing**

The LED video display board and artificial turf replacement projects are being advanced concurrently to achieve construction efficiencies, reduce operational impacts and ensure completion prior to the 2027 CFL season and Grey Cup. Both projects are subject to long manufacturing lead times and fixed installation windows.

Coordinating the projects will allow large cranes and heavy equipment required for the LED replacement to access the field area while the existing turf has been removed, reducing construction complexity and avoiding future costs associated with protecting a newly installed playing surface. Completing the projects concurrently is also anticipated to improve construction coordination and minimize impacts to stadium operations, event bookings and community programming.

Given the manufacturing timelines and fixed completion deadlines associated with the start of the 2027 CFL season, Administration is recommending that procurement proceed immediately following City Council approval.

The proposed LED video display board replacement project timeline is:

- Project definition and scope development: Complete
- Procurement and contract award: July / August 2026
- Installation and commissioning: Winter 2026 / Spring 2027

The proposed turf replacement project timeline is:

- Project definition and scope development: Complete
- Procurement and contract award: June / July 2026
- Installation and Commissioning: Winter 2026 / Spring 2027

**DECISION HISTORY & AUTHORITY**

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City Council’s approval is required for the advance approval of the 2027 Mosaic Stadium Capital Program, funded by the RRI Stadium Reserve as per Schedule B, section 38(1)(c) of *The Regina Administration Bylaw No. 2003-69*.

Respectfully Submitted,



Diana Burton, Director,  
Recreation & Cultural Services

Respectfully Submitted,



Deborah Bryden, Deputy City Manager,  
City Planning & Community Services

Prepared by: Melissa Coderre, Coordinator, Business Services



## Build Canada Strong Funding Agreement

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Executive Committee
<b>Service Area</b>	Office of the City Manager
<b>Item #</b>	CR26-81

### RECOMMENDATION

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That City Council:

1. Delegate authority to the Chief Financial Officer & Deputy City Manager or designate to:
  - a. Negotiate and approve the funding agreement between the City and the federal government for the Southwest Sewer Upgrade Project as described in this report;
  - b. Authorize amendments to the agreement, if required, which do not substantially change what is described in this report, and;
  - c. Prepare ancillary agreements or documents as required to give effect to the agreement.
2. Authorize the City Clerk to execute all agreements with the federal government upon review and approval of the City Solicitor.

### HISTORY

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At its meeting on June 17, 2026, the Executive Committee considered item *EX26-71 Build Canada Strong Funding Agreement* from the Office of the City Manager.

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

Recommendation #3 of the attached report does not require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Ackerman, Acting City Clerk 6/17/2026

**ATTACHMENTS**

EX26-71 Build Canada Strong Funding Agreement



## Build Canada Strong Funding Agreement

<b>Date</b>	June 17, 2026
<b>To</b>	Executive Committee
<b>From</b>	City Manager's Office
<b>Service Area</b>	Office of the City Manager
<b>Item No.</b>	EX26-71

### RECOMMENDATION

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The Executive Committee recommends that City Council:

1. Delegate authority to the Chief Financial Officer & Deputy City Manager or designate to:
  - a. Negotiate and approve the funding agreement between the City and the federal government for the Southwest Sewer Upgrade Project as described in this report;
  - b. Authorize amendments to the agreement, if required, which do not substantially change what is described in this report, and;
  - c. Prepare ancillary agreements or documents as required to give effect to the agreement;
2. Authorize the City Clerk to execute all agreements with the federal government upon review and approval of the City Solicitor; and
3. Approve these recommendations at its meeting on June 24, 2026

### ISSUE

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The City of Regina has been conditionally approved for funding through the federal government's Build Canada Strong Fund (BCSF) Direct Delivery Stream in the amount of \$29,068,000 for the Southwest Sewer Upgrade Project.

In accordance with Section 35.11 of Bylaw No. 2003-69 *The Regina Administration Bylaw*,

Administration requires City Council approval to negotiate and enter into revenue agreements where the value of the agreement on an annual basis is more than \$1 million.

## IMPACTS

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### Financial Impact

The five phases/contracts of the Southwest Sewer Upgrade Project have an estimated total cost of \$100.3 million. The first two phases totaled \$28.3 million and were completed in 2024 and 2025. The remaining three contracts, totaling \$72 million, were to be funded through allocations from the Intensification Infrastructure Reserve, General Utility Reserve, Development Charge Revenue, and debt. More details can be found in Table 1 below:

Funding	2026 \$000,000s	2027 \$000,000s	2028 \$000,000s	Total \$000,000s
Intensification Infrastructure Reserve	3.24	1.53	1.71	6.48
General Utility Reserve	25.20	11.90	13.30	50.40
Development Charge Revenue	-	3.57	3.99	7.56
Debt	7.56			7.56
<b>Total</b>	<b>36</b>	<b>17</b>	<b>19</b>	<b>72</b>

The \$29 million BCSF funding reduces the City’s remaining overall contribution to the project from \$72 million to an estimated \$45.9 million. As shown in Table 1, the project was budgeted to use roughly \$7.6 million of debt for the remaining contracts. BCSF allows the City to reallocate this debt to other projects. Impacts to the other three sources of funding will be determined during 2027 budget deliberations.

### Legal Impact

In accordance with Section 35.11 of Bylaw No. 2003-69 *The Regina Administration Bylaw*, Administration requires City Council approval to negotiate and enter into revenue agreements where the value of the agreement on an annual basis is more than \$1 million.

### Strategic Priority Impact

The Southwest Sewer Upgrade Project is aligned with the City’s Strategic Priority “Infrastructure, Outcome 1: Modernizing existing infrastructure, with the capacity to support long-term growth and services to the community.”

The recommendation in this report also aligns with the City’s Financial Perspective to “Sustain” by helping reduce the taxpayer burden for the project.

### Indigenous Impact

The federal government has determined Regina has consultation obligations with the following Indigenous communities:

- Star Blanket Cree Nation
- Cowessess First Nation
- Nekaneet Cree Nation
- Muskowekwan First Nation
- Ocean Man First Nation
- Ochapowace Nation
- Piapot First Nation
- Métis Nation of Saskatchewan – Western Region 3

The City has started the consultation process, and continues to work alongside the federal government, ensuring all federal Indigenous consultation obligations are met. The City will also consult with additional Nations who were not identified by the Federal Government, such as those holding Urban Reserves, ensuring we continue to develop stronger relationships.

*There are no labour, policy, environmental, or Inclusion, Diversity, Equity & Accessibility impacts respecting this report.*

## **OTHER OPTIONS**

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### **Option 1 (Recommended) – Authorize Administration to negotiate a funding agreement**

Direct Administration to negotiate and approve a funding agreement with the federal government for the Southwest Sewer Upgrade Project.

### **Option 2 (Not recommended) – Do not Authorize Administration to negotiate a funding agreement**

City Council may choose not to approve the recommendation in this report. Without City Council approval, the City will be unable to enter into a funding agreement or receive \$29 million from the federal government.

## **COMMUNICATIONS & ENGAGEMENT**

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The funding was announced through a joint news release and press conference on April 7, 2026. A communications protocol will also be set out within the Contribution Agreement, which will include signage recognizing funding contributions and other communication requirements.

### **Indigenous Engagement Approach**

The federal government requires engagement, but the City's responsibilities and commitments extend further. Regina has established stronger relationships, higher standards of transparency, and deeper partnership expectations with Indigenous Nations than those required federally. In keeping

with Council's Strategic Plan principle of Reconciliation and the direction to apply *kâ-nâsihcikêwin* across all municipal work, the City will uphold these commitments. The City will continue to build strong relationships with each of the Nations identified throughout the entirety of this project through communication and collaboration

## **DISCUSSION**

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### **Build Canada Strong Fund Direct Delivery Stream**

The Build Communities Strong Fund (BCSF) was announced as part of the federal government's 2025 budget. BCSF is administered by Housing Infrastructure and Communities Canada (HICC), and provides \$51 billion over 10 years divided into three streams. The Direct Delivery Stream allocates \$6 billion over 10 years to support regionally significant projects, such as building retrofits, climate adaptation, and community infrastructure.

In Spring 2026, the federal government requested that the City submit a project to be considered for the first intake of the Direct Delivery Stream. The intent of this intake was to fund shovel-ready projects in time for the 2026 construction season. The City was provided a list of previously denied funding applications and asked to identify a priority project that could proceed to construction in 2026. Approved projects would receive funding of up to 40 percent of total eligible costs. The Southwest Sewer Upgrade Project was originally submitted in 2024 to the Disaster Mitigation Adaptation Fund (DMAF).

### **Southwest Sewer Upgrade Project**

The Southwest Sewer Upgrade Project will significantly increase the capacity and resilience of the City of Regina's wastewater collection system. The project addresses long-standing capacity constraints in the South Trunk sewer, which serves large portions of the southwest and southeast areas of the City and conveys flows directly to the McCarthy Boulevard Pumping Station (MBPS), the City's primary wastewater pumping facility. Once completed, there will be a decreased risk of basement flooding and untreated discharges to Wascana Creek. It will also support both long-term greenfield growth and intensification.

The project is divided into five construction contracts. Contracts 1 and 2 were substantially completed in 2024 and 2025, respectively, and totaled 1.44 km of pipe. The BCSF funding will support Contracts 3 to 5, totalling 3.39 km of pipe. Contract 3 is anticipated to start in July 2026, followed by Contract 4 in 2027 and Contract 5 in 2028, pending detailed design, permitting, procurement, and regulatory approvals.

## **DECISION HISTORY & AUTHORITY**

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In accordance with Section 35.11 of Bylaw No. 2003-69 *The Regina Administration Bylaw*, Administration requires City Council approval to negotiate and enter into revenue agreements where

the value of the agreement on an annual basis is more than \$1 million.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Jim Nicol', written in a cursive style.

Jim Nicol  
Interim City Manager



## The Wastewater and Storm Water Bylaw No. 2016-24 Proposed Amendments

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Executive Committee
<b>Service Area</b>	Water, Waste & Environment
<b>Item #</b>	CR26-82

### RECOMMENDATION

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That City Council:

1. Approve the bylaw amendments outlined in Appendix A of this report to come into force on the day of passage, with the exception for the changes to Schedule E “Charges for Accepted Hauled Wastewater,” shall come into force on January 1, 2027; and
2. Instruct the City Solicitor to prepare the necessary amendments to *The Wastewater and Storm Water Bylaw, 2016, Bylaw No. 2016-24* as outlined in Appendix A and recommendation #1 of this report.

### HISTORY

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At its meeting on June 17, 2026, the Executive Committee considered item *EX26-72 The Wastewater and Storm Water Bylaw No. 2016-24 Proposed Amendments* from the City Operations division.

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

Recommendation #3 of the attached report does not require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Ackerman, Acting City Clerk 6/17/2026

**ATTACHMENTS**

EX26-72 The Wastewater and Storm Water Bylaw No. 2016-24 Proposed Amendments  
Appendix A - Wastewater Bylaw Amendments



## The Wastewater and Storm Water Bylaw No. 2016-24 Proposed Amendments

<b>Date</b>	June 17, 2026
<b>To</b>	Executive Committee
<b>From</b>	City Operations
<b>Service Area</b>	Water, Waste & Environment
<b>Item No.</b>	EX26-72

### RECOMMENDATION

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The Executive Committee recommends that City Council:

1. Approve the bylaw amendments outlined in Appendix A of this report to come into force on the day of passage, with the exception for the changes to Schedule E “Charges for Accepted Hauled Wastewater,” shall come into force on January 1, 2027;
2. Instruct the City Solicitor to prepare the necessary amendments to *The Wastewater and Storm Water Bylaw, 2016, Bylaw No. 2016-24* as outlined in Appendix A and recommendation #1 of this report; and
3. Approve this recommendation at its June 24, 2026 meeting.

### ISSUE

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This report recommends amendments to the *Wastewater and Storm Water Bylaw, 2016, 2016-24* (Bylaw). The proposed amendments include housekeeping amendments to position names and inclusive language, modifies wastewater hauler requirements, clarifies wastewater surcharge parameters, and updates fees for the hauled wastewater station.

The proposed amendments were approved by the Wastewater and Stormwater Bylaw Working Group, which is comprised of subject matter experts from City of Regina (City) Administration.

## IMPACTS

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### **Strategic Priority Impact**

These recommendations support the City's strategic priority goals by making sure wastewater and stormwater systems are safe and reliable. Updating the Bylaw will bring it in line with current best practices and help manage costs more effectively. These changes will protect public and environmental health, reduce damage to City systems, and ensure important services continue to run smoothly for residents.

### **Indigenous Impact**

There are no direct Indigenous impacts with respect to this report; however, keeping downstream water clean through both wastewater treatment and stormwater protection aligns with the Indigenous worldview of protecting the environment and water.

Water holds a significant cultural importance in Indigenous culture and the impact Regina has on the natural waterways are, therefore, of great interest to Indigenous people.

### **Financial Impact**

The fee increases in Schedule C, called the "Wastewater Surcharge," are meant to keep up with rising costs like inflation and wastewater treatment. They also encourage businesses to pretreat their wastewater before sending it into the City system, which can reduce how much they pay in extra fees.

Changes to the Hauled Wastewater Station (HWS) fees are designed to help cover operating costs over time by encouraging more people to use the site. Use of the site has gone down in recent years. The City may receive less revenue from lower annual permit fees; however, this is expected to be offset by higher revenue from increased volumetric charges. These changes also respond to feedback from industry and help keep Regina's site competitive with others in the area.

Overall, these changes are expected to have little to a slightly positive financial impact, depending on how much the services are used. No extra funding is needed.

### **Legal Impact**

This report asks the City Solicitor to prepare changes to *The Wastewater and Storm Water Bylaw, 2016, Bylaw No. 2016-24*, as described in Appendix A and recommendation #1. The Cities Act requires City Council to review and approve any changes to bylaws.

### **Policy Impact**

The proposed Bylaw changes match the Wastewater Master Plan by helping maintain service levels and protect the environment. They support the safe collection, transport, and treatment of

wastewater while meeting the City's permit rules, and help protect water quality and City infrastructure.

The changes also support the Official Community Plan by helping make sure City services and amenities stay affordable and financially sustainable over time.

### **Environmental Impact**

The proposed changes help protect the City's wastewater system. Reducing harmful substances going into the system improves water quality and lowers the chances of problems at the Wastewater Treatment Plant (WWTP). This helps make sure the plant can keep treating wastewater properly.

The changes to HWS pricing, along with new rules requiring all wastewater haulers to keep proper records, are expected to reduce illegal dumping.

### **Inclusion, Diversity, Equity & Accessibility (IDEA)**

The proposed Bylaw adjustments to employ gender neutral pronouns aligns with the 2SLGBTQIAP+ Action Plan and the Equity, Diversity and Inclusion Framework. There are no applicable Accessibility Plan impacts.

**There are no labour, or community well-being impacts respecting this report.**

## **OTHER OPTIONS**

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### **OPTION 1 – Approve Bylaw amendments in Appendix A – RECOMMENDED**

The Bylaw is updated and follows updated City policies, is easier to understand, and strengthens protection for the wastewater system. It also supports long-term financial stability for the HWS while taking user feedback into account.

### **OPTION 2 – Status Quo – NOT RECOMMENDED**

We do not update the Bylaw and it keeps the high administrative fee for HWS, which makes the site less competitive. It also does not add stronger protection for the wastewater system or improve water quality.

## **COMMUNICATIONS & ENGAGEMENT**

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Administration has engaged wastewater haulers through direct conversations and gathered information through a survey. The feedback received has directly informed Administration's recommended Bylaw changes for wastewater hauler fees. A letter with the proposed changes and information on the City Council approval process has been provided to the haulers.

EPCOR Water Prairies Inc. was engaged throughout the review of the Bylaw.

## **DISCUSSION**

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### **Background**

In 2016, the City's WWTP was upgraded from a lagoon system to a flow-through Biological Nutrient Removal (BNR) systems. This upgrade helped the WWTP meet stricter discharge limits set by the Water Security Agency (WSA) to improve water quality downstream. Before the new system started operating, the old sewer bylaw was replaced with the current Bylaw to make sure the new infrastructure was protected.

Since the Bylaw came into force in 2016, Administration has gained several years of experience with the upgraded WWTP. Administration has also collected wastewater quality data and carried out inspections and investigations to help identify needed changes to the Bylaw.

The proposed amendments in this Bylaw mainly focus on wastewater quality and the use of the HWS. They also include small updates, such as removing repeated wording, using gender-neutral language, updating titles, and fixing minor errors. A full list of the Bylaw amendments is included in Appendix A.

### **Jurisdictional Review**

A review was done of wastewater bylaws in similar western Canadian cities. Winnipeg, Saskatoon, Calgary, Edmonton, and Vancouver were chosen because they use BNR treatment systems and, except for Vancouver, have climates similar to Regina.

Overall, the bylaws were very similar. They all set rules on what is not allowed, what is limited, and what may have extra charges to protect the wastewater system and keep water quality high. While minor changes exist, Regina's bylaw is in line with other jurisdictions for wastewater.

### **Wastewater Quality**

The main goal of the Bylaw changes are to protect the City's wastewater system and make sure the City has the information it needs to make good decisions now and in the future.

The updates would allow the City to require companies to create a pre-treatment plan if their operations could harm the wastewater system. This helps the City prevent problems before they happen, instead of only reacting after issues occur.

Other changes give the City more ability to monitor and manage wastewater quality. For example, businesses building new facilities or expanding will need to provide more information about what they discharge. The City will also have more control over how wastewater is tested to make sure it is

done properly based on risk.

The Bylaw currently includes yearly increases to surcharge fees up to 2027. The proposed changes would extend these increases to 2032. This gives businesses more certainty and helps them plan ahead, including deciding if they should treat their wastewater before sending it to the City's system. Higher surcharge fees also encourage businesses to treat their wastewater. This helps improve water quality, reduces the chance of problems at the WWTP and protects City infrastructure long term.

**Hauled Wastewater and HWS Fee Updates**

The proposed changes to wastewater hauling and HWS fees respond to industry feedback and the City's need for stronger tools to ensure proper disposal and clear tracking of wastewater. New rules will require all wastewater haulers to keep records and use tracking forms, which will help prevent illegal dumping and make sure everyone follows the same rules.

