



Executive Committee

**Wednesday, September 16, 2026
9:00 AM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

**Public Agenda
Executive Committee
Wednesday, September 16, 2026**

Approval of Public Agenda**Adoption of Minutes**

Minutes of the meeting held September 2, 2026

Administration Reports

EX26-87 RCMP Heritage Centre Funding Request

Recommendation

The Executive Committee recommends that City Council:

1. Approve a withdrawal from the General Fund Reserve of \$250,000 for the purpose of providing a grant to the RCMP Heritage Centre for renewal of its facilities;
2. Delegate authority to the City Manager to negotiate and approve the terms and conditions of a funding agreement between the City of Regina and the RCMP Heritage Centre as described in this report;
3. Authorize the City Clerk to execute the necessary agreements after review and approval by the City Solicitor;
4. Approve this report at its meeting on September 23, 2026.

EX26-88 Supplemental Report - Regina Housing Strategy

Recommendation

That Executive Committee recommends that City Council receive and file this report.

EX26-89 Regina Housing Strategy

Recommendation

City Council recommends the Executive Committee recommend that City Council:



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1. Approve the amended Appendix A - Regina Housing Strategy;
2. Direct Administration to report back by Q3 2027 with an updated *Housing Incentives Policy*; and
3. Approve these recommendations at its meeting on September 23, 2026.

EX26-90 Amendments to Floodway Regulations**Recommendation**

The Executive Committee recommends that City Council:

1. Approve amendments to *Design Regina: The Official Community Plan, Bylaw No. 2013-48, The Regina Zoning Bylaw, 2019* and *The Building Bylaw, 2023* to update the City of Regina's floodplain regulations and maps as described in Appendix A – Proposed Amendments, and Appendix D-2026 WSA Floodplain, of this report.
2. Instruct the City Solicitor to prepare the necessary bylaw amendments to give effect to the recommendations, to be brought forward to a future meeting of City Council following Council approval and the required public notice;
3. Approve these recommendations at its September 23, 2026 meeting.

EX26-91 Annual Winter Maintenance Summary 2025/2026 Season**Recommendation**

The Executive Committee recommends that City Council:

1. Amend the Winter Maintenance Policy (Policy) to add snow clearing on sidewalks adjacent to select locations in the Regina Growth Plan, including Urban Corridors and the City Centre, as shown in Appendix D-Amendment 1;
2. Amend the Policy to add snow clearing on sidewalks adjacent to school zones, as outlined in Appendix D-Amendment 1;
3. Amend the Policy to revise the hours of operation at the Snow Storage Site as outlined in Appendix D-Amendment 3;
4. Amend the Policy Appendix A (Operational Policy-Level of Service) to



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include information outlined in Appendix D-Amendment 4;

5. Direct Administration to bring an increase to the Snow Storage Site User Fees in *The Clean Property Bylaw No. 9881* for Council consideration as part of the 2027 budget process;
6. Consider that accessibility-related snow removal investments on 11th Avenue and Dewdney Avenue are not priority areas for accessibility.
7. Consider budget reallocation to other priority accessibility areas, such as priority snow removal near schools, day homes, daycares and medical centers, as well as the 30-km of residential areas of high concern identified in the report.
8. Remove item *CR25-116* from the List of Outstanding Items for City Council; and
1. Approve these recommendations at its September 23, 2026, meeting.

EX26-92 Fire Master Plan Update

Recommendation

The Executive Committee recommends that City Council receive and file this report at its September 23, 2026, meeting.

Adjournment

AT REGINA, SASKATCHEWAN, WEDNESDAY, SEPTEMBER 2, 2026

AT A MEETING OF EXECUTIVE COMMITTEE
HELD IN PUBLIC SESSION

AT 9:00 AM

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: Councillor David Froh, in the Chair
Mayor Chad Bachynski
Councillor Clark Bezo
Councillor Mark Burton
Councillor Victoria Flores
Councillor Shobna Radons
Councillor Dan Rashovich
Councillor Shanon Zachidniak

Regrets: Councillor Jason Mancinelli
Councillor George Tsiklis
Councillor Sarah Turnbull

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, Communications, Service Regina & Tourism, Jennifer Johnson
Acting Deputy City Manager, City Planning & Community Services, Diana Burton
Acting Chief Financial Officer & Deputy City Manager, Jeff May
Director, Transit & Fleet, Transit & Fleet, Nathan Luhning
Manager, Community Well-Being, Dave Slater
Manager, Government Relations, Ryan Gray

(The meeting commenced in the absence of Mayor Chad Bachynski and Councillor Shobna Radons.)

APPROVAL OF PUBLIC AGENDA

Councillor Shanon Zachidniak moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted.

ADOPTION OF MINUTES

Councillor Mark Burton moved, AND IT WAS RESOLVED, that the minutes for the meeting held on August 19, 2026 be adopted, as circulated.

ADMINISTRATION REPORTS

EX26-85 Canada Public Transit Fund Baseline Funding

Recommendation

The Executive Committee recommends that City Council:

1. Delegate authority to the Deputy City Manager, City Operations or designate to negotiate and approve the funding agreement between the City and the federal government for the Canada Public Transit Fund Baseline Funding as further described in this report, any amendments to the agreement, if required, that do not substantially change what is described in this report, and any ancillary agreements or documents required to give effect to the agreements;
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 September 9, 2026.

Councillor Shanon Zachidniak moved that the recommendations contained in the report be concurred in.

(Councillor Shobna Radons arrived to the meeting.)

Following the Clerk's announcement of the vote, Councillor Clark Bezo indicated that during the vote, his vote did not register as a recorded vote. In accordance with Section 26.1 (3) of The Procedure Bylaw, Bylaw No. 9004, which states "...no member shall change their vote ...without the unanimous consent of the other members present" the Chairperson conducted a resolution vote to allow Councillor Clark Bezo to register a recorded vote "In Favour", and none were opposed.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Zachidniak
IN FAVOUR:	Councillors: Bezo, Burton, Flores, Froh, Radons, Rashovich, Zachidniak
AWAY:	Mayor Chad Bachynski

EX26-86 Provincial Approach to Homelessness Funding

Recommendation

The Executive Committee recommends that City Council:

1. Delegate authority to the Deputy City Manager, City Planning and Community Services or designate to negotiate and approve Contribution Agreements between the Government of Saskatchewan and the City of Regina to provide funding for extreme weather and community-led outreach projects for up to five years and any amendments to the Contribution Agreements and any ancillary agreements or documents required to give effect to the Agreements.
2. Delegate authority to the Deputy City Manager, City Planning and Community Services or designate to negotiate and approve Funding Agreements for up to five years to operate extreme weather spaces or community outreach teams with the ultimate recipients of the funding and any amendments to the Funding Agreements.
3. Delegate authority to the Deputy City Manager, City Planning and Community Services or designate to decide on what projects and the level of funding will be provided to recipients in the next five years if Government of Saskatchewan funding is provided to operate extreme weather spaces or community outreach teams and to adjust the funding levels for the projects described in this report if required based on the needs of the project and available funding.
4. Authorize the City Clerk to execute the necessary agreements after review and approval by the City Solicitor.
5. Approve these recommendations at its meeting on September 9, 2026.

Councillor Shanon Zachidniak moved that the recommendations contained in the report be concurred in.

(Mayor Chad Bachynski arrived to the meeting.)

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Zachidniak
IN FAVOUR:	Councillors: Bezo, Burton, Flores, Froh, Radons, Rashovich, Zachidniak and Mayor Bachynski

The Chair called for a 10-minute recess.

The Committee recessed at 10:08 a.m.

The Committee reconvened at 10:33 a.m.

RESOLUTION FOR PRIVATE SESSION

Councillor Victoria Flores moved, AND IT WAS RESOLVED, that in the interest of the public, the remaining items on the agenda be considered in private.

The Committee recessed at 10:38 a.m.

Chairperson

Secretary



RCMP Heritage Centre Funding Request

Date	September 16, 2026
To	To Committee Members
From	City Clerk's Office
Service Area	
Item #	EX26-87

RECOMMENDATION

The Executive Committee recommends that City Council:

1. Approve a withdrawal from the General Fund Reserve of \$250,000 for the purpose of providing a grant to the RCMP Heritage Centre for renewal of its facilities;
2. Delegate authority to the City Manager to negotiate and approve the terms and conditions of a funding agreement between the City of Regina and the RCMP Heritage Centre as described in this report;
3. Authorize the City Clerk to execute the necessary agreements after review and approval by the City Solicitor;
4. Approve this report at its meeting on September 23, 2026.

HISTORY

At its meeting on September 2, 2026, the Executive Committee considered in **private** session, the attached report *E26-37 RCMP Heritage Centre Funding Request*.

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

The recommendation contained within this report requires City Council approval.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Amber Ackerman".

Amber Ackerman, Acting City Clerk

ATTACHMENTS

E26-37 RCMP Heritage Centre Funding Request



RCMP Heritage Centre Funding Request

Date	September 2, 2026
To	Executive Committee
From	City Manager's Office
Service Area	Office of the City Manager
Item No.	E26-37

RECOMMENDATION

The Executive Committee recommends that at its September 16, 2026 public meeting, recommend that City Council:

1. Approve a withdrawal from the General Fund Reserve of \$250,000 for the purpose of providing a grant to the RCMP Heritage Centre for renewal of its facilities;
2. Delegate authority to the City Manager to negotiate and approve the terms and conditions of a funding agreement between the City of Regina and the RCMP Heritage Centre as described in this report;
3. Authorize the City Clerk to execute the necessary agreements after review and approval by the City Solicitor;
4. Approve this report at its meeting on September 23, 2026.

ISSUE

The RCMP Heritage Centre (RCMPHC) is planning a \$9.6 million capital renewal of its facilities. This project was listed in the Federal Budget 2025 as a priority to receive funding through the Build Communities Strong Fund (BCSF). This support has now materialized and the RCMPHC was recently approved to receive \$7.7 million from the BCSF. A requirement to receive the funding is that

the RCMPHC must seek funding contributions from additional sources. The RCMPHC has requested a grant of \$250,000 from the City of Regina (City).

IMPACTS

Financial Impact

The recommendation to provide \$250,000 requires using money from the General Fund Reserve (GFR). The current forecasted uncommitted balance of the GFR is \$20.8 million. The recommended minimum balance is \$35.8 million, and the recommended maximum balance is \$71.5 million. The primary purpose of the GFR is to:

- Provide a source of funding to smooth the financial impact of revenue fluctuations and cost increases; and
- To provide one-time funding for unanticipated activities, operations, projects or expenses

The financial risk of using the GFR as a funding source, when the GFR is below its minimum Threshold, is that the City has less financial cushion to respond to emergencies or to quickly match unexpected grant opportunities.

Policy Impact

The RCMPHC already receives significant financial support from the City. As a non-profit organization, the RCMPHC has received City Council-approved property tax exemptions since 2007. The municipal portion of those exemptions totals roughly \$7.7 million. The RCMPHC is also a longtime Community Partner through the Culture Stream of the Community Investment Grant Program (CIGP). Community Partner Grants provide up to four years of core operation and core program funding to non-profit organizations that play a unique, strategic and essential role in the community. The RCMPHC has received roughly \$1.1 million since 2014.

Strategic Priority Impact

The recommendation supports the Strategic Priority of Vibrancy. Administration recognizes that supporting the RCMPHC means investing in a locally and nationally significant destination. The recommendation also supports the Strategic Priority of Prosperity as the RCMPHC plays a role in growing Regina's visitor economy.

Indigenous Impact

It is important that the City funds organizations that adhere to the City's own values, priorities, and commitments. Reconciliation is one the key Principles in City Council's Strategic Plan and kâ-nâsihcikêwin, the City's Indigenous Framework encourages the City to embed Indigenous perspectives into all aspects of City operations and policies. This means that the City should be considering reconciliation as part of its decision-making process. The City understands that there is a complicated history between the RCMP and Indigenous people – something the RCMP Heritage

Centre also recognizes.

According to the RCMPHC, a portion of the capital funding will be for exhibit renewal. At this time, the exact nature of that renewal has yet to be determined. Through conversation with the RCMPHC, they have indicated that if the newly developed exhibit has anything to do with Indigenous Peoples, communities, or subject matter (as an example; the role of the RCMP and the Residential School System), they will follow their internal practice of establishing an Elder and subject-matter expert committee to ensure alignment, respectful consultation, and engaged collaboration and participation.

There are no legal, labour, environmental, or IDEA impacts respecting this report.

OTHER OPTIONS

Option 1 – Provide the RCMPHC with \$250,000 – RECOMMENDED

Considerations:

- The RCMPHC is an important organization in Regina and nationally. The City has been a committed supporter of the organization for more than 20 years and recognizes the importance of making culturally and historically significant investments in the community.
- The City is strongly supportive of the RCMPHC's efforts to become a National Museum and Administration believes this investment, along with the decades of previous investment, demonstrates that support to the federal government.
- Becoming a National Museum would benefit Regina as a city and the surrounding region through enhanced tourism, jobs creation, and overall increased economic impact.

Option 2 – Do not provide the RCMPHC with \$250,000 – NOT RECOMMENDED

City Council could decide not to provide funding to the RCMPHC. This option is not recommended because the level of funding is modest relative to the long-term benefits the project is anticipated to bring to Regina.

COMMUNICATIONS & ENGAGEMENT

None with respect to this report.

DISCUSSION

The \$9.6 million capital project will enhance aging building systems and will begin the important

work of renewing the museum galleries to tell contemporary Canadian stories and enhance the visitor experience.

For several years, the RCMPHC has been focusing its efforts on becoming established as a National Museum. Through conversations with Administration, the RCMPHC shared that the proposed capital project will help those efforts as investment in the facility makes it a more appealing, sustainable, and accessible asset for the federal government. The RCMPHC was listed in the federal Budget 2025 as a project to receive support through the BCSF. This demonstrates federal interest and support in the RCMPHC's success and future.

It is important to note that if the RCMPHC becomes a National Museum, they may no longer require financial support from the City. They would also no longer require a property tax exemption through the CNPTEP because as a federal facility, the RCMPHC would be exempt from paying property taxes. However, it is also possible that the RCMPHC would provide the City with payment in lieu of property taxes. If this occurs, using 2026 data, the City could receive an estimated \$500,000 per year in additional revenue.

DECISION HISTORY & AUTHORITY

The recommendations contained in this report require City Council approval.

Respectfully Submitted,



Ryan Gray, Manager, Government Relations

Respectfully Submitted,



Jim Nicol, Interim City Manager

Prepared by: Ryan Gray, Manager, Government Relations



Supplemental Report - Regina Housing Strategy

Date	September 16, 2026
To	Executive Committee
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	EX26-88

RECOMMENDATION

That Executive Committee recommends that City Council receive and file this report.

ISSUE

On July 29, 2026, City Council voted to refer *CR26-96 Regina Housing Strategy* to the September 16, 2026 Executive Meeting and to prepare a supplemental report including the following:

- a. A revised table of action items contained in Appendix A – Regina Housing Strategy, that clearly distinguishes between those action items for which Administration can identify a specific timeline within its control, and those items which require advocacy to an external body to complete;
- b. Amending Action 10 in Appendix A to read as follows: “Advocate for amendments, where practical, to the National Building Code of Canada that support housing production, that do not decrease accessibility or safety requirements.”
- c. Amending the summary of Core Housing Needs contained in Appendix A to read as follows: “These were disproportionately represented by low-income households, Indigenous people, people with disabilities, single caregivers and refugee claimants. More housing is needed to support these residents and other residents who face discrimination such as the 2SLGBTQIA+ community, women and children, newcomers, people with

disabilities, people with addictions or experiencing mental or physical health challenges and residents transitioning out of systems such as jail/prison, hospitals and the child welfare system.”

- d. Information respecting how Tax Increment Financing (TIF) may be used as a tool to advance the City of Regina’s (City) Housing Strategy goals across the housing continuum, and options for its usage;
- e. A summary analysis of how the City could support infill development by engaging in the role of pre-developer, or developer, in select cases, to provide shovel ready options for builders, in an effort to reduce the risk for developers and expedite timelines, recognizing that City infill goals and that infill projects can be costly, risky, and often have low margins and long-term horizons for development;
- a. Options to provide developers with information required to advance infill projects (e.g. water, wastewater mapping), which are currently the responsibility of developers to seek and pay for.

IMPACTS

There are no financial, legal, policy, strategic priority, labour, environmental, Indigenous, or Inclusion, Diversity, Equity & Accessibility (IDEA) impacts respecting this report.

OTHER OPTIONS

There are no other options with respect to this report.

COMMUNICATIONS & ENGAGEMENT

There is no communication related to this Report as this is a supplemental report.

DISCUSSION

As per the referral motion approved by City Council on July 29, 2026, the Regina Housing Strategy has been revised, and is included as Appendix A. The Priorities, Outcomes and Actions within the Strategy are now grouped together to clearly show the alignment between them. The Actions now provide clear timelines and responsibility.

The Regina Housing Strategy was reviewed by the Accessibility Advisory Committee on August 31, 2026, and had the following comments:

- Consult with Accessibility Advisory Committee to generate housing providers list that specialize in accessible housing for engagement on Housing Incentives Policy re-write.

The other information items requested are provided as follows:

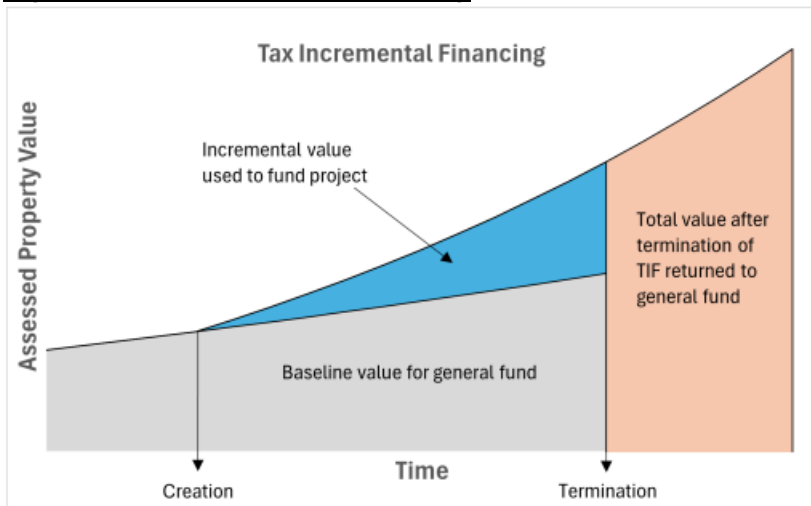
1. Tax Increment Financing (TIF)

Summary

Tax Increment Financing (TIF) uses future growth in municipal property tax revenue to fund investments within a defined area over a specified time period. It is based on the premise that investment and redevelopment will increase property values, generating additional municipal tax revenue over time.

The incremental municipal tax revenue generated within the TIF area can be used to repay project financing or be reinvested in further improvements. The baseline assessment value established when the TIF is created continues to support general City services. When the TIF expires, typically after approximately 20 years, all municipal property tax revenues from the area return to the City's general revenues (Figure 1).

Figure 1: Tax Increment Financing



TIF is authorized by *The Cities Act* (Sections 281.1(1), 281.2). City Council can designate a TIF area and establish a reserve fund in which some or all of the incremental municipal levies from the area will be held. Education and library levies are not included. The funds may be used for:

- The acquisition, construction, operation, improvement, and maintenance of works, services, facilities, and utilities of the city, or to repay associated borrowings;
- Financial assistance programs for people who develop or construct properties in the area; or
- Any other matters consistent with the purpose of the program that City Council considers necessary or advisable.

Advantages and Risks

TIFs can create a dedicated funding source, support long-term planning, and improve a municipality's ability to leverage public and private funding. By reinvesting a portion of the tax revenue generated by new development in the area, other additional investment may be encouraged which will help advance redevelopment priorities.

Although there are advantages of TIF, they also carry risks:

- Revenues are diverted from general municipal purposes for the duration of the TIF, which can place pressure on core services over time.
- Assessment revaluations occur only every four years in Saskatchewan, delaying revenue growth and creating potential cash flow challenges.
- Property value growth may not materialize as anticipated because of broader market and economic conditions.
- Inflation, borrowing costs and other economic factors can influence the real value of projected gains.
- Investments may fail to generate sufficient assessment growth to support future reinvestment or debt repayment.
- Development may occur regardless of the TIF, reducing the incremental benefit of the program.
- Exemption incentive programs reduce TIF funding.
- A feasibility study would be needed to determine the estimates of the increases in future taxes.
- Any borrowing undertaken by the City to support TIF-related projects would count toward the City's established debt limit. To reduce financial risk, alternative funding sources or repayment mechanisms should be identified to support debt servicing if projected tax increment revenues do not materialize as anticipated.

Implementation

A recent jurisdictional scan has not been undertaken for this supplemental report; however, based on past research, there are several considerations for implementation:

- Investments should be narrowly focused on improvements that will be reflected in assessment models.
- If investments are made in improvements where future developments and returns are not certain, such as for infrastructure upgrades intended to enable development, they should only be made when there is a reasonable degree of certainty of the outcome and parallel efforts are made to support further development (e.g. promotional campaigns, incentive programs, regulatory changes such as increased heights and/or *minimum* dwelling unit requirements).
- TIFs should be used sparingly and in relatively narrow geographic areas where increased property assessment generated by an investment can be predicted with greater certainty.

- A TIF investment alone will not revitalize heavily distressed areas.
- Minimize reliance on borrowing where possible, allowing TIF revenues to be directed toward future investment rather than debt repayment.

Relationship to Housing Strategy

TIF does not relate to one specific goal or action in the Regina Housing Strategy, but may serve as one of the financing tools to support implementation. TIFs can simplify investment decisions by dedicating incremental tax revenues generated within an area to specific redevelopment purposes. However, TIF programs require ongoing monitoring to ensure revenues are sufficient to achieve intended outcomes. City budgetary constraints for implementation are also a consideration; however, Administration considers a range of financial tools, such as TIFs, grant funding, and other financing mechanisms, when making recommendations to City Council on how best to implement strategic initiatives, where appropriate.

2. Supporting Infill Development

The City supports infill development through a variety of strategies, regulatory frameworks, and incentives. By way of examples;

- a. City Council approved *CR19-72 The Underutilized Land Improvement Strategy* in 2019 and updated it in 2025 (*CR25-158 Underutilized Land Improvement Strategy 5-Year Review*) to enable redevelopment of chronically vacant and underutilized lands within Regina's inner city;
- b. City Council approved *CR24-1 Expanding Citywide Housing Options* in 2024 to make extensive changes to the Zoning Bylaw, permitting fourplexes citywide, removing parking minimums, and zoning lots for more dense development along transit corridors.
- c. City Council approved The Housing Incentives Policy (HIP) which provides tax exemptions and \$1.5 million in capital grants to projects that meet its definition of affordable housing; and
- d. City Council approved *CR25-132 Housing Accelerator Fund Update* and the Affordable Housing Lands Policy (AHLF) to acquire, hold, and dispose of lands for the purposes of enabling development of affordable, supportive and transitional housing.

While these initiatives reduce regulatory barriers and improve project viability, they do not directly involve the City undertaking the role of pre-developer or developer, nor has the City become involved in directly delivering infill housing in the past. A clear understanding and distinction between the roles of developer and regulator are required in both housing development and land development to maintain appropriate separation and effective policy.

Action 6 in the Regina Housing Strategy suggests leveraging major City-owned land assets to achieve strategic housing goals including but not limited to increasing housing supply and diversity and creating complete neighbourhoods. Action 6 will direct Administration to review if there are

opportunities for the City to participate in the infill housing market, apart from Housing Land Bank project.

The Yards and Taylor Field are just two examples of City-owned land with housing opportunities. The Yards Neighbourhood Plan (2019) envisions a population of 2,000 people, which is equivalent to about 1,200 residential units. The Taylor Field redevelopment area is currently in the planning and design phase and it is too early to provide population or units but will be a valuable way for the City to increase the housing supply and diversity of housing types in the North Central neighbourhood.

Action 8 in the Regina Housing Strategy suggests exploring if the City should take on the role of developer in areas of non-market housing in segments of the housing continuum that are underserved and report back to City Council with recommendations. The Action is based on the premise that governments are better able to absorb the risk of developing non-market housing than non-profit and for-profit companies. Governments can also ensure a long-term, stable stock of non-market housing which can stabilize market prices. There is substantial risk to this model as the City does not have the capital nor experience to compete with private industry.

Although the City already has a Land Development Branch, the exploratory work to go beyond status quo is still in the early stage. The intent of Action 8 is not necessarily for the City to act as a builder, but rather to determine whether the City can play a more proactive role in advancing projects that address housing gaps. This could include assembling land in priority areas, completing planning and servicing work, reducing development barriers, securing grant funding, coordinating partnerships, or preparing sites, so they are "shovel ready" either when funding or other opportunities arise, but more work is required to determine what this would look like for the City.

If the City were to act as a pre-developer, the goal would be to reduce risks associated developing a specific site by installing adequate off-site infrastructure, remediating environmental concerns, and obtaining development approvals. Acting as the developer would see the City directly undertaking construction of residential buildings on municipally owned lands. This provides the highest level of control over project but requires assuming the greatest amount of financial risk related to construction and market velocity. This approach requires expertise and resources beyond the City's traditional land development role and is not currently contemplated within approved budgets or the Housing Strategy.

3. Infill Information

As part of the Housing Accelerator Fund, \$600,000 was allocated to support servicing for intensification. Work is anticipated by end of 2027 and is intended to:

- Develop a fire flow analytics platform that identifies site-level water service capacity and

supports informed infill housing investment decisions.

- Evaluate wastewater capacity, at a local level, to help guide investment decisions to where wastewater capacity is available.
- Utilize a viewer to help publicly display the water and wastewater capacity analysis for investors in housing.
- Explore new technologies to more accurately measure wastewater flows in smaller branch pipes. This will help more accurately calibrate our wastewater models and to identify where rainwater is entering into our wastewater system. This data will provide more confidence in our current system capacity and identify where there is opportunity to delay capital investments for more capacity.
- Continue working with developers to ensure there is sufficient capacity within the system for fire flow, at no charge.
- Update the General utility model.

These initiatives will provide developers with more accurate site-specific water and wastewater information, reducing project uncertainty and lowering engineering costs during the project scoping phase.

DECISION HISTORY & AUTHORITY

At its meeting on July 29, 2026, City Council considered item *CR26-96 Regina Housing Strategy* and adopted a resolution to refer the report back to Executive Committee on September 16, 2026 with this supplemental report.

Respectfully Submitted,



Autumn Dawson, Director
Planning & Development Services

Respectfully Submitted,



Deborah Bryden, Deputy City Manager
City Planning & Community Services

Prepared by: Michael Sliva, Senior City Planner

ATTACHMENTS

Appendix A - Regina Housing Strategy



Regina Housing Strategy

City of Regina

2027-2032

DRAFT

Land Acknowledgement

The City of Regina is on a path of reconciliation. We begin by acknowledging we are on the traditional lands of the Treaty 4 Territory, a Treaty signed with 35 First Nations across Southern Saskatchewan and parts of Alberta and Manitoba, and the original lands of the Cree, Saulteaux, Dakota, Nakota, Lakota and the homeland of the Métis.

The City of Regina owes its strength and vibrancy to these lands and the diverse Indigenous peoples whose ancestors' footsteps have marked this territory as well as those from around the world who continue to be welcomed here and call Regina home.

To recognize the land is an expression of respect and gratitude to those whose territory we reside on, and a way of honouring the Indigenous Peoples who have lived here for thousands of years. It is important that we understand our history that has brought us to reside on the land and seek to understand our place within history.

Acknowledgements

The *Regina Housing Strategy* is the result of a coordinated and collaborative effort from community members, non-profit housing providers, the development industry, and City of Regina staff. Thank you to all those who participated and contributed their valuable time, input, and perspectives to help shape the *Regina Housing Strategy*.

Project Team:

- Autumn Dawson, Director, Planning & Development Services
- Diana Burton, Director, Recreation & Cultural Services
- Bill Neher, Manager, Housing
- Dave Slater, Manager, Community Wellbeing
- Michael Sliva, Senior City Planner
- Jonathan Pradinuk, Senior City Planner
- Aaron Hertel, Policy Analyst
- Meghan Trenholm, Senior Communications Strategist
- Kerri Martin, Coordinator, Homelessness Initiatives & Community Outreach
- Dawn Shire, Communications Consultant

External Acknowledgements

For the creation of this housing strategy, the City of Regina engaged more than 100 individuals across 86 organizations to help inform this document. In addition, more than 120 members of the public provided feedback through pop-up sessions and the BeHeard page. In total, more than 300 people contributed to this document.

A recommendation for this strategy is that engagement continue throughout its life and that revisions be recommended as needed.

A full list of participating organizations is provided below.

Alton Tangedal Architects	Franken Homes
Argyle Park Housing Co-operative	Gabriel Housing Corporation
Avana	Habitat for Humanity Saskatchewan
Battjes Development	Habitat Studio
Big Block Construction	Hamm Construction
Building Studio	Holz Contractors
City of Edmonton	Homes by Metro
City of Saskatoon	Hoxton Homes
City of Winnipeg	International Union of Bricklayers and Allied Craftworkers
CNS Developments	Justus Smith
Coldwell Banker	KD Properties
Colliers	Kilo Lima
Conexus Credit Union	Kreate Architecture & Design
Cooperative Housing Association of Saskatchewan	KRN-Tolentino Architecture
Co-operative Housing Federation of Canada	Mainstreet Equity Corporation
Crawford Homes	Maison Design Build
Creative Options Regina	Maric Homes
Design Build	Marsh Canada Limited
Doug Elder	MayBell Developments
Dream	Ministry of Immigration and Career Training
FCX Developments	Munro Homes
Forster Harvard Development	Namerind Housing Corporation

National Affordable Housing Corporation
Newo Yotina Friendship Centre
NIS Contractors
North Ridge Developments
Office of Residential Tenancies
Oxbow Architecture
Oxford House
Pacesetter Homes
Palazzo Developments
Peepeekisis Cree Nation
Phoenix Residential Society
Pro Bono Law Saskatchewan
Rainbow Housing Association
Ranch Ehrlo
Ray Gosselin Architecture
Regina & Region Home Builders
Association
Regina District Industry Education
Council
Regina Region Local Immigration
Partnership
Regina Trades & Skills Centre
Regina Transition House
Regina Treaty/Status Indian Services

Rental Housing Saskatchewan
Richmond Enterprises
Ripplinger Homes
Robinson Residential Design
Rohit Homes
Salvation Army
Saskatchewan Apprenticeship and
Trade Certification Commission
Saskatchewan Building Trades Council
Saskatchewan Housing Corporation
SGI Canada
Silver Sage Housing
Sthamann Homes
Street Culture Project
Techview Homes
Terra Developments
TMG - The Mortgage Group Regina
University of Alberta Properties Trust
Urban Pioneer Infill
West Oak Developments
Westrich Pacific
Zagime Management Authority

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Executive Summary

The *Regina Housing Strategy* (the Strategy) is an engagement and data-driven plan to address escalating housing pressures in Regina. It identifies actions the City of Regina (City) can take to work towards the desired outcome of every resident having the opportunity to find affordable, safe, and suitable housing.

The 2024 *Regina Housing Needs Assessment* (HNA) identifies that Regina will require approximately 14,000 new housing units by 2031 to meet anticipated population growth. While the pace of new housing development has improved recently, a substantial housing gap remains after rapid population growth coupled with inflationary pressures constrained construction in the years following the COVID-19 pandemic. In particular, a critical shortage of affordable and supportive housing exists.

In response to the HNA and in alignment with *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP), other City plans and policies, and Government of Saskatchewan and Government of Canada initiatives, the Strategy is grounded in four priorities with each containing a corresponding goal and desired outcomes. The approach is based on the Housing Continuum, which recognizes the interdependence of all housing types, from emergency shelters to homeownership and the need for action across the entire system.

The City plays an active and multifaceted role in housing that enables, supports and coordinates housing development across the Housing Continuum. The Strategy's actions include tools such as policy, regulatory frameworks, land management, financial incentives, partnerships and advocacy to increase housing supply, improve affordability, and address homelessness; however, the City cannot achieve success alone. To achieve the Strategy's desired outcomes, collaboration and participation is required from other levels of government, the community, and the entire housing industry.

The Strategy commits to transparent annual reporting, ongoing engagement and updates after each Census. It provides a coordinated roadmap to stabilize housing costs, expand housing options, strengthen neighbourhoods and meet the needs of current and future residents.

Introduction

The City of Regina (City) is in a housing crisis. The *Regina Housing Strategy* (the Strategy) is the City's response and plan to address the need for additional housing options for Regina residents for the next five years.

The Strategy has been developed in accordance with the City's active and multifaceted role in housing to enable, support and coordinate housing development across the Housing Continuum. Rather than acting as the primary builder or operator, the City uses tools such as policy, land, funding, partnerships, and advocacy to increase housing supply, improve affordability and address homelessness.

The housing crisis is not something the City can address alone. It requires action by partners, such as the provincial and federal governments and those in the market and non-market sectors. The Strategy defines the actions the City can take to help respond to current challenges, meet future needs, and support a more complete and resilient housing system.

The Strategy is guided by an overarching vision: **Every resident has the opportunity to find affordable, safe, and suitable housing.**

To advance this vision, the Strategy is grounded in the following four Priorities:

- **Expand the Housing Supply** by enabling and supporting construction of new homes and preservation of existing homes.
- **Diversify the Housing Supply** by enabling and supporting development of infill housing and diverse housing forms to improve housing choice.
- **Support People at Risk**, specifically people experiencing homelessness and people who disproportionately experience housing challenges such as low-income household, Indigenous people, people with disabilities and others.
- **Build Strategic Capacity** through the development of data resources, communications platforms and relationships with other housing stakeholders.

Each priority includes a more detailed goal and contains stated outcomes that can be used to help measure success and report on progress. The City will continuously monitor progress toward its housing objectives and will adapt its approach as required if the Strategy's implementation is not resulting in the desired outcomes.

This Strategy covers a five-year period starting in 2027. The HNA and the Strategy will be updated after each Canadian Census to ensure actions and decisions reflect the most current data.



The Housing Continuum

The Housing Continuum represents the full range of housing options available in a community, from emergency shelters to market homeownership. The interrelated nature of the Housing Continuum recognizes that people may access housing in different parts throughout their lives due to various circumstances; however, deficiencies in one part of the Housing Continuum can increase pressure on others and disrupt the ability for people to access housing that meets their needs. Conversely, actions or interventions that improve access to one part of the Housing Continuum may also improve access to another.

Abundant and diverse options are needed across the Housing Continuum to meet the diverse needs of households. These options must include a mix of housing tenures (e.g. rental, ownership) and a variety of building types (e.g. single-family homes, townhouses, apartments, etc.). They must also be found in locations throughout the city so households can be close to their place of work and chosen communities. Greater alternatives are needed to ensure everyone can find housing that meets their needs.

In addition to establishing the regulatory framework and facilitating development approvals, the City collaborates with all involved in the housing industry including the Provincial and Federal governments. Table 1 below outlines the City's role in each part of the Housing Continuum through the Strategy and other mechanisms.

Table 1: The City of Regina's Role in the Housing Continuum

Segment	Description	City Role
Homeless	Includes people who are unsheltered, living in places not fit or intended for human habitation (e.g. living in a vehicle) or who have temporary but unsecure shelter (e.g. couch surfing).	- Advance the priorities approved by City Council in the November 2025 report <i>CR25-144: City of Regina's Role in Homelessness and Well-being</i>, which include: - Enact the municipal responsibilities of <i>Everyone Deserves a Home: The Five-Year Plan to End Chronic and Episodic Homelessness in Regina</i> including an annual \$30,000 grant to the Community Entity for a coordinator position; - Further develop the City's Encampment Response approach; and - Coordinate with community partners on homelessness initiatives.

Segment	Description	City Role
Extreme Weather Spaces	Spaces where people who are experiencing homelessness can temporarily shelter from extreme weather (including heat, cold, smoke, etc.) and access food, water, bathrooms, and other essential services.	• Increase funding for extreme weather spaces. • Explore opportunities with community partners to provide extended hours for extreme weather spaces beyond winter months. • Develop a Warming Bus Policy.
Emergency Shelters	The most immediate, short-term response to homelessness or housing crisis. They provide a safe place to stay for individuals or families who have no other options and function as entry points into transitional or supportive housing.	• The City owns The New Beginnings Enhanced Emergency Centre but is not involved in its operation. • Support existing shelters and help facilitate the creation of new shelter spaces.
Transitional Housing	Temporary housing with supports where people may stay for one to three years until they can secure more permanent housing. This is often where people exiting emergency shelters move into.	• Provide targeted capital and pre-development support for creation and repair of transitional, supportive, community, and affordable housing. • The City is not involved in the operation of transitional, supportive, community, and affordable housing. • Provide land to eligible housing providers through the land bank. • Support the creation of Community Land Trusts.
Supportive Housing	Permanent housing with supports (e.g. medication management, counselling, coaching, etc.). Supportive housing is key for preventing homelessness and supporting exit from homelessness.	
Community Housing	Housing that is owned and operated by non-profit organizations, housing co-operatives or governments.	
Affordable Housing	Housing is considered affordable if it costs no more than 30 per cent of a household's before-tax income. In practice, it includes housing rented or sold below market prices by non-profit or for-profit housing providers, co-operatives and governments; and is often subject to agreements with one or more levels of government.	
Market Housing	Homes that are bought, sold or rented at prices determined by the open market — specifically through the interaction of supply and demand.	• Provide financial support for development priorities. • Provide land to eligible housing providers through the land bank. • Provide long term growth direction.

Background

In 2013, the City adopted the *Comprehensive Housing Strategy* (CHS) to guide housing policy and investment. While significant progress has been made on its implementation, there have been substantial changes in the regulatory environment, market conditions and housing needs in Regina. The section provides important context for the creation of the Strategy which replaces the CHS.

Policy & Regulatory Environment

The Strategy does not exist in isolation; it exists in a broader framework that includes Provincial and National housing strategies. At the municipal level, many of the City's recent and ongoing housing initiatives have been in response to the Federal Government's Rapid Housing Initiative and the Housing Accelerator Fund. The City's role in housing is defined through OCP policy and many other approved strategic initiatives, including but not limited to:

- 2019/20: *Underutilized Improvement Strategy* (ULIS)
- 2020: New Zoning Bylaw
- 2021: *Community Safety and Well-being Plan*
- 2022: *Regina Transit Master Plan*
- 2022: *Energy & Sustainability Framework*
- 2023/24: *Population and Employment Growth Study* and HNA
- 2023/24: *Water and Wastewater Serviceability Study*
- 2024: *Expanding Citywide Housing Options* zoning amendments
- 2024: *Land Development and Disposition Strategy*
- 2025: Wastewater front-ending policy to enable new development and housing
- 2025: *Encampment Response Strategy*
- 2026: Updated *OCP Growth Plan*

Together, these initiatives demonstrate the breadth of the City's role in housing which the Strategy reinforces and supplements.

Population & Housing Market Conditions

In 2024, the City completed a HNA to analyze current conditions and determine future housing needs based on projected population growth. The main takeaway of the HNA was: **Regina needs a lot more housing and fast.**

In order to meet anticipated population growth from 233,400 (2021 Census) to 369,600 in 2051, Regina will need to build 56,860 new housing units, including approximately 14,000 units by the year 2031. This will require 1,893 units to be built per year, a near doubling of the rate of construction of 1,020 units built per year between 2001 to 2021.

Table 2: Estimated City of Regina Population, Housing & Employment Growth 2021-2051 (Watson & Associated Economics Ltd.)

Metric	2021	2031	2041	2051	2021-2051
Population	233,400	267,800	317,400	369,600	136,200
Housing Units	92,140	106,080	126,970	148,990	56,860
Jobs	123,690	141,320	166,420	191,950	68,620

The HNA outlined that, in addition to more housing, Regina needs a greater mix of housing types, more affordable housing, and better supports. Since 2021, rents and home prices increased significantly while Regina experienced record population growth. Alternatives are needed to ensure everyone can find housing that meets their needs. While it is acknowledged that Regina residents place great value on single-family homes, the Strategy recognizes that this is becoming increasingly out of reach for many families financially and may no longer be meeting the increasingly diverse needs of Regina’s growing population. More affordable housing forms are needed such as secondary and backyard suites, townhomes, low and mid-rise apartments, and other “missing-middle” housing types.

People at Risk

Changes to the housing market have put pressures throughout the Housing Continuum but the rise in housing costs continue to be felt most by low-income households and those at greater risk of housing insecurity. Though generally regarded as an underestimate, 10 per cent of all households experienced **Core Housing Need** in 2021. These were disproportionately represented by low-income households, Indigenous people, people with disabilities, single caregivers, and refugee-claimants. More housing is needed to support these residents and other residents who face discrimination such as the 2SLGBTQIA+ community, women and children, newcomers, people with disabilities, people with addictions or experiencing mental or physical health challenges and residents transitioning out of systems such as jail/prison, hospitals, and the child welfare system.

The uneven impact of the housing crisis is most evident in Regina’s growing homelessness crisis. A Point-In-Time (PiT) count completed in 2024 by the City in partnership with Namerind Housing Corporation identified 824 individuals, a 255 per cent increase from the 2015 PiT count. Of those 824 individuals, 75 per cent identified as Indigenous. In Regina, Indigenous people have made up 75 to 80 per cent of the homeless population for the past 10 years. The most recent PiT count led by Namerind in October 2025 identified 767 people experiencing homelessness, a minor decrease that could be attributed to changes in methodology.

Housing Strategy Engagement

The creation of the Strategy involved engagement with a diverse cross section of stakeholders, housing industry participants and community members. In addition to

confirming the findings of the HNA and PiT counts, the engagement process identified several other issues which, where possible, are addressed by the Strategy actions.

Working Together

Solving Regina's housing crisis is not easy. For example, the need to rapidly increase housing production represents a substantial change for Regina that will require an "all hands-on deck" approach from all levels of government, private sector developers and builders, affordable housing providers, and other partners in the housing sector.

While the challenges facing Regina are not unlike those found in cities of all sizes throughout Canada, the actions identified in this Strategy are a direct reflection of the City's housing priorities and are specifically designed to respond to local conditions and achieve desired outcomes. The Strategy's success will rely on a coordinated and committed effort by all parties involved in the delivery and operation of housing of all types across the city.

Priorities, Outcomes and Actions

To respond to the housing issues discussed in the previous Background section, the Strategy is grounded in the Housing Continuum and is organized around the following four Priorities, each with a more detailed goal and desired outcomes. The Actions, further outlined in this Strategy, support these Priorities and Outcomes.

Timelines identified in the Outcomes and Actions are subject to funding and further decisions council.

Organized by their relation to the City's housing priorities, this section's Strategic Actions have been developed to collectively advance the Strategy's goals and outcomes. The City will take action to enable, support, and coordinate housing delivery across the Housing Continuum using tools such as policy, land, funding, partnerships, and advocacy.

Advocacy can be supported by Administration and City Council, who can directly advocate to other orders of Government.

Each priority is supported by targeted actions that address specific gaps in the Housing Continuum and collectively advance the Strategy's objectives.

To further guide and prioritize their implementation, each action is assigned one of the following four estimated timelines:

- **Now: 2027**
- **Next: 2028 to 2029**
- **Later: 2030 to 2032**
- **Ongoing: 2027 to 2032**

Please note that the assigned timeline is subject to change as funding becomes available and as housing needs and priorities evolve. It should also be noted that some actions may not ultimately be recommended for implementation after further research and engagement with stakeholders. Lastly, new actions may be added during future Strategy reviews or in between reviews if they are found to align with the Strategy priorities, goals and outcomes. The adoption of this Strategy does not preclude the advancement of other strategic documents that are related to housing, including but not limited to *kâ-nâsihcikêwin* (the Indigenous Framework), the *Energy & Sustainability Framework*, Underutilized Land Improvement Strategy and the OCP Growth Plan.

Priority 1: Expand the Housing Supply

Goal: Enable and support the construction of new homes and preservation of existing homes to increase housing supply, meet growing demand, and improve affordability.

Outcomes:

- Achieve 1,500 net new housing unit completions per year by 2031 and 2,000 net new housing unit completions per year by 2036.
- Maintain a rental vacancy rate at or above 3%.
- Increase the supply of affordable housing to ensure at least 5% of units in every neighbourhood are affordable.

Actions: These actions are designed to accelerate housing production, reduce burdens to development, and ensure the supply of housing meets demand.

No.	Action	Issue	Responsibility	Timeline
1	Advocate to the Government of Saskatchewan and Government of Canada to provide greater capital funding for housing-related infrastructure projects.	Municipalities and industry cannot afford to fund housing infrastructure by themselves.	Provincial	Ongoing (2027 to 2032)
2	Advocate to the Government of Saskatchewan to remove the Provincial Sales Tax (PST) on construction for new housing and housing-related infrastructure.	PST on construction directly impacts the final cost of housing. It was not charged prior to 2017.	Provincial	Ongoing (2027 to 2032)
3	Continue to improve the development review process, including potential to expedite projects that align with priorities such as affordable housing.	Despite a substantial reduction in review times, ongoing improvements to the review process are important for clarifying submission expectations and increasing certainty.	Municipal	Ongoing (2027 to 2032)
4	Explore improved authorization of rapid housing systems such as prefabricated technologies and pre-approved designs and report back to City Council with recommendations.	Improvements to prefabricated housing options has the potential to increase pace of housing production, especially under special circumstances where rapid deployment is required.	Municipal	Now (2027)
5	Continue implementation of the Affordable Housing Lands Policy (AHLP), including a long-term plan for its operation beyond federal funding limits.	The AHLP governs the City's land bank acquisitions and dispositions. It is currently funded through the Housing Accelerator Fund but will require new	Municipal	Now (2027)

No.	Action	Issue	Responsibility	Timeline
		resourcing if it is to be an effective long-term tool.		
6	Leverage major City-owned land assets to achieve strategic housing goals including but not limited to increasing housing supply and diversity and creating complete neighbourhoods.	The City's major land assets have substantial potential for residential development across the housing continuum but there is currently no policy framework directing this.	Municipal	Now (2027)
7	Improve the Housing Incentives Program to align with housing priorities and emphasize project types and locations most in need of financial support.	The Housing Incentives Program requires updates to ensure it best addresses current conditions and development barriers.	Municipal	Now (2027)
8	Explore if the City should take on the role of developer in areas of non-market housing in segments of the housing continuum that are underserved and report back to City Council with recommendations.	Governments are better able to absorb the risk of developing non-market housing than non-profit and for-profit companies. Governments can also ensure a long-term, stable stock of non-market housing which can stabilize market prices.	Municipal	Now (2027)
9	Explore property tax financing of home repairs and report back to City Council with recommendations.	Many privately-owned homes require significant repairs, but homeowners are not able to access financing through the private sector. Allowing repairs to be paid off through property taxes can make upkeep more affordable.	Municipal	Later (2030 to 2032)

Priority 2: Diversify the Housing Supply

Goal: Enable and support diversification of the housing supply to improve housing choice in new and existing neighbourhoods.

Outcomes:

- Achieve the OCP intensification target of 40% of new residential dwelling units within the Intensification Boundary.
- The mix of housing types aligns with projected population growth and housing needs, which is identified in the Housing Needs Assessment as 1,900 low density units, 4,590 medium density units, and 1,500 high density units by 2034.
- Achieve the HAF Action Plan targets for multi-unit housing units of 3,010 units by end of 2027.
- People with exceptional housing needs find housing that meets their needs.
- Track housing development, report publicly annually, and update housing reports upon receipt of new data.

Action: These actions are intended to aid in the development of housing forms and supports that are more challenging to develop.

No.	Action	Issue	Responsibility	Timeline
10	Advocate for amendments, where practical, to the National Building Code of Canada that support housing production, that do not decrease accessibility or safety requirements.	Modern construction practices and regulatory creep can contribute escalating housing costs. The City can advocate for responsible regulatory changes to benefit affordability.	Provincial	Next (2028 to 2029)
11	Advocate to the Government of Saskatchewan to invest in creating transitional and permanent supportive housing and to provide predictable multi-year funding to housing and support service operators.	Increasing the supply of transitional and supportive housing is key to reducing and preventing homelessness. Predictable, multi-year funding is needed for operational stability.	Provincial	Ongoing (2027 to 2032)
12	Support development of a dedicated supply of transitional, permanent supportive, and affordable housing spaces to serve housing support services such as Coordinated Access.	Housing support services struggle to find spaces for clients. Directly requiring a portion of housing units receiving City funding can create a dedicated supply. Expanding options within the Housing Incentives Policy can enable support space.	Municipal	Next (2028 to 2029)
13	Consider providing financial support and potential reimbursement for 'first-in' infill developers that require servicing infrastructure upgrades.	Servicing infrastructure in existing neighbourhoods is often aging and undersized. Currently, developers are 100 per cent responsible for upgrade costs and have no potential for	Municipal	Next (2028 to 2029)

No.	Action	Issue	Responsibility	Timeline
		reimbursement if those improvements benefit further redevelopment.		
14	Establish community land trusts.	Land trusts are an effective tool for neighbourhood revitalization with affordable housing but require support before they are fully established. The first trusts are envisioned in the North Central and Heritage neighbourhoods.	Municipal	Now (2027)
15	Support rent-to-own housing models and other solutions for improving access to home ownership.	Barriers to homeownership are major issues in certain areas. Rent-to-own can help bridge the gap to homeownership for long-term renters and people with suitable income but poor or no credit rating (e.g. newcomers, recently divorced people). This can be achieved through the Housing Incentives Policy.	Municipal	Next (2028 to 2029)
16	Support "for Indigenous, by Indigenous" housing models.	Culturally responsive housing options are needed to support the disproportionate number of Indigenous people that experience homelessness. This can be achieved through the Housing Incentives Policy.	Municipal	Now (2027)
17	Improve access to services by loosening restrictions on Resident Business Licenses while mitigating potential negative neighbourhood impact.	Existing Resident Business License regulations restrict homeowner or renter ability to supplement incomes. Expanding options for employment within neighbourhoods can enable more employment and housing options and greater resident income, thereby improving home affordability.	Municipal	Next (2028 to 2029)
18	Develop educational tools and resources in collaboration with industry to support incremental development with missing middle housing.	Addressing knowledge gaps and supporting best practices can improve industry's ability to build missing middle housing, which is important for low- and moderate-income households.	Municipal	Now (2027)

Priority 3: Support People at Risk

Goal: Prevent homelessness and provide supports to those who are homeless or disproportionately affected by housing insecurity.

Outcomes:

- Achieve stability in the number of people experiencing homelessness and reduce the total number of people experiencing homelessness in the future with the goal of achieving Functional Zero.
- Decrease the number of Indigenous people facing homelessness.
- Increase the supply of supportive and transitional housing.
- Reduce the number of households experiencing Core Housing Need.

Action: These actions are designed to protect the City's most vulnerable people. Most of these actions require advocacy to the Government of Saskatchewan.

No.	Action	Issue	Responsibility	Timeline
19	Explore requiring a greater percentage of new units to be accessible or accessible-ready including accessible parking requirements and report back to City Council with recommendations.	There is a significant shortage of accessible housing options and people who need accessible units often must accept unsuitable housing.	Municipal	Next (2028 to 2029)
20	Continue working collaboratively with the Government of Saskatchewan and other partners to find appropriate solutions for encampment residents.	Recent years have seen an increase in the number of people sheltering outdoors on both public and private property around Regina. Rather than a complaints-based enforcement approach, the City is working on providing a more coordinated response aimed at supporting people to move into stable housing. Administration has worked collaboratively through the Encampment Response Strategy.	Provincial	Ongoing (2027 to 2032)
21	Advocate to the Government of Saskatchewan to further increase the shelter benefit for Saskatchewan Income Support (SIS) and Saskatchewan Assured Income for Disability Program (SAID), advocate for direct payments to housing providers, and explore alternate methods for addressing damages.	Rental operators are hesitant to rent to people receiving SIS and SAID benefits because shelter benefits are too low to be financially viable, lack of direct payment results in rent going unpaid, and the current approach to damage guarantees is not sufficient to cover damage beyond basic repairs between tenancies. Improving these programs can restore operator	Provincial	Ongoing (2027 to 2032)

No.	Action	Issue	Responsibility	Timeline
		confidence and reduce risk of homelessness.		
22	Advocate to the Saskatchewan Housing Corporation (SHC) to amend tenancy regulations for Regina Housing Authority.	SHC reserves units for certain demographics (e.g. seniors, families) but the current distribution does not reflect current need. SHC policies make it difficult for tenants who have been barred from renting to return once they have stabilized.	Provincial	Ongoing (2027 to 2032)
23	Advocate to the Government of Saskatchewan to amend <i>The Residential Tenancies Act, 2006</i> to improve protections for tenants and reduce evictions for reasons other than cause or non-payment of rent, investigate predatory landlords and improve protections for tenants.	Current regulations create opportunities for abuse by making it easy for rental operators to evict tenants for reasons other than misconduct or non-payment. The current complaints-based system for reporting rental operator misconduct creates a disincentive for renters to exercise their rights for fear of retribution from predatory landlords. Limiting reasons for eviction and monitoring rentals proactively can create more stability for renters.	Provincial	Ongoing (2027 to 2032)
24	Advocate to Government of Saskatchewan to support tenants at risk of eviction, including improving access to legal counsel during eviction cases.	Eviction and homelessness can often be prevented by providing financial assistance to low-income renters who experience unexpected or mounting financial challenges (e.g. utility and rent arrears, illness of a household earner) that also limit their legal defense.	Provincial	Ongoing (2027 to 2032)
25	Advocate to the housing industry for subsidized “master tenant” insurance program.	Tenant insurance can help rental operators with damages caused by a tenant, but operators cannot ensure tenants have insurance except through a master tenant insurance program. The operator owns the insurance policy, but tenants are required to enroll; the operator can verify tenants are enrolled. Public subsidy of such	Provincial	Ongoing (2027 to 2032)

No.	Action	Issue	Responsibility	Timeline
		programs can be more responsive than current publicly funded repair programs.		
26	Advocate to the Government of Saskatchewan to invest in homeowner and renter education workshops.	Education can support renters (particularly newcomers, youth etc.) to have successful tenancies and transition to homeownership. There is a shortage of trainers who can teach these workshops.	Provincial	Ongoing (2027 to 2032)
27	Advocate to the Government of Saskatchewan to invest in specialized safety systems for people who are deaf, hard-of-hearing or who otherwise have sensory impairment.	Lack of specialized safety systems is a life safety issue. Financial support for these upgrades is often available through insurance, worker's compensation and government programs but there are gaps for people do not qualify for these supports (e.g. elderly people who cannot afford the systems but make too much money for the low-income supports).	Provincial	Ongoing (2027 to 2032)
28	Advocate to the Provincial and Federal governments to amend grant programs to assist seniors to retrofit their homes allowing them to stay living in their current homes and neighbourhoods.	Current programs offer some support, but they are income-tested, based on individual disability rather than an environmental disability perspective and have long time restrictions between applications.	Provincial	Ongoing (2027 to 2032)

Priority 4: Build Strategic Capacity

Goal: Increase the capacity of participants in the housing industry to understand and respond to housing challenges.

Outcomes:

- Industry participants indicate increased awareness of housing issues and new ideas.
- Industry participants indicate they have the information they need to make decisions and participate in collaborative initiatives.
- The City is effectively able to measure, forecast and understand housing issues and goals.

Action: These actions are intended to provide information, enable the housing industry to grow, and ensure the City is prepared to handle growth.

No.	Action	Issue	Responsibility	Timeline
29	Renegotiate the City's five per cent share of Saskatchewan Housing Corporation (SHC) assets.	The City has agreements with SHC from the 1950s through the 1980s. The City bears a portion of operational losses every year but has no influence over how the units are used.	Municipal	Now (2027)
30	Create a centralized housing webpage that provides a range of information on housing in Regina including housing statistics and progress updates.	A centralized page will make it easier for interested parties to obtain information on housing in Regina.	Municipal	Now (2027)
31	Promote Building Standards Advisories on the City's website.	This information helps property owners understand what is required for common and emerging types of development such as secondary and backyard suites.	Municipal	Next (2028 to 2029)
32	Create development guides to spread awareness of emerging best practices and improve affordability, efficiency and accessibility.	Development guides are an efficient way to promote best practices without adding potentially burdensome regulations.	Municipal	Next (2028 to 2029)
33	Host the Housing Table, made up of market, non-profit and government groups, to discuss ongoing challenges in the housing market.	An ongoing platform for engagement allows the City to be responsive to emerging issues and identify issues that may not be identified through one-off engagement.	Municipal	Ongoing (2027 to 2032)

No.	Action	Issue	Responsibility	Timeline
34	Host annual housing conference for builders, developers, service providers and non-profit builders.	Creating opportunities for people from different segments of the housing industry to connect facilitates new partnerships and knowledge sharing.	Municipal	Ongoing (2027 to 2032)
35	Develop capacity within City Administration to rapidly respond to emerging programs from Provincial or Federal governments.	The City will explore steps to improve development readiness by confirming housing needs, preparing City-owned sites and improving understanding of infrastructure capacity.	Municipal	Now (2027)
36	Collaborate with community to support labour market and skills development for residential construction.	There is currently a shortage of skills in the housing industry. Collaboration can also support other priorities such as neighbourhood revitalization, youth employment, etc.	Municipal	Next (2028 to 2029)



Regina Housing Strategy

Date	September 16, 2026
To	To Committee Members
From	City Clerk's Office
Service Area	
Item #	EX26-89

RECOMMENDATION

City Council recommends the Executive Committee recommend that City Council:

1. Approve the amended Appendix A - Regina Housing Strategy;
2. Direct Administration to report back by Q3 2027 with an updated *Housing Incentives Policy*; and
3. Approve these recommendations at its meeting on September 23, 2026.

HISTORY

At its July 22, 2026, meeting, the Executive Committee considered the attached report *EX26-77 Regina Housing Strategy* from the City Planning & Community Services Division.

The following addressed the Committee:

- EX26-80 William Wells, Regina, SK
- Maria Vaiasco, CHF Canada, Saskatoon, SK

The Committee received and filed communication *EX26-81* from Landon Field, Rental Housing

Saskatchewan, Saskatoon, SK.

The Committee adopted the following resolution:

The Executive Committee recommends that City Council:

1. Approve the following amendments to Appendix A of the report:
 - a. Amend the language of Action Item No. 10 of the Plan, to read as follows: “Advocate for amendments, where practical, to the National Building Code of Canada that support housing production, that do not decrease accessibility or safety requirements.”
 - b. Amend the summary of Core Housing Needs contained in Appendix A to read as follows:

“These were disproportionately represented by low-income households, Indigenous people, people with disabilities, single caregivers and refugee-claimants. More housing is needed to support these residents and other residents who face discrimination such as the 2SLGBTQIA+ community, women and children, newcomers, people with disabilities, people with addictions or experiencing mental or physical health challenges and residents transitioning out of systems such as jail/prison, hospitals and the child welfare system.”
2. Direct Administration to consult with the Accessibility Advisory Committee on the Housing Strategy and report back to Executive Committee with any recommended accessibility considerations by Q3 of 2026.
3. Refer this report to the September 16, 2026, Executive Committee meeting and direct Administration to prepare a supplemental report for that meeting that includes the following:
 - a. A revised table of action items contained in Appendix A, that clearly distinguishes between those action items for which Administration can identify a specific timeline within its control, and those items which require advocacy to an external body to complete;
 - b. Information respecting how Tax Increment Financing may be used as a tool to advance the City’s housing strategy goals across the housing continuum, and options for its usage;
 - c. A summary analysis of how the City of Regina could support infill development by engaging in the role of pre-developer, or developer, in select cases, to provide shovel ready options for builders, in an effort to reduce the risk for developers and expedite timelines, recognizing that City infill goals and that infill projects can be costly, risky,

and often have low margins and long-term horizons for development;

- d. Options to provide developers with information required to advance infill projects (e.g., water, wastewater mapping), which are currently the responsibility of developers to seek and pay for.

- 4. Approve these recommendations at its meeting on July 29, 2026.

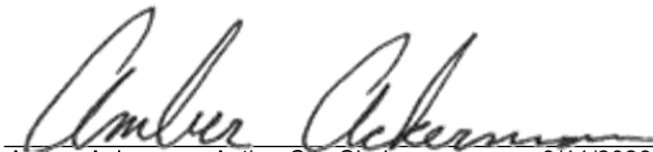
At its meeting on July 29, 2026, City Council considered report *CR26-96 Regina Housing Strategy* from the Executive Committee.

Delegation DE26-72 Mandla Mthembu, Regina Tenant Union, Regina, SK addressed City Council.

City Council adopted a resolution to concur in the recommendation contained in report *CR26-96*.

Respectfully submitted,

CITY COUNCIL



Amber Ackerman, Acting City Clerk 9/11/2026

ATTACHMENTS

CR26-96 Regina Housing Strategy
EX26-77 Regina Housing Strategy
Appendix A - Regina Housing Strategy
Appendix B - Summary of Government Jurisdiction & Responsibilities
Appendix C - What We Heard
Appendix D - Glossary of Terms
Appendix E - 2013 CHS Progress
Appendix F – Actions Explored but Not Included
Appendix G – Jurisdictional Review



Regina Housing Strategy

Date	July 29, 2026
To	Mayor Bachynski and City Councillors
From	Executive Committee
Service Area	City Planning & Community Services
Item #	CR26-96

RECOMMENDATION

That City Council:

1. Approve the following amendments to Appendix A of the report:
 - a. Amend the language of Action Item No. 10 of the Plan, to read as follows:

“Advocate for amendments, where practical, to the National Building Code of Canada that support housing production, that do not decrease accessibility or safety requirements.”
 - b. Amend the summary of Core Housing Needs contained in Appendix A to read as follows:

“These were disproportionately represented by low-income households, Indigenous people, people with disabilities, single caregivers and refugee-claimants. More housing is needed to support these residents and other residents who face discrimination such as the 2SLGBTQIA+ community, women and children, newcomers, people with disabilities, people with addictions or experiencing mental or physical health challenges and residents transitioning out of systems such as jail/prison, hospitals and the child welfare system.”
2. Direct Administration to consult with the Accessibility Advisory Committee on the Housing Strategy and report back to the September 16, 2026 Executive Committee with any recommended accessibility considerations.
3. Refer this report to the September 16, 2026, Executive Committee meeting and direct

Administration to prepare a supplemental report for that meeting that includes the following information:

- a. A revised table of action items contained in Appendix A, that clearly distinguishes between those action items for which Administration can identify a specific timeline within its control, and those items which require advocacy to an external body to complete;
- b. Information respecting how Tax Increment Financing may be used as a tool to advance the City's housing strategy goals across the housing continuum, and options for its usage;
- c. A summary analysis of how the City of Regina could support infill development by engaging in the role of pre-developer, or developer, in select cases, to provide shovel ready options for builders, in an effort to reduce the risk for developers and expedite timelines, recognizing that City infill goals and that infill projects can be costly, risky, and often have low margins and long-term horizons for development;
- d. Options to provide developers with information required to advance infill projects (e.g., water, wastewater mapping), which are currently the responsibility of developers to seek and pay for.

HISTORY

At its July 22, 2026, meeting, the Executive Committee considered the attached report *EX26-77 Regina Housing Strategy* from the City Planning & Community Services Division.

The following addressed the Committee:

- EX26-80 William Wells, Regina, SK
- Maria Vaiasco, CHF Canada, Saskatoon, SK

The Committee received and filed communication EX26-81 from Landon Field, Rental Housing Saskatchewan, Saskatoon, SK.

The Committee adopted the following resolution:

The Executive Committee recommends that City Council:

1. Approve the following amendments to Appendix A of the report:

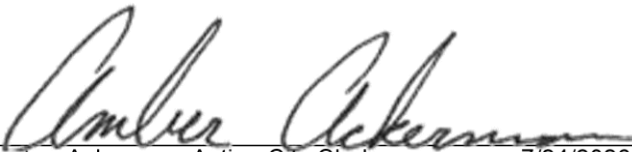
- a. Amend the language of Action Item No. 10 of the Plan, to read as follows: “Advocate for amendments, where practical, to the National Building Code of Canada that support housing production, that do not decrease accessibility or safety requirements.”
 - b. Amend the summary of Core Housing Needs contained in Appendix A to read as follows:

“These were disproportionately represented by low-income households, Indigenous people, people with disabilities, single caregivers and refugee-claimants. More housing is needed to support these residents and other residents who face discrimination such as the 2SLGBTQIA+ community, women and children, newcomers, people with disabilities, people with addictions or experiencing mental or physical health challenges and residents transitioning out of systems such as jail/prison, hospitals and the child welfare system.”
2. Direct Administration to consult with the Accessibility Advisory Committee on the Housing Strategy and report back to Executive Committee with any recommended accessibility considerations by Q3 of 2026.
 3. Refer this report to the September 16, 2026, Executive Committee meeting and direct Administration to prepare a supplemental report for that meeting that includes the following:
 - a. A revised table of action items contained in Appendix A, that clearly distinguishes between those action items for which Administration can identify a specific timeline within its control, and those items which require advocacy to an external body to complete;
 - b. Information respecting how Tax Increment Financing may be used as a tool to advance the City’s housing strategy goals across the housing continuum, and options for its usage;
 - c. A summary analysis of how the City of Regina could support infill development by engaging in the role of pre-developer, or developer, in select cases, to provide shovel ready options for builders, in an effort to reduce the risk for developers and expedite timelines, recognizing that City infill goals and that infill projects can be costly, risky, and often have low margins and long-term horizons for development;
 - d. Options to provide developers with information required to advance infill projects (e.g., water, wastewater mapping), which are currently the responsibility of developers to seek and pay for.

Recommendation #3 of the attached report does not require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Ackerman, Acting City Clerk 7/24/2026



Regina Housing Strategy

Date	July 22, 2026
To	Executive Committee
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	EX26-77

RECOMMENDATION

The Executive Committee recommends that City Council:

1. Approve the attached Appendix A – Regina Housing Strategy;
2. Direct Administration to report back by Q3 2027 with an updated *Housing Incentives Policy*; and
3. Approve these recommendations at its meeting on July 29, 2026.

ISSUE

The *Regina Housing Strategy* (the Strategy) replaces the existing 2013 *Comprehensive Housing Strategy* (CHS) and responds to Regina's changing housing market. The Strategy defines the City of Regina's (City) role in housing across the Housing Continuum and defines priorities and actions for the next five years.

IMPACTS

Financial Impact

Several actions in the Strategy are expected to require new and additional funding requirements, but nothing is required at this time. Financial impacts will be outlined in future reports addressing those actions, with consideration for funding those actions to be discussed through the annual budget

process. Some actions require further engagement to determine a budget.

Legal Impact

Some actions in the Strategy will require agreements, but nothing is required at this time. Recommendations to implement these actions will be made to City Council after Administration has done the preparatory work and City Council will be able to approve or deny any required authorities to negotiate and approve agreements at that time. Legal advice and support will be provided as needed regarding operational and policy matters discussed in this report.

Policy Impact

The recommendations of this report will action the items contained within *Design Regina: The Official Community Plan, Bylaw No. 2013-48* (OCP) Section D6: Housing. The goals and policies of the OCP informed the creation of the *Housing Strategy* including:

- Support for affordable housing;
- Utilizing the City's land assets to increase the supply of housing;
- Redevelopment of underutilized sites;
- Using incentives to increase the supply of existing housing;
- Support intensification to create complete neighbourhoods;
- Adopt measures to retain existing housing stock;
- Promote diversity of housing options;
- Create accessible housing; and
- Collaborate with external partners to promote housing.

The existing 2013 CHS incorporates many of these elements within its actions (Appendix E – 2013 CHS Progress). The Strategy attached as Appendix A – Regina Housing Strategy builds on these items.

Through the Strategy work, Administration will work to support the goals and actions in other strategic plans including, but not limited to, *kâ-nâsihcikêwin* (the Indigenous Framework), *Energy & Sustainability Framework*, *Climate Adaptation Strategy*, *Underutilized Land Improvement Strategy* and *Transit Master Plan*.

Strategic Priority Impact

The leading vision statement in the *2026 – 2029 Strategic Plan* (Plan) is “Welcome home.” This informed the guiding principle of the Strategy that everyone in Regina has an affordable, safe, and suitable place to call home. The City's Plan lists updating and implementing the Strategy as one of its actions.

The Plan highlights the importance of sustainability, which is interwoven into the Strategy as it

enables greater density of housing development, more diverse options within a community, and housing locations that provide options for modes of transportation. The Strategy also highlights other priorities established in the Strategic Plan, including an emphasis on optimizing existing infrastructure, inclusive programs and spaces, proactive actions to promote public safety and community well-being, partnerships with community-based organizations, serving the needs of residents, building safe communities, promotion of diverse housing options and demonstrating leadership.

A guiding principle in the Plan is that service is consistent, efficient, collaborative, and provides value for money. This Strategy was developed through extensive industry and community collaboration, ensuring the Strategy reflects the needs of the community.

Environmental Impact

The recommendations in this report do not have any direct impact on energy use or greenhouse gas emissions. Any potential impacts related to future program or facility operations will be considered at the time those decisions are brought forward.

Several of the Strategy actions promote intensification and renewal, which can generate environmental benefits such as reducing vehicle travel distances, supporting the remediation of contaminated sites, encouraging active transportation and transit use, and enabling more efficient use of land and infrastructure.

Indigenous Impact

The Strategy was developed with reference to the *kâ-nâsihcikêwin*, the City's Indigenous Framework. Many Indigenous organizations and housing providers were engaged as part of the consultation process. Housing as a human right, particularly in relation to damage done through colonialism, influenced the development of the Strategy.

Indigenous people are disproportionately impacted by homelessness. The Strategy embeds municipal actions from *Everyone Deserves a Home: The 5-Year Plan to End Chronic and Episodic Homelessness in Regina*, such as supporting "for Indigenous, by Indigenous" housing models, to adopt them within a City-owned document.

Inclusion, Diversity, Equity & Accessibility (IDEA)

The Strategy gives specific attention to those who face complex housing challenges including low-income households, Indigenous people, those from the 2SLGBTQIAP+ communities, women and children, people with disabilities, youth, newcomers, those experiencing mental or physical health issues, and people transitioning out of prisons, hospitals, or the child welfare system. The Strategy includes action to target City support to housing projects supporting these groups including transitional and supportive housing. Additional accessible housing options is included as an action

within the Strategy.

There are no labour impacts associated with this report.

OTHER OPTIONS

OPTION 1 – Approve the recommendations in this report, which includes the priorities and strategic actions contained within Appendix A – Regina Housing Strategy – RECOMMENDED

Advantage: The Strategy provides clear direction by outlining priorities and actions for advancing housing options within Regina.

Consideration: Implementation will occur over multiple years, and individual actions may require future City Council decisions, funding, policy changes, or additional resources before they can proceed.

OPTION 2 – Remove or add actions to Appendix A – Regina Housing Strategy – Not Recommended

Advantage: Allows City Council to adjust the Strategy to reflect alternative actions and desired level of municipal involvement.

Consideration: Removing actions may reduce the Strategy's effectiveness and ability to achieve its vision and objectives in a timely manner.

OPTION 3 – Refer the Strategy back to Administration for further work – Not Recommended

Advantage: Provides an opportunity to refine the Strategy to specific City Council direction.

Consideration: Delays the implementation of work and hinders the City's ability to address housing needs in a timely manner.

COMMUNICATIONS & ENGAGEMENT

Administration targeted engagement with more than 120 individuals representing 86 organizations between May and October 2025 and hosted a Housing Conference in November 2025. In December 2025, Administration met with the public at four different shopping mall sites to get feedback from the general public.

A BeHeard page was published on July 22, 2025. On May 21, 2026, the draft Strategy was

released. The Strategy received 39 visitors and 74 downloads as of June 25, 2026. In total, the BeHeard page was visited 1,200 times as of June 25, 2026.

A summary of all stakeholder consultation and public engagement is contained within Appendix C – What We Heard. Appendix F – Actions Explored but Not Included identifies actions explored, based on feedback received, but ultimately not included in the Strategy.

Interested parties were identified throughout the consultation process and will receive copies of this report.

DISCUSSION

The Strategy is an engagement and data-driven plan to identify and address Regina's escalating housing pressures and aspires to a future where every resident has an affordable, safe and suitable place to call home. The Strategy formally defines the City's role across the Housing Continuum. Recognizing that the City has a role in housing, the actions in the Strategy reflect what the City can do but also acknowledges that success depends on actions by the Provincial and Federal governments, community, and industry. This is reflected in many action items focused on advocacy, collaboration, and capacity building.

The Strategy aligns housing policy with the *Regina Housing Needs Assessment*, the OCP, the *Energy and Sustainability Framework* and national and provincial housing priorities. It was created through extensive public consultation and industry engagement

Priorities & Outcomes

The Strategy is built around four priority areas, each with several objectives. All actions in the Strategy fall under one of these priorities:

Priority 1: Increase the Housing Supply

- Goal: Enable and support the construction of new homes and preservation of existing ones to increase housing supply, meet growing demand, and improve affordability.

Priority 2: Diversify the Housing Supply

- Goal: Enable and support the diversification of the housing supply to improve housing choice in existing and greenfield neighbourhoods.

Priority 3: Support People at Risk

- Goal: Enable and support a reduction in the number of people experiencing homelessness and support the needs of other people who disproportionately experience housing insecurity.

Priority 4: Build Strategic Capacity

- Goal: Increase the capacity of participants in the housing industry to understand and respond to housing challenges.

The City's Role in the Housing Continuum

The Strategy articulates the City's role in housing through the lens of the Housing Continuum. While the 2013 CHS focused primarily on affordable and market housing, the Strategy recognizes the Housing Continuum and the interconnected nature of all housing types and the ways challenges in one area can affect others. For example, constraints in market housing can place pressure on more affordable housing options, contributing to housing instability for lower-income households. Many housing issues also span multiple parts of the Housing Continuum and cannot be easily categorized within a single segment. Despite these complexities, the Housing Continuum provides a useful framework for understanding housing needs and defining the City's role in supporting a healthy housing system.



Communication

Administration is committed to publicly reporting, annually, on housing data, population growth, and progress on all targets and strategic actions. The Strategy includes several actions related to reporting, sharing information, and regularly updating strategic documents.

Implementation

Delivery of the 36 strategic actions will begin upon approval of the Strategy by City Council with the 10 strategic actions identified as “now” items to be delivered in 2027.

The Strategy and *Regina Housing Needs Assessment* will be reviewed and renewed after data is received from the 2031 Census to ensure up-to-date information is used to make data-driven decision making. Delivery of a renewed housing strategy is anticipated in 2033 after receipt of Census data.

DECISION HISTORY & AUTHORITY

At its meeting on January 29, 2025, City Council considered item *CR25-5 Regina Housing Needs Assessment* and adopted a resolution to:

1. Approve the *Regina Housing Needs Assessment*;
2. Instruct Administration to submit the *Regina Housing Needs Assessment* to Canadian Mortgage and Housing Corporation as part of the requirements of the Housing Accelerator Fund;
3. Instruct Administration to submit the *Regina Housing Needs Assessment* to the Government of Canada as part of the requirements of the Canada Community Building Fund; and
4. Instruct Administration to prepare a *Comprehensive Housing Strategy* to respond to the *Regina Housing Needs Assessment*, to be delivered to City Council for Quarter 1 2026.

Respectfully Submitted,



Autumn Dawson, Director
Planning & Development Services

Respectfully Submitted,



Deborah Bryden, Deputy City Manager
City Planning & Community Services

Prepared by: Michael Sliva, Senior City Planner

ATTACHMENTS

Appendix A - Regina Housing Strategy
Appendix B - Summary of Government Jurisdiction & Responsibilities
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Regina Housing Strategy

City of Regina

2027-2032

DRAFT

Land Acknowledgement

The City of Regina is on a path of reconciliation. We begin by acknowledging we are on the traditional lands of the Treaty 4 Territory, a Treaty signed with 35 First Nations across Southern Saskatchewan and parts of Alberta and Manitoba, and the original lands of the Cree, Saulteaux, Dakota, Nakota, Lakota and the homeland of the Métis.

The City of Regina owes its strength and vibrancy to these lands and the diverse Indigenous peoples whose ancestors' footsteps have marked this territory as well as those from around the world who continue to be welcomed here and call Regina home.

To recognize the land is an expression of respect and gratitude to those whose territory we reside on, and a way of honouring the Indigenous Peoples who have lived here for thousands of years. It is important that we understand our history that has brought us to reside on the land and seek to understand our place within history.

Acknowledgements

The *Regina Housing Strategy* is the result of a coordinated and collaborative effort from community members, non-profit housing providers, the development industry, and City of Regina staff. Thank you to all those who participated and contributed their valuable time, input and perspectives to help shape the *Regina Housing Strategy*.

Project Team:

- Autumn Dawson, Director, Planning & Development Services
- Diana Burton, Director, Recreation & Cultural Services
- Bill Neher, Manager, Housing
- Dave Slater, Manager, Community Wellbeing
- Michael Sliva, Senior City Planner
- Jonathan Pradinuk, Senior City Planner
- Aaron Hertel, Policy Analyst
- Meghan Trenholm, Senior Communications Strategist
- Kerri Martin, Coordinator, Homelessness Initiatives & Community Outreach
- Dawn Shire, Communications Consultant

External Acknowledgements

For the creation of this housing strategy, the City of Regina engaged more than 100 individuals across 86 organizations to help inform this document. In addition, more than 120 members of the public provided feedback through pop-up sessions and the BeHeard page. In total, more than 300 people contributed to this document.

A recommendation for this strategy is that engagement continue throughout its life and that revisions be recommended as needed.

A full list of participating organizations is provided below.

Alton Tangedal Architects	Franken Homes
Argyle Park Housing Co-operative	Gabriel Housing Corporation
Avana	Habitat for Humanity Saskatchewan
Battjes Development	Habitat Studio
Big Block Construction	Hamm Construction
Building Studio	Holz Contractors
City of Edmonton	Homes by Metro
City of Saskatoon	Hoxton Homes
City of Winnipeg	International Union of Bricklayers and Allied Craftworkers
CNS Developments	Justus Smith
Coldwell Banker	KD Properties
Colliers	Kilo Lima
Conexus Credit Union	Kreate Architecture & Design
Cooperative Housing Association of Saskatchewan	KRN-Tolentino Architecture
Co-operative Housing Federation of Canada	Mainstreet Equity Corporation
Crawford Homes	Maison Design Build
Creative Options Regina	Maric Homes
Design Build	Marsh Canada Limited
Doug Elder	MayBell Developments
Dream	Ministry of Immigration and Career Training
FCX Developments	Munro Homes
Forster Harvard Development	Namerind Housing Corporation

National Affordable Housing Corporation
Newo Yotina Friendship Centre
NIS Contractors
North Ridge Developments
Office of Residential Tenancies
Oxbow Architecture
Oxford House
Pacesetter Homes
Palazzo Developments
Peepeekisis Cree Nation
Phoenix Residential Society
Pro Bono Law Saskatchewan
Rainbow Housing Association
Ranch Ehrlo
Ray Gosselin Architecture
Regina & Region Home Builders
Association
Regina District Industry Education
Council
Regina Region Local Immigration
Partnership
Regina Trades & Skills Centre
Regina Transition House
Regina Treaty/Status Indian Services

Rental Housing Saskatchewan
Richmond Enterprises
Ripplinger Homes
Robinson Residential Design
Rohit Homes
Salvation Army
Saskatchewan Apprenticeship and
Trade Certification Commission
Saskatchewan Building Trades Council
Saskatchewan Housing Corporation
SGI Canada
Silver Sage Housing
Sthamann Homes
Street Culture Project
Techview Homes
Terra Developments
TMG - The Mortgage Group Regina
University of Alberta Properties Trust
Urban Pioneer Infill
West Oak Developments
Westrich Pacific
Zagime Management Authority

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Executive Summary

The *Regina Housing Strategy* (the Strategy) is an engagement and data-driven plan to address escalating housing pressures in Regina. It identifies actions the City of Regina (City) can take to work towards the desired outcome of every resident having the opportunity to find affordable, safe, and suitable housing.

The 2024 *Regina Housing Needs Assessment* (HNA) identifies that Regina will require approximately 14,000 new housing units by 2031 to meet anticipated population growth. While the pace of new housing development has improved recently, a substantial housing gap remains after rapid population growth coupled with inflationary pressures constrained construction in the years following the COVID-19 pandemic. In particular, a critical shortage of affordable and supportive housing exists.

In response to the HNA and in alignment with *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP), other City plans and policies, and Government of Saskatchewan and Government of Canada initiatives, the Strategy is grounded in four priorities with each containing a corresponding goal and desired outcomes. The approach is based on the Housing Continuum, which recognizes the interdependence of all housing types, from emergency shelters to homeownership and the need for action across the entire system.

The City plays an active and multifaceted role in housing that enables, supports and coordinates housing development across the Housing Continuum. The Strategy's actions include tools such as policy, regulatory frameworks, land management, financial incentives, partnerships and advocacy to increase housing supply, improve affordability, and address homelessness; however, the City cannot achieve success alone. To achieve the Strategy's desired outcomes, collaboration and participation is required from other levels of government, the community and the entire housing industry.

The Strategy commits to transparent annual reporting, ongoing engagement and updates after each Census. It provides a coordinated roadmap to stabilize housing costs, expand housing options, strengthen neighbourhoods and meet the needs of current and future residents.

Introduction

The City of Regina (City) is in a housing crisis. The *Regina Housing Strategy* (the Strategy) is the City's response and plan to address the need for additional housing options for Regina residents for the next five years.

The Strategy has been developed in accordance with the City's active and multifaceted role in housing to enable, support and coordinate housing development across the Housing Continuum. Rather than acting as the primary builder or operator, the City uses tools such as policy, land, funding, partnerships and advocacy to increase housing supply, improve affordability and address homelessness.

The housing crisis is not something the City can address alone. It requires action by partners, such as the provincial and federal governments and those in the market and non-market sectors. The Strategy defines the actions the City can take to help respond to current challenges, meet future needs and support a more complete and resilient housing system.

The Strategy is guided by an overarching vision: **Every resident has the opportunity to find affordable, safe and suitable housing.**

To advance this vision, the Strategy is grounded in the following four Priorities:

- **Expand the Housing Supply** by enabling and supporting construction of new homes and preservation of existing homes.
- **Diversify the Housing Supply** by enabling and supporting development of infill housing and diverse housing forms to improve housing choice.
- **Support People at Risk**, specifically people experiencing homelessness and people who disproportionately experience housing challenges such as low-income household, Indigenous people, people with disabilities and others.
- **Build Strategic Capacity** through the development of data resources, communications platforms and relationships with other housing stakeholders.

Each priority includes a more detailed goal and contains stated outcomes that can be used to help measure success and report on progress. The City will continuously monitor progress toward its housing objectives and will adapt its approach as required if the Strategy's implementation is not resulting in the desired outcomes.

This Strategy covers a five-year period starting in 2027. The HNA and the Strategy will be updated after each Canadian Census to ensure actions and decisions reflect the most current data.



The Housing Continuum

The Housing Continuum represents the full range of housing options available in a community, from emergency shelters to market homeownership. The interrelated nature of the Housing Continuum recognizes that people may access housing in different parts throughout their lives due to various circumstances; however, deficiencies in one part of the Housing Continuum can increase pressure on others and disrupt the ability for people to access housing that meets their needs. Conversely, actions or interventions that improve access to one part of the Housing Continuum may also improve access to another.

Abundant and diverse options are needed across the Housing Continuum to meet the diverse needs of households. These options must include a mix of housing tenures (e.g. rental, ownership) and a variety of building types (e.g. single-family homes, townhouses, apartments, etc.). They must also be found in locations throughout the city so households can be close to their place of work and chosen communities. Greater alternatives are needed to ensure everyone can find housing that meets their needs.

In addition to establishing the regulatory framework and facilitating development approvals, the City collaborates with all involved in the housing industry including the Provincial and Federal governments. Table 1 below outlines the City's role in each part of the Housing Continuum through the Strategy and other mechanisms.

Table 1: The City of Regina's Role in the Housing Continuum

Segment	Description	City Role
Homeless	Includes people who are unsheltered, living in places not fit or intended for human habitation (e.g. living in a vehicle) or who have temporary but unsecure shelter (e.g. couch surfing).	- Advance the priorities approved by City Council in the November 2025 report <i>CR25-144: City of Regina's Role in Homelessness and Well-being</i>, which include: - Enact the municipal responsibilities of <i>Everyone Deserves a Home: The Five-Year Plan to End Chronic and Episodic Homelessness in Regina</i> including an annual \$30,000 grant to the Community Entity for a coordinator position; - Further develop the City's Encampment Response approach; and - Coordinate with community partners on homelessness initiatives.

Segment	Description	City Role
Extreme Weather Spaces	Spaces where people who are experiencing homelessness can temporarily shelter from extreme weather (including heat, cold, smoke, etc.) and access food, water, bathrooms and other essential services.	• Increase funding for extreme weather spaces. • Explore opportunities with community partners to provide extended hours for extreme weather spaces beyond winter months. • Develop a Warming Bus Policy.
Emergency Shelters	The most immediate, short-term response to homelessness or housing crisis. They provide a safe place to stay for individuals or families who have no other options and function as entry points into transitional or supportive housing.	• The City owns The New Beginnings Enhanced Emergency Centre but is not involved in its operation. • Support existing shelters and help facilitate the creation of new shelter spaces.
Transitional Housing	Temporary housing with supports where people may stay for one to three years until they can secure more permanent housing. This is often where people exiting emergency shelters move into.	• Provide targeted capital and pre-development support for creation and repair of transitional, supportive, community and affordable housing. • The City is not involved in the operation of transitional, supportive, community and affordable housing. • Provide land to eligible housing providers through the land bank. • Support the creation of Community Land Trusts.
Supportive Housing	Permanent housing with supports (e.g. medication management, counselling, coaching, etc.). Supportive housing is key for preventing homelessness and supporting exit from homelessness.	
Community Housing	Housing that is owned and operated by non-profit organizations, housing co-operatives or governments.	
Affordable Housing	Housing is considered affordable if it costs no more than 30 per cent of a household's before-tax income. In practice, it includes housing rented or sold below market prices by non-profit or for-profit housing providers, co-operatives and governments; and is often subject to agreements with one or more levels of government.	
Market Housing	Homes that are bought, sold or rented at prices determined by the open market — specifically through the interaction of supply and demand.	• Provide financial support for development priorities. • Provide land to eligible housing providers through the land bank. • Provide long term growth direction.

Background

In 2013, the City adopted the *Comprehensive Housing Strategy* (CHS) to guide housing policy and investment. While significant progress has been made on its implementation, there have been substantial changes in the regulatory environment, market conditions and housing needs in Regina. The section provides important context for the creation of the Strategy which replaces the CHS.

Policy & Regulatory Environment

The Strategy does not exist in isolation; it exists in a broader framework that includes Provincial and National housing strategies. At the municipal level, many of the City's recent and ongoing housing initiatives have been in response to the Federal Government's Rapid Housing Initiative and the Housing Accelerator Fund. The City's role in housing is defined through OCP policy and many other approved strategic initiatives, including but not limited to:

- 2019/20: *Underutilized Improvement Strategy* (ULIS)
- 2020: New Zoning Bylaw
- 2021: *Community Safety and Well-being Plan*
- 2022: *Regina Transit Master Plan*
- 2022: *Energy & Sustainability Framework*
- 2023/24: *Population and Employment Growth Study* and HNA
- 2023/24: *Water and Wastewater Serviceability Study*
- 2024: *Expanding Citywide Housing Options* zoning amendments
- 2024: *Land Development and Disposition Strategy*
- 2025: Wastewater front-ending policy to enable new development and housing
- 2025: *Encampment Response Strategy*
- 2026: Updated *OCP Growth Plan*

Together, these initiatives demonstrate the breadth of the City's role in housing which the Strategy reinforces and supplements.