Fees for using the HWS have not changed since 2018, but fewer people have been using the site. The new fee structure lowers the yearly permit fee for each vehicle but increases the cost per visit. This makes it cheaper upfront to get permits for multiple vehicles and gives haulers more flexibility to use the site.

Over time, the new fees are expected to increase revenue. However, if usage does not go up, the lower permit fees could reduce revenue by approximately \$15,000 each year. The updated pricing, along with rising transportation costs, is expected to make the City's HWS a more attractive option and encourage more use.

**DECISION HISTORY & AUTHORITY**

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In accordance with *The Cities Act, 2002*, Bylaw amendments require City Council approval.

Respectfully Submitted,



Carolyn Kalim  
Director, Water, Waste & Environment  
Prepared by: Ryan Cooper, Senior Environmental Scientist

Respectfully Submitted,



Kurtis Doney  
Deputy City Manager, City Operations

**ATTACHMENTS**

Appendix A - Wastewater Bylaw Amendments

The Wastewater and Storm Water Bylaw			Action	Existing Language:	Proposed Language:	Rationale:
Part	Section Header	Section Reference				
Amendments Page	Amendments Page	Amendments Page	Amend, Addition or Repeal	The section provides a tabulated list of amendments	A line will be added to provide for this amendment	To provide the user with information and consistency for recurs of amendments
Table of Contents	Table of Contents	Table of Contents	Amend		The proposed table of contents will reflect the changes made to the bylaw	Gives accuracy to the reader
Part I: Definitions and Interpretations	Definitions	3(f)	Amend	" <b>Building Bylaw</b> " means Bylaw No. 2003-7, being A Bylaw of the City of Regina Pursuant to the Provisions of <i>The Uniform Building and Accessibility Standards Act</i> and <i>The Cities Act</i>	" <b>Building Bylaw</b> " means Bylaw No. <b>2023-59</b> , being A Bylaw of the City of Regina Pursuant to the Provisions of <i>The Uniform Building and Accessibility Standards Act</i> and <i>The Cities Act</i>	Building bylaw was updated. Change reflects new bylaw number.
Throughout	Throughout		Amend	his or her	their	Updates bylaw to City's 2SLGBTQIAP+ policy
Part I: Definitions and Interpretations	Definitions	3m	Amend	" <b>clear water waste</b> " means water originating from sources other than public sewage works or private sewage works, that meets applicable law for release into the or public drainage system, and may include, but is not limited to	" <b>clear water waste</b> " means water originating from sources other than public sewage works or private sewage works, that meets applicable law for release into the <b>environment</b> or public drainage system, and may include, but is not limited to	A typo was corrected. The addition of the word 'environment' ensures appropriate regulations can be applied and both infrastructure and the environment are being considered.
Part I: Definitions and Interpretations	Definitions	3(w.1)	Repeal	" <b>Executive Director</b> " means the Executive Director, Citizen Services or his or her designate	<i>Repealed</i>	Definition is no longer needed. Bylaw uses "City Manager", which includes delegation in definition.

The Wastewater and Storm Water Bylaw			Action	Existing Language:	Proposed Language:	Rationale:
Part	Section Header	Section Reference				
Part I: Definitions and Interpretations	Definitions	3(y)	Amend	" <b>flammable liquid</b> " means a substance that is liquid, or a mixture of liquids, or a liquid containing solids that has a flash point of less than 61 degrees Celsius as determined by ASTM International (ASTM) D93 Standard Test Methods for Flash Point by Pensky-Martens Closed Cup Tester	" <b>flammable liquid</b> " means a substance that is liquid, or a mixture of liquids, or a liquid containing solids that has a flash point of less than 60 degrees Celsius as determined by ASTM International (ASTM) D93-25 Standard Test Methods for Flash Point by Pensky-Martens Closed Cup Tester	Updated to the ASTM International standard.
Part I: Definitions and Interpretations	Definitions	3(ccc)	Amend	" <b>properly shredded garbage</b> " means waste from the preparation, cooking and dispensing of food that has been shredded to such a degree that all particles will flow freely under conditions normally prevailing in public sewage works, with no particles greater than one-half inch in any dimension	" <b>properly shredded garbage</b> " means waste from the preparation, cooking and dispensing of food that has been shredded to such a degree that all particles will flow freely under conditions normally prevailing in public sewage works, with no particles greater than 12.5 millimeters in any dimension	Update reference to metric.
Part I: Definitions and Interpretations	Definitions	3(iii)	Amend	" <b>standard residential premises</b> " means standard residential premises as defined in Bylaw No. 8941, being <i>The Regina Water Bylaw</i>	" <b>standard residential premises</b> " means standard residential premises as defined in Bylaw No. 8942, being <i>The Regina Water Bylaw</i>	The bylaw number was incorrect and is being updated.
Part I: Definitions and Interpretations	Definitions	3(kkk.1)	Amend	" <b>storm water detention facility</b> " means a storage facility for storm water and clear waste water that does not permanently retain a portion of its storm water and clear waste water runoff	" <b>storm water detention facility</b> " means a storage facility for storm water and clear <b>water waste</b> that does not permanently retain a portion of its storm water and clear <b>water waste</b> runoff	Corrects a typo and makes definition consistent throughout the Bylaw.

The Wastewater and Storm Water Bylaw			Action	Existing Language:	Proposed Language:	Rationale:
Part	Section Header	Section Reference				
Part II: General	New Construction or Expansion of ICI Activities	10(c)(i)	Amend	the wastewater characteristics as listed in Schedule A and B to this Bylaw	the wastewater characteristics as listed in Schedule A, B, and C to this Bylaw	The change reflects the need for the administration to have information on surchargeable parameters in addition to restricted and prohibited parameters for new construction or expansion of ICI activities. The change allows the City to make informed decisions.
Part III: Disposal and Prohibitions on Disposal	Wastewater	21	Amend	No person shall release or allow the discharge of any substance into the public drainage system except storm water, allowable clear water waste or such other substance as the City Manager may allow	No person shall release or allow the discharge of any substance into the public drainage system except storm water, clear water waste or such other substance as the City Manager may allow	Change to use an already defined terms within the bylaw.
Part III: Disposal and Prohibitions on Disposal	Clear Water Waste	24	Amend	Notwithstanding section 23, where release of clear water waste or weeping tile discharge into the public sewage works is necessary to avoid an adverse impact to human health, property or the environment then the City Manager is authorized to approve a business, an infill development or applicable renovations to permit the release of clear water waste or weeping tile discharge into the public sewage works	Notwithstanding section 23, where release of clear water waste or weeping tile discharge into the public sewage works is necessary to avoid an adverse effect to human health, property or the environment then the City Manager is authorized to approve a business, an infill development or applicable renovations to permit the release of clear water waste or weeping tile discharge into the public sewage works	Change to use an already defined term within the bylaw.

The Wastewater and Storm Water Bylaw			Action	Existing Language:	Proposed Language:	Rationale:
Part	Section Header	Section Reference				
Part III: Disposal and Prohibitions on Disposal	Release of Substances	32	Amend	In the event that a person cannot comply with section 31 of this Bylaw, then such person shall enter into a pre-treatment plan agreement with the City, prior to discharge or release of wastewater to the public sewage works on such terms, conditions or fees as the City Manager may determine.	In the event that a person cannot comply with section 31 of this Bylaw, or the City determines that the characteristics of a person's wastewater has the potential for an adverse effect on the public sewage works, then such person shall enter into a pre-treatment plan agreement with the City, prior to discharge or release of wastewater to the public sewage works on such terms, conditions or fees as the City Manager may determine	Added to improve the ability of the City to properly manage wastewater infrastructure.
Part III: Disposal and Prohibitions on Disposal	Release of Substances	35	Amend	The owner or occupant of premises shall ensure that all wastewater does not exceed the concentration limits for grease as set out in Schedule C of this Bylaw.	The owner or occupant of premises shall ensure that all wastewater does not exceed the concentration limits as set out in Schedule C of this Bylaw.	Changed to include all Surchargeable parameters listed in Schedule C.
Part III: Disposal and Prohibitions on Disposal	Release of Substances	36	Amend	In the event the concentration of grease for premises exceeds the limits set out in Schedule C of this Bylaw then surcharge payments, shall apply.	In the event the concentrations from the premises exceeds the limits set out in Schedule C of this Bylaw then surcharge payments shall apply	Includes all surchargeable parameters listed in Schedule C.
Part III: Disposal and Prohibitions on Disposal	Release of Substances	38	Amend	Notwithstanding anything contained in this Bylaw, no person shall discharge or cause to be discharged any ICI material into any public sewage works or private sewage works without obtaining prior written approval from the City Manager to discharge such ICI material.	Notwithstanding anything contained in this Bylaw, no person shall discharge or cause to be discharged any ICI material into any public sewage works without obtaining prior written approval from the City Manager to discharge such ICI material	Removed the inclusion of private sewage works as the City does not regulate private sewage works

The Wastewater and Storm Water Bylaw			Action	Existing Language:	Proposed Language:	Rationale:
Part	Section Header	Section Reference				
Part III: Disposal and Prohibitions on Disposal	Release of Substances	39(b)	Amend	if so ordered by the City, the applicant has, at <b>his or her</b> own expense, installed a suitable control maintenance hole with monitoring equipment in the sewer connection to facilitate observation, sampling and measurement of the <b>waste</b> , or to deposit with the City a sufficient amount of monies to cover the cost of constructing such a test maintenance hole with monitoring equipment	if so ordered by the City, the applicant has, at <b>their</b> own expense, installed a suitable control maintenance hole with monitoring equipment in the sewer connection to facilitate observation, sampling and measurement of the <b>wastewater</b> , or to deposit with the City a sufficient amount of monies to cover the cost of constructing such a test maintenance hole with monitoring equipment	Updated the section to be gender neutral. Fixed typo by changing waste to wastewater to avoid confusion.
Part IV: Testing and Monitoring	Testing and Surcharges	69	Amend	The method of sampling of wastewater shall be conducted in accordance with one of the sampling methods as described in this Bylaw or by a composite sampling device and a composite sampling method approved by the City	The method of sampling of wastewater shall be conducted in accordance with: <b>a)</b> one of the sampling methods as described in this Bylaw; <b>b)</b> by a composite sampling device and a composite sampling method approved by the City; or <b>c) such other sampling method as required by the City.</b>	Allows the applicant to use reasonable sampling alternatives, but ensures the City has right to approve all proposed sampling/testing procedures in the event the level of testing is not reflective of the risk.
Part IV: Testing and Monitoring	Testing and Surcharges	69.1	Addition	N/A	Notwithstanding section 69, the City may prescribe the sampling method and may prescribe an alternate sampling method regardless if sampling has already occurred.	Allows the City the right to prescribe the sampling method if the proposed or completed methods are inadequate given the risk of the situation.
Part V: Hauled Wastewater	Requirements for Permit		Amend	Requirements for Permit	Requirements for Permit <b>and Permit Holders</b>	Section title change redefines section criteria
Part V: Hauled Wastewater	Requirements for Permit	83(b)	Amend	maintain the <b>permit</b> in the vehicle for which the permit was issued	maintain the <b>RFID</b> in the vehicle for which the permit was issued	Permits are now digital. RFIDs are specific to vehicle, and must remain in vehicle while being used. RFID is defined in section 3.

The Wastewater and Storm Water Bylaw			Action	Existing Language:	Proposed Language:	Rationale:
Part	Section Header	Section Reference				
Part V: Hauled Wastewater	Wastewater Haulers' Obligations	83(f)	Addition	N/A	Records listed in 83(e) must be retained for no less than seven years	The change is in line with provincial requirements and allows City to review records of both permitted and non-permitted wastewater haulers operating in Regina.
Part V: Hauled Wastewater	<i>New section title</i>	<i>Prior to 83.1</i>	Addition	N/A	Wastewater Haulers' Obligations	Creates requirements for all commercial wastewater haulers, not just those that dispose of wastewater at the City's hauled wastewater station.
Part V: Hauled Wastewater	Wastewater Haulers' Obligations	83.1	Addition	N/A	<p>A person in possession of hauled wastewater shall:</p> <p>a. maintain a manifest that accompanies every load of hauled wastewater that records every load of hauled wastewater to be discharged; and.</p> <p>b. ensure records listed in section 83.1(a) above be retained for no less than seven years</p>	Creates requirements for all commercial wastewater haulers, not just those that dispose of wastewater at the City's hauled wastewater station. Seven year record retention aligns with Water Security Agency requirement for commercial haulers.

The Wastewater and Storm Water Bylaw			Action	Existing Language:	Proposed Language:	Rationale:
Part	Section Header	Section Reference				
Part V: Hauled Wastewater	<i>New section title</i>	<i>Prior to 84</i>	Addition	N/A	Hauled Wastewater Manifest Requirements	Creates requirements for all commercial wastewater haulers, not just those that dispose of wastewater at the City's hauled wastewater station
Part V: Hauled Wastewater	Hauled Wastewater Manifest Requirements	84	Amend	"The manifest required pursuant to section 83(e) of this Bylaw shall be:  a.in a form approved by the City Manager;  b.accurately completed;  c.signed by the hauled wastewater permit holder's representative; and  d.deposited in an approved location at the hauled wastewater station prior to the release of the hauled wastewater"	The manifest required pursuant to section 83(e) and 83.1(a) of this Bylaw shall be:  a.in a form approved by the City Manager;  b.accurately completed;  c.signed by the hauled wastewater permit holder's representative; and  d.deposited in an approved location at the hauled wastewater station prior to the release of the hauled wastewater	Creates requirements for all commercial wastewater haulers and those that dispose of wastewater at the City's hauled wastewater station
Part V: Hauled Wastewater	Hauled Wastewater Manifest Requirements	85	Amend	The manifest required pursuant to section 83(e) of this Bylaw shall contain the following information:	The manifest required pursuant to section 83(e) and 83.1(a) of this Bylaw shall contain the following information:	Creates requirements for all commercial wastewater haulers and those that dispose of wastewater at the City's hauled wastewater station

The Wastewater and Storm Water Bylaw			Action	Existing Language:	Proposed Language:	Rationale:
Part	Section Header	Section Reference				
Part V: Hauled Wastewater	Mixing Loads	87	Amend	Notwithstanding section 86 of this Bylaw, a person may mix a load of hauled wastewater containing domestic source wastewater from one generator with hauled wastewater containing domestic source wastewater from another generator	Notwithstanding section 86 of this Bylaw, a person may mix: a) a load of hauled wastewater containing domestic source wastewater from one generator with domestic source wastewater from another generator; b) wastewater from an FSE with wastewater from another FSE; or c) domestic source wastewater with wastewater from FSE	They change reflects the low level of risk associated with wastewater from food services. The change is beneficial to haulers and FSE owners.
Schedule B	Prohibited Substances		Addition	N/A	Mineral Grease limit of 100 mg/L	Mineral grease is currently a surchargeable parameter. As high levels can cause damage to the wastewater system, an upper limit to the amount that can be surcharged before it becomes restricted is being added. The change reflects the need to protect the wastewater system, while also acknowledging older private infrastructure and smaller businesses limitations.
Schedule C	Limit Concentration		Amend	Limit Concentration	Surcharge Concentration	Table title is being updated to improve clarity. The table identifies the concentration that surcharges begin.
Schedule C	Limit Concentration		Amend	Phosphorus (as phosphates)	Phosphorus (as total)	Incorrectly stated "as phosphates" previously.

The Wastewater and Storm Water Bylaw			Action	Existing Language:	Proposed Language:	Rationale:																																																							
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Schedule C	Limit Concentration	<i>R Value Table</i>	Amend	<table border="1"> <thead> <tr> <th>Year</th> <th>Year</th> <th>R value (\$/m<sup>3</sup>) wastewater</th> </tr> </thead> <tbody> <tr><td>1</td><td>2016</td><td>0.0026</td></tr> <tr><td>2</td><td>2017</td><td>0.0026</td></tr> <tr><td>3</td><td>2018</td><td>0.0620</td></tr> <tr><td>4</td><td>2019</td><td>0.1015</td></tr> <tr><td>5</td><td>2020</td><td>0.1407</td></tr> <tr><td>6</td><td>2021</td><td>0.1801</td></tr> <tr><td>7</td><td>2022</td><td>0.2195</td></tr> <tr><td>8</td><td>2023</td><td>0.2590</td></tr> <tr><td>9</td><td>2024</td><td>0.2980</td></tr> <tr><td>10</td><td>2025</td><td>0.3375</td></tr> <tr><td>11</td><td>2026</td><td>0.3770</td></tr> <tr><td>12</td><td>2027</td><td>0.4164</td></tr> </tbody> </table>	Year	Year	R value (\$/m <sup>3</sup> ) wastewater	1	2016	0.0026	2	2017	0.0026	3	2018	0.0620	4	2019	0.1015	5	2020	0.1407	6	2021	0.1801	7	2022	0.2195	8	2023	0.2590	9	2024	0.2980	10	2025	0.3375	11	2026	0.3770	12	2027	0.4164	<table border="1"> <thead> <tr> <th>Year</th> <th>R value (\$/m<sup>3</sup>) wastewater</th> </tr> </thead> <tbody> <tr><td>2026</td><td>0.3770</td></tr> <tr><td>2027</td><td>0.4164</td></tr> <tr><td>2028</td><td>0.4557</td></tr> <tr><td>2029</td><td>0.4950</td></tr> <tr><td>2030</td><td>0.5344</td></tr> <tr><td>2031</td><td>0.5738</td></tr> <tr><td>2032</td><td>0.6131</td></tr> </tbody> </table>	Year	R value (\$/m <sup>3</sup> ) wastewater	2026	0.3770	2027	0.4164	2028	0.4557	2029	0.4950	2030	0.5344	2031	0.5738	2032	0.6131	R values updated in a linear fashion to keep up with inflationary measures and treatment costs.
				Year	Year	R value (\$/m <sup>3</sup> ) wastewater																																																							
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Schedule E	Charges for Accepted Hauled Wastewater	2	Amend	Monthly charge of \$8.00 per 0.455 cubic metres of vehicle capacity.	Annual fee of \$200 per vehicle	The change lowers the permit fee to entice users back to hauled wastewater station. It is in line with competitive pricing.																																																							
Schedule E	Charges for Accepted Hauled Wastewater	3	Amend	Volume charge of \$15.72 per cubic metre of tank capacity per disposed load	Volume charge of \$X per cubic metre of tank capacity per disposed load. X is defined below. Cost per m3 (X) of hauled wastewater disposal, designated as follows: Year \$/m3 wastewater 2027 16.75 2028 17.11 2029 17.48 2030 17.85 2031 18.22 2032 18.60	Keeps pricing of disposal competitive with other disposal locations while also recognizing increasing costs to treat the wastewater. Increases at 2.1% per year																																																							



## North Pumping Station Pumps 1 and 2 Replacement Project

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Executive Committee
<b>Service Area</b>	Water, Waste & Environment
<b>Item #</b>	CR26-83

### RECOMMENDATION

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That City Council authorize the Deputy City Manager, City Operations, or their designate, to authorize and amend the existing contract to increase the consulting fees for the North Pump Station – Pump Nos. 1 and 2 Replacement Project over \$750,000.

### HISTORY

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At its meeting on June 17, 2026, the Executive Committee considered item *EX26-73 North Pumping Station Pumps 1 and 2 Replacement Project* from the City Operations division.

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

Recommendation #2 of the attached report does not require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Ackerman, Acting City Clerk 6/17/2026

**ATTACHMENTS**

EX26-73 North Pumping Station Pumps 1 and 2 Replacement Project



## North Pumping Station Pumps 1 and 2 Replacement Project

<b>Date</b>	June 17, 2026
<b>To</b>	Executive Committee
<b>From</b>	City Operations
<b>Service Area</b>	Water, Waste & Environment
<b>Item No.</b>	EX26-73

### RECOMMENDATION

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The Executive Committee recommends that City Council:

1. Authorize the Deputy City Manager, City Operations, or their designate, to authorize and amend the existing contract to increase the consulting fees for the North Pump Station – Pump Nos. 1 and 2 Replacement Project over \$750,000.
2. Approve these recommendations at its meeting on June 24, 2026.

### ISSUE

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The City of Regina (City) is advancing the design for the North Pump Station (NPS) Pump Nos. 1 and 2 Replacement Project. During the design phase, several scope changes were identified, including the replacement of obsolete equipment such as the Programmable Logic Controller (PLC), Uninterruptible Power Supply (UPS) and the diesel day tank, which does not meet the requirements of the new diesel engine drives. These changes require additional consulting engineering services with an anticipated value exceeding \$750,000, thereby requiring City Council approval under *The Regina Administration Bylaw, Bylaw No. 2003-69*.

### IMPACTS

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#### Financial Impact

The NPS Project had initially identified a consulting services budget of \$740,000. As the detailed design progressed, several scope changes were identified that require additional consulting support above \$750,000.

The current contract value for consulting services is \$708,400.92; however, with the newly proposed scope adjustments, the revised contract value will increase to \$874,235.82, which requires approval by City Council. Adequate funds remain available for this project in the Water Pumping Station program budget.

### **Policy Impact**

The project aligns with the *Official Community Plan, Bylaw No. 2013-48*, specifically by:

1. Ensuring Safe and Efficient Infrastructure: The design ensures compliance with regulatory requirements and industry best practices for the construction and operation of infrastructure.
2. Addressing Asset Management and Service Levels: Long-term sustainability is achieved by addressing current and future needs in infrastructure design.

### **Strategic Priority Impact**

This project supports the 2026 to 2029 Strategic Plan by advancing the Infrastructure Priority through the modernization of essential assets to ensure long-term growth, reliable service delivery and uninterrupted operation of the City's primary water pumping station. It also strengthens strategic capital planning by addressing deferred maintenance and supporting the ongoing upkeep of City facilities.

### **Environmental Impact**

A Phase II Environmental Assessment was completed for the area surrounding the buried diesel storage tank. The assessment concluded that no further investigation or remediation is required within the tank area at this time; however, periodic monitoring is recommended annually to once every third year to confirm no additional work is needed.

The replacement pumps will offer improved efficiency, which will result in reduced greenhouse gas emissions. Dual-drive (electric and diesel engine) pumps are critical for maintaining water service during total electrical failure.

### **Indigenous Impact**

Guided by the *kâ-nâsihcikêwin* (Indigenous Framework) Treaty Principle of *miyo-wîcêhtowin* ("getting along well with others, good relations, expanding the circle"), the City affirms water as a living relative that sustains all beings. Additionally, grounded in the *wîci-atoskêwin askîhk* Treaty Principle ("living and working together on the land, in harmony"), the City recognizes its responsibility to care for the land and all those who live on it. Through shared stewardship, culturally informed decision-making and ongoing collaboration, the City is committed to protecting water, land

and community wellbeing for current and future generations, while advancing reconciliation across our municipal water systems.

**There are no legal, labour or Inclusion, Diversity, Equity & Accessibility (IDEA) impacts respecting this report.**

## **OTHER OPTIONS**

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### **Option 1 – Approve Consulting Fees to Exceed \$750,000 – RECOMMENDED**

Upgrading to a new central PLC and UPS with plant-wide reprogramming will remove vulnerabilities associated with obsolete hardware, increasing the reliability of the pumping station and water distribution system. Additionally, the new diesel day tank replaces the 1963 installed tank nearing the end of service life and will meet the requirements of new diesel engines; the day tank needs two additional ports for the injectors' leak-off lines specified by Deutz engines.

### **Option 2 - Status Quo (no controls upgrades) – NOT RECOMMENDED**

The new pump controls will not function with current NPS PLCs. The existing day tank does not meet the requirements of the new diesel engines. Additional costs may be incurred to undertake this work as part of a separate project.

## **COMMUNICATIONS & ENGAGEMENT**

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This report provides an update on the Water Pumping Station program project for the replacement of Pump Nos. 1 and 2 at the NPS. No public engagement or advertising activities were undertaken as part of this report.

## **DISCUSSION**

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NPS was constructed in 1963 and has served as the City's primary water pumping station, containing six pumping units. Upgrades have been ongoing to extend the facility's service life, and Pumps Nos. 1 and 2, along with associated piping, are the final components requiring replacement. The replacement pumps and drives are designed to fit the existing footprint and offer improved efficiency, which will result in reduced greenhouse gas emissions. These dual-drive (electric and diesel engine) pumps are critical for maintaining water service during total electrical failure.

A consultant was retained to complete Phase 1 preliminary engineering for \$204,772.49, including taxes. Approval was granted to accept Phases 2-5, adding detailed design, tendering, PLC programming and commissioning for \$485,687.02, including taxes, bringing the total engineering

contract to \$690,459.51. Some subsequent scope changes increased the total to \$708,400.92.

During detailed design, the consultant identified that the UPS and the central PLC that controls programming of the entire station were obsolete. They also recommended replacing the diesel day tank to meet updated diesel drive requirements. The combined cost of these proposed changes for engineering services is \$165,834.90, which would increase the total engineering contract value to \$874,235.82, exceeding the \$750,000 threshold.

Approving the report recommendations will allow the City to ensure the NPS continues to provide reliable water service to Regina residents.

**DECISION HISTORY & AUTHORITY**

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City Council approval is required to issue and award consultant fees in excess of \$750,000 pursuant to Section 7 of Schedule D of *The Regina Administration Bylaw, Bylaw No. 2003-69*.

Respectfully Submitted,



Carolyn Kalim  
Director, Water, Waste & Environment

Respectfully Submitted,



Kurtis Doney  
Deputy City Manager, City Operations

Prepared by: Kevin Syrnick, Manager, Water & Sewer Engineering and Neil Silva, Sr. Engineer



## Citizen Appointments to Board of Revision

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Executive Committee
<b>Service Area</b>	Office of the City Clerk
<b>Item #</b>	CR26-84

### RECOMMENDATION

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That City Council approve the following appointments to the Board of Revision for a term of office as indicated below:

Sidney Friesen	June 24, 2026 to December 31, 2026
Josh Howie	June 24, 2026 to December 31, 2027

### HISTORY

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At its June 17, 2026, meeting, the Executive Committee considered in **private** session the attached report *E26-23 Citizen Appointments to Board of Revision* from the Office of the City Clerk.

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

Recommendation #2 of the attached report does not require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE

A handwritten signature in cursive script, appearing to read "Amber Ackerman".

Amber Ackerman, Acting City Clerk

**ATTACHMENTS**

E26-23 Citizen Appointments to Board of Revision



## Citizen Appointments to Board of Revision

<b>Date</b>	June 17, 2026
<b>To</b>	Executive Committee
<b>From</b>	City Clerk's Office
<b>Service Area</b>	Office of the City Clerk
<b>Item No.</b>	E26-23

### RECOMMENDATION

---

The Executive Committee recommends that City Council:

1. Approve the following appointments to the Board of Revision for a term of office as indicated below:

Sidney Friesen	June 24, 2026 to December 31, 2026
Josh Howie	June 24, 2026 to December 31, 2027

2. Approve this report at its meeting on June 24, 2026.

### ISSUE

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To facilitate the appointment of citizen members to the Board of Revision, for terms specified in the report.

### IMPACTS

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#### Policy

In accordance with City Council's policy statement to Strengthening Eligibility and Diversity Requirements for board and committee representation:

*“City Council values and seeks to further enhance the inclusive nature of Regina through living the values of respect and trust, celebrating the strength that comes from diversity and inviting participation from all in decision making. Nominees will have been recruited through an inclusive, transparent and equitable process and appointments made by City Council will reflect these objectives.*

*Representative citizen members provide a varied and valued perspective, reflecting and honouring the diversity of our community and bring experience, skills and expertise that contribute to good governance and informed decision making.”*

The advertisement placed on City communication channels, highlighted the policy statement to strengthen eligibility and diversity representation on all Boards, Commissions and Committees.

Serving on a committee of Council is both a privilege and means for the public to communicate with Council on behalf of the community. The time, effort and expertise members dedicate to committees of Council is invaluable and contributes significantly to the Official Community Plan Section E, Goal 2: Community Engagement 14.14 *“Engage the public in planning and other City matters, in accordance with established procedures.”*

There are no financial, legal, labour, environmental, strategic, Indigenous or Inclusion, Diversity, Equity & Accessibility impacts with respect to this report.

## **OTHER OPTIONS**

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None with respect to this report.

## **COMMUNICATIONS & ENGAGEMENT**

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Advertisements inviting interested citizens to apply for positions on the Board of Revision were posted on Meta, Regina.ca and LinkedIn, beginning on Tuesday, May 12, 2026. The deadline for applications was Thursday, May 28, 2026.

After City Council has finalized the appointments, the following communications will take place:

1. All applicants will be notified in writing of the outcome of their applications.
2. Any new Board of Revision citizen members will be asked to complete Board of Revision Fundamentals training through the Johnson Shoyama Graduate School of Public Policy.

## **DISCUSSION**

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Executive Committee is required to nominate individuals for City Council consideration for the Board of Revision as presented in this report. The following information is provided on activities that have been carried out in preparation for the appointments:

### **Process for Determining Appointments:**

Executive Committee is required to nominate individuals for City Council consideration to the Board of Revision.

In accordance with Council's previous direction, a nominating committee was established consisting of representatives from the Office of the City Clerk and the Chairperson of the Board for the Board of Revision.

No Chairperson or member of a board with an expiring term is eligible to participate in the nomination process. In these instances, the Vice-Chairperson for the Board or an alternate Board member is appointed by the Board at its AGM to sit on the nominating committee.

The Board is comprised of 9 citizen members, appointed by Council.

The Office of the City Clerk received letters of resignation from two citizen members appointed to the Board of Revision on April 16, 2026, resulting in two vacancies to the Board.

To ensure that the staggered appointment terms as set by City Council continue, the positions requiring an appointment resulting from the resignations, should continue the remaining term of the appointment until it expires, as follows:

- June 24, 2026 to December 31, 2026
- June 24, 2026 to December 31, 2027

## **DECISION HISTORY & AUTHORITY**

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On August 26, 2019, Council considered item *CM19-12 Strengthening Eligibility and Diversity* and approved an amendment to City Council's Policy Statement to enhance the gender and diversity representation of appointments to Municipal Boards, Commissions, Authorities, Committees and external agencies, along with the requirement that all advertising for these appointments includes specific reference to the amended Policy Statement.

Respectfully Submitted,



Martha Neovard, Acting Deputy City Clerk  
Office of the City Clerk

Respectfully Submitted,



Amber Ackerman, Acting City Clerk  
Office of the City Clerk

Prepared by: Melissa Munroe, Executive Assistant



## 2030/2032 Federation of Canadian Municipalities Annual Conference & Trade Show

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Executive Committee
<b>Service Area</b>	Communications, Service Regina & Tourism
<b>Item #</b>	CR26-85

### RECOMMENDATION

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That City Council:

1. Approve the City submitting a bid to host either the 2030 or 2032 Federation of Canadian Municipalities Annual Conference and Trade Show, and if successful, hosting the selected Federation of Canadian Municipalities Conference and Trade Show, as further described in this report;
2. Delegate the authority to the City Manager, or designate to negotiate and approve necessary agreements between the City of Regina and Federation of Canadian Municipalities related to hosting the event, any amendments to the agreements that do not substantially change what is described in this report and any ancillary agreements or documents;
3. Delegate authority to the City Manager or designate to accept funding contributions towards the event in excess of the funding limits delegated to by The Regina Administration Bylaw and to negotiate and approve any necessary agreements and any amendments to those agreements;
4. Authorize the City Clerk to execute any required agreements on behalf of the City of Regina after review by the City Solicitor; and

5. Approve funding for hosting costs up to \$200,000 from the Events, Conventions & Tradeshows Annual Fund in 2030 or 2032, acknowledge the City of Regina may incur additional expenses to ensure the success of hosting the event and refer any additional funding that may be required to the 2030 and 2032 budget process.

## HISTORY

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At its June 17, 2026, meeting, the Executive Committee considered in **private** session the attached report *E26-22 2030/2032 Federation of Canadian Municipalities Annual Conference & Trade Show* from the Communications, Service Regina & Tourism division.

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

Recommendation #6 of the attached report does not require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Ackerman, Acting City Clerk

## ATTACHMENTS

E26-22 Federation of Canadian Municipalities Annual Conference and Tradeshow



## 2030/2032 Federation of Canadian Municipalities Annual Conference & Trade Show

<b>Date</b>	June 17, 2026
<b>To</b>	Executive Committee
<b>From</b>	Communications, Service Regina & Tourism
<b>Service Area</b>	Communications, Service Regina & Tourism
<b>Item No.</b>	E26-22

### RECOMMENDATION

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The Executive Committee recommends that City Council:

1. Approve the City submitting a bid to host either the 2030 or 2032 Federation of Canadian Municipalities Annual Conference and Trade Show, and if successful, hosting the selected Federation of Canadian Municipalities Conference and Trade Show, as further described in this report;
2. Delegate the authority to the City Manager, or designate to negotiate and approve necessary agreements between the City of Regina and Federation of Canadian Municipalities related to hosting the event, any amendments to the agreements that do not substantially change what is described in this report and any ancillary agreements or documents;
3. Delegate authority to the City Manager or designate to accept funding contributions towards the event in excess of the funding limits delegated to by The Regina Administration Bylaw and to negotiate and approve any necessary agreements and any amendments to those agreements.
4. Authorize the City Clerk to execute any required agreements on behalf of the City of Regina after review by the City Solicitor;

5. Approve funding for hosting costs up to \$200,000 from the Events, Conventions & Tradeshows Annual Fund in 2030 or 2032, acknowledge the City of Regina may incur additional expenses to ensure the success of hosting the event and refer any additional funding that may be required to the 2030 and 2032 budget process; and
6. Approve this report at its June 24, 2026, meeting.

## **ISSUE**

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The City of Regina (City) has been invited by its community partner, the Regina Hotel Association (RHA), to participate in providing financial support and organizational support as they prepare a bid for the City to host either the 2030 or 2032 Federation of Canadian Municipalities (FCM) Annual Conference and Trade Show.

## **IMPACTS**

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### **Financial Impact**

The City's proposed budget for this event is up to \$200,000. The recommended funding source for this financial support is the Events, Conventions & Tradeshows (ECT) Fund.

In 2030, the projections currently show two other investments from the ECT Fund (Canadian Western Agribition (CWA) for \$50,000 and an Event that is TBC for \$10,000). Investing the FCM Annual Conference and Trade Show adjusts those projected spends to be \$260,000 for the year still leaving \$115,000 to bid on other events in 2030.

In 2032, the projections currently show one investment from the ECT Fund (CWA for \$50,000). Investing in the FCM Annual Conference and Trade Show adjusts those projected spends to be \$250,000 for the year still leaving \$125,000 to bid on other events in 2032.

### **Legal Impact**

If this bid is successful, the City will plan and put on the required events which will require various contracts.

### **Policy Impact**

The Events, Conventions and Tradeshows (ECT) 001-ECT-20 is set up because events, conventions and tradeshows are important drivers of the of the local, provincial and national economy, contributing to trade and investment outcomes, innovation, job creation and tourist visitation. Hosting ECT events contributes to a community's economic prosperity.

Attracting events to Regina also plays a significant role in supporting the City's vision to be Canada's most vibrant, inclusive, attractive and sustainable community. Where people live in harmony and thrive in opportunity by building the community's reputation as a destination of choice and an attractive place to visit, live, work and play. A major event like the FCM Annual Conference and Trade Show aligns with the purpose of the policy and a financial investment is in alignment with this policy's purpose.

### **Strategic Priority Impact**

The FCM Annual Conference and Trade Show aligns with the 2026-2029 Strategic Priorities in the following ways:

- **Infrastructure:** The event will showcase our existing event and convention infrastructure, while also providing the opportunity to highlight progress and complete infrastructure projects that City is currently working on.
- **Vibrancy:** Hosting this National Conference is an opportunity to build civic pride, as it provides the City a platform to showcase the culture and local experiences.
- **Livability:** The event will allow the City to showcase our strengths in urban planning, accessibility and a multitude of other differentiators that make Regina the best place to live.
- **Prosperity:** A national conference of this magnitude puts Regina in the spotlight and allows the City to reinforce our collaborative approach with public and private business and community partners to be a welcoming place where individuals and businesses can thrive.

### **Labour Impact**

The estimates for the event include the cost of utilizing a City event planner to support the execution of the event. In 2030 that cost is estimated to be \$65,000 and in 2032 is estimated to be \$75,000 to cover about 75% of the time for a full-time employee (FTE). There may also be additional weight placed on Administration to assist in delivering a successful event, which may take time and resources away from other projects and priorities that staff are working on.