Population & Housing Market Conditions

In 2024, the City completed a HNA to analyze current conditions and determine future housing needs based on projected population growth. The main takeaway of the HNA was: **Regina needs a lot more housing and fast.**

In order to meet anticipated population growth from 233,400 (2021 Census) to 369,600 in 2051, Regina will need to build 56,860 new housing units, including approximately 14,000 units by the year 2031. This will require 1,893 units to be built per year, a near doubling of the rate of construction of 1,020 units built per year between 2001 to 2021.

Table 2: Estimated City of Regina Population, Housing & Employment Growth 2021-2051 (Watson & Associated Economics Ltd.)

Metric	2021	2031	2041	2051	2021-2051
Population	233,400	267,800	317,400	369,600	136,200
Housing Units	92,140	106,080	126,970	148,990	56,860
Jobs	123,690	141,320	166,420	191,950	68,620

The HNA outlined that, in addition to more housing, Regina needs a greater mix of housing types, more affordable housing and better supports. Since 2021, rents and home prices increased significantly while Regina experienced record population growth. Alternatives are needed to ensure everyone can find housing that meets their needs. While it is acknowledged that Regina residents place great value on single-family homes, the Strategy recognizes that this is becoming increasingly out of reach for many families financially and may no longer be meeting the increasingly diverse needs of Regina’s growing population. More affordable housing forms are needed such as secondary and backyard suites, townhomes, low and mid-rise apartments and other “missing-middle” housing types.

People at Risk

Changes to the housing market have put pressures throughout the Housing Continuum but the rise in housing costs continue to be felt most by low-income households and those at greater risk of housing insecurity. Though generally regarded as an underestimate, 10 per cent of all households experienced **Core Housing Need** in 2021. These were disproportionately represented by low-income households, Indigenous people, single mothers and refugee-claimants. More housing is needed to support these residents and other residents who face discrimination such as the 2SLGBTQIA+ community, women and children, newcomers, people with addictions or experiencing mental or physical health challenges and residents transitioning out of systems such as jail/prison, hospitals and the child welfare system.

The uneven impact of the housing crisis is most evident in Regina’s growing homelessness crisis. A Point-In-Time (PiT) count completed in 2024 by the City in partnership with Namerind Housing Corporation identified 824 individuals, a 255 per cent increase from the 2015 PiT count. Of those 824 individuals, 75 per cent identified as Indigenous. In Regina, Indigenous people have made up 75 to 80 per cent of the homeless population for the past 10 years. The most recent PiT count led by Namerind in October 2025 identified 767 people experiencing homelessness, a minor decrease that could be attributed to changes in methodology.

Housing Strategy Engagement

The creation of the Strategy involved engagement with a diverse cross section of stakeholders, housing industry participants and community members. In addition to confirming the findings of the HNA and PiT counts, the engagement process identified several other issues which, where possible, are addressed by the Strategy actions.

Working Together

Solving Regina's housing crisis is not easy. For example, the need to rapidly increase housing production represents a substantial change for Regina that will require an "all hands-on deck" approach from all levels of government, private sector developers and builders, affordable housing providers and other partners in the housing sector.

While the challenges facing Regina are not unlike those found in cities of all sizes throughout Canada, the actions identified in this Strategy are a direct reflection of the City's housing priorities and are specifically designed to respond to local conditions and achieve desired outcomes. The Strategy's success will rely on a coordinated and committed effort by all parties involved in the delivery and operation of housing of all types across the city.

Priorities & Outcomes

To respond to the housing issues discussed in the previous Background section, the Strategy is grounded in the Housing Continuum and is organized around the following four Priorities, each with a more detailed goal and desired outcomes.

Priority 1: Expand the Housing Supply

Goal: Enable and support the construction of new homes and preservation of existing homes to increase housing supply, meet growing demand, and improve affordability.

Outcomes:

- Achieve 1,500 net new housing unit completions per year by 2031 and 2,000 net new housing unit completions per year by 2036.
- Maintain a rental vacancy rate at or above three per cent.
- Increase the supply of affordable housing to ensure at least five per cent of units in every neighbourhood are affordable.

Priority 2: Diversify the Housing Supply

Goal: Enable and support diversification of the housing supply to improve housing choice in new and existing neighbourhoods.

Outcomes:

- Achieve the OCP intensification target of 40 per cent of new residential dwelling units within the Intensification Boundary.
- The mix of housing types aligns with projected population growth and housing needs.
- Achieve the HAF Action Plan targets for multi-unit housing units of 3,010 units by end of 2027
- People with exceptional housing needs find housing that meets their needs.
- Track housing development, report publicly annually, and update housing reports upon receipt of new data.

Priority 3: Support People at Risk

Goal: Prevent homelessness and provide supports to those who are homeless or disproportionately affected by housing insecurity.

Outcomes:

- Achieve stability in the number of people experiencing homelessness and reduce the total number of people experiencing homelessness in the future with the goal of achieving Functional Zero.
- Decrease the number of Indigenous people facing homelessness.
- Increase the supply of supportive and transitional housing.
- Reduce the number of households experiencing Core Housing Need

Priority 4: Build Strategic Capacity

Goal: Increase the capacity of participants in the housing industry to understand and respond to housing challenges.

Outcomes:

- Industry participants indicate increased awareness of housing issues and new ideas.
- Industry participants indicate they have the information they need to make decisions and participate in collaborative initiatives.
- The City is effectively able to measure, forecast and understand housing issues and goals.

Strategic Actions

Organized by their relation to the City's housing priorities, this section's Strategic Actions have been developed to collectively advance the Strategy's goals and outcomes. The City will take action to enable, support, and coordinate housing delivery across the Housing Continuum using tools such as policy, land, funding, partnerships and advocacy.

Advocacy can be supported by Administration and City Council, who can directly advocate to other orders of Government.

Each priority is supported by targeted actions that address specific gaps in the Housing Continuum and collectively advance the Strategy's objectives.

To further guide and prioritize their implementation, each action is assigned one of the following four estimated timelines:

- **Now: 2027**
- **Next: 2028 to 2029**
- **Later: 2030 to 2032**
- **Ongoing: 2027 to 2032**

Please note that the assigned timeline is subject to change as funding becomes available and as housing needs and priorities evolve. It should also be noted that some actions may not ultimately be recommended for implementation after further research and engagement with stakeholders. Lastly, new actions may be added during future Strategy reviews or in between reviews if they are found to align with the Strategy priorities, goals and outcomes. The adoption of this Strategy does not preclude the advancement of other strategic documents that are related to housing, including but not limited to *kâ-nâsihcikêwin* (the Indigenous Framework), the *Energy & Sustainability Framework*, Underutilized Land Improvement Strategy and the OCP Growth Plan.

Actions to Expand the Housing Supply

No.	Action	Issue	Timeline
1	Advocate to the Government of Saskatchewan and Government of Canada to provide greater capital funding for housing-related infrastructure projects.	Municipalities and industry cannot afford to fund housing infrastructure by themselves.	Ongoing
2	Advocate to the Government of Saskatchewan to remove the Provincial Sales Tax (PST) on construction for new housing and housing-related infrastructure.	PST on construction directly impacts the final cost of housing. It was not charged prior to 2017.	Ongoing
3	Continue to improve the development review process, including potential to expedite projects that align with priorities such as affordable housing.	Despite a substantial reduction in review times, ongoing improvements to the review process are important for clarifying submission expectations and increasing certainty.	Ongoing
4	Explore improved authorization of rapid housing systems such as prefabricated technologies and pre-approved designs and report back to City Council with recommendations.	Improvements to prefabricated housing options has the potential to increase pace of housing production, especially under special circumstances where rapid deployment is required.	Now
5	Continue implementation of the Affordable Housing Lands Policy (AHLP), including a long-term plan for its operation beyond federal funding limits.	The AHLP governs the City's land bank acquisitions and dispositions. It is currently funded through the Housing Accelerator Fund but will require new resourcing if it is to be an effective long-term tool.	Now
6	Leverage major City-owned land assets to achieve strategic housing goals including but not limited to increasing housing supply and diversity and creating complete neighbourhoods.	The City's major land assets have substantial potential for residential development across the housing continuum but there is currently no policy framework directing this.	Now
7	Improve the Housing Incentives Program to align with housing priorities and emphasize project types and locations most in need of financial support.	The Housing Incentives Program requires updates to ensure it best addresses current conditions and development barriers.	Now

No.	Action	Issue	Timeline
8	Explore if the City should take on the role of developer in areas of non-market housing in segments of the housing continuum that are underserved and report back to City Council with recommendations.	Governments are better able to absorb the risk of developing non-market housing than non-profit and for-profit companies. Governments can also ensure a long-term, stable stock of non-market housing which can stabilize market prices.	Now
9	Explore property tax financing of home repairs and report back to City Council with recommendations.	Many privately-owned homes require significant repairs, but homeowners are not able to access financing through the private sector. Allowing repairs to be paid off through property taxes can make upkeep more affordable.	Later

Actions to Diversify the Housing Supply

No.	Action	Issue	Timeline
10	Advocate for amendments, where practical, to the National Building Code of Canada that support housing production, such as enabling single stairwells for multifamily development.	Modern construction practices adequately achieve fire safety without the need for a second stairwell. This regulation directly increases the cost of multifamily development.	Next
11	Advocate to the Government of Saskatchewan to invest in creating transitional and permanent supportive housing and to provide predictable multi-year funding to housing and support service operators.	Increasing the supply of transitional and supportive housing is key to reducing and preventing homelessness. Predictable, multi-year funding is needed for operational stability.	Ongoing
12	Support development of a dedicated supply of transitional, permanent supportive and affordable housing spaces to serve housing support services such as Coordinated Access.	Housing support services struggle to find spaces for clients. Directly requiring a portion of housing units receiving City funding can create a dedicated supply. Expanding options within the Housing Incentives Policy can enable support space.	Next
13	Consider providing financial support and potential reimbursement for 'first-in' infill developers that require servicing infrastructure upgrades.	Servicing infrastructure in existing neighbourhoods is often aging and undersized. Currently, developers are 100 per cent responsible for upgrade costs and have no potential for reimbursement if those	Next

No.	Action	Issue	Timeline
		improvements benefit further redevelopment.	
14	Establish community land trusts.	Land trusts are an effective tool for neighbourhood revitalization with affordable housing but require support before they are fully established. The first Trusts are envisioned in the North Central and Heritage neighbourhoods.	Now
15	Support rent-to-own housing models and other solutions for improving access to home ownership.	Barriers to homeownership are major issues in certain areas. Rent-to-own can help bridge the gap to homeownership for long-term renters and people with suitable income but poor or no credit rating (e.g. newcomers, recently divorced people). This can be achieved through the Housing Incentives Policy.	Next
16	Support "for Indigenous, by Indigenous" housing models.	Culturally responsive housing options are needed to support the disproportionate number of Indigenous people that experience homelessness. This can be achieved through the Housing Incentives Policy.	Now
17	Improve access to services by loosening restrictions on Resident Business Licenses while mitigating potential negative neighbourhood impact.	Existing Resident Business License regulations restrict homeowner or renter ability to supplement incomes. Expanding options for employment within neighbourhoods can enable more employment and housing options and greater resident income, thereby improving home affordability.	Next
18	Develop educational tools and resources in collaboration with industry to support incremental development with missing middle housing.	Addressing knowledge gaps and supporting best practices can improve industry's ability to build missing middle housing, which is important for low- and moderate-income households.	Now

Actions to Support People at Risk

No.	Action	Issue	Timeline
19	Continue working collaboratively with the Government of Saskatchewan and other partners to find appropriate solutions for encampment residents.	Recent years have seen an increase in the number of people sheltering outdoors on both public and private property around Regina. Rather than a complaints-based enforcement approach, the City is working on providing a more coordinated response aimed at supporting people to move into stable housing. Administration has worked collaboratively through the Encampment Response Strategy.	Ongoing
20	Advocate to the Government of Saskatchewan to further increase the shelter benefit for Saskatchewan Income Support (SIS) and Saskatchewan Assured Income for Disability Program (SAID), restore direct payments to housing providers in all cases and explore alternate methods for guaranteeing damages.	Rental operators are hesitant to rent to people receiving SIS and SAID benefits because shelter benefits are too low to be financially viable, lack of direct payment results in rent going unpaid, and the current approach to damage guarantees is not sufficient to cover damage beyond basic repairs between tenancies. Improving these programs can restore operator confidence and reduce risk of homelessness.	Ongoing
21	Advocate to the Saskatchewan Housing Corporation (SHC) to amend tenancy regulations for Regina Housing Authority.	SHC reserves units for certain demographics (e.g. seniors, families) but the current distribution does not reflect current need. SHC policies make it difficult for tenants who have been barred from renting to return once they have stabilized.	Ongoing
22	Advocate to the Government of Saskatchewan to amend <i>The Residential Tenancies Act, 2006</i> to improve protections for tenants and reduce evictions for reasons other than cause or non-payment of rent, investigate predatory landlords and improve protections for tenants.	Current regulations create opportunities for abuse by making it easy for rental operators to evict tenants for reasons other than misconduct or non-payment. The current complaints-based system for reporting rental operator misconduct creates a disincentive for renters to exercise their rights for fear of retribution from predatory landlords. Limiting reasons for eviction and monitoring rentals proactively can create more stability for renters.	Ongoing

No.	Action	Issue	Timeline
23	Advocate to Government of Saskatchewan to support tenants at risk of eviction, including improving access to legal counsel during eviction cases.	Eviction and homelessness can often be prevented by providing financial assistance to low-income renters who experience unexpected or mounting financial challenges (e.g. utility and rent arrears, illness of a household earner) that also limit their legal defense.	Ongoing
24	Advocate to the housing industry for subsidized “master tenant” insurance program.	Tenant insurance can help rental operators with damages caused by a tenant, but operators cannot ensure tenants have insurance except through a master tenant insurance program. The operator owns the insurance policy, but tenants are required to enroll; the operator can verify tenants are enrolled. Public subsidy of such programs can be more responsive than current publicly funded repair programs.	Ongoing
25	Advocate to the Government of Saskatchewan to invest in homeowner and renter education workshops.	Education can support renters (particularly newcomers, youth etc.) to have successful tenancies and transition to homeownership. There is a shortage of trainers who can teach these workshops.	Ongoing
26	Advocate to the Government of Saskatchewan to invest in specialized safety systems for people who are deaf, hard-of-hearing or who otherwise have sensory impairment.	Lack of specialized safety systems is a life safety issue. Financial support for these upgrades is often available through insurance, worker’s compensation and government programs but there are gaps for people do not qualify for these supports (e.g. elderly people who cannot afford the systems but make too much money for the low-income supports).	Ongoing
27	Explore requiring a greater percentage of new units to be accessible or accessible-ready including accessible parking requirements and report back to City Council with recommendations.	There is a significant shortage of accessible housing options and people who need accessible units often must accept unsuitable housing.	Next

No.	Action	Issue	Timeline
28	Advocate to the Provincial and Federal governments to amend grant programs to assist seniors to retrofit their homes allowing them to stay living in their current homes and neighbourhoods.	Current programs offer some support, but they are income-tested, based on individual disability rather than an environmental disability perspective and have long time restrictions between applications.	Ongoing

Actions to Build Strategic Capacity

No.	Action	Issue	Timeline
29	Renegotiate the City's five per cent share of Saskatchewan Housing Corporation (SHC) assets.	The City has agreements with SHC from the 1950s through the 1980s. The City bears a portion of operational losses every year but has no influence over how the units are used.	Now
30	Create a centralized housing webpage that provides a range of information on housing in Regina including housing statistics and progress updates.	A centralized page will make it easier for interested parties to obtain information on housing in Regina.	Now
31	Promote Building Standards Advisories on the City's website.	This information helps property owners understand what is required for common and emerging types of development such as secondary and backyard suites.	Next
32	Create development guides to spread awareness of emerging best practices and improve affordability, efficiency and accessibility.	Development guides are an efficient way to promote best practices without adding potentially burdensome regulations.	Next
33	Host the Housing Table, made up of market, non-profit and government groups, to discuss ongoing challenges in the housing market.	An ongoing platform for engagement allows the City to be responsive to emerging issues and identify issues that may not be identified through one-off engagement.	Ongoing
34	Host annual housing conference for builders, developers, service providers and non-profit builders.	Creating opportunities for people from different segments of the housing industry to connect facilitates new partnerships and knowledge sharing.	Ongoing

No.	Action	Issue	Timeline
35	Develop capacity within City Administration to rapidly respond to emerging programs from Provincial or Federal governments.	The City will explore steps to improve development readiness by confirming housing needs, preparing City-owned sites and improving understanding of infrastructure capacity.	Now
36	Collaborate with community to support labour market and skills development for residential construction.	There is currently a shortage of skills in the housing industry. Collaboration can also support other priorities such as neighbourhood revitalization, youth employment, etc.	Next

Appendix B – Summary of Government Jurisdiction & Responsibilities

Governments are not solely responsible for providing housing, as the private sector builds the vast majority of housing units. The role of governments is to ensure that the overall housing system, including public, private, and non-profit sectors, functions so that all residents can live in security, peace, and dignity. The Government of Canada has signaled a commitment to housing policies grounded in human and Indigenous rights, and the *Regina Housing Strategy* (the Strategy) reflects this approach at the municipal level. The following is an overview of the roles taken on by different orders of government.

City of Regina

The City of Regina (City) does not directly operate housing; this responsibility rests with the Government of Saskatchewan, through the Saskatchewan Housing Corporation (SHC) and local housing authorities, supported by non-profit and for-profit housing providers. The City does not operate or regulate these entities but works collaboratively to align policy, outreach, and investments. Ensuring the Housing Incentives Program is consistent with the Province of Saskatchewan and Government of Canada housing programs is a key component of this coordination.

Policies and Bylaws

The City regulates and promotes housing primarily through *Design Regina: The Official Community Plan* (OCP), *The Regina Zoning Bylaw No. 2019* (Zoning Bylaw), and the Strategy.

The OCP directs where future growth will occur, defines the form that growth will take and establishes standards for new neighbourhoods while guiding intensification within existing ones. It currently guides growth up to a population of 370,000, between 2026 and 2051.

The Zoning Bylaw defines where housing may be developed and the types of housing permitted. While Regina has, historically, had large areas of low-density single-family zoning, recent regulatory and market changes have expanded opportunities for a wider range of housing forms, sizes, and price points across the city. In 2024, City Council approved *CR24-1 Expanding Citywide Housing Options* to make extensive changes to the Zoning Bylaw, permitting fourplexes citywide, removing parking minimums, and zoning lots for more dense development along transit corridors. Further zoning changes will continue to explore how housing options can be expanded.

The Strategy directs municipal housing policy, investment priorities, and the types of housing eligible for municipal support.

Initiatives and Programs

The City has a variety of initiatives, policies, and programs that have enabled more housing to be built or helped develop affordable housing.

The Housing Incentives Policy provides tax exemptions and \$1.5 million in capital grants to projects that meet its definition of affordable housing, which aligns with the Saskatchewan Household Income Maximum (SHIM) used in provincial programs. Established following the *2013 Comprehensive Housing Strategy*, the Housing Incentives Policy has been updated periodically in response to changing market conditions. Initially, it offered \$2.5 million in annual capital grants. In 2021, City Council allocated \$1 million of this funding on an ongoing basis to support the operation of Horse Dance Lodge operated by Regina Treaty/Status Indian Services (RT/SIS) at 120 Broad Street through report *Permanent Supportive Housing Operating Grant* (CR21-57). As a result, the annual capital grant allocation for incentives was reduced to \$1.5 million.

In 2021, the City entered into an agreement with the Government of Canada, Silver Sage Housing, and RT/SIS to open Horse Dance Lodge as part of Rapid Housing Initiative 2 (RHI 2) program. In 2023, the City began another project to develop RHI 3 at 2710 5th Avenue. These projects have been unique opportunities to leverage Municipal, Provincial, and Federal funding to help Regina's most vulnerable residents.

The Energy & Sustainability Framework (ESF) was approved by City Council on March 30, 2022 through report CR22-39, and aims to transition Regina to a renewable, net-zero community by 2050. The work of the ESF informs this Strategy.

In 2023, the City entered into an agreement with the Government of Canada for the Housing Accelerator Fund (HAF) to implement changes to existing policy to enable more housing development. The Government of Canada contributed \$35.1 million to implement the following initiatives. These initiatives were intended to deliver 3,010 housing units by December 13, 2026, and the City is currently on target to meet these goals. All of these initiatives have responded to the housing crisis and helped guide the new Strategy:

1. Enable high-density housing within the City Centre.
2. Enable mid and high-rise development along urban corridors and main transit routes.
3. Advance the development of missing middle housing in central neighbourhoods.
4. Support the provision of greater housing diversity in established neighbourhoods.
5. Encourage conversion of non-residential buildings to residential (e.g. office conversions).
6. Preserve and increase affordable housing in partnership with non-profit housing providers.
7. Support pre-development work for housing projects, particularly affordable housing.
8. Reduce City Council approval for housing-related Discretionary Use applications.
9. Create a process to dispose of City-owned land to develop affordable housing.
10. Align infrastructure planning in City Centre and central neighbourhoods.
11. Update the Development Charges Model to support long-term housing growth.

City Council approved the *Regina Accessibility Plan* on April 24, 2024 through report CR24-39, and aims to make Regina more inclusive and age-friendly by removing barriers for people with disabilities. The work of this plan informs the Strategy.

The City, Government of Saskatchewan, and Silver Sage Housing signed a Memorandum of Understanding in 2024 to transfer up to 10 units owned by the SHC to Silver Sage to be used as a rent-to-own program. The City committed funding from the Housing Incentives Program to support repairs to the units.

On July 25, 2025, the City approved the *Municipal Front-ending Lift Stations* policy through report CR25-76, to enable debt-financing of the new wastewater lift station in Regina's Northwest, unlocking the development of new neighbourhoods to support new growth of over 25,000 residents.

City Council approved *The Underutilized Land Improvement Strategy* (CR18-126) on December 17, 2018, and updated it on December 3, 2025 (CR25-158), to enable redevelopment of chronically vacant and underutilized lands within Regina's inner city. The work of this plan informs the Strategy.

Government of Saskatchewan

The Provinces and Territories are responsible for designing and delivering housing policies and programs within their jurisdictions to address their specific needs and priorities. Provinces and Territories need flexibility to offer housing programs and policies that address local priorities and adapt to changing demographics.

Saskatchewan Housing Corporation

The SHC is a Crown Corporation run by the Government of Saskatchewan. It owns approximately 17,000 housing units across Saskatchewan and delivers programs, such as the Rental Development Program, which contribute to the development of affordable, supportive, and transitional housing. SHC controls policy for local housing authorities, including Regina Housing Authority (RHA).

The Regina Housing Authority

The RHA is the day-to-day operator of the Provincially owned social housing units in Regina. The City and RHA have had a working relationship to varying degrees since at least 1945. In the 1960s and 1970s, the City and RHA entered into agreements for 19 projects comprising 1,668 housing units, under which the City receives/is responsible for five per cent of the profits/losses as part of its ownership share. There has not yet been a year in which the units were profitable. Beyond this, RHA has no operational relationship to the City.

Other Provincial Housing Responsibilities & Roles:

- Develops housing strategies and policies, such as "A Strong Foundation - The Housing Strategy for Saskatchewan," to ensure adequate housing for residents.
- Oversees the Office of Residential Tenancies which regulates landlord and tenant rights, responsibilities, and dispute resolution.

- Provides financial support for homeowners to make emergency repairs (e.g. if a furnace fails in winter) and for homeowners and renters to make adaptations to their residence to compensate for disabilities.
- Establishes and enforces building codes and technical standards to ensure safe, healthy housing construction.
- Provides housing solutions for seniors and individuals with disabilities.

Government of Canada

The Government of Canada is responsible for national housing policy, long-term funding, and upholding the human right to adequate housing through the National Housing Strategy. Key responsibilities include investing in affordable, non-market housing, reducing homelessness, regulating mortgages, and monitoring systemic issues via the Federal Housing Advocate.

Canada Mortgage and Housing Corporation

The Canada Mortgage and Housing Corporation is the Crown Corporation run by the Government of Canada that oversees the national housing policy, finances housing projects, collects data, and is the funder of major programs like HAF and the Affordable Housing Fund. It is the largest funder of affordable housing in the country and is often the single largest contributor to a single affordable housing project.

National Housing Strategy

The National Housing Strategy is a 10-year, multibillion-dollar plan designed to ensure everyone in Canada has access to safe, affordable housing, with a focus on vulnerable populations. The National Housing Strategy Act, under which the Strategy is established, commits the government to a human rights-based approach to housing.

Federal Housing Advocate

The Federal Housing Advocate monitors housing policy impacts, investigates systemic barriers, and provides recommendations to the Minister to uphold the right to housing.

Build Canada Homes

Build Canada Homes is a new agency launched September 2025 that will build affordable housing at scale. It will leverage public lands, offer flexible financial incentives, attract private capital, facilitate large portfolio projects, and support modern manufacturers to build the homes that Canadians need.

Homelessness

The Government of Canada supports community initiatives to support people experiencing homelessness through Reaching Home: Canada's Homelessness Strategy. The government provides funding to Community Entities who fund and coordinate local service providers. The Government of Canada also supported people to transition out of homelessness through the Rapid Housing Initiative, which focused on creating supportive housing.

Appendix C – What We Heard

City of Regina Administration targeted engagement with more than 120 individuals representing 86 organizations between May and October 2025. This engagement focused on seeking feedback from the following segments of the housing industry:

- Industry associations;
- Governments including other municipalities, provincial and Indigenous governments and economic development agencies;
- Land developers;
- Housing builders and designers;
- Realtors;
- Property managers;
- Mortgage brokers;
- Financial institutions (i.e. banks, credit unions);
- Affordable and community housing providers; and
- Supportive and transitional housing providers.

Feedback was obtained through a combination of in-person and online discussions, depending on participants' preferences. Participants could also indicate if they preferred to meet in a group with other similar organizations or individually.

In November 2025 the City hosted a Housing Conference which included participants from the housing industry, the development community, the general public and partner organizations. In December 2025, Administration met with the general public at four difference shopping mall sites to get feedback from residents.

Administration also engaged internally with all areas of the organization involved with housing development and policies related to housing.

Key Findings

- Shelter benefits provided through Provincial programs are not sufficient to cover the operating costs of housing:
 - It is becoming more challenging for affordable housing providers to rent from private landlords because of the difficulty in accessing direct payment of shelter benefits for landlords and the lack of confidence landlords have in the Letters of Guarantee for damages.
- Serviced land availability is limited.
- Current regulatory and planning barriers remain a challenge:
 - There is a need to introduce neighbourhood amenities (e.g. schools, parks, pathway connections) earlier in the neighbourhood development process.
 - The Concept Plan process is onerous; it would be better to push detailed technical servicing information later to the subdivision process.
 - Design standards are becoming less affordable.

- More information on infrastructure is needed to support infill development.
- Neighbourhood development phasing policies and high upfront costs of neighbourhoods borne by developers were identified as issues but have been addressed through the Growth Plan Review.
- The availability of skilled trades is a significant barrier to housing development.
- Affordable, supportive and transitional housing providers, including co-operatives, face additional challenges because of how they structurally operate:
 - The most affordable homes often have issues such as mold, infestations or building code deficiencies.
 - There is a perception that there is no accountability for private landlords, some of which are predatory and coercive to tenants on social assistance.
 - Tenants can be discriminated against through landlord policies such as excessive background checks and rent references.
 - There is a desire for the City to work more collaboratively with affordable housing providers.
 - There was general agreement that the City's role should remain on information, capacity building and capital funding.
 - Broader property tax exemptions for affordable housing providers can help with maintenance.
 - Subsidized tenant insurance could be an alternative to repair funding.
- The City's zoning changes have been beneficial to development but have drawbacks:
 - Neighbourhoods lack long term vision.
 - It can be difficult to design appropriate buildings.
- The City needs to regulate neighbourhoods in a way that enables them to evolve over time. For example, by allowing corner stores and other uses within neighbourhoods and generally allowing land use to evolve with changing community expectations.
- Many issues can be better addressed through improved communication and marketing:
 - Promoting the City's relative affordability, small town feel and fast permit approvals can draw interest from prospective residents and developers.
 - Proactively sharing infrastructure investment plans can support business planning for builders.
 - Rapid regulatory change makes it hard for the development community to keep up with what is current.

Appendix D – Glossary of Terms

Accessible Housing: Housing that is suited to people with mobility or sensory challenges (e.g. wheelchair users, people who are blind), including housing which is able to be visited by them even if it is not designed for continuous habitation (e.g. barrier-free entry but not necessarily lower counters). Housing may be “accessible-ready” if it is designed in a way that makes it easy to renovate for accessibility (e.g. braces for grab-bars in washrooms); usually to support future needs of residents (e.g. as they age).

Affordable Housing: Affordable housing is formally defined as having shelter costs no more than 30 per cent of a household’s before-tax income. In practice, it includes housing rented or sold below market prices by non-profit or for-profit housing providers, co-operatives and governments; and is often subject to agreements with one or more levels of government.

Affordable Housing Land Bank: A City policy that enables the acquisition, strategic hold and disposition of lands for the purposes of enabling development of housing.

Canadian Mortgage and Housing Corporation (CMHC): The Government of Canada’s Crown Corporation that invests in housing, regulates the Government of Canada’s Housing Policy, and acts as the liaison for Government of Canada housing programs like HAF.

CHN: See “Core Housing Need.”

CHS: See “Comprehensive Housing Strategy.”

CMHC: See “Canada Mortgage and Housing Corporation.”

Comprehensive Housing Strategy: The City of Regina’s former housing strategy, approved in 2013.

Core Housing Need: A household is in Core Housing Need if it lives in a dwelling that is unsuitable (because of overcrowding), inadequate (because of poor state of repair) and/or unaffordable (because household is paying more than 30 per cent of pre-tax income on shelter costs including rent, mortgage, utilities, insurance, property taxes, etc.) AND would spend more than 30 per cent of pre-tax income on rent for a unit in the market that is suitable and adequate. Core Housing Need captures only a portion of housing need. See Appendix B – Summary of Government Jurisdiction & Responsibilities for a comprehensive overview.

Design Regina: The Official Community Plan: The Bylaw that directs where future growth will occur, defines the form that growth will take and establish standards for new neighbourhoods while guiding intensification within existing ones. It currently guides growth up to a population of 370,000, between 2026 and 2051.

Diversification: Refers to increasing the variation in types of housing. Single-family homes and apartments are historically dominant in Regina. Diversification involves increasing the share of townhomes, secondary and backyard suites, four-plexes, and other housing forms.

Greenfield: Development in new areas outside the Intensification Boundary.

HIP: See “Housing Incentives Policy.”

Homelessness¹: The state of an individual, family, or community without stable, safe, permanent, appropriate housing, or the immediate prospect, means, and ability of acquiring it. It is the result of systemic or societal barriers, a lack of affordable and appropriate housing, the individual/household’s financial, mental, cognitive, behavioural, or physical challenges, and/or racism and discrimination. Most people do not choose to be homeless, and the experience is generally negative, unpleasant, unhealthy, unsafe, stressful, and distressing. Homelessness includes a range of living situations including unsheltered (living on the streets or in places not intended for human habitation), emergency sheltered (staying in overnight shelters or shelters for people fleeing violence), provisionally accommodated (staying in temporary housing where tenure is not secure), and at risk of homelessness (sheltered but in precarious, unsanitary, or unsafe conditions).

HNA: See “Housing Needs Assessment.”

Housing: Refers to the physical dwellings where people live and any supports necessary for them to thrive (e.g. health and addictions support, housing placement services, etc.). It includes:

- All housing forms (e.g. single-family homes, townhomes, mobile and manufactured homes, apartments, emergency shelters, extreme weather spaces, single-room occupancies, etc.);
- All tenures (e.g. ownership, rental, rent-to-own, program-based); and
- All living arrangements (e.g. singles, single-family, multiple-family, intergenerational, congregate living, room-mating, etc.).

Housing Continuum: A framework for understanding the inter-related nature of different types of housing. It does not capture all aspects of the housing system.

Housing Incentives Policy: The City’s affordable housing program. It delivers tax exemptions and capital grants to affordable housing projects Citywide, and standalone tax exemptions for market housing in City Centre, North Central, and Heritage.

Housing Needs Assessment: Conducted in 2024, this document forecasts Regina’s housing needs resulting from population growth between 2021 and 2051 and evaluates

¹ Canadian Observatory on Homelessness. “Canadian Definition of Homelessness.”

current needs. It includes both quantitative (i.e. statistical) and qualitative (i.e. community engagement) to identify housing issues.

Infill: Development on vacant lots or redevelopment of built-up lots within the Intensification Boundary.

Intensification: Construction of new buildings or redevelopment of existing properties within the Intensification Boundary.

Intensification Boundary: Includes all built-up areas of Regina as of 2013. It is defined in Map 1 of the OCP.

Land Bank: The land and real estate owned by the City designated as strategic land suitable for affordable, supportive or transitional housing. Excludes land used for non-residential purposes.

Land Trust: An eligible entity that has entered into an agreement with the City to hold, maintain, develop, and dispose of land for the benefit of a neighbourhood or community in Regina.

Missing Middle Housing: Includes ground-oriented housing types between single-family homes and high-rise apartments. Includes townhomes, multi-plexes, low-rise apartments, and secondary and backyard suites.

OCP: See “Design Regina: The Official Community Plan.”

Official Community Plan: See “Design Regina: The Official Community Plan.”

Regina Housing Authority: The day-to-day operator of SHC housing units.

RHA: See “Regina Housing Authority.”

Saskatchewan Assured Income for Disability: The Government of Saskatchewan’s income support program for people with disabilities.

SAID: See “Saskatchewan Assured Income for Disability.”

Saskatchewan Housing Corporation: The Government of Saskatchewan Crown Corporation that regulates housing and owns the physical social housing units owned by the Government of Saskatchewan.

Saskatchewan Income Support: The Government of Saskatchewan’s main income assistance program. It provides minimal financial assistance to help people meet their basic needs.

SHC: See “Saskatchewan Housing Corporation.”

SIS: See “Saskatchewan Income Support.”

Supportive Housing: Long-term housing with supports for residents (e.g. meal services, life coaching, medical support, etc.).

Transitional Housing: Short- to medium-term (e.g. one to three years) temporary housing with supports for residents (e.g. meal services, life coaching, medical support, etc.). This housing is key for people exiting homelessness and institutions (e.g. prison, hospital, child welfare) or fleeing violence.

Zoning: Refers to the eligible uses for a property as defined in the Zoning Bylaw. Zoning defines development parameters such as building height, developable area of a property, number of dwelling units, etc.

Appendix E – 2013 CHS Progress

Summary

The 2013 *Comprehensive Housing Strategy* included 86 unique actions. 44 per cent (38 actions) are complete, 28 per cent (24 actions) were partially completed, and 28 per cent (24 actions) were not completed (see Table F1).

Table F1: 2013 CHS Action Status and Consideration in 2026 Housing Strategy

Action Status	Not Reconsidered	Reconsidered	Total
Done	13	25	38
Partially Done	8	16	24
Not Done	12	12	24
Total	33	53	86

Staff reconsidered 54 of the previous actions as part of the new Housing Strategy. 46% (25 actions) of these were completed items that merited revisitation, either because they were ongoing actions that merited continuation (e.g. updating the Housing Strategy with new Census data), they were initially rejected and merit reconsideration (e.g. funding for private home repairs), or were implemented but the approach taken merits reconsideration (e.g. incentives for affordable rental repair). Similar considerations apply to actions that were partially done or not done.

32 of the 2013 actions were not reconsidered as part of the new Housing Strategy. In many cases, the actions were no longer considered relevant (e.g. fast-tracking permit review for affordable housing) or were satisfactorily completed and did not merit further work (e.g. expanding permissions for secondary suites).

Appendix F – Actions Explored but Not Included

There are several items that were explored while developing the Strategy but ultimately were not recommended for inclusion. These may be items that are revisited in future iterations of the Strategy, depending on circumstances.

Density Bonusing

Density bonusing grants higher density to developments (e.g. greater building height, more dwelling units) in exchange for providing a certain percentage of units as affordable units. While this model has found success in larger centres like Vancouver, it is misaligned in a Regina-context where large high-rise residential developments have minimal market support. As part of the HAF zoning changes, the City of Regina (City) has moved to a zoning model that minimizes density restrictions, rendering density bonusing irrelevant.

Inclusionary Zoning

Inclusionary zoning is a housing regulation that requires a minimum number of affordable units in multi-unit developments (typically five to 10 per cent). This model can reduce new housing construction and discourage multifamily development. As of 2026, Government of Saskatchewan planning legislation does not permit cities to implement this type of policy.

Rent Control

Rent control is a means of limiting annual rent increases. While this model can curb rent increases when vacancies are low, in the long term it can restrict new development and leave households in units that are no longer suitable to them (e.g. growing families staying in units without enough bedrooms; or older adults staying in units with too many bedrooms once their children have moved out). Implementing rent control would require a significant commitment of financial and staff resources and further research would have to be done to determine if the City would even have the requisite legal authority to proceed in this area as the Government of Saskatchewan regulates in the landlord/tenant area. For these reasons, this tool is more appropriately implemented by higher levels of government that have greater fiscal capacity.

Rental Registry

A rental registry is a means of recording and regulating all rental properties within the City, including the landlord/tenant relationship. Though not as intensive as rent control, this is also a very expensive and staff-intensive resource that has minimal upside to tenants.

Appendix G – Jurisdictional Review

Summary

Staff scanned a variety of resources in 18 municipalities across Canada to understand their roles in housing (see Table J2). Roles are understood in terms of the tools used and are divided into several categories (see Table J3 for descriptions): organizational tools, regulations/processes, capital, information/education, collaboration/coordination, advocacy, and other analysis/planning. Common themes and notable departures were identified within each theme (see Table J4 for results). Nearly all the jurisdictions scanned used all tools in some capacity, though the details reflect the unique circumstances and evolution of their housing policies. Only the most common themes are summarized in Table J1.

Tool	Most Common Themes
Organization	• Departments or municipal corporations that own and operate affordable housing, often with supports. • Active measurement of affordable housing stock, usually with development targets. • Active selection of City-owned property for affordable housing development. • Dedicated supports to help affordable housing providers navigate regulatory processes and incentive applications, sometimes including support to access federal and provincial funding. • Use of advisory groups to develop housing policy. • Use of pre-approved housing designs, often connected to the Government of Canada's Housing Catalogue.
Regulation/ Process	• Simplifying and streamlining regulatory processes. • Increasing density. • Enforcement of rental property standards, including building interiors, usually supported by rental licensing or a registry. • Limiting short-term accommodation to principal residences. • Protections for tenants during redevelopment projects.
Capital	• Use of capital grants, tax exemptions, fee waivers, land contributions, etc. for new affordable, supportive, and transitional housing development and repairs. These are often also used to support infill development. • Long-term tax exemptions for affordable housing. • Support for non-profits to build capacity.
Information/ Education	• Website usually includes information on the development process, incentives and supports, housing statistics, and strategy progress reports, though sometimes the information is scattered. • Dedicated webpages for affordable housing, usually with links to both internal and external supports. • Dedicated webpages for renters, usually with information on tenant and landlord rights and responsibilities and a directory of affordable and supportive housing and shelters, sometimes with a mechanism for renters to report issues. • Various guides and reference documents; these usually reflect the unique priorities of a City.
Collaboration/ Coordination*	• Coordinating with other levels of government and community organizations to support people experiencing homelessness.
Advocacy*	• Advocating to Government of Saskatchewan and Government of Canada governments for greater investment in affordable housing construction and repair.
Other Analysis/ Planning*	• Exploring new tools to fund infrastructure and incentivize affordable housing development. • Developing strategies to support Indigenous housing. • Improving data collection.

*More than other categories, these reflected the unique priorities of the jurisdiction. Many items fell into these categories but there were few common themes.

Details

Municipalities scanned are in Table J2. Staff reviewed several sources reflecting different types of information:

- Websites include current information that cities want to showcase for the public.
- Housing strategies and action plans are useful for understanding recent, ongoing, and future initiatives that may not be showcased (e.g. regulatory changes). Only strategies that are current and developed since 2021 were included in the review as earlier strategies do not account for challenges that have arisen since the pandemic.
- The Housing Accelerator Fund has been highly influential on cities' policy directions. These action plans are a useful benchmark for major recent changes.

Table J2: Municipalities Scanned

Municipality	Notes
Victoria, BC	Provincial capital, 53% more people in CMA than Regina CMA in 2025. "Victoria Housing Strategy" expired in 2025, not included in scan.
Vancouver, BC	Largest city in province, 960% more people in CMA than Regina CMA in 2025. "Housing Vancouver Strategy" approved in 2018 and expires in 2027; includes 3-year updates so it was included in the scan.
Kelowna, BC	Medium-sized city, 13% fewer people in CMA than Regina CMA in 2025. "Housing Action Plan" approved in 2025.
Edmonton, AB	Provincial capital, 481% more people in CMA than Regina CMA in 2025. "A Home for Everyone" plan approved in 2023, goes until 2026.
Calgary, AB	Largest city in province, 531% more people in CMA than Regina CMA in 2025. "Home is Here: The City of Calgary's Housing Strategy" approved in 2024, goes until 2030.
Lethbridge, AB	Medium-sized city, 51% fewer people in CMA than Regina CMA in 2025. "A Path Forward: Municipal Housing Strategy Update" approved in 2024, goes until 2029.
Medicine Hat, AB	Medium-sized city, 72% fewer people in CMA than Regina CMA in 2025. "Medicine Hat Housing Strategy" only approved in 2020; strategy not included in scan.
Saskatoon, SK	Largest city in province, 30% more people in CMA than Regina CMA in 2025.
Winnipeg, MB	Provincial capital, largest city in province, 227% more people in CMA than Regina CMA in 2025. "Housing Policy" is the closest thing to a housing strategy that was found; was approved in 2013 and so was not included.
Brandon, MB	Medium-sized city, 78% fewer people in CMA than Regina CMA in 2025. "Affordable Housing Strategy" only approved in 2013; strategy not included in scan.
Ottawa, ON	National capital, 484% more people in CMA than Regina CMA in 2025. Has two strategies/plans: "Housing Acceleration Plan " approved in 2025 and "10-Year Housing and Homelessness Plan" approved in 2026.
Toronto ON	Provincial capital, largest city in province, 2,341% more people in CMA than Regina CMA in 2025. "Housing TO 2020-2030 Action Plan" was included due to annual reporting and updates.
Montreal, QC	Largest city in province, 1,479% more people in CMA than Regina CMA in 2025. "Montreal Abordable Initiative: Creating Additional Affordable Housing" was not available in English.
Fredericton, NB	Provincial capital, 57% fewer people in CMA than Regina CMA in 2025. "Affordable Housing Strategy" was approved in 2022.
Moncton, NB	Largest city in province, 33% fewer people in CMA than Regina CMA in 2025. "Community Implementation Plan for Affordable Housing" approved in 2019; not included in scan.
Halifax, NS	Provincial capital, 87% more people in CMA than Regina CMA in 2025. Currently creating new strategy, expected Summer 2026.
Charlottetown, PE	Provincial capital, 67% fewer people in CMA than Regina CMA in 2025. No specific housing strategy; responses implemented through "Official Community Plan"; OCP not included in scan.
St. John's, NL	Provincial capital, 16% fewer people in CMA than Regina CMA in 2025. "Affordable Housing Strategy" approved in 2019; strategy not included in scan.

Roles are typically high-level and vague (e.g. regulate, convene, invest, advocate). It is more meaningful to discuss the types of tools used to fulfill those roles as the tools used speak more to the intent and level of involvement a city has. A city may fulfill the same role using different tools. Seven general tools are described in Table J3. Though division between categories is often blurry (e.g. conferences can both be categorized as information/education or collaboration/coordination), they are sufficient for general perspective.

Table J3: Categorization of Municipal Tools for Housing

Tool	Summary	Examples
Organization	Organizational structures, internally faced policies, and tools and services intended for use by external parties.	Municipally owned housing corporations or housing departments, housing advisory committees, homelessness support teams, policies prioritizing City-owned land for housing, housing design catalogues.
Regulation/ Process	Laws and regulations that are legally enforceable, and processes that are governed by such documents.	Zoning bylaws, building maintenance standards, reforms to fees and review processes.
Capital	Financial and material contributions to third parties.	Incentive programs, tax exemptions, fee waivers, land contributions.
Information/ Education	Tools and activities to communicate information to stakeholders. This can be to notify stakeholders of City activities or policy changes, raise awareness of services, or educate stakeholders to achieve another outcome.	Communications plans explaining the need for and benefit of affordable housing, websites, guidelines and best practices.
Collaboration/ Coordination	Activities relating to working with external parties.	Data and knowledge-sharing initiatives, policy alignment, collective planning, joint service delivery.
Advocacy	Involves requesting action by third parties where the City cannot meaningfully act.	Usually advocacy to Government of Saskatchewan and Government of Canada levels.
Other Analysis/ Planning	Research, analysis, planning, etc. that responds to an issue, but a tool has not yet been identified.	"Explore how to...", "develop a plan to..."

A comprehensive account of the findings is not included due to the large volume of information. Table J4 highlights common themes across jurisdictions and notable departures.¹ A theme is counted as common if it appears in at least three cities in at least two provinces. The tools mentioned indicate the idea municipalities are engaging with; it may not capture the exact nature of a tool. Some tools are currently in use, but the majority reflect future, strategic intent as indicated in strategic plans. Table J4 references cities where supporting evidence was found. Absence of supporting evidence does not mean a city is not using a tool, only that information was not found within the time allotted to research.

¹ The contexts of British Columbia, Ontario, and Manitoba differ substantially from Saskatchewan:

- The Government of British Columbia is very involved in housing. Many municipal initiatives are local components of provincial initiatives. This results in significant similarities in municipal policy.
- The Government of Ontario delegates many social services to the municipal level. Municipalities tend to be more involved in housing than elsewhere in the country and bear primary responsibility for housing and homelessness services.
- Winnipeg accounts for over half of the provincial population. Municipal and provincial initiatives are deeply intertwined.

Table J4: Summary of Municipal Tools

Tool	Common Themes	Notable Departures
Organization	Has internal departments or fully or partially Municipally owned corporations operating and developing housing including transitional and supportive housing; Kelowna uses a third-party operator. (Vancouver, Kelowna, Edmonton, Calgary, Ottawa, Toronto, St. John's).	Centralized registries/waitlists and applications for affordable, supportive, and transitional housing including both public and non-profit housing. (Ottawa, Toronto).
	Active measurement and monitoring of affordable housing stock; usually with development targets for the city overall and neighbourhoods. (Vancouver, Edmonton, Calgary, Saskatoon, Ottawa, Toronto).	Provides case management to prevent eviction (Toronto, Montreal).
	Involved in selecting and developing land for affordable, supportive, and transitional housing; often on city-owned land and facilities. Affordable housing usually prioritized as a use for city-owned land. Rezoning and other planning activities often performed by the city. (Victoria, Edmonton, Lethbridge, Saskatoon, Brandon, Winnipeg, Ottawa).	Uses rent subsidies to create a range of housing affordability. (Ottawa; this is an organizational rather than capital tool because it is an operational subsidy delivered to units operated by the City).
	Has internal teams providing support to people experiencing or at risk of homelessness, particularly people living in encampments. (Victoria, Vancouver, Toronto).	Invests in infrastructure improvements in areas identified as priorities to increase housing options. (Lethbridge; this is an organizational rather than capital tool because the investment is directly delivered by the City).
	Has internal teams to help people transition from unsheltered homelessness to transitional housing (Victoria, Ottawa, Toronto, Montreal).	Increase densities for City-led residential development and build excess infrastructure capacity to accommodate for future density. (Lethbridge).
	Engages Indigenous people to support culturally appropriate housing, including culturally appropriate amenity space (Vancouver, Edmonton, Calgary).	
	Dedicates customer service capacity to assist affordable housing developments navigate regulatory processes and incentive applications; often through dedicated positions (Edmonton, Calgary, Lethbridge, Saskatoon, Winnipeg, Fredericton): - Edmonton specifically supports Indigenous applicants. - Edmonton and Lethbridge also support non-profit and cooperative housing providers to obtain funding from other orders of government.	
	Uses or plans to use advisory groups that advocate for housing issues and provide policy advice to the municipality (Edmonton, Saskatoon, Ottawa, Toronto, Fredericton, St. John's).	

Tool	Common Themes	Notable Departures
	Uses temporary housing to: • Create temporary shelter spaces until transitional and permanent supportive and affordable housing become available. (Vancouver). • Create supportive housing spaces. (Kelowna, Toronto). City has or plans to have a catalogue of demonstration or pre-approved housing designs (Saskatoon, Ottawa, Toronto, Charlottetown, St. John's).	
Regulation/ Process	Is exploring regulatory and process reform to generally enable and streamline housing development; often involves removing or reducing parking minimums (Vancouver, Calgary, Lethbridge, Saskatoon, Ottawa, Fredericton). Has or is exploring expedited regulatory approval processes for affordable/social housing projects. (Vancouver, Kelowna, Edmonton, Ottawa, Moncton). Allows or is considering allowing increased density in certain areas or zones: • Victoria allows four-storey development in all residential areas. • Kelowna exploring six storeys as-of-right along transit corridors. • Edmonton has a Small Scale Residential Zone within the Anthony Henday ring road that allows up to three-storey development, eight dwellings units as of right mid-block (more on corners), and site coverage of 45 per cent. • Lethbridge is exploring allowing base residential districts to allow for single, semi, row, townhouses, and secondary suites, and to allow more than one secondary suite per parcel. • Saskatoon allows increased density in Corridor Growth Areas, permitted four units as-of-right in all areas of the city, and permitted multi-unit development in the Transit Development Area. • Ottawa is increasing maximum height around hubs and along corridors. • Toronto is exploring how to expand housing up to six units in all low-rise neighbourhoods and low-rise apartments along transportation corridors. • Fredericton plans to allow two units as of right across the city, four to six units as of right in urban cores and the city centre, and higher densities along major transit corridors and service centres.	Project Implementation Plans may be required for infill projects to ensure developers will communicate with neighbours and address concerns (Edmonton). Provides regulatory incentives to affordable and/or mixed-income housing developments (e.g. greater heights, floor-area-ratios); usually requires an agreement with the city to secure rents and tenure (Victoria, Calgary): Requires multi-unit developments to have a portion of units with three or more bedrooms (Victoria, Vancouver). Regulates alteration, conversion, demolition, and rent increases between vacancies of single-room occupancies (Vancouver). Uses an empty homes tax to address underutilized homes (Vancouver). Social service providers and housing operators funded by the city must report any incidences that may disrupt the facility/organization's operations (Ottawa). Allows retail and services to be integrated within residential areas and allows home-based businesses to have employees, operate from garages or laneway buildings, and see clients on-site (Toronto). City can identify properties and give itself first right of refusal to purchase the building if it is sold within the next 10 years. Properties must be used for community projects (e.g. libraries, sports centres, parks, social/affordable housing, or to protect the city's history (Montreal).

Tool	Common Themes	Notable Departures
	Uses or will use inclusionary zoning: • Ottawa requires a portion of developments with 80+ units or 6,000 square metres near major transit hubs to include rental units affordable to moderate-income households for 25 years. • Starting in 2027, Toronto will require five per cent of units in developments with 100+ units or 6,000 square metres near major transit hubs to include rental units affordable to moderate-income households for 25 years. • Montreal requires residential development of more than 450 square metres (about five units) to enter into an agreement to create affordable or family housing, make a financial contribution to affordable/family housing, or transfer land or buildings to be used for affordable/family housing. Requires all rental housing providers (short-term, long-term, etc.) to be licensed/registered (Victoria, Vancouver, Halifax). Sets and enforce standards of rental properties (Victoria, Vancouver, Ottawa, Toronto, Montreal, Halifax). Have or plan to develop bylaws/policies to protect tenants during redevelopment projects (Victoria, Vancouver, Kelowna, Toronto). Requires short-term accommodations to be licensed. Includes lodging/boarding houses in Calgary and Saskatoon (Victoria, Vancouver, Kelowna, Edmonton, Calgary, Lethbridge, Medicine Hat, Saskatoon, Winnipeg, Ottawa, Toronto, Montreal, Fredericton, Halifax, Charlottetown, St. John's). Limits short-term accommodation to principal residence only; sometimes with exceptions (Victoria, Vancouver, Kelowna, Saskatoon, Ottawa, Toronto, Montreal, Fredericton, Halifax, Charlottetown).	Exploring amendments to support development of neighbourhood-oriented supportive housing forms such as Residential Care Homes (Saskatoon). Exploring technology such as AI to improve the permitting process (Kelowna, Ottawa).
Capital	Support for newly built affordable housing projects: • General capital grants (Victoria, Vancouver, Edmonton, Calgary, Lethbridge, Saskatoon, Winnipeg, Brandon, Ottawa, Toronto, Fredericton, Moncton, Halifax). • Full, time-limited tax exemptions (Saskatoon, Charlottetown). • Incremental tax exemptions (Victoria, Ottawa, Winnipeg). • Sells/leases land (Vancouver, Kelowna, Edmonton, Calgary, Lethbridge, Saskatoon, Ottawa, Fredericton, Moncton, Halifax, St. John's).	Grants/loans to prevent evictions/loss of utilities (Vancouver, Toronto). Grants or real estate transfer tax waivers/reimbursements for first-time homebuyers (Montreal, Toronto; Brandon and Saskatoon also had downpayment assistance but have discontinued the programs). Rent Adjustment Following Property Tax Reduction – Tenants can apply for a rent reduction when their landlord's property taxes are

Tool	Common Themes	Notable Departures
	- Capital grants/fee waivers covering development charges/permitting/application fees for newly built affordable housing projects (Victoria, Kelowna, Ottawa, Toronto, Fredericton, Moncton, Charlottetown, St. John's). - Capital grants covering the cost of off-site utility upgrades for affordable housing projects (Vancouver, Edmonton, Winnipeg). - Capital grants/loans covering pre-development costs for affordable housing projects (Edmonton, Calgary, Ottawa, Toronto, Moncton). - Dedicated capital grants and/or land contributions streams for Indigenous housing projects (Edmonton, Calgary, Toronto). - Deferral of land cost on city-owned properties sold for affordable ownership development (Edmonton). Support for repairing affordable housing or converting existing housing to affordable. - Capital grants (Vancouver, Lethbridge, Montreal, Halifax): - Vancouver only supports single-room occupancies. - Halifax also support acquisition. - Capital grants to support landlords participating in the Housing First Program with damages caused by tenants (Ottawa). - Capital grants, tax exemptions, fee waivers, and forgivable loans; includes pre-development costs and acquisition (Toronto). Ongoing funding support for affordable housing: - Tax exemptions/tax-equivalent grants for affordable rental housing for term of affordability (Edmonton, Calgary, Toronto, Halifax). - Rent supplements for social housing tenants (Ottawa; Ontario municipalities are responsible for social services such as this). Support for infill development: - Incremental tax exemptions for purpose-built rental, non-profit rental, and co-operative housing (Kelowna). - Grants and fee/regulatory waivers for housing development in the downtown, including office conversions (Edmonton, Brandon, Calgary, Saskatoon, Ottawa). - Incremental tax exemptions or capital grants for missing middle housing and accessory dwelling units (Calgary, Medicine Hat, Fredericton, St. John's). - Capital grants tied to utility upgrade expenses for Accessory Dwelling Units (Halifax).	reduced by a certain amount (Toronto; only works due to rent control). Funding to support tenant access to legal services (Toronto). Capital grants to incentivize use of modular housing and other housing construction methods (Fredericton). Additional capital grants for accessory dwelling units and tiny homes that incorporate universal design and/or install a heat pump of mini-split (St. John's). Support for land trust development (Calgary). Grants for development of student housing in the Downtown (Edmonton, Calgary). Defer development charges until buildings receive occupancy (Ottawa, Toronto).

Tool	Common Themes	Notable Departures
	Grants to build non-profit/community capacity to raise awareness of housing issues or scale up operations (Vancouver, Calgary, Montreal, Fredericton). Funding is prioritized to projects that serve priority populations (Edmonton, Calgary, Saskatoon). Create an inventory of City-owned land for use in future housing projects (Edmonton, Calgary, Lethbridge). Buy and hold property to give to housing projects in the future (Calgary, Lethbridge, Fredericton).	
Information/ Education	City regularly reports on housing strategy progress including through reports and/or dashboards (Victoria, Vancouver, Kelowna, Edmonton, Calgary, Lethbridge, Saskatoon, Winnipeg, Brandon, Ottawa, Toronto, Fredericton, Halifax, St. John's). Has a dedicated webpage that comprehensively presents supports for affordable housing development (Edmonton, Calgary, Saskatoon, Brandon, Halifax). Uses or plans to use publicly available GIS map with zoning, infrastructure, and other information for properties in the city (Victoria, Edmonton, Lethbridge). Webpage includes links to external resources such as Provincial and Federal programs, housing advocacy associations, associations dealing with tenant and landlord rights, and other resources (Victoria, Ottawa, Toronto). Webpage includes a dedicated section for renters, usually with information on tenant rights and responsibilities, what to do about maintenance issues, supports in case of eviction, and financial assistance programs (Victoria, Victoria, Edmonton, Ottawa, Toronto, Montreal). Webpage includes resources to help people identify affordable, supportive, and transitional housing, and/or emergency shelters and extreme weather spaces (Victoria, Vancouver, Kelowna, Edmonton, Calgary, Saskatoon, Ottawa, Toronto, St. John's). Webpage has FAQs and guides to support: • Small-scale multi-unit development (Victoria).	Has a publicly available development tracker indicating progress on current and completed development applications (Victoria). Has a tool for residents to sign up for notifications regarding nearby development projects and upcoming regulatory changes, and to report concerns with nearby developments (Edmonton). Webpage has a map or list of rental properties have outstanding maintenance issues (Vancouver, Ottawa). Webpage has videos and resources promoting the City's vision of growth and why it is necessary, particularly the necessity of infill and affordable housing (Edmonton). Has a webpage showcasing the non-market housing and social service organizations the City works with to facilitate connection between these organizations and the private sector (Edmonton). Has an affordable housing newsletter that people can sign up for to receive news about affordable housing (St. John's). Communicates or plans to publicly communicate information on upcoming infrastructure upgrades (Lethbridge). Regularly share information on the needs of priority populations within internal City departments, other levels of government, and community organizations to build awareness, advocate for policy change, and inform future investments (Lethbridge). Promote modular and prefabricated housing as a rapid deployment option (Saskatoon).

Tool	Common Themes	Notable Departures
	• Integration of infill housing developments in existing neighbourhoods (Victoria). • Good conduct for developers when working in infill neighbourhoods (Edmonton). • Development of family-friendly buildings and spaces (Victoria, Vancouver). • Accessory dwelling units (Edmonton). • Point-access blocks (Edmonton). • Integrating accessible and sustainable design into affordable housing projects (Edmonton, St. John's). • Emergency shelter operational best practices (Edmonton). • International students and seniors searching for housing and supports (Edmonton). • Residents to know their rights and responsibilities under municipal bylaws (Saskatoon). • Development of cooperative housing (Saskatoon, Fredericton). • Eviction prevention (Toronto). • People who are buying and selling a home; including information on different neighbourhoods (Montreal). • Property owners making enhancements to their property (Montreal).	
Collaboration/ Coordination	Coordinate with community organizations serving people who are homeless or at risk of homelessness; often the Community Entity that administers funding under the federal Reaching Home program (Victoria, Vancouver, Kelowna, Edmonton, Calgary, Lethbridge, Saskatoon, Ottawa, Toronto). Coordinate with other orders of government, service providers (e.g. for homelessness, health, mental health, addictions, justice, policing, social services, newcomer and settlement), industry, and Indigenous organizations and governments to improve housing data, align housing policies procedures, integrate service delivery, set targets, and share knowledge; often with a focus on deeply affordable, supportive, and transitional housing (Vancouver, Kelowna, Edmonton, Calgary, Lethbridge, Saskatoon, Ottawa, Toronto, Fredericton). Collaborate with other levels of government, school boards and/or faith communities to identify sites owned by these groups that may be used for housing (Calgary, Lethbridge, Ottawa, Toronto).	Create more opportunities for engagement with housing and planning priorities, specifically initiatives to enhance engagement of under-represented groups (Vancouver). Partner with neighbourhood organizations, social agencies, and tenants to identify strategies for improving social inclusion in neighbourhoods (Edmonton). Host a landlord-tenant forum to understand challenges face and develop a program to address inadequate housing conditions (Calgary). Facilitate partnerships between developers and non-profit housing providers to create affordable homes (Calgary). Convene partners from the housing sector to develop priorities for an advocacy plan to support people in need of housing, reduce stigma around affordable housing and people experiencing homelessness, and identify opportunities for collaboration to support people with the greatest housing need (Calgary).

Tool	Common Themes	Notable Departures
		Collaborate with internal departments and external partners to implement policies and programs that reduce systemic barriers to housing for priority populations (Calgary). Work with housing providers to evaluate the feasibility of modular, manufactured, and prefabricated housing (Lethbridge). Collaborate with post-secondary institutions to understand and address student housing needs (Lethbridge, Saskatoon). Collaborate with local housing authorities to understand participation of rental subsidy programs and align social housing with priority population needs (Lethbridge). Collaborate with community partners to pilot a tiny home project (Saskatoon). Collaborate with housing providers to deliver renter education and encourage private landlords to recognize the certificate in lieu of references (Saskatoon). Work with organizations advocating against violence against women when implementing housing strategies (Toronto). Work with public and private sector building owners to drive energy efficiency towards net-zero greenhouse gas emissions and improve resilience in buildings (Toronto). Work with housing providers, builders, designers, etc. to identify opportunities for regulatory changes to reduce cost and complexity and enable new types of housing construction (Fredericton).
Advocacy	Advocate to other orders of government for greater capital investment in new and existing affordable housing, operating funding for supportive and transitional housing, and/or rent subsidies (Vancouver, Edmonton, Lethbridge, Toronto, Fredericton). Advocate to the Federal and Provincial governments to greater financial and regulatory support for affordable housing repair including retrofitting for climate resilience (Vancouver, Edmonton, Calgary, Saskatoon, Toronto).	Advocate to other orders of government to make Indigenous housing and wellbeing a priority, develop and Indigenous housing strategy, and increase investments for Indigenous-led housing (Vancouver, Toronto). Advocate for increased income assistance rates (Vancouver, Toronto). Advocate for a universally available rent supplement program (Vancouver).

Tool	Common Themes	Notable Departures
	Advocate to the Provincial and Federal governments to address regulatory barriers to affordable housing development (Edmonton, Calgary, Saskatoon, Fredericton). Advocate to the provincial government to strengthen protections for renters (Vancouver, Calgary, Fredericton).	Advocate to other orders of government for enhanced care and support for residents with complex health and mental health needs (Kelowna). Advocate for integrated healthcare and housing options (Kelowna). Advocate for provincial funding to address infrastructure deficits (Kelowna). Advocate to the Provincial government to create a single portal waitlist for all affordable housing units (Edmonton). Advocate to the Provincial government to fund non-housing construction costs for ancillary spaces that help make a house a home (Edmonton, Calgary). Advocate to the Province to exempt housing owned by non-profits from property taxes (Edmonton). Advocate to the Provincial government to dedicate a portion of the municipal reserve to support establishing land banks (Calgary). Advocate to the Provincial government to increase the number of public health inspectors available to inspect properties (Calgary). Advocate to the Province to provide financial support for temporary accommodation for tenants while their rental units are being repaired (Calgary). Advocate to the Provincial government to enhance Minimum Health and Housing Standards to ensure residents are protected from substandard housing (Calgary). Advocate to the Provincial government to investigate non-contractual or legal complaints of discrimination, mistreatment, or substandard housing through the creation of a housing ombudsperson (Calgary). Advocate to the Federal government for the creation of an affordable and supportive housing acquisition fund (Saskatoon, Toronto). Advocate to the Provincial and Federal governments for a coordinated regional response to respond to the flow of refugees and asylum claimants requiring temporary shelter (Toronto).

Tool	Common Themes	Notable Departures
		Advocate to the Provincial and Federal governments to introduce reforms to child welfare, corrections, and health services to reduce the number of households being discharged into homelessness (Toronto). Advocate to the Provincial and Federal governments to provide financial support to low-income households for life-safety and accessibility improvements, repairs, and energy retrofits (Toronto). Advocate to the Provincial and Federal governments to establish a housing policy and program coordination group to ensure effective delivery of government investments and interventions (Toronto).
Other Analysis/ Planning	Explore new tools for funding housing enabling infrastructure, services, amenities, and/or affordable housing development (Vancouver, Edmonton, Calgary, Lethbridge, Saskatoon). Develop strategies and resources to address the housing needs of Indigenous people and support Indigenous-led housing projects (Vancouver, Calgary, Saskatoon). Improve data collection and develop solutions to increase public awareness of affordable housing and/or the needs of priority populations, especially among system partners. (Edmonton, Lethbridge, Saskatoon). Explore new ways to incentivize construction of new housing, and repair, major renovation, and energy and sustainability upgrades to existing housing (Vancouver, Saskatoon, Toronto). Develop a land acquisition and disposition framework to increase affordable housing supply (Edmonton, Saskatoon, Toronto).	Review regulations to reduce complexity and accelerate approvals (Vancouver). Review development fees to align with processing costs (Vancouver). Undertake advanced planning for annual extreme weather and disasters (Kelowna). Study infrastructure capacity constraints for housing and invest in solutions (Kelowna). Review feasibility of reducing infrastructure servicing costs (Edmonton). Explore shared equity as a means to support affordable ownership (Kelowna). Establish affordable housing supply targets (Edmonton, Lethbridge). Identify strategies to meet the needs of people living in substandard housing (Edmonton). Define “naturally occurring affordable housing” and monitor it (Edmonton). Explore how to increase the supply of accessible, visitable, and/or adaptable housing (Edmonton, Calgary).

Tool	Common Themes	Notable Departures
		Review policies to enable developments that focus on larger families, Indigenous people and newcomers, and deeply subsidized units (Edmonton). Explore solutions to encourage construction of climate resilient housing (Edmonton, Saskatoon). Review minimum environmental performance criteria in housing incentive programs (Edmonton). Investigate targeted supports for transitional housing (Edmonton). Review which areas of the city are receiving market investment in housing and explore opportunities to supply appropriate infrastructure, services, and amenities in these areas (Calgary). Research how to support and/or monitor housing outcomes along the continuum (Calgary, Saskatoon). Develop a plan to strengthen the capacity of housing sector partners (Calgary, Ottawa). Investigate rent control (Calgary). Explore how to support alternative housing models (e.g. cooperatives) [Calgary, Lethbridge]. Conduct land economics testing and assess the suitability of regulatory and financial tools to incentivize mixed-market development (Lethbridge). Explore how to support community land trusts (Saskatoon). Develop plans to prioritize residential development in the city centre (Saskatoon). Explore options to manage vacant and underutilized properties (Saskatoon). Explore options to off-set off-site levies for affordable housing projects (Saskatoon). Research best practices to support culturally specific supportive housing (Saskatoon).

Tool	Common Themes	Notable Departures
		Develop a new housing strategy when the current one expires (Saskatoon, Toronto). Develop strategies and programs that meet the needs of specific vulnerable groups (Toronto). Adopt a gender-based and equity lens when implementing housing strategies (Toronto). Explore how to support marginalized groups to develop their own responses to their housing challenges (Toronto).



Amendments to Floodway Regulations

Date	September 16, 2026
To	Executive Committee
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	EX26-90

RECOMMENDATION

The Executive Committee recommends that City Council:

1. Approve amendments to *Design Regina: The Official Community Plan, Bylaw No. 2013-48*, *The Regina Zoning Bylaw, 2019* and *The Building Bylaw, 2023* to update the City of Regina's floodplain regulations and maps as described in Appendix A – Proposed Amendments, and Appendix D-2026 WSA Floodplain, of this report.
2. Instruct the City Solicitor to prepare the necessary bylaw amendments to give effect to the recommendations, to be brought forward to a future meeting of City Council following Council approval and the required public notice;
3. Approve these recommendations at its September 23, 2026 meeting.

ISSUE

Through the Saskatchewan Flood Mapping Program, the Water Security Agency (WSA) completed a flood mapping study (Appendix B – Regina Flood Mapping Study) of lands within and surrounding Regina. As a result of this work, the WSA has provided the City of Regina (City) with updated flood mapping that identifies areas and properties that would be inundated during a 1-in-200-year flood event. The Government of Saskatchewan has also amended *The Statements of Provincial Interest Regulations* (SPIs), which set the requirements by which all municipalities must meet in regulation of development within floodways in their communities.

Amendments to *Design Regina: The Official Community Plan, Bylaw No. 2013-48* (OCP), *Environmental, Regina Zoning Bylaw, 2019* (Zoning Bylaw), and *Building Bylaw, 2023* (Building Bylaw) are required to ensure the City's regulatory framework reflects current provincial standards and the most recent floodplain mapping data.

IMPACTS

Legal Impact

The City has the authority and legal obligation to regulate development within the known floodplain, particularly to ensure that flood proofing standards are applied and new development is prohibited, where required. Approval of the amendments will clarify the review process, ensuring that development approvals are consistent with provincial requirements.

Policy Impact

Protection of properties within the floodplain, through the regulation of development, is required by both the SPIs and OCP. Environmental policies within these documents support the protection, maintenance and enhancement of the natural system, including the preservation of floodplain functions. The OCP also prioritizes the health and safety of communities. The proposed amendments to policy and regulation will align floodplain policies with the provincial requirements, provide greater clarity and guidance for development of existing built properties within floodplain areas, while continuing to support safe, resilient and sustainable development practices that protect public health and safety of neighbourhoods.

Strategic Priority Impact

The proposed amendments align with the City's Strategic Priorities of Infrastructure and Livability. By adapting floodplain management policies and promoting appropriate flood mitigation measures, the amendments allow continued development and enjoyment of existing impacted neighbourhoods, while requiring new development to meet flood proofing measures, which reduce long-term risk to property. The OCP will also direct changes to future infrastructure to consider impacts on the floodway over time, maintaining the function of natural drainage courses.

Environmental Impact

The OCP supports building a resilient city and minimizing Regina's contributions to climate change. This includes preparing for climate impacts on infrastructure, neighbourhoods and properties.

While climate projections indicate that weather patterns may continue to change over time, there remains uncertainty regarding the specific effects on prairie stream flows. As a result, the current floodplain mapping is based primarily on established hydrological analysis, historical records, watershed conditions, and updated modelling data.

While balancing other priorities, such as supporting the continued vitality and investment in property

and existing neighbourhoods impacted by the floodway, recommendations support resiliency and adaptation to climatic events within the floodplain by preventing development of new areas, updating standards for development of existing developed properties, and ensuring infrastructure is planned appropriately.

It should be noted that the SPIs have reduced the requirement for the built environment from a 1-in-500-year flood event to a 1-in-200-year flood event. This report recommends the City also reduce requirements to align with the provincial changes.

Indigenous Impact

The proposed amendments support the objectives of *kâ-nâsihcikêwin* (the City's Indigenous Framework) by recognizing the interconnected relationship between people, land, water and future generations, while also recognizing the long-term relationship between communities and the natural environment and supporting stewardship responsibilities that extend to future generations.

From an Indigenous worldview, water and land are living systems that sustain communities and require ongoing care and respect. Protecting floodplain functions and preemptive planning helps maintain ecological balance while supporting community resilience and long-term environmental stewardship. Updating floodplain regulations based on current flood risk information reflects *tâpwêwin* (speaking the truth) through evidence-informed decision-making and transparent communication about potential hazards. Additionally, the proposed approach advances *miyo-wîcêhtowin* (good relations) by helping protect residents, neighbouring communities and shared public assets from flood risk. It further reflects *wihci-atoskêwin askîhk* (living together on the land in harmony) by promoting sustainable land use practices that respect natural floodplain processes and reduce pressure on ecologically sensitive areas. Finally, the amendments support *pimâcihowin* (making a living) by helping safeguard homes, infrastructure, community well-being and long-term resilience for current and future generations.

There are no financial, labour or Inclusion, Diversity, Equity & Accessibility (IDEA) impacts respecting this report.

OTHER OPTIONS

OPTION 1 – Approve the proposed amendments related to the OCP, the Zoning Bylaw and the Building Bylaw– RECOMMENDED

Advantage: These amendments will protect floodplain areas to align with provincial requirements, being the 1-in-200-year flood event. Bylaws will continue to protect the floodway by restricting development, balancing the need to allow for existing properties and neighbourhoods to be enjoyed, and ensure that changes to infrastructure considers floodplain impacts.

Consideration: Allowing for development of existing properties within the floodplain, subject to flood proofing standards, is an option provided by newly amended provincial legislation. It is being recommended because prohibiting development would likely cause disinvestment in properties, causing harm to neighbourhoods as development is phased out over many years.

OPTION 2 – City Council may adopt updated floodplain mapping based on the WSA study while maintaining the existing floodplain development regulations and policies – NOT RECOMMENDED

Advantage: This option would update the City's zoning maps using the latest WSA floodplain information for the former provincial standard, the 1-in-500-year flood event, ensuring flood hazard areas are identified using current data. It would also allow the City to maintain its existing floodplain development regulations and approval processes, minimizing immediate changes to the regulatory framework.

Consideration: While the mapping would be updated to reflect the latest flood hazard information, the existing regulations would remain in place and continue to prohibit development within the floodway area. This approach would result in the City's floodplain regulations remaining exceeding the provincial standard, which establish a minimum 1-in-200-year flood hazard standard for development management.

COMMUNICATIONS & ENGAGEMENT

Public and stakeholder comments are summarized in Appendix C – Public Feedback Summary.

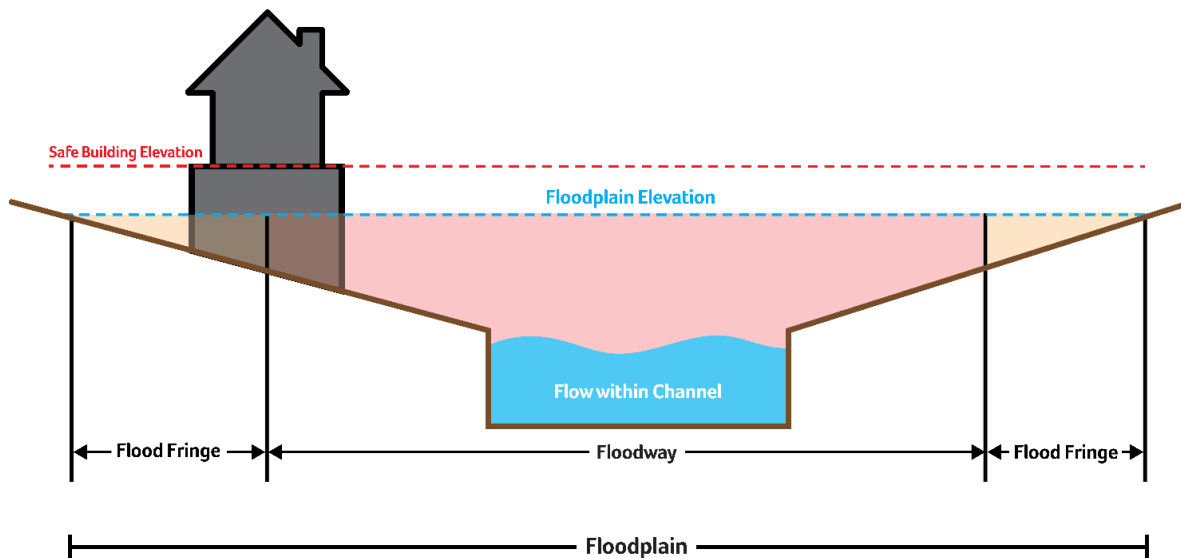
Approximately 2,400 property owners affected by the updated flood maps were notified by mail. An in-person public information session was held on July 8, 2026 at City Hall, to provide residents and stakeholders with an opportunity to learn more about the mapping updates, regulatory changes and ask questions. Extensive information about the changes was posted at regina.ca/floodplain, including an interactive flood mapping platform that enables property owners to review the updated flood maps, determine whether their property is within the floodplain and identify the required safe building elevations for development and construction purposes.

Public notice of City Council's consideration and of the public hearing conducted in relation to the proposed amendments will be given in accordance with *The Public Notice Policy Bylaw, 2020*. Additionally, interested parties will have received a copy of the report and notification of their right to appear as a delegation at the City Council meeting when the report is considered.

DISCUSSION

Development Restrictions in Floodplains

Floodplains consist of a floodway and flood fringe. The floodway is the area of the floodplain closer to the watercourse and is at greater risk to flooding. Areas are designated floodway when the projected flood depth exceeds one metre or the water velocity exceeds one metre per second. The flood fringe is land within the floodplain at higher elevation, further from the watercourse, not meeting the water depth or velocity criteria of the floodway.



The Government of Saskatchewan, through *The Planning & Development Act, 2007* and the SPIs, requires municipalities to restrict development within floodplains. The 1-in-500-year floodplain standard has been broadly applied in Saskatchewan since 1978. The standard means there is a 1 in 500, or 0.2 per cent, chance of flooding occurrence through the entire floodplain each year, or a 9.5 per cent chance of flood occurrence in a 50-year period. The SPIs, before recent amendments, essentially prohibited all new development within the 1-in-500-year floodway, while subjecting development within the flood fringe to flood proofing standards.

In 2025, the Government of Saskatchewan amended the SPIs to restrict development to a 1-in-200-year flood event and allow for consideration to reconstruct on existing properties. This change aligned provincial requirements with the Federal Disaster Financial Assistance Arrangements program. The 1-in-200-year floodplain is slightly less expansive than the 1-in-500-year standard and covers all properties that within a risk of a 0.5 per cent chance of flooding occurrence each year or a 22.2 per cent chance of flood occurrence in a 50-year period.

The current floodplain boundaries are based on data from 1982. Floodplains in Regina include areas around Wascana Creek, Chuka Creek, Pilot Butte Creek, the south storm channel and the north storm channel. The City has implemented permanent and temporary flood mitigation measures such as berms and other diversion mechanisms to protect infrastructure and property.

Currently, there are only a few developed properties within the floodway and were established prior to the implementation of current floodplain management regulations and are considered non-conforming uses. This means that existing development may continue; however, buildings and structures cannot be expanded and if substantially damaged or removed, they may not be reconstructed within the floodway. Within the flood fringe, new development is currently permitted if buildings are appropriately flood-proofed and constructed to the required safe building elevations.

New Floodplain Data by Water Security Agency

The City (and other municipalities) does not determine the size or extent of the floodplain. The City uses floodplain mapping provided by WSA and aligns local regulations with provincial requirements. WSA commissioned updated flood modelling and floodplain boundaries for the Regina area to reflect current flood risk assessments using new information and technology, which resulted in new flood maps. Some of the key findings of the WSA study are:

- Certain dykes are discontinuous, allowing floodwaters to flow around them before overtopping occurs.
- The CP Rail culvert on Pilot Butte Creek is not large enough to carry the amount of water expected during a major flood. When this happens, water flows over the culvert and Victoria Avenue, then moves south, flooding areas mainly between the CP Rail tracks and Arcola Avenue. The floodwater eventually drains into Chuka Creek and Wascana Creek. This type of flooding can affect newer developments in the Eastbrook area.
- Compared to the provincial flood mapping study completed in 1982, the expected peak flood flow in Wascana Creek is now about four per cent lower. This is mainly because the flood standard used for planning has changed from 1-in-500-year flood to a 1-in-200-year flood. As a result, projected flood water levels are slightly lower in areas along the creek that have seen little or no development. In areas where significant development has occurred, the changes in projected flood water levels are more noticeable.

As a result of the updated mapping, some properties have been added to the floodplain, some remain within it and others are no longer included. Some of the areas affected by the updated floodplain include developed properties along Wascana Creek within Dieppe, Mount Royal, CPR Annex, Crescents and Lakeview neighbourhoods. Many of the properties in these areas are currently located within the flood fringe but are proposed to be reclassified floodway lands under the updated mapping. This reclassification reflects advancements in flood modeling techniques, updated hydrologic analyses, improved mapping technology, and changes to watershed and urban

development conditions since previous studies were completed. In addition to these established neighbourhoods, several greenfield areas are also impacted (Appendix D – 2026 Floodplain Areas). Flood risk considerations will need to be addressed as part of future planning and development within these lands.

City's Response to Updated Flood Information

Administration is proposing amendments to the OCP, Zoning Bylaw and Building Bylaw to align with the updated and more accurate flood mapping, the 1-in-200-year flood standard, and the provincial regulations for development in floodplains. With updated floodplain mapping provided by the WSA, the City is required, at a minimum, to revise its floodplain boundaries and elevations to reflect current floodplain model data.

Administration recommends that the City adopt the 1-in-200-year floodplain standard, as this approach aligns with current provincial regulatory requirements and eligibility criteria for provincial and federal disaster assistance programs. Until recent changes, Saskatchewan's 1-in-500-year standard was the strictest provincial standard in Canada. Manitoba uses the 1-in-200-year standard while Alberta uses the 1-in-100-year standard. Adopting the 1-in-200-year standard will ensure consistency with Saskatchewan's current regulatory framework while maintaining an appropriate level of flood risk management.

Within new greenfield areas, new neighbourhoods would continue to require to build outside the floodway, as they are currently required. In existing developed areas, the SPIs now allow for options to redevelop properties. Given that the floodway study has confirmed that a significant number of developed properties are now within the floodway area, Administration also recommends new regulations for flood proofing developments within the flood plain. Flood-proofing measures would allow for options to redevelop properties, which either require engineering certification of structures, or requirements to limit loss prevention in the event of a flood. In general, the new requirements include:

- New procedures for confirming how high the first floor can be above the ground level.
- Restrictions on building a residential unit in a basement.
- Restrictions and requirements for mechanical areas, such as furnace and water heaters, to be on the main floor, above the safe building elevation (0.5 metres above floodplain level).
- Requirements for an engineer to approve new residential buildings.
- Allowing for non-residential buildings, such as garages, to be built on impacted properties within the floodway area.

A flowchart detailing the process of development approvals for properties within the floodplain and figures illustrating options when building in the floodplain is shown in Appendix E – Process of Development Approval for Properties within the Floodplain and Appendix F – Building in Floodplain.

Deviation from WSA Mapping – Eastbrook

After the WSA report was finalized, Administration noticed a discrepancy between the mapping data and a developed area in Eastbrook, as shown on Appendix D Map 5 and 6. As the WSA mapping data was being gathered and the report finalized, this area was undergoing the process of approval and preparation for land development. As a result, the mapping shows an area of approximately 6 hectares that would be within the flood fringe area, but realistically this area will not be subject to flooding because culverts under Anaquod Road, which were necessary to manage pre-development flows, have been removed and flood flows will be directed southward to Chuka Creek through the ditch.

Administration has discussed this issue with the WSA, which accepts the above-noted discrepancy and has advised that the City has administrative flexibility to manage the flood maps as conditions change. The City is also required through the SPIs to ensure that lands within the 1-in-200-year flood plain are protected.

Administration recommends removal of this area from the recommended floodplain, given that:

- It has been confirmed that culverts have been removed, flood flows no longer cross west of Anaquod Road at this location and regulatory boundaries for this area would be inaccurate.
- While the model has not been updated to reflect flood flows being displaced from this area, the downstream impact on the floodplain is expected to be insignificant, given the area and approximate depth of the area, being approximately a 0.5 metre depth.
- The area has been largely developed with lots regraded to a higher point than the pre-development WSA data.
- The model will be updated periodically as conditions change. Development of adjacent areas in the near future will need to update the floodplain model before development is approved.

Future Updates to Floodplain

As the City continues to grow and develop, the proposed OCP amendments require that floodplain considerations be incorporated into the planning and design of future infrastructure projects. This approach will help maintain and enhance the function of the floodplain while minimizing additional impacts on flood flows. Infrastructure projects such as bridge crossings, culverts and modifications to dykes have the potential to alter flood flows and should therefore be assessed for their effects on the floodplain.

For example, when planning or upgrading a bridge crossing, consideration should be given to how the structure may affect flood flows and flood levels both upstream and downstream of the crossing. As infrastructure projects are proposed and designed, updated modelling may be required to assess potential impacts and to determine whether revisions to the floodplain mapping are warranted.

It should be noted that the WSA floodplain study assessed existing conditions and did not model future development or infrastructure scenarios. As a result, future changes to infrastructure or land may necessitate additional analysis and updates to the floodplain mapping.

Other Building Bylaw and Housekeeping Zoning Bylaw Updates

Housekeeping amendments unrelated to the floodplain are also being incorporated into the recommendations. In 2025, the OCP and Zoning Bylaw were amended to introduce new regulations for development in the vicinity of the Regina International Airport. These amendments established OCP policies requiring new residential development to incorporate sound attenuation measures recommended by the Federal government. Corresponding amendments to the Building Bylaw are required to implement these requirements and are being brought forward as part of the same bylaw package as the proposed floodplain amendments.

A minor housekeeping amendment is proposed to correct the legends on several Zoning Bylaw Overlay Maps associated with the previously approved airport-related amendments. These changes are administrative in nature and are intended to improve the accuracy and clarity of the mapping.

DECISION HISTORY & AUTHORITY

City Council's approval is required pursuant to Part V of *The Planning and Development Act, 2007*, Section 17 of *The Construction Codes Act* and Section 8 of *The Cities Act*.

Ministerial approval of amendments to *The Building Bylaw* is required pursuant to Section 17 of *The Construction Codes Act*.

Respectfully Submitted,



Autumn Dawson, Director
Planning & Development Services
Prepared by: Pam Ewanishin, Senior City Planner

Respectfully Submitted,



Deborah Bryden, Deputy City Manager
City Planning & Community Services

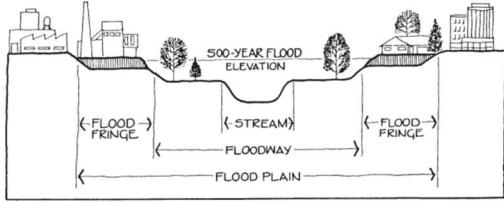
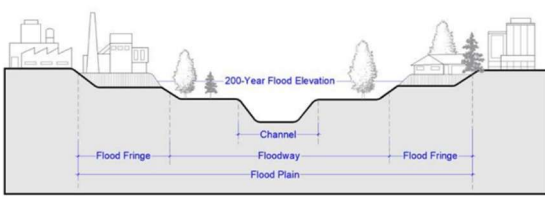
ATTACHMENTS

Appendix A - Bylaw Amendments
Appendix B - Regina Flood Mapping Study
Appendix C - Public Feedback Summary
Appendix D - 2026 Floodplain Areas
Appendix E - Process of Development Approval for Properties within the Floodplain
Appendix F - Building in Floodplain

Appendix A

Changes to Official Community Plan			
#	Existing Policy	Proposed Policy Change	Rationale for Change
1	11.5 Prohibit the development of new buildings and additions to buildings in the floodway of the 1:500 year flood elevation of any watercourse or water body; and 11.6 Require flood-proofing of new buildings and additions to buildings to an elevation of 0.5 metres above the 1:500 year flood elevation of any water course or water body in the flood fringe.	11.5A Through the subdivision and rezoning processes, prohibit extension of service mains (water, wastewater, stormwater), and expansion of lands intended for development in the floodway of the 1:200-year flood elevation of any watercourse or water body; 11.5B On land subdivided and zoned before September 1, 2026 for building development purposes, require flood-proofing of new buildings and additions to buildings to an elevation of 0.5 metres above the 1:200 year flood elevation of any watercourse or water body in the flood way; 11.5C Require flood-proofing of new buildings and additions to buildings to an elevation 0.5 metres above the 1:200 year flood elevation of any watercourse or water body in the flood fringe; 11.6 Public Infrastructure improvements, such as culverts, and bridges shall be designed to allow floodway flows of the 1:200 year flood elevation to prevent obstruction of flood flows.	The proposed change adapts the policies to the recently changed Statements of Provincial Interest, which replaced references to the 1:500 flood elevation with 1:200 and allow for reconstruction of lots within the floodway of the 1:200 elevation. No new land will be subdivided within the newly defined floodway boundary. Policy 11.6 is added to ensure that future construction and reconstruction of infrastructure allows for free flowing waters in the maximum floodway to prevent upstream back-ups of flood waters.
2	Existing Map 4 – Environment	Proposed Map 4 - Environment	The proposed change replaces the map showing environmental features that relate to policy, including the flood plain. The flood plain policy area would be updated to reflect the new data.

Appendix A

Proposed Amendments to Zoning Bylaw 2019-19			
#	Existing Regulation	Proposed Regulation	Rationale for Change
3	“floodway” means the portion of the floodplain adjoining the channel where the waters in the 1:500 year flood are projected to meet or exceed a depth of one metre or a velocity of one metre per second (see Figure 2B.F9).	“floodway” means the portion of the floodplain adjoining the channel where the waters in the 1:200 year flood are projected to meet or exceed a depth of one metre or a velocity of one metre per second (see Figure 2B.F9).	Updated 1:500 to 1:200 year flood.
4	“flood fringe” means the portion of the floodplain where the waters in the 1:500 year flood are projected to be less than a depth of one metre or a velocity of one metre per second (see Figure 2B.F.9)	“flood fringe” means the portion of the floodplain where the waters in the 1:200 year flood are projected to be less than a depth of one metre or a velocity of one metre per second (see Figure 2B.F.9).	Updated 1:500 to 1:200 year flood.
5	Figure 2B.F9 	Figure 2B.F9 	Updated reference from 1:500 to 1:200 year flood.
6	n/a	“safe building elevation” means 0.5 meters above the 1:200 flood elevation.	This is a new definition, indicating the elevation at which no flood-proofing is required within the floodplain.
7	PART 8E FW – FLOODWAY OVERLAY ZONE	PART 8E FP – FLOODPLAIN OVERLAY ZONE (Replaced with the provisions set out after this table)	The existing FW Overlay Zone (and Flood Fringe Overlay Zone) will be repealed and replaced with the FP Overlay Zone. This zone implements regulations responding to corresponding changes to the Statements of Provincial Interest, OCP, adopts procedures to confirm required elevations through the development

Appendix A

			permit process, confirms performance regulations intended to reduce flood damage in the event of a 1:200 year flood.
8	PART 8N FF – FLOODWAY FRINGE OVERLAY ZONE	(Repealed)	The existing FF Overlay Zone (and Flood Way Overlay Zone) will be repealed and replaced with the FP Overlay Zone. This zone implements regulations responding to corresponding changes to the Statements of Provincial Interest, OCP, adopts procedures to confirm required elevations through the development permit process, confirms performance regulations intended to reduce flood damage in the event of a 1:200 year flood.
9	Chapter 9 Overlay Zone Maps	Approve amended Chapter 9 Overlay Zone Maps	The maps will remove the existing FW Overlay Zone and FF Overlay Zone and replace with the FP Floodplain Overlay Zone, consisting of the floodway and flood fringe boundaries, and based on the Regina Flood Mapping Study prepared by the Water Security Agency. All the Overlay maps will be replaced as the legend on all the maps will be updated.
10	n/a	Add Regina Flood Mapping Study in Chapter 10 as Part 10C.	The Regina Flood Mapping Study is the basis for the all boundaries and elevations in the Floodplain Overlay Zone and must be attached as a technical document to verify elevations.

Appendix A

Proposed Amendments to The Building Bylaw, 2023-59			
#	Existing Regulation	Proposed Regulation	Rationale for Change
11	Contents... Flood-Proofing in Floodway Areas...	Contents... Flood-Proofing in Floodplain Areas (amend page numbers as required)	Consequential change to table of contents as regulations will refer to the floodplain, not the floodway or flood fringe
12	n/a	Definitions (add the following in alpha-numerical order) (f.1) “floodplain” means floodplain as defined in the Zoning Bylaw. (k.1) “safe building elevation” means safe building elevation as defined in the Zoning Bylaw;	New definitions are added from consequential amendments to the Zoning Bylaw.
13	Sound Insulation in New Homes Adjacent to Airports 41(1) The provisions of this section apply to <i>construction</i> of new residential <i>dwelling units</i> on <i>properties</i> located in the following areas located entirely or partially within the area of the 25 Noise Exposure Forecast (NEF) contour or higher as established by Transport Canada. (2) Applications for <i>permits</i> for the <i>construction</i> identified in subsection (1) shall be accompanied by a noise attenuation report signed and sealed by an <i>engineer</i> or <i>architect</i> which identifies the anticipated aircraft noise exposure levels, describes the construction methods employed in the design of the <i>building</i> to attenuate the anticipated aircraft noise exposure levels, and identifies the anticipated resulting indoor acoustic level achieved by the attenuation methods and confirms that the construction	Sound Insulation in New Homes Adjacent to Airports 41(1) The provisions of this section apply to <i>construction</i> of new residential <i>dwelling units</i> on <i>properties</i> located in the following areas located entirely or partially within Area 1, Area 2, and Area 3 of <i>The Zoning Bylaw</i> . (2) Applications for <i>permits</i> for the <i>construction</i> identified in subsection (1) shall be accompanied by a noise attenuation report signed and sealed by an <i>engineer</i> or <i>architect</i> which identifies the anticipated aircraft noise exposure levels, describes the construction methods employed in the design of the <i>building</i> to attenuate the anticipated aircraft noise exposure levels, and identifies the anticipated	This is a consequential amendment resulting from amendments to the OCP and Zoning Bylaw in 2025, regarding regulation of development in the vicinity of the Regina International Airport. This implements OCP policy to ensure that new homes are constructed to sound proofing measures, recommended by the Federal Government and required by the OCP.

Appendix A

	methods will achieve an appropriate level of indoor acoustic level for the authorized occupancy of the final <i>building</i>.	resulting indoor acoustic level achieved by the attenuation methods and confirms that the construction methods will achieve an appropriate level of indoor acoustic level for the authorized occupancy of the final <i>building</i>. (3) For the purposes of evaluation per subclause (2), Areas 1 and 2 shall be deemed equivalent to the 30 Noise Exposure Forecast (NEF); and Area 3 shall be deemed equivalent to the 25 NEF as established by Transport Canada.	
14	Flood-Proofing in Floodway Fringe Areas 42(1) The provisions of this section apply to <i>property</i> identified on the maps in Section 8N of the <i>Zoning Bylaw</i>, either whole or in part, within the <i>Floodway Fringe</i>. (2) Any <i>building</i> or <i>structure</i> constructed, reconstructed, relocated, renovated, repaired or altered on a <i>property</i> located, in whole or in part, within the <i>Floodway Fringe</i> shall comply with the following flood-proofing measures: (a) the <i>grade elevation</i> of the <i>building</i> shall not be less than the 1:500 design flood levels as noted in clause (2)(e); (b) the finished first floor <i>elevation</i> of the <i>building</i> or <i>structure</i> must be 500 mm or more above the 1:500 design flood level; (c) an automatic backwater valve or backflow preventer satisfactory to the <i>local authority</i> shall be installed in the sanitary and storm	Flood-Proofing in Floodplain Areas 42(1) The provisions of this section apply to a <i>building</i> confirmed to be, in whole or in part, within the <i>floodplain</i>. (2) Any <i>building</i> or <i>structure</i> constructed, reconstructed, relocated, renovated, repaired or altered on a <i>property</i> located, in whole or in part, within the <i>floodplain</i> shall comply with Part 8E of the <i>Zoning Bylaw</i> and the following flood-proofing measures: (a) an automatic backwater valve or backflow preventer satisfactory to the <i>local authority</i> shall be installed in the sanitary and storm sewer lines that service the <i>building</i> or <i>structure</i> where the finished basement floor <i>elevation</i> is at or below the safe building elevation level;	These amendments update the flood-proofing requirement to: reference the related zoning bylaw amendments, which will now manage floodway elevations and safe building elevations; provide options for building within the floodplain, including ensuring buildings are structurally sound if intended to be water-tight or damage mitigation measures are in place if not.

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	sewer lines that service the <i>building</i> or <i>structure</i> where the finished basement floor <i>elevation</i> is at or below the 1:500 design flood level; (d) all openings, such as doors, windows and vent penetrations, must be 500 mm or more above the 1:500 design flood level; and (e) the 1:500 design flood level shall be known as the following elevations for each indicated area: <table><tr><td>Richardson to Albert Street</td><td></td></tr><tr><td>Wascana View to Highway No. 1 Bypass</td><td>573.86 m</td></tr><tr><td>Highway No. 1 Bypass to Broad Street</td><td>573.60 m</td></tr><tr><td>Broad Street to Albert Street</td><td>572.24 m</td></tr><tr><td>Albert Street to Elphinstone Street</td><td>571.24 m</td></tr><tr><td>Elphinstone Street to CN Railroad</td><td>570.86 m</td></tr><tr><td>CN Railroad to CP Railroad</td><td>570.42 m</td></tr><tr><td>CP Railroad to Dewdney Avenue</td><td>569.66 m</td></tr></table>	Richardson to Albert Street		Wascana View to Highway No. 1 Bypass	573.86 m	Highway No. 1 Bypass to Broad Street	573.60 m	Broad Street to Albert Street	572.24 m	Albert Street to Elphinstone Street	571.24 m	Elphinstone Street to CN Railroad	570.86 m	CN Railroad to CP Railroad	570.42 m	CP Railroad to Dewdney Avenue	569.66 m	(b) Subject to clause (2)(d), areas for mechanical equipment, including but not limited to water heating, boiler systems, furnace, HVAC systems, must be situated above the safe building elevation; (c) Subject to clause (2)(d), floor area of a dwelling unit, including secondary suites, shall not be completely contained below the safe building elevation; (d) Clauses (2)(b) and (2)(c) shall not apply to <i>buildings</i> where a qualified professional engineer has certified that all portions of the <i>building</i> below the safe building elevation are designed to be watertight, including the sealing and elimination of all openings, such as doors, windows, and vent penetrations, and that the <i>building</i> will maintain structural stability in the event of a 1:200 year flood event. (3) Notwithstanding subsection (2), an existing <i>building</i> may be <i>repaired</i>, renovated or altered if, in the opinion of the <i>local authority</i>: (a) the work sought to be authorized by the <i>permit</i> consists of:
Richardson to Albert Street																		
Wascana View to Highway No. 1 Bypass	573.86 m																	
Highway No. 1 Bypass to Broad Street	573.60 m																	
Broad Street to Albert Street	572.24 m																	
Albert Street to Elphinstone Street	571.24 m																	
Elphinstone Street to CN Railroad	570.86 m																	
CN Railroad to CP Railroad	570.42 m																	
CP Railroad to Dewdney Avenue	569.66 m																	

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	Dewdney Avenue to Courtney Street Dewdney Avenue to Dieppe Place School Dieppe Place School to Courtney Street Courtney Street to Sewage Lagoons Courtney Street to Ritter Avenue Ritter Avenue to CN Railroad E 1/2 33-19-20-W2 W 1/2 33-19-20-W2	(i) routine <i>repairs</i> (ii) minor <i>additions</i>, including a <i>sunroom</i>, <i>porch</i> or <i>similar</i>; (iii) minor <i>alterations</i>; and (b) the existing <i>building</i> complies with clause 2(a).	
(3)	Notwithstanding clauses (2)(a) and (b), the <i>elevation</i> of the first floor of a new <i>building</i> may be equal to the 1:500 design flood level if, in the opinion of the <i>local authority</i>: (a) the <i>building</i> meets the standard established by clause (2)(c); and (b) strict compliance with the standard established by clauses (2)(a) and (b) is impractical due to excessive differences in <i>elevation</i> from existing <i>structures</i>.		
(4)	Notwithstanding clauses (2)(a) and (b), an		

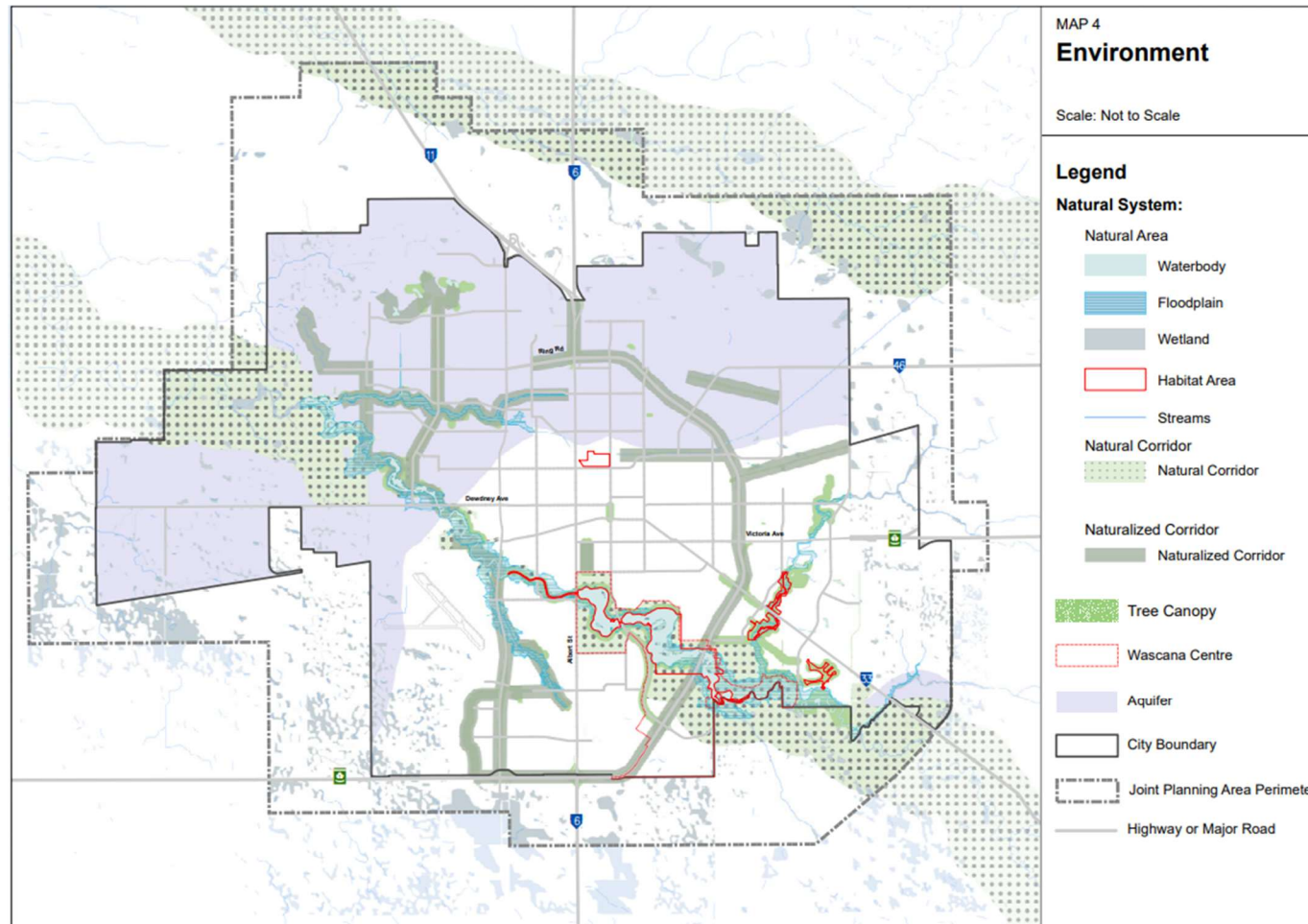
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	existing <i>building</i> may be <i>repaired</i>, renovated or altered without compliance with clauses (2)(a) and (b) if, in the opinion of the <i>local authority</i>: (a) the work sought to be authorized by the <i>permit</i> consists of: (i) routine <i>repairs</i>, (ii) minor <i>additions</i>; (iii) minor <i>alterations</i>; and/or (iv) finishing of basements for recreational space; and (b) the existing <i>building</i> complies with clause 2(c).		
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Appendix A

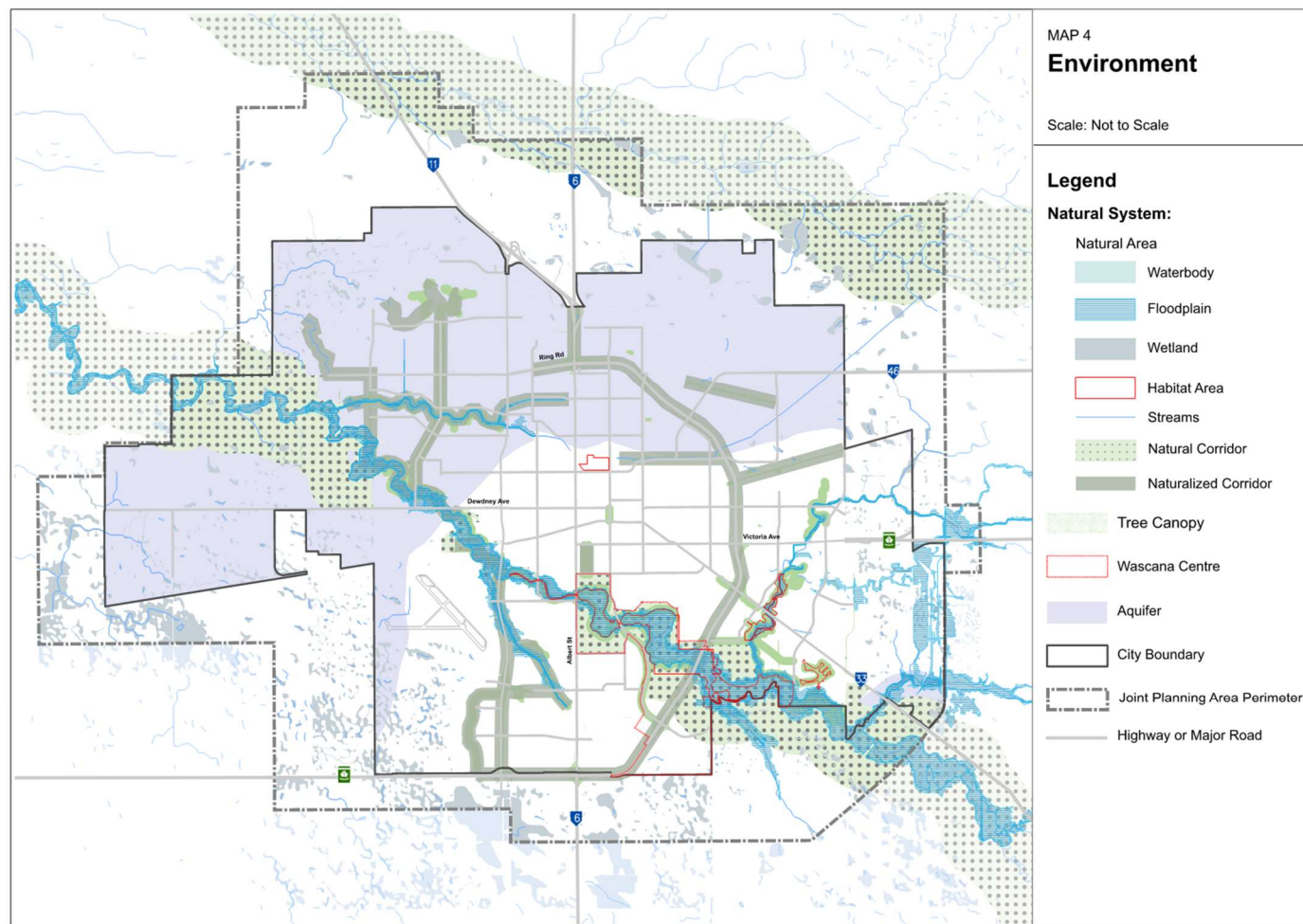
OFFICIAL COMMUNITY PLAN BYLAW 2013-48

EXISTING MAP 4 – ENVIRONMENT



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PROPOSED MAP 4 – ENVIRONMENT



ZONING BYLAW 2019-19

Part 8E

FP – FLOODPLAIN OVERLAY ZONE

8E.1 INTENT

(1) The Floodplain Overlay zone is intended to:

- (a) restrict development in areas of the city that, under current conditions, may be subject to periodic flooding and accompanying hazards;
- (b) reduce flood losses by prescribing performance regulations and special review procedures for the development of residential and non-residential structures; and
- (c) allow development that complies with relevant flood-proofing regulations.

(2) The Floodplain Overlay zone implements, in part, the floodplain concepts specified by the *Official Community Plan* and *The Statements of Provincial Interest Regulations*.

8E.2 APPLICATION

(1) The boundaries of the Floodplain Overlay zone delimits the Floodway and Flood Fringe Areas and shall apply to all areas of the city identified by the *Regina Flood Mapping Study* (December 2025), prepared for the Water Security Agency, which forms part of and is incorporated as part of bylaw as Chapter 10 – Part 10C, and located within the floodway of the Wascana Creek, Pilot Butte Creek, North Storm Channel, South Storm Channel and Chuka Creek. The Zone boundaries may be amended from time to time, supported by analysis by a qualified professional.

(2) The regulations, standards, and requirements prescribed in Part 8E apply to all land uses and developments in the Floodplain Overlay zone.

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(3) Nothing in this Bylaw shall be construed as warranting that the areas outside the Floodway Overlay zone boundaries, or land uses permitted within that zone, shall be free from flooding or flood damage.

(4) The overlay zone shall be in addition to and shall overlay all other zones where it is applied so that any parcel of land lying in the overlay zone shall also lie in one or more of the other zones provided for by this Bylaw. The effect is to create a new zone, which has the characteristics and limitations of the underlying zones, together with the characteristics and limitations of the overlay zone.

(5) Unless specifically exempted, the regulations, standards and criteria of the overlay zone shall also supplement and be applied in addition but not in lieu of any regulations, standards and criteria applicable to the underlying zone.

(6) In the event of conflict between the requirements of the overlay zone and those of the underlying zone, the overlay zone requirements shall apply, unless specifically exempted.

(7) In the event of conflict between the requirements of this overlay zone and another overlay zones, the overlay zone with the most stringent requirements shall apply, unless specifically exempted.

8E.3 LAND USE REQUIREMENTS

3.1 PERMITTED AND DISCRETIONARY LAND USES

(1) All permitted uses in the underlying zone are also permitted in this zone.

(2) All discretionary uses in the underlying zone are also discretionary in this zone.

3.3 PROHIBITED LAND USES

(1) All prohibited uses in the underlying zone are also prohibited in this zone.

8E.4 DEVELOPMENT STANDARDS

4.1 ALL DEVELOPMENT

Appendix A

The development standards of the underlying zone shall apply to this zone.

8E.5 ADDITIONAL REVIEW PROCEDURES AND PERFORMANCE REGULATIONS

5.1 REVIEW PROCEDURES

(1) All property in whole or in part of the boundaries of this zone shall be subject to this section.

(2) A survey prepared by a Professional Land Surveyor licensed to practice in Saskatchewan identifying the grade contours of the subject property and the floodplain boundary, per Subsection (4), shall be submitted with any development permit application for:

- (a) a new dwelling unit with habitable space completely contained below the safe building elevation;
- (b) a new building, excluding accessory buildings; or
- (c) an addition containing habitable space or a non-dwelling use that is permitted or discretionary within the underlying zone.

(3) In the event of any inconsistency between the boundaries of this zone and the boundaries shown on the survey referenced in Subsection (2), the survey shall prevail.

(4) The elevation above sea level of the safe building elevation as defined in Chapter 2 – Part 2B, shall be established by the *Regina Flood Mapping Study* (December 2025), appended to this bylaw in Chapter 10, and more specifically determined, per lot, by the Development Officer.

(5) Notwithstanding Subsection (4), in the event the property owner disputes the prescribed safe building elevation, a report prepared by a qualified professional may be presented to the Development Officer for review and acceptance, which shall then represent the safe building elevation.

(6) No fill shall be added to a lot for the purpose of increasing the grade of a building without the prior approval of the Development Officer, by submission of a Development Permit, and shall be in accordance with *The Waste Water and Stormwater Bylaw*.

5.2 PERFORMANCE REGULATIONS

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(1) Excluding accessory buildings or structures, regulations of this subpart shall apply to a building confirmed to be, in whole or part, within the boundaries of the Floodplain Overlay zone, per Section 5.1.

(2) Notwithstanding any provision of this Bylaw:

(a) the first floor above grade containing habitable space within a dwelling unit, or occupied floor space associated with a non-residential use that is permitted or discretionary within the underlying zone, shall be located at or above the safe building elevation; or

(b) where the safe building elevation is 2.0 metres or more above grade, the Development Officer may permit the habitable or occupied floor space required by subsection (2) to be located on an upper storey, provided that the floor elevation of that storey is at or above the safe building elevation.

(3) The maximum height of a building within the floodway area may be increased by the difference between the lot grade and the safe building elevation.

(4) Unless exempted by the Building Bylaw, floor area of a dwelling unit, including secondary suites, shall not be completely contained below the safe building elevation.

(5) Unless exempted by the Building Bylaw, areas for mechanical equipment, including but not limited to water heating, boiler systems, furnace, HVAC systems, shall be situated above the safe building elevation.

Regina Flood Mapping Study

Flood Mapping Study Report

Water Security Agency

60706173

December 2025



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Regina, SK S4P 4K1

December 19, 2025

Project #
60706173

Subject: Regina Flood Mapping Study – Flood Mapping Study Report & Deliverables

Dear Mr. Shayne MacDonald,

We are pleased to submit the Final Report and Deliverables for the Regina Flood Mapping Study, based on the recently revised provincial 1:200-year regulatory flood.

Sincerely,
AECOM Canada ULC

John Campbell, P.Eng.
Project Manager, Water

Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada ULC ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the "Limitations");
- represents AECOM's professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
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AECOM: 2015-04-13

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Revision History

Rev #	Revision Date	Revised By:	Revision Description
A	2024-09-13	AECOM	Draft Report Submission
B	2024-12-20	AECOM	Final Draft Report Submission
C	2025-03-14	AECOM	Final Report Submission Based on 1:500-Y Regulatory Flood
C-Rev. 01	2025-07-28	AECOM	Final Report, Rev. 01, Submission Based on 1:500-Y Regulatory Flood
D	2025-12-19	AECOM	Final Report Submission – Revised Based on the Updated Regulatory Flood (1:200-Y)

Distribution List

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		Water Security Agency
		AECOM Canada ULC

Executive Summary

AECOM was retained by Water Security Agency (WSA) to conduct a flood mapping study and associated field survey with the goal of creating flood maps for the City of Regina.

During the final review of the report in June 2025, the Province of Saskatchewan released an amendment to the Statement of Provincial Interest Regulation (SPI), revising the regulatory flood from a 1:500-year to a 1:200-year event. As a result, WSA requested an update to the Flood Criteria Maps and Flood Hazard Maps to reflect the new regulatory flood standard, while retaining the 1:500-year Flood Hazard Maps for informational purposes.

The Area of Interest (AOI), defined by WSA, includes five watercourses within the City of Regina and the surrounding area: Wascana Creek, Chuka Creek, Pilot Butte Creek, South Storm Channel, and the North Storm Channel including two upstream branches.

The upstream and downstream limits of the mainstem watercourse (Wascana Creek) and its tributaries are as follows:

- Wascana Creek from Richardson, SK in 31-16-18-W2M to approximately 7.5 km downstream of the Sherwood Forest Country Club in 09-18-21-W2M. A total of approximately 64 km
- Chuka Creek from White City to Wascana Creek, approximately 14 km
- Pilot Butte Creek south of the railway tracks in 34-17-18-W2M to Wascana Creek, approximately 20 km
- South Storm Channel from Rae St. to Wascana Creek, approximately 4 km
- North Storm Channel where both branches of the channel intersect Albert St. to Wascana Creek, approximately 9 km in total

South and North storm channels were included in the model geometry, but storm channel-specific flooding was not included in the flood scenario mapping.

AECOM conducted a field survey of hydraulic structures including bridges, culverts, weirs, dykes, and complementary cross sections to refine the digital elevation model (DEM). A total of 165 hydraulic structures, 13 dykes and 600 cross-sections were surveyed. The DEM flown in May 2019 was provided by WSA for this study.

HEC-RAS 6.4.1 was used for 2D modelling of 1:10-, 1:25-, 1:50-, 1:100-, 1:200-, and 1:500-year flood events to develop flood inundation maps for all scenarios and flood hazard and flood criteria maps for the regulatory flood (1:200-year) and flood hazard awareness maps for the 1:500-year event.

In January 2024, WSA provided the updated maximum instantaneous flow rate for the design floods; therefore, quasi-unsteady flow rates were used to establish stable conditions for the inundation area.

April 1974 and April 2011 flood events are the first and second recorded highest flooding events in the City of Regina. April 2011 event was used for the calibration and April 1974 event was used for the validation of the model.

Land cover and building footprints data, obtained from the City of Regina GIS database, was used to delineate areas of varying Manning's "n" roughness. Values were assigned to each land use type.

Inundation maps were developed for 1:10- to 1:500-year events, flood hazard and flood criteria maps were produced for the 1:200-year regulatory flood event, and additional flood hazard awareness maps were created for the 1:500-year event. Definitions from the updated SPI Regulations, in 2025, were used to determine floodway and flood fringe for flood hazard and criteria maps.

The deliverables of this study are:

- A 2D HEC-RAS model incorporating all design scenario simulations
- Flood inundation maps for all scenarios
- Flood criteria and flood hazard maps for the 1:200-year regulatory flood event and flood hazard awareness maps for the 1:500-year event
- Water surface profile along watercourse thalweg for design flow events, including channel bed elevation and hydraulic structures in the AOI
- A technical report describing the work conducted for modelling and mapping
- GIS geodatabase and raster files for flood inundation, flood hazard, and flood criteria map results

The following is a summary of key results obtained from the study:

- Certain dykes are either broken or discontinuous, allowing floodwater to bypass behind them before overtopping.
- For the flood events ranging from 1:10- to 1:50-year, overtopping can be expected along the dykes mostly due to the gaps.
- Nearly all dykes are overtopped or bypassed by a 1:100-year flood event.
- The CP Rail culvert (a 1400 mm CSP pipe) on Pilot Butte Creek has a maximum capacity of approximately 6 m³/sec. Floods exceeding this capacity will overtop Victoria Ave. to the south, primarily inundating the area between CP Rail and Anaquod Rd. and eventually flowing into Chuka Creek and/or Wascana Creek.
- Compared to the previous provincial flood mapping study conducted in 1982, the regulatory flood peak flow in Wascana Creek has decreased slightly (by approximately 4%), mainly because the regulatory flood changed from a 1:500-year to a 1:200-year event. As a result, the water surface elevations decreased slightly both far downstream and upstream along Wascana Creek in areas where no significant development has occurred. However, locations that have experienced more development exhibit more notable changes in water surface elevation. Additionally, the regulatory flood peak flows in Pilot Butte and Chuka Creeks have increased. Therefore, these changes suggest that the existing flood protection infrastructure may be insufficient for larger flood events. Notably, several bridges, culvert crossings, and dykes are at risk of overtopping during significant floods.

Funding Acknowledgment

This project is funded, in part, by the Government of Canada.



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Abbreviations/Acronyms

Abbreviation/Acronym	Description
AOI	Area of Interest
Ave.	Avenue
Blvd.	Boulevard
Br.	Bridge
CN Railway/Br.	Canadian National Railway/Bridge
CP Railway/Br.	Canadian Pacific Railway/Bridge
Cres.	Crescent
DEM	Digital Elevation Model
E	East
GIS	Geographic Information System
GPS	Global Positioning System
ID	Identification
Lidar	Light Detection and Ranging
Ln	Lane
N	North
QA	Quality Assurance
QC	Quality Control
Rd.	Road
RFMS	Regina Flood Mapping Study
S	South
SK-LAMP	Saskatchewan Lidar and Mapping Program
SK	Saskatchewan
SPI	Statement of Provincial Interest
St.	Street
W	West
WSA	Water Security Agency

1. INTRODUCTION

The Water Security Agency (WSA) retained AECOM to develop flood maps for the City of Regina in accordance with the Statements of Provincial Interest (SPI) as part of the Saskatchewan Lidar and Mapping Program (SK-LAMP). These flood maps have been developed to simulate events ranging from the 1:10-year to the 1:500-year floods. This study replaces the previous provincial flood maps, which were created in 1982 under the Canada-Saskatchewan Flood Damage Reduction Program.

During the final review of the report in June 2025, the Province of Saskatchewan released an amendment to the Statement of Provincial Interest Regulation (SPI), revising the regulatory flood from a 1:500-year to a 1:200-year event. As a result, WSA requested an update to the Flood Criteria Maps and Flood Hazard Maps to reflect the new regulatory flood standard, while retaining the 1:500-year Flood Hazard Maps for informational purposes.

1.1 Previous Studies

Provincial government studies into flooding within the Wascana Creek watershed were conducted in 1970 and 1973. After those studies were completed, several above normal spring runoff events created flooding conditions within the City of Regina, with the flooding event of 1974 becoming the largest flood on record (104 m³/s). Meanwhile, substantial drainage developments within the City of Regina (north and south storm channels) and in the sub-watersheds of Pilot Butte Creek and Chuka Creek were taking place. To incorporate these additional rural and urban drainage developments and significant flood events on the hydrology of the Creeks, flood peak potential studies were conducted for Wascana Creek (Saskatchewan Environment, 1980); Pilot Butte Creek (Department of the Environment, 1977); and the two storm channels, Chuka Creek and Pilot Butte Creek (Department of the Environment, 1980).

In 1982, the Regina Hydraulic Study produced 1:500-year water surface profiles and hazard maps for Wascana Creek, Pilot Butte Creek, Chuka Creek, and the two storm channels (Department of the Environment, 1982) under the Canada-Saskatchewan Flood Damage Reduction Program. These flood levels were produced by developing a HEC-2 hydraulic model. It is understood that this model was later upgraded by WSA to a HEC-RAS model in 2004. The 1:500-year flow rates used in this study are presented in Table 1-1. The resulting flood hazard maps have been designated for regulatory use and remain in effect to date.

Table 1-1: Regina Hydraulic Study (1982) Peak Flows

Creek	1:500-year Peak Flow (m ³ /s)
Wascana Creek	180
Pilot Butte Creek	24
Chuka Creek	15
North Storm Channel	49
South Storm Channel	17

During the significant flooding event of 2011, the City of Regina experienced challenges associated with its flood response which was then assessed by the Wascana Creek Spring Runoff Study (City of Regina, 2013). This study utilized a 1D hydraulic model (updated from the 2004 version), split into two sections, upstream and downstream of the Albert St. weir, to assess flooding along Wascana Creek and recommended upgrades for various elements of the City's flood mitigation infrastructure including dykes, flood control valves and assessed the effects of weir operations on water surface elevations. Figure 1-1 and Figure 1-2 below illustrate two separate flooding events within the Wascana Creek watershed. Lidar data was collected in 2019 to support an updated flood mapping program.



Figure 1-1: Kronau Marsh (2013) – About 20km Upstream of Regina Along Wascana Creek (photo provided by WSA)



Figure 1-2: Wascana Lake (2011) – Legislature Building in Background (photo provided by WSA)

1.2 Scope and Assumptions

AECOM has been hired by WSA to develop, calibrate, and validate a hydraulic model of the watercourses within the City of Regina flood study area that will be used to evaluate flooding scenarios and produce flood maps for the following return period events: 1:10-, 25-, 50-, 100-, 200-, and 500-year floods. The 1:200-year flood scenario is the regulatory flood event for the province of Saskatchewan. The scope of work includes:

- Developing a HEC-RAS hydraulic model to evaluate the design flow events
- Developing flood inundation maps for all scenarios
- Developing flood criteria and flood hazard maps for the 1:200-year regulatory flood event in accordance with the SPI
- Developing flood hazard awareness maps for the 1:500-year flood event
- Creating a water surface profile along the watercourse thalweg for design flow events, which include channel bed elevation and all crossings and hydraulic structures in the AOI)
- Develop detailed technical reports describing the work conducted for survey, modelling, and mapping

The following assumptions were made in this study:

- Flooding due to ice jams was not modeled in this study.
- To stabilize flood inundation conditions, hydrographs with a peak flow rate maintained for a duration of four days were assumed at the boundaries. Therefore, quasi-unsteady discharges were used in the model simulations instead of complete flow hydrographs.
- The flow rate in Wascana Creek remains constant along the study reach and no inflow or outflow is allowed between the upstream and downstream boundaries.
- Peak flood events in Wascana Creek are not expected to coincide with those in the tributaries within the study area, whereas, peak flood events in Pilot Butte and Chuka Creeks are assumed to coincide.
- The assessment was assumed valid for current land use, based on the lidar digital elevation model (DEM) from 2019 and 2023 field surveys. Potential developments in overbank areas as of 2019 and future developments were not included in the model.
- The model initially assumed a full reservoir condition (with Albert Street Weir fully open), while other watercourses and reaches were considered dry.
- The Albert St. weir and sluiceways were modeled with fully opened gates or stop logs removed for all scenarios, including calibration and validation events.
- This study did not account for operational activities or flood protection measures, particularly around the dykes.
- All dykes and flood protection high grounds remain intact, as such, breach analysis was not accounted for.
- The calibrated roughness and parameters remain constant for all flood events.
- No infiltration or precipitation was allowed within the study area during the simulation.

- ◆ Only inline structures within the main channel of the watercourses and identified dykes were modeled, therefore, underground storm sewer networks or culverts within the flood plain were not included in this model and overbank flooding scenarios represent open-water conditions.

1.3 Study Area

Within the study area, there are five watercourses: Wascana Creek, its tributaries Chuka Creek and Pilot Butte Creek, and the North and South Storm Channels. This study considers the three natural watercourses in its assessment of flooding but does not include the rainfall-driven flood events that are conveyed by the two storm channels.

The upper reaches of Wascana Creek originate southeast of Regina near Vibank and pass through the Kronau Marsh where significant flooding was observed in the spring of 2013 and provides a significant amount of flood attenuation for the creek. Major tributaries of Wascana Creek upstream of Regina include Pilot Butte Creek, Chuka Creek, and Hunter Creek and contribute to a gross drainage area of about 3400 km². Wascana Creek outlets into the Qu'Appelle River about 28 km downstream of Regina, where it has a total gross drainage area of approximately 3850 km². Chuka Creek and Pilot Butte Creek have watershed areas of 40 km² and 118 km², respectively. The watershed of Wascana Creek is primarily developed agricultural land and urban municipalities with about 45% of its area considered effective during average annual springtime runoff events. Hunter Creek was not included in the study area as its watercourse does not directly enter the Regina city limits.

The upstream and downstream limits of the mainstem watercourse (Wascana Creek) and two tributaries (Chuka Creek and Pilot Butte Creek) are as follows (see Figure 1-3):

- ◆ Wascana Creek, from Richardson, SK in 31-16-18-W2M to approximately 7.5 km downstream of the Sherwood Forest Country Club in 09-18-21-W2M. A total of approximately 64 km
- ◆ Chuka Creek, from White City to Wascana Creek, approximately 14 km
- ◆ Pilot Butte Creek south of the railway tracks in 34-17-18-W2M to Wascana Creek, approximately 20 km

Also included in the study area are the following lengths of storm channels:

- ◆ South Storm Channel, from Rae St. to Wascana Creek, approximately 4 km
- ◆ North Storm Channel, where both branches of the channel intersect Albert St. to Wascana Creek, approximately 9 km in total

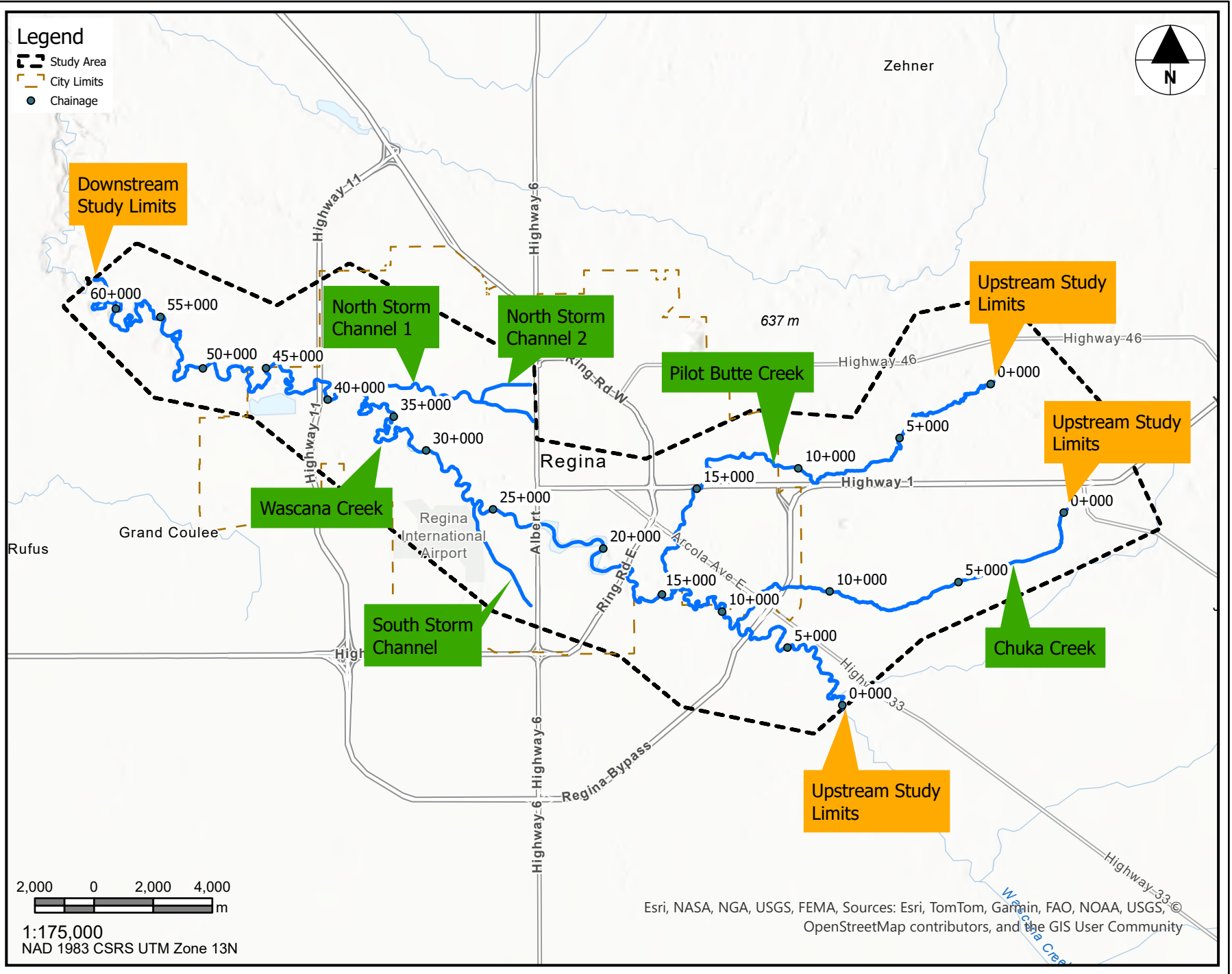


Figure 1-3: Study Area

2. DATA COLLECTION

2.1 Existing Information

Existing information that was collected for this project included:

- ◆ As-built drawings for bridges, culverts, and weir crossings, provided by WSA
- ◆ GIS data from the City of Regina's online infrastructure viewer
- ◆ Lidar DEM at 0.5 m resolution, dated May 28th, 2019, provided by WSA
- ◆ Previous studies (detailed in Section 1.1), provided by WSA from various sources
- ◆ Hydrology Update for the City of Regina, Memo, WSA, 2024
- ◆ Photos from previous flood events, provided by WSA from various sources

2.2 Survey Data Collection Summary

The survey data required to carry out the modelling effort included a lidar dataset of the study area, topographic survey data of hydraulic structures, and bathymetric data of each watercourse including Wascana Lake. Lidar data was provided by WSA to AECOM for the purpose of the model construction, but additional topographic and bathymetric data needed to be collected. Between April and October 2023, AECOM conducted both topographic and bathymetric surveys which are detailed in the Survey Report (WSA, 2024). An additional survey described in the Survey Report took place in the fall of 2024, discussed in Section 5.1.

2.2.1 Digital Elevation Model

A 0.50 m x 0.50 m DEM flown in May 2019, with a Horizontal Datum of NAD 1983 (CSRS) UTM Zone 13N and Canadian Geodetic Vertical Datum of 2013 (CGVD2013), was provided by WSA for this study. The Survey Report describes the GPS ground truthing AECOM conducted before using it in the model. Figure 1-3 shows the limits of the study area, which coincide with the limits of the DEM.

2.2.2 Topographic Survey

The topographic survey was conducted using RTK GPS systems. Important topographic data include bridges, culverts, weirs, walls, dykes, and roadways.

2.2.3 Hydraulic Structures

The GPS survey data was the primary source of structure information for the hydraulic model, however, in a few cases, record drawings and the City of Regina's online infrastructure viewer were used to establish structure geometry where survey data was unable to be collected in the field. In some cases, a reflectorless total station was used where GPS was not suitable. A total of 165 inline structures have been surveyed and are summarized in the Survey Report.

2.2.4 Dykes

We identified and surveyed 12 discrete dykes along Wascana Creek. WSA provided the location of five dykes along Wascana Creek downstream of Albert St., some of them have been changed/upgraded since the construction in the 1970s. Additional dykes and high grounds were identified during the field survey. Table 2-1 shows the list of flood protection structures identified as dykes.

Table 2-1: Location of Dykes and Approximate Lengths

Location	Length - km	Notes
Albert St. to Elphinstone St. – Right Bank	1.20	As-built plan provided by WSA
Albert St. to Retallack St. – Left Bank	0.28	
Near Regina Ave St. to Elphinstone St. – Left Bank	0.59	
Coronation St. to Pasqua St. – Left Bank	0.31	
Pasqua St. to 17 Ave. – Left Bank	0.07	
Pasqua St. to Lewvan Dr. – Right Bank	0.21	
Lewvan Dr. to CP Rail - Right Bank	0.69	As-built plan provided by WSA
Starting at 100 m Downstream of CP Rail – Right Bank	0.19	
South of Dewdney Ave. - Right Bank	0.15	As-built plan provided by WSA
South of Dewdney Ave. – Left Bank	0.16	
North of Dewdney Ave. - Right Bank	0.13	As-built plan provided by WSA
Dewdney Ave. to Southam St. - Left Bank	1.30	As-built plan provided by WSA

2.2.5 Bathymetric Surveys

The bathymetric survey was conducted using three different methodologies:

- Standard GPS equipment, whenever it was possible to directly wade into the water and collect survey points. These instances were limited, especially upstream of weirs where soft sediment had accumulated.
- Single beam echo sounding from a remote-controlled Bathycat portable survey catamaran, wherever wading was not possible and the water was deep.
- Standard GPS equipment utilized from a canoe, where neither wading nor the use of the Bathycat were possible. These situations occurred wherever there was a soft bottom, heavy aquatic vegetation, and restricted access to the banks.

In total, 600 full or partial cross sections were surveyed, however, not all were considered useful for hydraulic modelling or appropriate for developing the bathymetric surfaces due to incomplete data as a result of challenging access to one side of the creek, safety, or faulty readings (often from sedimentation or vegetation within the channel). For the purposes of modelling, 553 cross sections were used to establish suitable main channel bathymetry. Table 2-2 provides the total number of cross sections per watercourse.

Table 2-2: Cross Section Summary

Watercourse	Number of Complete Cross Sections
Wascana Creek	255
Pilot Butte Creek	130
Chuka Creek	88
North Storm Channel	52
South Storm Channel	28

The Survey Report highlights specific areas where challenging field conditions hindered the data collection process. Cross sections that were not collected are not expected to have any adverse effects on the modelling effort or the accuracy of the results.

2.2.6 High Water Marks

Several historical photos were taken of previous flood events throughout the city. In some cases, an estimate of the water elevation was provided with the photo, or the structure experiencing the flooding could be surveyed to estimate the water elevation at the time. However, in many historical cases, the structure that was flooded had been replaced or modified, making it difficult to estimate the historical water level. Dykes have also been constructed near the structures that had experienced flooding along Wascana Creek making these estimates of water levels inaccurate. It is also difficult to estimate the peak flow rate at several flooding locations in the past due to a lack of information regarding the time or day of flooding or the lack of flow information measured along the creeks. As a result, recorded flood measurements and air photos from the 1974 and 2011 floodings were found to be the most reliable information for the model calibration/validation. Additionally, some level measurements from the Marina, upstream of the Albert St. Weir, and Cameron St. stations in conjunction with the flow measurements in Kronau Marsh were also found useful for validation.

This process is described in more detail in Section 5.3 and is considered the most accurate dataset of known water levels observed during a flood event. The Survey Report provides a summary of all historical high-water marks provided to AECOM by WSA or local residents during the data collection phase.

2.2.7 Description of Channel & Floodplain Morphology

Each of the five watercourses was inspected and provided a bed and bank characterization. This informed the selection of Manning's roughness values, provided a description of the general condition of the watercourses, identifying locations of riffles, erosion, and tall vegetation. With the exception of the two storm channels, the watercourses have a variety of channel and floodplain characteristics that are challenging to generalize given the combination of rural and urban environments. A breakdown of each watercourse's characteristics is provided with references to stationing in the Survey Report.

3. FLOOD PROTECTION MEASURES & CONTROL STRUCTURES

3.1 Flood Protecting Measures

Based on the hydrometric records, a significant flood occurred in the City in 1971 (92 m³/s), this flood event was the most destructive in Regina. Although the 1974 flood (104 m³/s) had the highest peak flow, it was contained with the dykes constructed after the 1971 flood. Subsequent to the 1974 flood, the dykes were further raised, and modifications were made to the Albert St. weir along with the construction of other hydraulic structures and other channel modifications (Department of the Environment 1982).

The City of Regina drafted a report summarizing the Wascana Creek spring runoff study to provide an update on the hydraulic analysis of the Creek and determine the potential shortcomings and recommendations for the future improvements of the flood control measures. Based on the report, the flood event experienced in April 2011 revealed several shortcomings with the City's flood responses (mostly installed, upgraded, or constructed after the 1974 flood event) including outdated temporary dyking plans, operational issues with flood control valves, and stoplog removal at the weirs. Therefore, part of the scope of the 2013 study was to address the City's concerns regarding flood responses, recommendations for improvements to dykes, flood control valves and weirs (City of Regina 2013).

3.2 Flood Control Structures

According to the Wascana Creek Spring Runoff Study, currently, the City incorporates both temporary and permanent dyking strategies to contain the high water levels along Wascana Creek. The study identifies the Riverside Dyke, located along the north side of Wascana Creek between Albert St. and Elphinstone St., as the only permanent dyke structure. On the south side of Wascana Creek opposite the Riverside Dyke, the City currently relies on temporary dykes constructed using sandbags and tiger dams to contain flooding. The height requirements and locations of temporary dykes are based on the spring flood forecast from WSA each year.

The City currently relies on spring runoff flood maps and flood response manuals to plan for spring flood protection works each year. In 2011, the City set up temporary dykes at the four major locations including Rotary Park, 17th Avenue (Ave.) between Elphinstone and Edward St., Empress Drive between Royal and Forget St., and Horace St. (City of Regina 2013).

Twelve flood control dykes were identified during the 2023 field survey along Wascana Creek. The dykes are described in Table 3-1 and shown in the flood maps in Appendices B to D.

Table 3-1: Flood Control Dykes in the Study Area

River	Dykes	Construction Dates	Dyke/Location	Notes *
Wascana	Riverside Dyke	Not Available – Upgraded in 1979 and recently**	Albert St. to Elphinstone St. – Right Bank	Permanent – As-Built plan provided by WSA
Wascana	Rotary Park	2011	Albert St. to Retallack St. – Left Bank	Temporary - Broken
Wascana	Kiwanis Park	Not Available	Near Regina Ave. to Elphinstone St. – Left Bank	Temporary
Wascana	17 th Ave.	2011	Coronation St. to Pasqua St. – Left Bank	Temporary - Broken
Wascana	17 th Ave.	2011	Pasqua St. to 17 Ave. – Left Bank	Temporary
Wascana		Not Available	Pasqua St. to Lewvan Dr. – Right Bank	Temporary
Wascana		Not Available	Lewvan Dr. to CP Rail - Right Bank	As-Built plan provided by WSA
Wascana	Empress Drive	2011	Starting at 100 m Downstream of CP Rail – Right Bank	Temporary
Wascana	Horace St.	1979- Upgraded/Extended in 2011	South of Dewdney Ave. - Right Bank	Temporary - As-Built plan provided by WSA
Wascana		Not Available	South of Dewdney Ave. – Left Bank	
Wascana		1979	North of Dewdney Ave. - Right Bank	Dyke and High ground
Wascana		1979 – Upgraded in 2006	Dewdney Ave. to Southam St. - Left Bank	Broken -As-Built plan provided by WSA –

* The Classification of permanent/temporary dykes is based on the City of Regina, 2013. Wascana Creek Spring Runoff Study

** The City of Regina 2013, Wascana Creek Spring Runoff Study indicates that the dyke was recently reconstructed/rehabilitated, however it does not specify the year of the reconstruction/rehabilitation.

4. HYDROLOGY

WSA provided hydrological data for Wascana, Pilot Butte and Chuka Creeks in a memorandum (Hydrology Update for the City of Regina) dated January 2024. The memorandum provides instantaneous peak flow rates for various return periods (1:10- to 1:500-year) at the upstream boundary of Wascana Creek, four locations along Chuka Creek and five locations along Pilot Butte Creek. Only peak flow and mean daily flow rates were provided for the watercourses. Refer to Appendix A for detailed hydrology information.

According to the background information, the previous hydrology study for Wascana, Pilot Butte and Chuka Creeks, conducted in 1980, was used in the City of Regina's 1982 hydraulic modelling. Another peak flow estimation from 2012, only for Wascana Creek, was used in the Wascana Creek Spring Runoff Study in 2013.

The recent hydrology results show significant variations in flow rates for Pilot Butte and Chuka Creeks compared to the 1980 study. While only the 1:500-year flow rate was estimated in 1980, the recent estimates indicate an increase of 63% for Pilot Butte and 33% for Chuka in the peak flow rates for this return period. However, the rise for Wascana Creek remains below 15%. Table 4-1 compares the updated hydrology results from 2024 with those from the 1980 study.

Table 4-1: Instantaneous Peak Flow Rate for the Creeks (m³/s)

Return Period	Wascana Creek			Pilot Butte Creek		Chuka Creek	
	1980*	2012**	2024	1980	2024	1980	2024
1:10	60	52	53	NA	9.6	NA	6.8
1:25	85	74	87	NA	15	NA	10
1:50	105	88	116	NA	19	NA	13
1:100	130	100	144	18	24	12	16
1:200	NA	NA	172	NA	30	NA	18
1:500	180	180	209	24	39	15	20

* Department of the Environment, 1982

** City of Regina, 2013

5. HYDRAULIC MODEL DEVELOPMENT

A 2D model was developed for the entire study area using the US Army Corps of Engineers software, HEC-RAS Version 6.4.1, to delineate flood extents throughout the area.

The modelling approach included the following steps:

- ◆ Refining the DEM: Enhancing the DEM to include channel profile and accurate terrain representation.
- ◆ Creating the geometry and setting up the model: Developing the model's spatial framework and configuring its parameters.
- ◆ Calibrating and validating the model: Adjusting the model to match observed data and improve accuracy.
- ◆ Simulating design events: Running simulations to assess flood scenarios and design events.

5.1 Hydraulic Model Domain

The model was developed for five watercourses within the City of Regina and the surrounding area: Wascana Creek, Chuka Creek, Pilot Butte Creek, South Storm Channel, and North Storm Channel. However, the hydraulic modelling of the North and South Storm Channels only accounts for inundation caused by backflow from Wascana Creek and no boundary conditions were applied to these tributaries.

After running the model, it was observed that significant backwater occurs upstream of the 1400 mm culvert under the CP Rail crossing of Pilot Butte Creek (PB13). This issue arises due to the elevated embankment of the railroad, which is higher than Victoria Ave. to the south, and insufficient capacity of the culvert barrel. As a result, floodwaters overflow to the south, affecting Chuka and Wascana Creeks and cause inundation between these creeks.

To address this, the area affected by flooding from the CP railroad to Anaquod Road (Rd.) and the western region was included in the model to estimate the approximate inundation area. It should be noted that the hydraulic modelling in this area is approximate and includes only major crossings to estimate potential inundation. The model does not account for all structures, culverts, or the underground stormwater network in this area.

More details of the study area are provided in Section 1.3.

5.2 Model Development

After collecting, pre-processing, and preparing the necessary information, the model development was initiated. During the model setup process, all basic and complementary information including modified terrain data, hydraulic structures, energy loss coefficients, land cover, and boundary conditions were introduced to the model.

The modelling approach included the following tasks:

- ◆ Setting the Spatial Reference Projection: NAD83 (CSRS), UTM Zone 13N, was used as the spatial reference of the model.
- ◆ DEM Refinement: Surveyed cross-section data was used to refine the lidar DEM, incorporating details of the main channel and underwater terrain using the RAS Mapper and ArcGIS Pro.

- ◆ Creation of the Terrain Model: The refined lidar DEM was introduced to the model. Subsequent refinements and modifications were made using breaklines and modification tools. This iterative process was based on the geometry of structures, high grounds such as roads and dykes, and the extent of design floods.
- ◆ Defining a 2D Boundary and Mesh Creation: A 2D boundary was established to cover the maximum potential inundation area for the regulatory event (1:200-year return period).
- ◆ Introducing Hydraulic Structures: The model included all structure centerlines such as bridges, culverts, and weirs. Associated physical data, obtained from field surveys and background information, were populated and appropriate hydraulic loss coefficients were assigned.
- ◆ Land Cover: A land cover layer, obtained from the City of Regina zoning GIS dataset, was used to classify areas and assign appropriate roughness factors (Manning's "n"). Additionally, manual delineations of land cover were used outside of the city boundary.
- ◆ Model Pre-processing: After data introduction and geometry construction, the 2D geometric preprocessor was run to identify and correct errors and create cell and face hydraulic property tables. This step was performed iteratively during the modelling process and included refinement, editing, and computational mesh modification, considering channel and structure dimensions, break lines, expected accuracy, and model limitations.

5.2.1 DEM Construction

The lidar DEM from May 28, 2019, was used as the primary terrain data for the model. The consistency of the lidar data with field survey measurements was verified during the field survey. Table 5-1 presents the results of this verification.

Table 5-1: Geosys Lidar Vertical Accuracy

Lidar Control Statistics (meter)	
Average difference	-0.001
Minimum difference	-0.078
Maximum difference	+0.084
Average magnitude	0.021
Root mean square	0.027
Absolute Vertical Accuracy (95% confidence interval)	0.053

To refine the lidar DEM, cross-section data, including bathymetry and topography, obtained from field surveys, were utilized. These cross-sectional data were used to enhance the terrain model for the underwater areas of the main channel and integrate them into the lidar DEM. A total of 553 cross-section data points were used in this refinement process. ArcGIS Pro and RAS Mapper were used to build a seamless terrain model incorporating the surveyed cross-sections. Number of surveyed cross sections in each creek is shown in Table 2-2.

Figure 5-1 indicates an example of the surveyed data incorporation to lidar DEM.

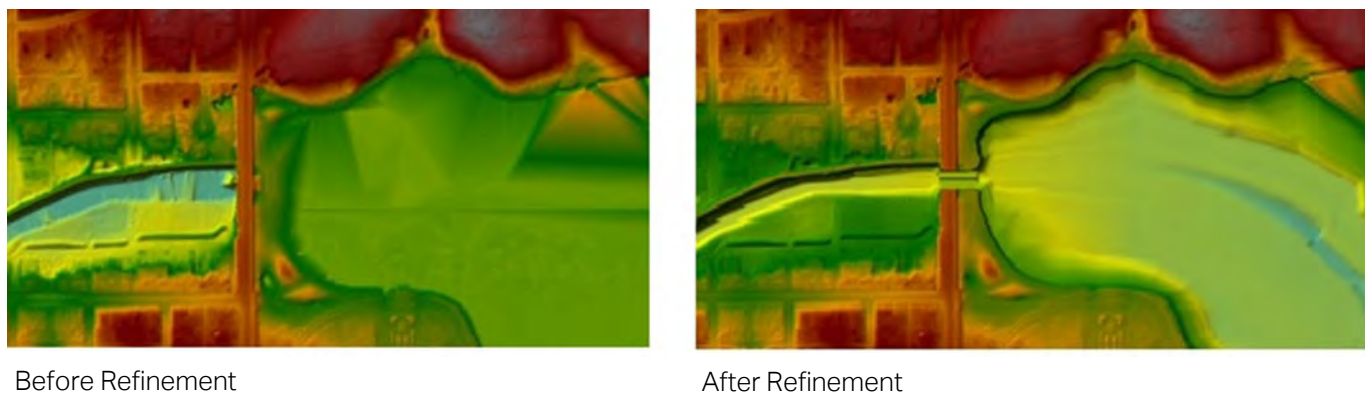


Figure 5-1: Lidar DEM Refinement

Further small and localized refinements were made using modification tools in the HEC-RAS GIS program RAS Mapper to adjust the terrain and achieve the most accurate inundation conditions. A summary of these modifications and the features used is as follows:

- ◆ Terrain Modification at Culvert Inlets/Outlets: Where the elevations of culvert inlets or outlets were lower than the surrounding terrain, the terrain elevation was locally reduced to accommodate the software limitations.
- ◆ Notching at Culverts and Crossings: Notches were created in the floodplain at the locations of culverts and crossings to account for areas where there is no structure data and the lidar DEM could obstruct backwater flow and unrealistically limit inundation area.
- ◆ Modelling Culverts and Bridges: Most culverts and all bridges were incorporated into the model by burning them into the terrain during refinement. In areas where high grounds extended due to long culvert barrels, the terrain was adjusted to reflect the high grounds more realistically. These modifications were implemented to represent the structures in the hydraulic model as a 2D area. The IDs and locations of these structures are as follows:
 - SC9: South Storm Channel, Lewvan Drive
 - NC4: North Storm Channel, Lewvan Drive
 - CH11: Chuka Creek, 7th Ave. North
 - CH13: Chuka Creek, CN Rail - CS6
 - PBCK1-PBCK15: The culverts between the Pilot Butte, Chuka and Wascana Creeks

5.2.2 Structures and Dykes

Structure data was primarily obtained from field surveys. However, in some locations where surveying was not feasible due to land access limitations, background information or data from the City of Regina Map Viewer (City of Regina, 2024) was used to incorporate the structures into the model. Table 5-2 lists the identifications (IDs) and locations of these structures and the utilized background information is detailed in the Regina Flood Mapping Study, Survey Report (WSA, 2024).

Table 5-2: Structures Background Information Data Sources

Watercourse	Structure ID	Location	Data Source
North Storm Ch.	NC1 - Culvert	CN Rail - CS5	City Map Viewer
	NC13 - Culvert	CN Rail - CS6	City Map Viewer
Pilot Butte Cr.	PB0, PB01, PB1, PB1-1, PB1-2 Culverts	Saum Property	Sketches
	PB23	Heseltine Rd.	City Map Viewer
	PB24*	Heseltine Rd. Br. & Weir	Record Drawings, checked by Survey
Wascana Cr.	W14W**	Albert St. Weir	Record Drawings, Elevations Adjusted
	W16W*	Elphinstone Br. & Weir	Record Drawings, checked by Survey
	W18W*	Edward St. Weir	Record Drawings, checked by Survey
	W30	8 th Ave. Weir & Br.	Record Drawings and Survey
	W36*	AE Wilson Park Weir	Record Drawings, checked by Survey
	W47*	Goulet Golf Weir	Record Drawings, Checked by Survey
	W48	Pinkie Rd.	Future Construction Drawings

* The weir was built into the terrain.

** The Albert St. weir and sluiceways were assumed to remain fully open during all simulation events.

Note: Weir crest elevations were assumed constant during the simulations, no operations were considered.

Table 5-3 indicates the energy loss coefficients that were used for the structures.

Table 5-3: Energy Loss Coefficients of Structures

Coefficient/Roughness	Bridges	CSP Pipes - Projected		Concrete Pipes	Steel Pipes
		Projected	Mitered		
Entrance Loss	0.1-0.3	0.9	0.7	0.9	0.9
Exit Loss	0.1-0.5	1	1	1	1
Manning's "n"	0.015 - Concrete	0.025	0.025	0.015	0.015
Weir Discharge	1.5	1.6 for the culvert locations			
Albert St. Weir*	1.63				
Albert St. Sluiceways**	Sluice Discharge Coefficient=0.5, Orifice Coefficient=0.8				

* Albert St. Weir Dimensions: Width: 5 m, Height: 2.4 m, Number of Openings: 4, Crest Elevation: 569.676 m

** Albert St. Sluiceways Dimensions: Width: 1.2 m, Height: 1.2 m, Number of Openings: 2, Invert Elevation: 567.50 m

Dyke crest elevations along Wascana Creek, from Albert St. to the Mount Royal neighborhood, were surveyed. These survey points were compared to the DEM and were found to be consistent (average difference of 0.09 m), so no modifications to the DEM were necessary for modelling purposes.

Dykes were modeled as 2D areas and break lines were established along the dyke crests to prevent leakage. Additionally, areas where the dykes are broken or discontinuous were identified. The elevations of these areas were cross-checked against the surveyed data to verify the locations of the breaks.

5.2.3 Land Cover

The base land cover map, obtained from the City of Regina zoning GIS dataset (City of Regina, 2023), was used to assign roughness factors (Manning's "n") to each land use. Manning's "n" values for each land use were selected based on industry-accepted manuals and references (US Army Corps of Engineers, 2023; US Federal Highway Administration, 1989) as well as photos taken during the field survey. However, due to the complexity and variability of the main channel and floodplain land cover, each land-use area is represented by a range of roughness values. Consequently, the assigned factor reflects the average roughness of the area, determined through engineering judgment. Furthermore, 17 complementary land use areas were identified along the creeks and reasonable roughness factors were assigned to each. Figure 5-2 indicates a sample of utilized land cover in the model.



Figure 5-2: Land Cover Sample

Table 5-4 provides an overview of the land uses, the range of Manning's "n" values, and the average roughness assigned to each land use area.

Further refinements were done during calibration to adjust the roughness factor within accepted ranges. To this end, either the base Manning's "n" layer was overridden or additional calibration regions were added.

Table 5-4: Land Cover and Manning's "n"

Land Use	Manning's "n"		Land Use	Manning's "n"	
	Range	Assigned		Range	Assigned
Airport	0.06-0.12	0.06	Open Water	0.025-0.05	0.03-0.05
Building	10	10	Pond	0.025-0.05	0.04
Commercial	0.06-0.12	0.06	Railway	0.03-0.05	0.04
Cropland	0.02-0.05	0.04	Residential HD	0.12-0.2	0.15
Developed, Low Intensity	0.06-0.12	0.06	Residential LD	0.06-0.12	0.08
Developed, Open Space	0.03-0.05	0.045	Residential MD	0.08-0.16	0.12
Grassland	0.025-0.05	0.05	Residential Urban	0.06-0.12	0.08
Industrial HI	0.08-0.16	0.1	Riprap	0.04-0.07	0.05
Industrial LI	0.06-0.12	0.06	Rural	0.06-0.12	0.06
Industrial MI	0.06-0.12	0.08	Shrub/Scrub	0.07-0.16	0.07
Island	0.045-0.15	0.1	Urban Holdings	0.03-0.05	0.04
Open Space-Recreation	0.03-0.05	0.04	Woody Wetlands	0.045-0.15	0.05

5.2.4 Mesh Independence Study

The model was evaluated using various mesh sizes: 10 m, 20 m, and 30 m. The results showed that, with refinements along the main channel, dykes, high grounds, and structures, finer general patterns did not significantly alter the water surface elevation or flood extent. However, finer meshes substantially increased simulation time. Consequently, a 20 m x 20 m mesh size was selected as the general mesh resolution with additional refinement applied along the main channel, dykes, and structures using a mesh size ranging from 2 m to 10 m. Figure 5-3 illustrates an example of these mesh refinements.

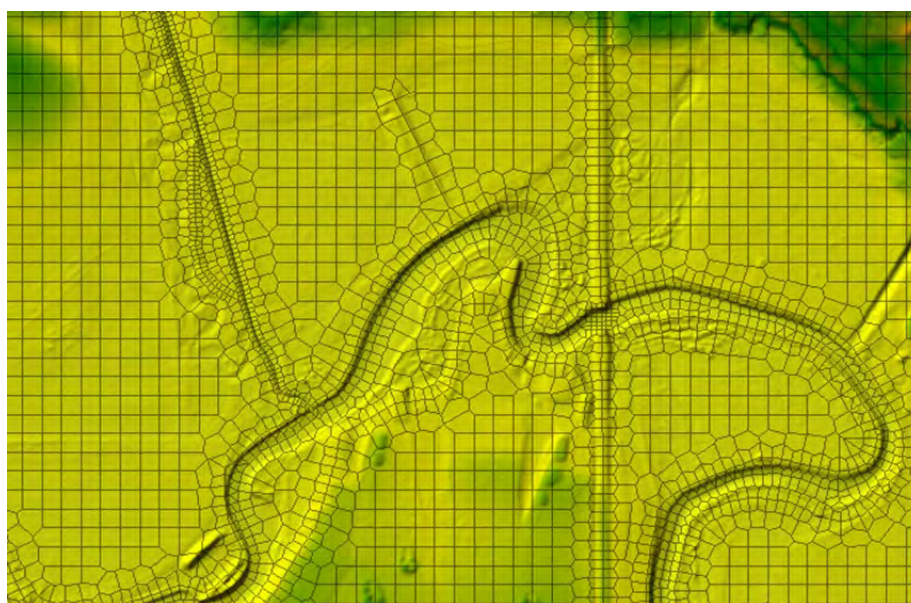


Figure 5-3: Mesh Refinement Sample

5.2.5 Model Boundary Conditions

Since only peak flow data was provided for the watercourses in the hydrology memorandum, a quasi-unsteady flow hydrograph representing the instantaneous peak flow rate was developed to stabilize the flood inundation boundary for each creek during the design flow events. The model incorporated four external boundary conditions and seven internal boundary conditions to account for flow changes at specified locations. A single geometry was constructed for the entire area with the following assumptions made to create a cohesive hydraulic analysis model:

- ◆ For the simulation of the design flows in Wascana Creek, no flow was assumed from the tributaries during the design flood events.
- ◆ Wascana Creek was treated as the main watercourse, with one upstream boundary condition (flow hydrograph) and one downstream boundary condition (normal depth).
- ◆ For Pilot Butte and Chuka Creeks, the downstream boundary conditions were set with a constant flow rate of 30 m³/s at the upstream boundary of Wascana Creek.
- ◆ To stabilize flood inundation conditions, hydrographs with a peak flow lasting four days were assumed at the boundaries.
- ◆ Chuka Creek had four boundary conditions, including one external (upstream) and three internal to account for flow change locations.
- ◆ Pilot Butte Creek had five boundary conditions, including one external (upstream) and four internal to account for flow change locations.
- ◆ The simulation was initiated with a full reservoir condition (with Albert St. Weir fully open), while other watercourses and reaches were considered dry.
- ◆ Average flow rates were applied within reaches confined by two consecutive flow change locations.

Table 5-5 summarizes the flow rates applied at the boundary conditions and Figure 5-4 shows the boundary condition and flow change locations within the study area.

Table 5-5: Flow Rates Applied at Boundaries and Flow Change Locations – 2024 Hydrology Memo

Watercourse	Return Period	Flowrate at Boundary Location – m ³ /sec					
		#1 (U/S)	#2	#3	#4	#5 (HWY33)	Total
Chuka	10	1.45	1.95	2.3	1.1*		6.8
	25	2.2	3	3.3	1.5*		10
	50	2.8	3.8	4.35	2.05*		13
	100	3.35	4.7	5.45	2.5*		16
	200	3.85	5.1	6.05	3*		18
	500	4.3	6	6.7	3*		20
Pilot Butte	10	5.7	1.3	0.95	1.2	0.45	9.6
	25	8.5	2	1.5	2	1	15
	50	10.85	2.65	1.5	2.5	1.5	19
	100	14.5	3	2.5	3	1	24
	200	17.5	4.5	3	3.5	1.5	30
	500	23.5	5.5	4	4.5	1.5	39
Wascana	10	53					53
	25	87					87
	50	116					116
	100	144					144
	200	172					172
	500	209					209

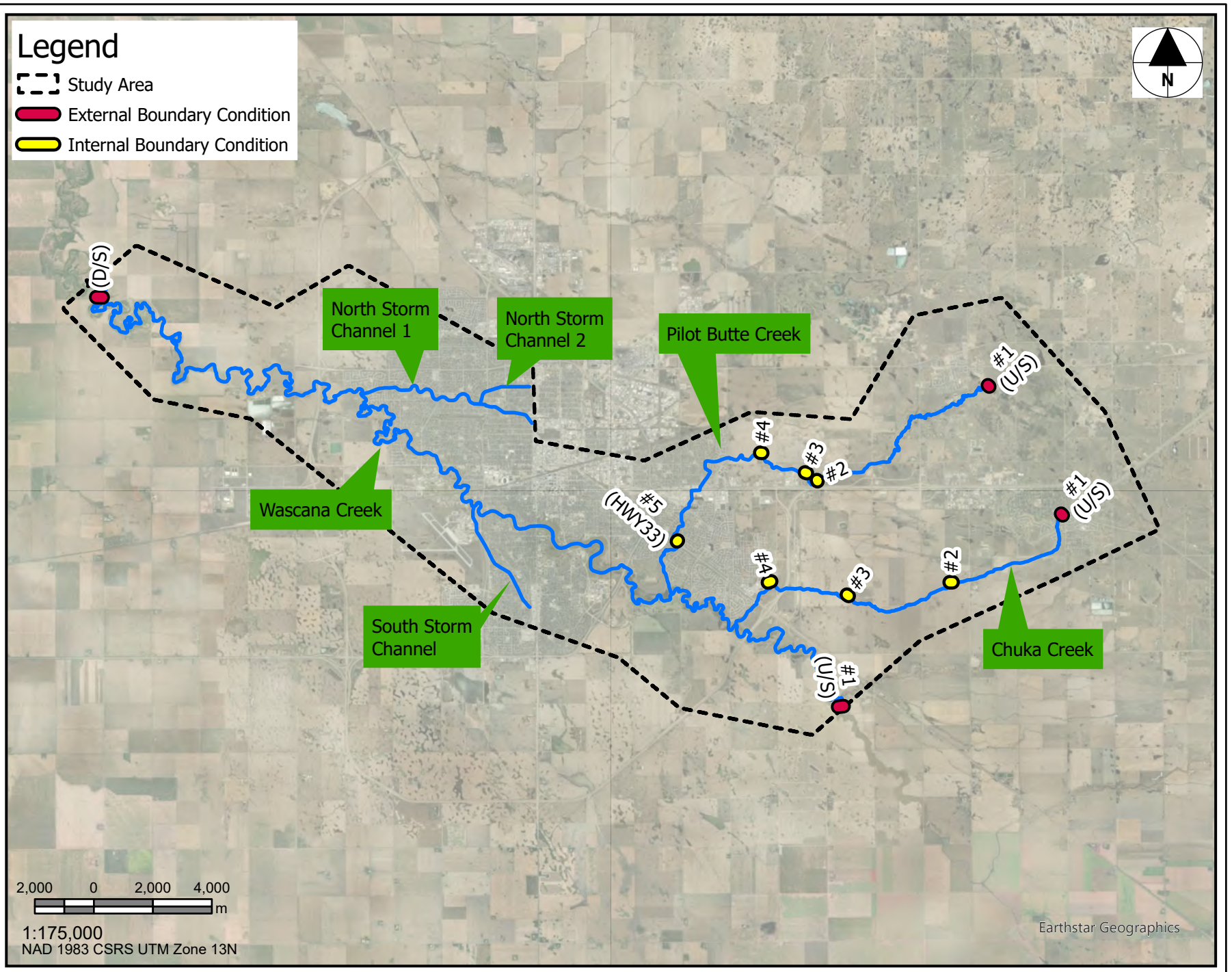


Figure 5-4: Boundary Condition Locations

5.3 Calibration & Validation

Model calibration was carried out to assess the accuracy of the model outputs against the observed flow level and extent. This process involved iteratively adjusting model parameters focusing primarily on surface roughness, hydraulic structure parameters, and discharge coefficients. Additional measures included mesh refinement, sensitivity analysis of downstream boundary conditions, and mesh size to improve the accuracy of flood extents.

Adjustments continued until the calibration was met with simulated water levels matching observed data within a tolerance of ± 0.10 m. The calibrated model was then validated using historical data to verify its performance against independent datasets and assess its suitability for estimating design flow scenarios.

5.3.1 Historical Data for Model Calibration & Validation

There is no observed data available for calibration purposes for Pilot Butte and Chuka Creeks. However, historical data for Wascana Creek, provided by Environment Canada since 1943, offered valuable information (Government of Canada, 2024). The highest observed daily flow rate recorded was $104 \text{ m}^3/\text{s}$ on April 23, 1974, at Kronau Marsh. Other notable flood events include April 11, 1971, at Richardson with a peak flow of $74.8 \text{ m}^3/\text{s}$, and April 25, 2011, at Kronau Marsh with a peak flow of $74.7 \text{ m}^3/\text{s}$.

Measurements from Wascana Creek and Wascana Lake during the 1974 and 2011 events are considered the most reliable for calibration and validation. Due to significant changes in the creek since 1974 that may impact flood levels and extents, the 2011 flood event was used for calibration, while the 1974 event served as a validation reference.

Additional water surface elevation data for Wascana Creek is available since 1924 and water level data at Cameron St., below the Albert St. Weir, is available from 2002 (City of Regina, 2023). This data along with the flow rates at Kronau Marsh was used for further validation of smaller flow rates.

Table 5-6 summarizes the data used for validation. Kronau Marsh Hydrometric Station is located approximately 25 km upstream of Albert St. Weir, therefore, the flow rates at the location of level measurements may be slightly higher than those recorded at the hydrometric station at Kronau Marsh.

Table 5-6: Validation Data

Date	Station	Flowrate (m^3/sec)	Date	Location	Observed Level (m)*
1997-04-20	Kronau Marsh	53.4	1997-04-21	Marina	571.08
2015-04-01	Kronau Marsh	31.9	2015-04-02	Marina	570.71
2005-04-09	Kronau Marsh	25.4	2005-04-10	Cameron St.	568.25
2015-04-01	Kronau Marsh	31.9	2015-03-30	Cameron St.	568.58

* CGVD28 adjusted by -0.31 m

5.3.2 Calibration

Due to the lack of observed data for Pilot Butte and Chuka Creeks, only Wascana Creek was examined for calibration. The calibration focused on measurements from Wascana Creek on April 26, 2011, which are deemed the most reliable. The calibration utilized the maximum instantaneous flow rate of $78 \text{ m}^3/\text{s}$, as reported in Wascana Creek Spring Runoff Study (City of Regina, 2013), with the peak flow rate maintained for four days to ensure stable conditions across the study area.

Flood water levels surveyed by the City of Regina at 18 locations, as reported in Wascana Creek Spring Runoff Study (City of Regina, 2013), served as indicators for the calibration process.

The roughness factor (Manning's n) and discharge coefficients of structures were adjusted within reasonable ranges for the creek reaches to achieve the target accuracy, with a tolerance of ± 0.10 m.

Table 5-7 presents the final calibration results.

Table 5-7: Model Calibration Results Based on the Observed Water Surface Elevations on April 26, 2011

Structures ID	Structure Location	Water Surface Elevation - m			Var. - m
		April 26th, 2011		Model Results	
		CGVD28	CGVD2013*	CGVD2013	
W6	Fleet St. Br. (approx. 30 m U/S)	572.23	571.92	571.83	-0.09
W7	Ring Rd. Br. (approx. 10 m U/S)	571.75	571.44	571.5	0.06
W14	Albert St. Br. Upstream- Wascana Lake	571.66	571.35	571.29	-0.06
W15	Cameron St. Br. (approx. 125 m U/S)	569.75	569.44	569.5	0.06
W16	Elphinstone St. Br. (approx. 8 m U/S)	569.69	569.38	569.37	-0.01
W17	Coronation St. Br. (at the Br.)	569.65	569.34	569.29	-0.05
W18	Pasqua St. Br. (approx. 30 m U/S)	569.52	569.21	569.21	0
W19	Lewvan Br. (approx. 34 m upstream)	569.41	569.1	569.11	0.01
W21	13th Ave. Br. (approx. 28 m U/S)	569.2	568.89	568.89	0
W22	CP Rail Br. (approx. 42 m U/S)	568.95	568.64	568.69	0.05
W28	11th Ave. Br. (approx. 30 m U/S)	568.64	568.33	568.35	0.02
W29	Dewdney Ave. Br. (approx. 9 m U/S)	568.36	568.05	567.98	-0.07
W30	8th Ave. Pedestrian Br. (approx. 90 m US	568.24	567.93	567.9	-0.03
W31	McCarthy Boulevard (Blvd.) Br. (approx. 30 m U/S)	567.89	567.58	567.63	0.05
W37	Ritter Ave. Br. (approx. 30 m U/S)	567.5	567.19	567.18	-0.01
W38	CN Rail Trestle Br. (approx. 30 m U/S)	567.25	566.94	566.92	-0.02
W48	Pinkie Rd. Br. (approx. 50 m U/S)	566.43	566.12	566.09	-0.03
W51	Regina Sewage Lagoons (approx. 30 m U/S)	564.45	564.14	564.18	0.04

* CGVD28 adjusted by -0.31 m

The calibration results indicate that the discrepancy between the observed water elevation and simulated water levels remains within the desired tolerance limit of ± 0.1 m.

Figure 5-5 to Figure 5-7 compare the flood extent from the model results with the air imagery taken on April 26, 2011, at selected locations.



Figure 5-5: Simulated Flood Inundation in Wascana Creek at Albert St. (Blue Line) Against Observed Flood Extension on April 26, 2011 (Aerial Photo)

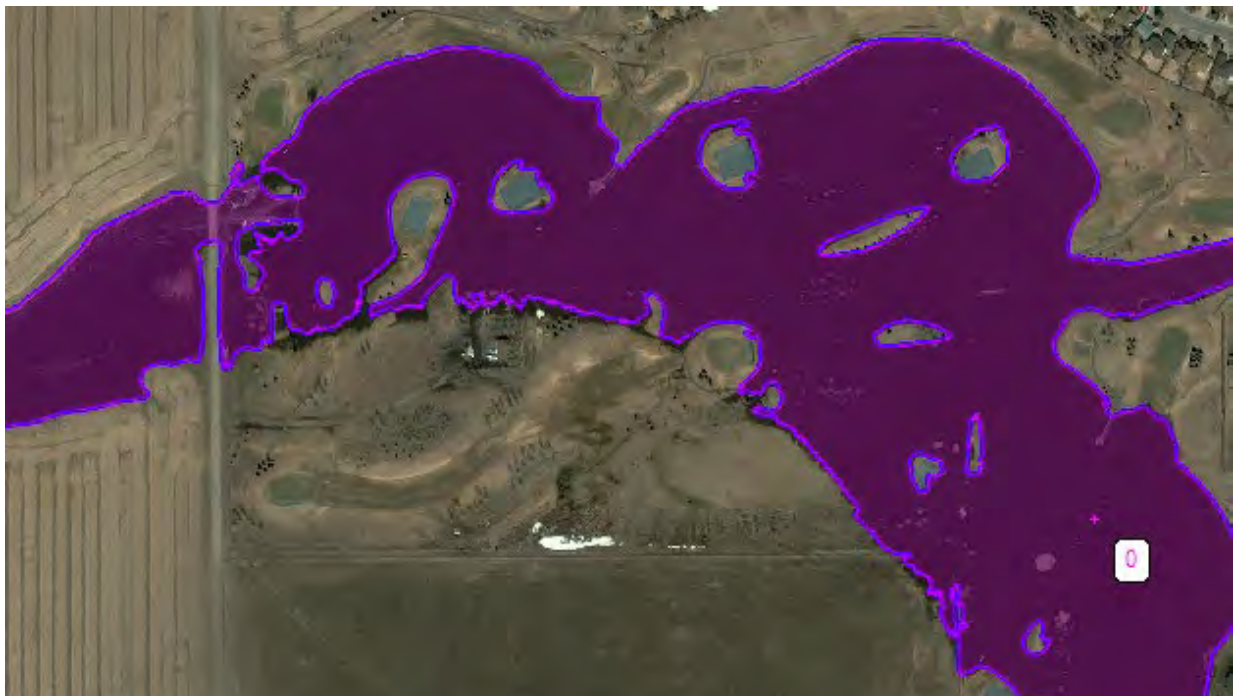


Figure 5-6: Simulated Flood Inundation in Wascana Creek Upstream of Pinkie Rd. (Blue Line) Against Observed Flood Extension on April 26, 2011 (Aerial Photo)

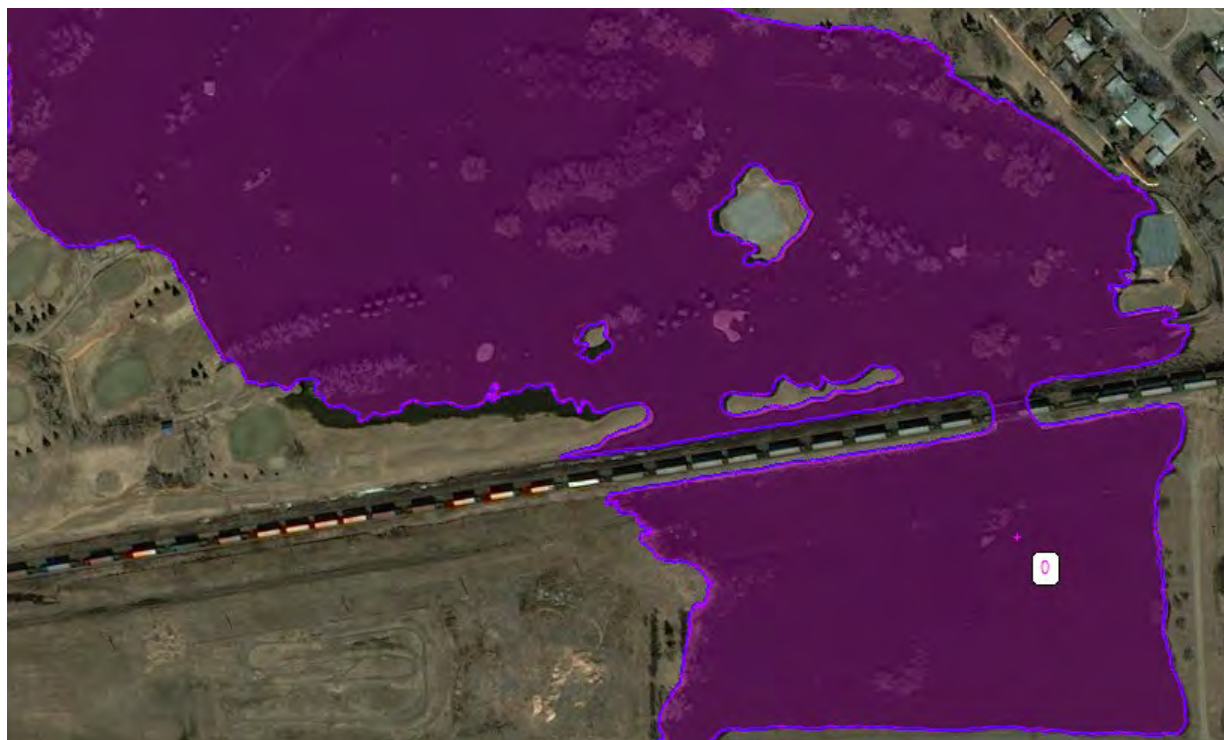


Figure 5-7: Simulated Flood Inundation in Wascana Creek at CP Rail (Blue Line) Against Observed Flood Extension on April 26, 2011 (Aerial Photo)

5.3.3 Validation

Measurements along Wascana Creek from April 21-23, 1974, are considered the most reliable for validation purposes. The validation used the maximum daily flow rate of 104 m³/s with the peak flow sustained for four days. This duration ensures stable conditions across the entire study area and aligns with the observed hydrograph from the 1974 flood.