### **Environmental Impact**

The most direct impact of the recommendation is that additional transit services for the FCM Annual Conference and Trade Show would be required to transport participants to and from events and tours.

Major events can produce greenhouse gas (GHG) emissions in three main ways: the use of energy to power facilities and equipment, burning fuel for transportation to and from event locations and through food waste that is not diverted from the landfill. Other than transit, the direct GHG impacts of the City's participation in these events are unknown.

### **Indigenous Impact**

The FCM Annual Conference and Trade Show requires the host city to design and deliver a

significant portion of the program. This gives the City a meaningful opportunity – and responsibility – to ensure that the conference honours Treaty 4 Territory and actively fosters truth, equity and wellbeing with Indigenous Peoples.

By hosting FCM, Regina can demonstrate its reconciliation commitments in action. We can highlight our strong relationships with Indigenous Nations and Leaders and, by 2030 or 2032, showcase a fully realized Ceremony Site dedicated to land-based learning, cultural reclamation and traditional ways of knowing and being.

Our relationships with local ceremony Elders, Knowledge Sharers, Old Ones, Life Speakers and Matriarchs will allow us to offer Treaty 4-specific teachings, protocols and guidance to delegates from across the country. At the same time, Administration can model that meaningful reconciliation is achievable in any municipality – regardless of team size, budget, or structure – when it is grounded in respect, partnership and accountability.

### **Inclusion, Diversity, Equity & Accessibility (IDEA)**

The FCM Annual Conference and Trade Show requires programming to be developed and delivered by the host City, which provides the City with the opportunity to highlight to a national audience the steps being taken to ensure IDEA initiatives are being implemented through infrastructure and policy development and the impacts that it is having on the city.

## **OTHER OPTIONS**

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### **Option 1 – Approve the recommended bid to host the FCM Annual Conference and Trade Show – RECOMMENDED**

Under this option, Council will approve the recommended funding up to \$200,000, along with the hosting obligations related to the event, which is in-line with the invested amounts and hosting duties taken on by other cities who have hosted this event.

The disadvantage with this option is that by investing in this event it will allow for less funds to be available to invest in other events, and there are extensive hosting duties and financial risk that the City does not usually need to assume when bidding on other events.

### **Option 2 – Decide not to submit a bid to host the 2030 or 2032 FCM Conference – NOT RECOMMENDED**

Under this option, Council may choose not to bid to host the FCM Annual Conference and Trade Show. The advantage of this option is that it would leave more funds in the ECT Fund allowing for the City to bid on other events.

The disadvantage of this option is that, without support from the City, the event bid would not be able to move forward, and the city would lose the opportunity to host at this time.

If this option is chosen, then the partners preparing the bid would be notified to not move forward with a bid submission.

## **COMMUNICATIONS & ENGAGEMENT**

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The City corporate logo and Tourism Regina logo will be incorporated throughout the event, and its communications. As the event requires heavy City involvement, the City name will be synonymous throughout programming, putting the City name and brand on a national stage.

## **DISCUSSION**

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At its meeting on July 29, 2020, Council considered item *CR20-69 Events, Conventions and Tradeshows*) and approved the ECT Policy and its accompanying event evaluation framework. Investment in ECT is an important driver of the local, provincial and national economy, contributing to trade and investment outcomes, innovation, job creation and tourist visitation. Hosting ECT events contributes to a community's economic prosperity by:

- Boosting the visitor economy through domestic and international visitation (i.e. transport, hotels, retail and restaurants).
- Facilitating small business growth by connecting buyers and sellers.
- Enabling knowledge sharing, leading to innovation and business collaboration (both locally and globally).
- Providing a platform for international trade and investment.

### **The Opportunity**

The FCM Annual Conference and Trade Show is a prestigious event that provides considerable economic benefit to the communities that host these events, providing a national platform for cities to showcase themselves. By bidding on hosting this event, the City, should it be successful, will be the benefactors of the value that the FCM brings to communities.

### **The Request of the City**

Host cities are required to provide and bear the costs of the:

- a) Study tours for delegates which highlight innovative municipal programs, projects, products and/or services;
- b) Companion programming for companions of delegates such as sight-seeing tours and cultural activities;
- c) Participation in the FCM trade show in the year prior to hosting including donation of a significant prize;
- d) The cost of daily continental breakfasts and morning coffee breaks for the conference;

- e) Provision of volunteers and a volunteer lounge for the conference;
- f) Hosting a Mayor’s Welcome Reception;
- g) Hosting a closing gala and award show;
- h) Event shuttle and other transportation
- i) Costs of two site visits for FCM staff.

Securing adequate funding and support from the City and its partners is mandatory for putting together an attractive bid. FCM will provide the host city with a portion of the ticket price to the City (\$179 per delegate in 2026) and the City is required to cover all costs exceeding this amount.

As the City hosted the event in 2022, there is a good framework to project what future event costs could look like.

<b>Revenues</b>	<b>2022 (actual)</b>	<b>*2030 (projected)</b>	<b>**2032 (projected)</b>
FCM Funding (FCM provides \$179 per delegate (Current Rate x Approx. 1500 Delegates) *Per capita amount for 2026. Estimated to increase 3% per year (\$201 in 2030 and \$214 in 2032)	\$197,640	\$301,500	\$321,000
Private Funding	\$72,500	\$250,000	\$250,000
Site Tour Sponsorship	-	\$5,000	\$5,000
Additional Sponsorship	\$13,000	TBD	TBD
City of Regina	\$150,000		
<b>Expenses Subtotal</b>	\$520,998	\$710,375.76	\$756,175.03
City Transit Paid In-Kind	(\$67,537)		
<b>Estimate Expense Total</b>	\$453,461.33		
<b>Revenue Total</b>	\$433,140		
<b>Difference</b>	(\$20,321.22)	<b>(\$153,875.76)</b>	<b>(\$180,173.05)</b>

\*the estimates have been escalated using 26.7% for 2030

\*\* the estimates have been escalated using 34.4% for 2032

The projected difference is what the City will be required to cover. With the recommended amount of supporting this event with an investment of up to \$200,000 the goal is to mitigate some of the risk associated with cost overages.

There is a financial risk associated with supporting this event. As the host city, the City is required to cover a number of costs regarding hosting the event. Should any costs be higher than expected it

would be the responsibility of the City to cover these.

The estimates for the event include the cost of utilizing a City event planner to support the execution of the event. In 2030 that cost is estimated to be \$65,000, and in 2032 is estimated to be \$75,000 to cover about 75% of the time of an FTE.

**\*Economic Impact**

Using the FCM Annual Conference and Trade Show attendance figures, as published by FCM, Estimated Economic impact to be in the range of \$4,500,000 using current dollar figures.

**DECISION HISTORY & AUTHORITY**

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On July 29, 2020, City Council considered report *CR20-69 Events, Conventions and Tradeshows* and approved the Events, Conventions and Tradeshows (ECT) Policy and its Event Evaluation Framework. Council also approved in principle an annual budget of \$375,000 to support the attraction of ECT.

Respectfully Submitted,



Teale Orban  
Director, Destination Stewardship

Respectfully Submitted,



Jennifer Johnson  
Deputy City Manager, Communications, Service  
Regina and Tourism

Prepared by: Teale Orban, Director, Destination Stewardship



## Heritage Designations 2026

<b>Date</b>	June 24, 2026
<b>To</b>	Mayor Bachynski and City Councillors
<b>From</b>	Regina Planning Commission
<b>Service Area</b>	Planning & Development Services
<b>Item #</b>	CR26-86

### RECOMMENDATION

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That City Council:

1. Approve the application for designation of 2301 Lorne Street as a Municipal Heritage Property:

<b>Historic Place Name</b>	<b>Address</b>	<b>Parcel</b>	<b>Appendix</b>
Windsor Tower	2301 Lorne Street	Plan: 98RA28309 Block: 459, Lot: 20	A

2. Deny the application to designate the property at 2224 Toronto Street as a Municipal Heritage Property and remove the property from the Heritage Inventory:

<b>Historic Place Name</b>	<b>Address</b>	<b>Parcel</b>	<b>Appendix</b>
Howlett Residence	2224 Toronto Street	Plan: 101190103 Block 422 Lot 24 ext. 3	B

3. Instruct Administration to issue and serve notice of City Council's intention to consider a bylaw to designate the property at 2301 Lorne Street as a Municipal Heritage Property in accordance with *The Heritage Property Act*.

4. Instruct the City Solicitor to prepare the necessary Municipal Heritage Property bylaw to be considered by City Council at its first meeting following the statutory notice period to:
  - a. Designate 2301 Lorne Street as a Municipal Heritage Property.
  - b. Identify the reasons for the designation and the character-defining elements as stated in Appendix A – 2301 Lorne Street and attached to this report for 2301 Lorne Street. Provide that any subsequent alterations to the property be consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
5. Upon adoption of a bylaw designating 2301 Lorne Street as a Municipal Heritage Property, instruct the Office of the City Clerk to add it to the Heritage Registry.

## HISTORY

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At its meeting on June 16, 2026, the Regina Planning Commission considered report *RPC26-11 Heritage Designations 2026* from the City Planning & Community Development division.

The Commission received and filed communication RPC26-12 Jackie Schmidt, Heritage Regina, Regina, SK.

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

Respectfully submitted,

REGINA PLANNING COMMISSION



Jen Gentile, Council Officer  
Office of the City Clerk

## ATTACHMENTS

RPC26-11 Heritage Designations 2026  
Appendix A - 2301 Lorne Street Heritage Evaluation  
Appendix B - 2224 Toronto Street Heritage Evaluation  
Appendix C - Summary Sheet for Designation Applications  
Appendix D - Heritage Inventory Policy



## Heritage Designations 2026

<b>Date</b>	June 16, 2026
<b>To</b>	Regina Planning Commission
<b>From</b>	City Planning & Community Development
<b>Service Area</b>	Planning & Development Services
<b>Item No.</b>	RPC26-11

### RECOMMENDATION

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The Regina Planning Commission recommends that City Council:

1. Approve the application for designation of 2301 Lorne Street as a Municipal Heritage Property:

Historic Place Name	Address	Parcel	Appendix
Windsor Tower	2301 Lorne Street	Plan: 98RA28309 Block: 459, Lot: 20	A

2. Deny the application to designate the property at 2224 Toronto Street as a Municipal Heritage Property and remove the property from the Heritage Inventory:

Historic Place Name	Address	Parcel	Appendix
Howlett Residence	2224 Toronto Street	Plan: 101190103 Block 422 Lot 24 ext. 3	B

3. Instruct Administration to issue and serve notice of City Council's intention to consider a bylaw to designate the property at 2301 Lorne Street as a Municipal Heritage Property in accordance with *The Heritage Property Act*.
4. Instruct the City Solicitor to prepare the necessary Municipal Heritage Property bylaw to be

considered by City Council at its first meeting following the statutory notice period to:

- a. Designate 2301 Lorne Street as a Municipal Heritage Property.
  - b. Identify the reasons for the designation and the character-defining elements as stated in Appendix A – 2301 Lorne Street and attached to this report for 2301 Lorne Street.
  - c. Provide that any subsequent alterations to the property be consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
5. Upon adoption of a bylaw designating 2301 Lorne Street as a Municipal Heritage Property, instruct the Office of the City Clerk to add it to the Heritage Registry.
  6. Approve these recommendations at its meeting on June 24, 2026.

## ISSUE

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The owners of 2301 Lorne Street and 2224 Toronto Street have applied to designate their respective properties as Municipal Heritage Properties:

Owner	Applicant	Address
Artemis Homes Ltd.	Jesse Tarr, Project Coordinator, Artemis Homes Ltd.	2301 Lorne Street
Ana Charisse Labrador De Vera and Christopher Macias De Vera	Ana Charisse De Vera	2224 Toronto Street

Applications for designation are considered in accordance with Section 11 of *The Heritage Property Act* (The Act) and *The Heritage Inventory Policy* (Appendix D) adopted by City Council on March 25, 2019, which provides guidance on the evaluation of heritage properties and how recommendations for designation are brought forward to City Council.

## IMPACTS

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### Financial Impact

There is no direct financial impact to designating properties as Municipal Heritage Properties. Municipal Heritage Property owners are eligible to apply for incentives under the *Heritage Incentives Policy* to support eligible work to maintain the heritage value of the property. Incentive applications are considered through an annual application process and are brought to City Council for approval under a separate report.

### Legal Impact

If City Council approves the recommendation in this report, a bylaw will be brought forward no

sooner than 30 days following the meeting after statutory public notice is completed, to formally designate the property at 2301 Lorne Street. The designation will be registered on title to the property.

**Policy Impact**

Section D8 of *Design Regina: The Official Community Plan, Bylaw No. 2013-48* (OCP) directs that the City of Regina (City) encourage owners to protect historic places through good stewardship and voluntarily designation of their properties.

**Strategic Priority Impact**

Heritage designation of 2301 Lorne Street, as well as its conservation, supports the City’s Vibrancy Strategic Priority, specifically that “the City Centre thrives as a vibrant, inclusive, destination that attracts residents, visitors and investment” as many of Regina’s heritage properties are found within the City Centre and surrounding older neighbourhoods.

**Environmental Impact**

The recommendations in this report have limited direct impacts on energy consumption and greenhouse gas (GHG) emissions. Supporting the retention of heritage buildings can prevent GHG emissions resulting from the demolition of existing structures and the construction of new buildings.

**Indigenous Impact**

The City is committed to active, respectful and ongoing participation in shared processes with Indigenous communities. Administration acknowledges that applying an Indigenous lens to the City’s heritage policies is important. An Indigenous worldview is not embedded in the City’s current heritage designation policy. Additionally, current forms and processes used to evaluate applications for heritage designation do not include an Indigenous perspective. Administration is aiming to undertake a review of the City’s *Heritage Inventory Policy* in 2026/2027 and will consider how to better analyze and incorporate the recognition and shared history with First Nations, Métis, and Inuit in Treaty 4 Territory in that work.

There are no labour or inclusion, diversity, equity & accessibility (IDEA) impacts respecting this report.

**OTHER OPTIONS**

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**OPTION 1 – Approve the application for designation of 2301 Lorne Street and deny the application for the designation of 2224 Toronto Street – RECOMMENDED**

**Advantage:** This supports the preservation of local cultural and architectural heritage and encourages property owners to protect historic places through good stewardship and voluntary designation of their properties. This option focuses protection efforts on 2301 Lorne Street, which retains a higher degree of heritage integrity, while recognizing that 2224 Toronto Street has undergone significant alterations over time that have diminished its original character. Removing 2224 Toronto Street from the heritage inventory ensures that

City resources and regulatory efforts are directed toward properties that continue to demonstrate strong heritage value.

**Consideration:** Designation of properties requires Administration to review and regulate proposed changes to the properties over time, which may increase administrative workload. Additionally, removing 2224 Toronto Street from the inventory may be viewed as a loss of recognition for a historically listed property. Gradual alterations have reduced its ability to convey its heritage significance. This reinforces the importance of maintaining heritage integrity for properties to remain eligible for long-term protection.

#### OPTION 2 – Deny the heritage designation of both properties – Not Recommended

**Advantage:** Reduces administrative responsibilities and long-term obligations for the City related to heritage oversight and regulatory processes.

**Consideration:** Denying the designation of 2301 Lorne Street would represent a missed opportunity to advance outcomes in the OCP that encourage voluntary heritage designation and the long-term stewardship of historic places. It may also discourage other property owners from pursuing voluntary designation in the future. For 2301 Lorne Street specifically, not supporting designation will increase the risk of losing the historic character and cultural value as it will not be protected from significant alteration or redevelopment.

#### OPTION 3 – Approve the application for designation of both 2301 Lorne Street and 2224 Toronto Street – Not Recommended

**Advantage:** Maximizes the protection of identified heritage resources by formally recognizing and protecting both properties. This approach demonstrates a strong commitment to heritage conservation and aligns with broader policy goals of preserving historic places and encouraging voluntary participation.

**Consideration:** Designating 2224 Toronto Street, despite its significant alterations, may reduce the integrity of the heritage program. This could set a precedent for designating properties with reduced heritage value, potentially weakening overall program credibility. It would also increase administrative oversight requirements for a property where the heritage value is less clearly defined.

### **COMMUNICATIONS & ENGAGEMENT**

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The Heritage Sector Reference Group and the Heritage Conservation Branch of the Ministry of Parks, Culture and Sport have received a copy of each application. The Heritage Sector Reference Group supports the application to designate the property at 2301 Lorne Street but does not support the application to designate the property at 2224 Toronto Street while the Heritage Conservation Branch of the Ministry supports both applications.

The Heritage Sector Reference Group and property owners who applied for designation will receive a copy of this report.

## DISCUSSION

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Heritage properties are valued for their historical, cultural and architectural importance, contributing to the distinct character and identity of our community. The recommendation for each of the proposed designations is based on a review of the applications from the property owner(s) and confirmation that each property's heritage significance is consistent with the policies contained within the OCP.

Designation as a Municipal Heritage Property recognizes and legally protects a property's heritage value. Designation also encourages good stewardship of heritage assets by providing tools for managing the care and maintenance of properties and allowing property owners to access financial support for conservation projects through the *City's Heritage Incentive Policy*. Upon designation, the City supports property owners to ensure that repairs and renovations maintain the heritage integrity of the property.

The evaluation process for the subject properties includes a detailed review of their Heritage Value, and their alignment with thematic areas within the City's heritage framework.

### 2301 Lorne Street

2301 Lorne Street is recommended for designation as it retains a high degree of original architectural integrity, including key character defining elements that clearly convey its heritage significance. The property is a strong example of 1960s residential architecture, reflecting the design trends of the period as well as the population and construction boom of the mid-twentieth century. Notably, this era of development and type of architecture is currently underrepresented within the City's heritage portfolio. As such, the designation of 2301 Lorne Street would not only ensure the protection of a well-preserved example from this era but also contribute to a more balanced and representative municipal heritage designation program.

The prepared statements of significance and evaluation form for each property are attached as appendices to this report. The following table summarizes information about the property being recommended for designation.