Flood water levels available at 12 locations, reported in Regina Hydraulic Study (Department of the Environment, 1982), were utilized as indicators for the validation.

Table 5-8 presents the results of the model in comparison with the observed data from the 1974 flood.

Table 5-8: Model Results in Comparison with the 1974 Flood Event

Structures ID	Structure Location	Water Surface Elevation - m			Var. - m
		April, 1974		Model Results	
		CGVD28	CGVD2013*	CGVD2013	
W2	E/W Grid (US face) - Estimated **	573.24	572.93	573.08	0.15
W6	Fleet St. Br. (U/S face) **	572.34	572.03	572.08	0.05
W14	Albert Steet Br. Upstream- Wascana Lake	572.23	571.92	571.68	-0.24
W15	Cameron St. Br. (U/S face)	569.99	569.68	569.94	0.26
W16	Elphinstone St. Br. (U/S face)	569.85	569.54	569.83	0.29
W18	Pasqua St. Br. (U/S face)	569.72	569.41	569.62	0.21

Structures ID	Structure Location	Water Surface Elevation - m			Var. - m
		April, 1974		Model Results	
		CGVD28	CGVD2013*	CGVD2013	
W19	Lewvan Br. (U/S face)	569.52	569.21	569.48	0.27
W22	CP Rail Br. (U/S face)	568.96	568.65	569.02	0.37
W29	Dewdney Ave. Br. (U/S face)	568.42	568.11	568.38	0.27
W38	CN Rail Trestle Br. (U/S face)	567.14	566.83	567.19	0.36
W48	Pinkie Rd. Br. (U/S face)	565.82	565.51	565.64	0.13
W51	Regina Sewage Lagoons (U/S)	564.79	564.48	564.57	0.09

* CGVD28 adjusted by -0.31 m

** Estimated from air photos

The results indicate a decrease in water surface elevation upstream of the Albert St. Weir, which aligns with the one-foot reduction in the weir crest elevation following the 1974 flood. The backwater effect from the weir diminishes as one moves upstream, with the water level at Fleet St. (W2) approaching normal levels.

Downstream of the lake, the model shows an increase of nearly 0.3 m in water surface elevation. This increase is likely associated with developments since 1974, including the construction Goulet Golf weir in 1990s, since the observed 1974 flood levels are almost equal or even less than 2011 flood level between Lewvan Br. and CN Rail Br. and the water level downstream of the Pinkie Rd., where development is less pronounced, is closer to the observed levels.

Additional spot elevations were examined for various flow rates based on the available observed data. Table 5-9 presents the results of the model compared to the observed data.

Table 5-9: Model Results in Comparison with the Observed Level for Various Flow Rates

Date	Station	Flowrate (m ³ /sec)	Date	Location	Observed Level (m)	Model Result
1997-04-20	Kronau Marsh	53.4*	1997-04-21	Marina	571.08	571.08
2015-04-01	Kronau Marsh	31.9	2015-04-02	Marina	570.71	570.72
2005-04-09	Kronau Marsh	25.4	2005-04-10	Cameron St.	568.24	568.15
2015-04-01	Kronau Marsh	31.9	2015-03-30	Cameron St.	568.58	568.40

* Almost 10-year flood

The results indicate that the difference between the simulation and the observed data is reasonable. Given that the flow rate at Cameron St. is expected to be slightly higher than at Kronau Marsh, it is sensible that the observed water levels at Cameron St. are slightly higher than those predicted by the model.

Figure 5-8 and Figure 5-9 compare the flood extent from the model results with the air photos taken on April 22, 1974, at the selected locations.

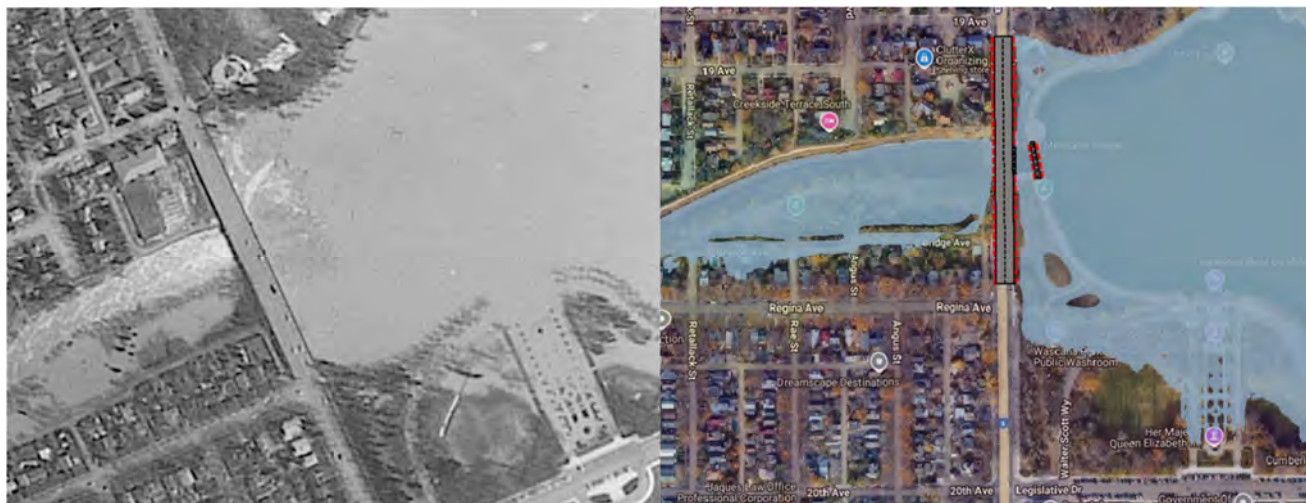


Figure 5-8: Simulated Flood Inundation in Wascana Creek at Albert St. (Right) Against Observed Flood Extension on April 22, 1974 (Left)



Figure 5-9: Simulated Flood Inundation in Wascana Creek at Lagoons (Right) Against Observed Flood Extension on April 22, 1974 (Left)

5.4 Sensitivity Analysis

In addition to the sensitivity analysis conducted during the calibration process, which focused on Manning's "n" and discharge coefficients for inline structures, we also assessed the model's sensitivity to changes in the downstream boundary conditions. Furthermore, we evaluated the impact of a 10% increase or decrease in Manning's "n" along Wascana Creek in conjunction with the 2011 flood event.

A summary of these findings is presented in this section.

5.4.1 Model Sensitivity to Manning's Roughness

The sensitivity of the model results was assessed by varying Manning's "n" values by $\pm 10\%$. The model was run with these adjusted Manning's "n" values for the 2011 calibration flood event. Table 5-10 summarizes the results of this sensitivity analysis.

Table 5-10: Results of Model Sensitivity to Manning's Roughness Factor "n" – 2011 Flood Event

Structures ID	Structure Location	Water Surface Elevation - Model Results - m				
		Calibrated Manning's "n"	Manning's "n" -10%	Var.	Manning's "n" +10%	Var.
W6	Fleet St. Br. (approx. 30 m U/S)	571.86	571.82	-0.04	571.89	0.03
W7	Ring Rd. Br. (approx. 10 m U/S)	571.56	571.54	-0.02	571.59	0.03
W14	Albert St. Br. Upstream- Wascana Lake	571.35	571.35	0	571.35	0
W15	Cameron St. Br. (approx. 125 m U/S)	569.5	569.4	-0.1	569.6	0.1
W16	Elphinstone St. Br. (approx. 8 m U/S)	569.38	569.29	-0.09	569.47	0.09
W17	Coronation St. Br. (at the Br.)	569.29	569.2	-0.09	569.37	0.08
W18	Pasqua St. Br. (approx. 30 m U/S)	569.21	569.13	-0.08	569.28	0.07
W19	Lewvan Br. (approx. 34 m upstream)	569.1	569.03	-0.07	569.17	0.07
W21	13th Ave. Br. (approx. 28 m U/S)	568.88	568.83	-0.05	568.93	0.05
W22	CP Rail Br. (approx. 42 m U/S)	568.69	568.64	-0.05	568.74	0.05
W28	11th Ave. Br. (approx. 30 m U/S)	568.35	568.29	-0.06	568.4	0.05
W29	Dewdney Ave. Br. (approx. 9 m U/S)	567.98	567.93	-0.05	568.03	0.05
W30	8th Ave. Pedestrian Br. (approx. 90 m US)	567.9	567.85	-0.05	567.96	0.06
W31	McCarthy Blvd. Br. (approx. 30 m U/S)	567.63	567.55	-0.08	567.72	0.09
W37	Ritter Ave. Br. (approx. 30 m U/S)	567.18	567.1	-0.08	567.25	0.07
W38	CN Rail Trestle Br. (approx. 30 m U/S)	566.92	566.84	-0.08	566.99	0.07
W48	Pinkie Rd. Br. (approx. 50 m U/S)	566.06	566.04	-0.02	566.11	0.05
W51	Regina Sewage Lagoons (approx. 30 m U/S)	564.18	564.07	-0.11	564.29	0.11
W52	N/S Grid Rd. D/S of Regina Sewage Lagoons	560.91	560.8	-0.11	561.02	0.11
W54	Range Rd. 2212 - Abandoned Arch Br.	557.71	557.52	-0.19	557.9	0.19
D/S	Downstream Boundary	550.89	550.68	-0.21	551.1	0.21

The results indicate that upstream of the Albert St. weir, the flow is less sensitive to roughness factors and is primarily controlled by the lake. The presence of numerous structures within the reach of the Albert St. Weir and Pinkie Rd. bridge significantly affects the water level. However, as we proceed downstream, the impact of roughness becomes increasingly evident. This suggests that a 10% change in roughness upstream of the lake can result in nearly a 1% change in water depth. Upstream of Pinkie Rd., the change in depth is predicted approximately 2%, while downstream of Pinkie Rd. the change ranges from 3% to 7%.

5.4.2 Model Sensitivity to Downstream Boundary Condition

For this model, normal depth was used as the downstream boundary condition. The friction slope was assumed to be the same as the main channel slope at the downstream reach. However, given the mild slope of the channel, the downstream water surface and nearby structures can influence the energy slope, which may differ from the channel slope.

To evaluate potential variations in the downstream boundary condition, a reasonable distance was examined based on satellite imagery. The nearest structure along the river is a bridge located approximately 4-4.5 km away, with no significant abrupt changes or drops within this reach.

To account for possible changes or uncertainty at the downstream boundary, the 2011 flood and the 1:500-year flood events were re-modeled with friction slopes set at 50% and 200% of the original value. The findings are summarized as follows:

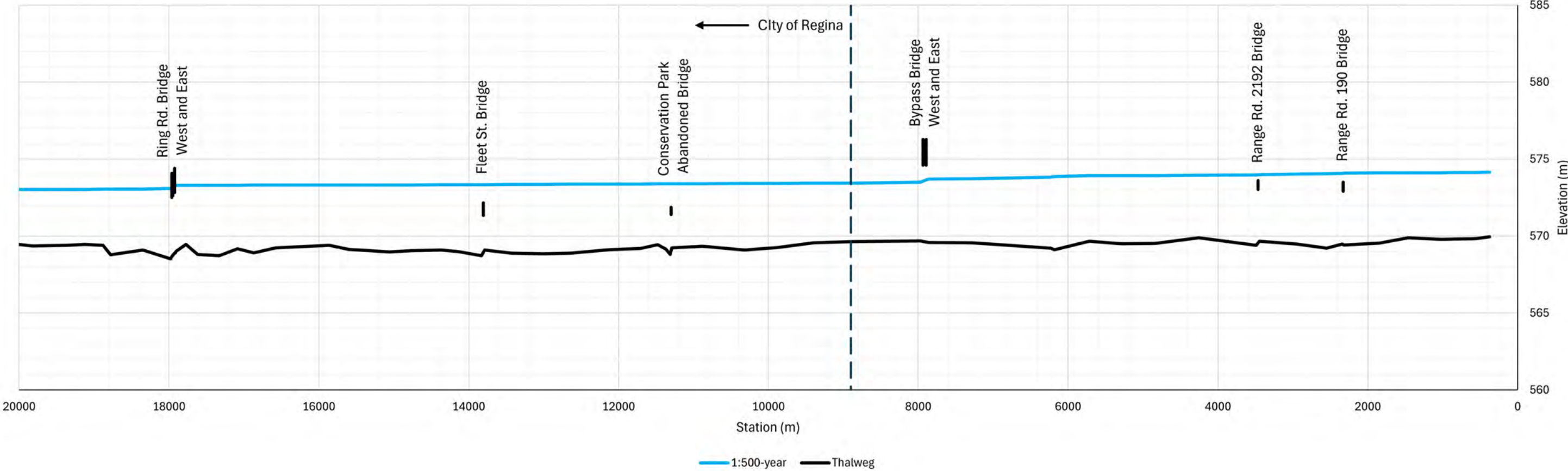
- ◆ Reduction to 50% of Original Slope: This adjustment resulted in a 32% increase in water depth at the downstream boundary, reaching an elevation of 551.75 m. This reduction created backwater upstream of the boundary, which was attenuated over an approximate distance of 3 km. As the flow rate increases, these differences decrease, so that for the regulatory flood, the increase in depth reaches 17%, and the flow depth approaches the normal depth within a 3 km distance.
- ◆ Increase to 200% of Original Slope: This adjustment led to a 22% decrease in water depth at the downstream boundary, reaching an elevation of 550.25 m. This increase created a dropdown upstream of the boundary, which was attenuated over an approximate distance of 2 km. Similarly, with the flow rate increases, these differences decrease, so that for the regulatory flood, the depth difference remains 17%, and the flow depth approaches the normal depth in less than a 3 km distance.

Therefore, potential changes in the downstream slope, ranging from -50% to +200%, may impact the flood extent downstream of Station 60+000. However, these changes will not affect the flood inundation map upstream of the City boundary (Station 47+500).

Table 5-11 summarizes the results and Figures 5-10 to 5-12 illustrate the effects of potential changes to the downstream boundary condition.

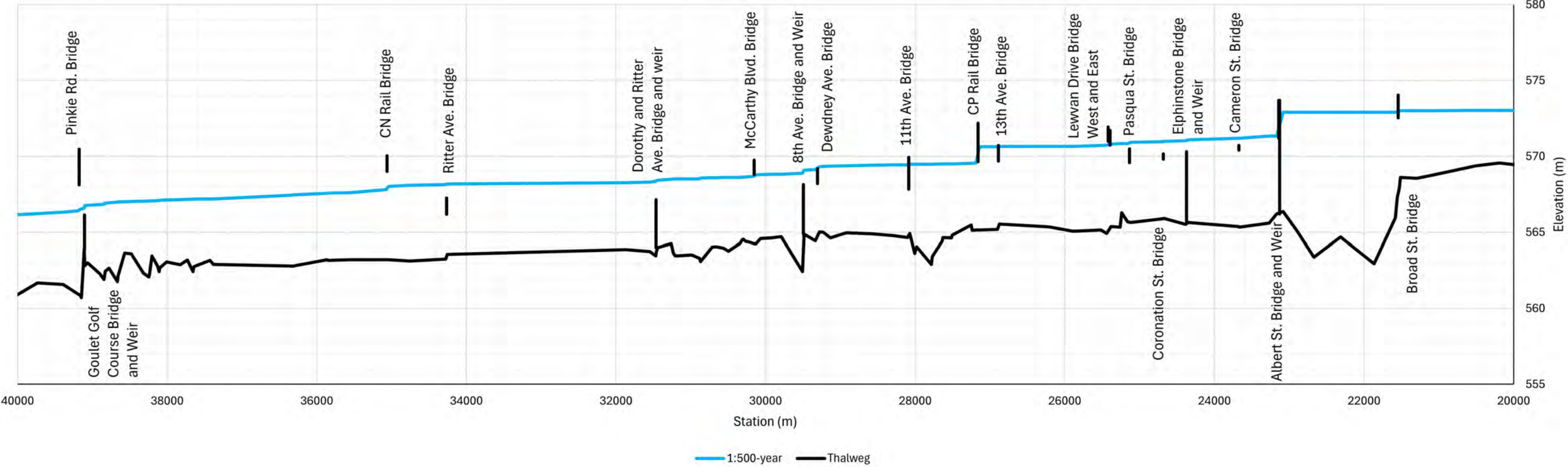
Table 5-11: Summary of Downstream Boundary Condition Sensitivity Analysis – 2011 & 1:500-Year Flood Events

Station - Km	2011 Flood - Water Surface Elevation - m			1:500 Year - Water Surface Elevation - m		
	50% Slope	Existing Slope	200% Slope	50% Slope	Existing Slope	200% Slope
62+610	551.75	550.88	550.25	554.02	553.31	552.48
61+000	552.82	552.66	552.61	554.80	554.61	554.48
60+000	553.76	553.8	553.75	555.67	555.61	555.56



  			- Study Limits 1:500 Year Flood - Flow Direction - Culverts - Weir - Dams - Dykes - Bridge - Highway - Local Road - Railway - Regina City Limit - Indigenous Land - Chainage			TITLE CITY OF REGINA FLOOD MAPPING STUDY FIGURE 1:500-YEAR WATER SURFACE PROFILE PROJECT NUMBER: 60706173 FIGURE 5-10	
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Figure 5-10: Sensitivity of the Model to Downstream Boundary Condition, 1:500-year Water Surface Profile (Downstream)



Study Limits

1:500 Year Flood

Flow Direction

Culverts

Weir

Dams

Dykes

Bridge

Highway

Local Road

Railway

Regina City Limit

Indigenous Land

Chainage

TITLE
CITY OF REGINA FLOOD MAPPING STUDY

FIGURE
1:500-YEAR WATER SURFACE PROFILE

PROJECT NUMBER:
60706173

FIGURE
5-11

Figure 5-11: Sensitivity of the Model to Downstream Boundary Condition, 1:500-year Water Surface Profile (Central)

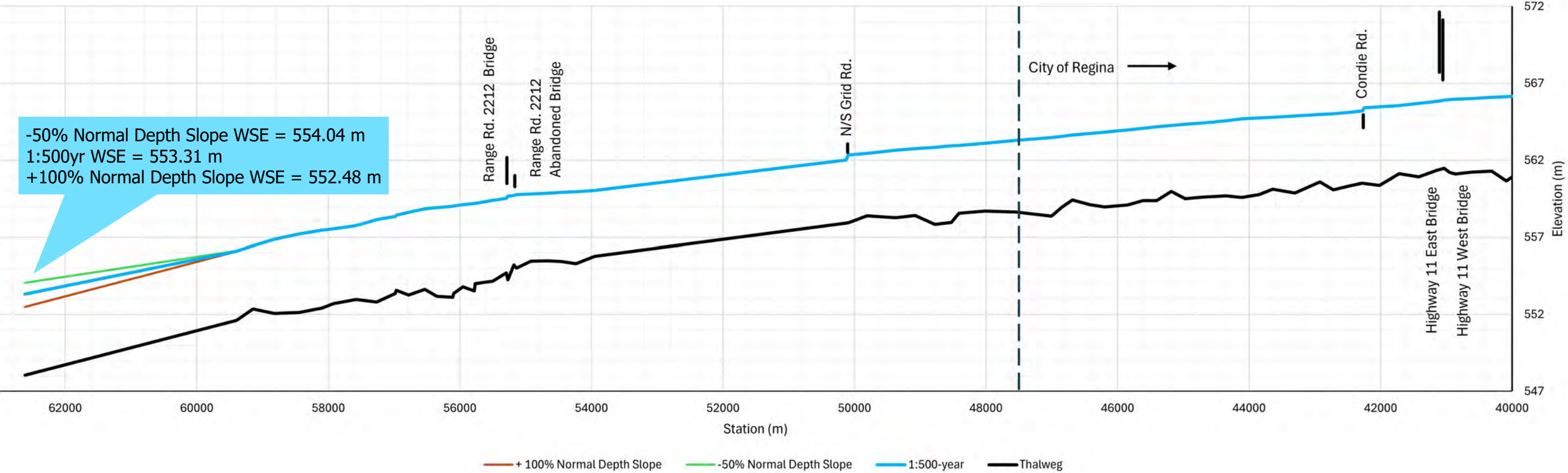


Figure 5-12: Sensitivity of the Model to Downstream Boundary Condition, 1:500-year Water Surface Profile (Upstream)

6. SIMULATION RESULTS

6.1 Summary of Modelled Scenarios

The calibrated hydraulic model was used to simulate six design flow scenarios. The following scenarios were simulated to produce the flood maps along Wascana, Pilot Butte, and Chuka Creeks:

- ◆ 1:10-, 1:25-, 1:50-, and 1:100-year floods with peak flows lasting four days to develop flood inundation maps and water surface profiles.
- ◆ 1:200-year flood with peak flow lasting four days to develop flood inundation maps, flood criteria maps, flood hazard maps, and water surface profiles.
- ◆ A 1:500-year flood with peak flow lasting four days was used to develop flood inundation maps, surface profiles, and additional flood criteria and hazard awareness maps.

6.2 Model Limitations and Uncertainties

Although sound and practical engineering principles were applied in developing the 2D model and mapping, the results are based on simulations of predicted flow rates. Therefore, the actual flood events may not exactly align with the simulated flood extent and levels. This discrepancy arises from the inherent approximations in the mathematical equations used by the software, the use of average and constant parameters in the model, and other project-specific assumptions. Moreover, the software used is constantly evolving to incorporate the latest knowledge and address limitations or bugs. As a result, these limitations may introduce uncertainties in certain aspects of the current model.

Some of the uncertainties and limitations associated with this study are outlined as follows:

- ◆ The model setup and results represent the estimated flood levels, depths, and velocities based on the assumptions made in this study. Future changes to land use, new developments, encroachment, additional flood protection measures, changes in hydrology, or the implementation of a formalized flood response plan may necessitate updates or amendments to the model.
- ◆ Due to limited high-water mark data, validation data were sometimes approximated from photos.
- ◆ As of the 1974 flood event (the selected validation event), the terrain used in this study may not adequately represent that event in the entire study area due to changes in land use, new constructions, and developments. Therefore, more uncertainties are expected for the validation results.
- ◆ The calibration and validation flow rates in Wascana Creek are closely aligned with the 25-year and 50-year events, respectively. While reasonable roughness factors have been selected, river channel and/or floodplain roughness may vary at higher levels. As a result, greater uncertainties are expected for more extreme flood events.
- ◆ Due to the lack of flood data for calibration and validation of the model in Pilot Butte and Chuka Creeks, uncertainties are expected for all simulated events along these watercourses.
- ◆ Floodway extensions along the storm channels and tributaries result from the backwater effect of Wascana, Pilot Butte, and Chuka Creeks. Therefore, without dedicated studies of these channels

and tributaries, flood hazard maps in these areas should not be considered reliable for informing future development decisions.

- ◆ Only major crossings were considered to estimate the approximate inundation between Pilot Butte and Chuka Creeks. As a result, the flood inundation estimates for this area may not be precise and should be viewed as approximate.
- ◆ This study relies on fluvial flooding results provided in the 2024 hydrology memo for the subject watercourses; therefore, the mapping shall not be used to assess potential pluvial flooding.

6.3 Model Results

- ◆ Flooding is contained within the dykes for a 1:10-year event except for the 17th Ave. Dyke (between Coronation St. and Pasqua St.), where the dyke has gaps to allow surface drainage toward the creek (these gaps are understood to be filled with sandbags during flooding events).
- ◆ For a 1:25-year flood event, flooding occurs behind the Rotary Park Dyke in addition to the 17th Ave. Dyke, where gaps along the dyke allow surface drainage toward the creek.
- ◆ In addition to the above dykes (17th Ave. and Rotary Park) a 1:50-year flood overtops the Kiwanis Park Dyke and the right bank dyke South of Dewdney Ave. North of Dewdney Ave, flooding occurs due to a gap between the left bank dyke and the road and inundates the nearby residential area. Additionally, flooding occurs behind the dyke located at 100 m downstream of the CP Rail due to a gap along the dyke.
- ◆ Nearly all dykes are overtopped or bypassed by a 1:100-year flood event. However, north of Dewdney Ave, flooding occurs due to a gap between the left bank dyke and the road. Similarly, the Riverside Dyke is overtopped due to a gap in the approach access to the Cameron St. Br.
- ◆ Similar to the 1:100-year event, the Riverside and north of Dewdney Ave. Dykes, are overtopped by the 1:200 flood only due to a gap in the approach access to the Cameron St. Br. and a gap between the left dyke and Dewdney Ave.
- ◆ All dykes are overtopped completely or partially by the 1:500-year flood event.
- ◆ Except for the Albert St. Weir and Goulet Golf Weir, other weirs have insignificant impacts on the water surface profile, indicating that they function as short structures hydraulically.
- ◆ The CP Rail (PB13) culvert (a 1400 mm CSP pipe) has a maximum capacity of almost 6 m³/s. Floods exceeding this capacity will overtop Victoria Ave. to the south, primarily inundating the area between CP Rail and Anaquod Rd., eventually flowing into Chuka Creek and Wascana.
- ◆ A maximum flow of 0.40 m³/sec is directed west of Anaquod Rd. through two small 500 mm culverts. The indicated flood inundation is valid under the modelling assumptions and may not accurately reflect a realistic condition due to the presence of the drainage system and potential infiltration.
- ◆ A maximum flow of 1.65 m³/sec is directed west of Anaquod Rd. through a double-barrel culvert (2x800 mm). This flow is primarily collected by a north-south drain channel and directed to Chuka Creek via an underground drainage network. However, since the detailed underground network was not included in this study, the results for this area may not be entirely accurate.

Water surface elevation profiles can be found in Appendix E.

6.3.1 Comparison with 1982 Provincial Flood Study

As described in Section 1.1, Saskatchewan Environment produced a water surface profile for the 1:500-year flood for Wascana Creek in 1982. However, during the final review of the report in June 2025, the Province of Saskatchewan released an amendment to the SPI Regulation, revising the regulatory flood from a 1:500-year to a 1:200-year event. As a result, the 1982 water surface profile was compared to both the current 1:200-year (now the regulatory flood) and 1:500-year flood events. It should be noted that the peak flow rate used in the 1982 study for the 1:500-year event was 180 m³/s, which is comparable to the current 1:200-year flow rate of 172 m³/s.

Table 6-1 compares water surface elevations between the 1982 study and 1:200- and 1:500-year events from the current study.

1982 Regulatory Flood (1:500-year) comparison to the current Regulatory Flood (1:200-year) event: Overall, the water surface elevations show a slight decrease (approximately 0.1 m) both far downstream and upstream along Wascana Creek in areas where no significant development has occurred. In contrast, locations that have experienced development exhibit a more notable increase in water surface elevation. The maximum increase between the current 1:200-year simulation and the 1982 study is 0.54 m, occurring immediately upstream of the CP Rail crossing.

1982 Regulatory Flood (1:500-year) comparison to the current 1:500-year flood: In general, there has been an increase in estimated water levels for a 1:500-year flood event between the 1982 study and the present simulation, driven largely by an increase in the estimated 1:500-year discharge, 180 m³/s in 1982 and 209 m³/s for the present study. The largest difference between 1982 and the present study is the reach between the Albert St. weir and the CP Rail crossing between 13th Ave. and 11th Ave., with the largest difference being just upstream of the rail crossing. At this location, the present study provides a 1:500-year water surface elevation that is 1.02 m higher than the 1982 estimate. A significant portion of this difference can be explained by the increase in design flow.

Subsequent to the profiles developed in the 1980s, a bike path was constructed under the CP rail bridge, which may further raise water levels compared to the estimated amount. From the 1982 study, it is understood that the geometry for the model was as-of 1978, and the bike path was constructed afterward according to drawings provided by CP Rail. Other differences between past studies and this one would include the technological difference in the modelling methodologies, predominantly the difference between 1D modelling conducted previously and the current 2D hydraulic model and updated high-resolution topography. Other developments within the vicinity of the CP Rail crossing may contribute to differences in estimated water surface elevations, particularly the construction of the Goulet Golf weir in the 1990s. Furthermore, the reconstruction of the Broad Street Bridge in the 2000s may have influenced hydraulic conditions, resulting in reduced upstream water surface elevations.

Figure 6-1 to Figure 6-3 illustrate the difference between the two flood studies.

Table 6-1: Comparison with 1982 1:500-year Water Surface Elevations

Location	Station (m)*	WSE_2025 Study (m)		WSE_1982 Study (m)	Difference (m)	
		1:500-year	1:200-year	1:500-year	2025/500Y-1982/500Y	2025/200Y-1982/500Y
15m Upstream of Grid Rd. at Sewage Lagoon	42+245	565.41	565.22	565.32	0.09	-0.1
Upstream of CNR Trestle at Toothill St.	35+050	568.01	567.77	567.46	0.55	0.31
Upstream of AE Wilson Weir	31+441	568.42	568.22	568.03	0.39	0.19
Upstream of McCarthy Blvd.	30+129	568.79	568.54	568.46	0.33	0.08
Upstream of 8 th Ave. Footbridge	29+491	569.09	568.88	568.91	0.18	-0.03

Location	Station (m)*	WSE_2025 Study (m)		WSE_1982 Study (m)	Difference (m)	
		1:500-year	1:200-year	1:500-year	2025/500Y-1982/500Y	2025/200Y-1982/500Y
Upstream of Dewdney Ave.	29+287	569.32	569.12	569	0.32	0.12
Horace St.	28+682	569.4	569.2	569.07	0.33	0.13
Upstream of 11 th Ave.	28+076	569.48	569.27	569.17	0.31	0.1
Upstream of CPR Br.	27+154	570.62	570.14	569.6	1.02	0.54
Upstream of 13 th Ave.	26+879	570.65	570.23	569.74	0.91	0.49
Upstream of CNR Trestle (Lewvan Drive)	25+385	570.8	570.4	570.01	0.79	0.39
Upstream of Edward St. Weir	25+245	570.84	570.44	570.09	0.75	0.35
Upstream of Pasqua St.	25+123	570.92	570.57	570.18	0.74	0.39
Coronation St.	24+679	570.98	570.63	570.31	0.67	0.32
Upstream of Elphinstone St.	24+359	571.1	570.78	570.41	0.69	0.37
Upstream of Cameron St. Footbridge	23+669	571.2	570.9	570.6	0.6	0.3
Downstream of Albert St.	23+161	571.34	571.03	570.72	0.62	0.31
Upstream of Broad St.	21+520	573.01	572.68	573.08	-0.07	-0.4
Upstream of HWY 1 Bypass	7+871	573.68	573.33	573.44	0.24	-0.11

* Refer to Figures 5-10 to 5-12 for stationing.

Figure 6-1: Wascana Creek 1:200-year and 1:500-year Water Surface Profile Comparison (Upstream)

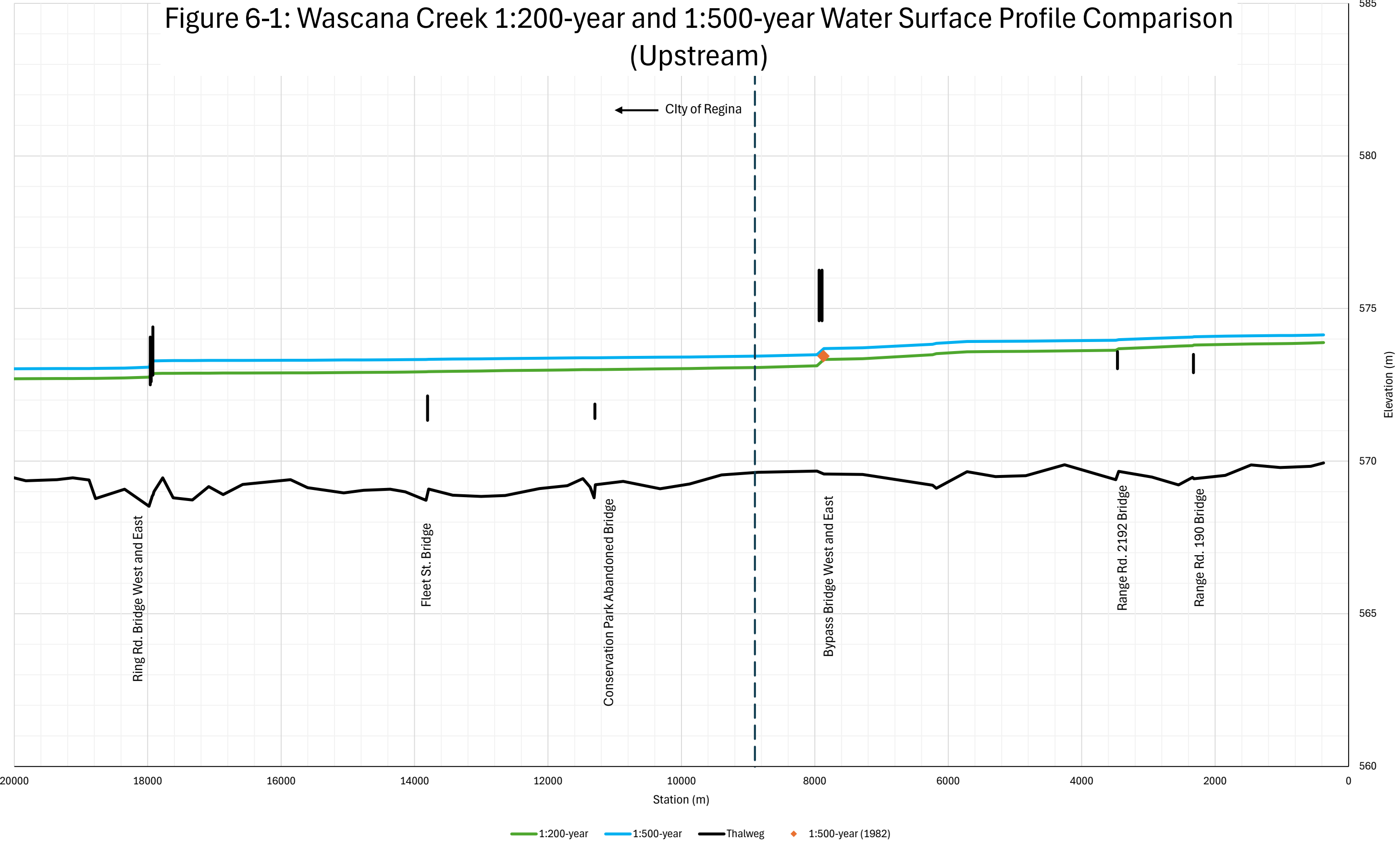


Figure 6-2: Wascana Creek 1:200-year and 1:500-year Water Surface Profile Comparison (Central)

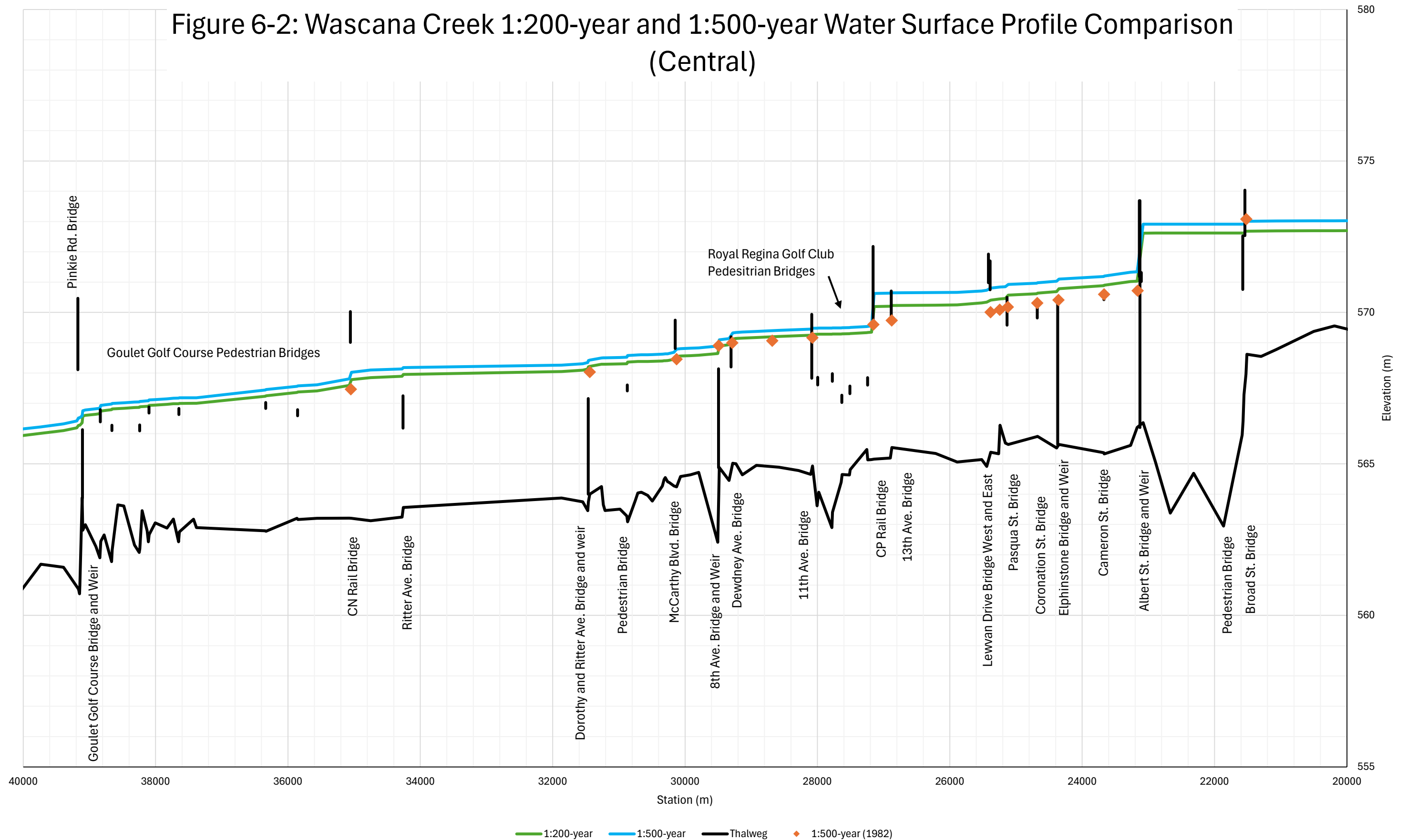
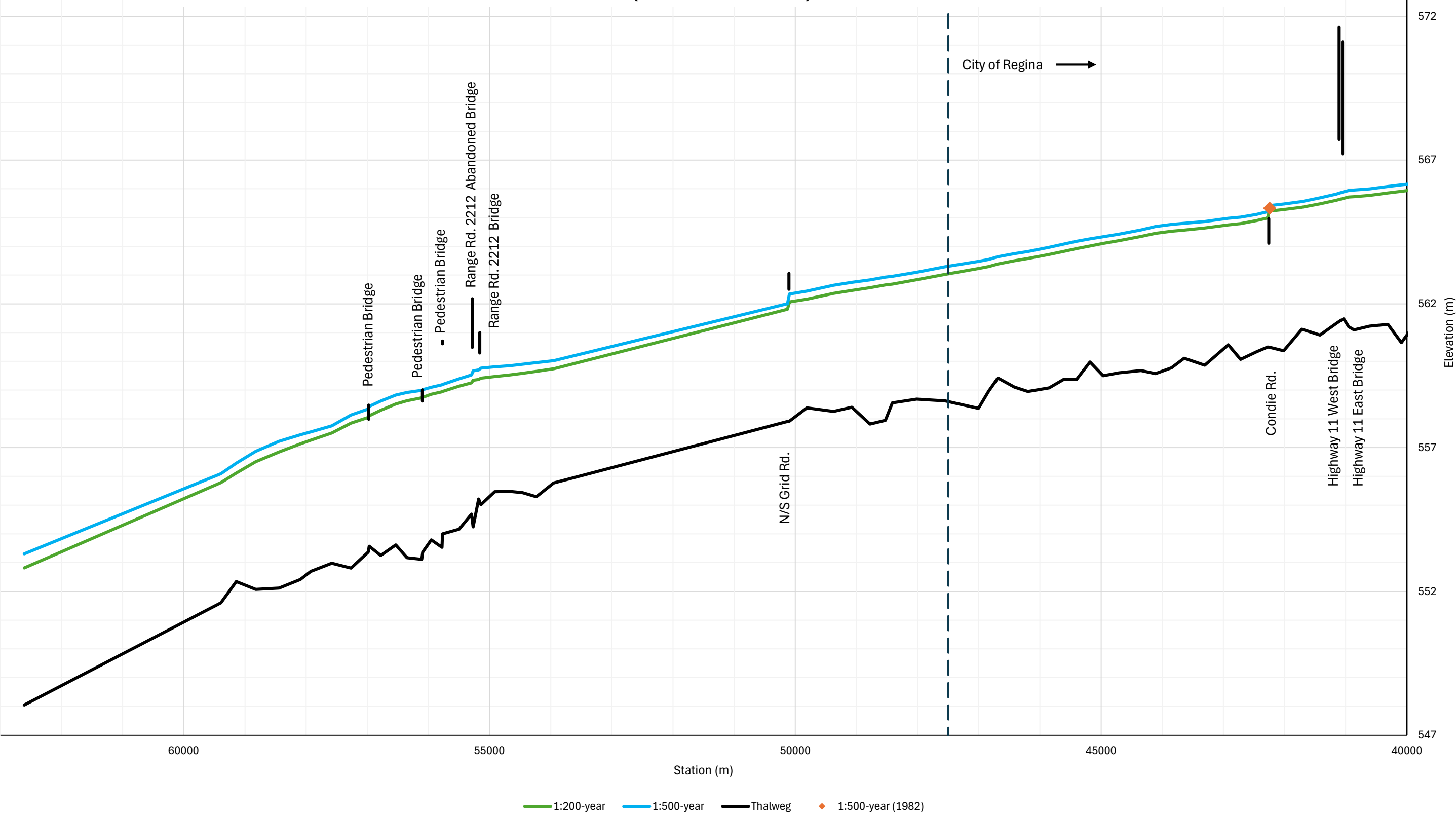


Figure 6-3: Wascana Creek 1:200-year and 1:500-year Water Surface Profile Comparison (Downstream)



7. FLOOD INUNDATION MAPS

7.1 Mapping Methodology

The post-processing of model results was completed with ArcGIS Pro software and utilized a number of geoprocessing tools. These post-processing steps involved removing isolated polygons outside of the main inundation area (artifacts from modelling that are not considered to be part of the floodplain), deleting small internal “holes” (<250 m²) within the inundation area, and smoothing the inundation polygon edges (using the Smooth Polygon tool with a 10 m buffer tolerance). The tools and tolerances selected for post-processing were selected after a trial-and-error process that refined the results to best reflect the floodplain.

Four types of maps have been produced and submitted as Appendices B-D:

- ◆ Flood Inundation Maps, illustrate the maximum extents of flooding for Wascana Creek, Pilot Butte Creek, and Chuka Creek for all return periods (Appendix B).
- ◆ Flood Criteria Maps, show the distinction between depth and velocity zones which contribute to the definition of the floodway and flood fringe (Appendix C).
- ◆ Flood Hazard Maps, illustrate the delineation between the floodway and flood fringe for the regulatory flood (1:200-year). Where the floodway is defined as any location where the depth of flooding is greater than or equal to 1.0 m or the velocity is greater than or equal to 1.0 m/s. The flood fringe is the remainder of the inundation area which does not meet either of those two criteria. See Figure 8-1 for a definition sketch of flood hazard areas (Appendix D).
- ◆ Flood Hazard Awareness Maps illustrate the delineation between the floodway and flood fringe for a 1:500-year flood, for information only (Appendix F).

7.2 Areas Affected by Flooding

A summary of the areas impacted by the simulated flood events, including the regulatory flood, is presented in Table 7-1. The list is not comprehensive. For detailed maps of the areas impacted by each flood event, refer to the flood inundation maps in Appendix B. Given that calibration and validation of the model for Pilot Butte and Chuka Creeks were not conducted, greater caution should be exercised when interpreting the results for these watercourses

Table 7-1: Areas Affected by the Design Flood Events*

Watercourse	Major Affected Area	Flood Event - Year					
		1:10	1:25	1:50	1:100	1:200	1:500
Wascana	South of Old 16 Rd. - Single House (Kinookiraw)						
Wascana	McKell Conservation Park						
Wascana	Wascana Creek Park Playground						
Wascana	South of Wascana Drive - Wascana Lake						
Wascana	Racing Canoe Clube and Surrounding Area						
Wascana	Legislative Building Area						

Watercourse	Major Affected Area	Flood Event - Year					
		1:10	1:25	1:50	1:100	1:200	1:500
Wascana	Residential Area Between Albert St. and Lewvan Dr. - North						
Wascana	Residential Area Between Albert St. and Lewvan Dr. - South						
Wascana	Residential area Between Lewvan Dr. and CP Rail - North						
Wascana	West of Sanda Schmirler Way - Near South Storm Channel						
Wascana	Residential Area - Empress Drive						
Wascana	Royal Regina Golf Club Area						
Wascana	Residential Area - Grassick Park						
Wascana	Residential Area North of Dewdney Ave. - East Bank						
Wascana	Residential Area North of Dewdney Ave. - West Bank						
Wascana	All Golf Courses between Pinkie Rd and CN Rail						
Wascana	Sherwood Forest Club Area						
Pilot Butte	U/S of PB4 (624) - Bardel Cres						
Pilot Butte	D/S of PB4 (624) - Single house						
Pilot Butte	US of PB10 (Range Rd.) - Petro Canada & Surrounding area						
Pilot Butte	US of PB13 (CP Rail)						
Pilot Butte	South of Victoria - East of Campground Regina						
Pilot Butte	South of Victoria to Wascana- Between CP Rail and Anaquod Rd.						
Chuka	West of Chuka Between CP Rail and Wascana Creek						

* The highlighted cells indicate the flood events that could impact the subject area

7.3 Treatment of Dykes

Dykes are represented in the DEM explicitly. No breach analyses were included in this assessment and any inundation shown on the maps behind dyke structures is a result of overtopping conditions or existing gaps in the dykes where it is understood that the City employs sandbagging during times of flooding.

The areas of concern regarding the dykes with gaps, which permit floodwater to seep behind them before overtopping, are as follows:

- ◆ Rotary Park Dyke, between Albert St. to Retallack St.
- ◆ 17th Ave. Dyke, between Coronation St. Br. and Pasqua St. Br.
- ◆ Left bank dyke immediately downstream of Dewdney Ave. Br. (W29)
- ◆ The dyke located approximately 100 m downstream of the CP Rail

7.4 Hydraulic Structures Affected by Flooding

The potential impact of flooding on bridge and culvert crossings for Wascana, Pilot Butte, and Chuka Creeks was investigated for all flood scenarios. Table 7-2 and Table 7-3 indicate the overtopping flood event for all major bridges and culverts. Given that calibration and validation of the model for Pilot Butte and Chuka Creeks were not conducted, greater caution should be exercised when interpreting the results for these watercourses.

Table 7-2: Simulated Flood Events for Bridges Within the Study Area*

Watercourse	Bridge ID	Bridge Name/Location	Minimum Deck Elevation (m)	Minimum Low Chord Elevation (m)	Simulated Flood Levels (m) US of the Structure						Clearance for the Events (m)		Pressure Flow Design Event (1:year)	Overtopping Design Event (1:year)
					1:10 year	1:25 year	1:50 year	1:100 year	1:200 year	1:500 year	1:500 year	1:200 year		
Wascana	W1	N/S Grid Rd. Br. D/S of Richardson	573.40	572.90	572.79	573.13	573.37	573.59	573.80	574.08	-1.2	-0.9	25	100
Wascana	W2	E/W Grid Rd. Br.	573.59	573.03	572.62	572.94	573.20	573.43	573.68	573.98	-0.9	-0.6	50	200
Wascana	W3	Bypass Br.	576.26	574.60	572.07	572.45	572.73	573.01	573.32	573.68	0.9	1.3	N/A	N/A
Wascana	W4	Bypass Br.	576.26	574.60	572.01	572.36	572.62	572.89	573.18	573.55	1.1	1.4	N/A	N/A
Wascana	W5	McKell Wascana Conservation Park- Abandoned Br.	571.42	571.40	571.69	572.07	572.35	572.67	573.00	573.39	-2.0	-1.6	10	10
Wascana	W6	Fleet St. Br.	572.05	571.34	571.52	571.94	572.24	572.58	572.93	573.34	-2.0	-1.6	10	50
Wascana	W7	Ring Rd. Br. - East	573.60	572.82	571.12	571.68	572.09	572.48	572.86	573.28	-0.5	0.0	200	N/A
Wascana	W8	Ring Rd. Br. - Center	573.25	572.61	571.10	571.66	572.07	572.46	572.84	573.21	-0.6	-0.2	200	N/A
Wascana	W9	Ring Rd. Br. - West	573.08	572.50	571.10	571.65	572.06	572.45	572.83	573.20	-0.7	-0.3	200	N/A
Wascana	W10	Broad St. Br.	573.22	572.54	570.90	571.49	571.92	572.31	572.68	573.00	-0.5	-0.1	200	N/A
Wascana	W14	Albert St. Br.	572.61	571.05	569.14	569.90	570.48	570.94	571.84	572.25	-1.2	-0.8	200	N/A
Wascana	W15	Cameron St. Br.	570.72	570.42	568.99	569.69	570.18	570.54	570.90	571.20	-0.8	-0.5	100	200
Wascana	W16	Elphinstone Br. & Weir	570.30	569.43	568.91	569.58	570.06	570.41	570.78	571.10	-1.7	-1.3	50	100
Wascana	W18	Pasqua St. Br.	570.50	569.58	568.77	569.39	569.82	570.15	570.57	570.92	-1.3	-1.0	50	200
Wascana	W19	Lewvan Br. - East	571.66	570.75	568.68	569.23	569.63	569.91	570.36	570.78	0.0	0.4	500	N/A
Wascana	W20	Lewvan Br. - West	571.50	570.73	568.66	569.25	569.62	569.90	570.36	570.75	0.0	0.4	500	N/A
Wascana	W21	13th Ave. Br.	570.42	569.68	568.46	569.05	569.44	569.71	570.23	570.65	-1.0	-0.5	100	500
Wascana	W22	CP Rail Br.	572.18	569.65	568.29	568.83	569.21	569.57	570.18	570.62	-1.0	-0.5	200	N/A
Wascana	W28	11th Ave. Br.	569.11	567.83	567.96	568.48	568.79	569.07	569.28	569.48	-1.6	-1.4	10	200
Wascana	W29	Dewdney Ave. Br.	568.90	568.20	567.60	568.16	568.57	568.90	569.12	569.32	-1.1	-0.9	50	200
Wascana	W30	8th Ave. Pedestrian Br.	568.43	568.14	567.53	568.04	568.38	568.67	568.89	569.09	-1.0	-0.7	50	100
Wascana	W31	McCarthy Blvd. Br.	569.75	568.81	567.29	567.79	568.10	568.34	568.53	568.77	0.0	0.3	N/A	N/A
Wascana	W37	Ritter Ave. Br.	567.25	566.18	566.80	567.32	567.59	567.78	567.95	568.18	-2.0	-1.8	10	25
Wascana	W38	CN Rail Br.	569.98	569.00	566.60	567.05	567.33	567.56	567.77	568.01	1.0	1.2	N/A	N/A
Wascana	W48	Pinkie Rd. New Br.	570.47	568.45	564.87	565.47	565.80	566.06	566.27	566.51	1.9	2.2	N/A	N/A
Wascana	W49	HW. 11 - East	570.88	567.22	564.18	564.83	565.19	565.45	565.65	565.88	1.3	1.6	N/A	N/A
Wascana	W50	HW. 11 - West	571.36	567.72	564.16	564.81	565.17	565.43	565.63	565.85	1.9	2.1	N/A	N/A
Wascana	W51	Regina Sewage Lagoons	564.96	564.11	563.73	564.37	564.76	565.03	565.22	565.41	-1.3	-1.1	25	100
Wascana	W52	N/S Grid Rd. D/S of Regina Sewage Lagoons	563.06	562.51	560.43	561.11	561.50	561.82	562.05	562.32	0.2	0.5	N/A	N/A
Wascana	W53	Range Rd. 2212	561.09	560.29	557.39	558.07	558.66	559.09	559.41	559.76	0.5	0.9	N/A	N/A
Wascana	W54	Range Rd. 2212 - Abandoned Arch Br.	562.23	560.46	557.07	557.98	558.58	559.01	559.33	559.66	0.8	1.1	N/A	N/A
Pilot Butte	PB20-1	Eastgate Drive Br. - Closed	579.48	578.56	576.37	576.46	576.51	576.57	576.74	577.11	1.4	1.8	N/A	N/A
Pilot Butte	PB28	Highway 33	575.53	574.93	573.67	573.80	573.88	573.91	574.13	574.85	0.1	0.8	N/A	N/A
Chuka	CH6	CN - CS4 Rail Br.	596.38	595.63	593.19	593.24	593.28	593.33	593.37	593.39	2.2	2.3	N/A	N/A

*Pilot Butte crossings downstream of the CP rail (PB14) would be affected if there was no flood overtopping to the south, upstream of PB14.

Table 7-3: Simulated Flood Events for Culverts Within the Study Area*

Watercourse	Structure ID	Culvert Name/Location	Minimum Roadway Elevation	Simulated Flood Levels (m)						Freeboard for the Events (m)		Overtopping Design Event (1:Year)
				1:10- year	1:25 -year	1:50 -year	1:100 -year	1:200 -year	1:500 -year	1:500 -year	1:200 -year	
Pilot Butte	PB0	Saum's Property	612.52	612.73	612.77	612.81	612.85	612.89	612.95	-0.43	-0.37	10
Pilot Butte	PB01	Saum's Property	611.95	612.50	612.55	612.59	612.64	612.67	612.74	-0.79	-0.72	10
Pilot Butte	PB1	Saum's Property	612.48	612.49	612.55	612.58	612.62	612.66	612.71	-0.23	-0.18	10
Pilot Butte	PB1-1	Saum's Property	611.70	611.93	611.99	612.04	612.10	612.15	612.23	-0.53	-0.45	10
Pilot Butte	PB1-2	Saum's Property	611.06	611.80	611.85	611.89	611.95	611.99	612.05	-0.99	-0.93	10
Pilot Butte	PB2	Butte St.	611.51	611.79	611.84	611.87	611.92	611.95	612.00	-0.49	-0.44	10
Pilot Butte	PB3	Bardel Cres.	606.71	606.85	606.90	606.92	606.96	606.98	607.03	-0.31	-0.27	10
Pilot Butte	PB4	624 Access Rd.	605.09	605.08	605.09	605.10	605.12	605.13	605.15	-0.06	-0.04	25
Pilot Butte	PB5		602.86	602.93	602.97	602.99	603.02	603.04	603.08	-0.22	-0.18	10
Pilot Butte	PB7	Amarillo Ln.	601.51	601.56	601.59	601.61	601.65	601.67	601.71	-0.20	-0.16	10
Pilot Butte	PB9	East Dewdney Ave.	595.12	595.31	595.35	595.38	595.42	595.44	595.49	-0.37	-0.32	10
Pilot Butte	PB10	Range Rd. 2185	593.88	593.95	593.99	594.01	594.04	594.06	594.09	-0.21	-0.18	10
Pilot Butte	PB11	Grid Rd. N/S	587.02	586.68	586.80	586.89	586.98	587.03	587.08	-0.06	-0.01	200
Pilot Butte	PB12	Sherwood Greenhouse	585.89	586.02	586.11	586.21	586.38	586.47	586.55	-0.66	-0.58	10
Pilot Butte	PB13	CP Rail	586.77	585.77	586.02	586.17	586.36	586.46	586.53	0.24	0.31	N/A
Pilot Butte	PB14	Toer Rd.	582.72	582.80	582.81	582.81	582.82	582.85	582.90	-0.18	-0.13	10
Pilot Butte	PB15	E Dewdney Ave.	581.45	581.41	581.43	581.44	581.45	581.52	581.60	-0.15	-0.07	200
Pilot Butte	PB16	Prince of Wales Dr.	580.50	578.06	578.20	578.29	578.39	578.78	579.89	0.61	1.72	N/A
Pilot Butte	PB17	Dewdney Ave East	579.30	577.54	577.70	577.80	577.89	578.21	578.80	0.50	1.09	N/A
Pilot Butte	PB19	Eastgate Dr.	578.42	576.39	576.49	576.54	576.60	576.78	577.16	1.26	1.64	N/A
Pilot Butte	PB20-2	Victoria Ave.	579.35	576.37	576.46	576.51	576.57	576.74	577.11	2.24	2.61	N/A
Pilot Butte	PB21	Coleman St.	577.80	576.27	576.36	576.40	576.45	576.62	576.96	0.84	1.18	N/A
Pilot Butte	PB22	Quance St.	577.60	575.18	575.25	575.30	575.34	575.53	576.22	1.38	2.07	N/A
Pilot Butte	PB23	Heseltine Rd.	575.57	575.04	575.08	575.11	575.15	575.32	576.08	-0.51	0.25	500
Pilot Butte	PB24	Heseltine Rd. & Weir	575.18	574.11	574.29	574.40	574.49	574.93	576.05	-0.87	0.25	500
Pilot Butte	PB25	E Arens Rd.	575.98	574.00	574.17	574.27	574.34	574.71	576.03	-0.05	1.27	500
Pilot Butte	PB27	Truesdale Rd.	575.89	573.81	573.96	574.06	574.11	574.40	575.45	0.44	1.49	N/A
Pilot Butte	PB30	Assiniboine Ave. East	574.34	572.15	572.40	572.60	572.66	573.24	574.40	-0.06	1.10	500
Chuka	CH1	Wind Sail Park Culvert	605.00	605.16	605.23	605.27	605.30	605.33	605.35	-0.35	-0.33	10
Chuka	CH2	Emerald Gate	604.00	604.05	604.15	604.19	604.22	604.24	604.26	-0.26	-0.24	50
Chuka	CH3	Betteridge Rd.	599.37	598.17	598.24	598.28	598.32	598.36	598.39	0.98	1.01	N/A
Chuka	CH4	N/S Grid Emeral Park Rd.	595.58	595.63	596.49	597.39	597.71	597.72	597.72	-2.14	-2.14	10
Chuka	CH5	Royal Park Blvd.	597.70	595.34	596.49	597.39	597.71	597.72	597.72	-0.02	-0.02	100
Chuka	CH7	Oswald Dam	593.24	593.02	593.07	593.10	593.13	593.16	593.17	0.07	0.08	N/A
Chuka	CH8	Saskatchewan 624	591.43	590.48	590.69	590.82	591.03	591.19	591.31	0.12	0.25	N/A
Chuka	CH9	N/S Grid Rd.	580.56	580.33	580.59	580.62	580.64	580.65	580.67	-0.11	-0.09	25
Chuka	CH10	N/S Grid Rd.	576.42	575.80	576.37	577.15	578.00	578.40	578.56	-2.14	-1.98	50
Chuka	CH11	CN Rail - CS3 - Transload Yard	578.79	575.32	576.28	577.15	578.00	578.40	578.56	0.23	0.39	N/A
Chuka	CH12	D/S of CN Rail - Transload Yard	576.82	574.59	575.57	575.99	576.39	576.59	576.69	0.13	0.23	N/A
Chuka	CH13	Highway 1	576.84	574.51	575.45	575.80	576.13	576.30	576.39	0.45	0.54	N/A
Chuka	CH14	Anaquod Rd.	575.06	574.20	575.06	575.16	575.21	575.23	575.24	-0.18	-0.17	50
Chuka	CH15	Highway 33	574.38	573.09	574.04	574.57	574.68	574.71	574.72	-0.34	-0.33	50

* Pilot Butte crossings downstream of the CP rail (PB14) would be more severely affected if there was no flood overtopping to the south, upstream of PB14.

8. FLOOD HAZARD MAPS

Flood Hazard Maps display the results of hydrologic and hydraulic investigations that show flooded areas for specified return periods or design storms. In addition to floodwater extents, a map may also delineate flood zones, including floodway and flood fringe, based on estimated water depth and/or velocity of a specified return period. These maps are used for regulatory purposes related to land use planning and flood mitigation (Natural Resources Canada, 2023).

The map has two zones: floodway and flood fringe (defined per Figure 8-1).

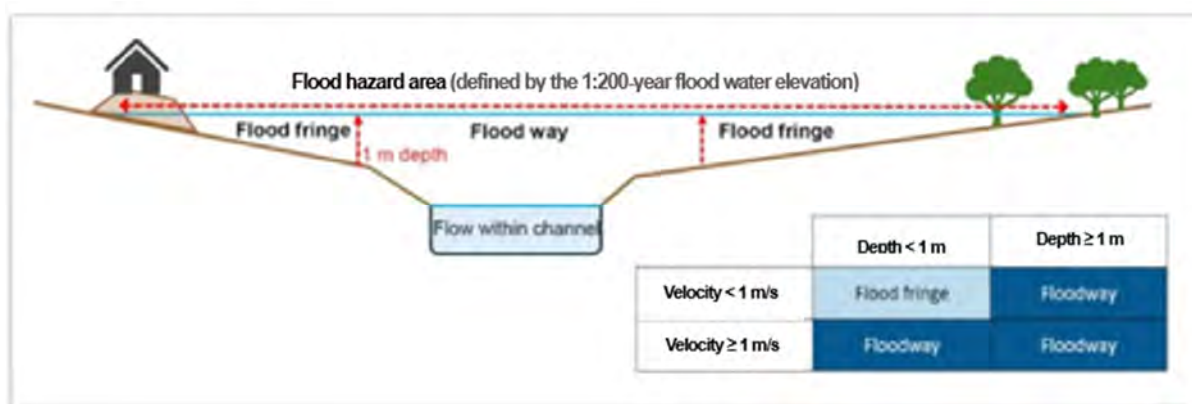


Figure 8-1: Flood Hazard Area Definitions (WSA, 2025)

8.1 Floodway and Flood Fringe Definitions

The June 2025 update of the SPI Regulations in Saskatchewan (Government of SK, 2025) designates the 1:200-year flood as the regulatory flood event. This designation serves as a basis for addressing the province's public safety interests in development planning. The following are the relevant definitions from the SPI Regulations for flood criteria maps.

- ◆ Flood Plain: the area inundated by water from a watercourse or water body during a 1:200-year flood and is made up of the Floodway and the Flood Fringe.
- ◆ Floodway: the portion of the flood plain adjoining the channel where the waters in the 1:200-year flood are projected to:
 - Meet or exceed a depth of one meter; or
 - Meet or exceed a velocity of one meter per second
- ◆ Flood Fringe: the portion of the flood plain inundated by the 1:200-year flood that is not a floodway.

8.2 Floodway Determination Criteria

Floodway and flood fringe maps were defined using the following criteria and the 1:200-year simulation outputs:

- ◆ Quality Assurance and Control (QA / QC) checks were conducted to ensure that simulated water surface profiles were hydraulically reasonable approximations of the simulated events.

- ◆ Simulated water depths of 1.0 m or greater or velocities of 1.0 m/s or higher were mapped as floodways, while the remaining portion of the flood hazard area was mapped as flood fringe. These areas were separated in the criteria maps to clearly distinguish between the two classifications.
- ◆ The main channel was included in the floodway. Locations within the main channel that did not meet the depth or velocity criterion were still considered part of the floodway to ensure map continuity. Where the banks of the main channel were unclear, such as in the upstream portions of Pilot Butte and Chuka Creeks, engineering judgment was applied based on the topography and criteria to define a continuous proposed floodway.
- ◆ Isolated inundated areas with a water depth equal to or more than one meter that was hydraulically connected to the main channel were included as part of the floodway. However, depressions and ponds within the flood fringe area were exempted from the floodway.
- ◆ Backwaters upstream of the structures were included in the floodway if the parameters met the defined criteria.
- ◆ No encroachment analysis was conducted to define the floodway; therefore, the criteria maps were developed based on existing conditions.

8.3 Floodway Criteria Maps

The criteria maps use the results from the regulatory flood (1:200-year) simulations to identify the areas alongside each watercourse that should be included in the floodway and flood fringe. Floodway criteria maps show the main channel and areas adjacent to the main channel, where water depth and velocities exceed the criteria and are used to delineate flood zones for the regulatory flood hazard maps. The criteria maps (Appendix C) show all the considerations for delineating the flood hazard area.

The computed depth and velocity of the criteria are shown on the map. Proposed boundaries for the floodway and flood fringe are also shown. The maps ultimately depict how the above criteria, together with engineering judgment, were used in generating the floodway and flood fringe maps. It can be seen from the maps that the depth criterion mainly controlled which areas were considered as floodways or flood fringe. This is mainly because of mild slopes, which are typical in the Prairies.

8.4 Flood Hazard Maps

Based on the floodway criteria maps, the flood hazard maps were generated (Appendix D). Some existing developments are located within the floodway, including permanent buildings between Albert St. and the CP Railroad on the north bank; and between Dewdney Ave. and Southam St. on the south bank of Wascana Creek. Additionally, a significant portion of the development in the Sherwood Forest County Club area also falls within the floodway.

9. CONCLUSIONS AND RECOMMENDATIONS

This report outlines the modelling process and results for the Flood Mapping Study of Regina, aimed at updating the flood inundation boundary and flood hazard map within the AOI along Wascana, Pilot Butte, and Chuka Creeks. The model was developed using updated flow data (January 2024), the most recent DEM (2019 lidar), and up-to-date land cover and land use information from the City of Regina GIS database and field surveys conducted in 2023 and 2024.

Survey data was incorporated to refine the channel profile and include the current conditions of structures and flood protection dykes within the model.

The model was developed using HEC-RAS 6.4.1 software and the sensitivity of mesh size was examined to select an appropriate resolution and identify refinement areas. The model was calibrated and validated based on available data, with the results thoroughly reviewed. These results are considered suitable for community planning purposes, given the assumptions made and the available information.

Since the previous model results (1982), changes in flow rates, developed areas, and flood protection structures can result in changes in flood inundation extent and hazard maps.

In most cases, the existing dykes are overtopped or bypassed by a 1:100-year flood event. However, north of Dewdney Ave, flooding occurs due to a gap between the left bank dyke and the road. Similarly, the Riverside Dyke is overtopped because of a gap in the approach to the Cameron St. Br. If these gaps are filled, these dykes will remain intact against floods up to a 1:200-year flood event.

Recommendations based on the results of this study are as follows:

- .1 Significant overtopping upstream of CP Rail along Pilot Butte (nearly 65% of a 1:200-year flood) means that flood maps may not accurately represent future inundation conditions downstream of this crossing if it is upgraded in the future. Similarly, flood inundation estimates for Chuka Creek, downstream of CP Rail and for a certain distance upstream, might be overestimated. It is recommended to conduct an analysis considering modifications at this crossing to develop separate flood maps for future construction projects to accommodate reliable planning.
- .2 All dykes should be upgraded, repaired, or raised to accommodate the regulatory flood.
- .3 This study did not account for operational activities and flood protection measures (such as sandbagging), particularly around the dykes. Including these activities in future assessments could provide a more accurate prediction of flood-prone areas.
- .4 The study did not account for maintenance or a flood management plan; therefore, during flood events, it is crucial to monitor structures and bridges that may be susceptible to pressure flow or overtopping. The presence of obstructions, debris, and ice can significantly exacerbate flood extension.
- .5 To support future modelling updates, it is recommended to survey flood water levels and estimate the flow rates at accessible bridge and culvert crossings throughout the city.

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Appendix A. HYDROLOGY UPDATE FOR THE CITY OF REGINA (WSA 2024)



Memorandum

From: Hafiz Faizan Ahmed
Hydrologist,
Hydrology Services South.

Date: January 22, 2024

Email: Hafiz.ahmed@wsask.ca

Phone: (306) 630-4685

To: Cesar Perez-Valdivia
Manager,
Hydrology Services North.

File: H5-5

Re: Hydrology Update for the City of Regina

A flood mapping study for the city of Regina was completed by Tetra Tech (Report # 1099-001-3.2.1.3-R004 R0) in June 2020. The flood estimates for different return periods were reported for Wascana Creek at Albert Street as well as for its two tributaries: (1) Pilot Butte Creek and (2) Chuka Creek. These locations are illustrated in the above referenced report (refer to Map 01 - Sheet 01). The prior flood assessments for the city were based on the Saskatchewan Environment 1980 hydrology study. Tetra Tech adopted the same results of 1980 hydrology study for their work based on the cursory analysis i.e., after reviewing flood frequency results for a downstream hydrometric station (Wascana Creek near Lumsden, 05JF005) and approximately estimated flows for Wascana Creek in Wascana Lake Hydrology Study (2017) by Water Security Agency. Martin Grajczyk (Manager Hydrology Services South) reviewed Tetra Tech report and noted that the recent 40+ years of data must be used in the current hydrological analysis. The present analysis addresses this deficiency and reevaluates the hydrology for the city of Regina. Furthermore, seven additional flow locations (three on Chuka Creek and four on Pilot Butte Creek) were considered in this analysis on AECOM's request to support the Regina Flood Modelling and Mapping Study. These locations are shown on the map in Appendix A.

CATCHMENT HYDROLOGY AND SCOPE OF WORK

The Wascana Creek is a major tributary of the Qu'Appelle River, with its headwater located near the village of Vibank. The Wascana Creek watershed drains about 3,400 km² to the city of Regina.

A large area of this watershed, about 3,000 km² (88% of the total area) passes through the Kronau Marsh, which influences downstream flows depending upon its available storage capacity. About 7 km downstream of the Kronau Marsh, a tributary namely “Hunter Creek” joins the Wascana Creek near Richardson. The gross and effective drainage areas for Hunter Creek are 143 km² and 105 km², respectively. Further downstream (between 5 to 10 km), two other tributaries (Chuka Creek and Pilot Butte Creek) join the Wascana Creek in the City of Regina. The gross drainage area of Chuka Creek was estimated as 40 km², all of which was considered effective. Similarly, the gross and effective drainage areas of Pilot Butte Creek were estimated as 118 km² and 64 km², respectively. In addition to these two tributaries, the city uses two storm channels (north storm channel and south storm channel) to discharge urban runoff into the Wascana Creek. Typically, the hydrograph is dominated by spring snowmelt in the region. However, it was observed by the Saskatchewan Environment staff that urban runoff from the spring snowmelt is a long and gradual process (Flood Peak Potential Regina Storm Channels, 1980, Saskatchewan Environment Hydrology Branch, Report No. HYD-5-51). Accordingly, the previous flood estimates for the storm channels were derived by summer rainfall events unlike rest of the watershed. The highest spring snowmelt event was recorded in 1974 along with observing several other high spring runoff years e.g., 1971, 1982, 1996, and 2011. The scope of this study is limited to determining flood potentials for the Wascana Creek along with its two tributaries (Chuka Creek and Pilot Butte Creek) and storm channels were not considered.

AVAILABLE DATA

The flow data from several hydrometric stations are available, both within the catchment of interest as well as in the nearby regions. The hydrometric station at Wascana Creek below Kronau Marsh (05JF012) is the most important dataset because it accounts for about 88% of the Wascana Creek watershed to the City of Regina. The flow data from this hydrometric station is available from 1974 to the present. The continuous flow record isn't directly available from Chuka Creek and Pilot Butte Creek; however, the hydrometric station at Hunter Creek near Richardson (05JF014) is in a very close proximity to these tributaries and represent these watershed characteristics very well. This station (05JF014) has a continuous flow record from 1979 to the present. There are three hydrometric stations in the vicinity of the catchment of interest where the flow record extends back to 1944. These stations are: (1) Wascana Creek near Sedley, 05JF004 (GDA = 860 km², EDA = 220 km²); (2) Wascana Creek near Lumsden, 05JF005 (GDA = 3,868 km², EDA = 1,760 km²); and (3) Boggy Creek near Lumsden, 05JF006 (GDA = 442 km², EDA = 234 km²). These three stations were considered to extend the annual peak flow record for 05JF012 and 05JF014.

METHODOLOGY

A correlation analysis was conducted on the annual mean daily peak flows to determine the suitability of the hydrometric stations for the flow record extension of the designated hydrometric station. Two hydrometric stations (05JF004 and 05JF005) were considered for extending the flow record at Wascana Creek below Kronau Marsh (05JF012). The results of the correlation analysis

are presented in Table 1, suggesting a very strong correlation between Wascana Creek below Kronau Marsh (05JF012) and Wascana Creek near Lumsden (05JF005). Similarly, a correlation analysis was conducted to determine the suitable hydrometric station for extending the annual mean daily peak flows for Hunter Creek near Richardson (05JF014). The results are presented in Table 2 and Boggy Creek near Lumsden (05JF006) was chosen based on the results. The flow records were extended using the standard “Maintenance of Variance Type 3 (MOVE 3)” method as recommended in “Guidelines for determining flood flow frequency – Bulletin 17C”.

Table 1. Correlation Matrix for the selected hydrometric stations

	Wascana Creek below Kronau Marsh (05JF012)	Wascana Creek near Lumsden (05JF005)	Wascana Creek near Sedley (05JF004)
Wascana Creek below Kronau Marsh (05JF012)	1	-	-
Wascana Creek near Lumsden (05JF005)	0.97	1	-
Wascana Creek near Sedley (05JF004)	0.90	0.80	1

Table 2. Correlation Matrix for the selected hydrometric stations.

	Hunter Creek near Richardson (05JF014)	Wascana Creek near Sedley (05JF004)	Boggy Creek near Lumsden (05JF006)
Hunter Creek near Richardson (05JF014)	1	-	-
Wascana Creek near Sedley (05JF004)	0.65	1	-
Boggy Creek near Lumsden (05JF006)	0.88	0.74	1

The extended flow record for Wascana Creek below Kronau Marsh (05JF012) and Hunter Creek near Richardson (05JF014) were used for the flood frequency analysis. The HEC-SSP (version 2.3 beta.4) statistical software package, from Hydrologic Engineering Center of US Army Corps of Engineers, was used for the purpose. The Bulletin 17C method was adopted, which fits the Log Pearson Type III distribution while its moments/parameters are estimated using the Expected

Moments Algorithm (EMA), for Wascana Creek below Kronau Marsh (05JF012). The Bulletin 17C method didn't work well for Hunter Creek (05JF014) and it was determined that Gamma distribution with Maximum Likelihood Estimation (MLE) method for its parametrization produced best results. The flood frequency results for Wascana Creek below Kronau Marsh and Hunter Creek near Richardson are presented in Appendix B. The estimated peak potential flows for the Hunter Creek near Richardson (05JF014) were transferred to the Chuka Creek and Pilot Butte Creek at their intersection with Highway #33 following single station transfer technique as outlined in the 1993 Sask Water Report "Magnitude and Frequency of Peak Flows and Volumes in Saskatchewan". The flows at additional requested locations on Chuka Creek and Pilot Butte Creek (Appendix A) were derived from the estimated flows of these creeks at Highway #33 proportional to their respective gross drainage areas.

PEAK FLOW TIMING

The observed peak flows for the highest spring snowmelt year (1974) suggested that the peak flow passed through the tributaries of Wascana Creek (i.e., Hunter Creek, Chuka Creek, and Pilot Butte Creek) about 5-6 days in advance compared to the Wascana Creek mainstem. The continuous flow record indicated that the flows at Hunter Creek were only 7% of its peak at the time of peak flows at Wascana Creek below Kronau Marsh. The difference in peak flow timing between Hunter Creek and Wascana Creek below Kronau Marsh was about 2 weeks for the second highest recorded flood in 2011. The continuous flow record indicated that the flows at Hunter Creek were about 11% of its peak at the time of peak flows at Wascana Creek below Kronau Marsh for this year. It should be noted that the lag time for peak flow from Wascana Creek below Kronau Marsh to Wascana Creek at Albert Street has been reported to be 24-48 hours. Thus, the contribution from the tributaries into the peak flows for Wascana Creek can be considered to be negligible, particularly for the low frequency floods. The same was concluded in "Flood Peak Potential Wascana Creek at Regina (1980) – Saskatchewan Environment, Hydrology Branch (Report No. HYD-5-50)". A more recent study "Wascana Creek Water Control Study – Final Report, Step 1 (1998)", which was conducted by Marshal Macklin Monaghan (MMM) for the City of Regina, also suggested that the peak flow at Wascana Creek below Kronau Marsh and Wascana Creek at Albert Street are very similar in magnitude and only lagged by time. The study identified storage in the channel and floodplains as one of the controlling factors.

PEAK INSTANTANEOUS FLOW

The flood frequency analysis was completed using the peak mean daily flow data; however, peak instantaneous flows can be expected to be higher than peak mean daily flows. The percent increase factor was determined based on the observed peak instantaneous and peak mean daily flow data at Hunter Creek near Richardson (05JF014) and Wascana Creek below Kronau Marsh (05JF012). The estimated peak mean daily flows were increased by 5% for Wascana Creek mainstem, and by 20% for Pilot Butte Creek and Chuka Creek.

FLOOD ASSESSMENT RESULTS

The estimated flood potentials for different return periods at Wascana Creek below Kronau Marsh, Chuka Creek, and Pilot Butte Creek are summarized in Table 3. The previous 1: 500-Year peak instantaneous flow for Wascana Creek was 180 m³/s (based on 1980 Hydrology Study) and the current estimate is 16% higher than the previous estimate. Similarly, the 1: 500-year peak instantaneous flow estimates of this study are 18% and 33% higher than previous estimates for Pilot Butte and Chuka creeks, respectively. The estimated flood potential at additional flow locations on Chuka Creek and Pilot Butte Creek are provided in Table 4 and Table 5, respectively along with their estimated effective and gross drainage areas.

Table 3. Estimated spring snowmelt runoff potentials for the City of Regina at desired Locations.

Return Period	Wascana Creek below Kronau Marsh		Pilot Butte Creek at Highway #33		Chuka Creek at Highway #33	
	Mean daily flow (m ³ /s)	Instantaneous flow (m ³ /s)	Mean daily flow (m ³ /s)	Instantaneous flow (m ³ /s)	Mean daily flow (m ³ /s)	Instantaneous flow (m ³ /s)
1: 10 Year	50	53	8.0	9.6	5.7	6.8
1: 25 Year	83	87	12	15	8.7	10
1: 50 Year	110	116	15	19	11	13
1: 100 Year	137	144	20	24	13	16
1:200 Year	164	172	25	30	15	18
1: 500 Year	199	209	33	39	17	20

Table 4. Estimated spring snowmelt runoff potentials for Chuka Creek (Additional Locations)

Return Period	Chuka Creek 1: Below Intersection of White City Dr. and Lott Rd. (Lat: 50.44, Long: -104.37).		Chuka Creek 2: Below first local confluence (Lat: 50.42, Long: -104.42).		Chuka Creek 3: Below second local confluence (Lat: 50.41, Long: -104.47).	
	GDA & EDA = 4 km ²		GDA & EDA = 13 km ²		GDA & EDA = 27 km ²	
	Mean daily flow (m ³ /s)	Instantaneous flow (m ³ /s)	Mean daily flow (m ³ /s)	Instantaneous flow (m ³ /s)	Mean daily flow (m ³ /s)	Instantaneous flow (m ³ /s)
1: 10 Year	0.6	0.7	1.9	2.2	3.8	4.6
1: 25 Year	0.9	1.0	2.8	3.4	5.9	7.0
1: 50 Year	1.1	1.3	3.6	4.3	7.4	8.9
1:100 Year	1.3	1.6	4.2	5.1	8.8	11
1: 200 Year	1.5	1.8	4.9	5.9	10	12
1: 500 Year	1.7	2.0	5.5	6.6	11	14

Table 5. Estimated spring snowmelt runoff potentials for Pilot Butte Creek (Additional Locations)

Return Period	Pilot Butte 1: Upstream model boundary (Lat: 50.47, Long: -104.41).		Pilot Butte 2: West of Sherwood Greenhouse and Garden Centre (Lat: 50.45, Long: -104.49).		Pilot Butte 3: Northwest of Coffard Street (Lat: 50.45, Long: -104.49).		Pilot Butte 4: Northwest of VOS Industries and Dewdney Avenue East (Lat: 50.46, Long: -104.52).	
	GDA = 57 & EDA = 7 km ²		GDA = 84 & EDA = 30 km ²		GDA = 89 & EDA = 35 km ²		GDA = 107 & EDA = 53 km ²	
	Mean daily flow (m ³ /s)	Instantaneous flow (m ³ /s)	Mean daily flow (m ³ /s)	Instantaneous flow (m ³ /s)	Mean daily flow (m ³ /s)	Instantaneous flow (m ³ /s)	Mean daily flow (m ³ /s)	Instantaneous flow (m ³ /s)
1: 10 Year	3.9	4.6	5.7	6.8	6.0	7.2	7.3	8.7
1: 25 Year	5.8	7.0	8.5	10	9.1	11	11	13
1: 50 Year	7.2	8.7	11	13	11	14	14	16
1:100 Year	10	12	14	17	15	18	18	22
1: 200 Year	12	14	18	21	19	23	23	27
1: 500 Year	16	19	23	28	25	30	30	36

CLIMATE CHANGE

The timing and magnitude of future stream flows were not adjusted for potential impacts of climate and/or land-use changes. Due to the relatively short period of recorded stream flows, and wide natural variability in the prairies, there is presently no consensus on the magnitude of climate change impacts on the prairie stream flows.

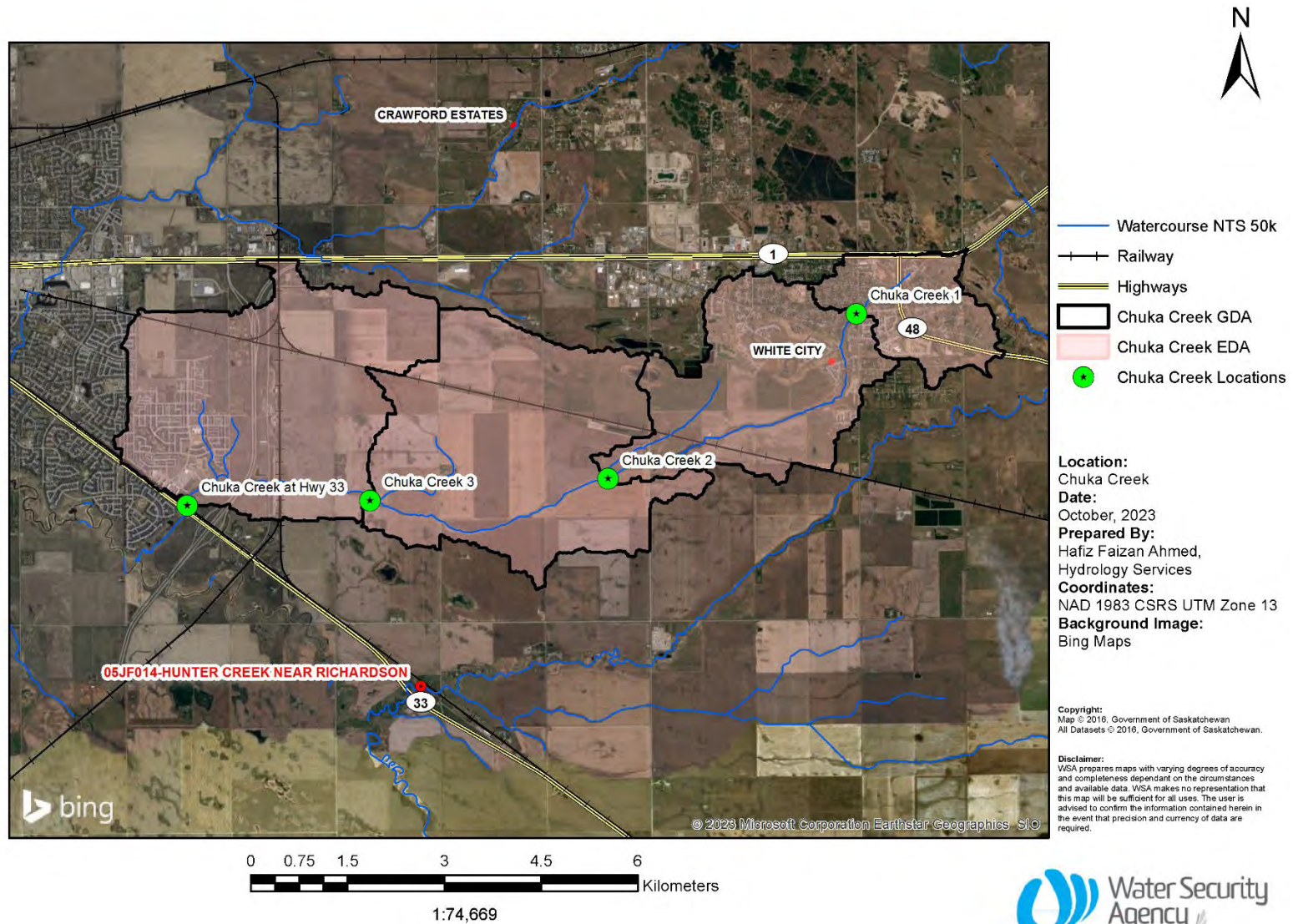
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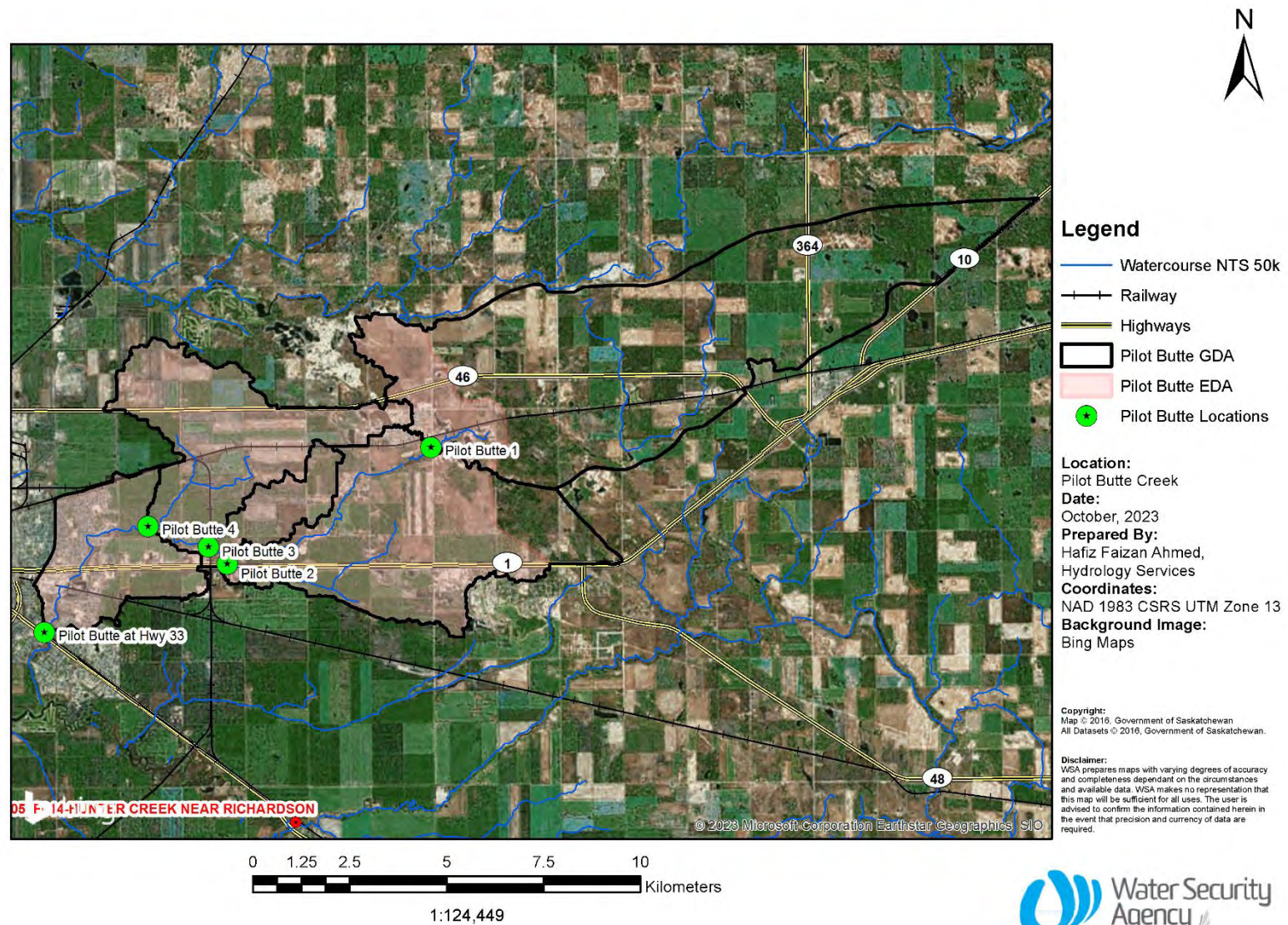
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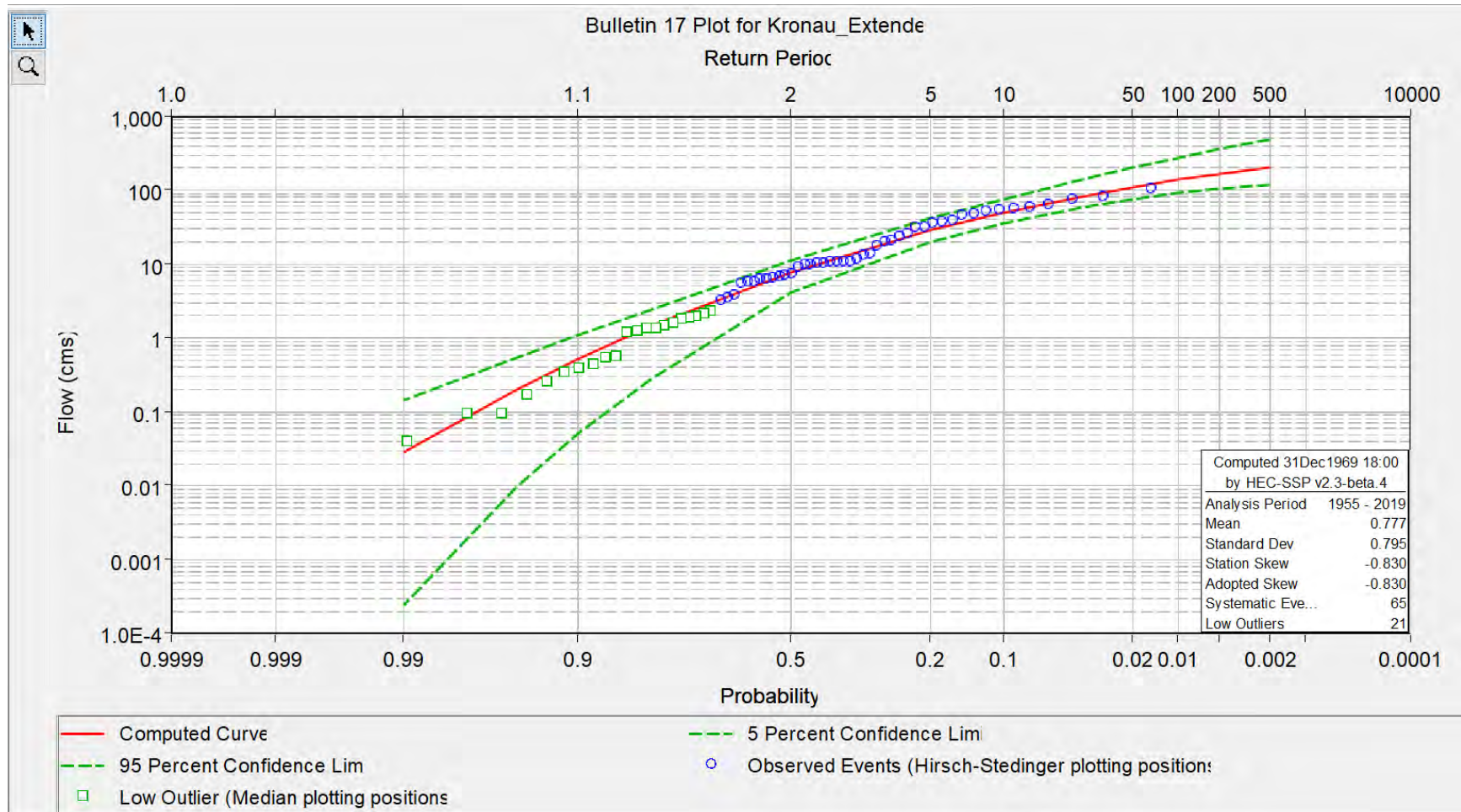
Hafiz Ahmed (Ph.D., P.Eng., P.Ag.)

Appendix A

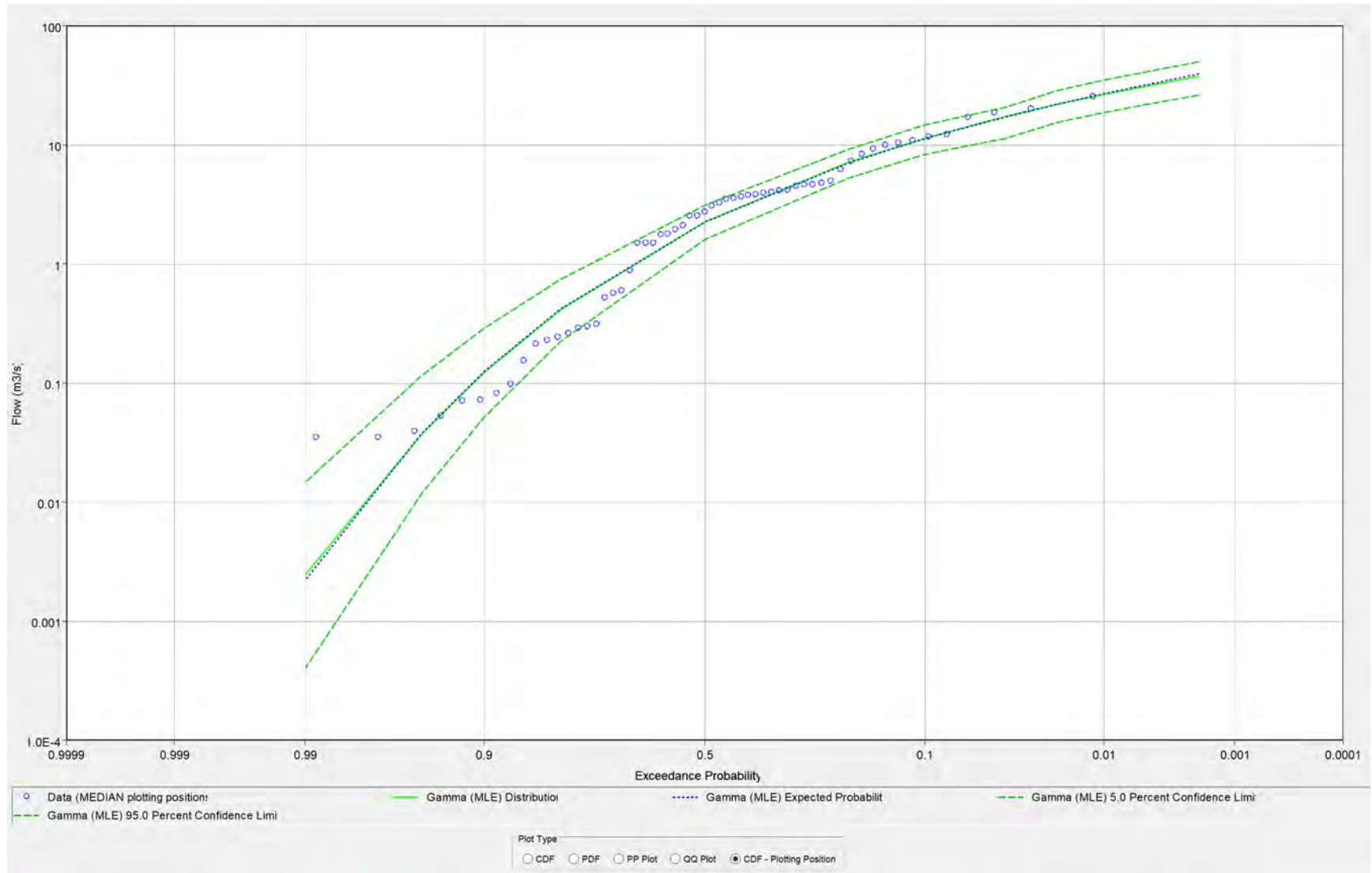




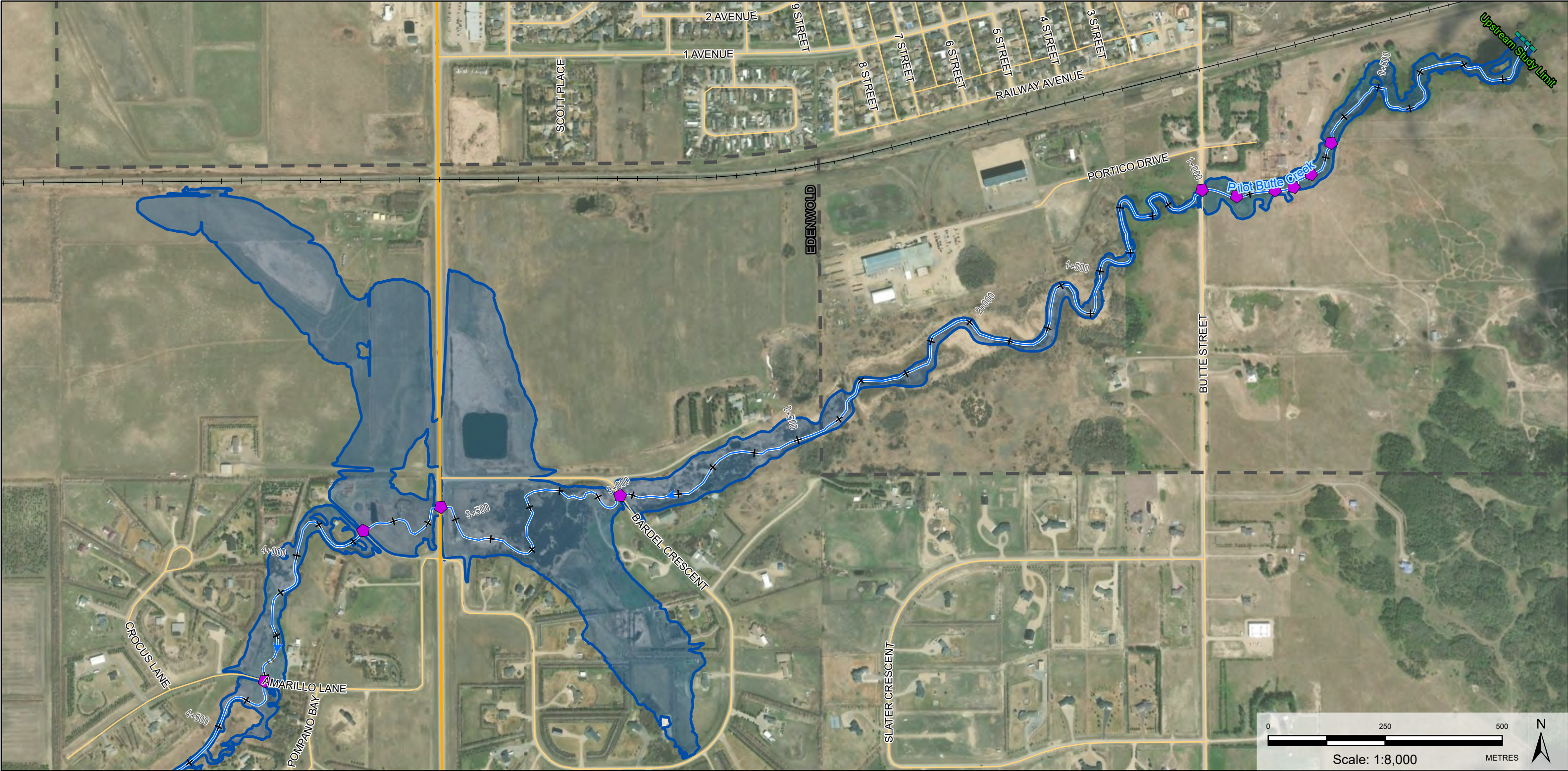
Frequency plot for Wascana Creek below Kronau Marsh.



Frequency plot for Hunter Creek near Richardson.



Appendix B. FLOOD INUNDATION MAPS



Disclaimer:
Water Security Agency (WSA) prepares maps with varying degrees of accuracy and completeness dependent on the circumstances and available data. WSA makes no representation that this map will be sufficient for all uses. The user is advised to confirm the information contained herein in the event that precision and currency of data are required. WSA recommends confirming the flood hazard status of borderline properties.

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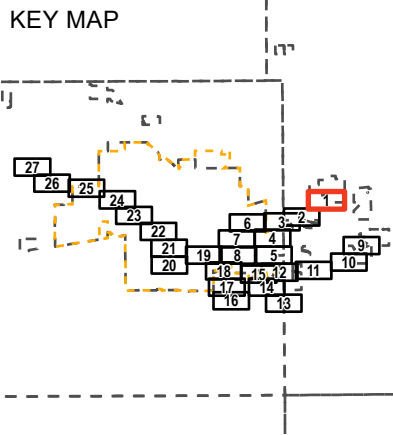
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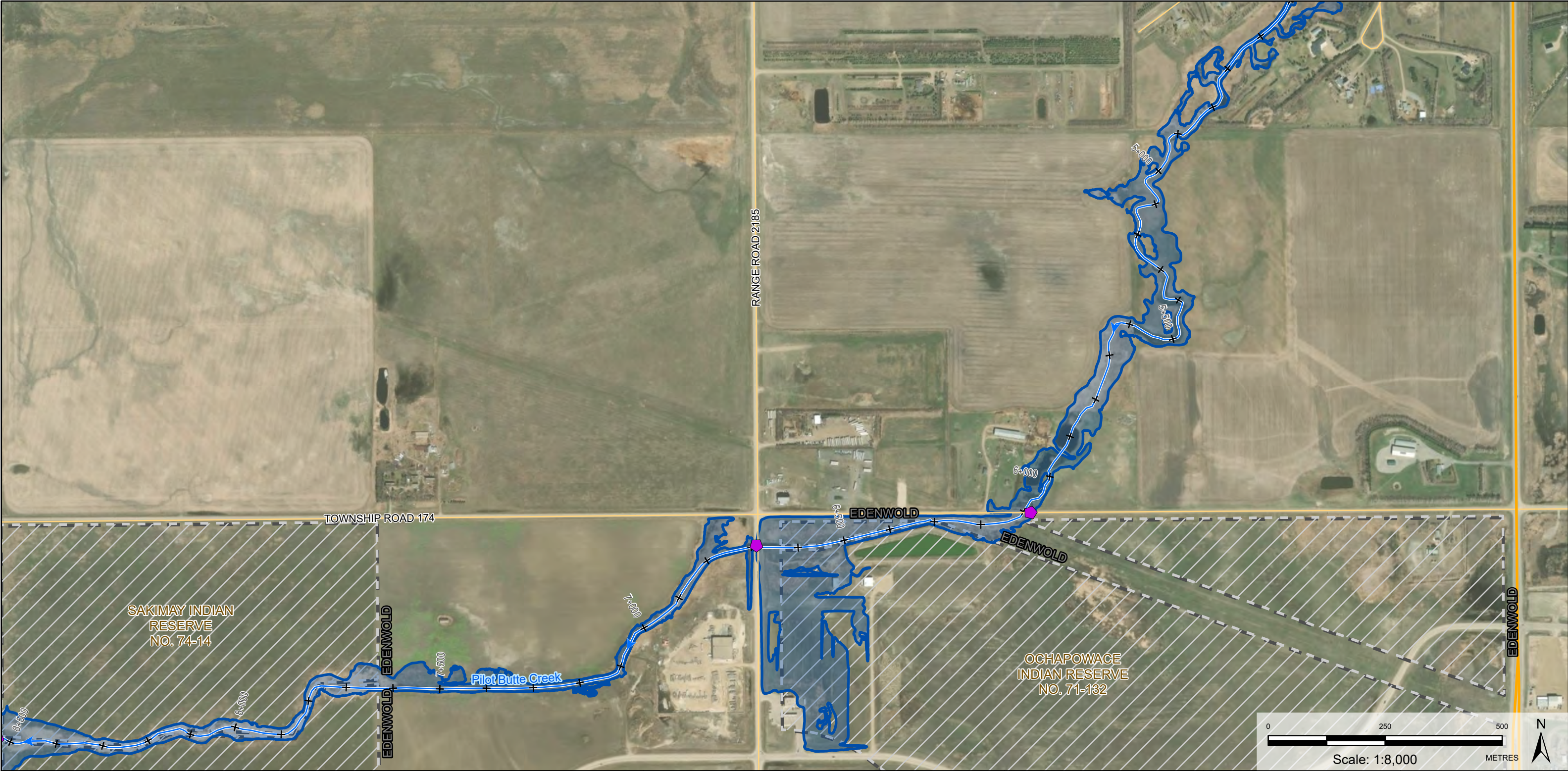
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 1 of 27



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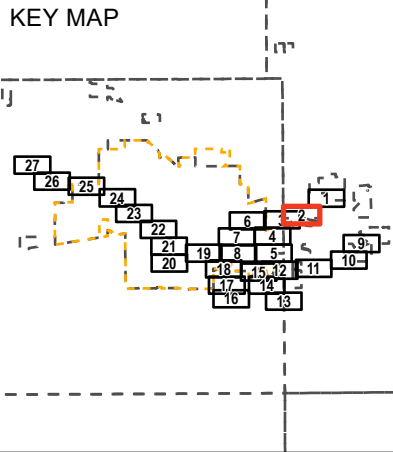
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

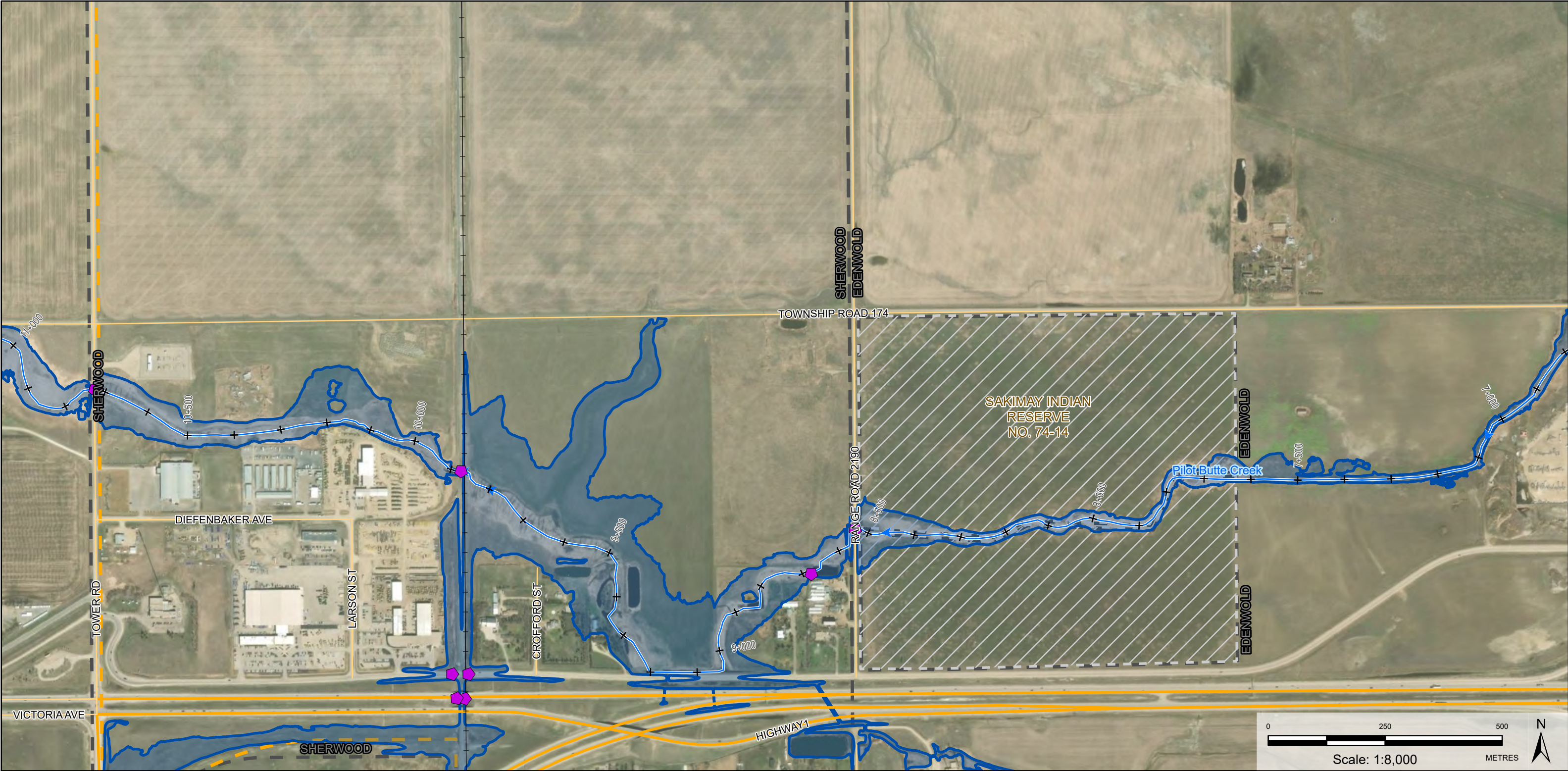
Credits:
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Notes:
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- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
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| Hydrometric Gauging Station | Highway |
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| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 2 of 27



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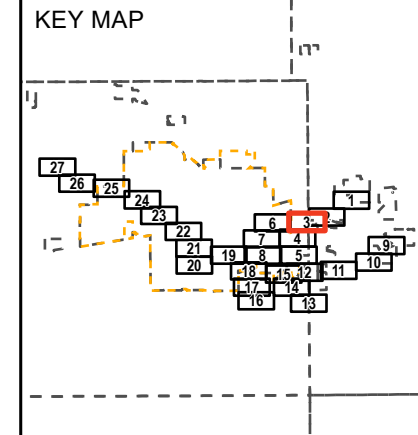
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

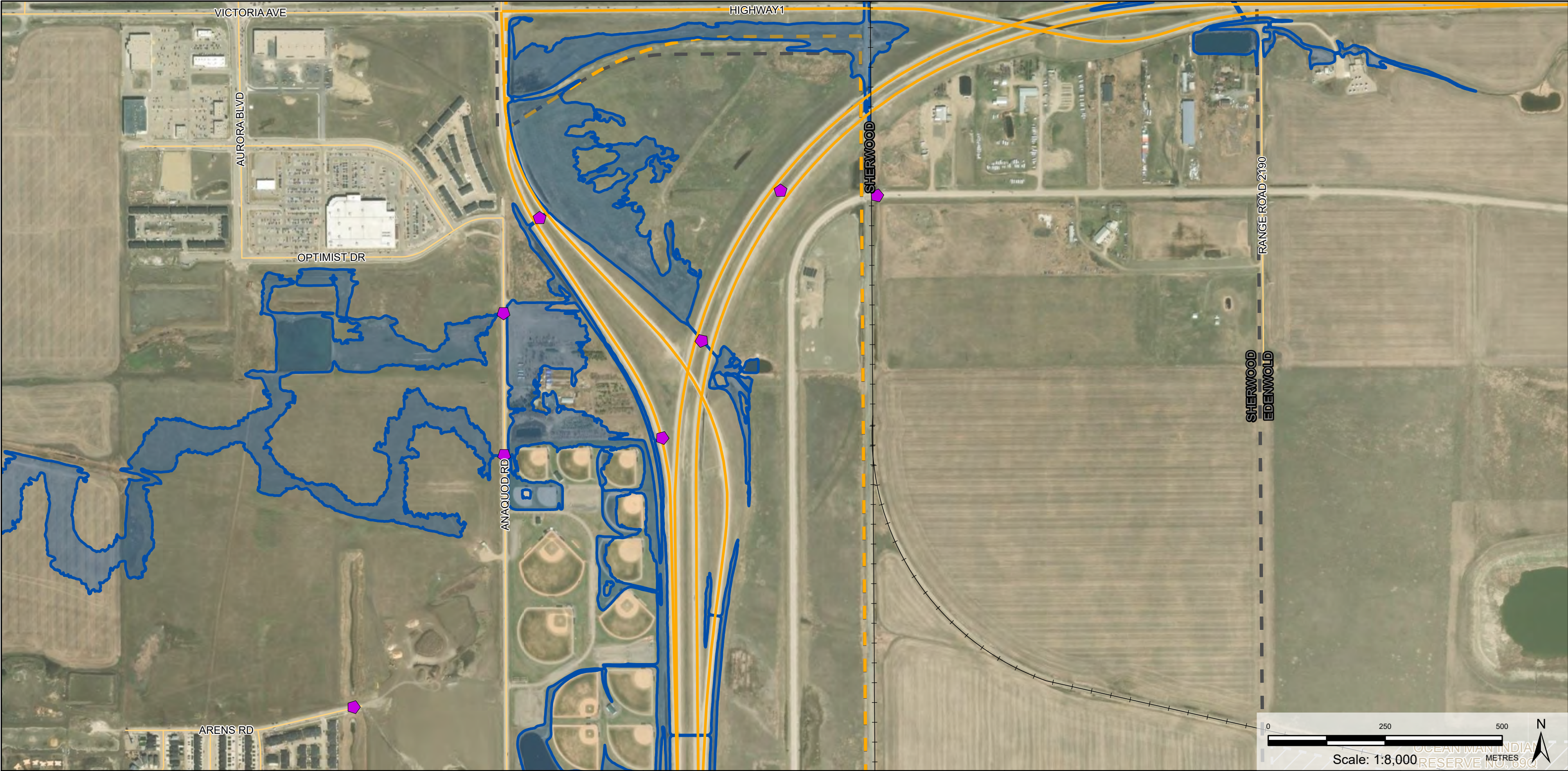
Credits:
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Notes:
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- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
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| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 3 of 27



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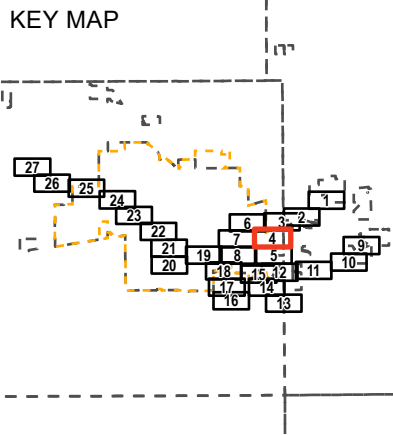
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

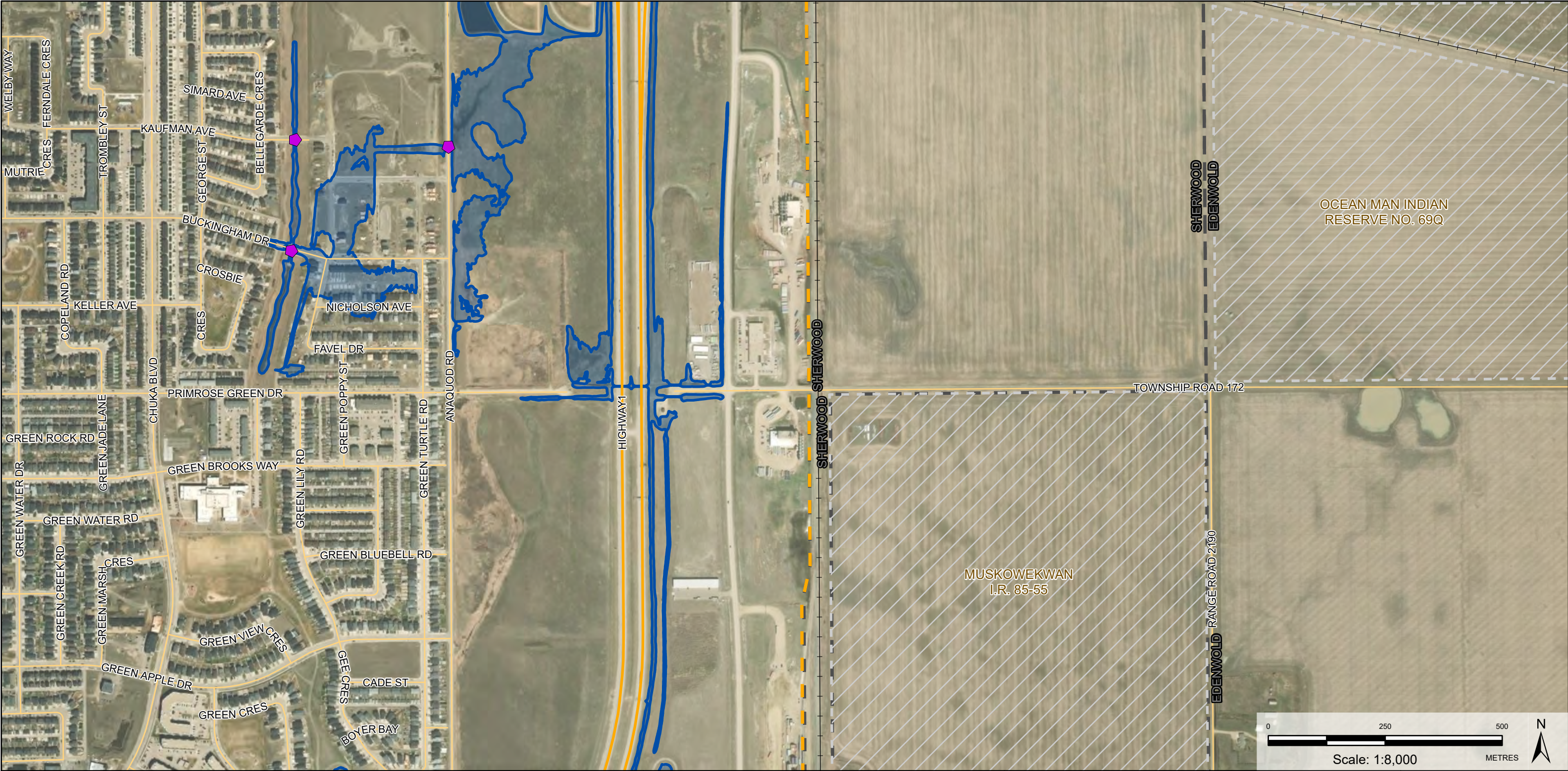
Credits:
ESRI Canada 2022

Notes:
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- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
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FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 4 of 27



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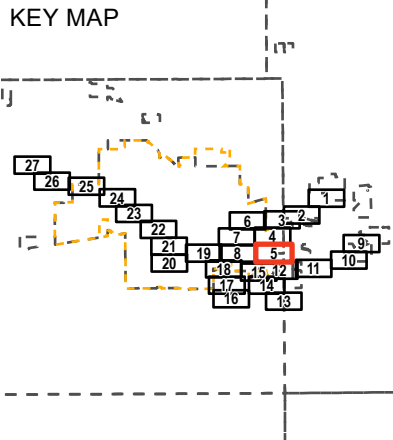
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- 1:10 Year Flood
- Study Limits
- Watercourse Centerline
- Flow Direction
- Chainage (100 m interval)
- Hydrometric Gauging Station
- Dyke
- Dam
- Culvert
- Weir
- Bridge
- Railway
- Highway
- Local Road
- Indigenous Land
- Regina City Limit
- Rural Municipalities



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TITLE
CITY OF REGINA FLOOD MAPPING STUDY

FIGURE
10-YEAR OPEN WATER INUNDATION EXTENT

PROJECT NUMBER:
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REV.
5

SHEET
5 of 27



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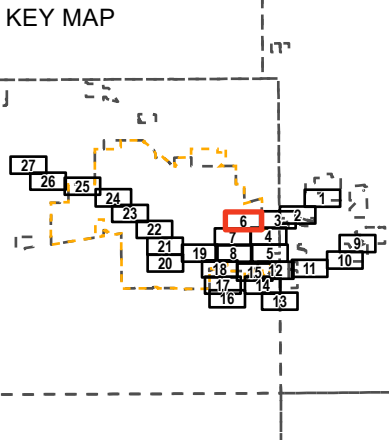
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

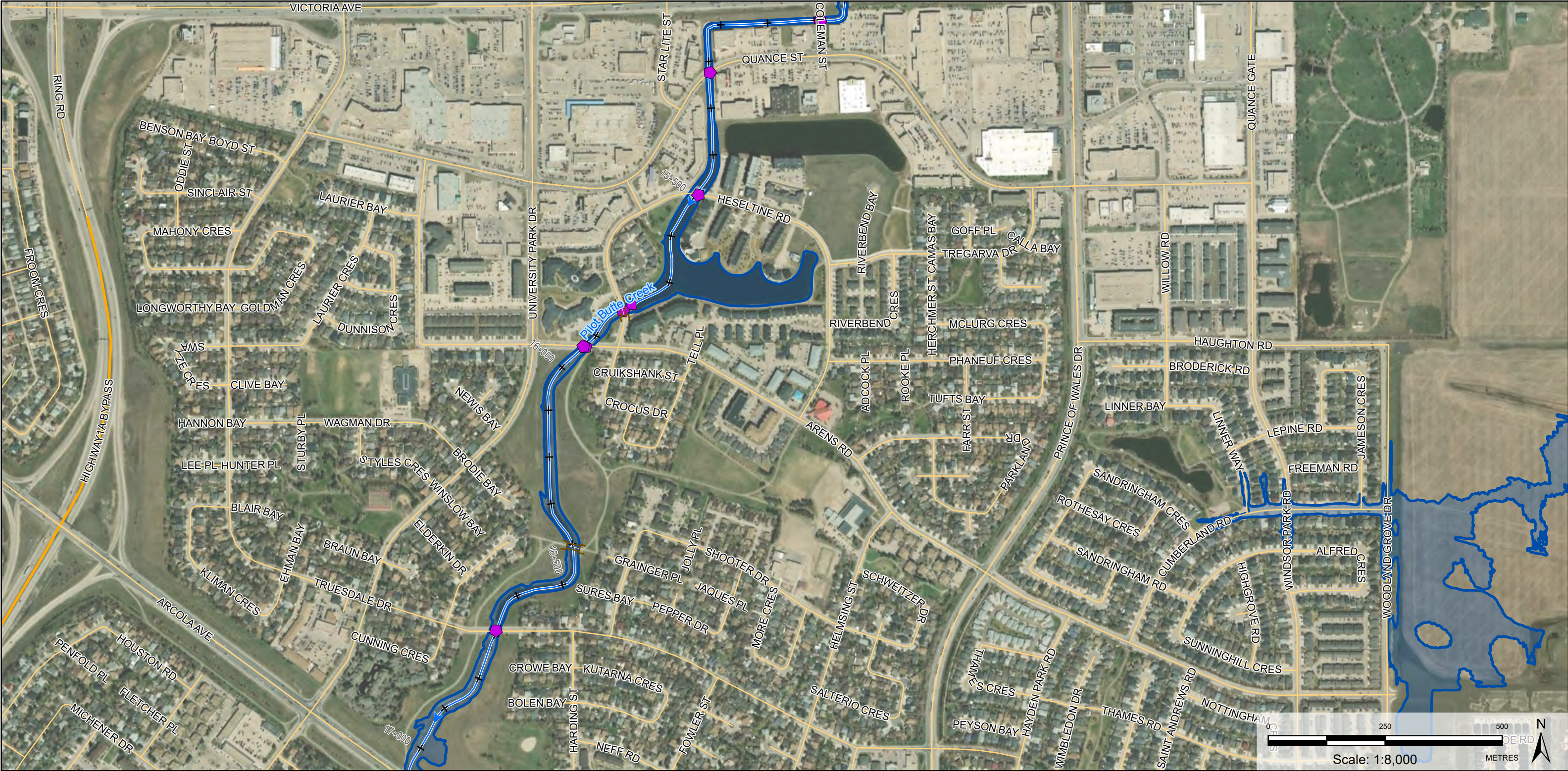
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 6 of 27



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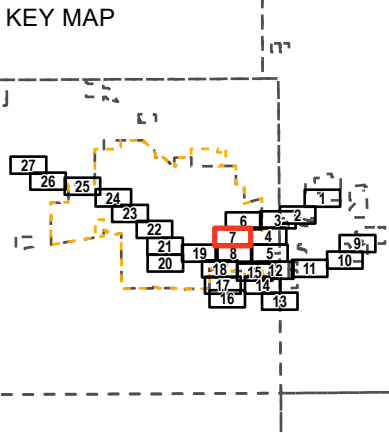
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

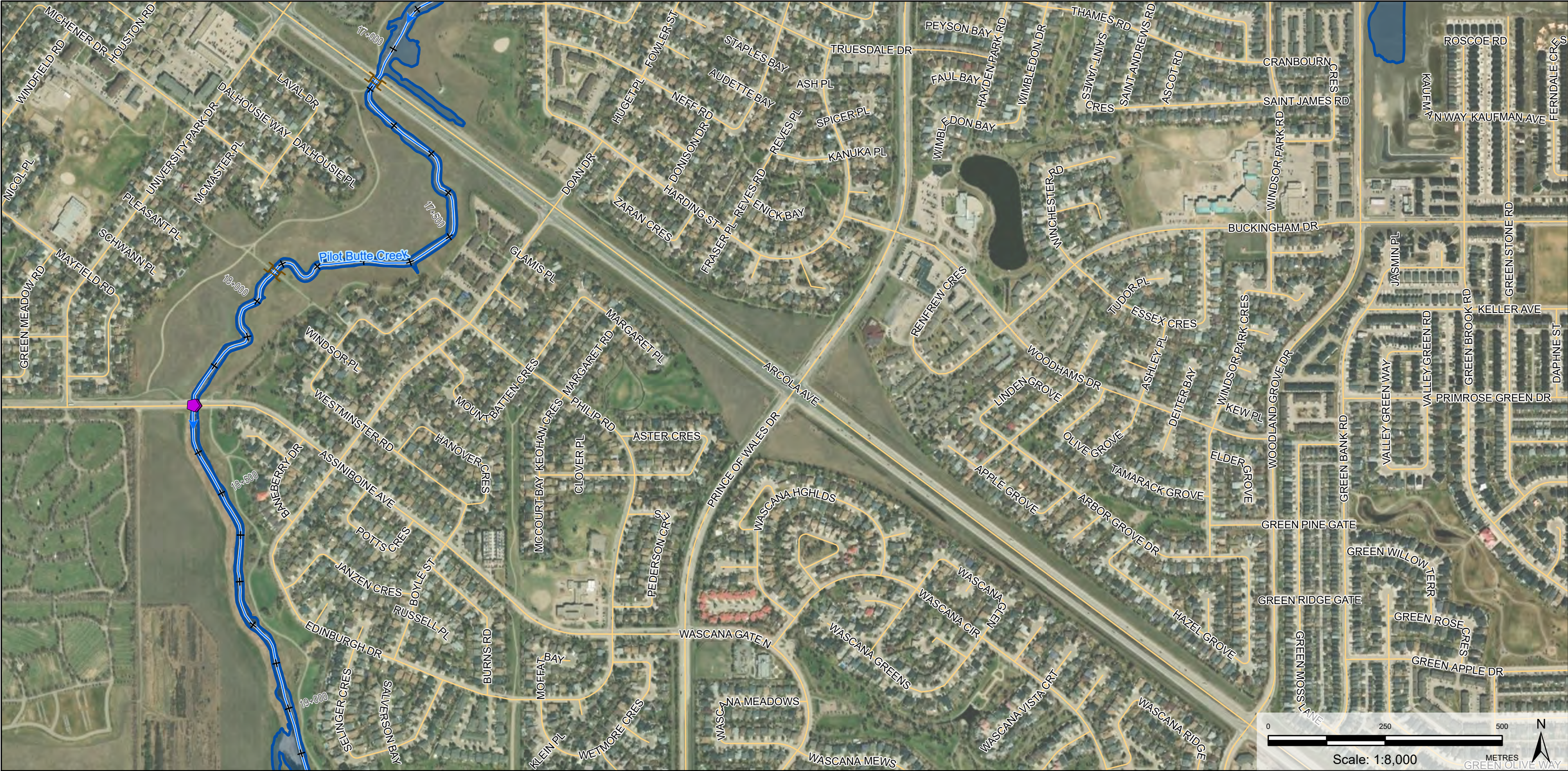
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 7 of 27



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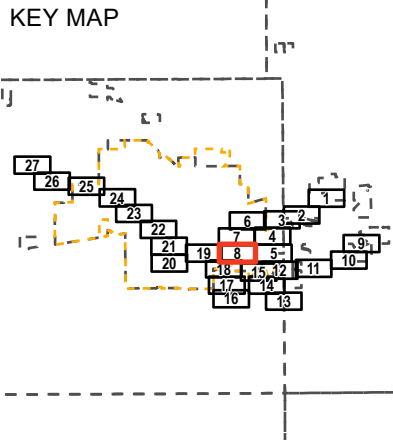
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- 1:10 Year Flood
- Study Limits
- Watercourse Centerline
- Flow Direction
- Chainage (100 m interval)
- Hydrometric Gauging Station
- Dyke
- Dam
- Culvert
- Weir
- Bridge
- Railway
- Highway
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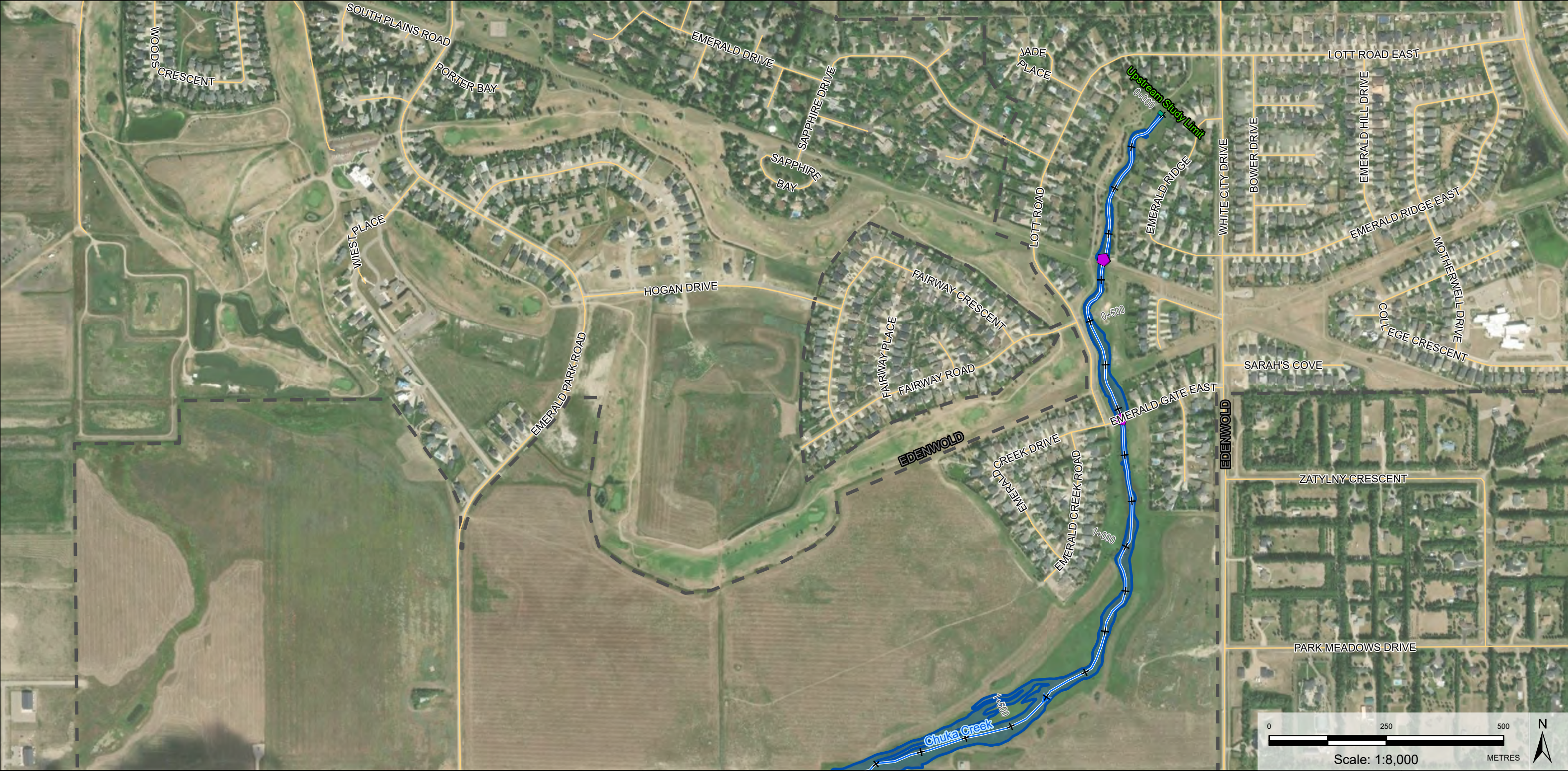
FIGURE

10-YEAR OPEN WATER INUNDATION EXTENT

PROJECT NUMBER:
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REV.
5

SHEET
8 of 27



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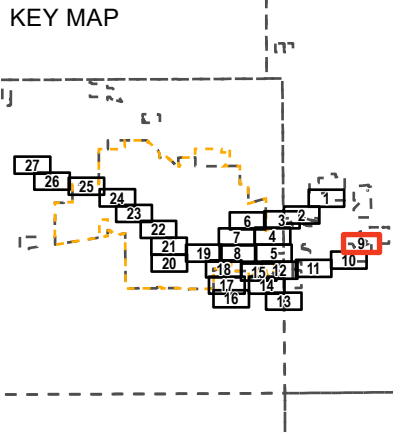
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 9 of 27



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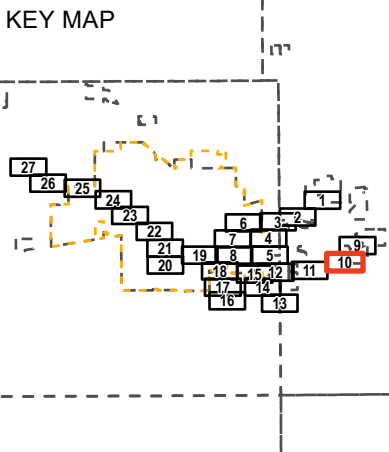
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 10 of 27



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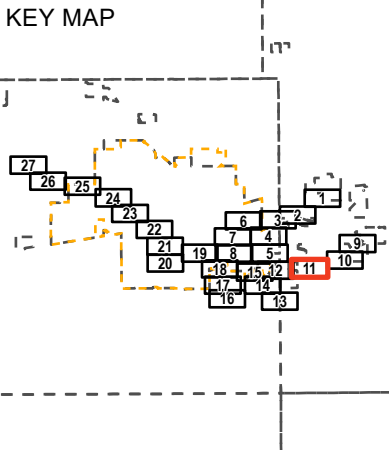
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Map Projection: UTM CSRS Extended Zone 13 North

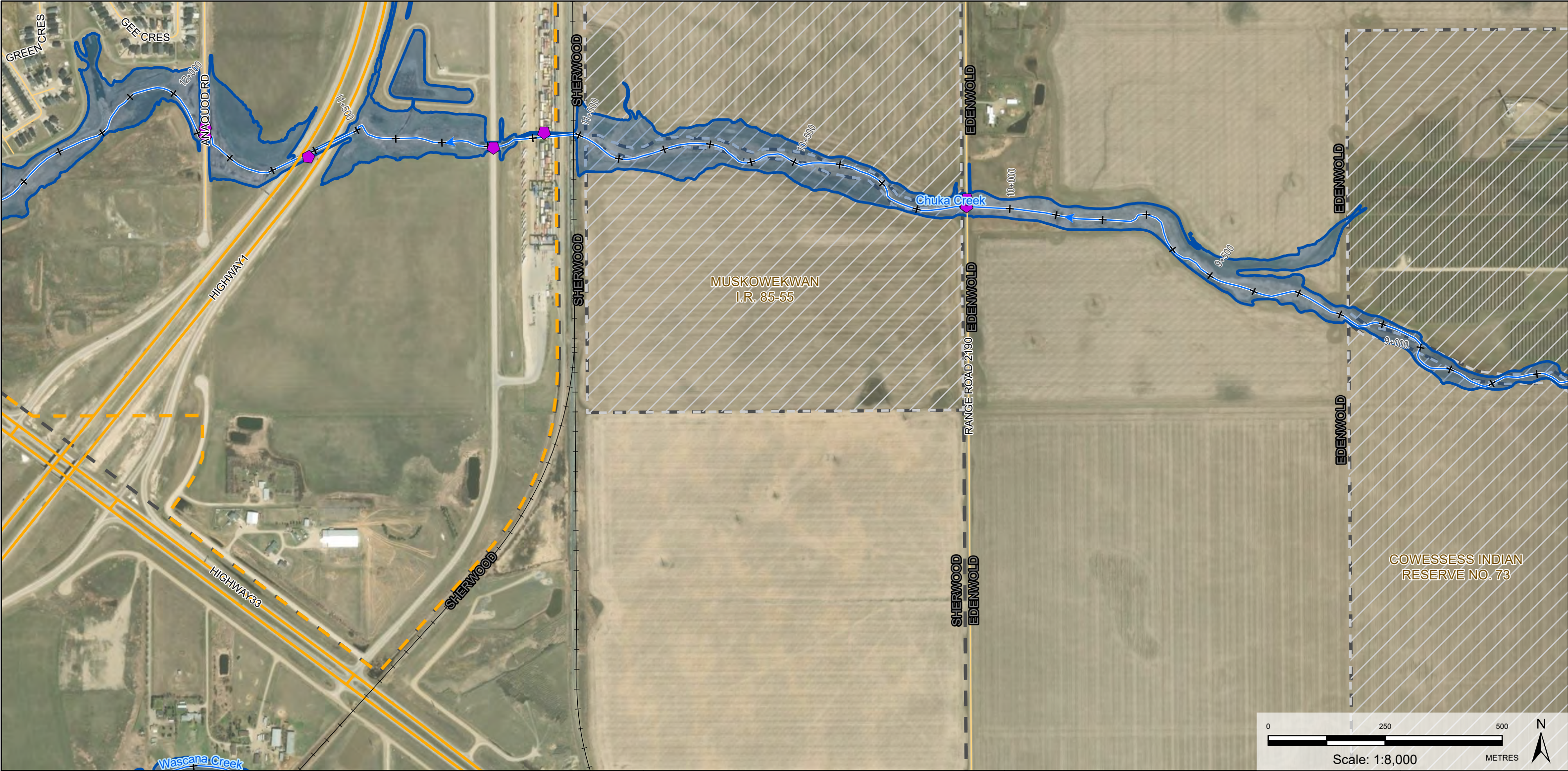
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Notes:
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- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 11 of 27



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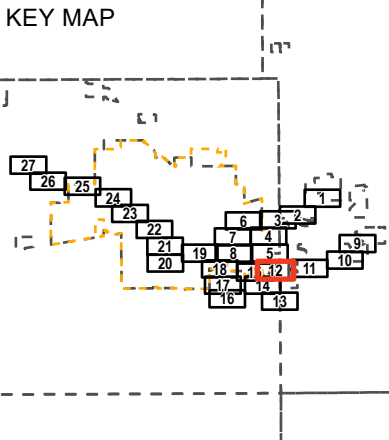
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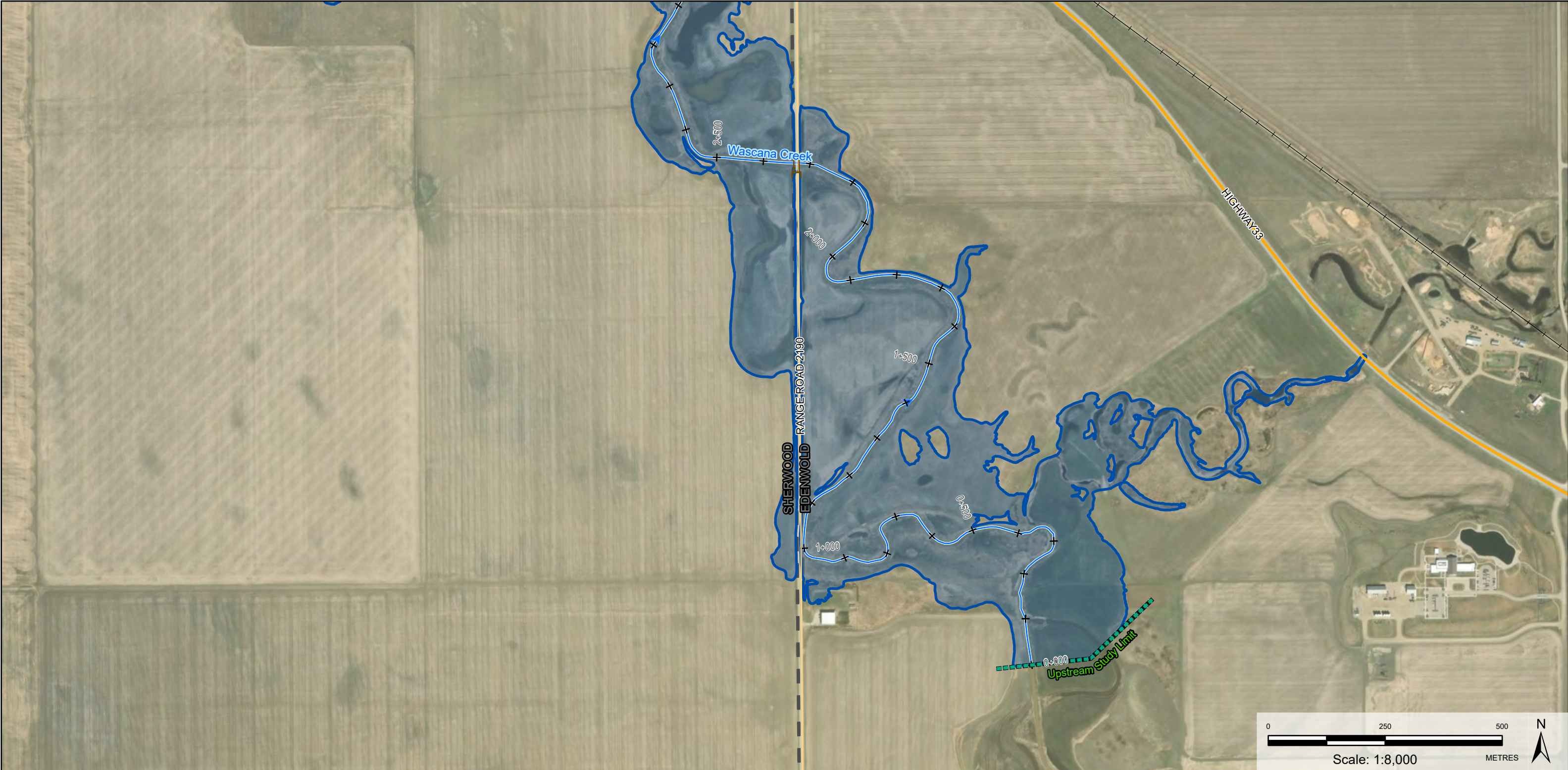
Credits:
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Notes:
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- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 12 of 27



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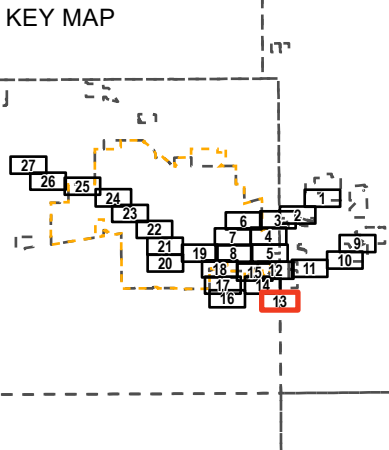
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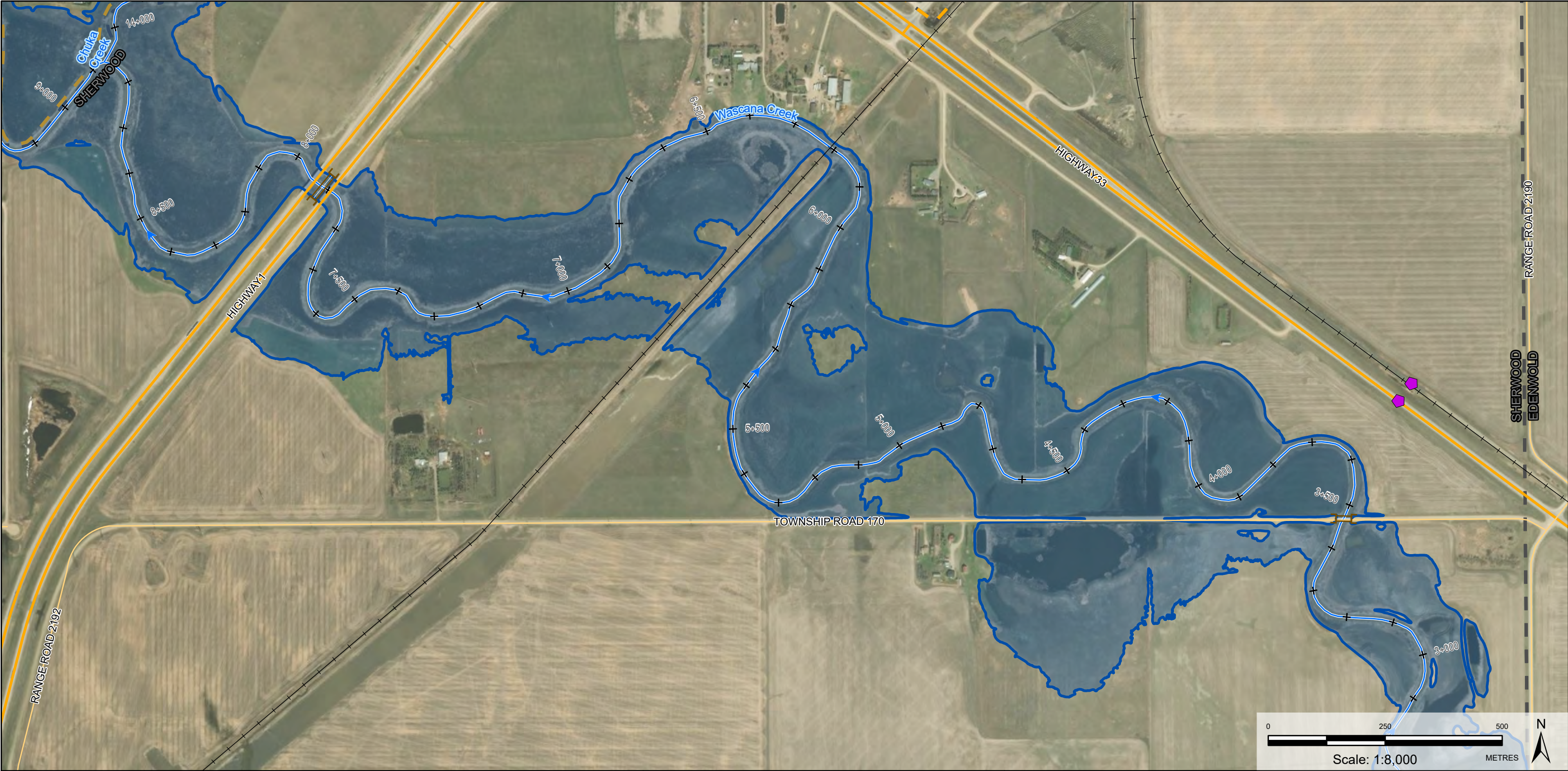
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 13 of 27



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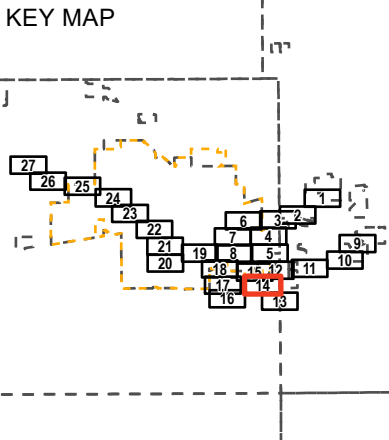
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Geoid Model: CGG2013
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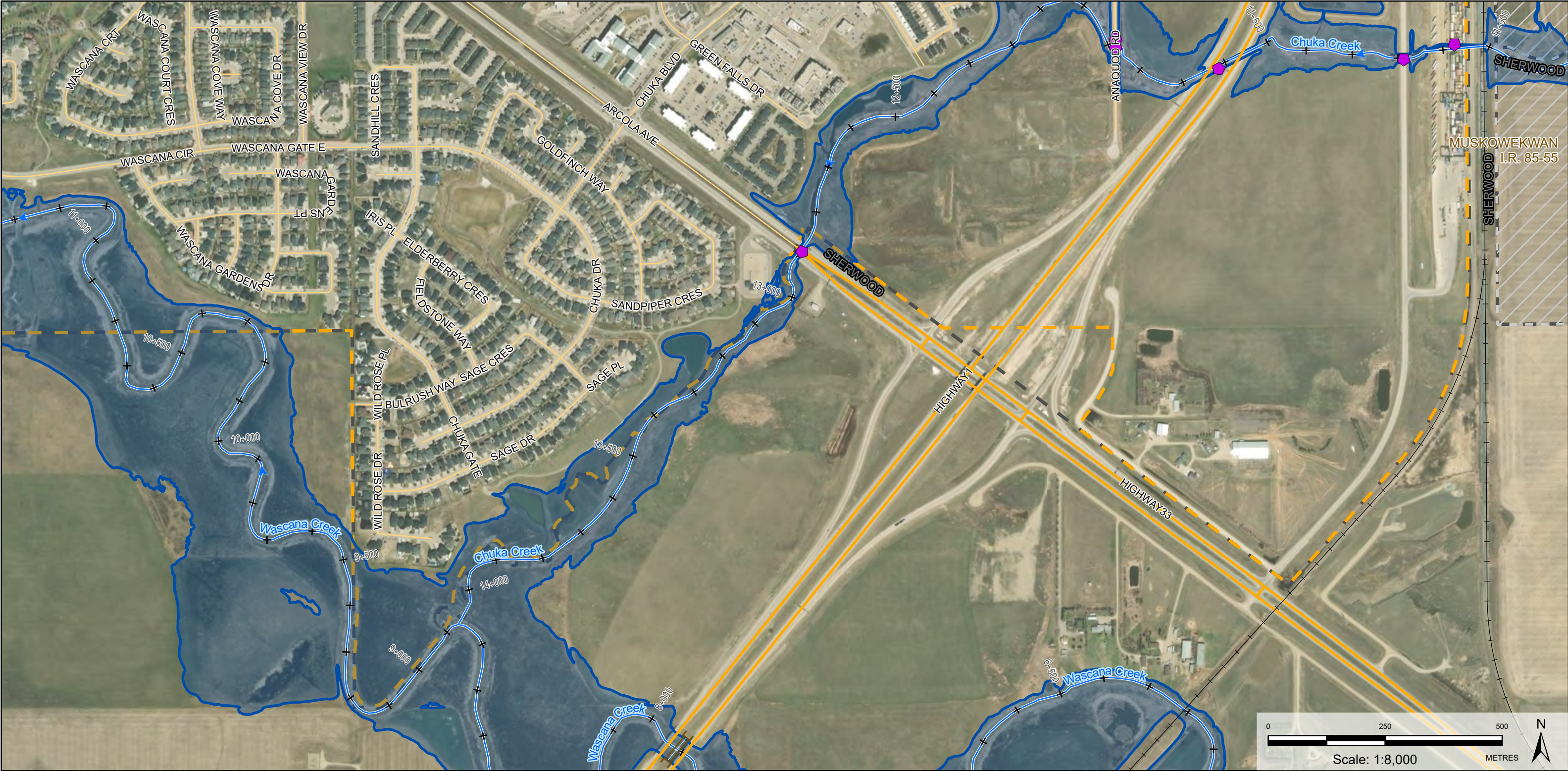
Credits:
ESRI Canada 2022

Notes:
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- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 14 of 27



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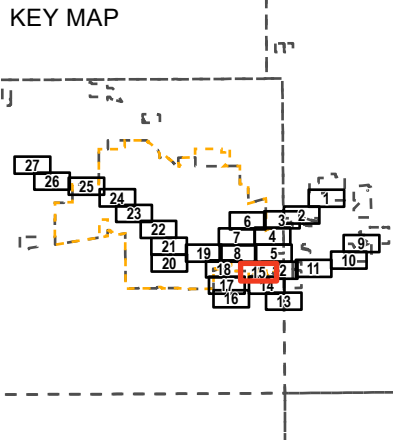
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

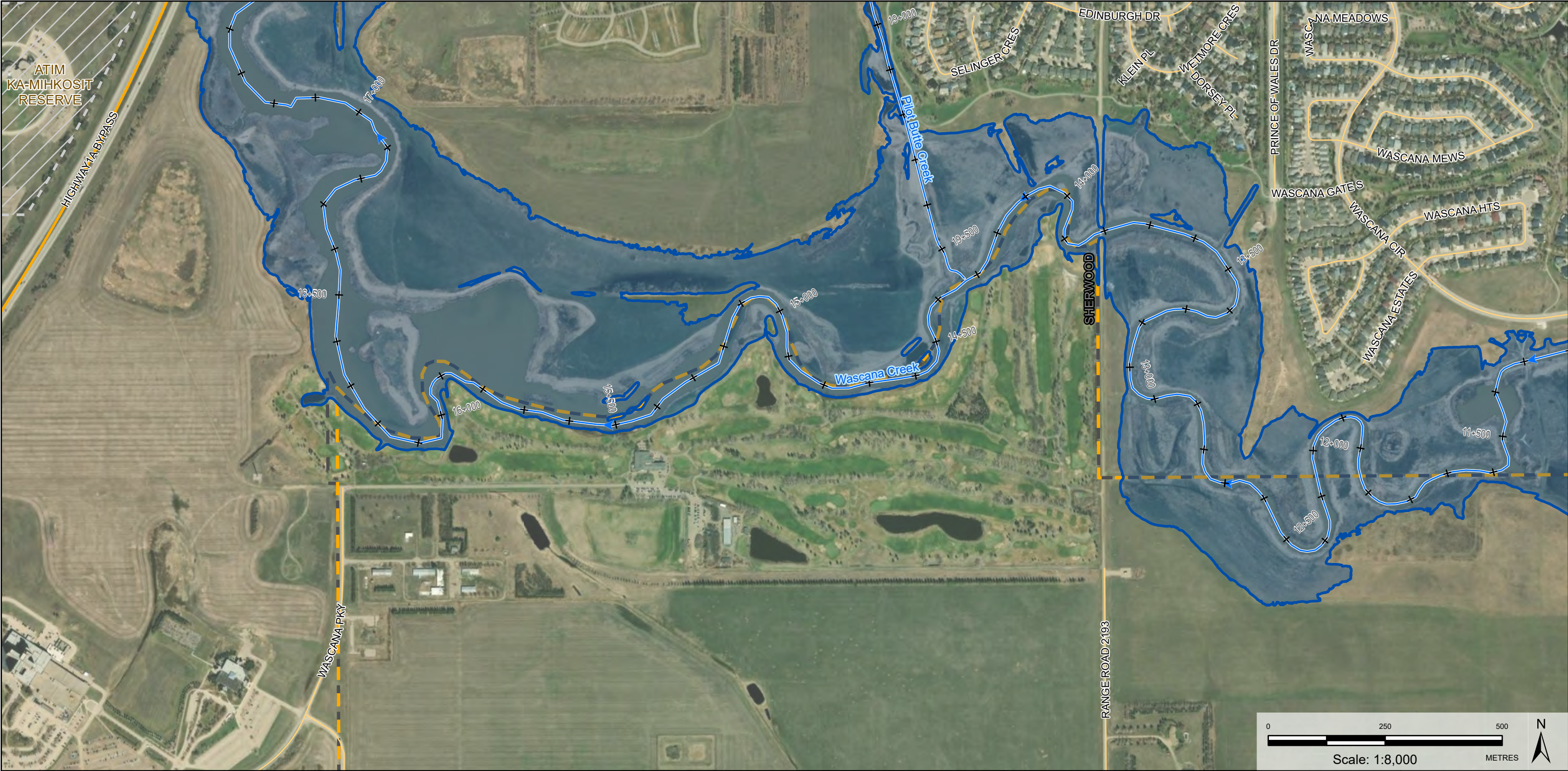
Credits:
ESRI Canada 2022

Notes:
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- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
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| | Rural Municipalities |



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FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 15 of 27



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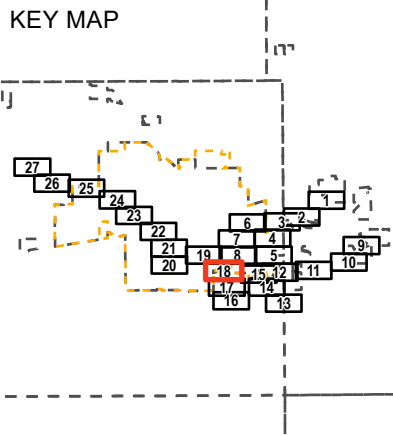
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 18 of 27



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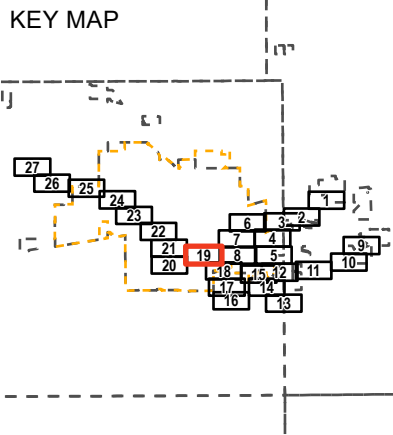
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

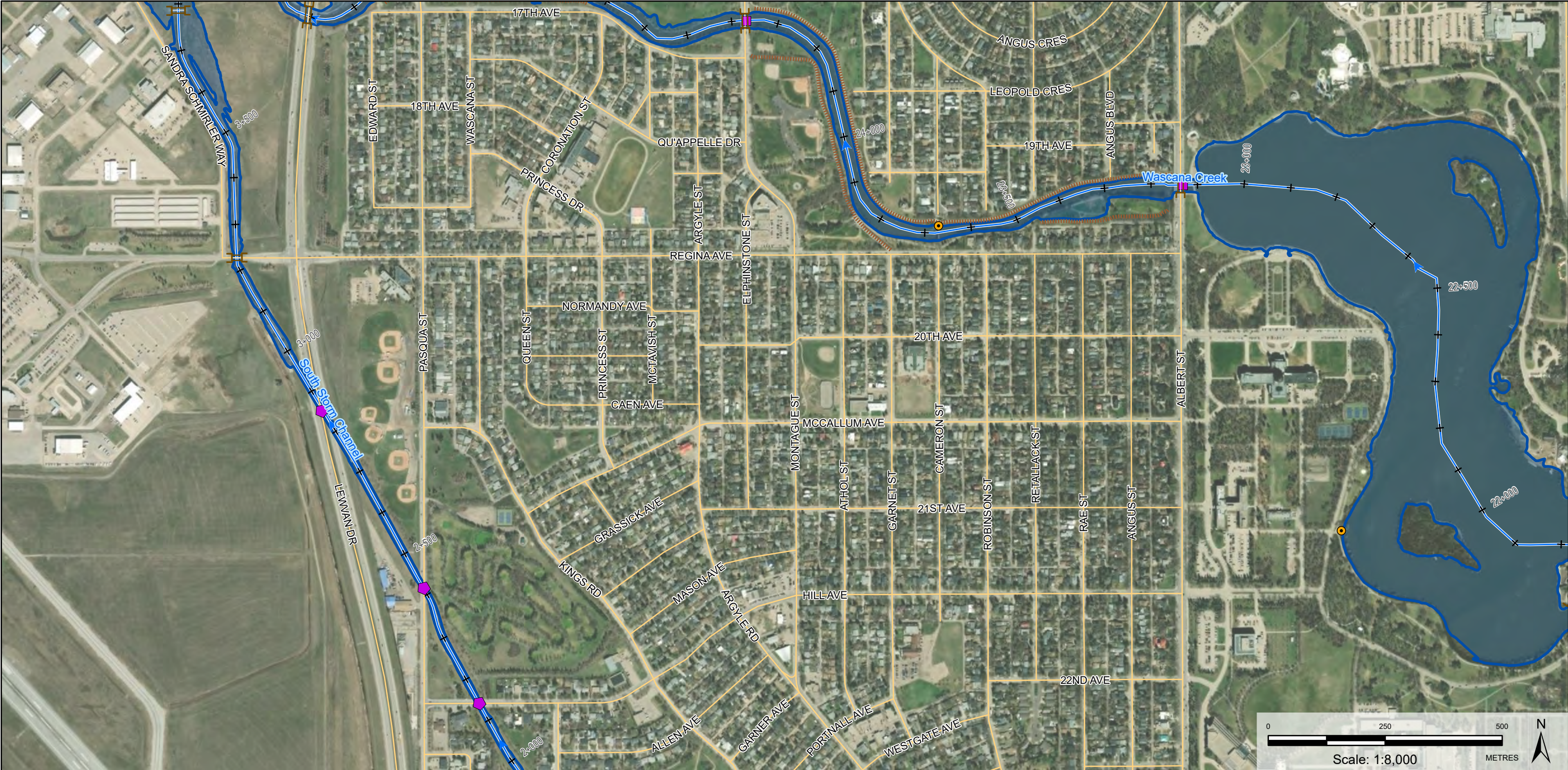
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 19 of 27



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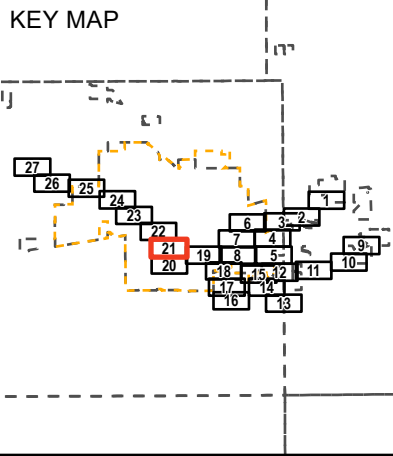
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

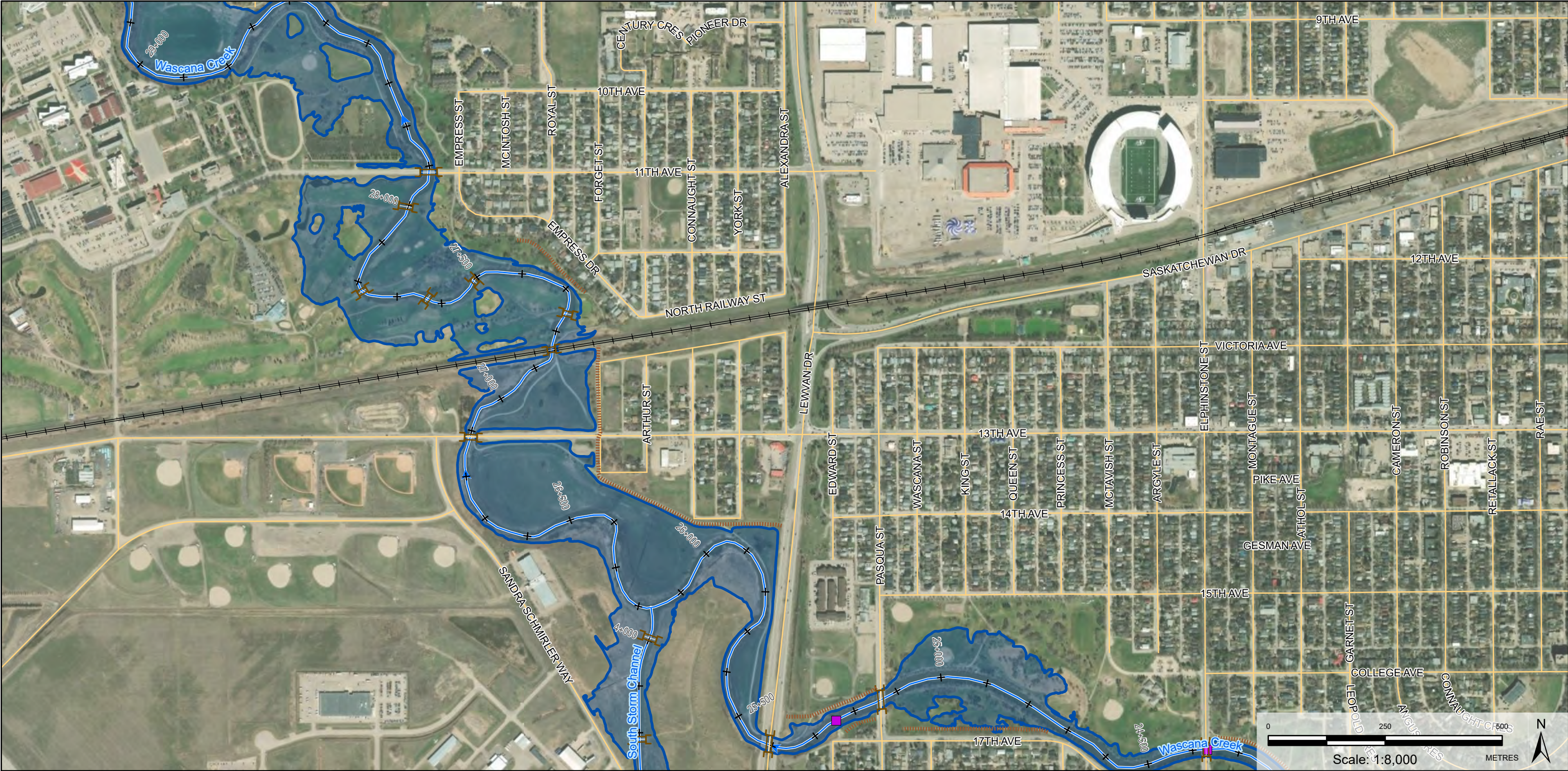
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

1:10 Year Flood	Dam
Study Limits	Culvert
Watercourse Centerline	Weir
Flow Direction	Bridge
Chainage (100 m interval)	Railway
Hydrometric Gauging Station	Highway
Dyke	Local Road
	Indigenous Land
	Regina City Limit
	Rural Municipalities



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FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 21 of 27



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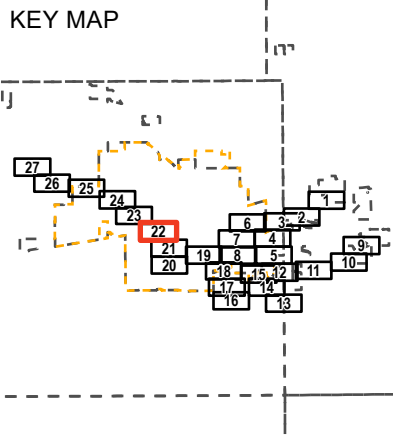
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

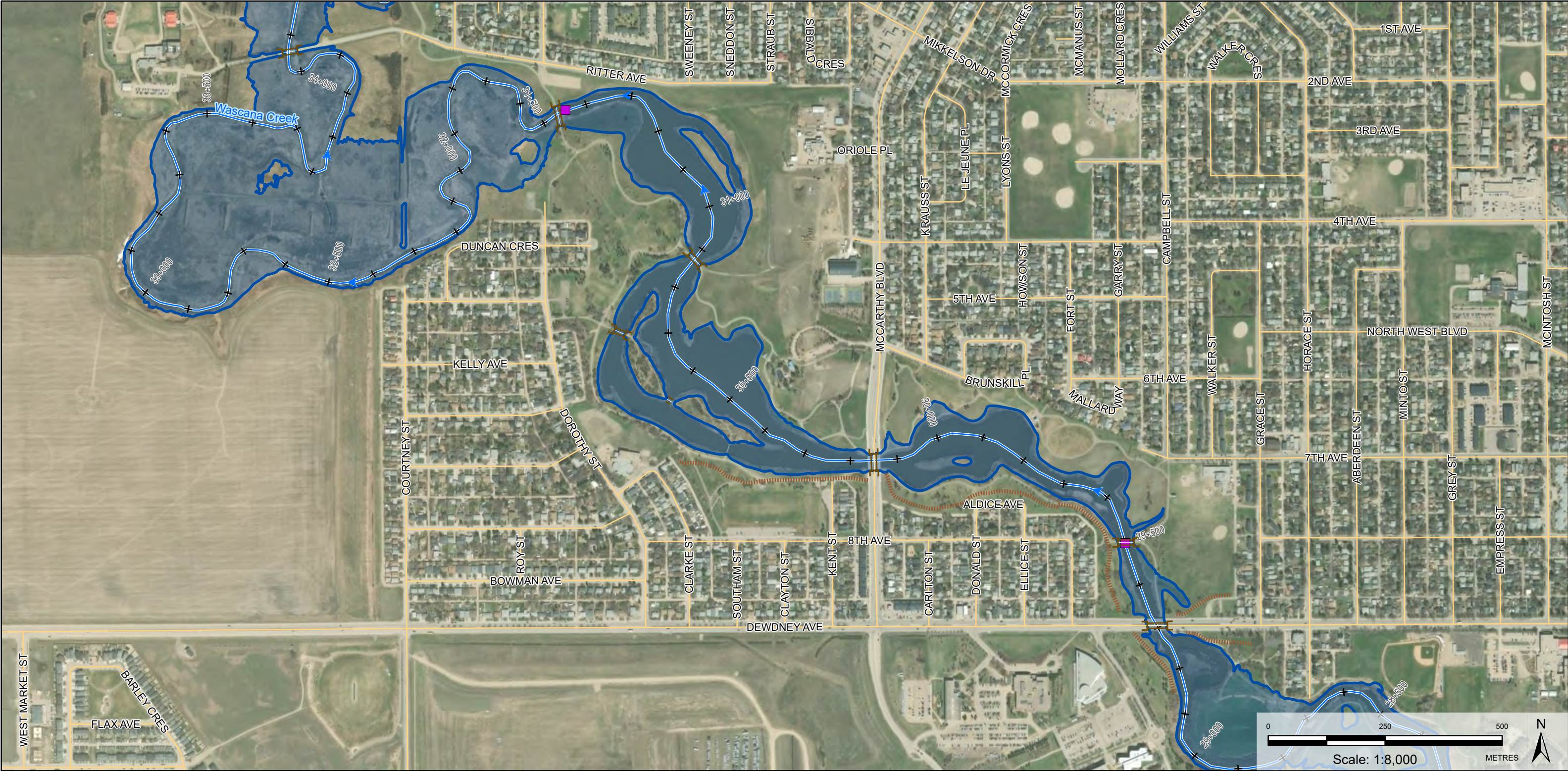
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 22 of 27



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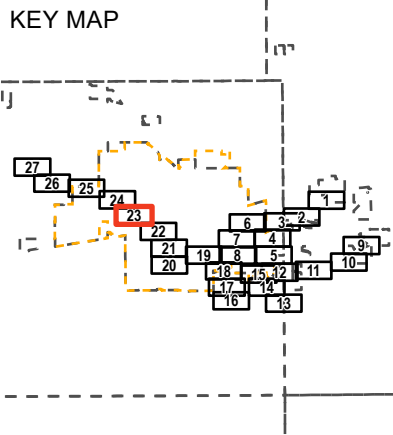
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

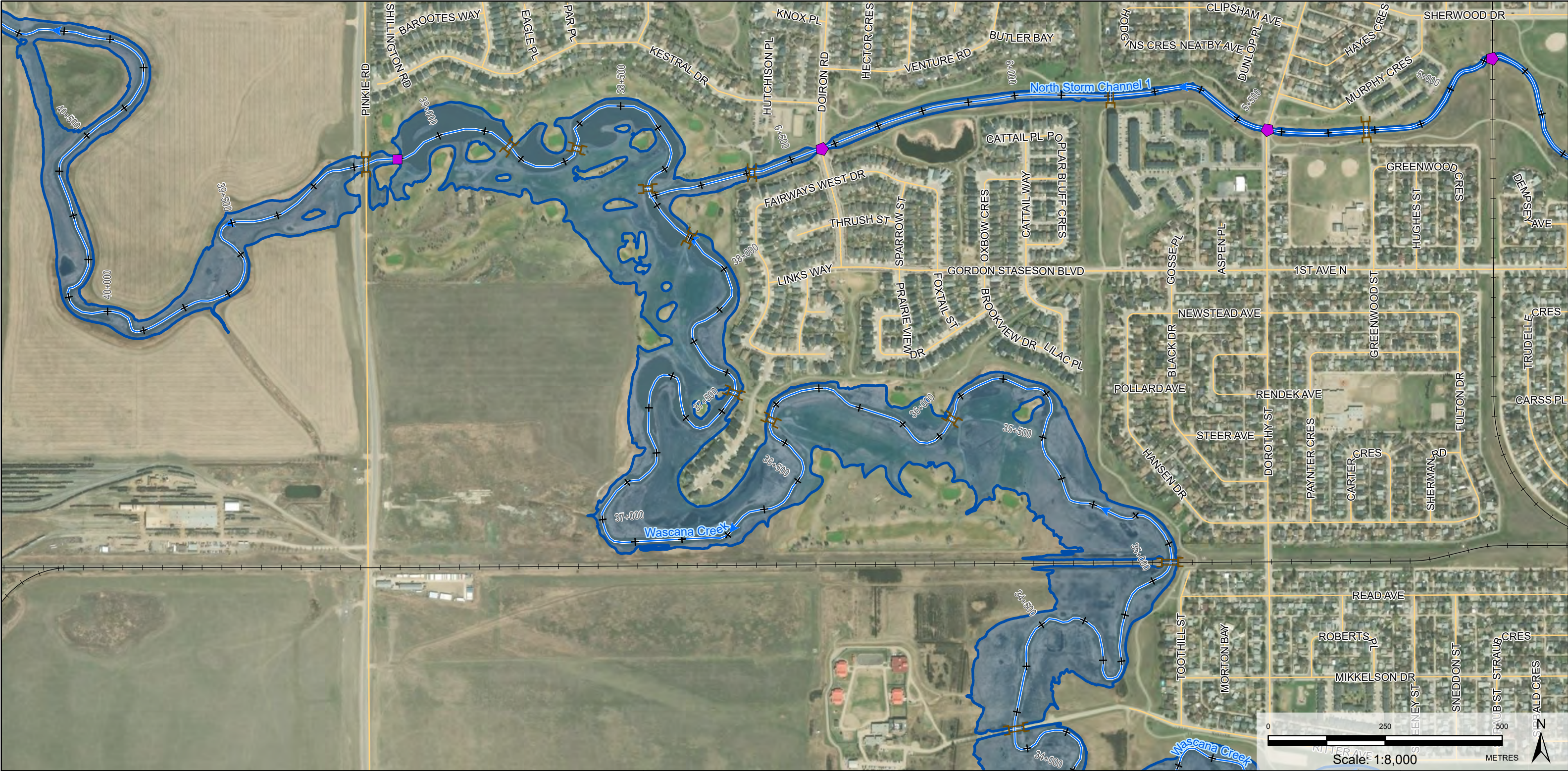
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 23 of 27



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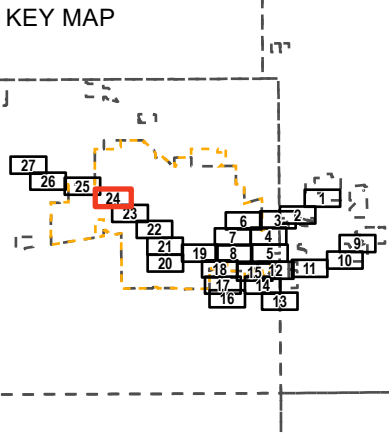
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 24 of 27



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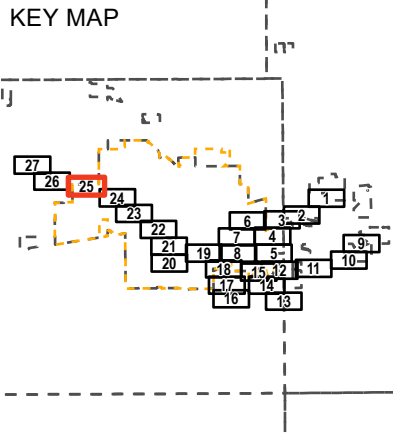
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 25 of 27