<b>Historic Place Name</b>	<b>Address</b>	<b>Summary of Heritage Value</b>
Windsor Tower	2301 Lorne Street	<ul style="list-style-type: none"><li>• Windsor Tower possesses associative heritage value in relation to Regina's urban development history, in particular the population and construction boom of the mid-twentieth century.</li><li>• Windsor Tower's heritage value also stems from its architectural importance, being an early example of</li></ul>

		<p>a Modernist high-rise apartment building in the city, and for its unique design characteristics – most notably its expressed structural framework, and the use of pilotis – structural columns that lift the building above ground level to create an open space.</p> <ul style="list-style-type: none"> <li>Windsor Tower contributes to the eclectic historic character of the Centre Square neighbourhood, an area defined by diverse housing types and architectural styles across a broad time frame. Windsor Tower contributes to the concentration of 1960s-era high rise apartments that were developed in its vicinity.</li> </ul>
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2224 Toronto Street

While 2224 Toronto Street retains some elements of its original historic fabric, it is not recommended for designation due to the cumulative impact of alterations to the property over time. Notably, the loss of original historic window sashes and the addition of a stone finish to re clad the base of the verandah have negatively affected the building’s historic fabric and overall character. In reviewing the application, the Heritage Sector Reference Group determined that the property does not represent a strong candidate for designation. Additionally, the era of development and architectural style of the property is already well-represented within the City’s existing heritage inventory, which limits the strategic value of its designation.

**DECISION HISTORY & AUTHORITY**

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On March 25, 2019, City Council considered item *CR19-20 Policy to Administer an Inventory of Heritage Property in Regina and Repeal of Bylaw No. 8912 – A Bylaw of the City of Regina to Deny a Permit for the Alteration or Demolition of Properties that the Council of the City of Regina May Wish To Designate as Municipal Heritage Properties* and adopted a resolution to approve *The Heritage Inventory Policy*.

Respectfully Submitted,

Respectfully Submitted,



Autumn Dawson, Director  
Planning & Development Services



Deborah Bryden, Deputy City Manager  
City Planning & Community Services

Prepared by: Femi Adegeye, Senior City Planner

**ATTACHMENTS**

Appendix A - 2301 Lorne Street Heritage Evaluation

Appendix B - 2224 Toronto Street Heritage Evaluation  
Appendix C - Summary Sheet for Designation Applications  
Appendix D - Heritage Inventory Policy

## HERITAGE ASSESSMENT

DATE: May 2, 2026

EVALUATOR: Clint Robertson

RESOURCE NAME	Windsor Tower		
ALT. RESOURCE NAME	Park View Tower		
ADDRESS	2301 Lorne Street		
NEIGHBOURHOOD	Centre Square		
TYPE OF RESOURCE	<input checked="" type="checkbox"/> Building	<input type="checkbox"/> Cultural Landscape	<input type="checkbox"/> Engineering Work
LEGAL DESCRIPTION	98RA28309;459;20		
YEAR BUILT	1965-66		
ORIGINAL OWNER	Park View Towers Ltd		
BUILDER	Smith Brothers and Wilson		
ARCHITECT/DESIGNER	Ramsay and Ramsay		
STYLE/DESIGN	International		
ORIGINAL USE	Apartments		
PRESENT USE	Apartments		
CITY OWNED	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

CONTEMPORARY PHOTO

Max. Width: 6" | Max. Height: 4"



## 1. STATEMENT OF SIGNIFICANCE

### DESCRIPTION OF HISTORIC PLACE

Windsor Tower, built 1965-66 (originally known as the Park View Tower), is a nine-storey, 40-unit, International-style apartment building located on the corner of Lorne Street and 15th Avenue in the Centre Square (former Transitional) neighbourhood of Regina. The building's exterior is defined by its exposed concrete structural framework, rugged brick walls, and balconies. The building stands on pilotis – structural columns that lift the building above ground level creating an open ground-level space.

### HERITAGE VALUE

Built in 1965-66, Windsor Tower possesses associative value in relation to Regina's urban development history, and the mid-Twentieth century population and construction boom that characterized the city at the time. After decades of slow growth, the city's population jumped from 71,000 in 1951 to 127,000 in 1965. Though many small walk-up apartment buildings were developed in the 1950s, a housing deficit remained in the 1960s, with population growth necessitating more new housing and housing types, including larger apartment buildings such as Windsor Tower. Such changes were enabled by amendments to the city's zoning bylaw in 1964 which permitted taller buildings – allowing a height increase from 60 to 180 feet. This zoning change led to the immediate development of several high-rise apartment buildings in mid-late 1960s alone, including Windsor Tower. Other early high-rise apartments in the Centre Square area include the Graceland (Beacon) (1963), Waverly (1965), Prince Charles (1966), Champlain (1967), Lily Rose (1968) and Legacy (Davin) Tower (1969) Apartments.

Windsor Tower's heritage value also stems from its architectural importance, being an early example of a Modernist high-rise apartment building in the city, and for its unique design characteristics. While a couple of larger apartment buildings had been constructed in the city in the 1950s and early 1960s, the mid-1960s marked the beginning of a new era in high-rise apartment building development with the Windsor Tower helping to inaugurate the era.

Windsor Tower is unique for its International-style design in Regina for several reasons, most notably its expressed structural framework, and the use of pilotis – structural columns that lift the building above ground level to create an open space. Whereas most buildings in Regina had traditionally seen their structural framework overclad with finishing materials, on Windsor Tower the vertical and horizontal reinforced concrete frame of the building was made exposed and visible to contribute to the architectural and visual interest of the design. The frame was infilled with rugged brick and large window assemblies to create the exterior walls. Use of pilotis had the effect of lifting the volume of the building above ground level to create a lightness of appearance and an uncommon new design aesthetic in the city. The open area under the volume of the building also provided functional parking space. The ground floor curved wall, stylized window opening, and use of aggregate cladding are simple but attractive finishes that further distinguish the Modernist character of the building.

The building was designed the architectural firm of Ramsay and Ramsay, comprising brothers Robert and David Ramsay. The firm existed 1959-1973, with Robert previously gained notoriety in partnership with Francis Portnall and Daniel Stock from 1949-51, and then in a new partnership with Stock from 1951-58. The firm was involved in numerous high-profile commissions including the Regina Trend House (1954) – part of a national case-study program showcasing modern house examples in all of the major Canadian cities. With Stock, Robert was also responsible for the Saskatchewan Government Telephone Building (1955), and Regina Post Office (1956). Ramsay and Ramsay completed a range of projects such as schools, health care and residential buildings. Most notably, the firm designed the Wascana Golf and Country Club (1960-61) in Regina and the Civic Centre (1967) and Provincial Geriatric Centre (1967) in Swift Current.

The Windsor Tower also contributes to the eclectic, historic contextual character which defines Centre Square neighbourhood as an area of various housing types from a broad time frame. The area includes both single-family homes - and a variety of apartment buildings (large and small) - spanning the Twentieth century. Windsor Tower contributes to the concentration of mid-late 1960s-era high rise apartments in its vicinity.

## CHARACTER-DEFINING ELEMENTS

The character defining elements include but not limited to:

- form, scale, and massing comprising 9-storey height; rectilinear and flat-roof form; structural base of pilotis forming open space below the volume of the structure; projecting open balconies; curved, ground level front wall; exposed reinforced concrete structural framework of horizontal and vertical members
  
- exterior finishes including; rugged brick wall cladding; and ground-level black aggregate wall cladding material;
  
- the fenestration pattern, including the large window assemblies with combined window and door openings to the balconies; the profile and configuration of the window sashes; and the stylized window opening on the curved entrance wall.
  
- open concrete balconies with metal balustrades;
  
- its location in the Centre Square neighbourhood.

## 2. SIGNIFICANCE CRITERIA

### 1. ASSOCIATIVE

Yes     No     N/A

- The resource is closely and meaningfully associated with one or more theme, event, period of time, culture, institution, person, community, or tradition considered important in the city's history.

### 2. CONTEXTUAL

Yes     No     N/A

- The resource is important in the historic development of the neighbourhood or city.
- The resource, by virtue of its location, its symbolism, or some other element, serves to communicate the heritage of Regina to a broad audience.

### 3. TANGIBLE

Yes     No     N/A

- The resource is important in demonstrating aesthetic characteristics and/or represents an important creative achievement in design, architecture, planning, construction, materials, or technology.
- The resource possesses uncommon, rare or endangered aspects of the city's cultural history.

### THRESHOLD FOR SIGNIFICANCE CRITERIA

Has the heritage resource met *at least one* of the above criteria?

Yes     No

Yes is required for inclusion onto the Heritage Inventory.

### 3. INTEGRITY CRITERIA

1. LOCATION  Yes  No  N/A

Location is the place where the heritage resource was constructed or the site where an historic activity or event occurred.

2. DESIGN  Yes  No  N/A

Design is the combination of elements that create the form, plan, space, structure and style of the resource.

3. ENVIRONMENT  Yes  No  N/A

Environment is the physical setting of the heritage resource. Whereas location refers to a specific place, environment refers to the character of the place in which the resource played its historic role.

4. HISTORIC FABRIC  Yes  No  N/A

Historic fabric is the physical elements that were combined or deposited during a particular period(s) or time frame and in a particular pattern or configuration to form the heritage resource. Historic fabric may be obscured by later interventions.

5. WORKMANSHIP  Yes  No  N/A

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history. It is important because it can provide information about technological practices and aesthetic principles.

6. FEELING  Yes  No  N/A

Feeling is the resource's expression of the aesthetic or historic sense of a particular period of time.

7. ASSOCIATION  Yes  No  N/A

Association is the direct link between an important historic event, person, or original use and the heritage resource.

#### THRESHOLD FOR INTEGRITY CRITERIA

Does the heritage resource satisfactorily meet the above criteria? \*

Yes  No

Yes is required for inclusion onto the Heritage Inventory.

*If the Evaluator has selected any 'No's' in the Aspects of Integrity, and determined that the heritage resource has satisfactory met the Integrity Criteria by selecting 'Yes' for the Threshold for Integrity Criteria, please provide a written description in the box below justifying the decision. In addition, please identify any other integrity issue(s).*

*\*If sufficient evidence and/or documentation exists, take into consideration the possible reversibility of unsympathetic past interventions to the heritage resource.*

## 4. CHRONOLOGY OF PAST INTERVENTIONS

In chronological order, document known and observable alterations to the resource.

Windsor Tower retains a remarkable degree of integrity to the exterior and public areas of the interior. Unless noted, its unclear when the following changes were made.

Exterior changes to the property include:

- The painting of the exterior masonry, including both the brick and the concrete framework elements;
- The replacement of the balcony doors with polyvinyl chloride (PVC) doors (replaced 2015-2016 per Google streetview images) – the earlier doors featured more glazing);

Interior changes to the public areas of the interior include:

- carpeting and acoustic ceiling tiles of lobby

## 5. VALUES SUMMARY

In a concise, point form, specify any possible heritage values which could contribute to the overall significance of the resource.

- Windsor Tower possesses associative value in relation to Regina’s urban development history, and the mid-Twentieth century population and construction boom that characterized the city at the time. (Associative value)
- Windsor Tower’s heritage value also stems from its architectural importance, being an early example of a Modernist high-rise apartment building in the city, and for its unique design characteristics - most notably its expressed structural framework, and the use of pilotis – structural columns that lift the building above ground level to create an open space. (Tangible value)
- Windsor Tower also contributes to the eclectic, historic contextual character which defines Centre Square neighbourhood as an area of various housing types from a broad time frame. Windsor Tower contributes to the concentration of mid-late 1960s-era high rise apartments in its vicinity. (Contextual value)

## 6. THEMATIC FRAMEWORK

Select *one* City of Regina Thematic Framework (2017) theme most appropriate for the *primary* heritage value noted above. Upon production of a subsequent Statement of Significance, update the primary theme if required.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> 1.1 Natural & Cultural Landscapes          | <input type="checkbox"/> 2.5 Commerce & Service Industries | <input type="checkbox"/> 4.5 Sports & Recreation              |
| <input type="checkbox"/> 1.2 Enduring First Nations Presence        | <input type="checkbox"/> 3.1 Administration & Politics     | <input type="checkbox"/> 4.6 Exhibitions & Fairs              |
| <input type="checkbox"/> 1.3 Multi-cultural Settlement              | <input type="checkbox"/> 3.2 Law, Order, & Security        | <input type="checkbox"/> 4.7 Social Movements                 |
| <input type="checkbox"/> 1.4 Capital City Development               | <input type="checkbox"/> 3.3 Defending Regina              | <input checked="" type="checkbox"/> 5.1 Architecture & Design |
| <input type="checkbox"/> 2.1 Early Economies                        | <input type="checkbox"/> 4.1 Spiritual Life                | <input type="checkbox"/> 5.2 Visual & Performing Arts         |
| <input type="checkbox"/> 2.2 Transportation & Infrastructure        | <input type="checkbox"/> 4.2 Education                     | <input type="checkbox"/> 5.3 Community Collections            |
| <input type="checkbox"/> 2.3 Communication Networks                 | <input type="checkbox"/> 4.3 Health Care & Social Services | <input type="checkbox"/> 5.4 Media                            |
| <input type="checkbox"/> 2.4 Extraction, Production, & Distribution | <input type="checkbox"/> 4.4 Community Groups              |   |

## 7. FINAL EVALUATION

Has the heritage resource met the thresholds for both Significance and Integrity criteria, meriting it for inclusion onto the Heritage Inventory?

**Yes**  **No**

## 8. ADDITIONAL IMAGES

Additional images can consist of additional contemporary photos, historic photos, plans, and/or maps.

IMAGE #1

Max. Long Side Length: 6"



CAPTION	Main (west) façade detail view of main entrance and ground floor detailing
DATE	2025
PHOTOGRAPHER	P3A Architecture
SOURCE	Windsor Tower Historic Context, Statement of Significance & Conservation Plan, P3A Architecture
COPYRIGHT	City of Regina

IMAGE #2

Max. Long Side Length: 6"



CAPTION	Interior view showing a portion of the lobby with original built-in furniture
DATE	2025
PHOTOGRAPHER	P3A Architecture
SOURCE	Windsor Tower Historic Context, Statement of Significance & Conservation Plan, P3A Architecture
COPYRIGHT	City of Regina

IMAGE #3

Max. Long Side Length: 6"



CAPTION	Historic photo showing view from the southwest of the main (front) and south facades
DATE	unknown
PHOTOGRAPHER	unknown
SOURCE	City of Regina Archives
COPYRIGHT	City of Regina

## 9. RESEARCH SOURCES

Provide an annotated reference list directly relevant to this resource.

"60 million building boom forecast for Regina in '65." The Leader-Post, October 22, 1965. [Outline of the construction and population boom in Regina at the time]

Advertisement, The Leader-Post, April 24, 1954. [reference to architects of the Regina Trend House - Stock, Ramsay & Associates - in Eaton's department store ad]

"Architects dissolve firm." The Leader-Post, 17 Dec. 1958. [outline of Robert Ramsay's partnerships with Portnall and Stock].

Flaman, Bernard, "Architecture of Saskatchewan: A Visual Journey, 1930 – 2011", 2013. [References to Robert Ramsay's higher profile works]

"Form Follows Function", Saskatchewan Association of Architects

"High-rise apartment let." The Leader-Post, 26 Apr. 1965. [Announcement of tender award and description of the property]

"Obituary: Robert RAMSAY." The Globe and Mail, April 2, 2001. [Description of Robert Ramsay's architectural works including the Wascana Golf and Country Club and his departure from Regina in 1973]

"Regina's Apartment Boom – 1950s Were Ripe for Speculators." The Leader-Post, April 28, 1965. [Commentary of apartment development in the 1950s and early 1960s]

Windsor Tower Historic Context, Statement of Significance & Conservation Plan, P3A Architecture, 2025 [Outline of Regina's urban development in the 1960s]

"With Firms." The Leader-Post, August 8, 1959. [Announcement of David Ramsay and Robert Ramsay going into practice together]

## HERITAGE ASSESSMENT

DATE: May 24, 2025

EVALUATOR: Prairie Wild Consulting Team

<b>RESOURCE NAME</b>	Howlett Residence		
<b>ALT. RESOURCE NAME</b>			
<b>ADDRESS</b>	2224 Toronto St, Regina, SK S4P 1N5		
<b>NEIGHBOURHOOD</b>	Heritage/General Hospital Area		
<b>TYPE OF RESOURCE</b>	<input checked="" type="checkbox"/> Building	<input type="checkbox"/> Cultural Landscape	<input type="checkbox"/> Engineering Work
<b>LEGAL DESCRIPTION</b>	Plan: 101190103 Block: 422 Lot: 24   50°26'36.4"N 104°35'58.0"W		
<b>YEAR BUILT</b>	1912		
<b>ORIGINAL OWNER</b>	Ira L. Howlett		
<b>BUILDER</b>	Unknown		
<b>ARCHITECT/DESIGNER</b>	Unknown		
<b>STYLE/DESIGN</b>	Queen Anne Revival		
<b>ORIGINAL USE</b>	Residential		
<b>PRESENT USE</b>	Residential		
<b>CITY OWNED</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

CONTEMPORARY PHOTO



CAPTION	2224 Toronto Street: East (front) façade of the Howlett Residence
DATE	April 7, 2025
PHOTOGRAPHER	Samantha Mark
SOURCE	Prairie Wild Consulting Co.
COPYRIGHT	City of Regina

## 1. STATEMENT OF SIGNIFICANCE

### Description of Historic Place

The Howlett Residence, built 1912, is a two-and-one-half-storey, wood-frame, Queen Anne Revival-style house. The house is distinguished by its bay windows and gables with alternating courses of patterned shingle cladding, and subtle classical finishes including grouped modillion blocks below the eaves. The house features a partial-width front verandah with second-storey extension above. The house is located mid-block in the inner-city General Hospital Area, an area within the larger Heritage Neighbourhood.

### Heritage Value of Historic Place

Built in 1912, the Howlett Residence is characteristic of, and contributes to, the historical development of the General Hospital Area of Regina as one of Regina's historic working and middle-class neighbourhoods developed in the first few decades of the Twentieth Century. The property contributes to a streetscape and concentration of early-Twentieth century houses which defines the neighbourhood.

While the General Hospital Area was part of Regina's original 1883 town site, the area was primarily developed between 1910 and 1930. In mid-1911 there were no houses on the entirety of Toronto Street in the General Hospital Area (between Victoria and College Avenues), and as late as June 1912 there were only five houses in the same stretch. As such, this house which was completed in September 1912 is among the earliest surviving houses on the street in the General Hospital Area.

Characteristic of the social demographic of the area, the first known owner occupant was Ira L. Howlett (1877-1964) – a real estate broker and contractor with MacDonald, Ety and Co. – and his wife Edith (1879-1966) and their two children. Like many others in Regina at the time, the Alma, Ontario-born Howlett was actively involved in speculative residential development to take advantage of the booming city. With 1912 being the biggest boom year of all in the first half of the Twentieth century, Howlett had developed a row of at least three houses for sale - this one at 2224 Toronto Street as well as 2218 (demolished) and 2230 Toronto Street (now 2228, extant). Evidently Howlett held on to this one, residing here ca1912-1915. In 1917 Howlett left Regina to take up residence in the Okanagan Valley. He retained the house until 1918 when it was lost in a sheriff's sale.

The subsequent occupants of the house in the 1910s included farmer, Thomas Hill (c.1915 – 1918), and William Bragg (ca1919-1920), a clerk with the Massey-Harris farm implement company.

The Howlett Residence has architectural value due to its early-Twentieth century design and classical Queen Anne Revival-style characteristics. The house is characterized by its alternate courses of patterned shingle-work cladding in the gables consisting of fish-scale and stylized shaped shingles and its bay windows. The arched openings of the verandah display subtle classical keystone detailing, with the grouped modillions under the eaves and verandah roofline being further classical references. While the front, partial-width verandah and second-storey, gable-roof extension above would appear to be later additions, in fact, they were in existence within a year of the construction of the house; and given their compatible detailing with modillion-block eave ornament and other finishes, may even have been a modification made to the design during initial construction. The entrance wall within the verandah features an interesting wood-panelled, tongue-and-groove finish characteristic of Queen Anne design.

### **Character-Defining Elements**

Character-defining elements of the Howlett Residence include, but are not limited to, the following:

- the two-and-one-half-storey, rectangular, front-gable-roof form with two-storey front extension, a single-storey, partial-width front verandah, and smaller, rectangular rear extension with shed roof;
  - wood cladding and finishes comprising wood-shingle gable cladding with alternate patterned courses including fish-scale and stylized shingle profiles; wooden, narrow-width, drop siding on the first storey; closed, wooden, tongue-and-groove soffits with grouped modillion block ornament; corner boards, cornices, and water-table; rear pent roof dividing the second storey and attic levels; rusticated, cast-stone foundation blocks;
  - fenestration, including front upper and lower storey bay windows;
  - verandah with splayed base and wood finishes of arched openings with spandrels and plain supports with subtle mouldings including keystones; wood-panelled, tongue-and-groove verandah wall finishes and tongue-and-groove verandah ceiling.
-

**2. SIGNIFICANCE CRITERIA**

1. ASSOCIATIVE  Yes  No  N/A

- The resource is closely and meaningfully associated with one or more theme, event, period of time, culture, institution, person, community, or tradition considered important in the city's history.

2. CONTEXTUAL  Yes  No  N/A

- The resource is important in the historic development of the neighbourhood or city.
- The resource, by virtue of its location, its symbolism, or some other element, serves to communicate the heritage of Regina to a broad audience.

3. TANGIBLE  Yes  No  N/A

- The resource is important in demonstrating aesthetic characteristics and/or represents an important creative achievement in design, architecture, planning, construction, materials, or technology.
- The resource possesses uncommon, rare or endangered aspects of the city's cultural history.

**THRESHOLD FOR SIGNIFICANCE CRITERIA**

Has the heritage resource met *at least one* of the above criteria?  
Yes is required for inclusion onto the Heritage Inventory.

**Yes**  **No**

### 3. INTEGRITY CRITERIA

1. LOCATION  Yes  No  N/A

Location is the place where the heritage resource was constructed or the site where an historic activity or event occurred.

2. DESIGN  Yes  No  N/A

Design is the combination of elements that create the form, plan, space, structure and style of the resource.

3. ENVIRONMENT  Yes  No  N/A

Environment is the physical setting of the heritage resource. Whereas location refers to a specific place, environment refers to the character of the place in which the resource played its historic role.

4. HISTORIC FABRIC  Yes  No  N/A

Historic fabric is the physical elements that were combined or deposited during a particular period(s) or time frame and in a particular pattern or configuration to form the heritage resource. Historic fabric may be obscured by later interventions.

5. WORKMANSHIP  Yes  No  N/A

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history. It is important because it can provide information about technological practices and aesthetic principles.

6. FEELING  Yes  No  N/A

Feeling is the resource's expression of the aesthetic or historic sense of a particular period of time.

7. ASSOCIATION  Yes  No  N/A

Association is the direct link between an important historic event, person, or original use and the heritage resource.

#### THRESHOLD FOR INTEGRITY CRITERIA

Does the heritage resource satisfactorily meet the above criteria? \*  Yes  No  
 Yes is required for inclusion onto the Heritage Inventory.

*If the Evaluator has selected any 'No's' in the Aspects of Integrity, and determined that the heritage resource has satisfactory met the Integrity Criteria by selecting 'Yes' for the Threshold for Integrity Criteria, please provide a written description in the box below justifying the decision. In addition, please identify any other integrity issue(s).*

Detailed chronological effects to the integrity are outlined in Section 4.  
 While the front, partial-width verandah and second-storey, gable-roof extension above would appear to be later additions, in fact, they were in existence within a year of the construction of the house; and given their compatible detailing with modillion-block eave ornament and other finishes, may even have been a modification made to the design during initial construction  
 The loss of the historic window sashes and the stone finish added to re clad the base of the verandah has negatively affected the "Historic Fabric" and character of the building, however, the property retains most of its historic fabric.

*\*If sufficient evidence and/or documentation exists, take into consideration the possible reversibility of unsympathetic past interventions to the heritage resource.*

## 4. CHRONOLOGY OF PAST INTERVENTIONS

In chronological order, document known and observable alterations to the resource.

- ca1912-1913: The house was completed in September 1912 and the fire insurance map of September 1913 shows that the front second-storey extension and partial enclosure of the front verandah already existed indicating either a very early modification to the original design, or a modification made during initial construction.
- ca2009-2024: The multi-light wood-sash windows and storm sashes were incrementally replaced including ca2019-2024 the removal of the highly characteristic Queen Anne style window in the front porch with its single-light glazing surrounded by smaller panes.
- ca2015-2016: A stone finish was added to reclad the base of the verandah.

## 5. VALUES SUMMARY

In a concise, point form, specify any possible heritage values which could contribute to the overall significance of the resource.

- The Howlett Residence is characteristic of, and contributes to, the historical development of the General Hospital Area of Regina as one of Regina’s historic working and middle-class neighbourhoods developed in the first few decades of the Twentieth Century. The property contributes to a streetscape and concentration of early-Twentieth century houses which defines the neighbourhood. It is among the oldest surviving residences on the street in the General Hospital Area within the Heritage Neighbourhood. (*Contextual Value*)
- The Howlett Residence has tangible value due to its early-Twentieth century design and classical Queen Anne Revival-style characteristics, including its alternate courses of patterned shingle-work cladding and bay windows. (*Tangible Value*)

## 6. THEMATIC FRAMEWORK

Select *one* City of Regina Thematic Framework (2017) theme most appropriate for the *primary* heritage value noted above. Upon production of a subsequent Statement of Significance, update the primary theme if required.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> 1.1 Natural & Cultural Landscapes          | <input type="checkbox"/> 2.5 Commerce & Service Industries | <input type="checkbox"/> 4.5 Sports & Recreation              |
| <input type="checkbox"/> 1.2 Enduring First Nations Presence        | <input type="checkbox"/> 3.1 Administration & Politics     | <input type="checkbox"/> 4.6 Exhibitions & Fairs              |
| <input type="checkbox"/> 1.3 Multi-cultural Settlement              | <input type="checkbox"/> 3.2 Law, Order, & Security        | <input type="checkbox"/> 4.7 Social Movements                 |
| <input type="checkbox"/> 1.4 Capital City Development               | <input type="checkbox"/> 3.3 Defending Regina              | <input checked="" type="checkbox"/> 5.1 Architecture & Design |
| <input type="checkbox"/> 2.1 Early Economies                        | <input type="checkbox"/> 4.1 Spiritual Life                | <input type="checkbox"/> 5.2 Visual & Performing Arts         |
| <input type="checkbox"/> 2.2 Transportation & Infrastructure        | <input type="checkbox"/> 4.2 Education                     | <input type="checkbox"/> 5.3 Community Collections            |
| <input type="checkbox"/> 2.3 Communication Networks                 | <input type="checkbox"/> 4.3 Health Care & Social Services | <input type="checkbox"/> 5.4 Media                            |
| <input type="checkbox"/> 2.4 Extraction, Production, & Distribution | <input type="checkbox"/> 4.4 Community Groups              |   |

## 7. FINAL EVALUATION

Has the heritage resource met the thresholds for both Significance and Integrity criteria, meriting it for inclusion onto the Heritage Inventory?

**Yes**    **No**

## 8. ADDITIONAL IMAGES

Additional images can consist of additional contemporary photos, historic photos, plans, and/or maps.

### IMAGE #1



CAPTION	2224 Toronto Street: West (rear) façade.
DATE	April 7, 2025
PHOTOGRAPHER	Samantha Mark
SOURCE	Prairie Wild Consulting Co.
COPYRIGHT	City of Regina

IMAGE #2



CAPTION	2224 Toronto Street: North (side) façade.
DATE	April 7, 2025
PHOTOGRAPHER	Samantha Mark
SOURCE	Prairie Wild Consulting Co.
COPYRIGHT	City of Regina

IMAGE #3



CAPTION	2224 Toronto Street: South (side) façade.
DATE	April 7, 2025
PHOTOGRAPHER	Samantha Mark
SOURCE	Prairie Wild Consulting Co.
COPYRIGHT	City of Regina

IMAGE #4



CAPTION	2224 Toronto Street: Roof and window detail.s
DATE	April 7, 2025
PHOTOGRAPHER	Samantha Mark
SOURCE	Prairie Wild Consulting Co.
COPYRIGHT	City of Regina

IMAGE #5



CAPTION	2224 Toronto Street: Roof and window details.
DATE	April 7, 2025
PHOTOGRAPHER	Samantha Mark
SOURCE	Prairie Wild Consulting Co.
COPYRIGHT	City of Regina

IMAGE #6



CAPTION	2224 Toronto Street: Chimney details.
DATE	April 7, 2025
PHOTOGRAPHER	Samantha Mark
SOURCE	Prairie Wild Consulting Co.
COPYRIGHT	City of Regina

## 9. RESEARCH SOURCES

### City of Regina:

Building Permit: #699, July 1912, I. L. Howlett, \$3,500

### Property Assessment and Tax Summary:

<https://propertysearch.regina.ca/SearchAccountByText?enteredText=2224%20TORONTO%20STREET>

General Hospital Area Walking Tour: <https://www.regina.ca/export/sites/Regina.ca/about-regina/regina-history-facts/galleries/pdfs/General-Hospital-Walking-Tour.pdf>

### Newspapers:

The Leader-Post - Sep. 7, 1912 - p. 2: <https://www.newspapers.com/article/the-leader-post-ira-l-howlett-ad/171856049/>

The Leader-Post - Jun. 26, 1917 - p. 7: <https://www.newspapers.com/article/the-leader-post-mr-and-mrs-ira-howlett/171856633/>

The Leader-Post - Jun. 18, 1918 - p. 19: <https://www.newspapers.com/article/the-leader-post-sheriffs-sale-of-ira-l/171856718/>

### Web Research:

Ancestry.com and The Church of Jesus Christ of Latter-day Saints. *1916 Canada Census of Manitoba, Saskatchewan, and Alberta* [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2009.

Ancestry.com. *1921 Census of Canada* [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2013.

Original data: Library and Archives Canada. *Sixth Census of Canada, 1921*. Ottawa, Ontario, Canada: Library and Archives Canada, 2013. Series RG31. Statistics Canada Fonds.

Ancestry.com. *Canada, Find a Grave® Index, 1600s-Current* [database on-line]. Lehi, UT, USA: Ancestry.com Operations, Inc., 2012.

Google Street View, 2009-2024

Government of Canada Library and Archives - Insurance Plan of Regina, SK, Aug. 1907, Revised and Reprinted Sep. 1913 - sheet 49: <http://central.bac-lac.gc.ca/.redirect?app=fonandcol&id=3801915&lang=eng>

### Other Materials:

Brennan, J. William., *Regina: An Illustrated History*. Toronto, 1989, p. 195 (Appendix: Statistical Table XI) (ISBN: 1550282506)

### Henderson Directories:

<https://archive.org/search?query=series%3A%22Henderson%27s+Regina+directory%22&sort=date>

**1913-1914:** Ira L. Howlett - MacDonald Etty & Co.

**1915-1918:** Thomas A. Hill - Farmer

**1919-1920:** William G. Bragg – Clerk with Massey-Harris

**1921-1926:** Robert McMullen

**1927:** J. McCollom

**1928:** Major Andrew McCully

**1929:** William A. Tanner

**1930:** Vacant

**1931:** Mrs. A. E. Eccles

**1932:** Vacant

**1933-1935:** Andres Hansen


**1936-1938:** Emil Miller

**1939-1943:** Holga and Hans H. Henriksen

**1944-1956:** Fred Lohman

**1957-1960:** Mary Auramenko

**1961-1965:** Dennis A. and Marion Reece

DESCRIPTION	PHOTO
<p data-bbox="344 142 919 170" style="text-align: center;"><b>1. 2301 LORNE STREET (WINDSOR TOWER)</b></p> <p data-bbox="107 207 617 326"> <b>Architectural Style:</b> International  <b>Architect/Designer:</b> Ramsay and Ramsay  <b>Builder:</b> Smith Brothers and Wilson  <b>Year of Construction:</b> 1965 to 1966 </p> <p data-bbox="107 362 1310 540"> <b>Description of Historic Place:</b>  Windsor Tower, built 1965 to 1966 (originally known as the Park View Tower), is a nine-storey, 40-unit, International-style apartment building located on the corner of Lorne Street and 15th Avenue in the Centre Square (former Transitional) neighbourhood of Regina. The building's exterior is defined by its exposed concrete structural framework, rugged brick walls, and balconies. The building stands on pilotis – structural columns that lift the building above ground level creating an open ground-level space. </p> <p data-bbox="107 574 317 602"> <b>Value Summary:</b> </p> <ul data-bbox="128 609 1310 914" style="list-style-type: none"> <li>• Windsor Tower possesses associative value in relation to Regina's urban development history, and the mid-Twentieth century population and construction boom that characterized the city at the time.</li> <li>• Windsor Tower's heritage value also stems from its architectural importance, being an early example of a Modernist high-rise apartment building in the city, and for its unique design characteristics – most notably its expressed structural framework, and the use of pilotis – structural columns that lift the building above ground level to create an open space.</li> <li>• Windsor Tower also contributes to the eclectic, historic contextual character which defines Centre Square neighbourhood as an area of various housing types from a broad time frame. Windsor Tower contributes to the concentration of mid-late 1960s-era high rise apartments in its vicinity.</li> </ul> <p data-bbox="107 948 480 976"> <b>Character Defining Elements:</b> </p> <p data-bbox="107 980 835 1008"> The character defining elements include but are not limited to: </p> <ul data-bbox="128 1013 1310 1349" style="list-style-type: none"> <li>• Form, scale, and massing comprising nine-storey height; rectilinear and flat-roof form; structural base of pilotis forming open space below the volume of the structure; projecting open balconies; curved, ground level front wall; exposed reinforced concrete structural framework of horizontal and vertical members;</li> <li>• Exterior finishes including rugged brick wall cladding and ground-level black aggregate wall cladding material.</li> <li>• Open concrete balconies with metal balustrades.</li> <li>• The fenestration pattern, including the large window assemblies with combined window and door openings to the balconies; the profile and configuration of the window sashes; and the stylized window opening on the curved entrance wall.</li> <li>• Its location in the Centre Square neighbourhood.</li> </ul>	 <p data-bbox="1339 764 1724 854"> Caption: View of Windsor Tower.  Date: Unknown  Source: City of Regina Archives </p>

**DESCRIPTION**

**PHOTO**

**Statement of Integrity:**


The Windsor Tower maintains all necessary aspects of integrity to convey its significance/ heritage value(s).



Caption: View of the front elevation of the Gemmill Residence.