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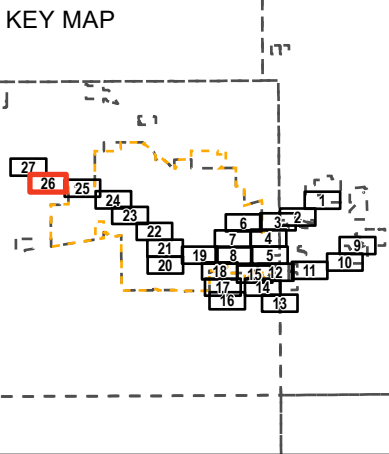
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

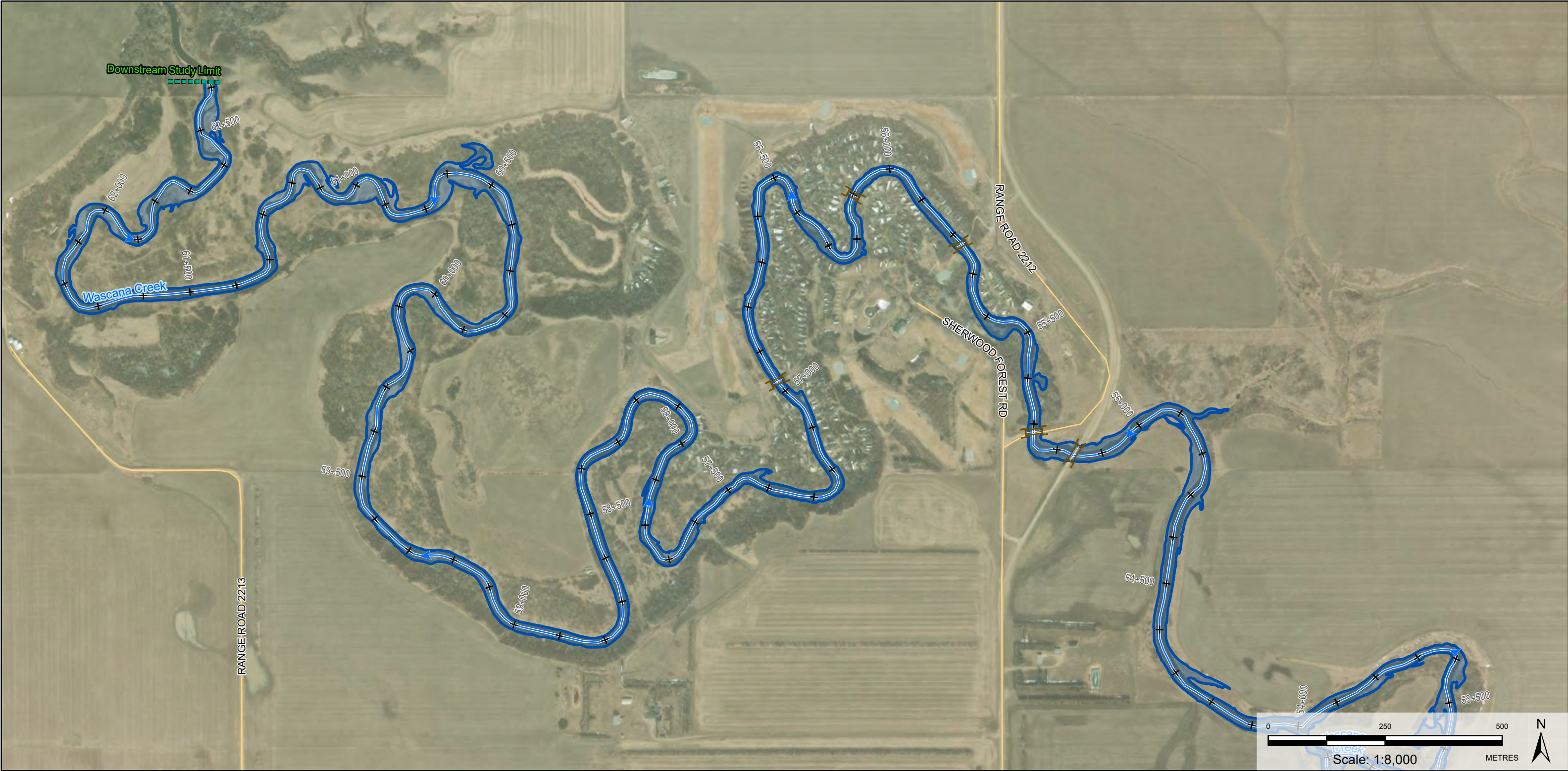
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 26 of 27



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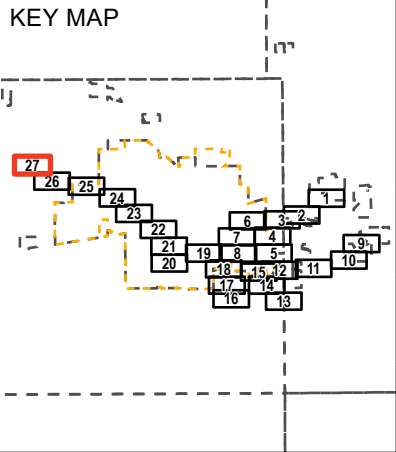
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Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

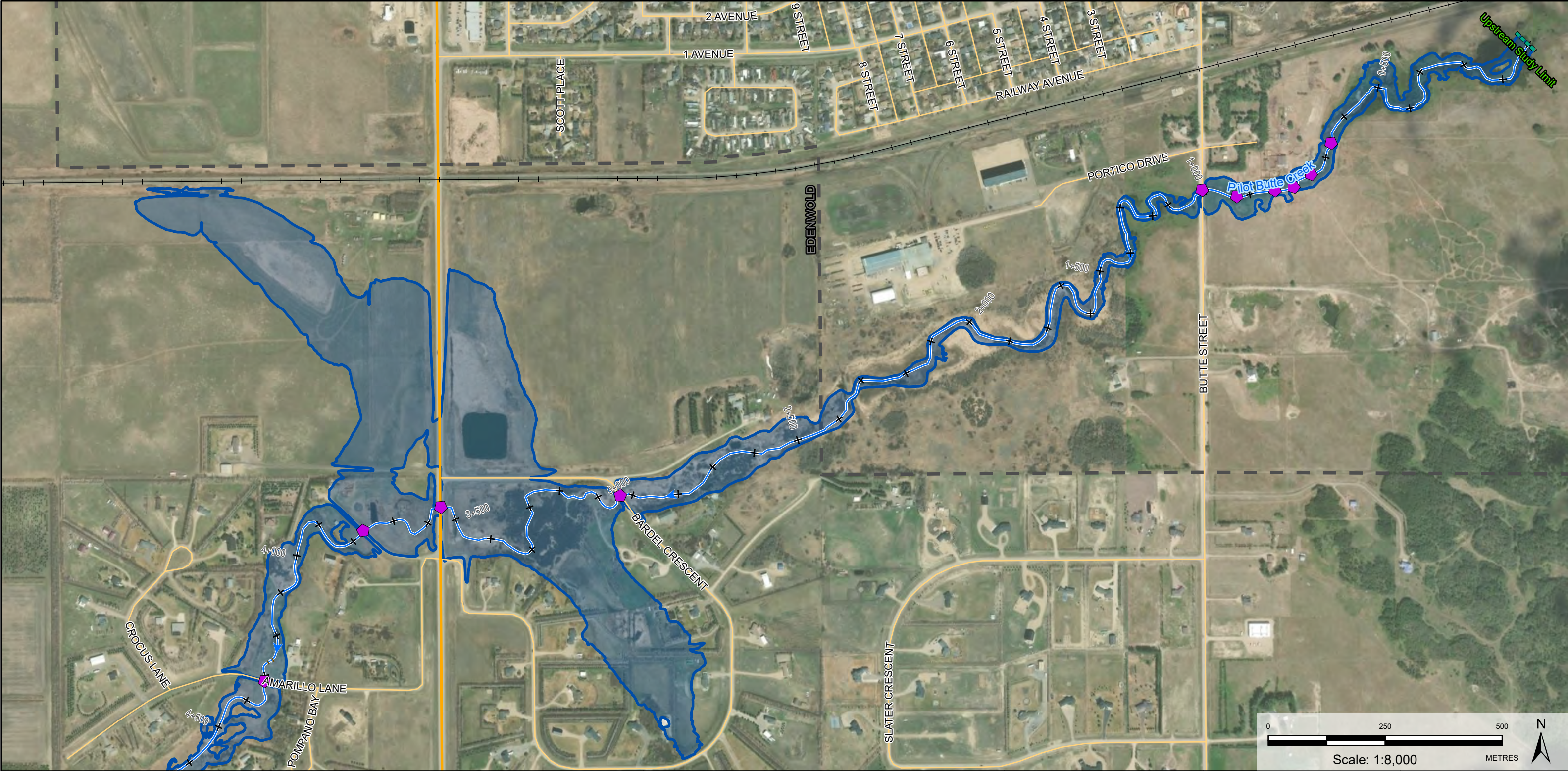
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:10 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 10-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 27 of 27



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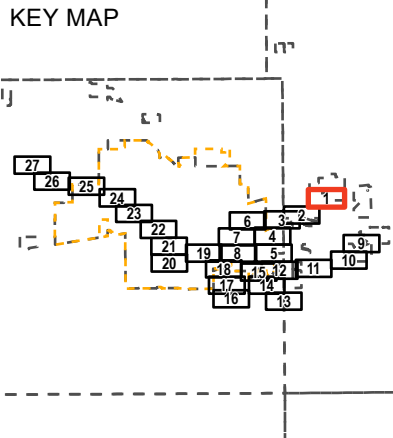
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 1 of 27



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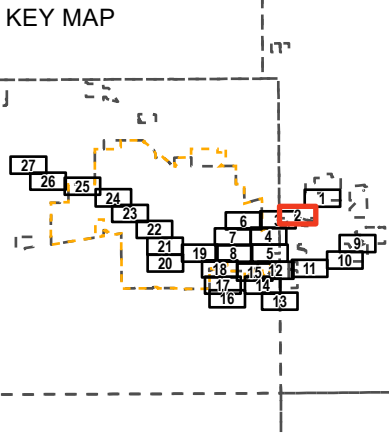
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

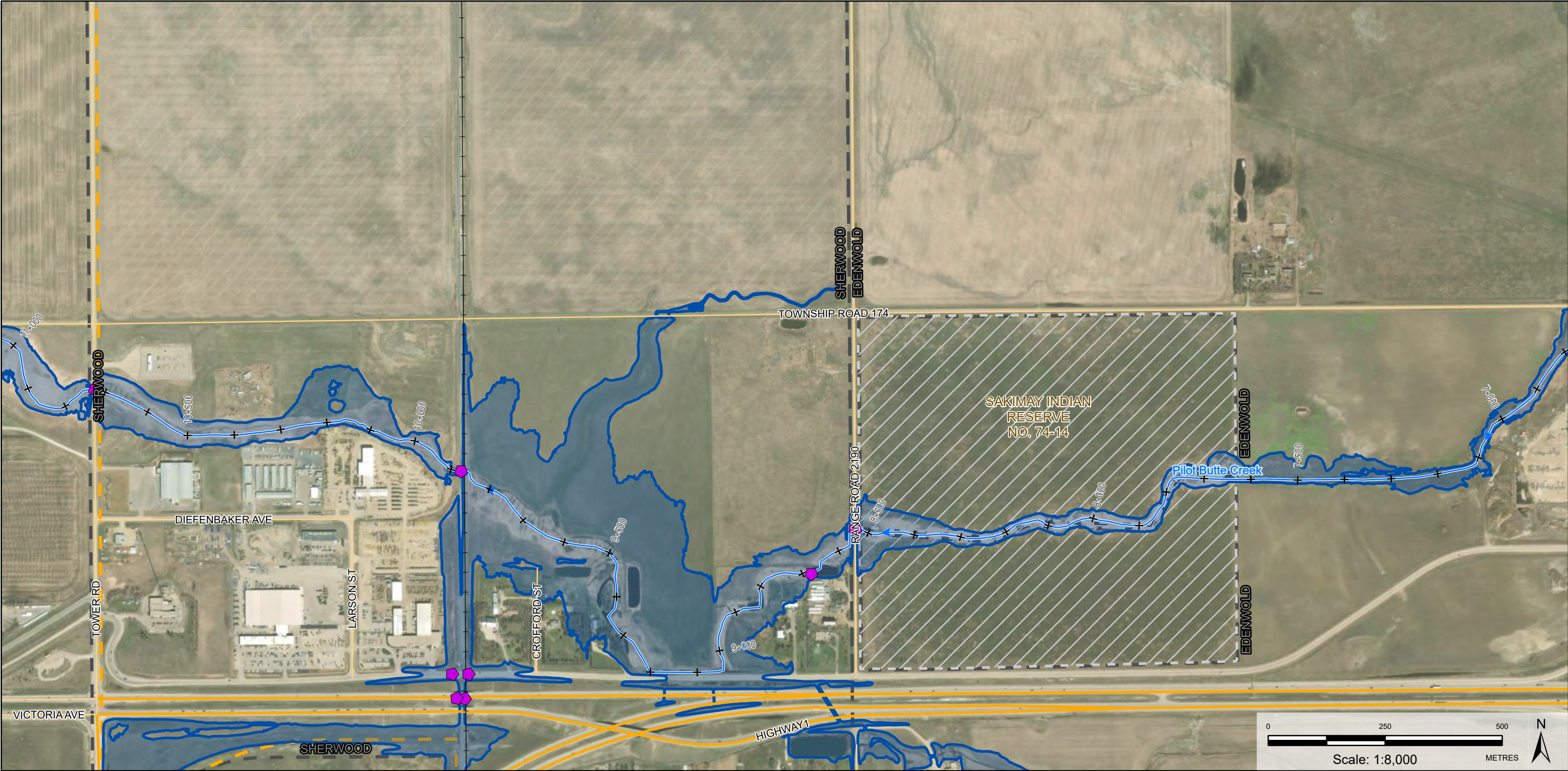
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 2 of 27



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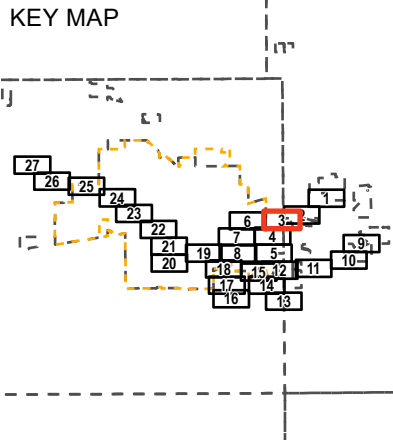
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

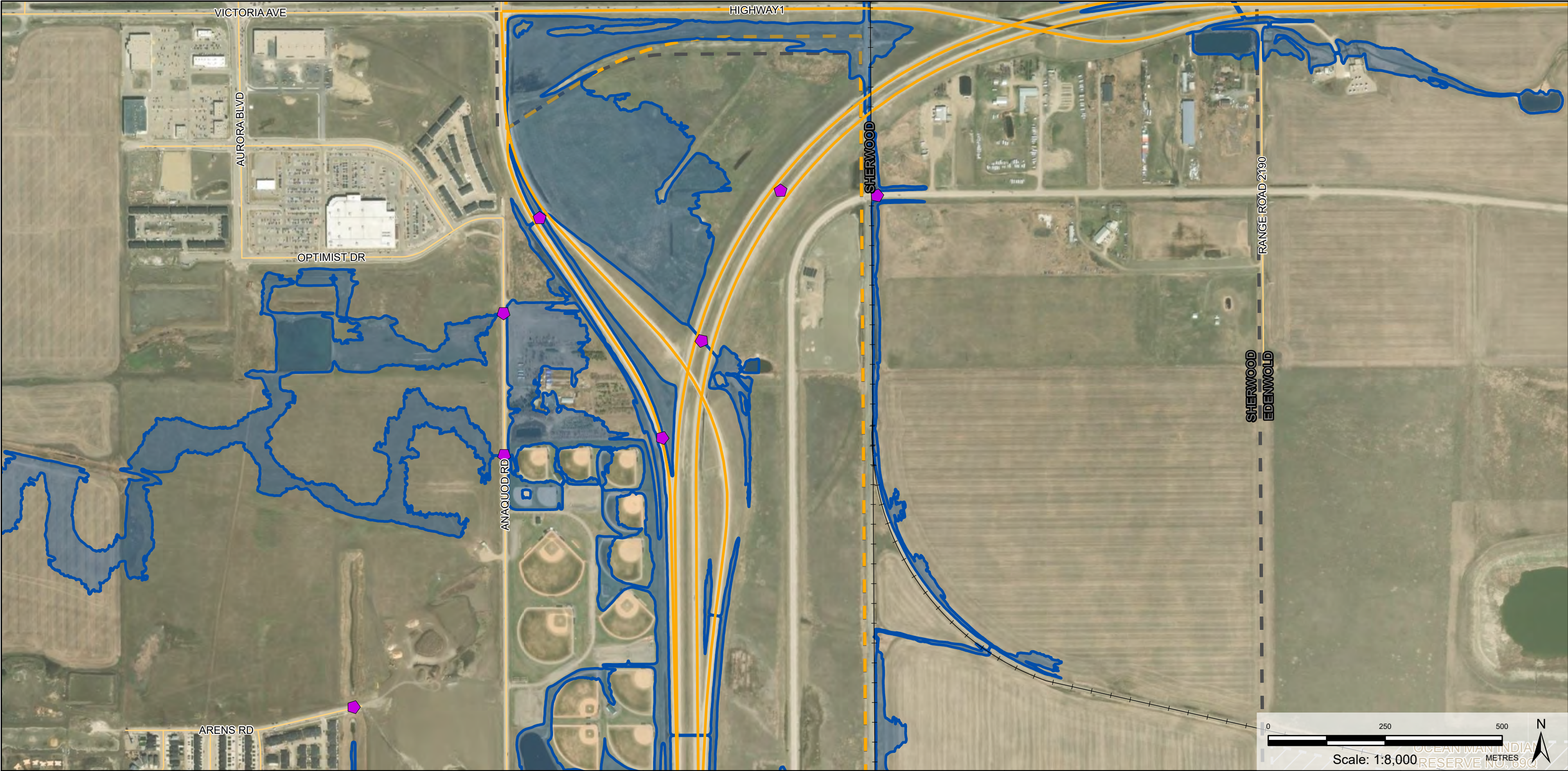
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY			
FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT			
PROJECT NUMBER: 60706173	REV. 5	SHEET 3 of 27	



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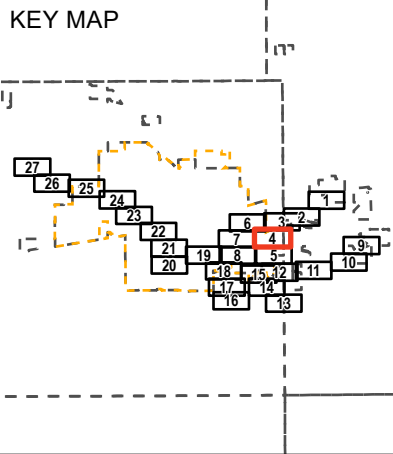
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Map Projection: UTM CSRS Extended Zone 13 North

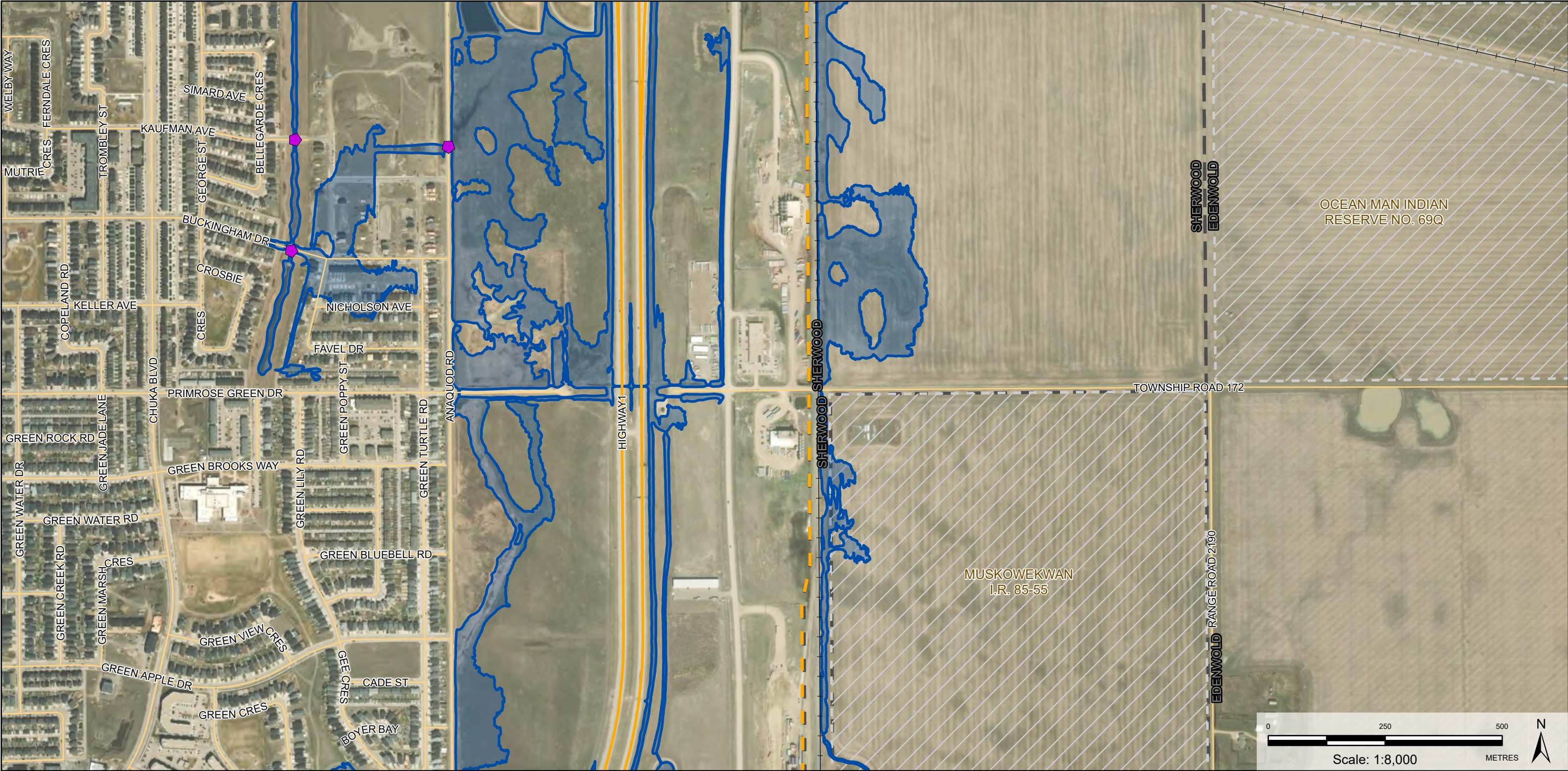
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 4 of 27



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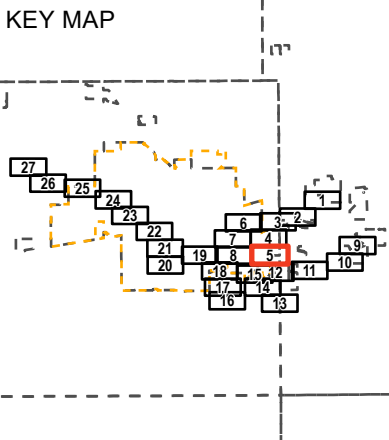
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 5 of 27



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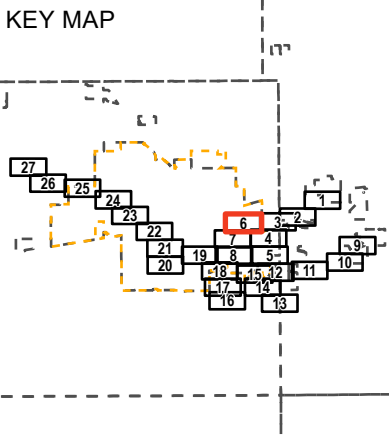
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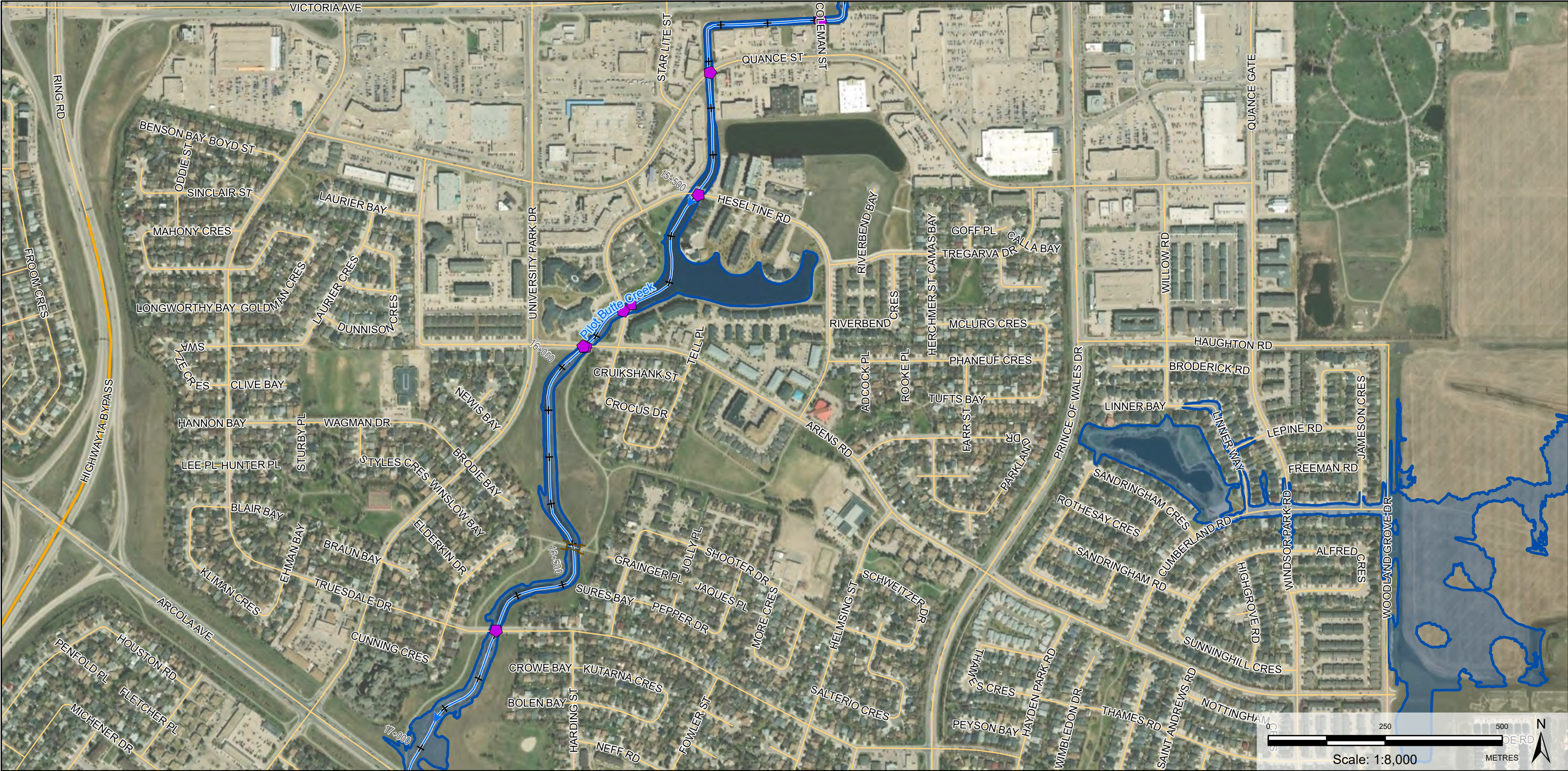
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 6 of 27



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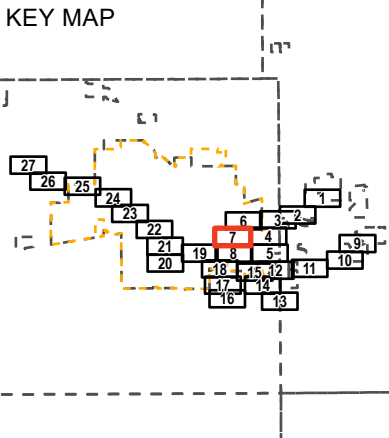
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

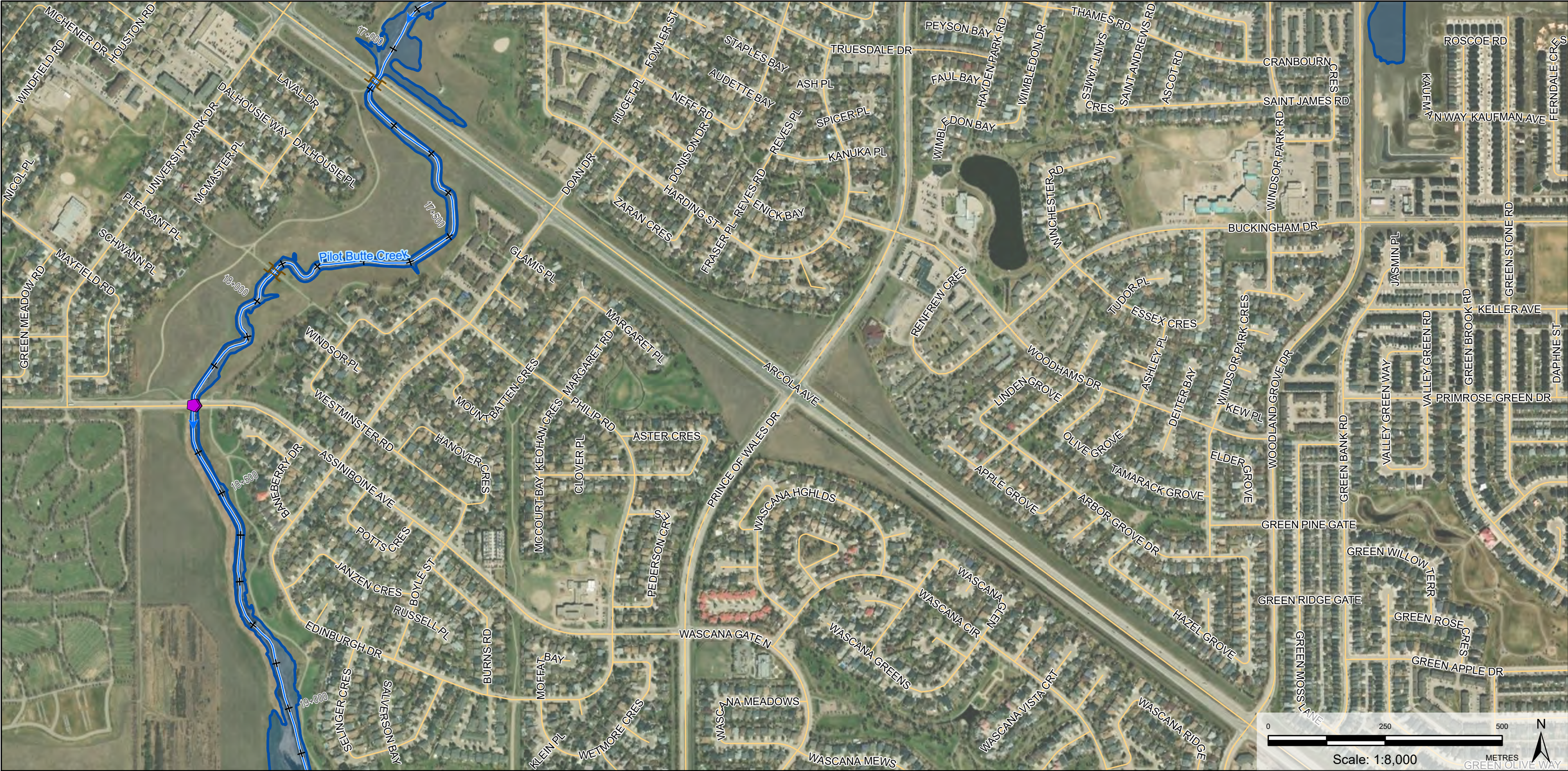
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 7 of 27



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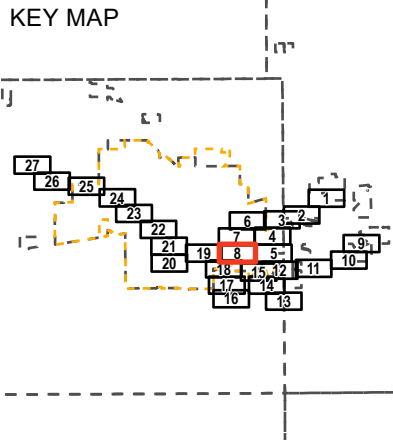
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

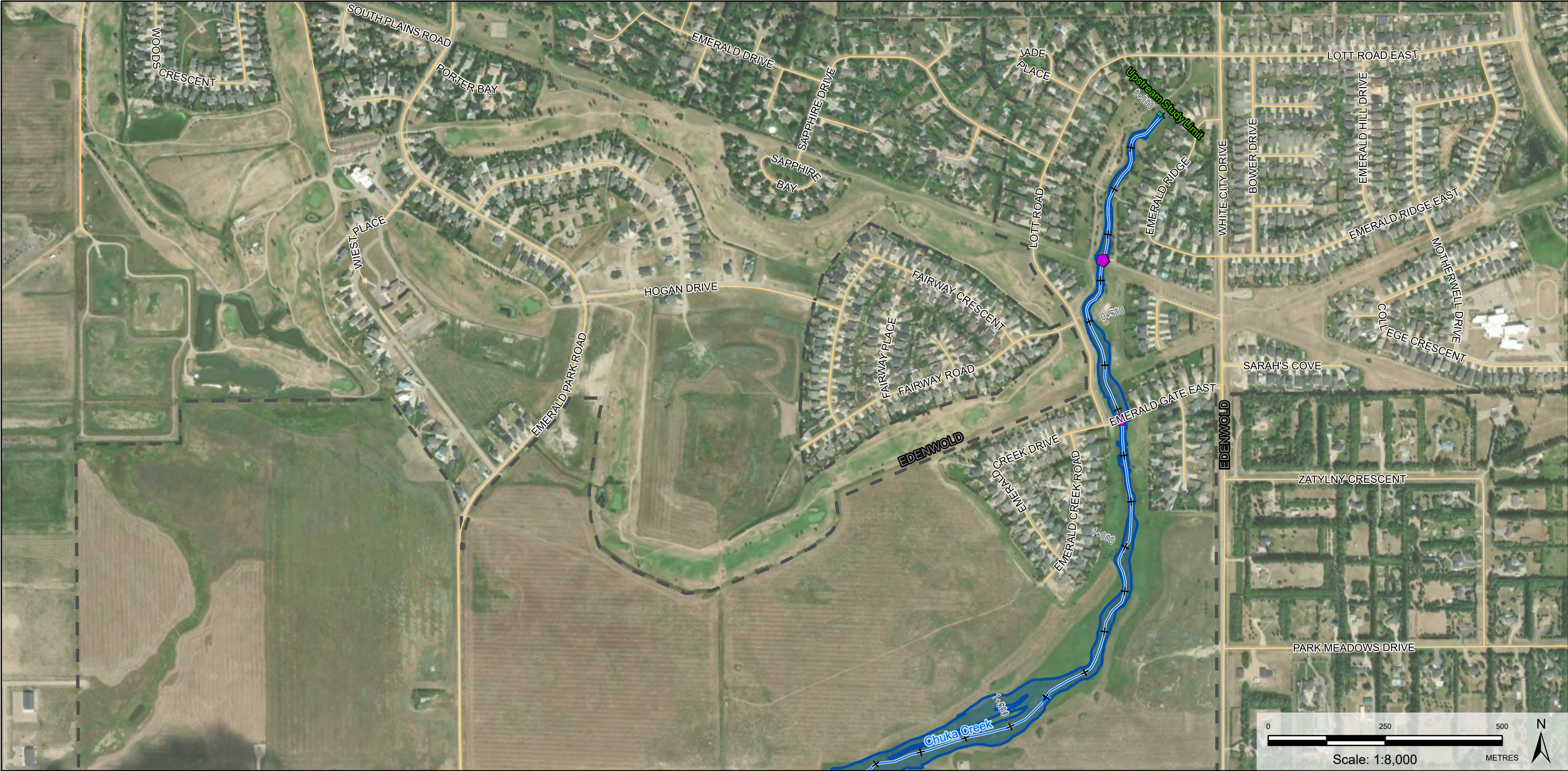
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 8 of 27



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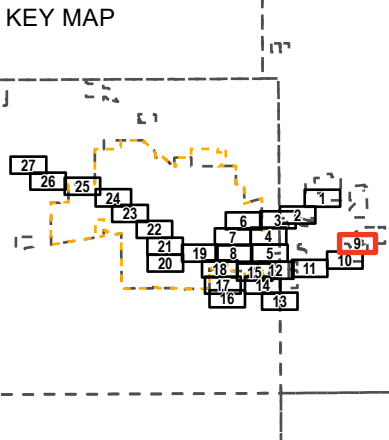
Paper Size:
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

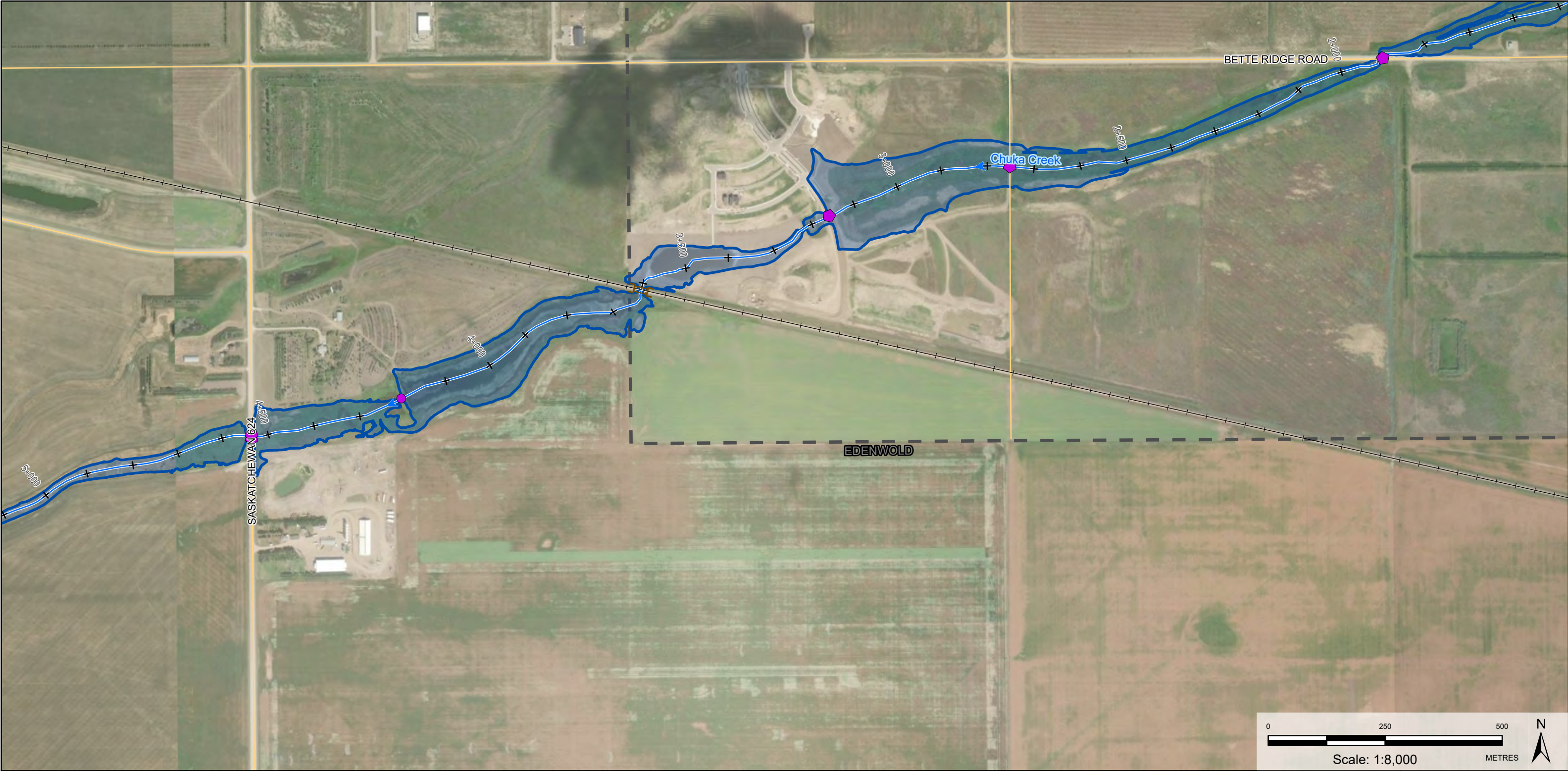
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 9 of 27



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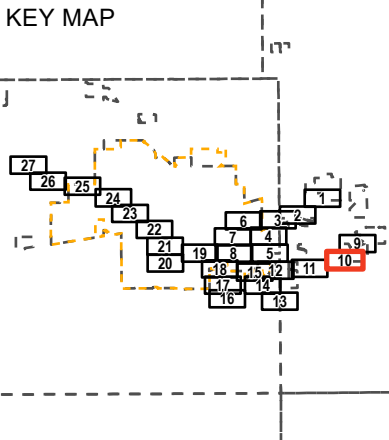
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Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 10 of 27



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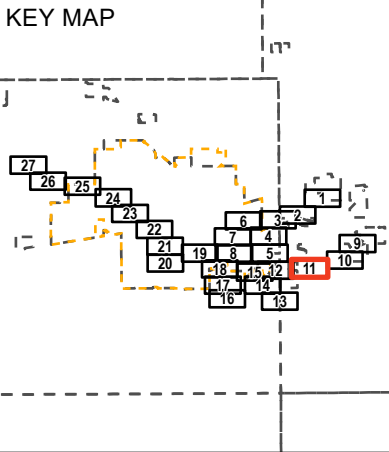
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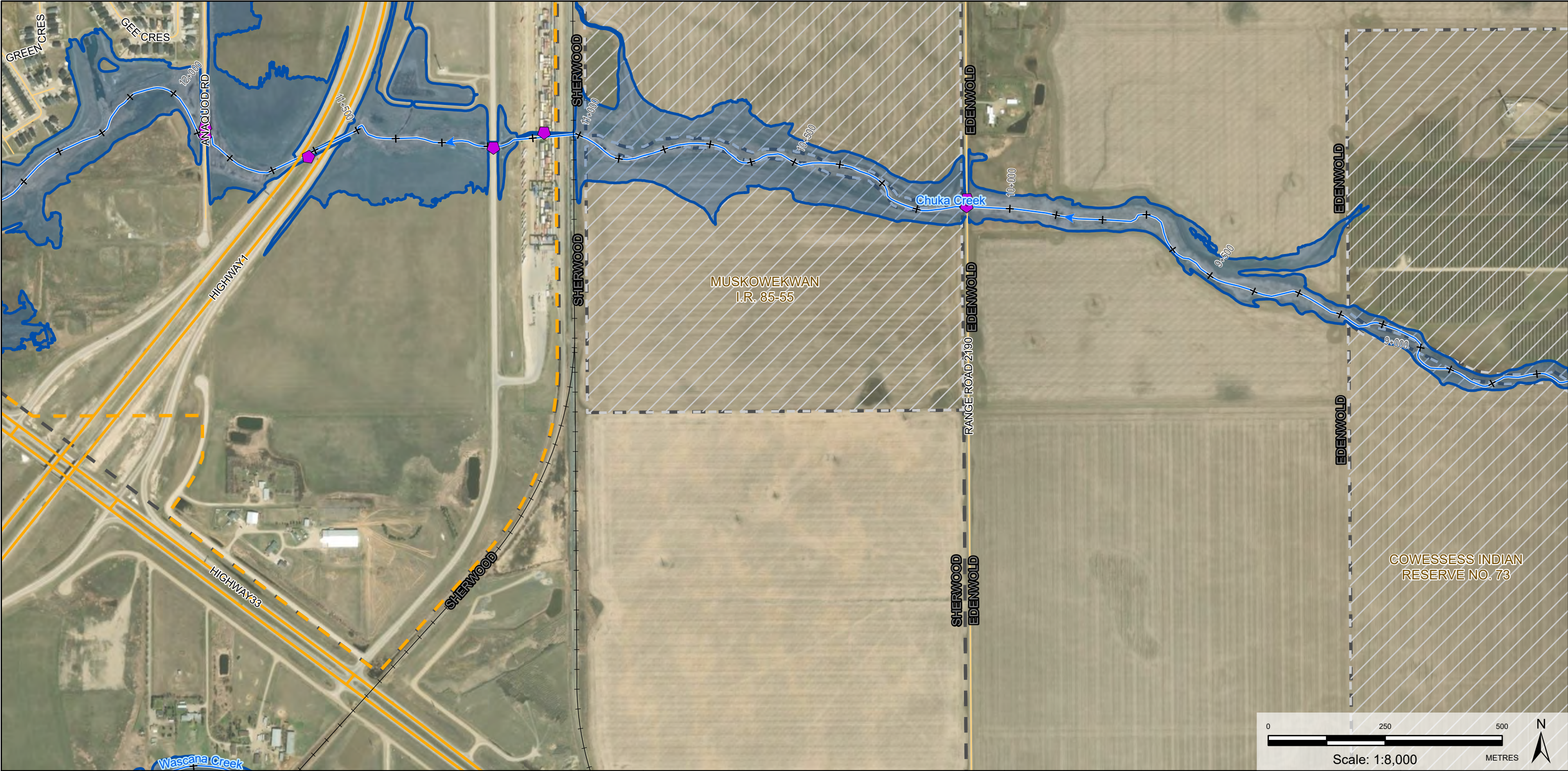
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 11 of 27



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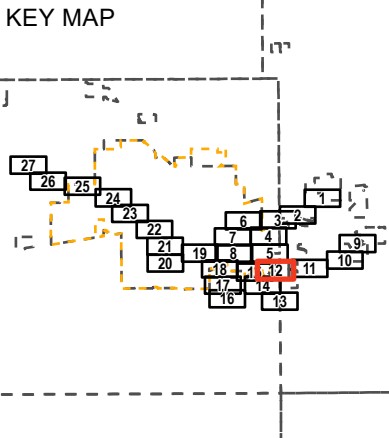
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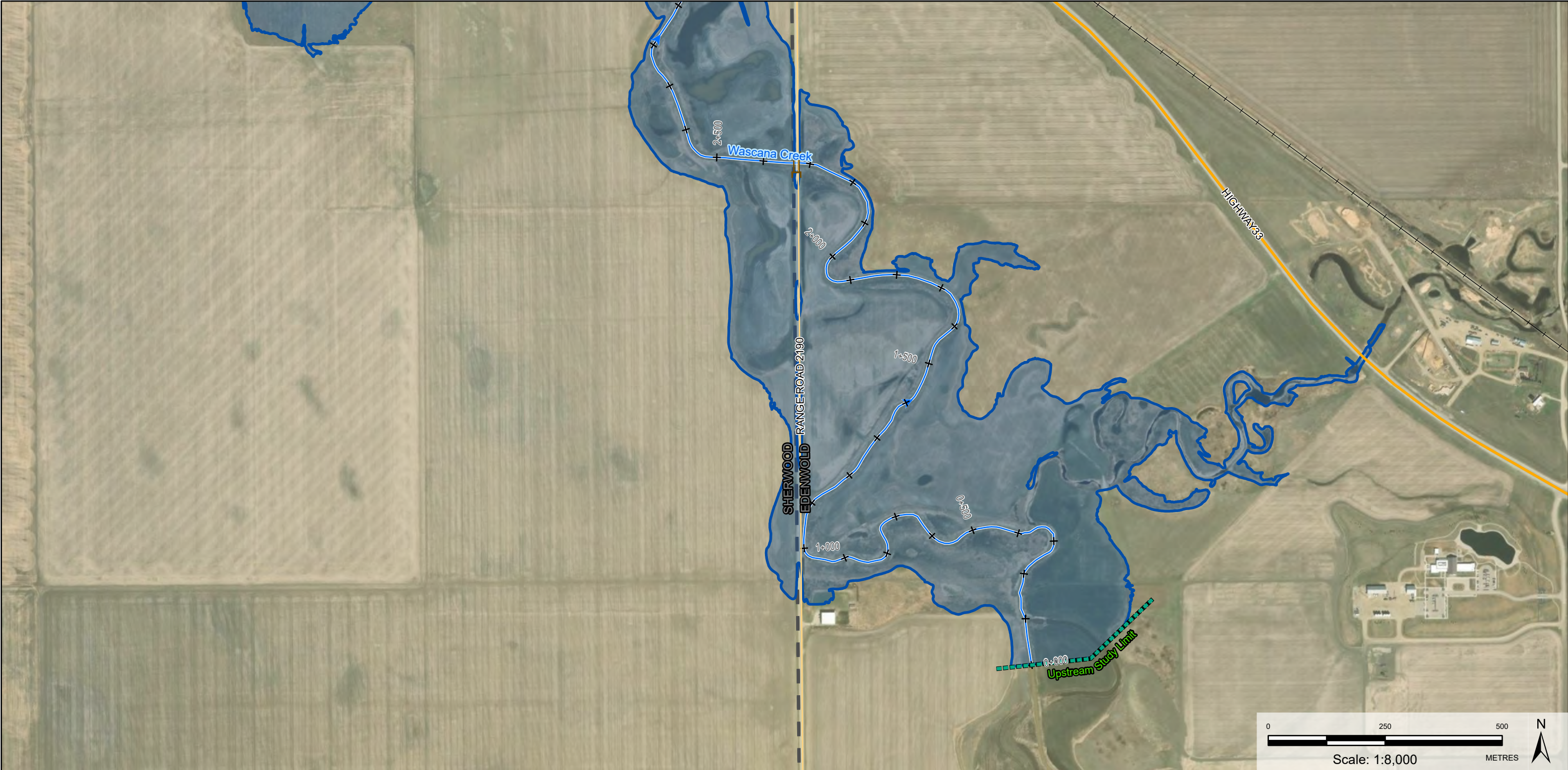
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 12 of 27



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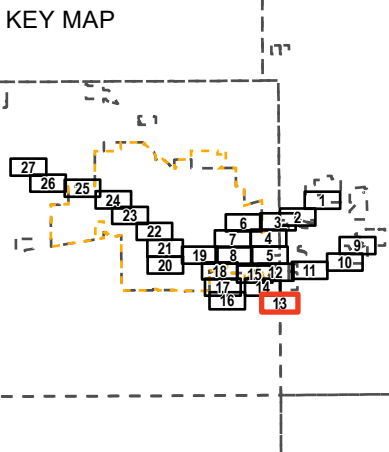
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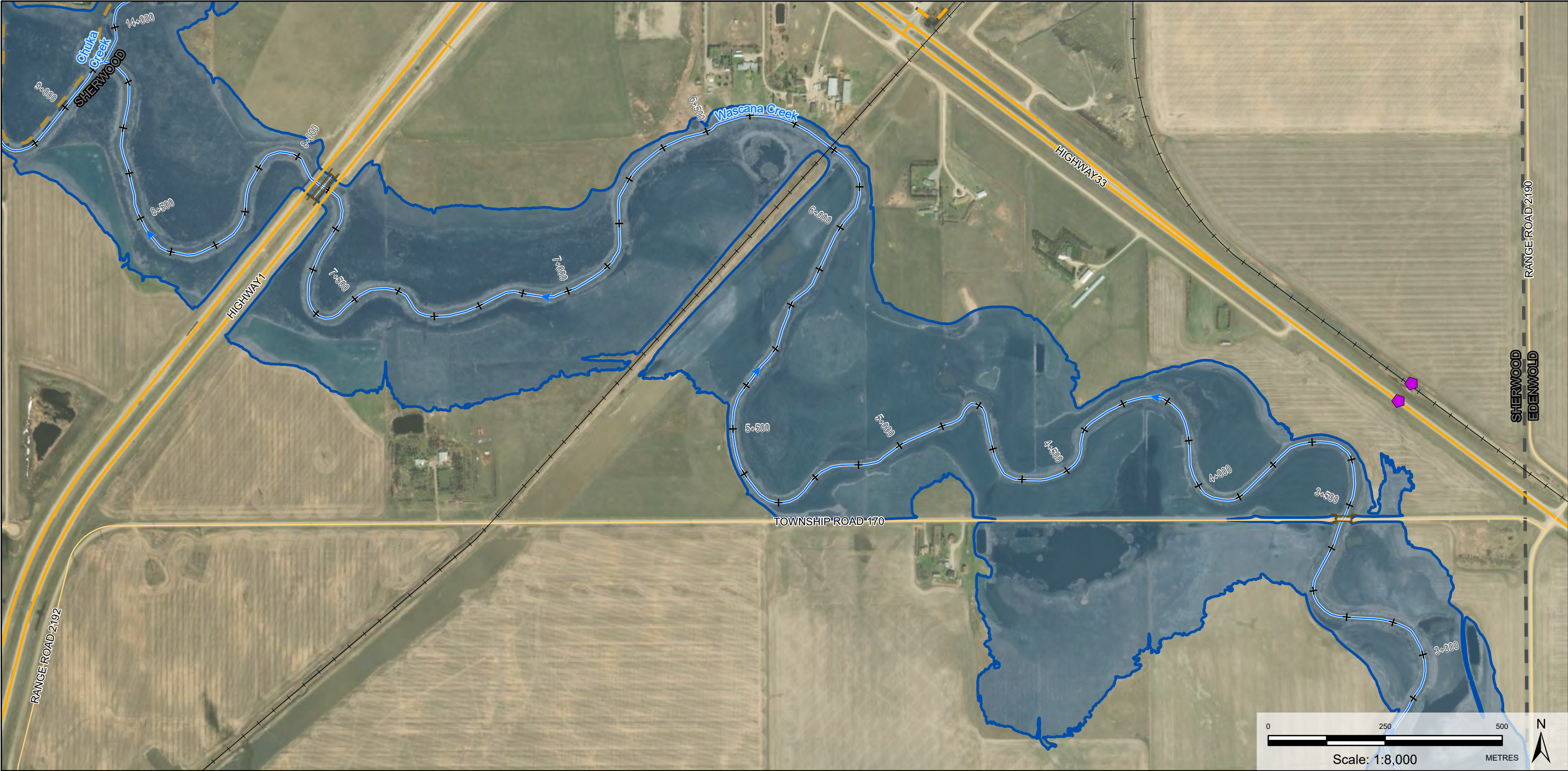
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 13 of 27



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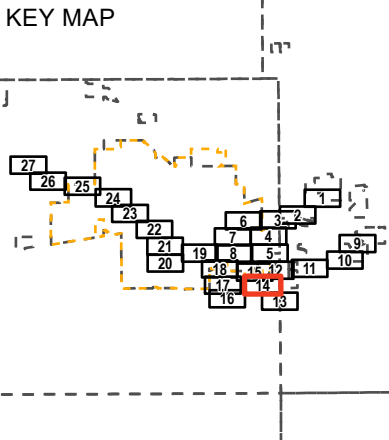
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

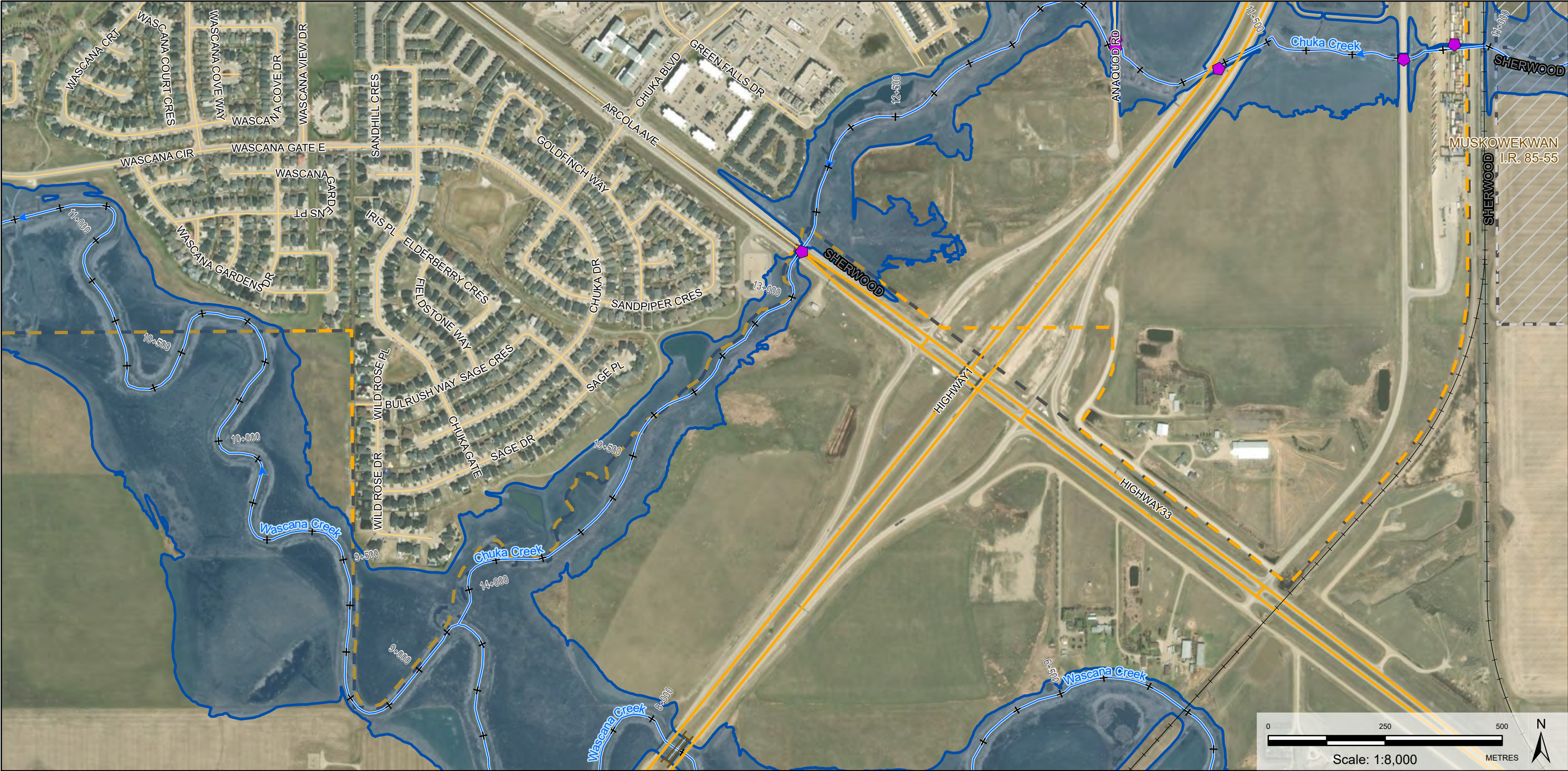
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 14 of 27



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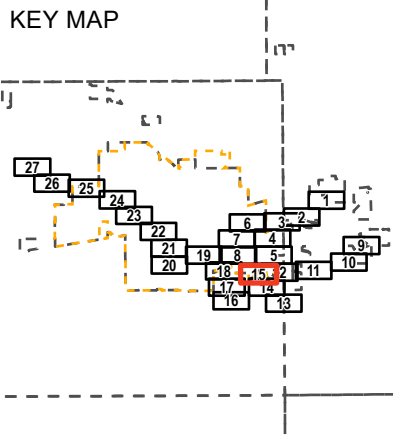
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 15 of 27



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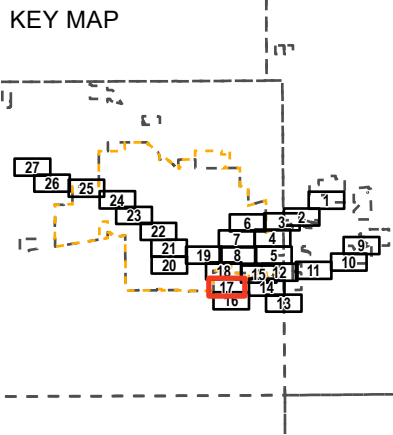
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 17 of 27



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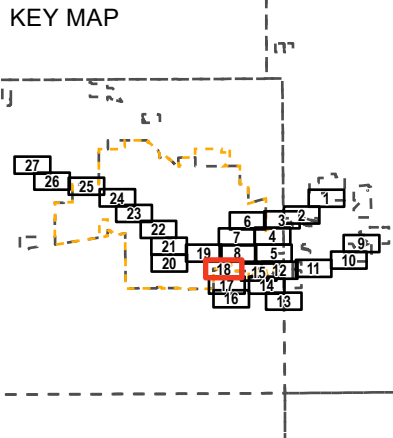
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

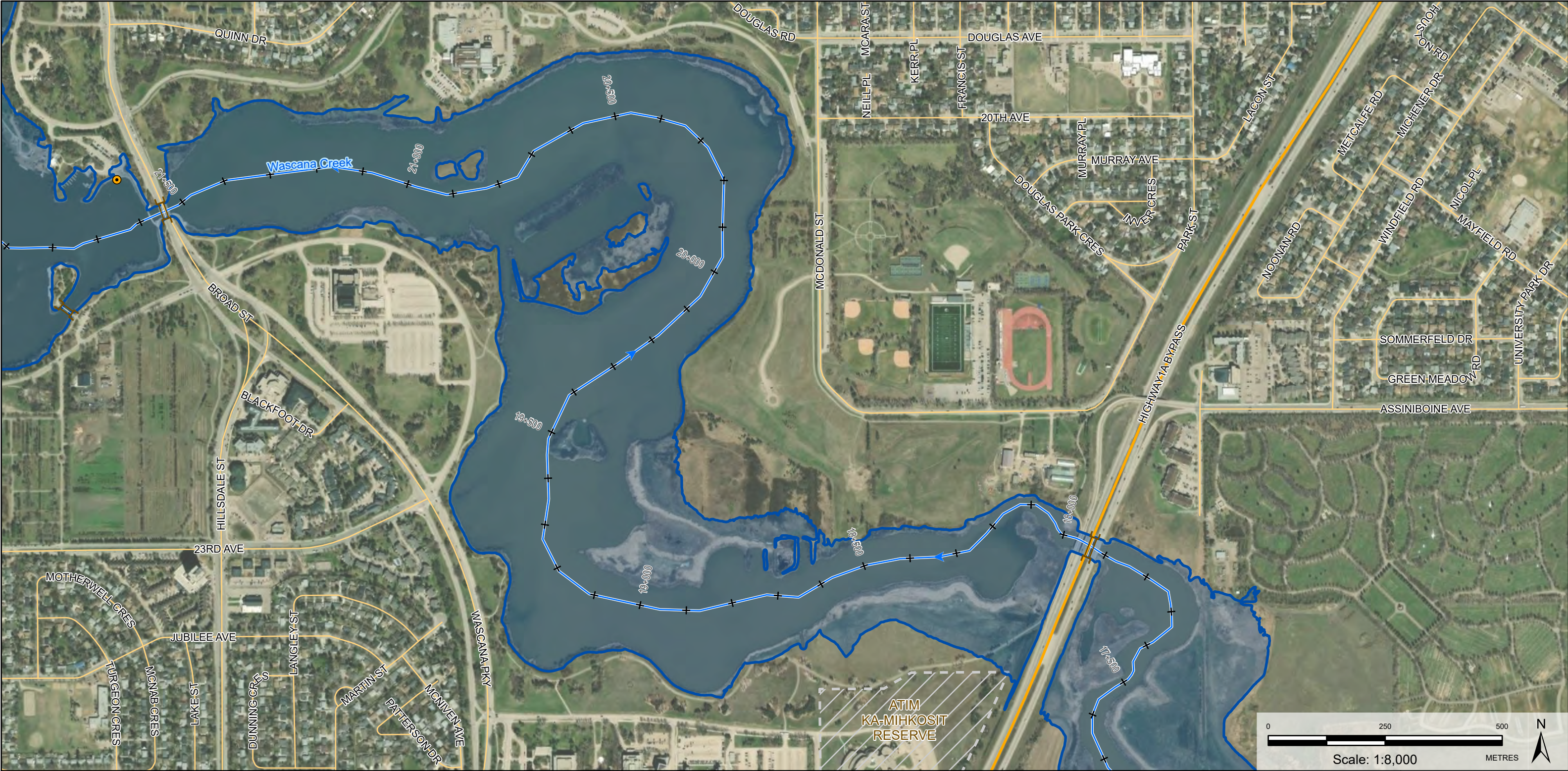
Credits:
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Notes:
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- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 18 of 27



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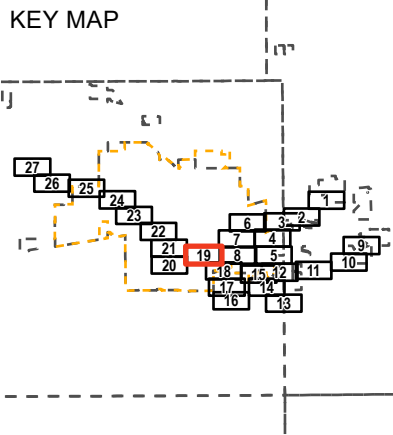
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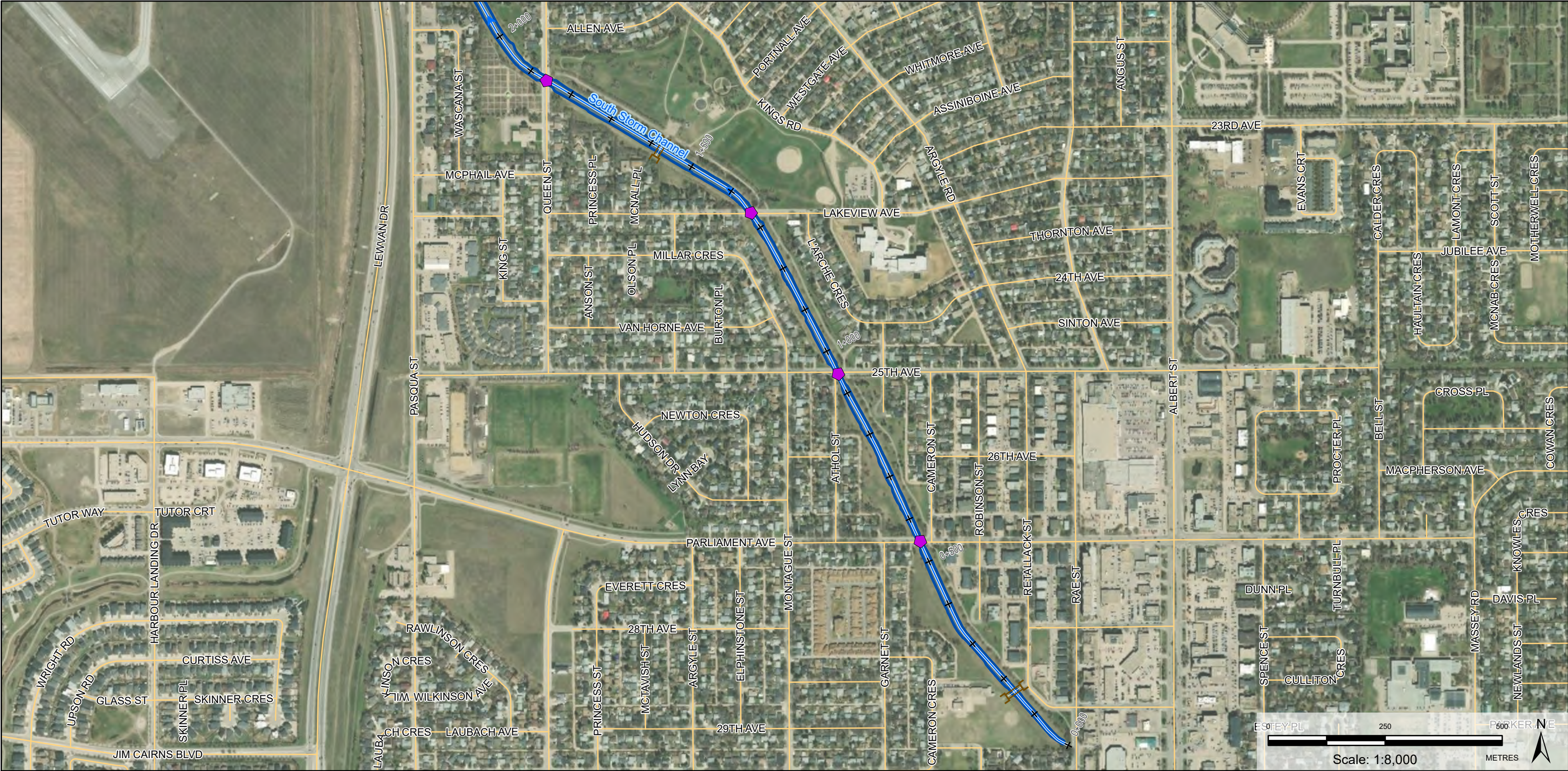
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Notes:
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- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
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| Hydrometric Gauging Station | Highway |
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| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 19 of 27



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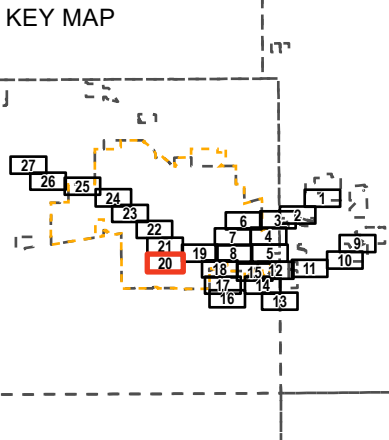
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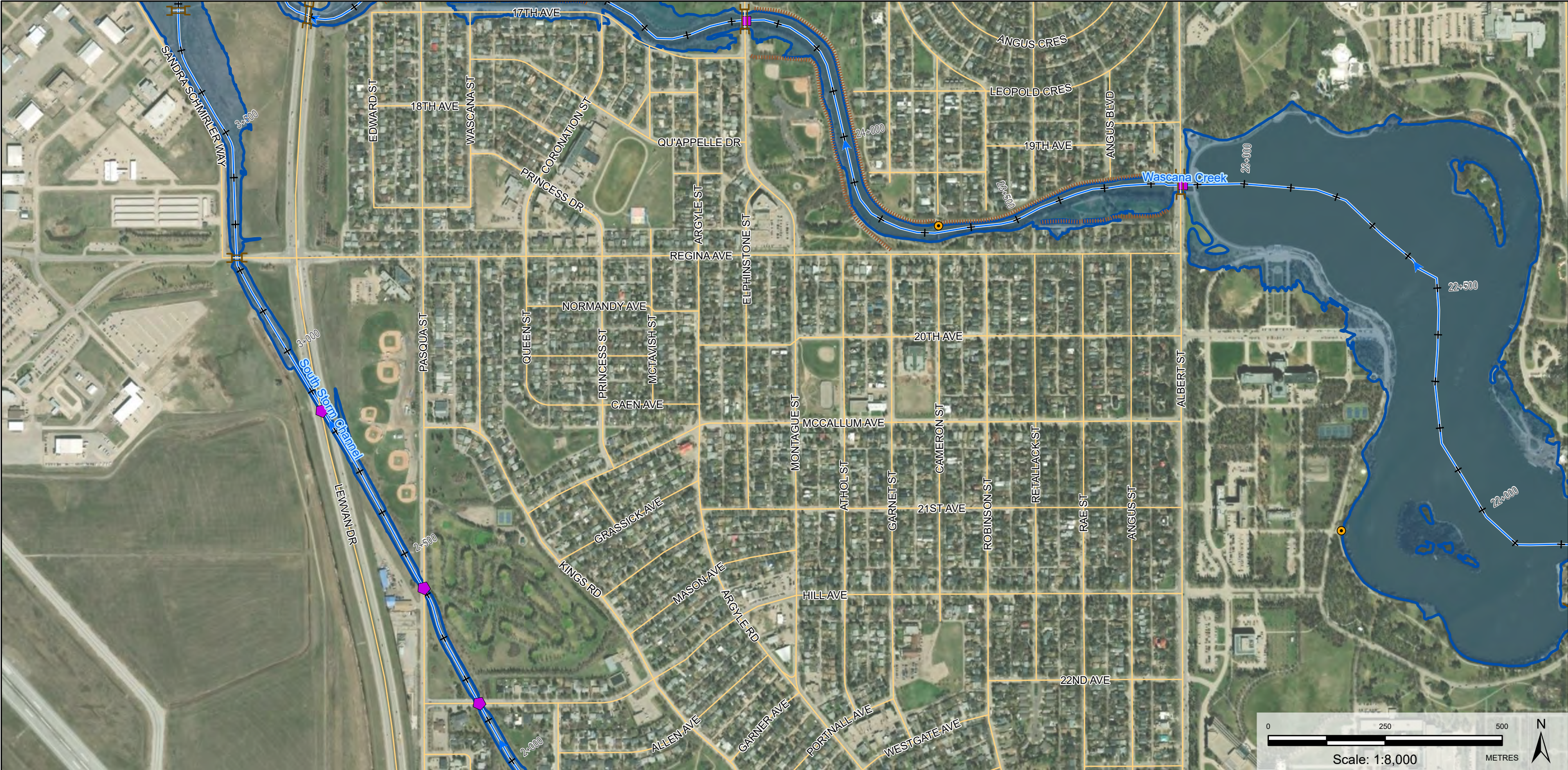
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Notes:
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- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
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PROJECT NUMBER: 60706173	REV. 5	SHEET 20 of 27



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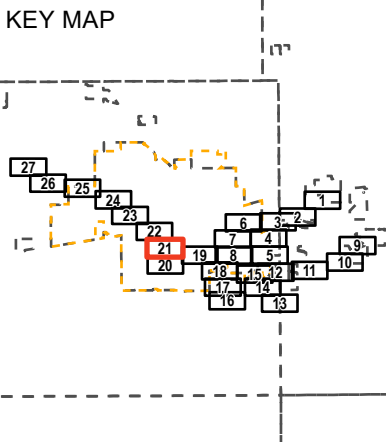
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Geoid Model: CGG2013
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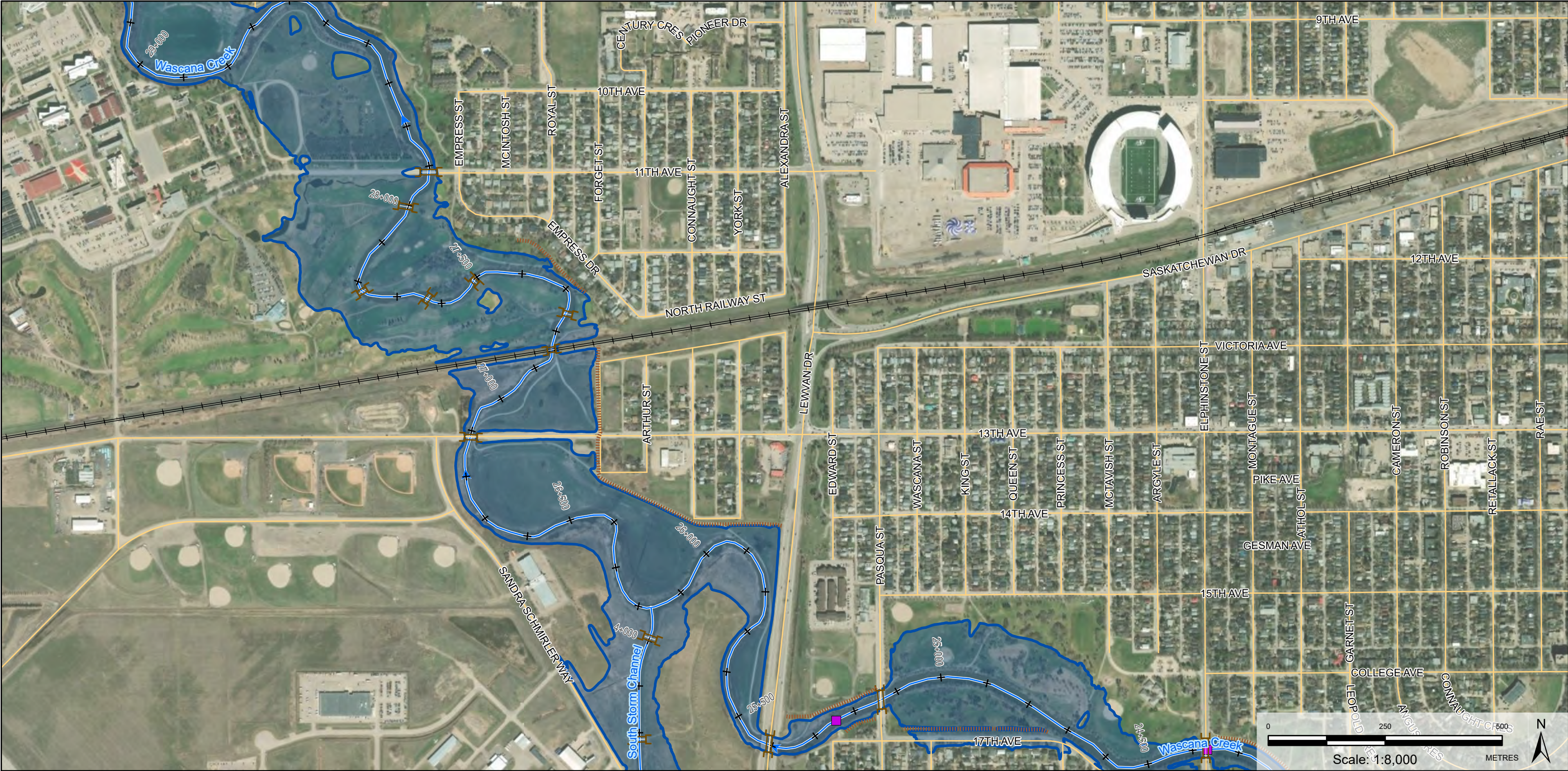
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Notes:
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- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
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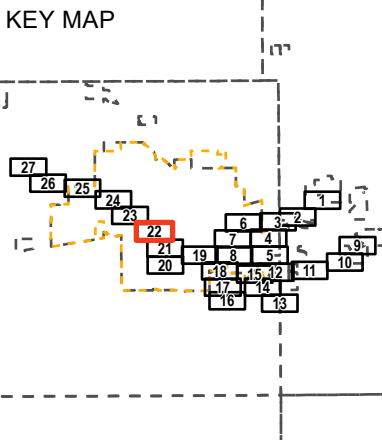
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

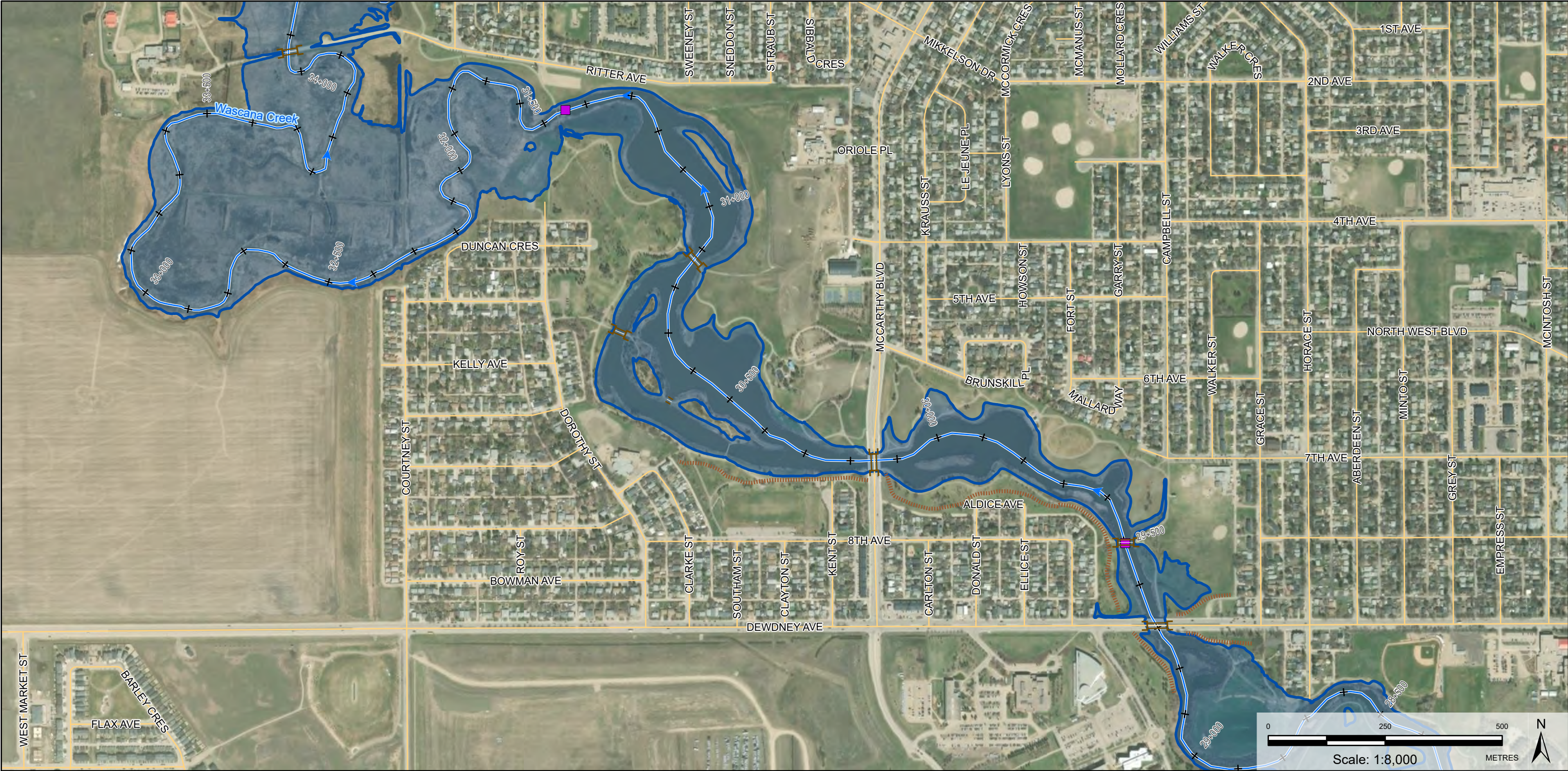
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 22 of 27



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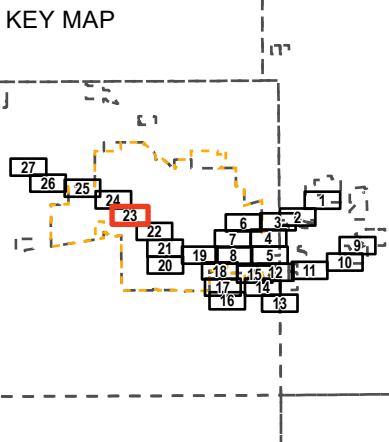
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

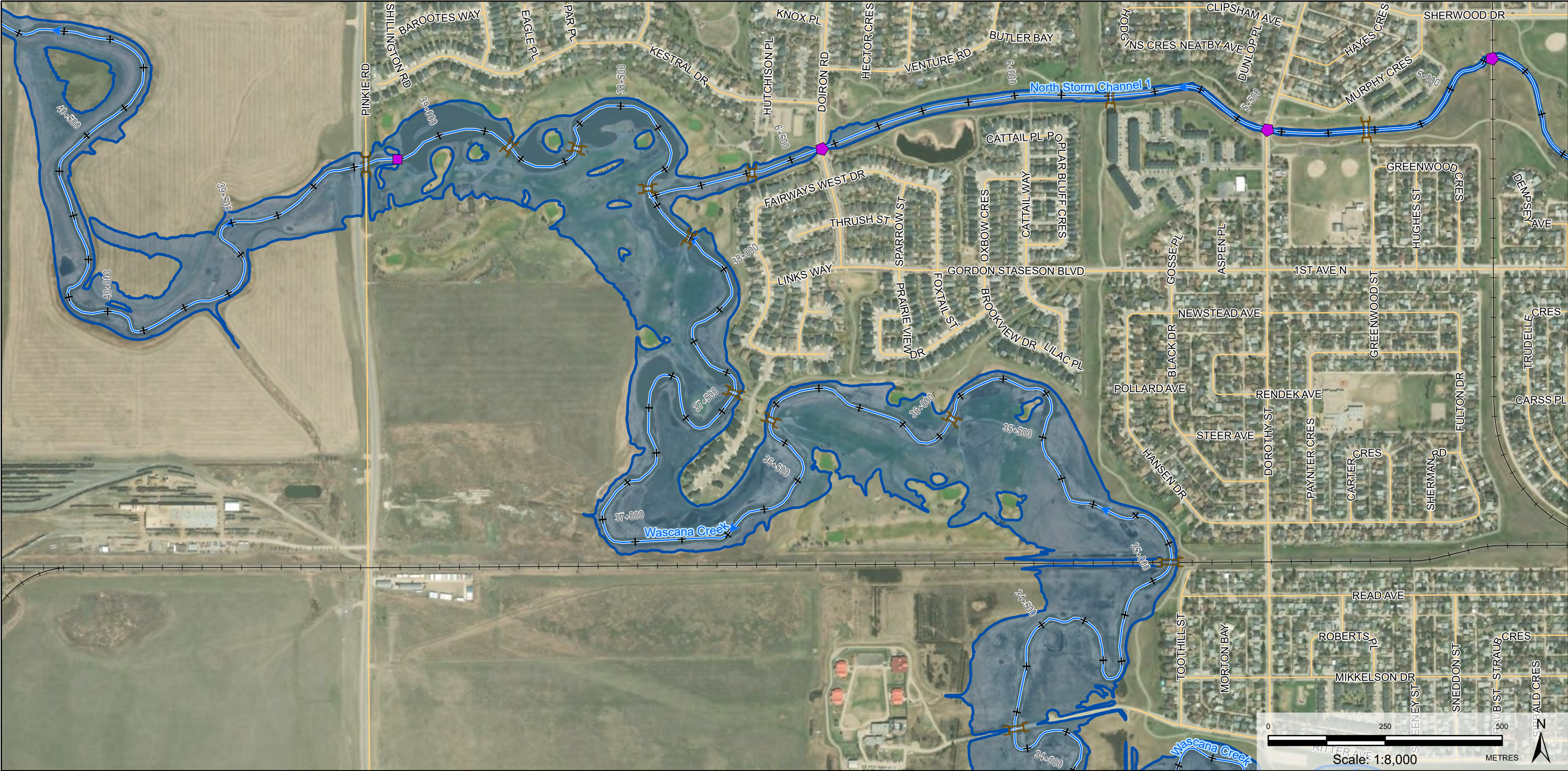
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 23 of 27



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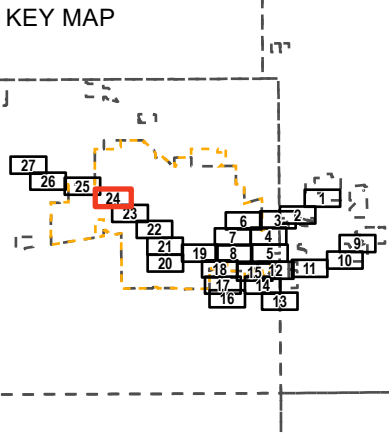
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 24 of 27



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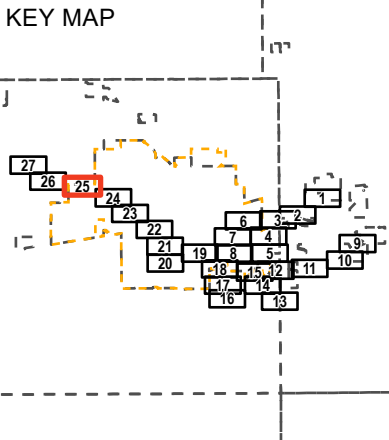
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 25 of 27



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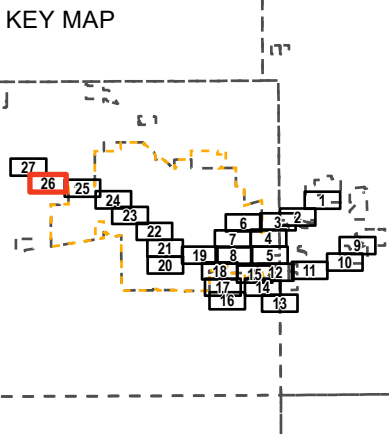
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 26 of 27