Date: 2025

Source: Property Owner

DESCRIPTION	PHOTO
<p data-bbox="289 142 972 170"><b>2. 2224 TORONTO STREET (HOWLETT RESIDENCE)</b></p> <p data-bbox="107 204 604 232"><b>Architectural Style:</b> Queen Anne Revival</p> <p data-bbox="107 235 472 263"><b>Architect/Designer:</b> Unknown</p> <p data-bbox="107 266 483 293"><b>Builder:</b> Edward C.W. Johnson</p> <p data-bbox="107 297 449 324"><b>Year of Construction:</b> 1912</p> <p data-bbox="107 358 478 386"><b>Description of Historic Place:</b></p> <p data-bbox="107 389 1310 570">The Howlett Residence, built in 1912, is a two-and-one-half-storey, wood-frame, Queen Anne Revival-style house. The house is distinguished by its bay windows and gables with alternating courses of patterned shingle cladding, and subtle classical finishes including grouped modillion blocks below the eaves. The house features a partial-width front verandah with second-storey extension above. The house is located mid-block in the inner-city General Hospital Area, an area within the larger Heritage Neighbourhood.</p> <p data-bbox="107 604 317 631"><b>Value Summary:</b></p> <ul data-bbox="128 634 1310 911" style="list-style-type: none"> <li data-bbox="128 634 1310 813">• The Howlett Residence is characteristic of, and contributes to, the historical development of the General Hospital Area of Regina as one of Regina's historic working and middle-class neighbourhoods developed in the first few decades of the Twentieth Century. The property contributes to a streetscape and concentration of early-Twentieth century houses which defines the neighbourhood. It is among the oldest surviving residences on the street in the General Hospital Area within the Heritage Neighbourhood.</li> <li data-bbox="128 816 1310 911">• The Howlett Residence has tangible value due to its early-Twentieth century design and classical Queen Anne Revival-style characteristics, including its alternate courses of patterned shingle-work cladding and bay windows.</li> </ul> <p data-bbox="107 945 478 972"><b>Character Defining Elements:</b></p> <p data-bbox="107 976 835 1003">The character defining elements include but are not limited to:</p> <ul data-bbox="128 1006 1310 1344" style="list-style-type: none"> <li data-bbox="128 1006 1310 1066">• The two-and-one-half-storey, rectangular, front-gable-roof form with two-storey front extension, a single-storey, partial-width front verandah, and smaller, rectangular rear extension with shed roof.</li> <li data-bbox="128 1070 1310 1219">• Wood cladding and finishes comprising wood-shingle gable cladding with alternate patterned courses including fish-scale and stylized shingle profiles; wooden, narrow-width, drop siding on the first storey; closed, wooden, tongue-and-groove soffits with grouped modillion block ornament; corner boards, cornices, and water-table; rear pent roof dividing the second storey and attic levels; rusticated, cast-stone foundation blocks.</li> <li data-bbox="128 1222 940 1250">• Fenestration, including front upper and lower storey-bay windows.</li> <li data-bbox="128 1253 1310 1344">• Verandah with splayed base and wood finishes of arched openings with spandrels and plain supports with subtle moldings including keystones; wood-paneled, tongue-and-groove verandah wall finishes and tongue-and-groove verandah ceiling.</li> </ul>	<p data-bbox="1335 172 1696 199">Historical Photo Unavailable</p>  <p data-bbox="1335 987 1923 1047">Caption: View of the front elevation of the Howlett Residence.</p> <p data-bbox="1335 1050 1556 1078">Date: April 7, 2025</p> <p data-bbox="1335 1081 1703 1109">Source: Prairie Wild Consulting</p>

DESCRIPTION	PHOTO
<p><b>Statement of Integrity:</b> While the front, partial-width verandah and second-storey, gable-roof extension above would appear to be later additions, in fact, they were in existence within a year of the construction of the house; and given their compatible detailing with modillion-block eave ornament and other finishes, may even have been a modification made to the design during initial construction.</p> <p>The loss of the historic window sashes and the stone finish added to reclad the base of the verandah has negatively affected the “Historic Fabric” and character of the building; however, the property retains most of its historic fabric.</p>	

<b>Approved By City Council:</b> 2019/03/25	<b>Policy Number:</b> 2019-1-CPD <i>Future process: Clerk's Office maintains list and distributes the appropriate #</i>
<b>Council Report:</b> CR19-20	
<b>Effective Date:</b> 2019/04/01	<b>Recommended by:</b> Priorities & Planning Committee 2019/02/20
<b>Next Review:</b> 2021/06/01	
<b>Policy Owner:</b> Director, Planning & Development Services <i>Indicating a specific name will require taking to Council for approval each time the person in the role changes.</i>	
<b>Title:</b> Policy to administer an Inventory of Heritage Property in Regina ('Heritage Inventory Policy') <i>This title will be used as the listing in the policy inventory and on regina.ca</i>	

## 1.0 Policy Statement

Historic places are integral in providing a sense of identity and place both for tourists and, more importantly, for local citizens. Historic buildings, structures and landscapes in Regina provide a tangible connection to the past and serve as a testament to the passage of time, reminding us of our collective history. This policy provides direction for the identification of historic places to enhance the quality of Regina's environment for the benefit of present and future generations.

## 2.0 Purpose

The purpose of this policy is to ensure that properties with heritage value are identified on the Inventory of Heritage Properties in Regina (Heritage Inventory), which is organized according to a framework of themes for the City of Regina entitled "Thematic Framework & Historic Context Statement". The policy directs the Administration to add properties to the Heritage Inventory in order to ensure that significant historic places are identified, and all themes are represented. Administration is not directed to remove properties from the Heritage Inventory unless City Council approves their removal. The Administration will use the "City of Regina Heritage Inventory Evaluation Form" to determine the significance of properties and whether they should be listed the Heritage Inventory. Listing on the Heritage Inventory does not offer legal protection (e.g. designation as a Municipal Heritage Property).

This policy provides further direction on policies 10.3, 10.5 and 10.6 of *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) and the goals and objectives of the Regina Cultural Plan.

### 3.0 Definitions

#### *Executive Director*

The Executive Director of City Planning and Community Development, or his or her designate.

#### *Heritage Value*

Source: *Standards and Guidelines for the Conservation of Historic Places in Canada*

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 in its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meanings.

#### *Historic Place*

Source: *Standards and Guidelines for the Conservation of Historic Places in Canada*

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

#### *Integrity*

Refers to the degree to which the heritage values of the place are still evident and authentic, and can be understood and appreciated (for example, the degree to which the original design or use of a place can still be discerned).

#### *Inventory of Heritage Properties in Regina ('Heritage Inventory')*

Source: City of Regina "Thematic Framework & Historic Context Statement"

An inventory of non-designated properties located within the corporate boundaries of the City of Regina that have been identified as having Heritage Value in accordance with the Thematic Framework.

#### *Municipal Heritage Property*

Source: *The Heritage Property Act*

Any real property designated as a Municipal Heritage Property by council bylaw pursuant to *The Heritage Property Act*.

#### *Municipal Heritage Conservation District*

Source: *The Heritage Property Act*

A municipality or any area of a municipality designated by council bylaw pursuant to *The Heritage Property Act*.

#### *Register*

Source: *The Heritage Property Act*

A register of all designated property in the municipality, kept by the municipal official.

### *Thematic Framework*

Source: City of Regina “Thematic Framework & Historic Context Statement”

A structure for the Heritage Inventory that uses themes to help conceptualize past events and to place sites, places and events within their historical contexts.

## 4.0 **Legislative Authority**

The authority for adoption of this policy is *The Heritage Property Act* of Saskatchewan, specifically Section 28, which reads “By general or specific bylaw or by resolution, a council may: ... (c) make rules with respect to the criteria and procedures for designation of property that are not otherwise provided for in this Act; ... [and] (e) deny any permit for alteration or demolition of property, for not more than 60 days, where the council considers that the property is property that the council may wish to designate as a Municipal Heritage Property or include in a Municipal Heritage Conservation District.”

### Administration of the Heritage Inventory Policy

- (a) The Heritage Inventory will be comprised of the list of properties contained within former Schedule ‘A’ of Bylaw No. 8912.
- (b) The City shall add properties to the Inventory of Heritage Properties in Regina. The City shall not remove properties unless the removal is approved by City Council.
- (c) The City shall establish and maintain a Heritage Inventory Evaluation Form, in a form approved by the Executive Director, detailing the criteria for evaluating the Heritage Value and significance of properties in Regina.
- (d) The City shall establish the City of Regina’s “Thematic Framework & Historic Context Statement” document as a Thematic Framework that will provide a structure for the Heritage Inventory using themes.
- (e) The City will conduct an annual review of the total number of properties on the Register and Heritage Inventory to determine alignment with all themes of the Thematic Framework.
- (f) The City will communicate, on an annual basis, with the owners of designated properties and properties list on the inventory. The information will ensure property owners are aware that their property is on the Heritage Inventory, encourage designation of their property, provide information on financial incentives available for designated properties, and

advise owners that their property may be subject to review through the demolition and building permit process.

- (g) Any property that is designated as a Municipal Heritage Property shall also be removed from the Heritage Inventory.

## 5.0 Related Policies or Bylaws

This policy provides further direction on policies 10.3, 10.5 and 10.6 of *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) and the goals and objectives of the Regina Cultural Plan.

## 6.0 Reviews

Date of Policy Owner's Review	High Grade Description
2019/02/20	Initial Release. Reviewed Bylaw No. 8912.  Schedule 'A' to Bylaw No. 8912 was repealed by Council on 2019/03/25 and replaced by current policy.
2021/06/01	

## 7.0 Amendments (mandatory)

*These are generally housekeeping or small changes to the policy where a full review would cover more significant changes*

Date of Council Decision	Council Report #	Main Committee	Date of Main Committee Review	Description
2019/03/25	CR19-20	Priorities & Planning Committee	2019/02/20	Policy adopted

## 8.0 Policy Monitoring

The Heritage Inventory Policy will be monitored through an annual report to Council using indicators and metrics from the Regina Cultural Plan.

MOTION

June 24, 2026

To: Mayor Bachynski and City Councillors

Re: Urgent Pedestrian Safety and Accessibility Lighting Retrofits in Harbour Landing

---

WHEREAS Harbour Landing is a mature, master-planned community in south Regina with thousands of residents, extensive parkland, and a network of multi-use walking and recreational pathways, including segments along the Wascana Creek environmental reserve;

WHEREAS these pathways were intended to promote active transportation, family recreation, school access, and year-round community connectivity;

WHEREAS the marked crosswalks at the intersection with Jim Cairns Boulevard and the associated walking pathways were implemented without lighting and nearby street lights during construction of the neighborhood, resulting in a pitch-black crossing and dark corridors on the pathways at night;

WHEREAS inadequate nighttime illumination at marked crosswalks on higher-volume roads significantly increases collision risks for all pedestrians, with heightened dangers for those with mobility, visual, or cognitive disabilities;

WHEREAS Regina has short winter daylight hours and darkness arrives early, with snow/ice further reducing visibility and mobility on these pathways;

WHEREAS residents - including families with children, seniors, evening commuters, and individuals with disabilities - report being afraid to use these paths at times of low light;

WHEREAS this situation creates serious safety risks and accessibility barriers;

WHEREAS proper lighting combined with universal design features is essential for equitable, year-round use of walking paths;

WHEREAS addressing these gaps fulfills the City's commitments to livability, safety, active transportation, and inclusive infrastructure in established neighbourhoods; and

WHEREAS given the urgent nature of the risks associated with improperly lighted paths, this matter should be treated as a high-priority safety and equity item within the 2026 capital budget deliberations or as an urgent standalone matter;

THEREFORE BE IT RESOLVED that City Council direct Administration to report back on the following for the proposed 2027 budget deliberations:

1. Capital funding request for the retrofitting of all existing marked but unlit crosswalks in Harbour Landing, starting with James Hill Road at the walking path (Creek north to South) and including any other high-priority unlit crossings in the area such as, but not limited to, the following walk paths located at “Gilbert Cres and Beacon Drive”; “Harbour Landing Drive between Wright Road and Trinity Way”; “Gordon Road between Harbour Landing Drive and Universal Crescent”; and “Jim Cairns Boulevard between Wright Road” to fully illuminated, high-visibility, and accessible crosswalks, with a consideration of the following for inclusion in these retrofits:
  - a. High-intensity, energy-efficient LED lighting (or equivalent) designed to meet or exceed Illuminating Engineering Society (IES) standards for pedestrian facilities, with specific attention to uniform illumination levels that support users with low vision;
  - b. Enhanced reflective signage, pavement markings, tactile walking surface indicators, audible signals where warranted, curb ramps, and other accessibility features in alignment with *The Accessible Saskatchewan Act*, City of Regina Transportation Master Plan and City of Regina Design Standards for Transportation, with compliant with universal design principles and accessibility standards ; and
  - c. Deployment of interim safety and accessibility measures (e.g., temporary beacons, enhanced high-contrast markings, or portable lighting) as soon as possible in 2027, with full retrofits targeted for the 2027 construction season pending approval of funding allocation;
2. Capital funding request for lighting installation along the Wascana Creek environmental reserve and associated multi-use pathways in Harbour Landing as follows:
  - a. Lighting on one side of the primary creek pathways by no later than July 1st, 2028 Grand Opening or preferable sooner in 2027;
  - b. Full lighting on both sides of the creek pathways by no later than July 1st, 2030; and
  - c. Design specifications to use energy-efficient, dark-sky-friendly LED or solar-hybrid systems with shielding, adaptive controls (e.g., motion-activated or smart lighting), and accessibility-focused elements such as consistent illumination at path edges, ground-level wayfinding, and features supporting users with mobility aids, visual impairments, or other disabilities.
3. Additional information that includes:
  - a. A full inventory of affected crosswalks and pathway segments, including usage

patterns by pedestrian user groups;

- b. Potential funding sources (e.g., reallocation from transportation/park budgets, growth infrastructure levies, active transportation grants, or accessibility-specific funding), and offsets to minimize net new expenditure;
- c. A phased implementation timeline, comprehensive consultation plan with Harbour Landing residents, the Harbour Landing Community Association, Accessibility Advisory Committee, and disability advocacy groups; and
- d. Options for interim enhancements and a monitoring framework to evaluate post-installation outcomes on safety, accessibility, and usage (e.g., before/after incident data, user surveys, and equity metrics).

Respectfully submitted,



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George Tsiklis  
Councillor – Ward 2

MOTION

June 24, 2026

To: Mayor Bachynski and City Councillors

Re: 9th Avenue North Traffic Improvements

---

WHEREAS safety is a fundamental value, the City of Regina is mandated to provide safety in all operations, design and actions;

WHEREAS the roadway and intersections comprising 9th Avenue North, west of Courtney Street and east of the Regina Bypass, does not reflect any of the safety design of like-expressways in our city. The design of this stretch of roadway includes:

- Narrow single lane, two-way traffic;
- Lack of shoulders;
- No barrier or division from oncoming traffic;
- Retrofitted, turning movements without added room;
- Unsafe intersection at Fairway Road, left turn lane added without widening the travel lane causing an integrated right in right out directly into the fly by lane at road speed.
- Sudden considerable directional and elevation deviations at the Pinkie Road and 9th Avenue North intersection;
- No traffic speed mitigation measures;

WHEREAS all the noted conditions are greatly exacerbated by winter wind, snow and the lack of development, commonly resulting in unsafe travel conditions;

WHEREAS traffic volume has significantly increased since 9<sup>th</sup> Avenue North became a connection to the Regina Bypass and there is a planned and anticipated further increase in traffic volume on this roadway, with the imminent arrival of Costco in Westerra and the investment put forth on Pinkie Road.

WHEREAS the lack of left turn access to the Regina Bypass at the Pinkie Road and 9th Avenue North intersection, combined with limited directional access to the Regina Bypass at the Dewdney Avenue Regina Bypass connection will drive traffic through Westhill via Sherwood Drive and directly past a residential playground and increase westbound turns on the Fairway Road and 9th Avenue North intersection further exacerbating the risk; and

WHEREAS the City is currently advancing studies and long-term planning for ultimate traffic improvements;

THEREFORE BE IT RESOLVED that City Council:

1. Direct Administration to bring a report back in Q4 2026 with the following information:
  - a. Recommended bylaw amendments to enact a speed limit decrease on 9<sup>th</sup> Avenue North between Courtney Street and Pinkie Road in advance of the Costco opening;
  - b. An overview of the suggested timeline for the speed limit reduction and the financial implications associated with replacing signage on the post speed limit;
  - c. An overview of planned work toward the ultimate traffic solution for the 9<sup>th</sup> Avenue North corridor between Pinkie Road and Courtney Street, including proposed expressway upgrades, traffic calming and safety enhancements, and noise attenuation wall requirements;
2. Direct Administration to review and install additional “Truck Prohibited” (or truck restriction) signage in advance of the 9<sup>th</sup> Avenue North Regina Bypass exit ramp, ensuring signage is placed at sufficient distance to provide adequate warning for approaching drivers to safely reroute;
3. Direct Administration to install a solar-powered speed radar warning sign on 9<sup>th</sup> Avenue North between Courtney Street and Pinkie Road to improve speed awareness and enhance roadway safety; and
4. Direct Administration to design a communication campaign, including temporary signage, to enhance public awareness of truck restrictions and speed safety on 9<sup>th</sup> Avenue North between Courtney Street and Pinkie Road.

Respectfully submitted,



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Jason Mancinelli  
Councillor – Ward 9

MOTION

June 24, 2026

To: Mayor Bachynski and City Councillors

Re: Establishment of a Mayor's Heroism Award

---

WHEREAS municipalities have an important role in recognizing and celebrating individuals whose actions contribute to the safety, well-being, and resilience of the community;

WHEREAS acts of courage, compassion, and selflessness, whether demonstrated in emergency situations or through ongoing contributions, strengthen community spirit and civic pride; and

WHEREAS the City of Regina currently lacks a formal mechanism to recognize individuals who have demonstrated extraordinary bravery or heroism;

THEREFORE BE IT RESOLVED that City Council direct Administration to develop a policy for the establishment of a Mayor's Heroism Award, to be brought back to City Council for consideration at its October 14, 2026 meeting, that includes the following:

- a) Eligibility criteria and definitions of "heroic" or "extraordinary" actions;
- b) A nomination and selection process;
- c) Governance and frequency of the awards; and
- d) Any associated costs, resource implications, and recommended funding sources.

Respectfully submitted,



Chad Bachynski  
Mayor

**NOTICE OF MOTION**

June 24, 2026

City Clerk  
City Hall  
Regina, Saskatchewan

Please be advised that I will submit the following NOTICE of MOTION at the June 24, 2026 meeting of City Council:

Re: Project No Excuses

---

WHEREAS numerous residents, visitors, and business patrons cite parking rules, fees, and transit costs as barriers to downtown visitation, creating “excuses” not to shop, dine, attend events, or conduct business;

WHEREAS eliminating these barriers through a targeted downtown pilot, balanced with time limits for turnover and strong data monitoring, directly addresses complaints while promoting economic vitality, equity, safety, and modal options without increasing property taxes;

WHEREAS Regina Transit’s \$53-58M operating budget (2026) is 74% subsidized with \$13.74M total revenue, \$11.85M fare and passes revenue post-10% fare increase; making downtown core routes free with enhancements, creating a manageable gap off-settable via efficiencies, grants, partnerships, and benefits like increased downtown spending, economic multipliers, higher assessments/Municipal Revenue Sharing (MRS) from the Province, and safety gains from more “eyes on the street”;

WHEREAS the successful F.W. Johnson Collegiate youth free-fare pilot tripled ridership, demonstrating strong demand when barriers drop,

WHEREAS a senior-focused pass adds dignity and equity;

WHEREAS all elements must maintain net-zero impact on the operating budget (no property tax/mill rate hike) through creative offsets, aligning with fiscal accountability and the 2026 \$676M+ budget context;

THEREFORE BE IT RESOLVED that City Council direct Administration to:

1. Report back as part of the 2027-2028 budget deliberations with a 12-month Downtown Mobility Pilot titled “Project No Excuses,” to commence upon approval no later than Q1 2027, with a focus on the downtown core, with recommendations respecting the following:

- a. Scope – Free Time-Limited Access:
  - i. A fare-free pilot option on a designated downtown bus route and/or routes/shuttles;
  - ii. Free two-hour time-limited on-street parking in downtown paid zones; with maintenance of resident permit programs to prevent spillover;
- b. Integrated Enhancements:
  - i. Technology integration for dynamic parking/traffic/safety management, to position Regina as an innovation leader;
  - ii. Targeted equity expansions building on youth pilot successes.
- c. Joint Analysis & Evaluation:
  - i. Quarterly reports evaluating data on ridership, foot traffic, spending, business surveys, congestion, crime/safety metrics, equity outcomes, economic indicators (assessments, MRS implications), and net fiscal impact;
  - ii. Final report following the pilot's conclusion with clear recommendations for continuation and/or expansion, or termination of the program, including a sensitivity analysis;
  - iii. Clear KPIs and sunset dates if targets are unmet.
- d. Program funding goals to address a gross funding gap of \$39.7M annually, with a goal of net-zero, with no associated mill rate increase for the program, leveraging the following elements to fully offset any induced costs:
  - i. Efficiencies through technology optimizations such as route rationalization, electric fleet, and on-demand service for approximately \$4-6M;
  - ii. Provincial/federal grants, P3 opportunities, employer contributions, advertising opportunities, Business Improvement District levies, for approximately \$5-8M;
  - iii. Land value capture and Transit-Oriented Development charges and non-tax revenues for approximately \$3-5M;
  - iv. Economic uplift benefits: Downtown spending multipliers \$5-10M+ activity for higher property assessments/MRS share and police safety savings through reducing policing calls;
- e. Modeling for best/worst/likely scenarios confirming net-zero or positive ROI; with reserve and phasing leveraged as for bridging, with no mill rate impact; and reallocation of funding from non-core service areas, as needed;
- f. Confirmation of net annual taxpayer cost after all offsets/benefits for scenarios, to ensure no associated property tax increases; and

2. Report back to Executive Committee within 60 days of City Council approval, with a detailed implementation plan including timelines, communication strategy (“No Excuses” branding), risk mitigations for congestion, enforcement, and full fiscal modeling incorporating economic/Municipal Revenue Sharing/safety benefits.

Respectfully submitted,



---

George Tsiklis  
Councillor – Ward 2

NOTICE OF MOTION

June 24, 2026

City Clerk  
City Hall  
Regina, Saskatchewan

Please be advised that I will submit the following NOTICE of MOTION at the June 24, 2026 meeting of City Council:

Re: Project Service Prioritization

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WHEREAS making short-term, prudent adjustments to pay down debt, rebuild reserves, and secure a stronger financial future, City Council must understand impacts of service prioritization in budget considerations and decision making;

WHEREAS excellent core services that residents rely on every day: safe roads, reliable water, strong police and fire protection, effective waste management, and sound planning are crucial to the operation of our growing city;

WHEREAS the 2026 Budget Book makes clear that delivering more than 60 services while deferring infrastructure maintenance has created a large infrastructure deficit and driven record property tax increases;

WHEREAS strengthening the essential services, optimizing the discretionary services, and returning property taxes to a sustainable future path requires a disciplined approach; and

WHEREAS at the time of making its budget decisions, City Council requires clear understanding of priority services and any impacts to Regina residents when considering making changes to city services;

THEREFORE BE IT RESOLVED that City Council direct Administration to:

1. Prepare a report respecting work plan for a proposed Service Prioritization report as outlined below, that includes detailed scope, methodology, timeline, and work plan for completion of the Service Prioritization report, to be brought to City Council at its August 26, 2026 meeting for approval;
2. Pending City Council approval of the above work plan, prepare a Service Prioritization report that includes the following information:

- a. Classification of all city services into recommended defined categories (ex. Core/Mandatory, Discretionary, and Hybrid) with 2026 cost breakdowns;
  - b. Options and recommendations for a 3-to-5-year Service Excellence & Sustainability Plan that could reduce annual spending overall by optimizing discretionary services while protecting and strengthening core services, therefore reducing property taxes collected by 5 to 10%;
  - c. City-wide public engagement and a full risk assessment;
3. Report back to the Audit and Finance Committee at its October 29, 2026 meeting with a finalized Service Prioritization report with recommendations to City Council on financial impacts for key service priorities for the 2027-2028 budget deliberations;
  4. Upon completion of the service prioritization review, to incorporate service level realignment and associated strategic planning into the City's Long-Term Financial Plan.

Respectfully submitted,



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George Tsiklis  
Councillor – Ward 2

NOTICE OF MOTION

June 24, 2026

City Clerk  
City Hall  
Regina, Saskatchewan

Please be advised that I will submit the following NOTICE of MOTION at the June 24, 2026 meeting of City Council:

Re: Updates to Council Policies

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WHEREAS rising ticket prices, sponsorships, and travel costs are increasingly cost-prohibitive under current allowances, limiting Councillors' ability to support and participate in ward-level initiatives;

WHEREAS Councillors are routinely required to cover legitimate expenses personally, which is unfair and unsustainable;

WHEREAS the Councillor role extracts a heavy personal toll through extensive time devoted to public service, often at the direct expense of family life and spousal relationships;

WHEREAS this combination of financial burdens and family strain deters qualified candidates — professionals, parents, small-business owners, and those from diverse backgrounds — who cannot afford the personal and relational price of public office;

WHEREAS paying for optional spousal attendance at appropriate City-related events is therefore not merely a financial perk but a targeted recognition of this sacrifice, that supports mental health, relationship well-being, and long-term retention by allowing couples to share some of the public-facing aspects of the role together; and

WHEREAS updating expense allowances for Councillors, including family considerations, is a reasonable, incremental step toward competitiveness and human-centered governance

THEREFORE BE IT RESOLVED that City Council:

1. Direct Administration to report back with impacts and options for Council's consideration in the 2027-2028 budget deliberations, for the following increases to annual Councillor expense allowances:

- a. Travel and communication expense allowance from \$10,000 to \$20,000; and
  - b. Home and office expense allowance from \$3,800 to \$7,600;
2. Amend *The Code of Ethics Bylaw, Bylaw No. 2017-4*, Council Support Policy and Elected Official Travel Policy to explicitly allow, at the individual Councillor's discretion, reimbursement of one additional spouse or designated guest ticket/fee for City-related events attended in an official capacity; and
  3. Approve an automatic annual Consumer Price Index (CPI) (Regina CMA geographic area consumer price index as released by Statistics Canada) to Councillor expense allowances beginning in Q1 2027, applied at the start of each fiscal year, to prevent future erosion due to inflation in postal rates, digital tools, and event costs. Notwithstanding any other provision, commencement shall be postponed to Q1 2028 should the increased expense allowances referenced in point #1 receive approval in the 2027 budget.

Respectfully submitted,



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George Tsiklis  
Councillor – Ward 2

**NOTICE OF MOTION**

June 24, 2026

City Clerk  
City Hall  
Regina, Saskatchewan

Please be advised that I will submit the following NOTICE of MOTION at the June 24, 2026 meeting of City Council:

Re: Installation of Additional Benches – Norseman Park Walking Path in Harbour Landing

WHEREAS there is limited seating available along the walking path in Norseman Park in Harbour Landing;

WHEREAS community members in Harbour Landing have submitted a request to install additional benches along the path for use by senior residents utilizing the walking paths;

WHEREAS City Council has previously endorsed the City of Regina as an age-friendly community by participating, supporting, promoting, and working to assess and improve inclusion and accessibility for individuals of all ages;

WHEREAS Harbour Landing is a diverse community with many options for senior-friendly housing, green spaces, and home to many multi-generational families; and

WHEREAS keeping green spaces and walking pathways accessible to all ages for participation in outdoor activities, socialization, and park enjoyment is central to Vibrancy, one of City Council's strategic priorities for 2026-2029;

THEREFORE BE IT RESOLVED that City Council direct Administration to report back to City Council as part of the 2027-2028 budget deliberations on the following respecting the installation of benches as outlined in the aerial map, in blue, attached as Appendix A:

1. Estimated total cost and per-bench cost including supply, installation, concrete pads if required, and any site preparation;
2. Recommended number and style of benches, with consideration of senior-friendly features such as armrests and appropriate seat height;

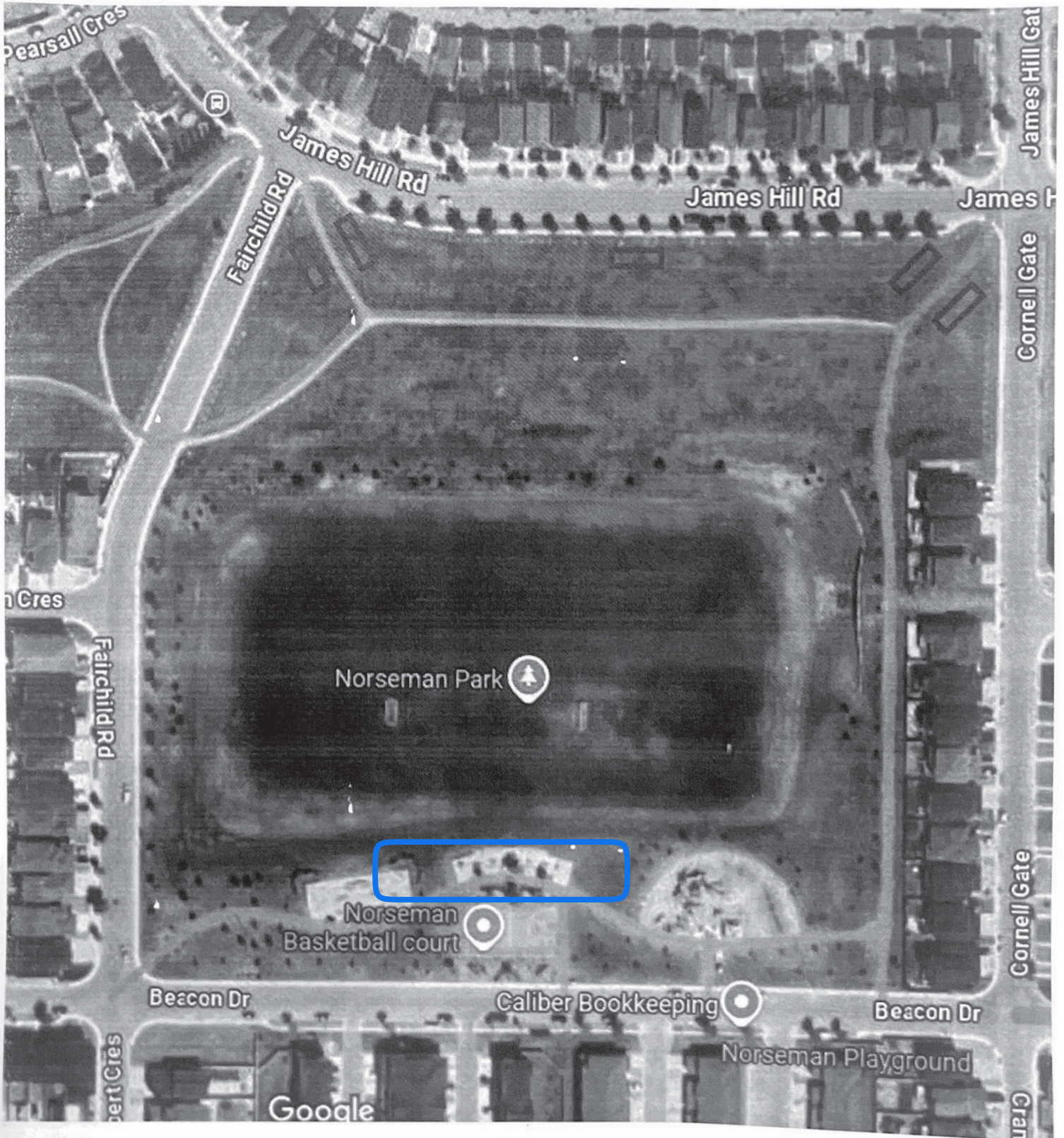
3. Proposed installation timeline, with a target of completion in 2027 prior to peak summer pathway use, where feasible; and
4. Identify funding options for the installation of the required number of benches.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'G. Tsiklis', with a stylized flourish at the end.

George Tsiklis  
Councillor – Ward 2

# Request to put new benches at following location at Norsemen Park Location Marked with Blue



BYLAW NO. 2026-36

A BYLAW OF THE CITY OF REGINA CONCERNING A PLAN FOR CERTAIN  
EMPLOYEES AND ELECTED OFFICIALS REPEAL BYLAW

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 The purpose of this Bylaw is to repeal Bylaw No. 8589, being *A Bylaw of the City of Regina Concerning a Plan for Certain Employees and Elected Officials* in consequence of the consolidation of the pension plans established under Bylaw No. 8589 into a single plan text entitled the *City of Regina Defined Contribution Pension Plan*.
- 2 The authority for this Bylaw is section 81 of *The Cities Act*.
- 3 Bylaw No. 8589, being *A Bylaw of the City of Regina Concerning a Plan for Certain Employees and Elected Officials* is repealed.
- 4 This Bylaw comes into force on January 1, 2027, provided that the plan text entitled *City of Regina Defined Contribution Pension Plan* is approved and adopted on behalf of the City of Regina by the City Manager before that date.

READ A FIRST TIME THIS 24<sup>th</sup> DAY OF June 2026.

READ A SECOND TIME THIS 24<sup>th</sup> DAY OF June 2026.

READ A THIRD TIME AND PASSED THIS 24<sup>th</sup> DAY OF June 2026.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk (SEAL)

CERTIFIED A TRUE COPY

\_\_\_\_\_  
City Clerk

Approved as to form this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
City Solicitor

ABSTRACT

BYLAW NO. 2026-36

A BYLAW OF THE CITY OF REGINA CONCERNING A PLAN FOR CERTAIN  
EMPLOYEES AND ELECTED OFFICIALS REPEAL BYLAW

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PURPOSE:	The purpose of this Bylaw is to repeal Bylaw No. 8589 because the pension plans created under that bylaw have been consolidated into a single plan document called the <i>City of Regina Defined Contribution Pension Plan</i> .
ABSTRACT:	The Plan Administrator reviewed the City's Casual and Elected Officials Defined Contribution Pension Plans under Bylaw No. 8589 and moved the plan terms into a separate City-administered document. The review also modernized governance, combined the two plans into one, removed outdated provisions, and incorporated negotiated changes with CUPE Local 21, including increasing the contribution rates from three percent to five percent for employees with ten years or more of pensionable service and removing the maximum contribution age of 65 for all members including elected officials.
STATUTORY AUTHORITY:	Section 81 of <i>The Cities Act</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	Executive Committee, May 27, 2026, EX26-62 and City Council, June 10, 2026, CR26-69
AMENDS/REPEALS:	Repeals Bylaw No. 8589
CLASSIFICATION:	Administrative
INITIATING DIVISION:	City Manager
INITIATING DEPARTMENT:	People & Organizational Culture

BYLAW NO. 2026-37

THE REGINA TRANSIT FARE AMENDMENT BYLAW, 2026 (No. 2)

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THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 The purpose of this Bylaw update Charter rates and remove references to the University of Regina Students Union in the description of the U-Pass Program.
- 2 The authority for this Bylaw is subsection 8(1) of *The Cities Act*.
- 3 Bylaw 2009-22 being *The Regina Transit Fare Bylaw, 2009* is amended in the manner set forth in this Bylaw.
- 4 Subsection 12.1(1) is repealed and the following substituted:  
  
“(1) A University of Regina student may use a U-Pass to use transit or paratransit service;”
- 5 Subsection 12.1(2) is repealed and the following substituted:  
  
“(2) Rates, eligibility and validity period for the U-Pass shall be set in accordance with the contract entered into by the City of Regina and the U-Pass provider, and;”
- 6 The Charters Rate Table in Schedule “B” is repealed and the Charter Services Fees Table attached as Appendix A to this Bylaw is substituted.
- 7 Schedule “D” is repealed and the Schedule “D” attached as Appendix B to this Bylaw is substituted.

Approved as to form this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
City Solicitor

8 This Bylaw comes into force on July 8, 2026.

READ A FIRST TIME THIS 24<sup>th</sup> DAY OF June 2026.

READ A SECOND TIME THIS 24<sup>th</sup> DAY OF June 2026.

READ A THIRD TIME AND PASSED THIS 24<sup>th</sup> DAY OF June 2026.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
(SEAL)

CERTIFIED A TRUE COPY

\_\_\_\_\_  
City Clerk

**Appendix A.**

<b>Charter Services Fees</b>	<b>Rate</b>
Service Supervisor	\$100
Hourly Rate for Services 25 km outside the city	\$85
Base Rate	BR=ACFx37
Regular Service Hours – Weekday	125% of Base Rate
Peak Operating Hours – Weekdays and Weekends	150% of Base Rate
Statutory Holiday and Between 12:00 a.m. to 5:00 a.m.	200% of Base Rate
Custom Destination Sign Message	\$50 + \$30/Bus

**Appendix B.****Schedule D****Paratransit Charter Service Rates**

Effective Date	Paratransit Operations and Maintenance contract cost per hour	Total Hourly Charter Rate
July 1, 2025	\$64.58	\$93.64
September 1, 2026	\$71.87	\$104.21
July 1, 2027	\$74.46	\$107.97
July 1, 2028	\$77.11	\$111.81
July 1, 2029	\$79.11	\$114.71

ABSTRACT

BYLAW NO. 2026-37

THE REGINA TRANSIT FARE AMENDMENT BYLAW, 2026 (No. 2)

---

PURPOSE: The purpose of this Bylaw update Charter rates and remove references to the University of Regina Students Union in the description of the U-Pass Program.

ABSTRACT: This Bylaw updates the U-Pass program and updates the Charter fees.

STATUTORY AUTHORITY: Subsection 8(1) of *The Cities Act*

MINISTER’S APPROVAL: N/A

PUBLIC HEARING: N/A

PUBLIC NOTICE: N/A

REFERENCE: Executive Committee, May 27, 2026, EX26-64 and City Council, June 10, 2026, CR26-71

AMENDS/REPEALS: Amends Bylaw 2009-22

CLASSIFICATION: Administrative

INITIATING DIVISION: City Operations

INITIATING DEPARTMENT: Transit