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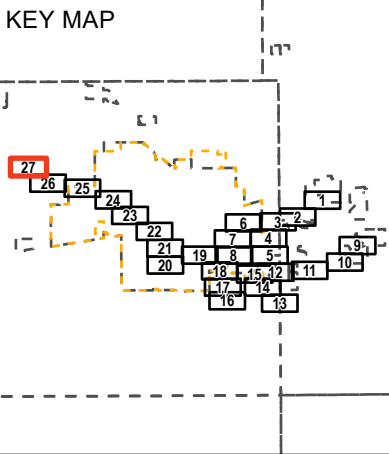
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

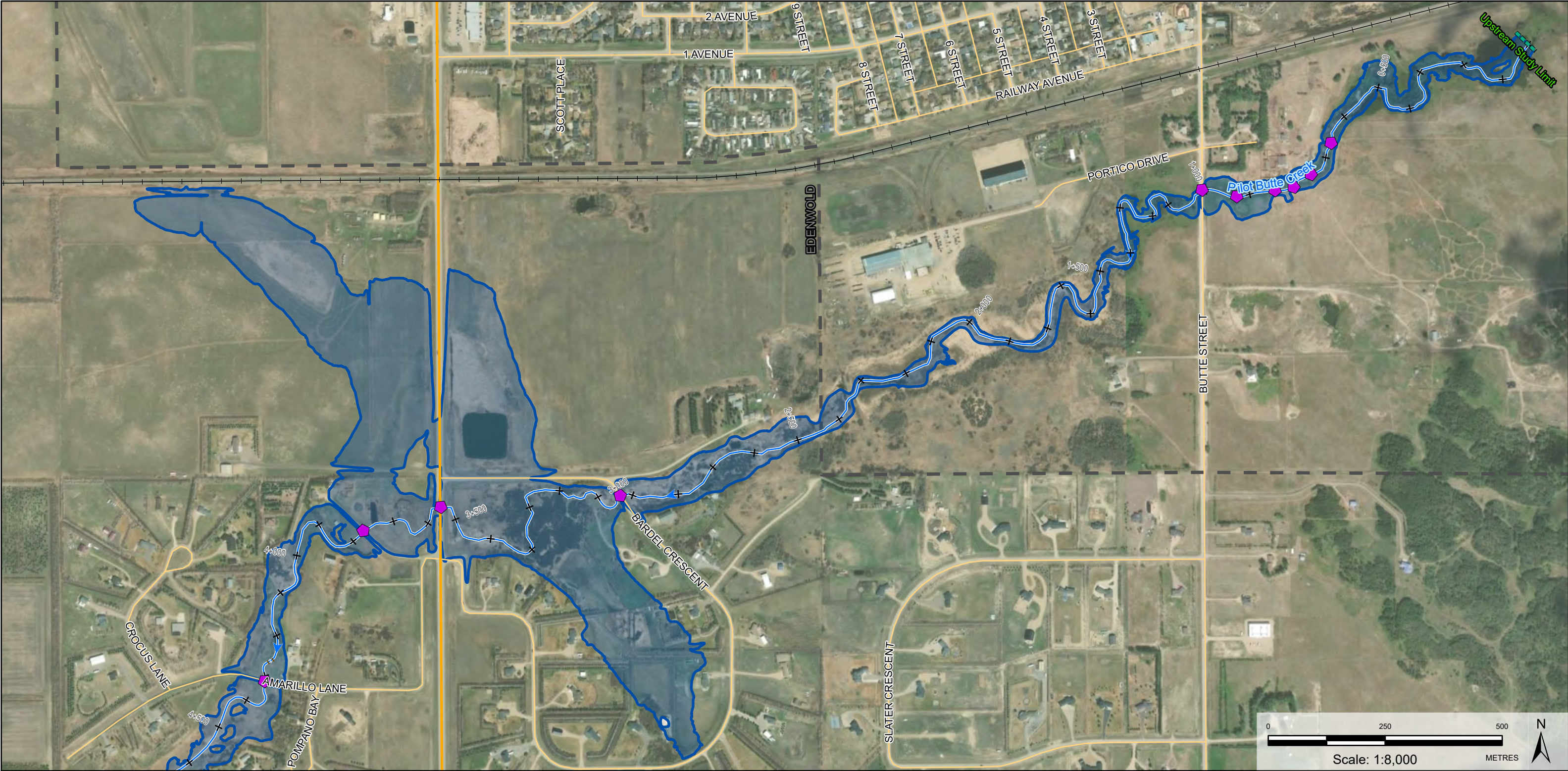
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:25 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 25-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 27 of 27



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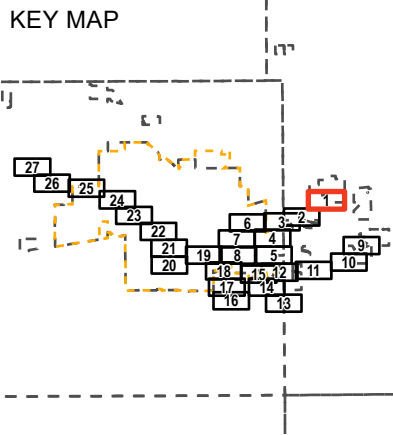
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 1 of 27



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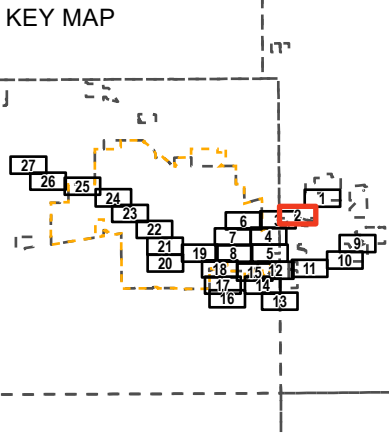
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

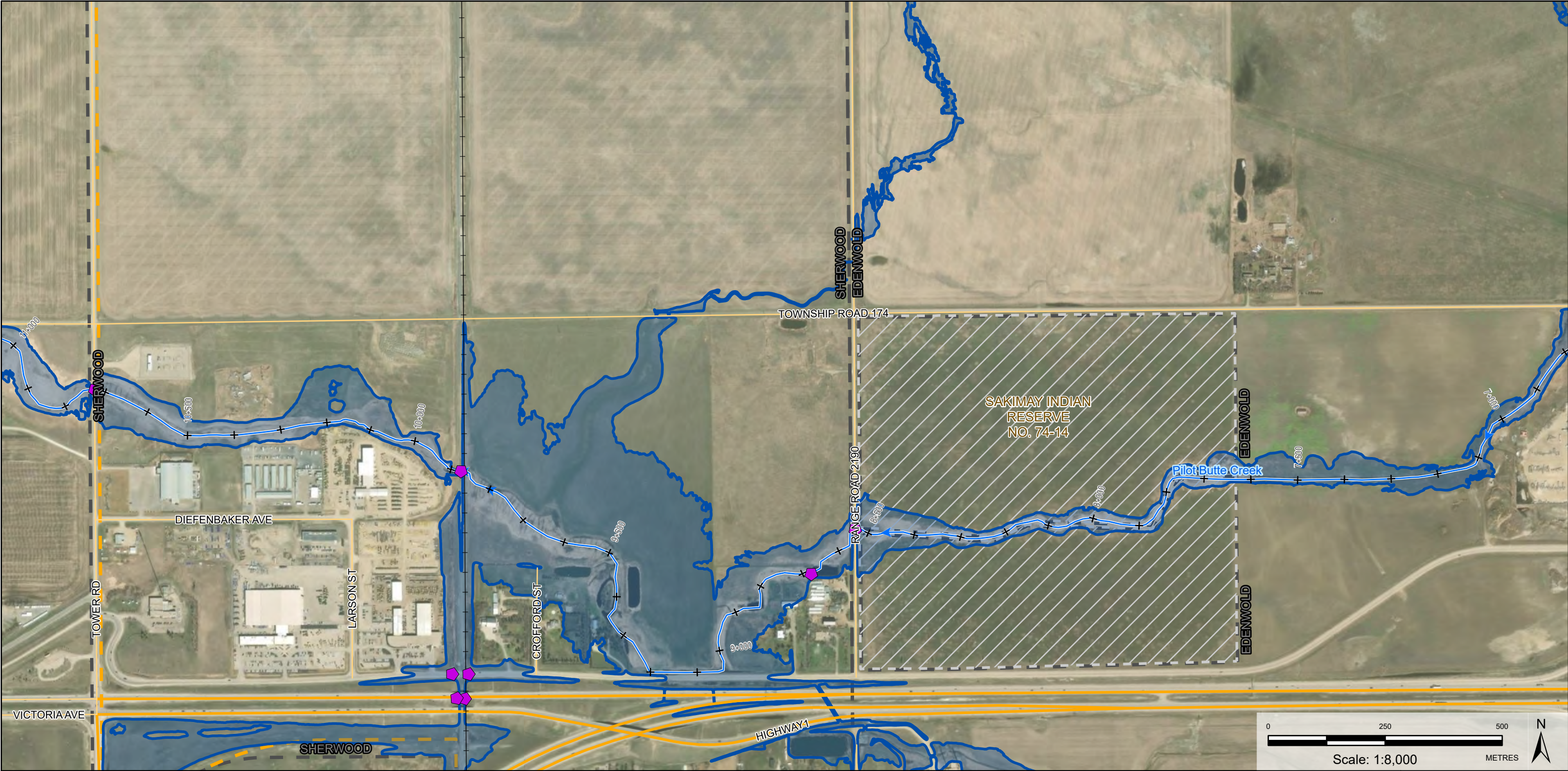
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 2 of 27



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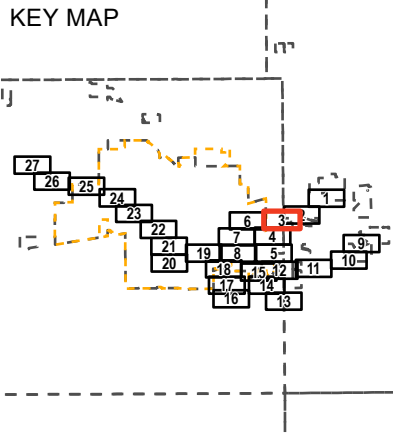
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

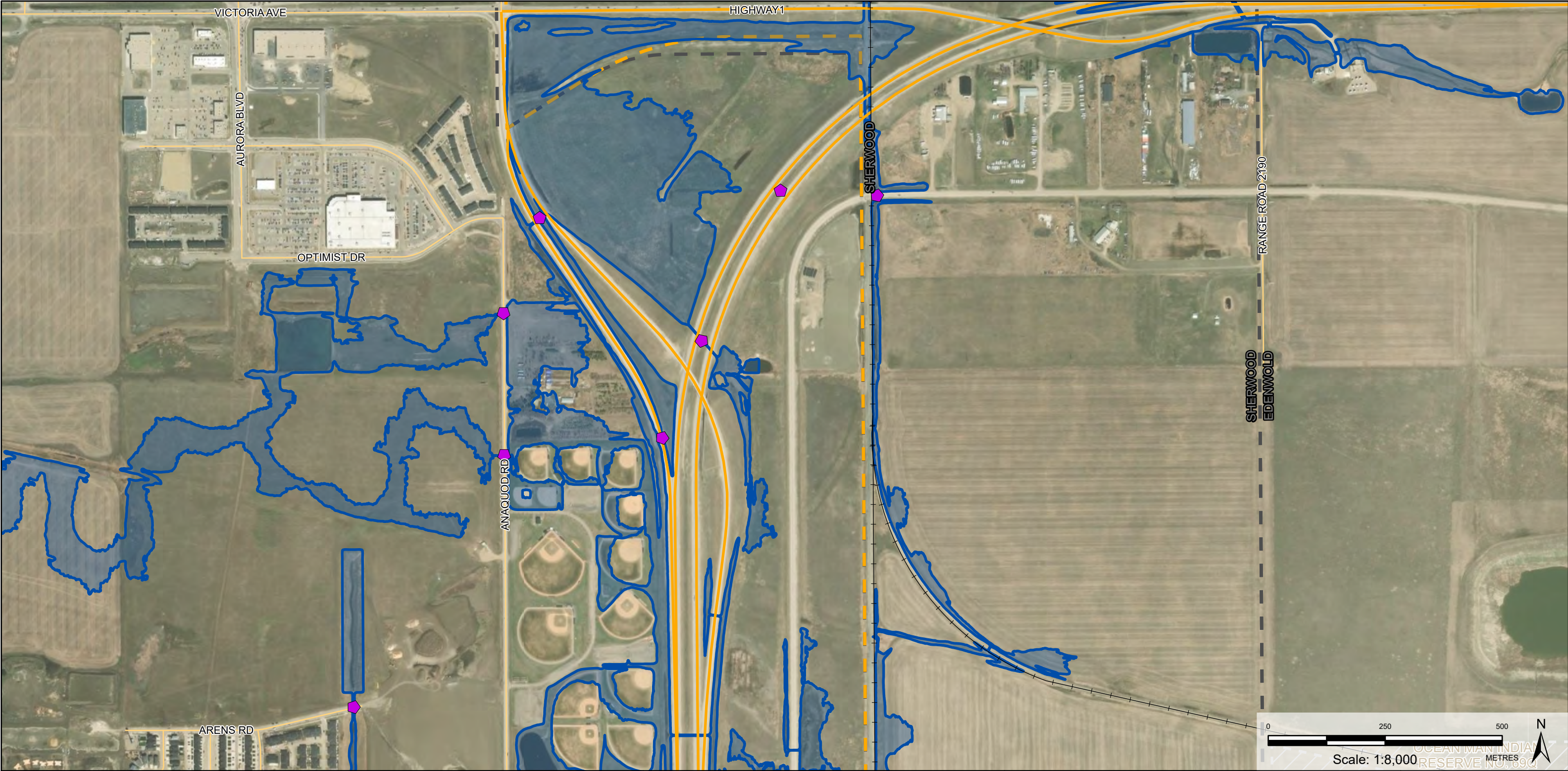
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT			
PROJECT NUMBER: 60706173	REV. 5	SHEET 3 of 27	



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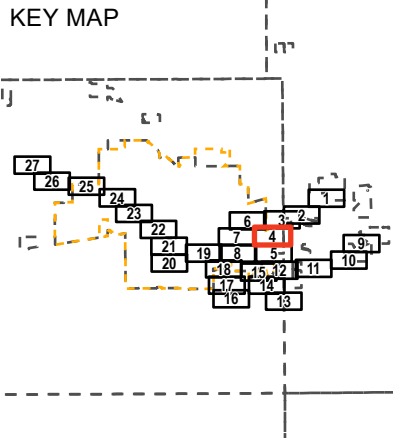
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

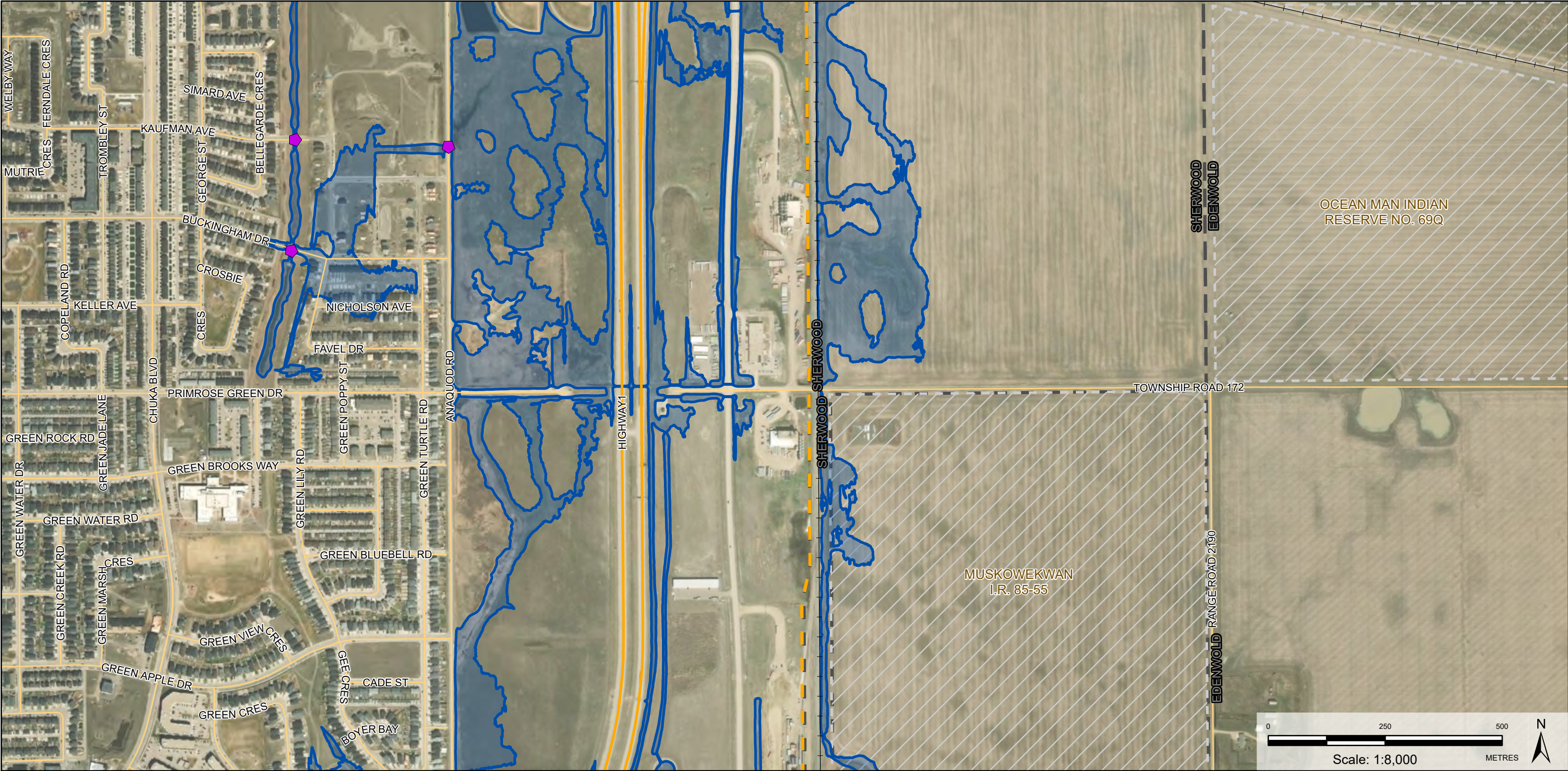
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 4 of 27



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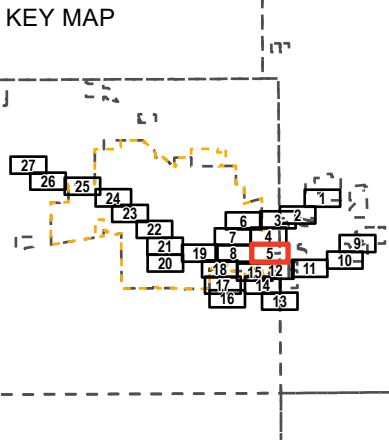
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 5 of 27



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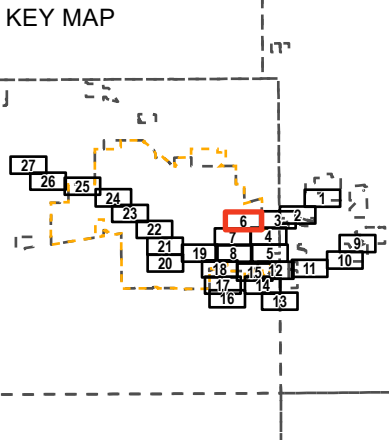
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

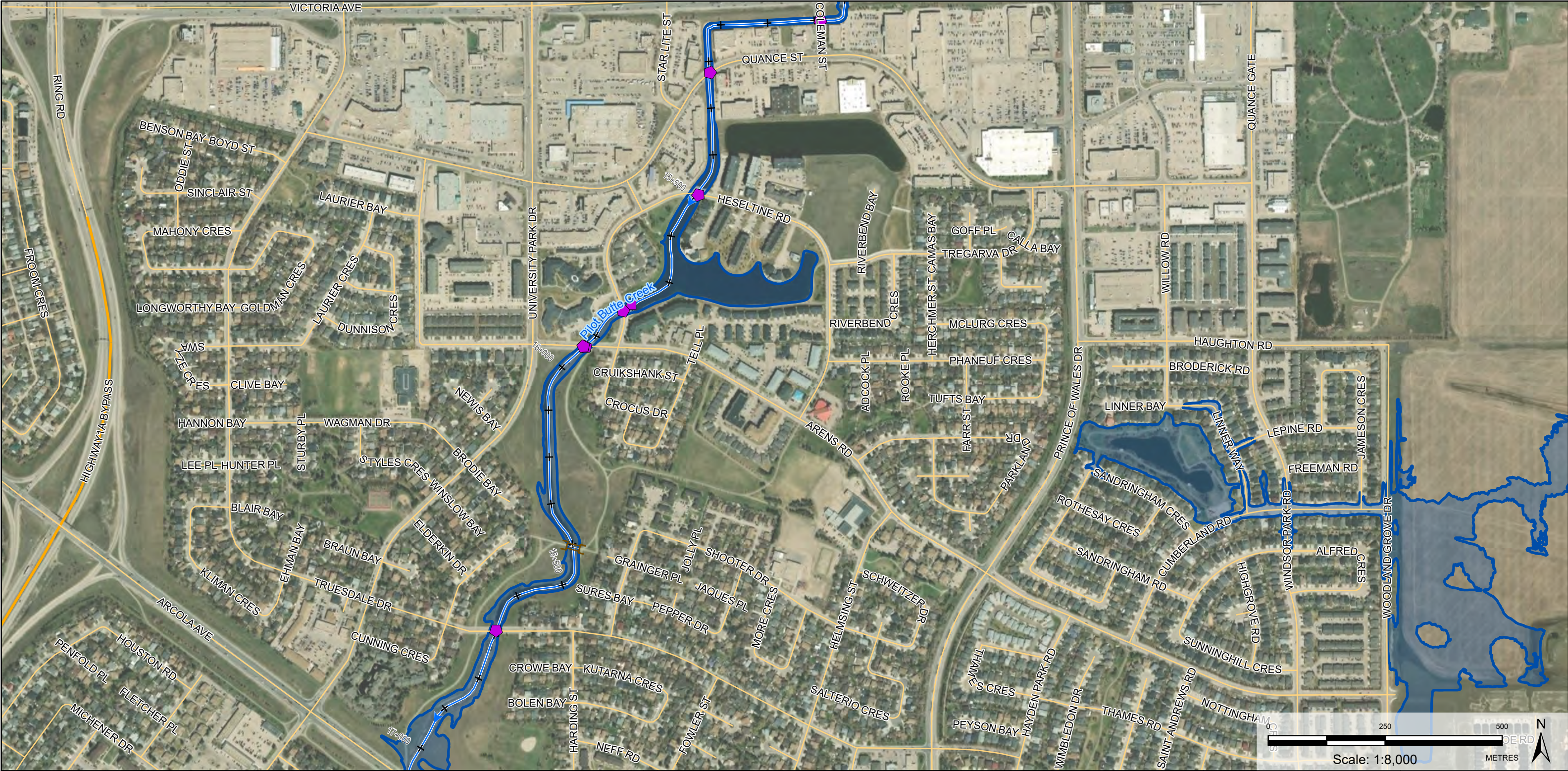
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 6 of 27



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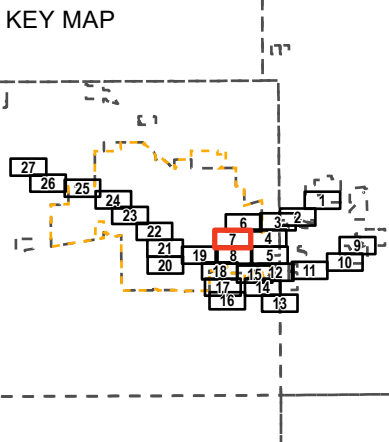
Paper Size:
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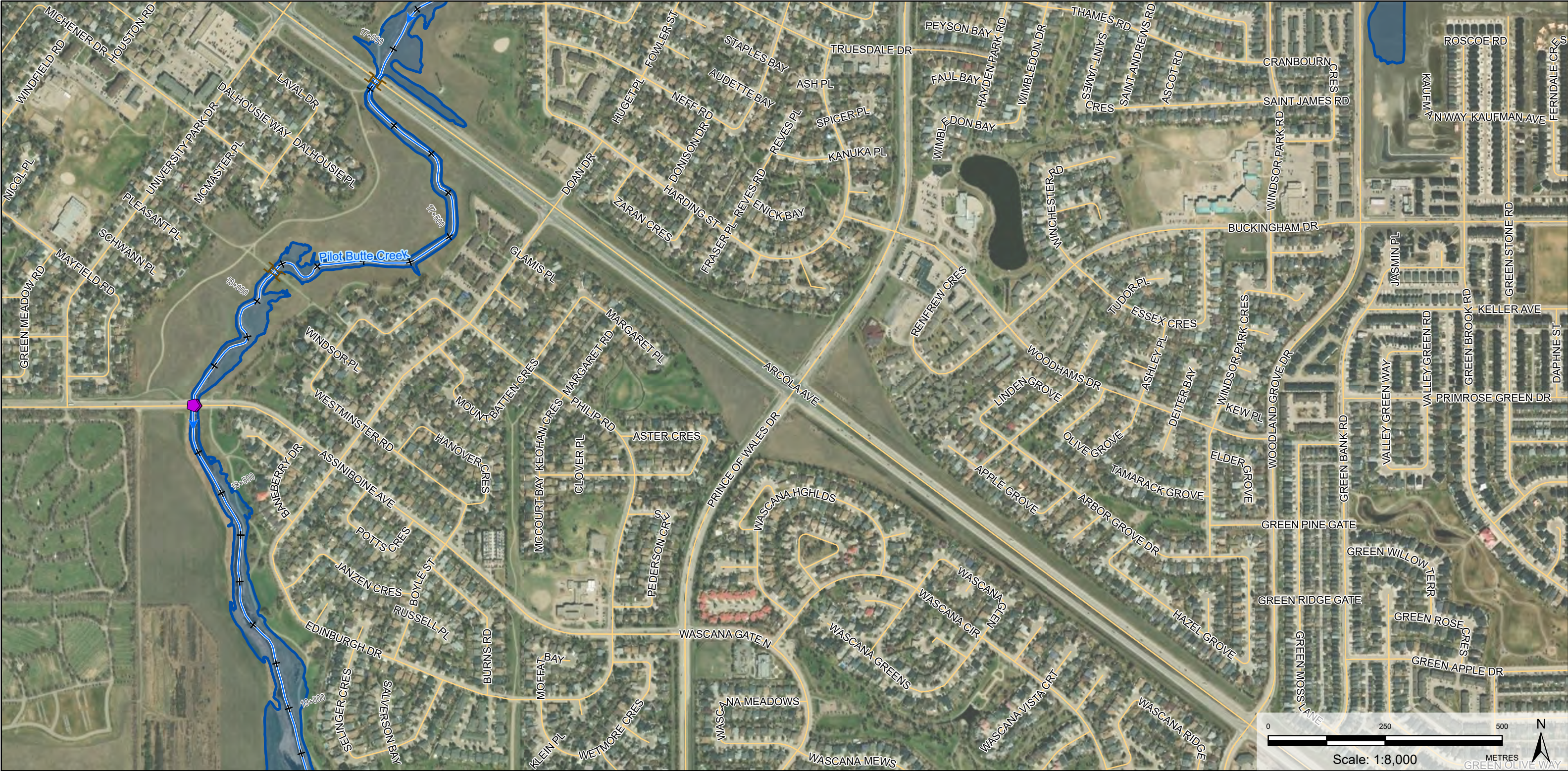
Credits:
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Notes:
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- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 7 of 27



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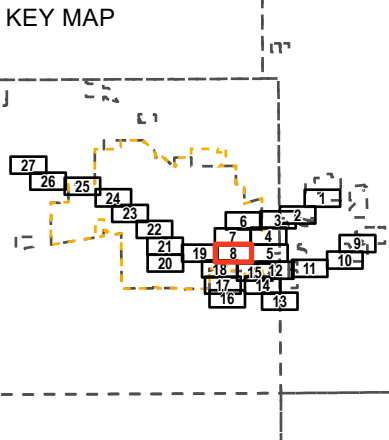
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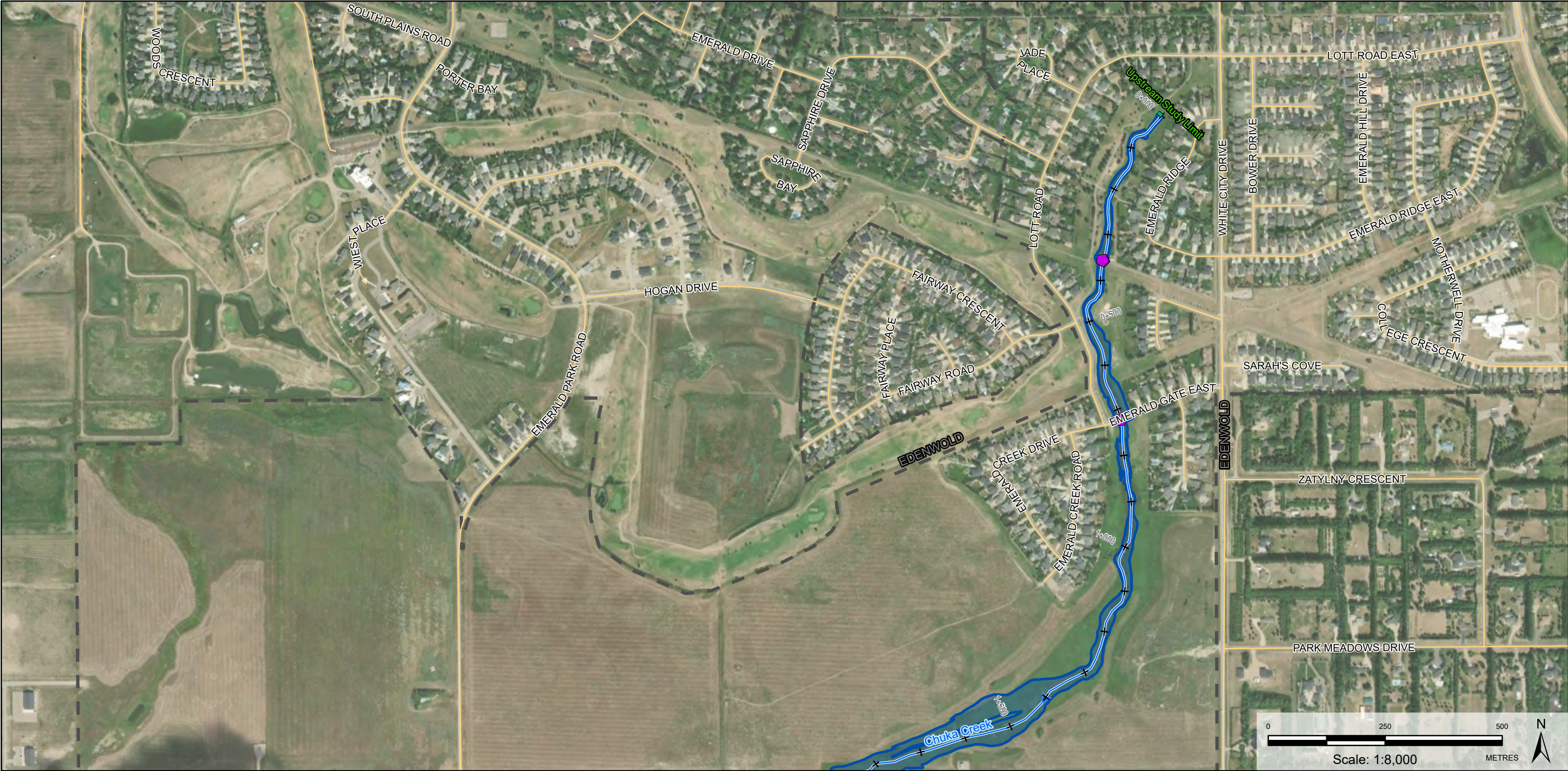
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 8 of 27



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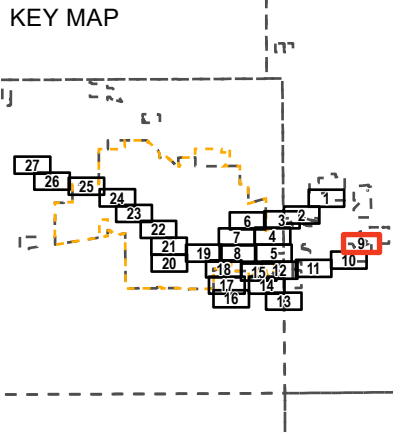
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Coordinate Reference System:
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Map Projection: UTM CSRS Extended Zone 13 North

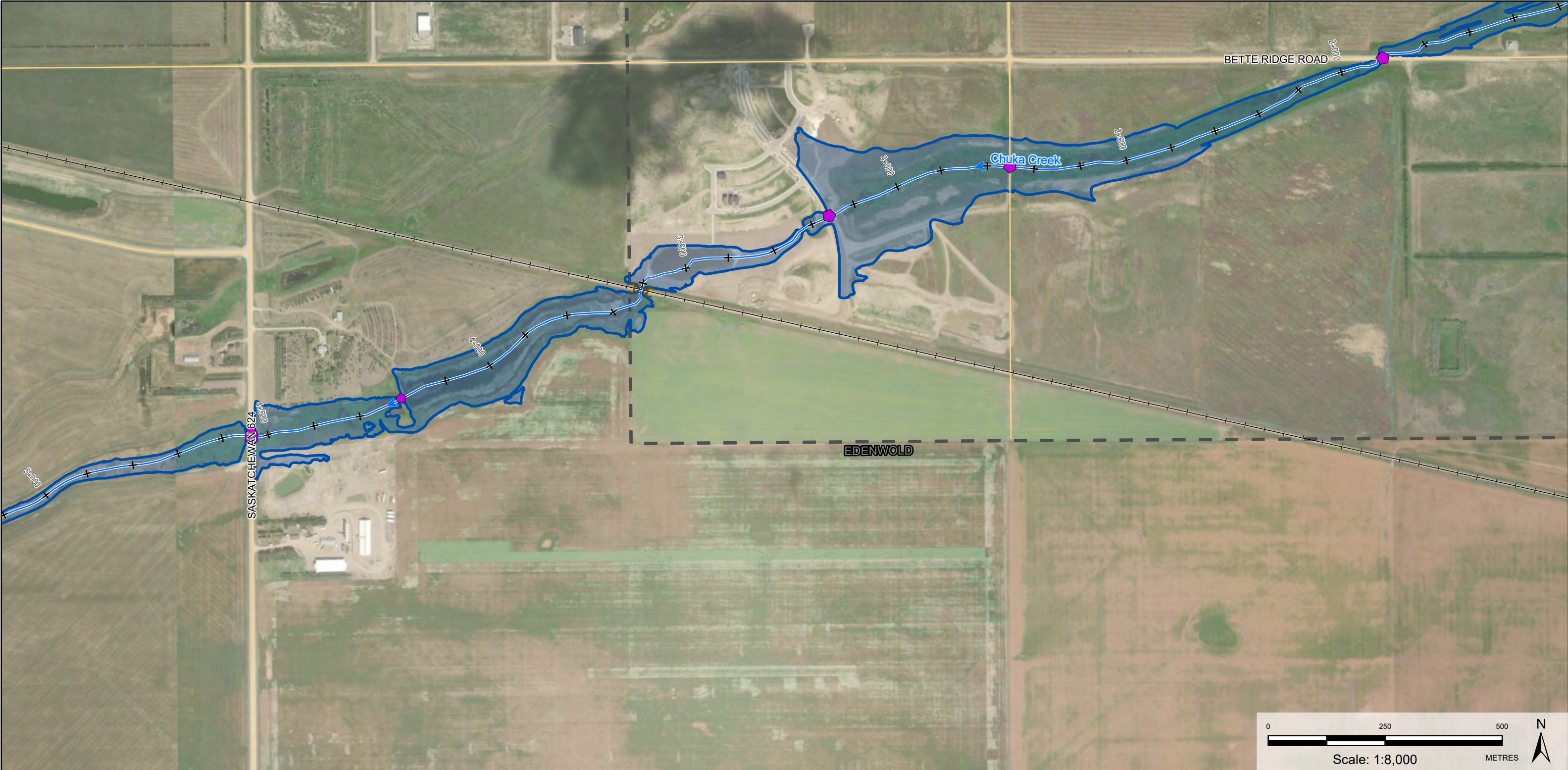
Credits:
ESRI Canada 2022

Notes:
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 1:50 Year Flood	 Dam
 Study Limits	 Culvert
 Watercourse Centerline	 Weir
 Flow Direction	 Bridge
 Chainage (100 m interval)	 Railway
 Hydrometric Gauging Station	 Highway
 Dyke	 Local Road
	 Indigenous Land
	 Regina City Limit
	 Rural Municipalities



	 	
TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 9 of 27



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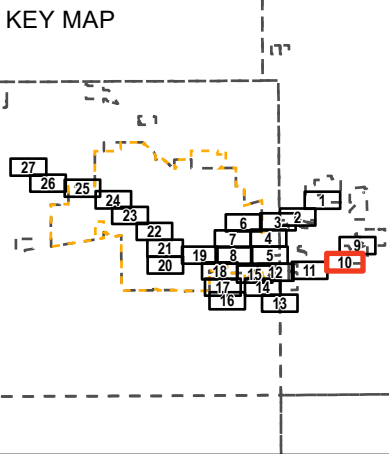
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 10 of 27



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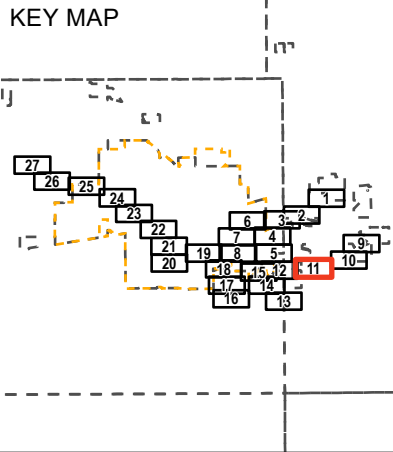
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

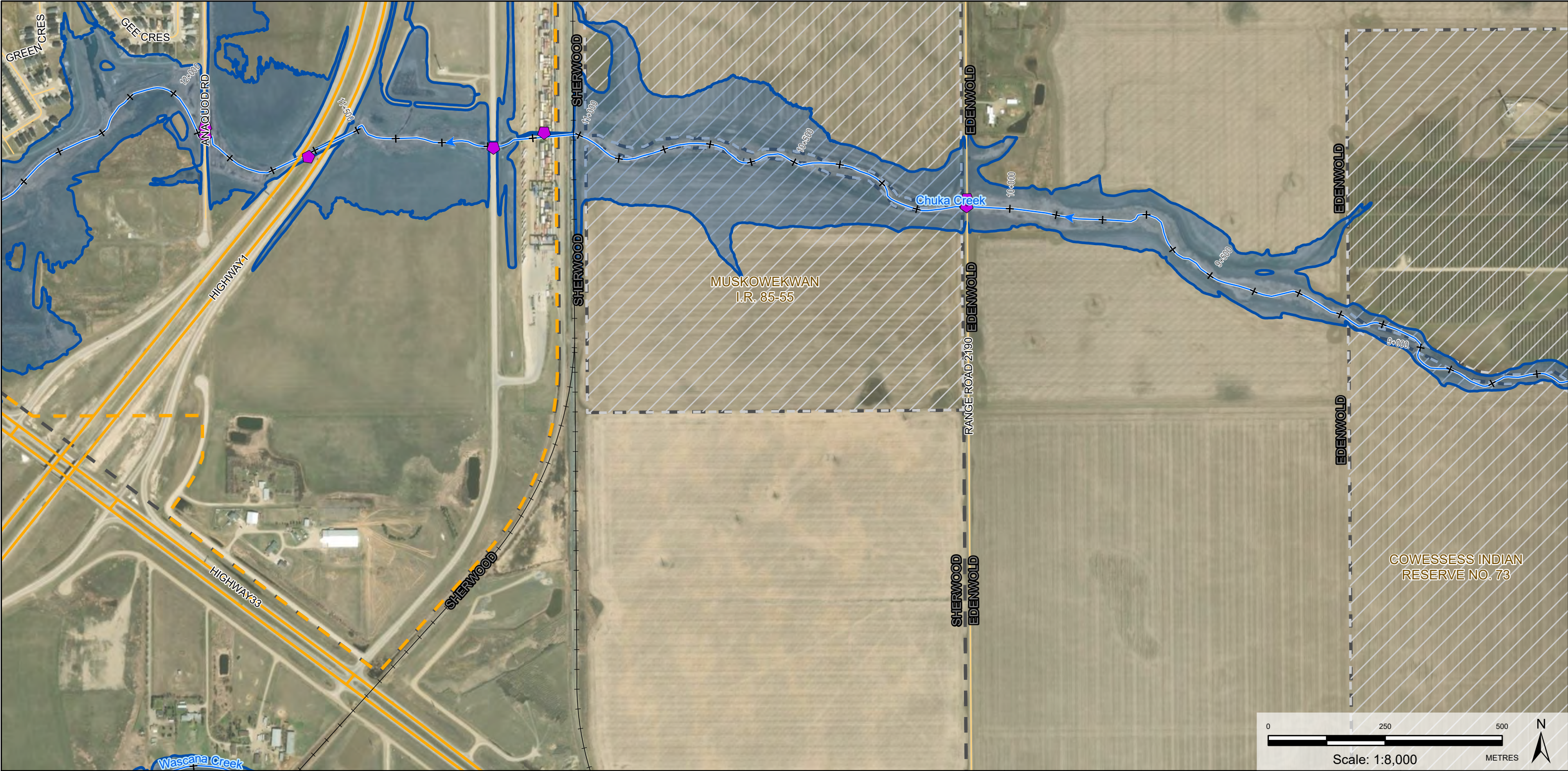
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

1:50 Year Flood	Dam
Study Limits	Culvert
Watercourse Centerline	Weir
Flow Direction	Bridge
Chainage (100 m interval)	Railway
Hydrometric Gauging Station	Highway
Dyke	Local Road
	Indigenous Land
	Regina City Limit
	Rural Municipalities



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 11 of 27



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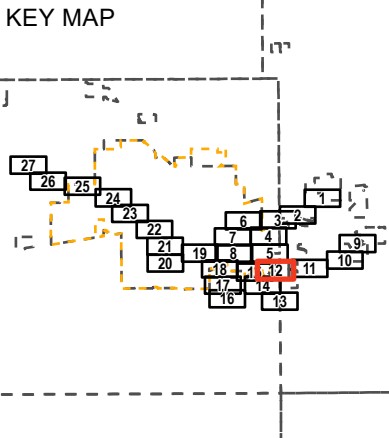
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

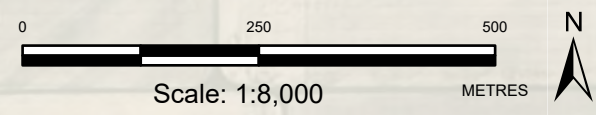
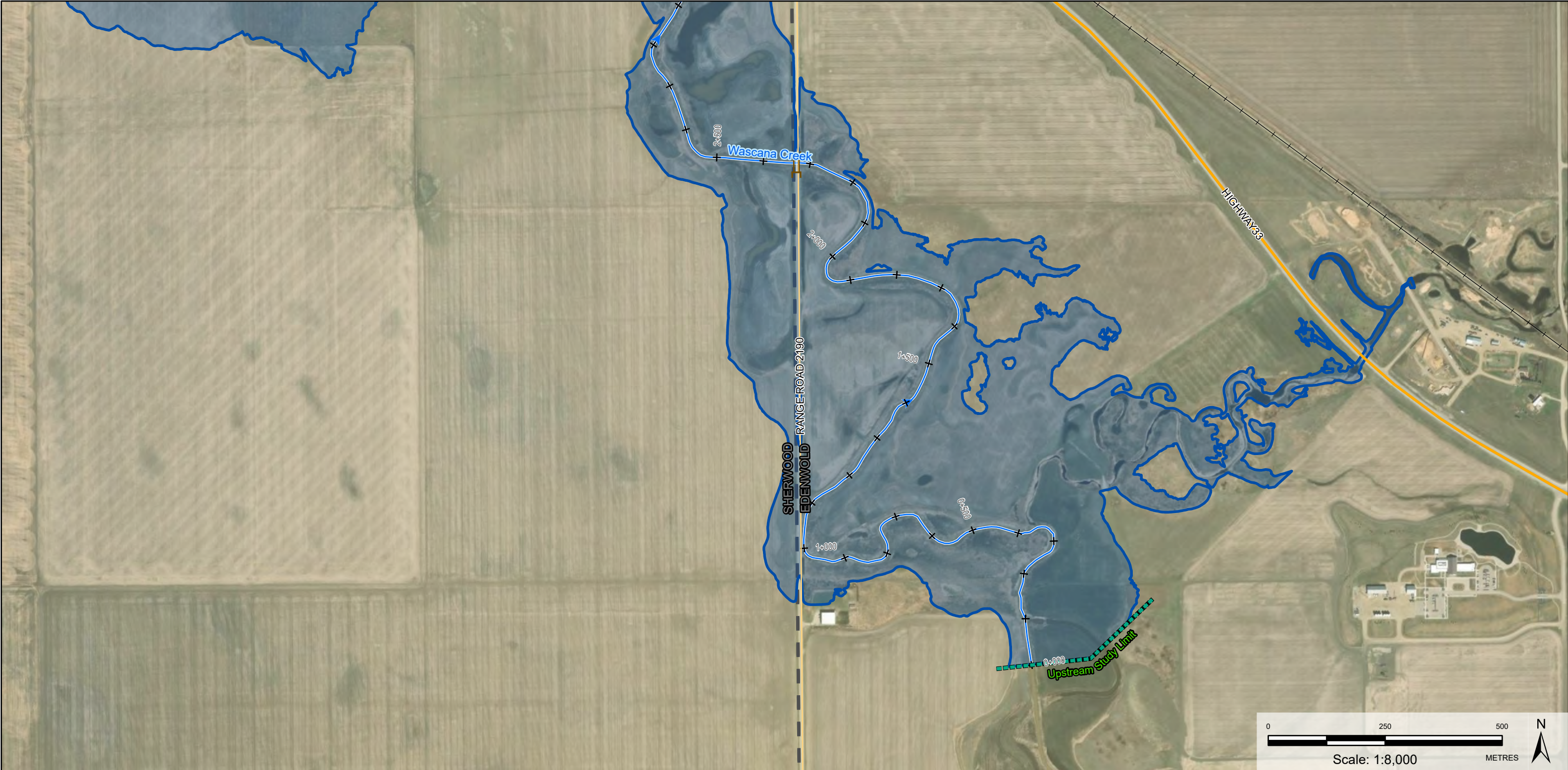
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 12 of 27



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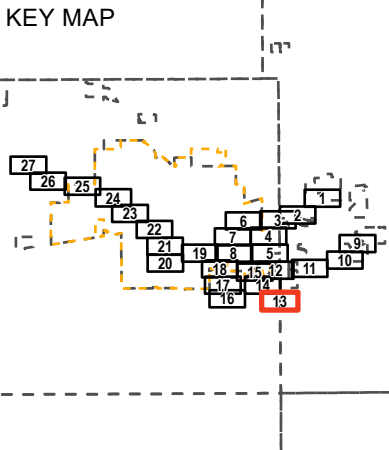
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

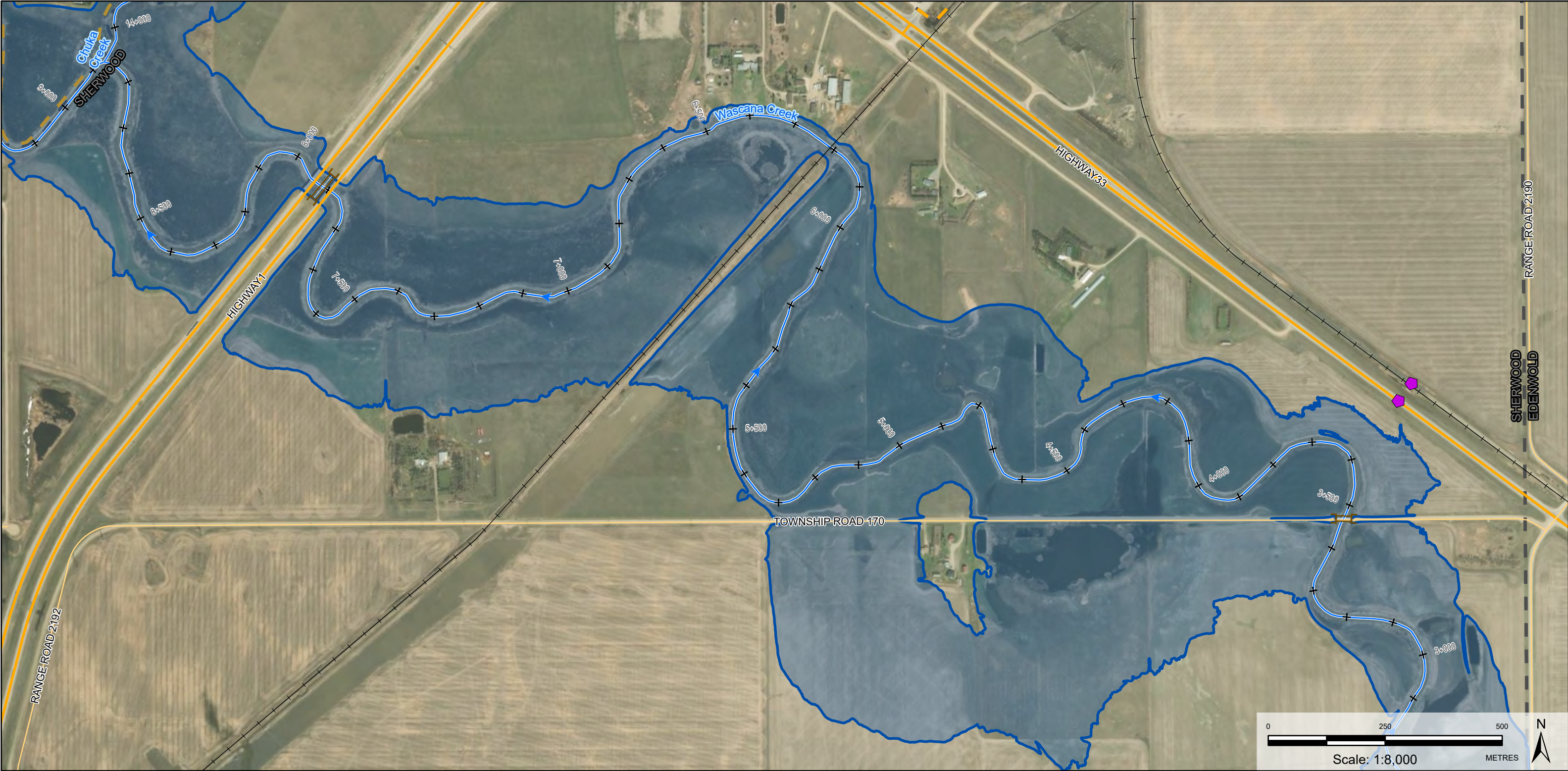
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 13 of 27



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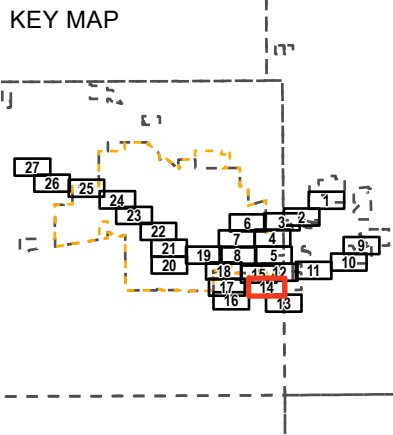
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

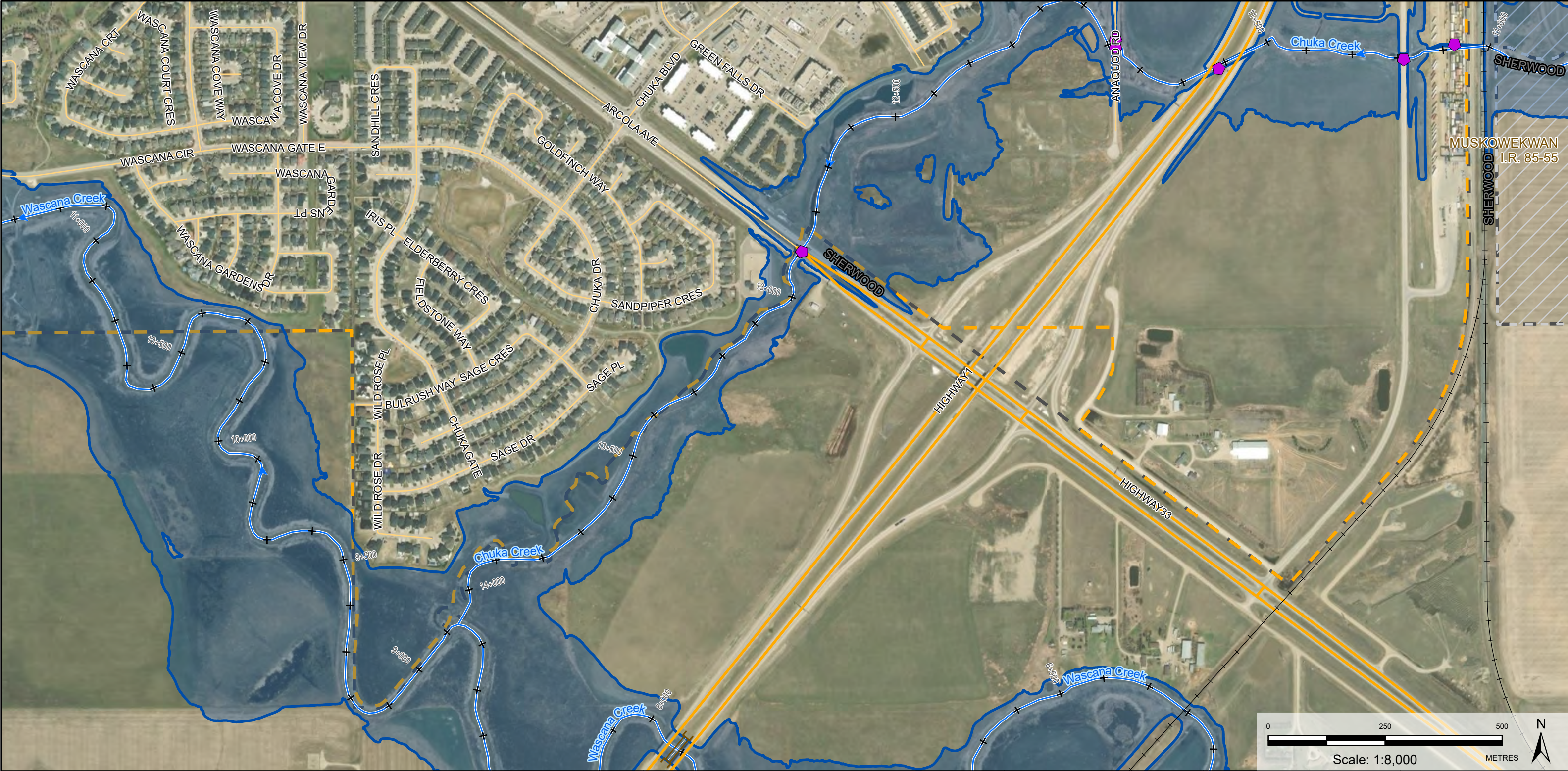
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 14 of 27



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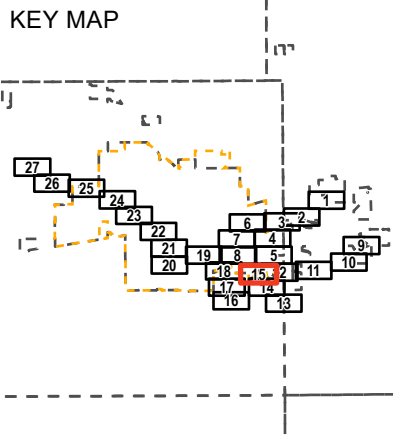
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

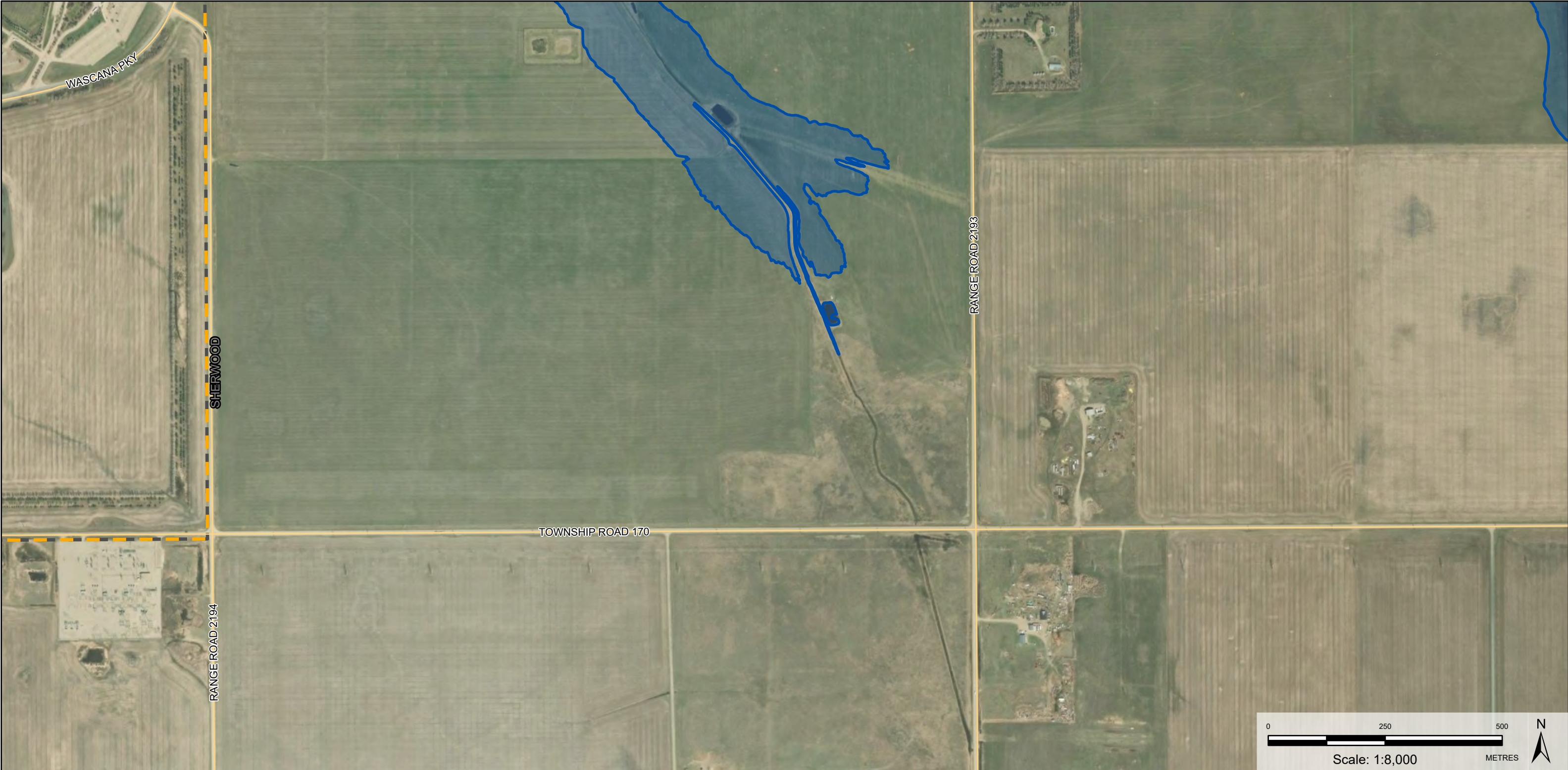
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 15 of 27



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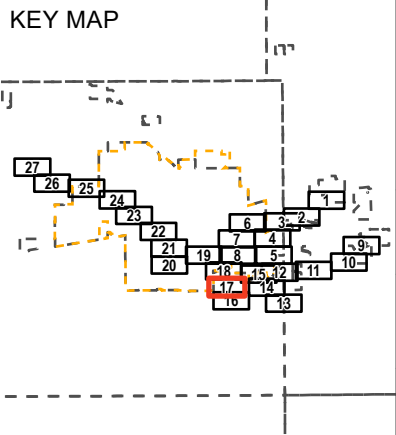
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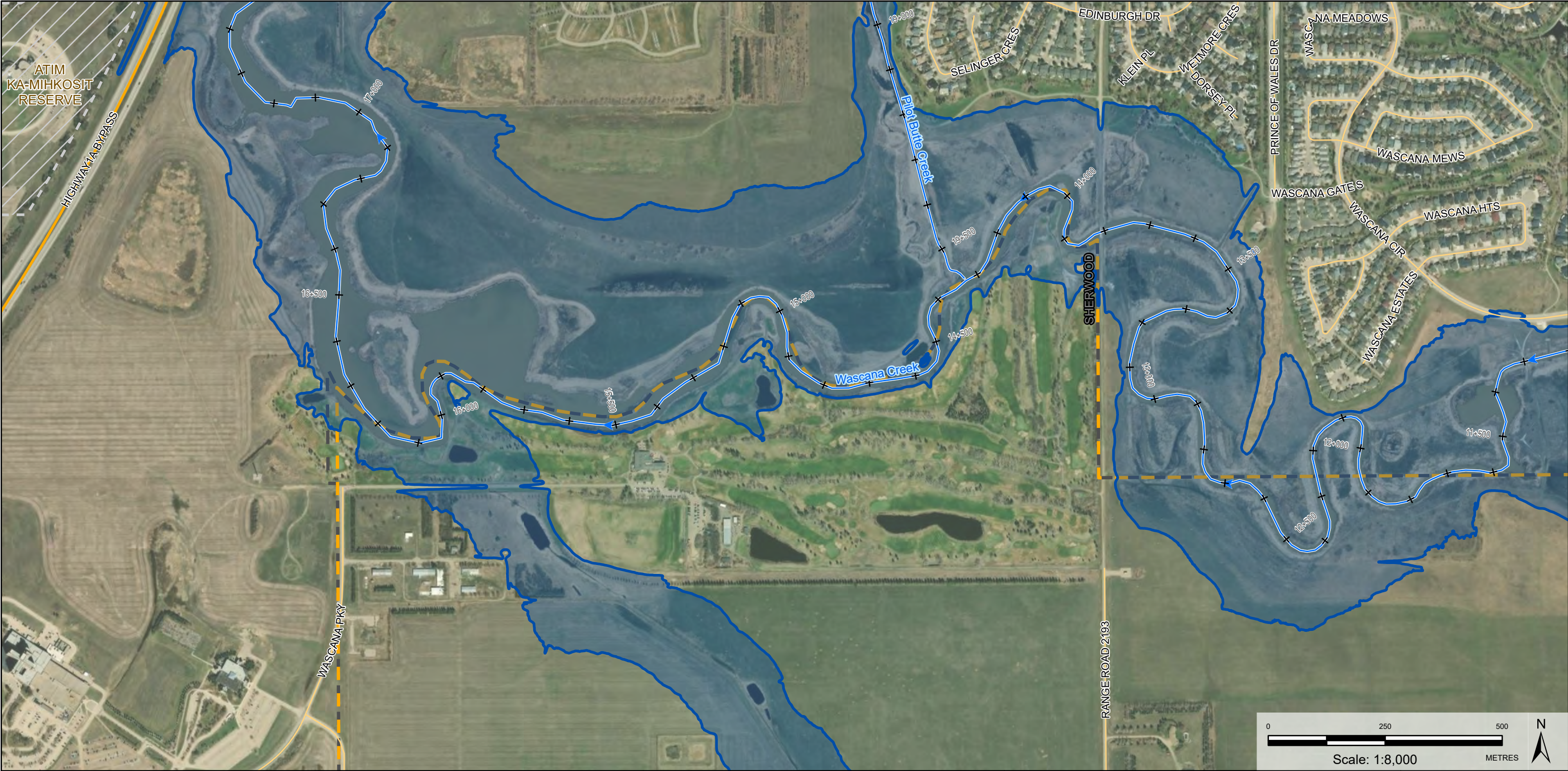
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 17 of 27



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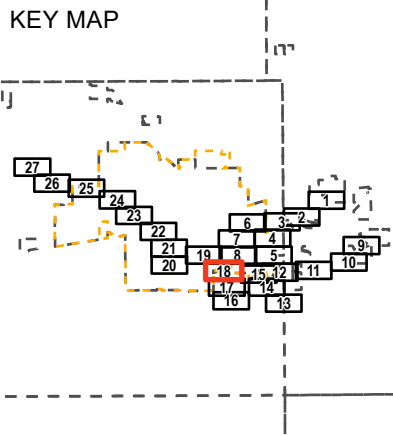
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 18 of 27



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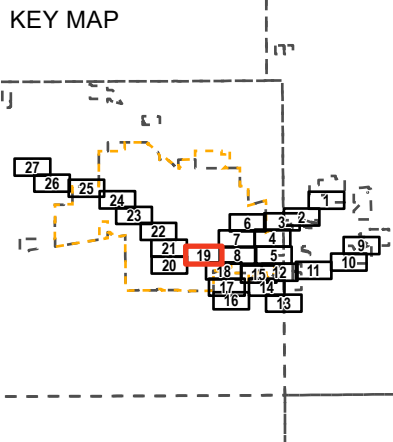
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

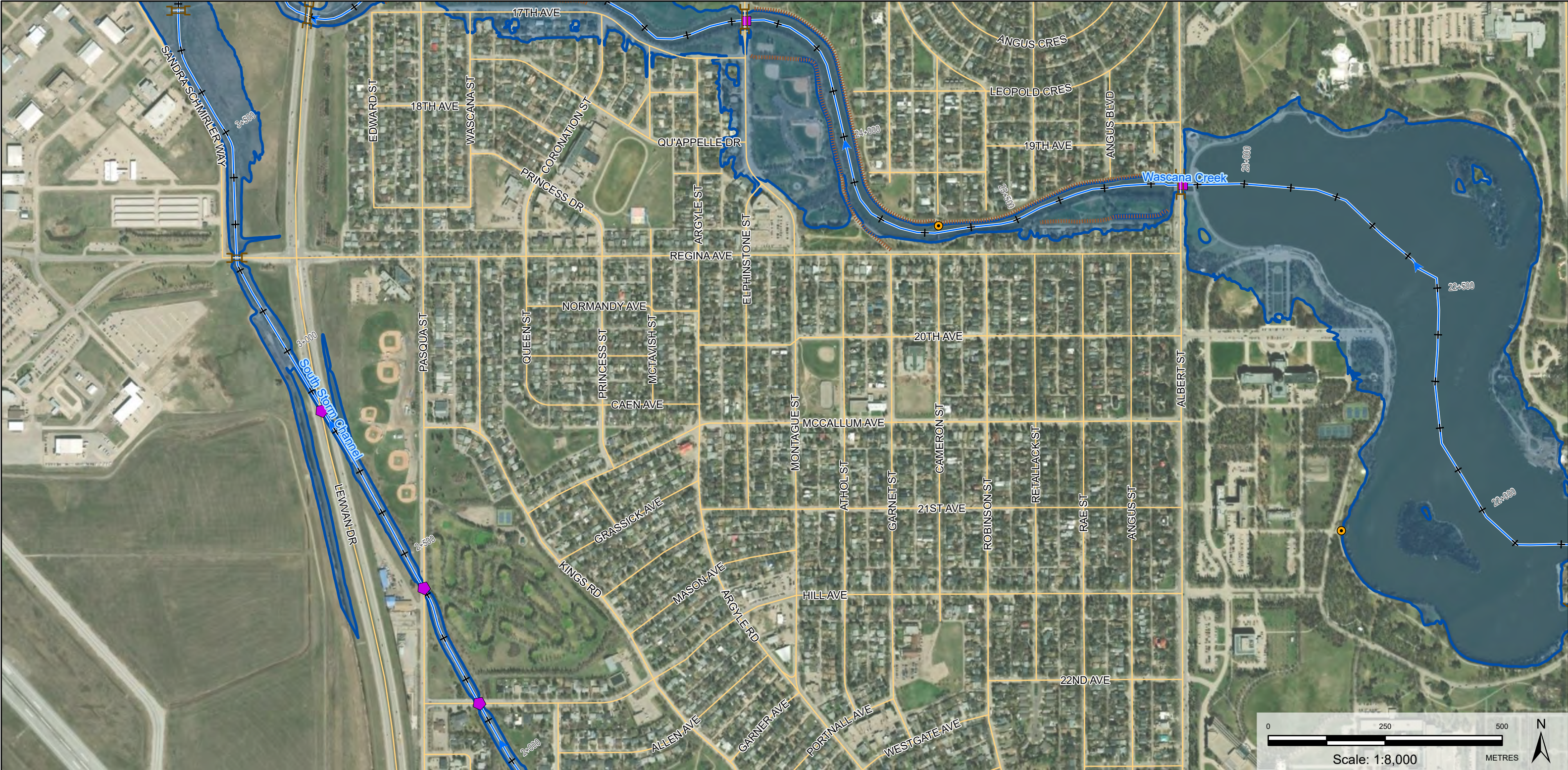
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 19 of 27



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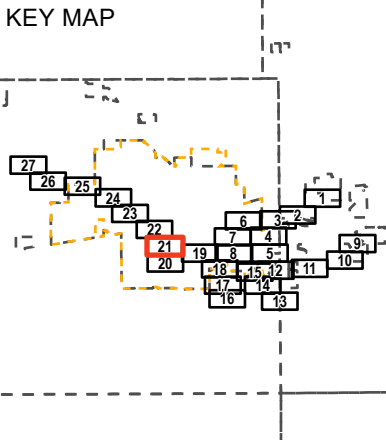
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Geoid Model: CGG2013
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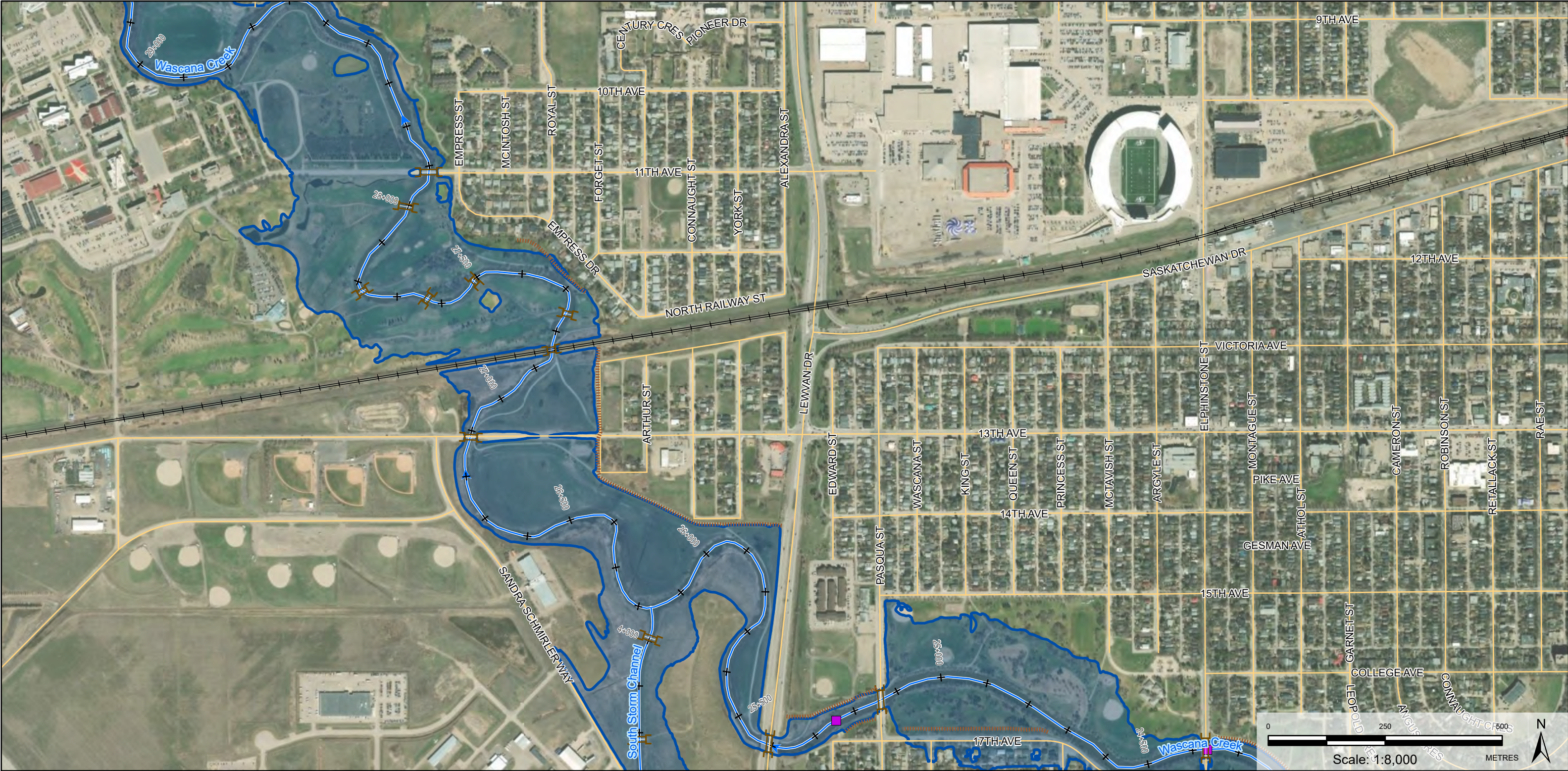
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 21 of 27



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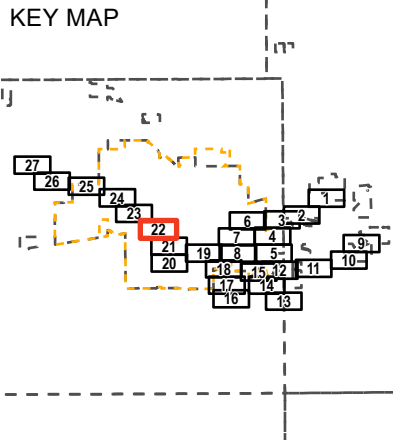
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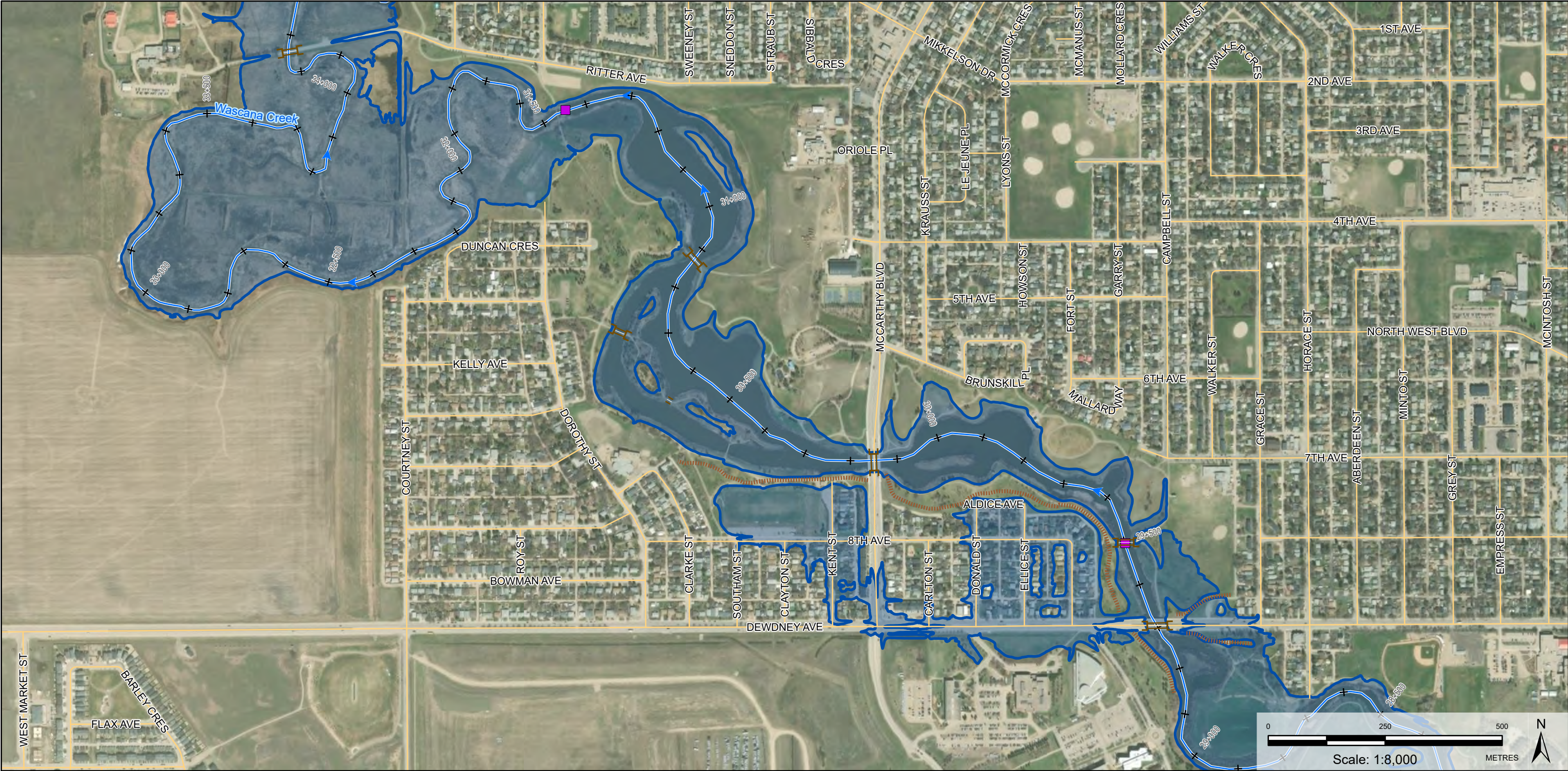
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 22 of 27



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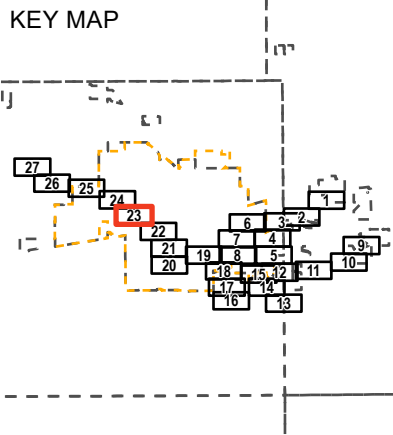
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Geoid Model: CGG2013
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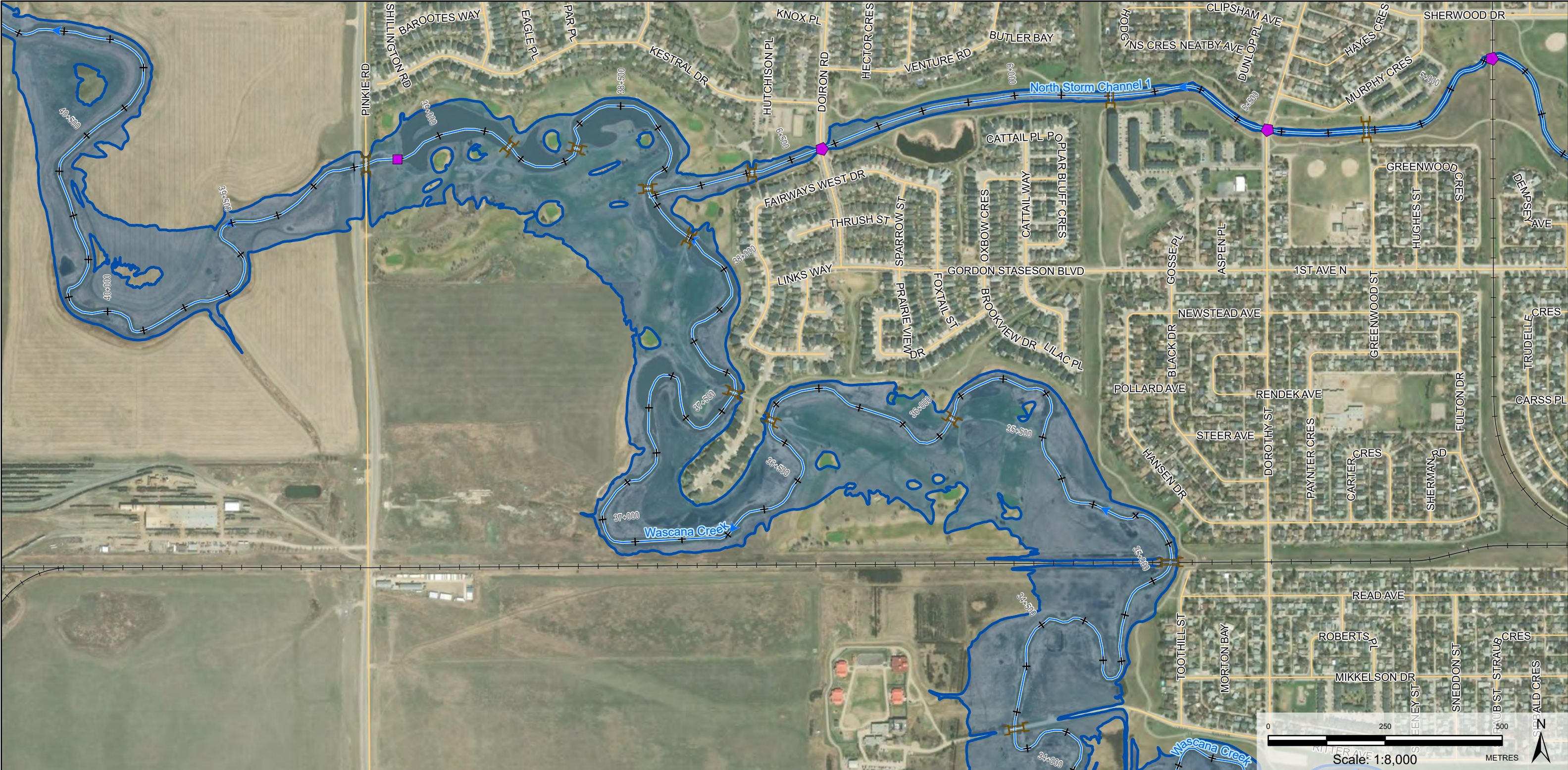
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 23 of 27



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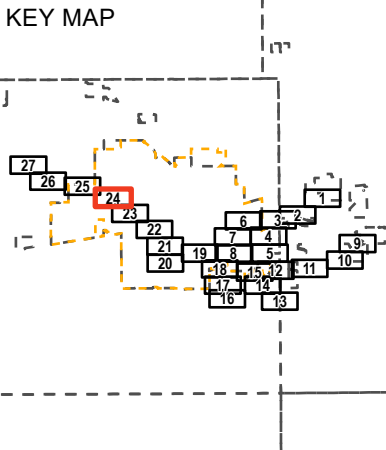
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Coordinate Reference System:
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

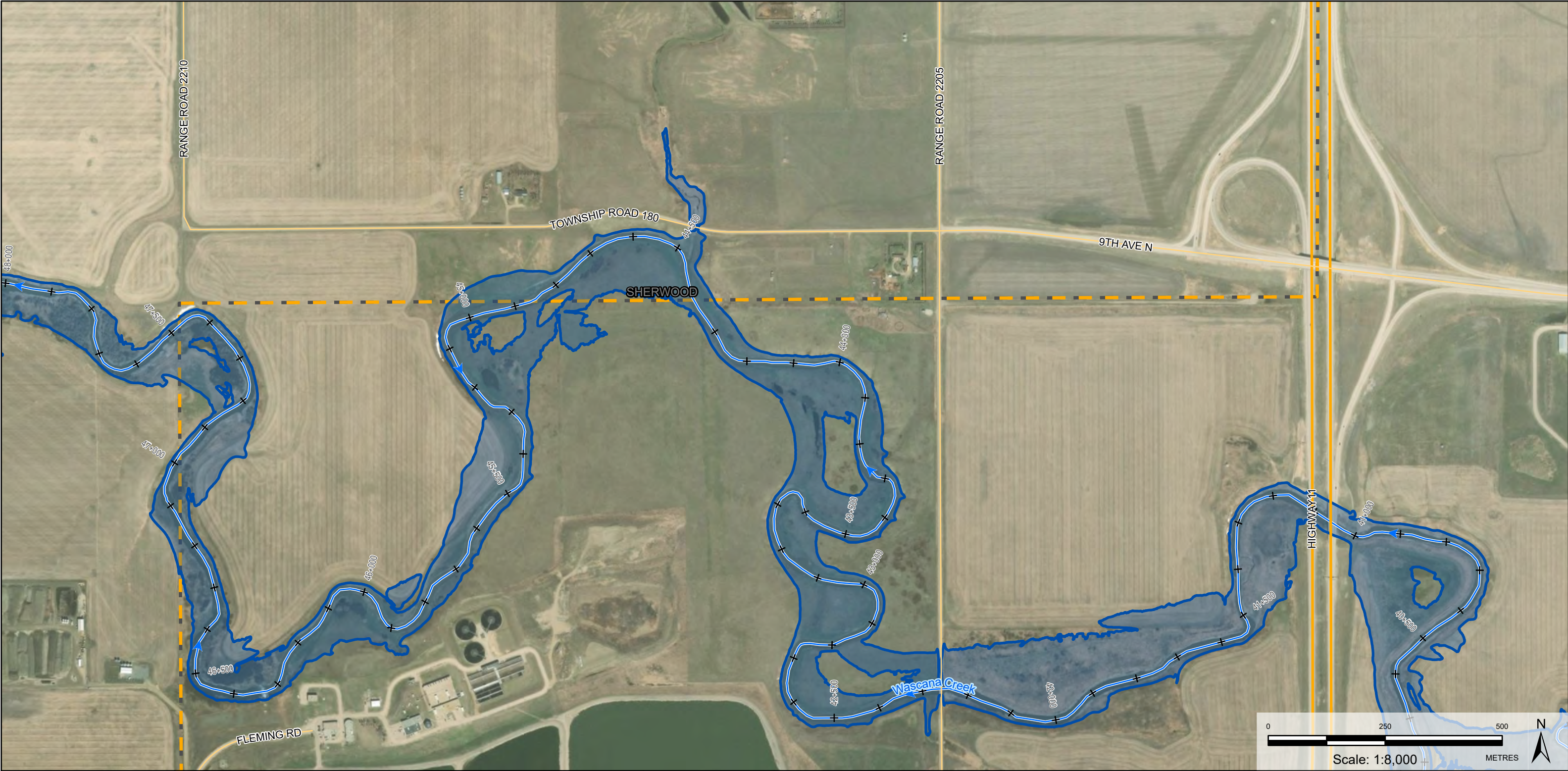
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 24 of 27



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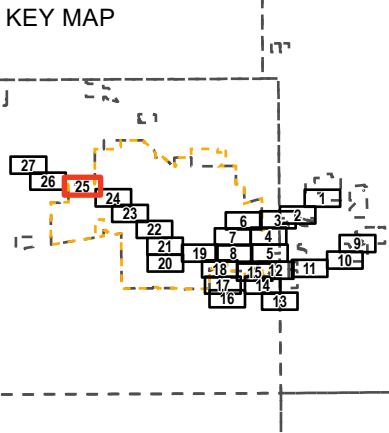
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 25 of 27



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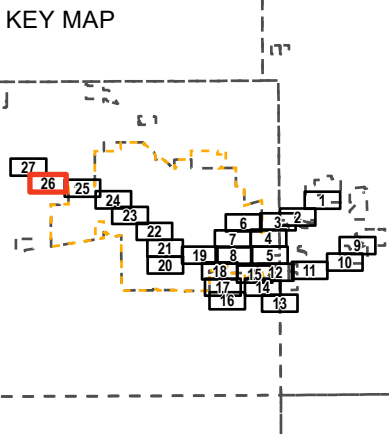
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 26 of 27



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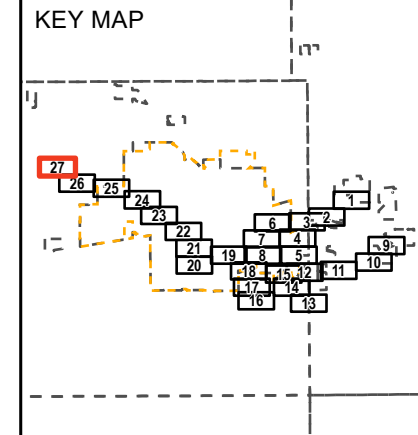
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

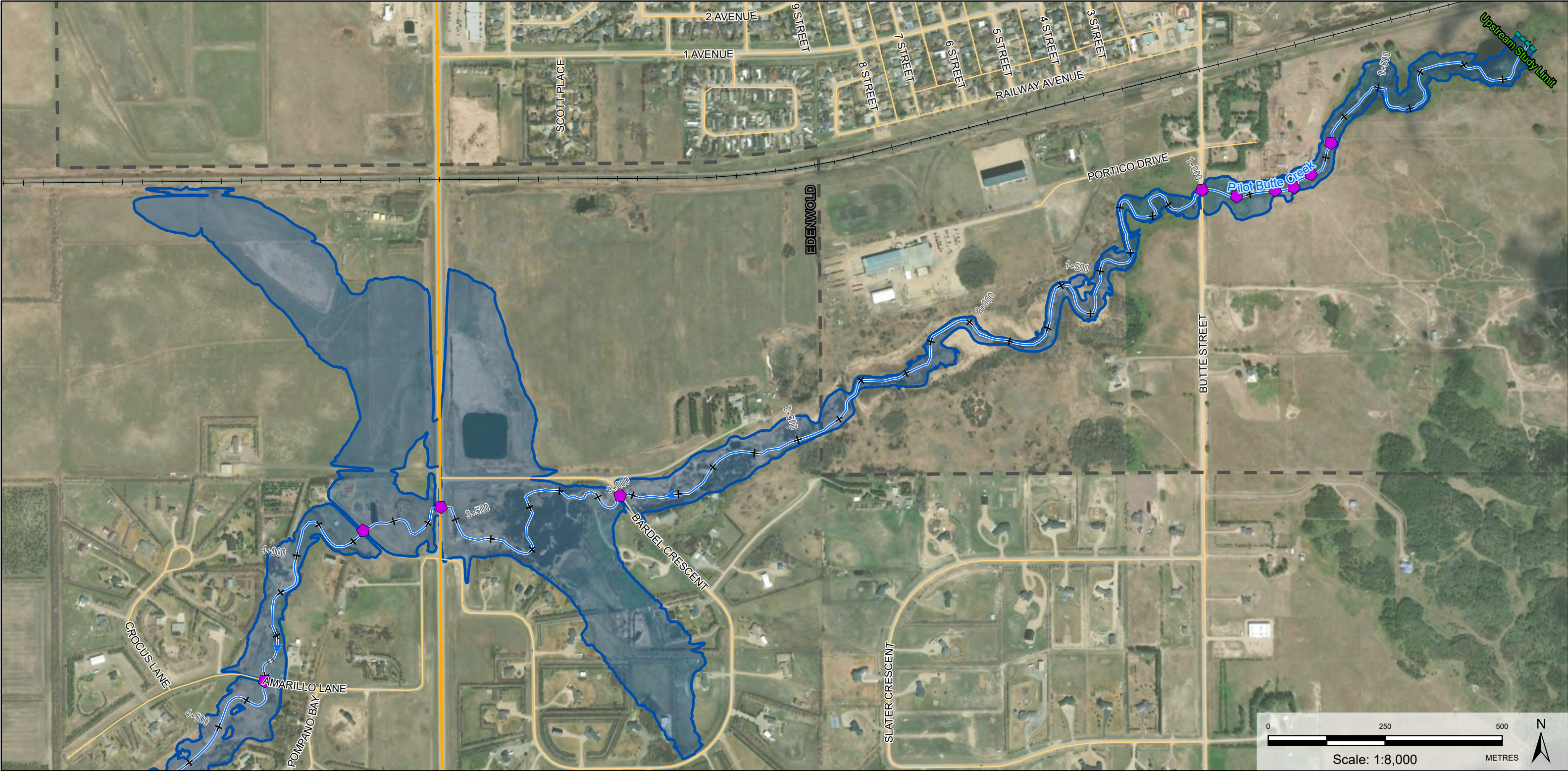
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:50 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 50-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 27 of 27



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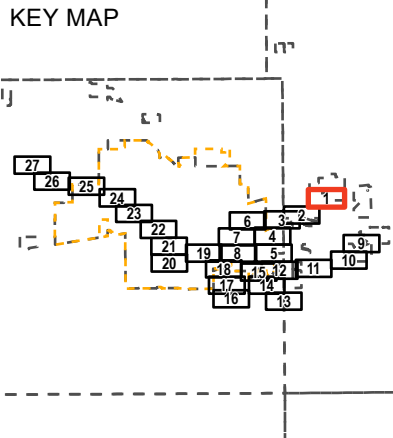
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 1 of 27



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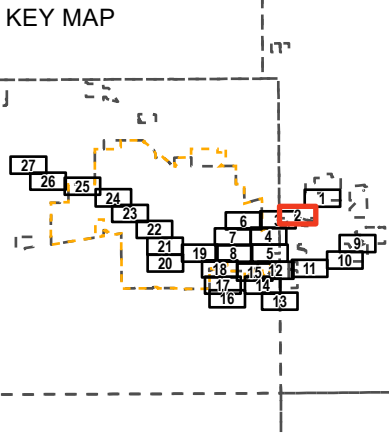
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

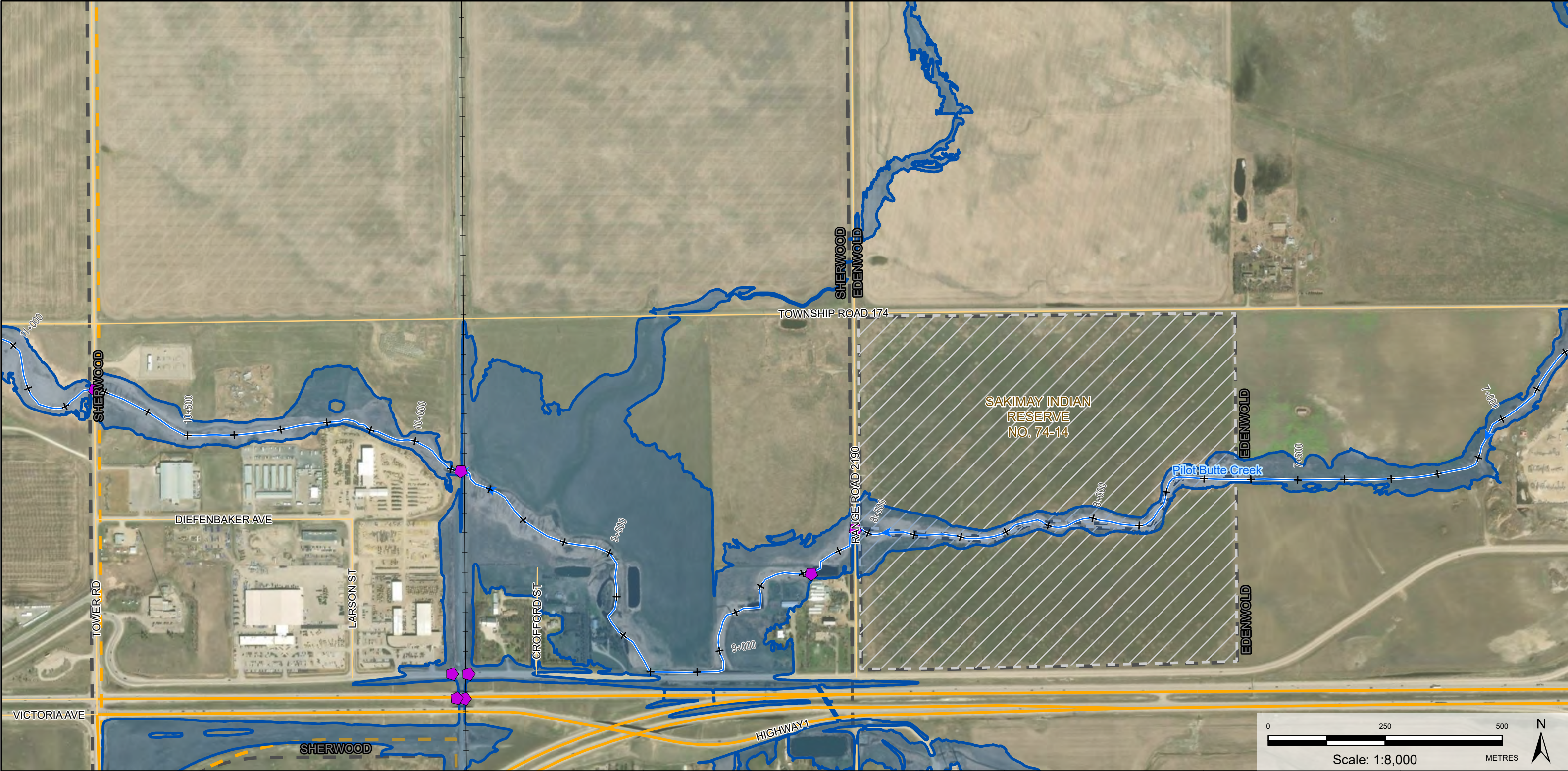
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
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| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 2 of 27



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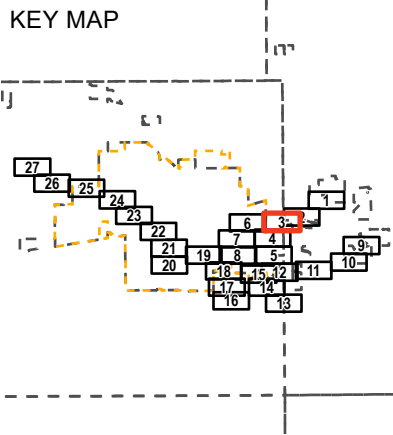
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

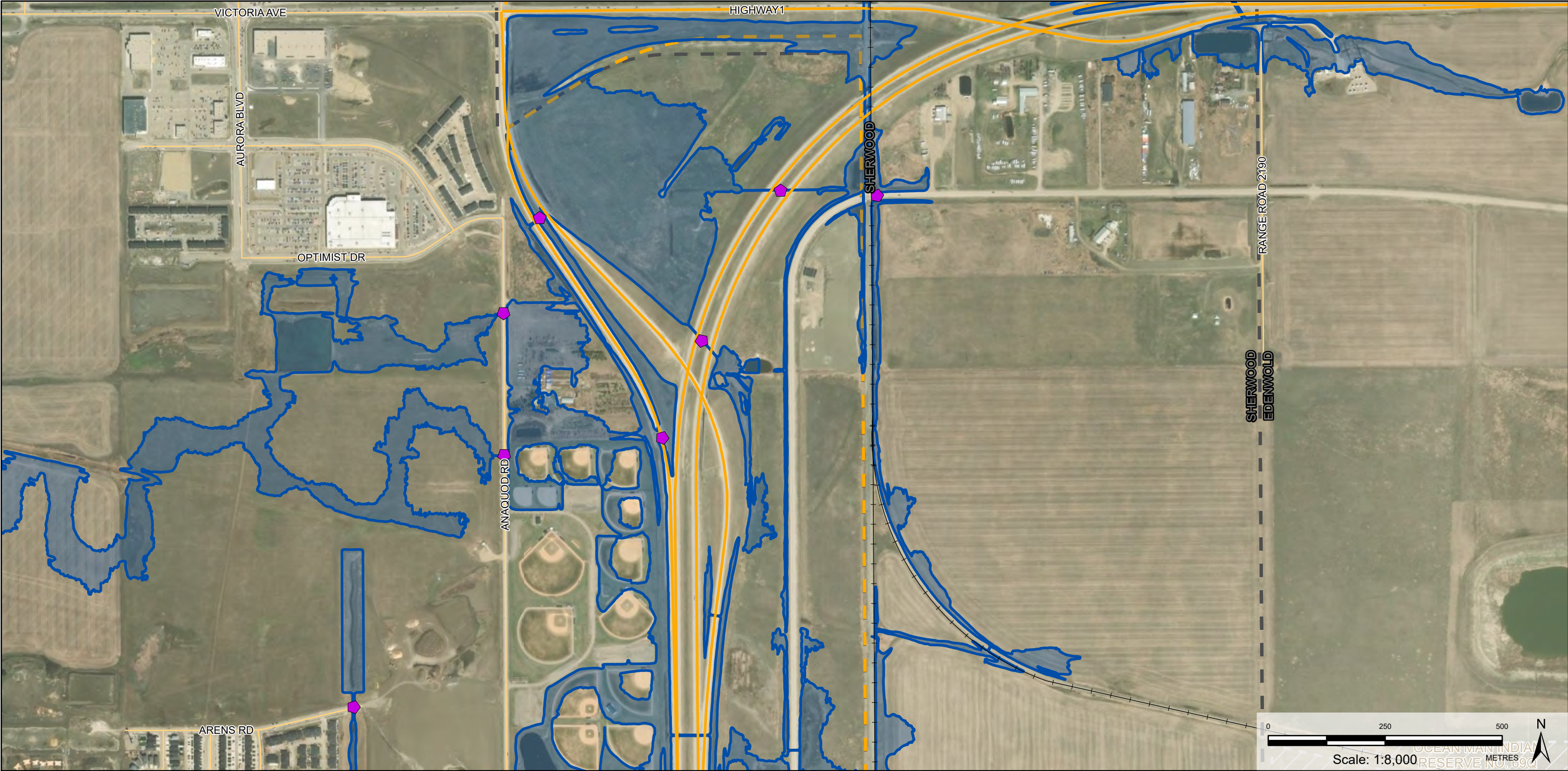
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 3 of 27



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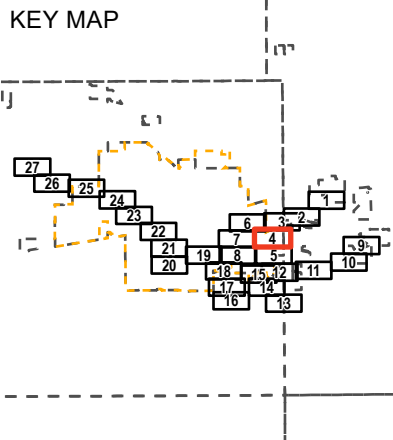
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

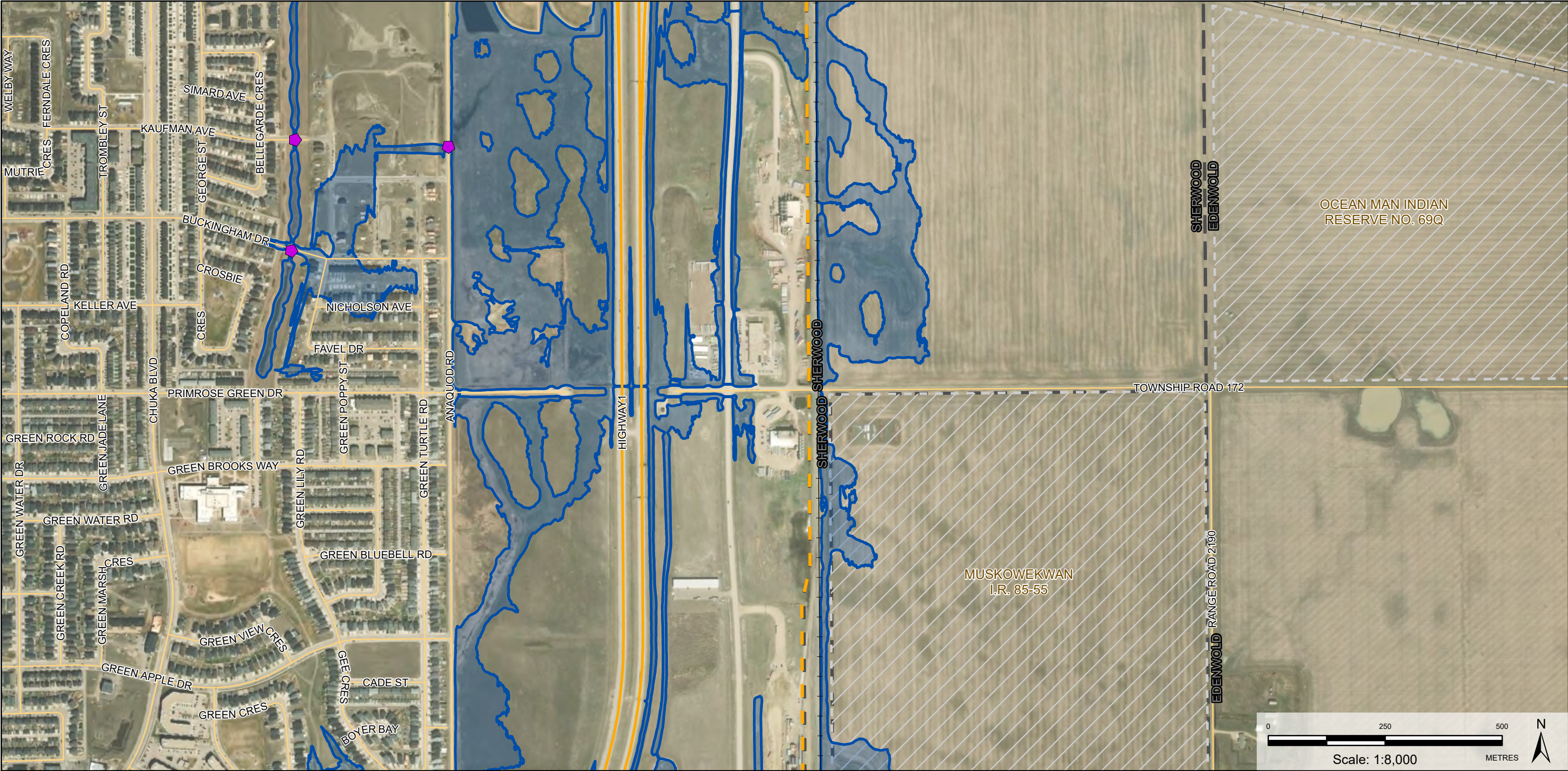
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 4 of 27



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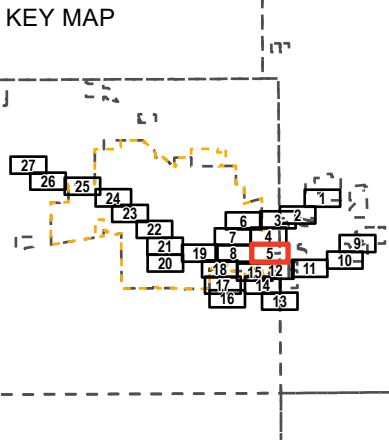
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 5 of 27



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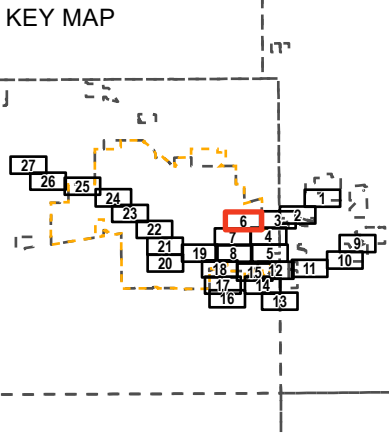
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

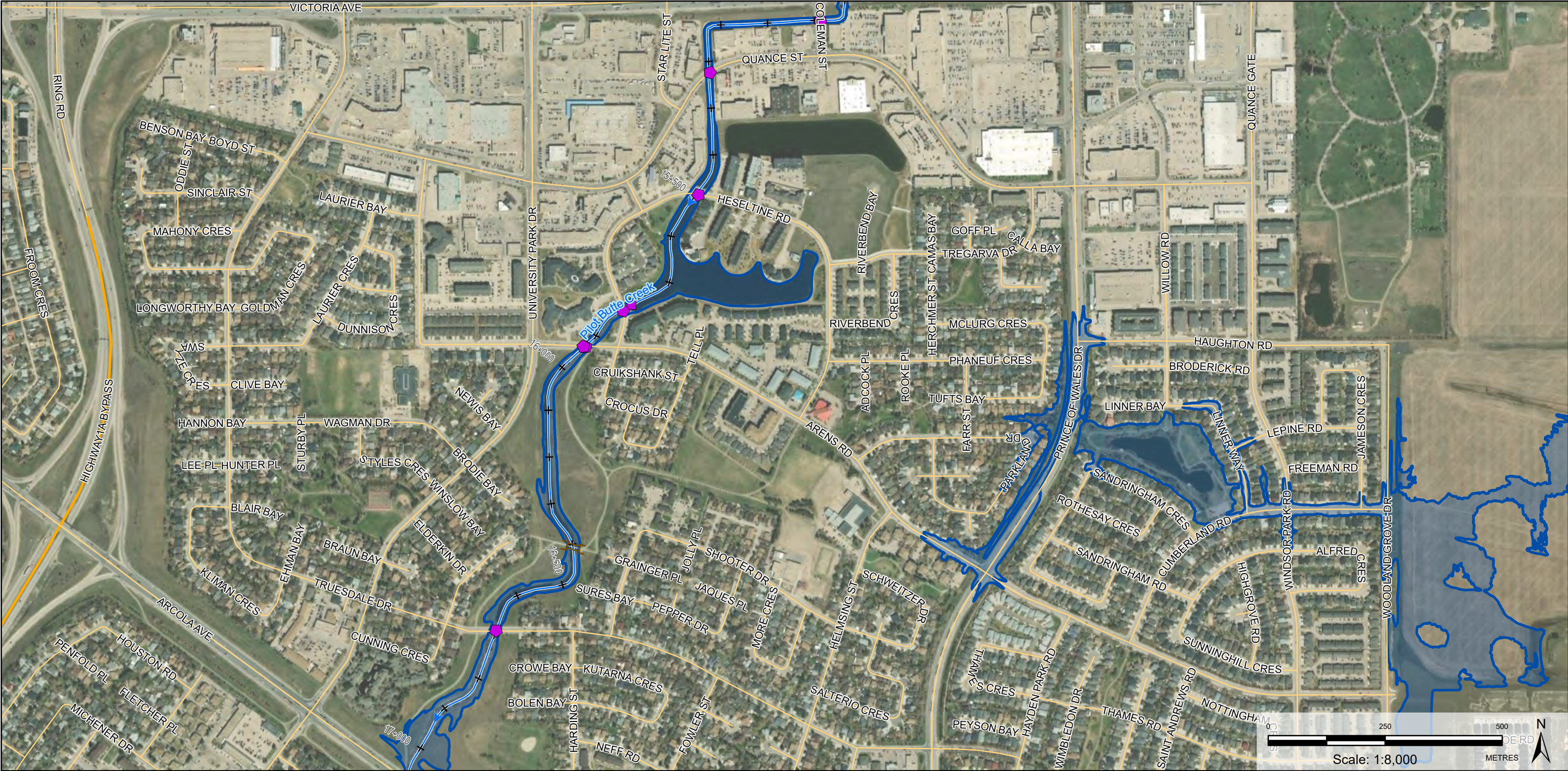
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 6 of 27



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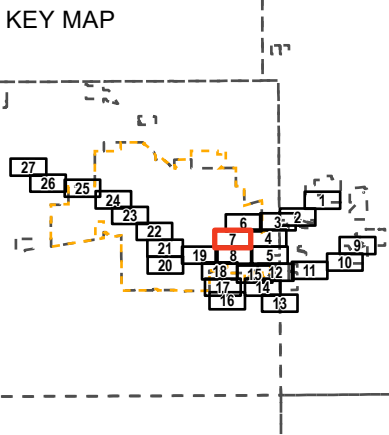
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Map Projection: UTM CSRS Extended Zone 13 North

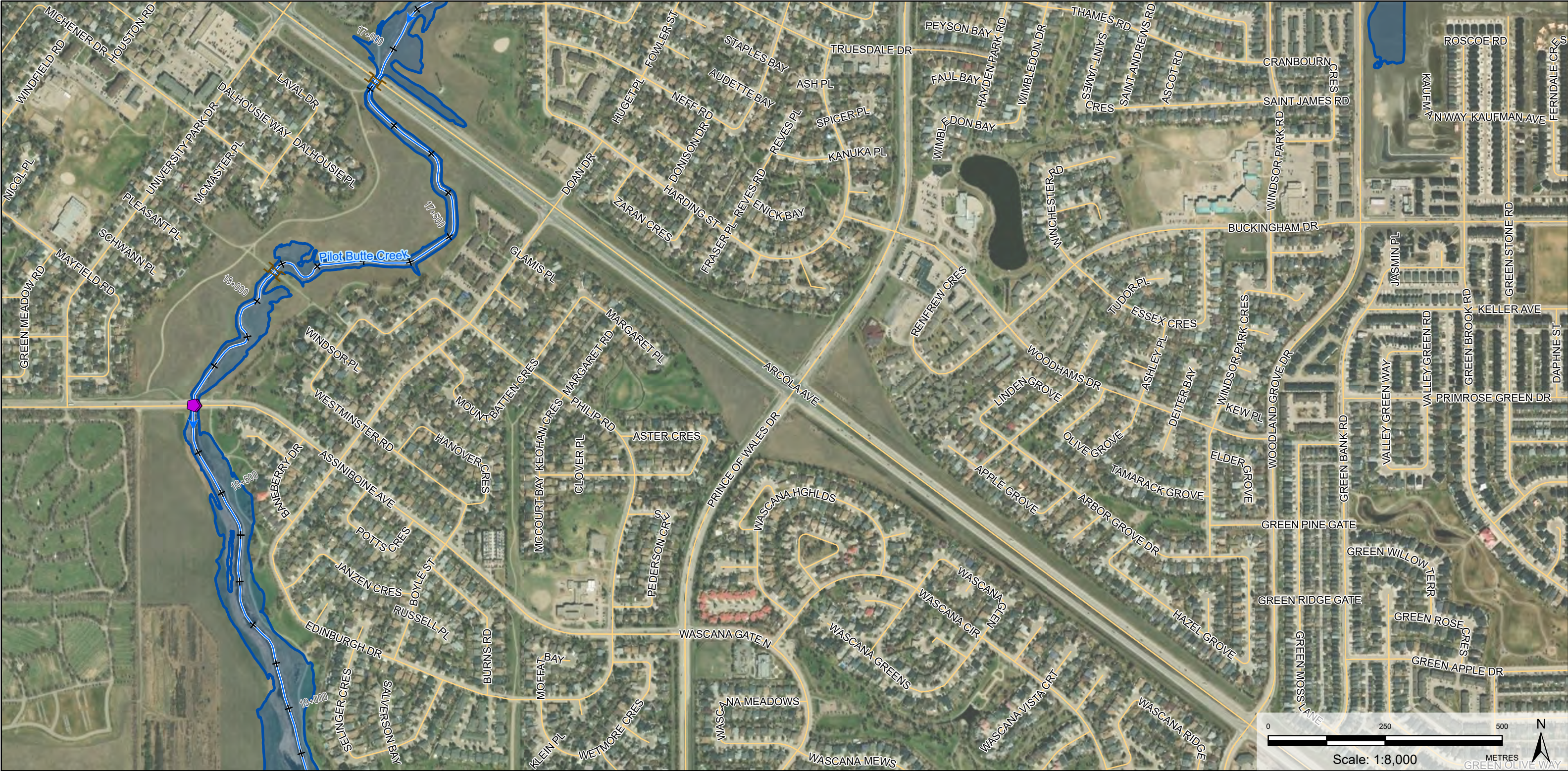
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 7 of 27



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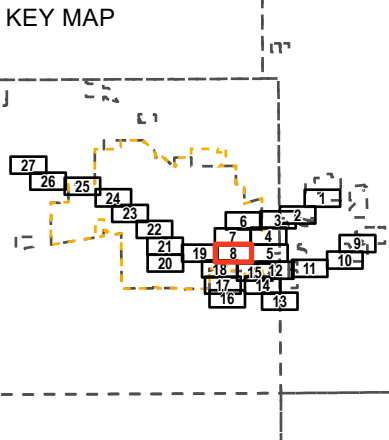
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Map Projection: UTM CSRS Extended Zone 13 North

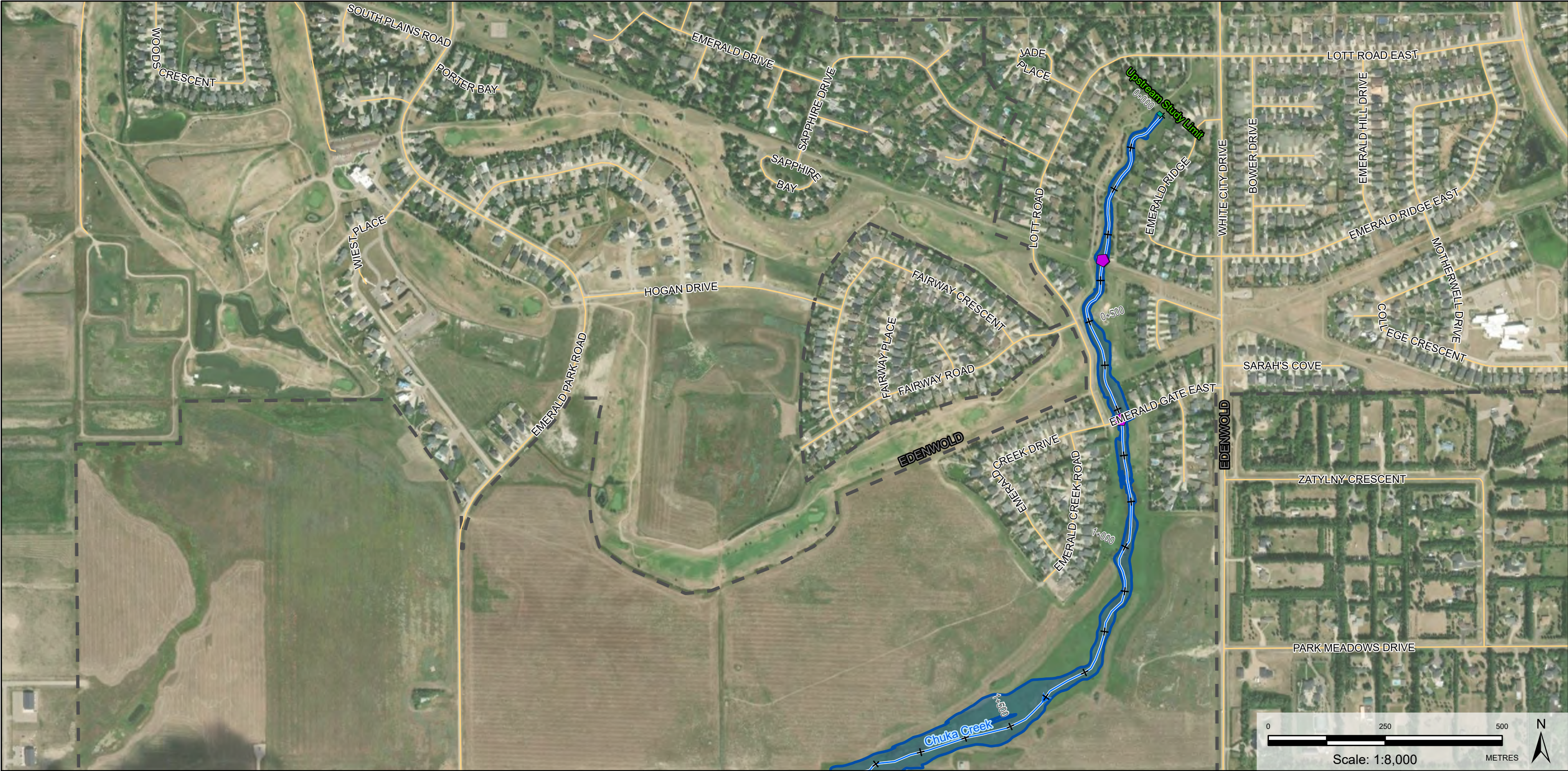
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 8 of 27



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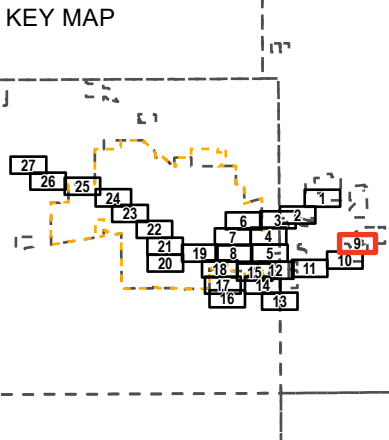
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

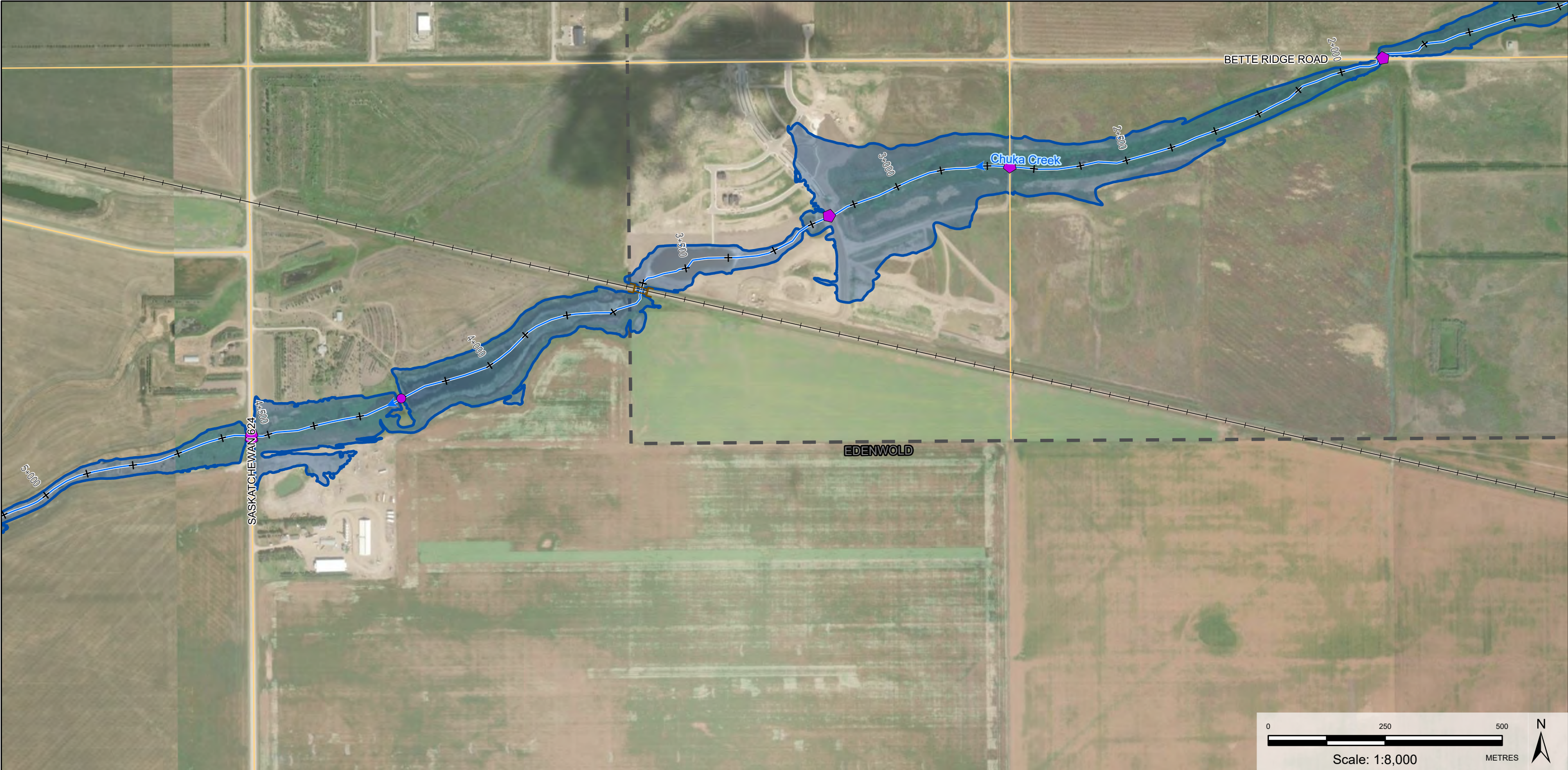
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|---|--|
|  1:100 Year Flood |  Dam |
|  Study Limits |  Culvert |
|  Watercourse Centerline |  Weir |
|  Flow Direction |  Bridge |
|  Chainage (100 m interval) |  Railway |
|  Hydrometric Gauging Station |  Highway |
|  Dyke |  Local Road |
| |  Indigenous Land |
| |  Regina City Limit |
| |  Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 9 of 27



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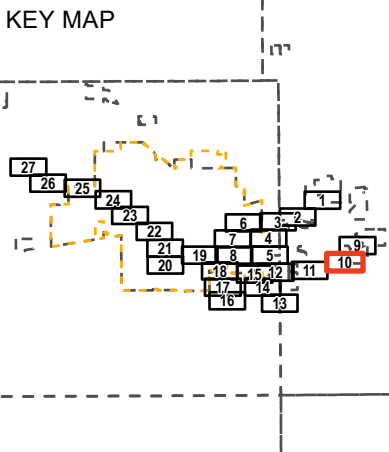
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 10 of 27



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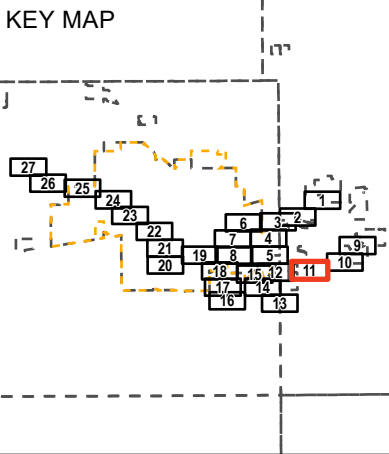
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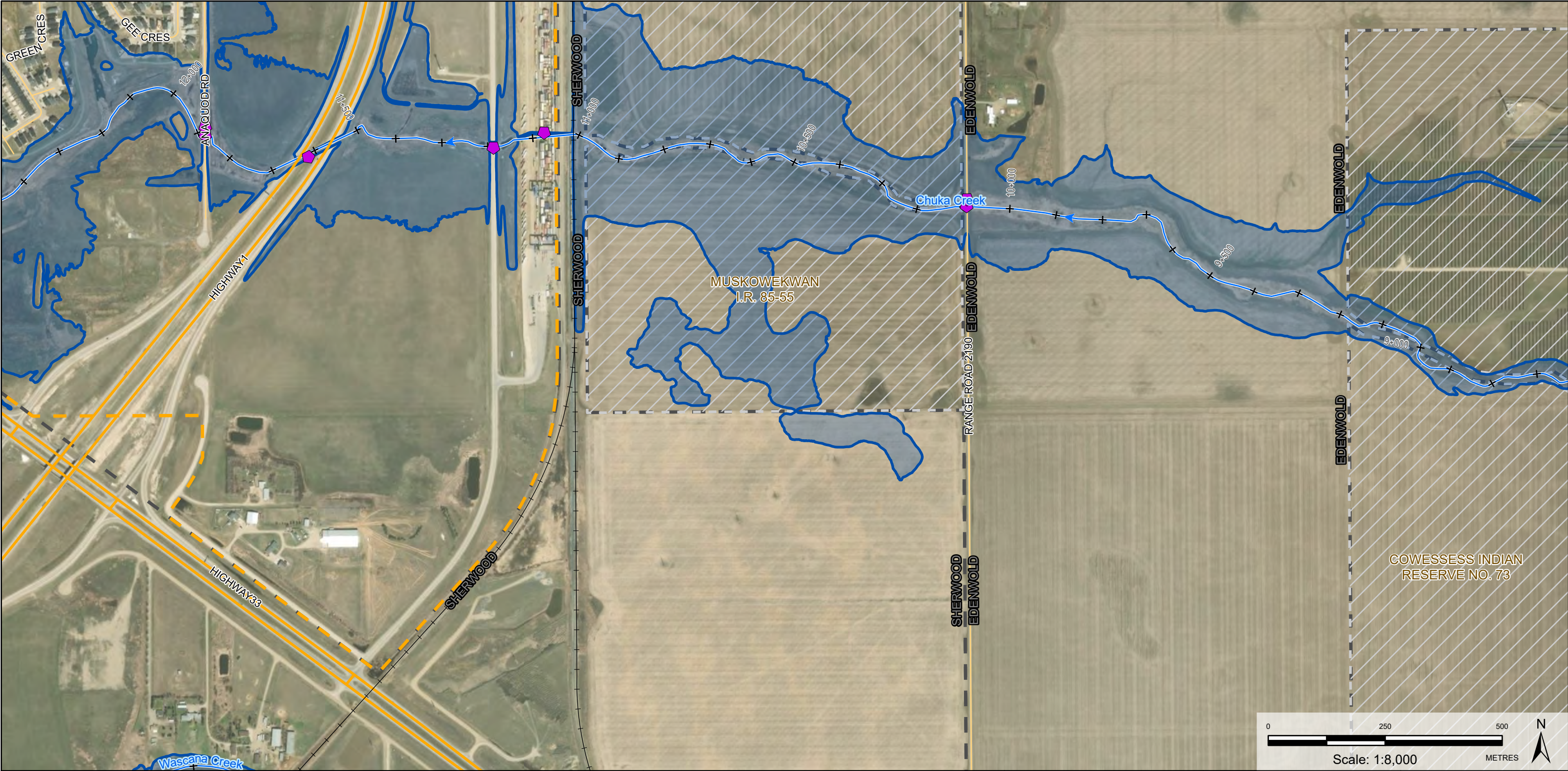
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 11 of 27



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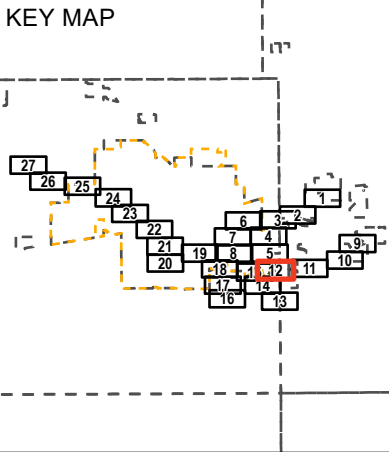
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

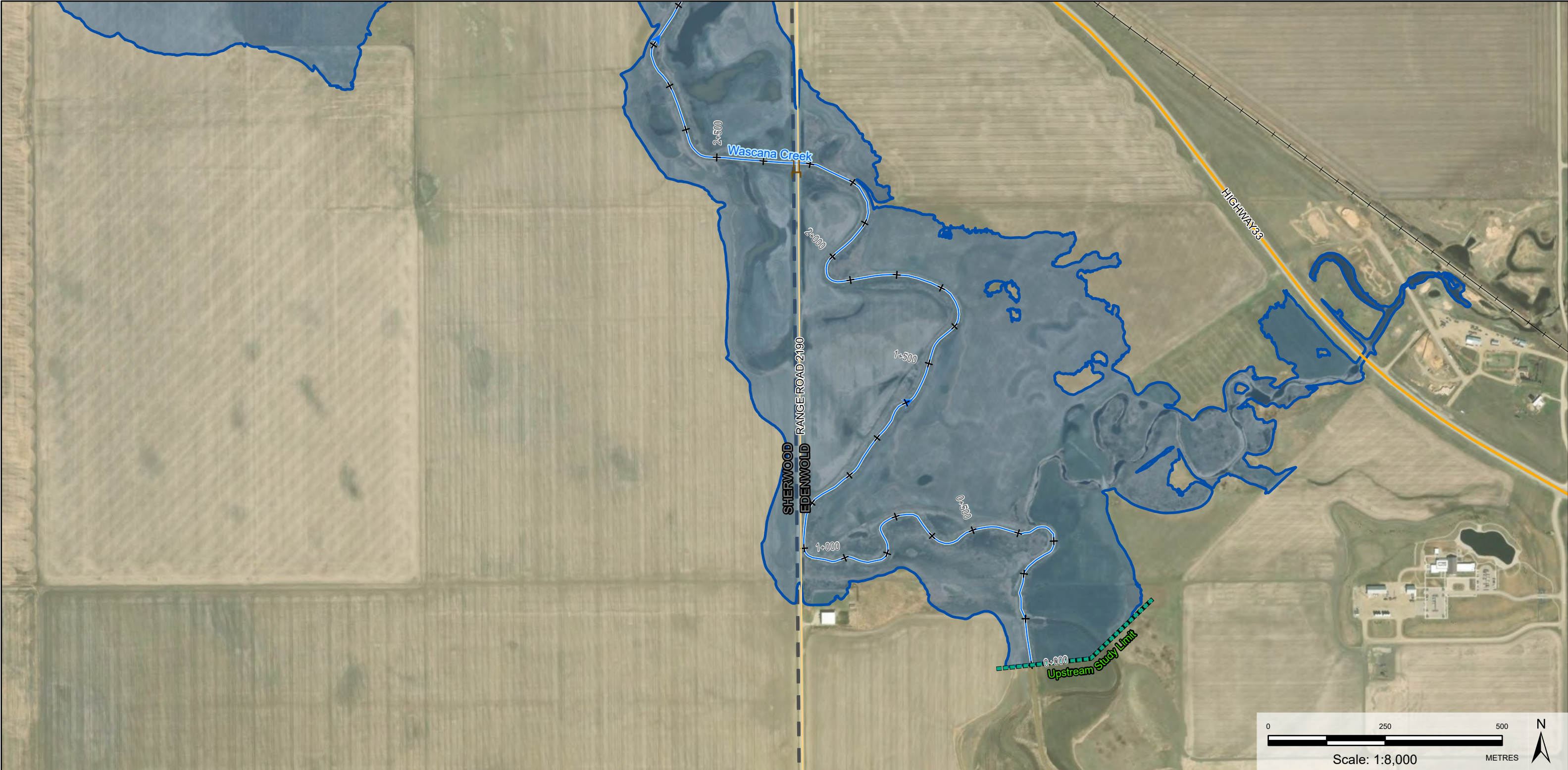
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 12 of 27



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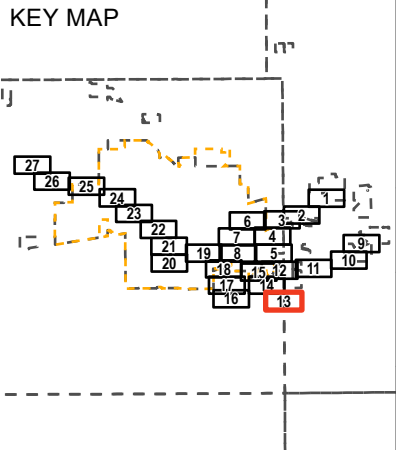
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

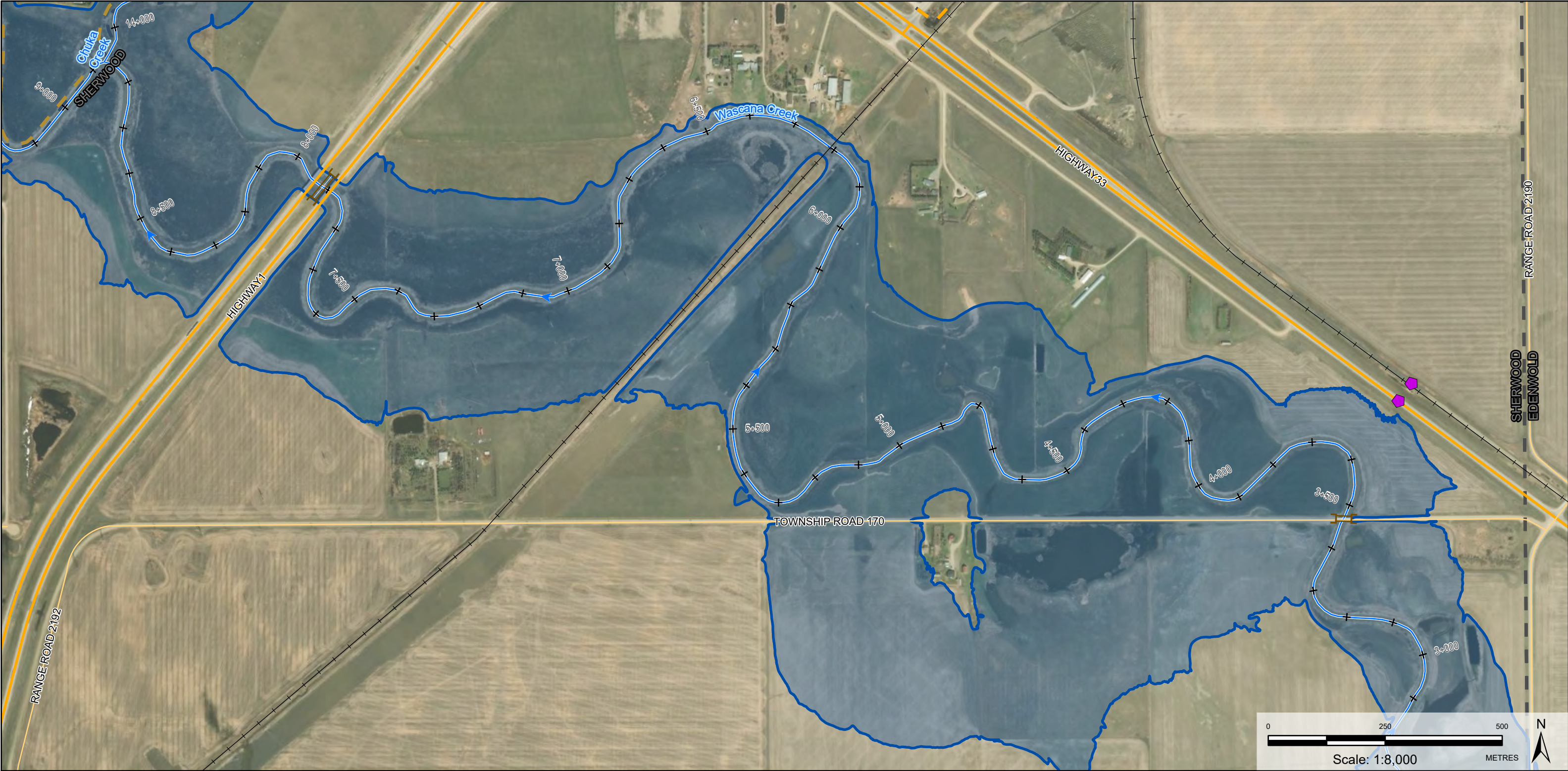
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

1:100 Year Flood	Dam
Study Limits	Culvert
Watercourse Centerline	Weir
Flow Direction	Bridge
Chainage (100 m interval)	Railway
Hydrometric Gauging Station	Highway
Dyke	Local Road
	Indigenous Land
	Regina City Limit
	Rural Municipalities



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 13 of 27



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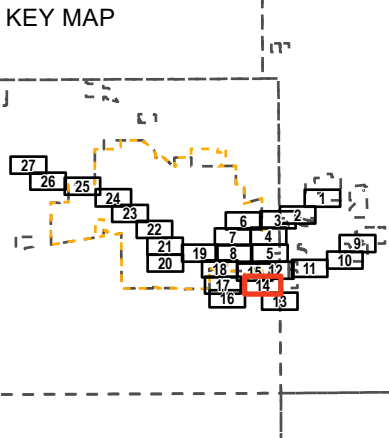
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

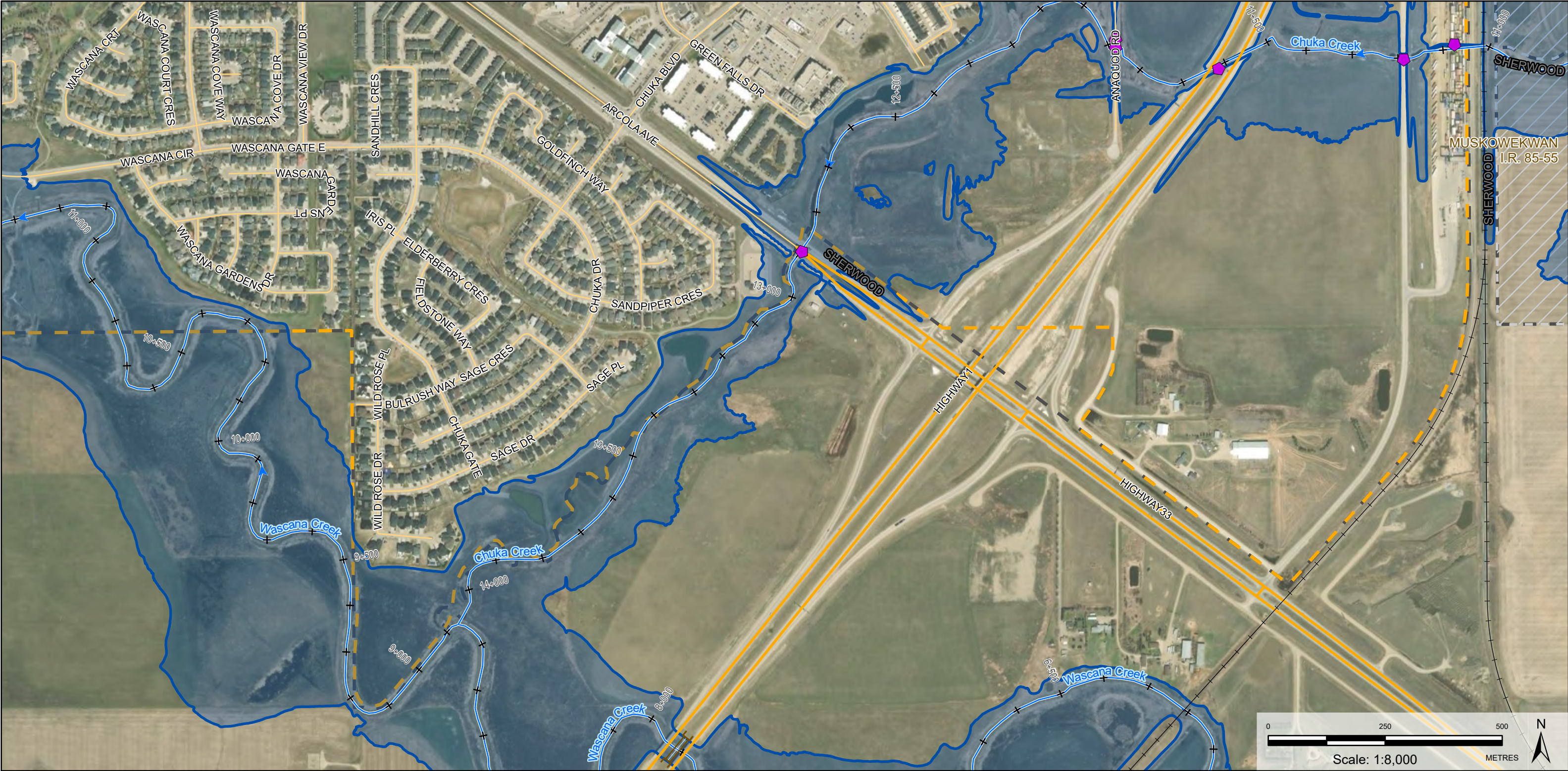
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 14 of 27



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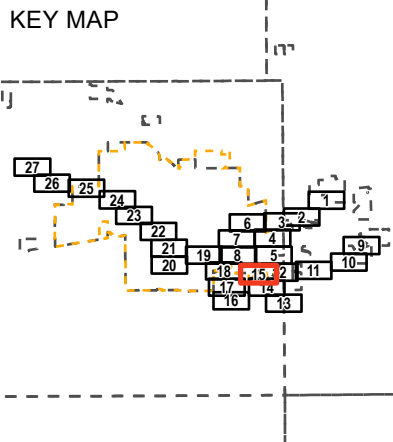
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

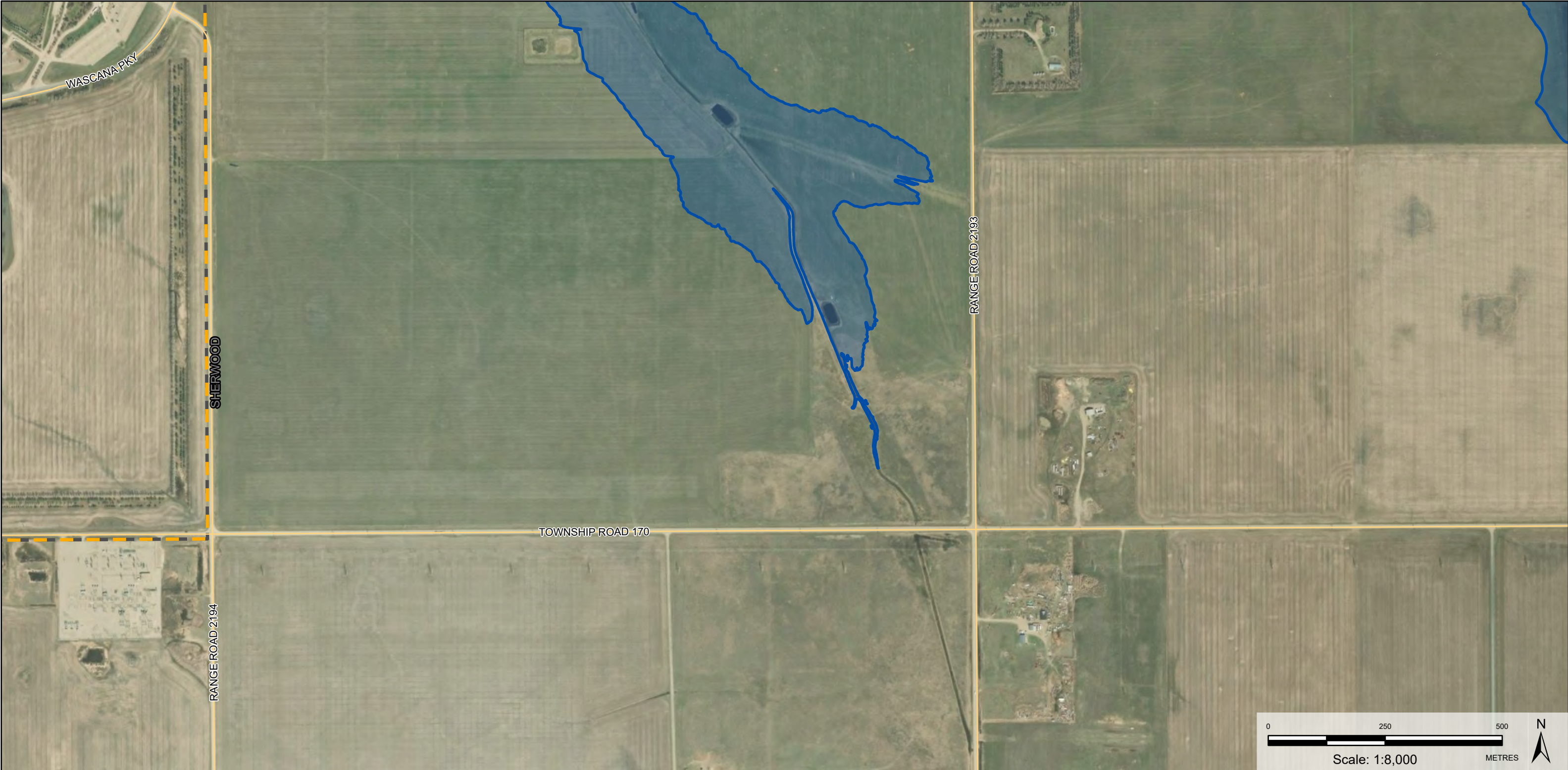
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 15 of 27



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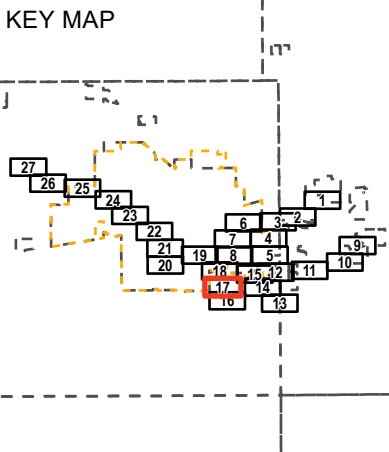
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

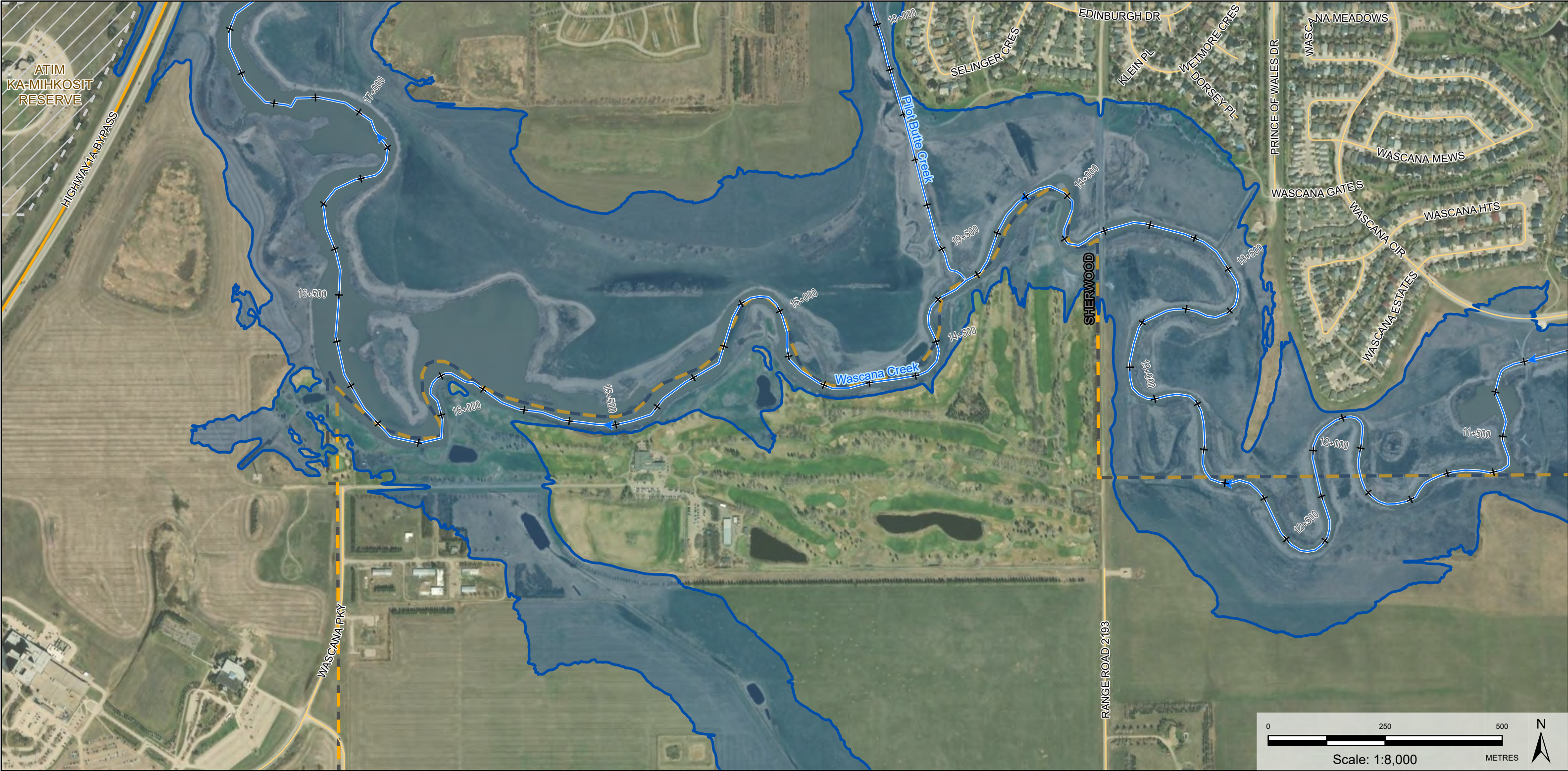
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT			
PROJECT NUMBER: 60706173	REV. 5	SHEET 17 of 27	



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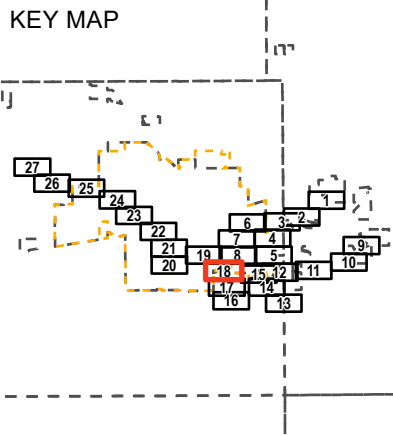
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 18 of 27



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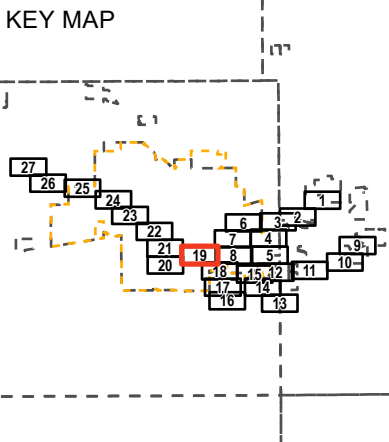
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

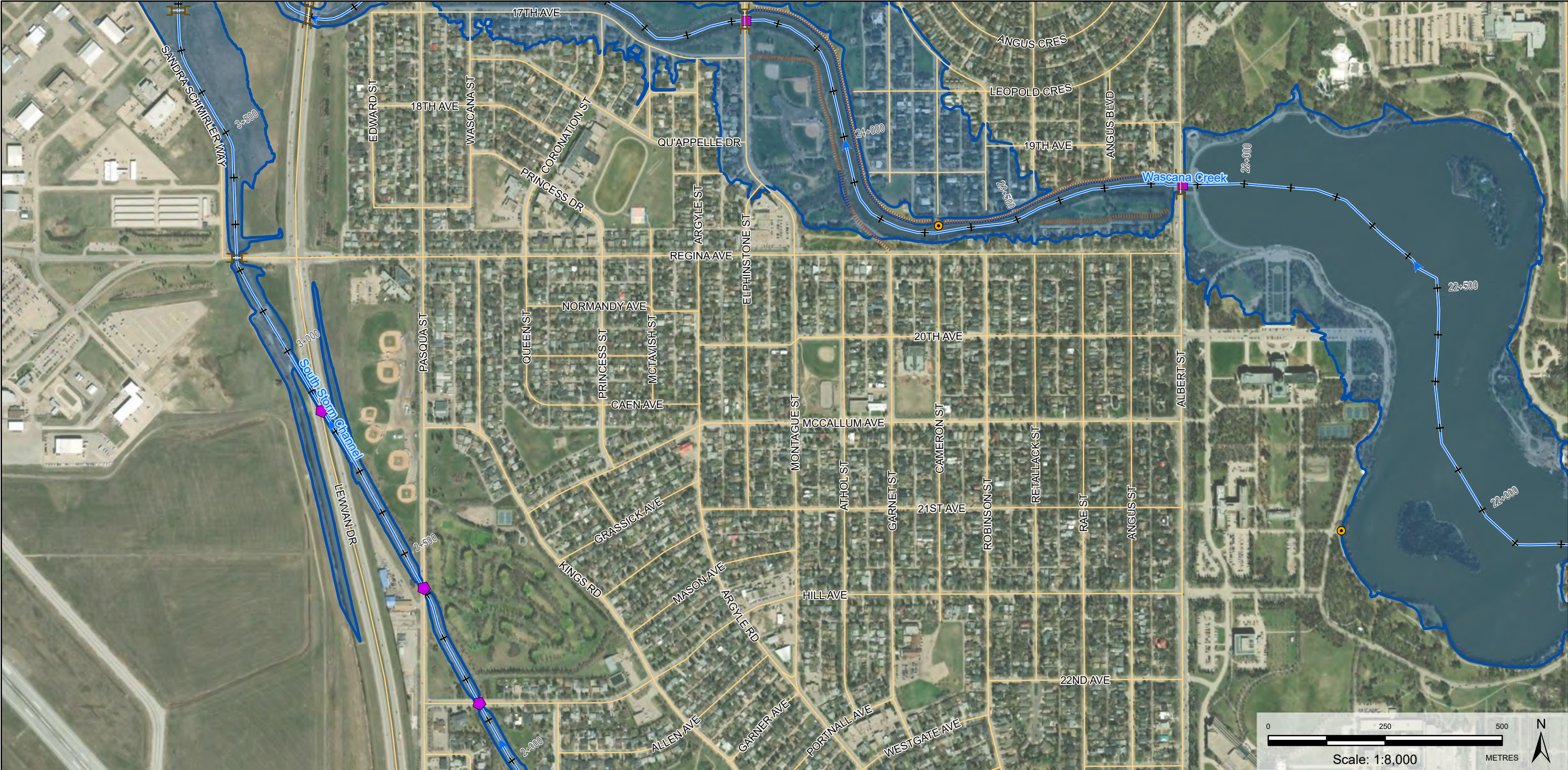
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 19 of 27



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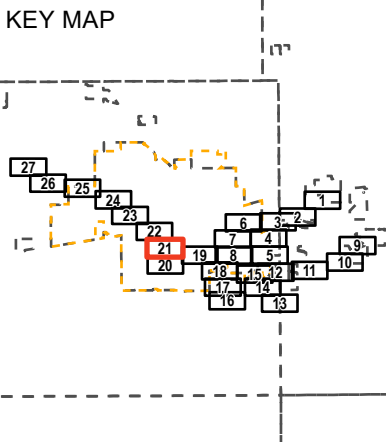
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

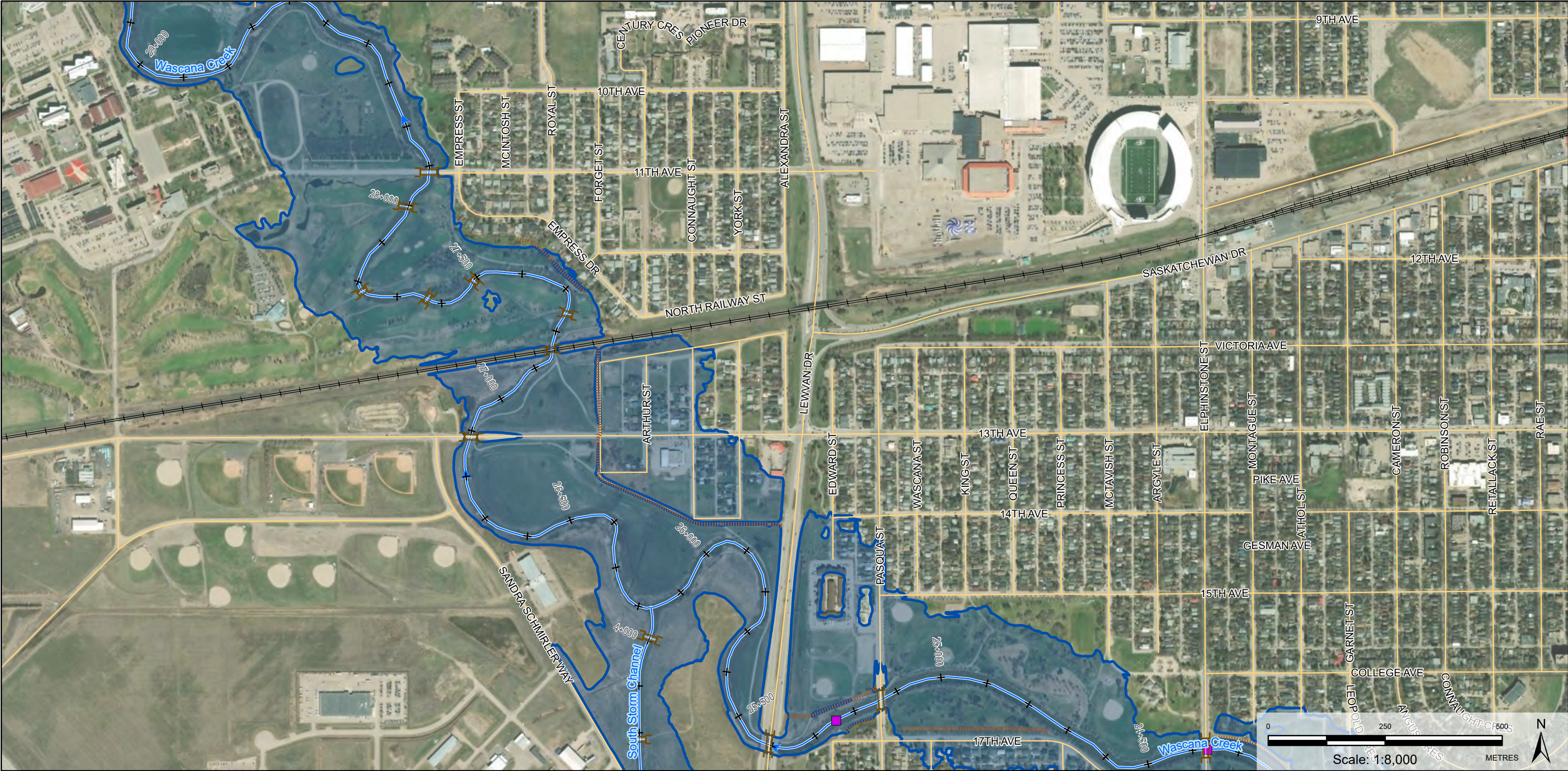
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 21 of 27



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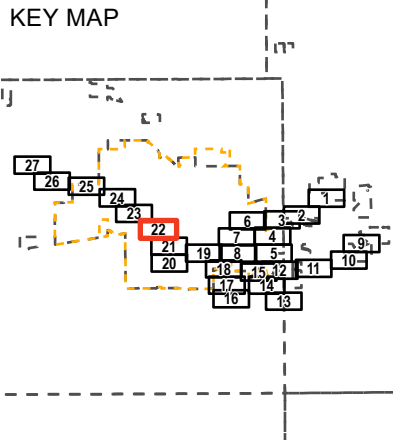
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

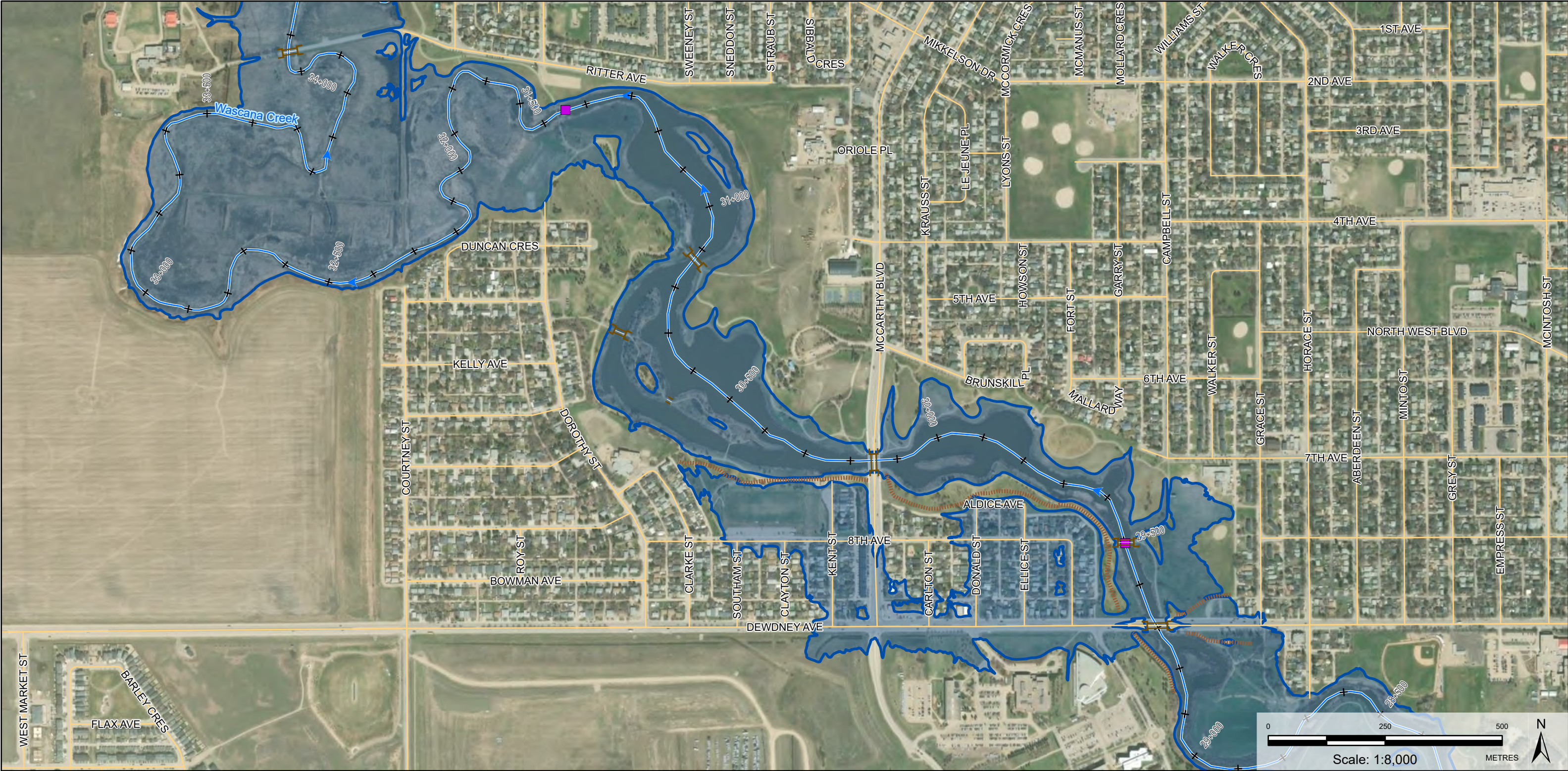
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 22 of 27



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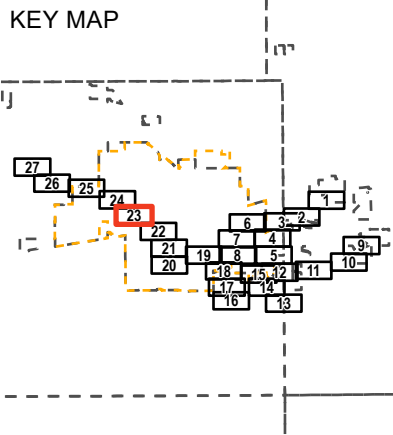
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

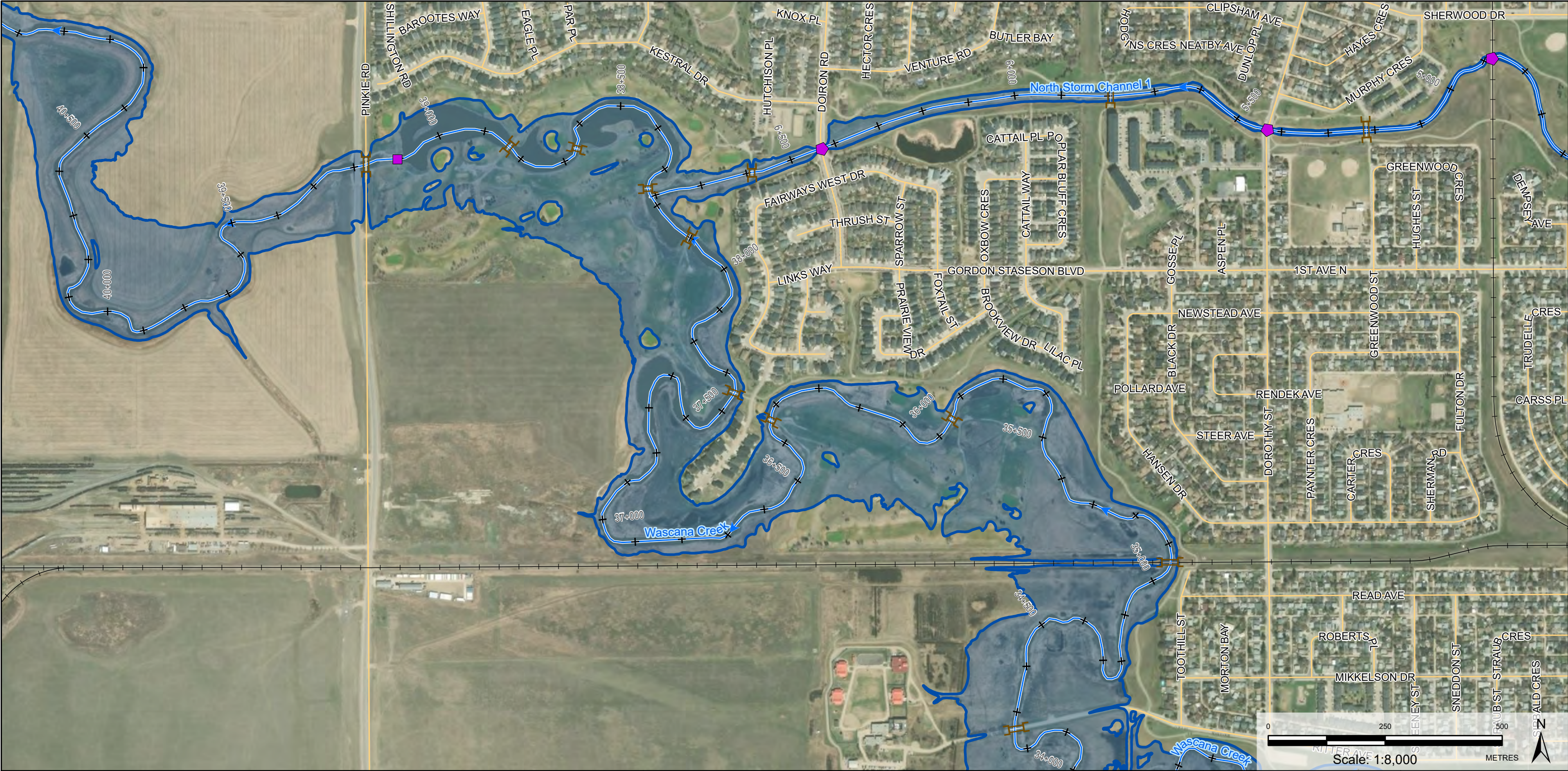
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 23 of 27



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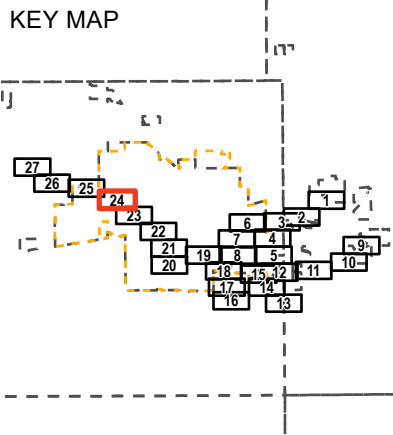
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

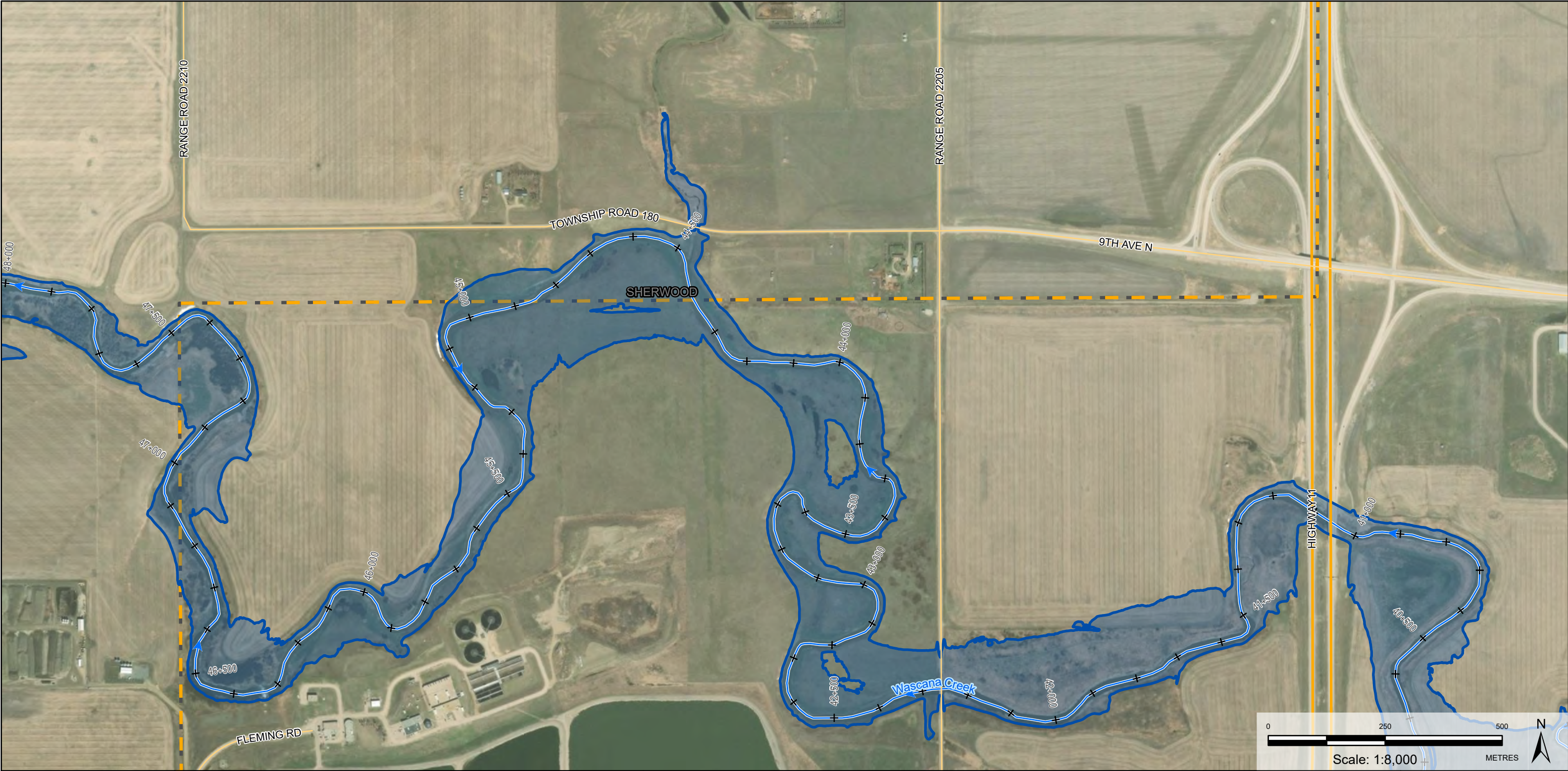
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 24 of 27



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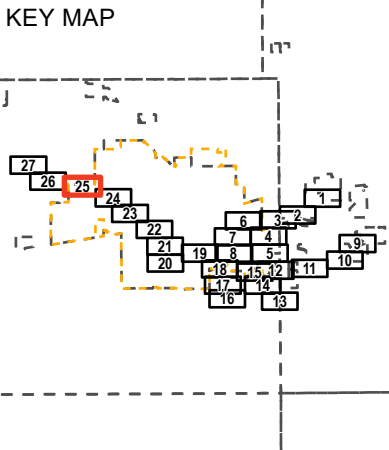
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 25 of 27



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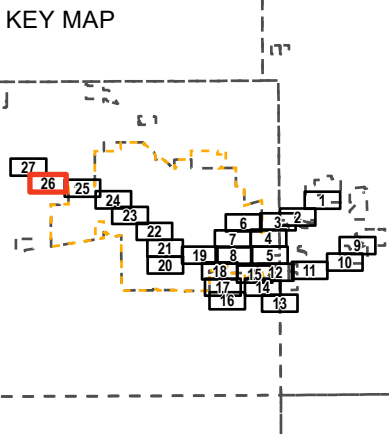
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

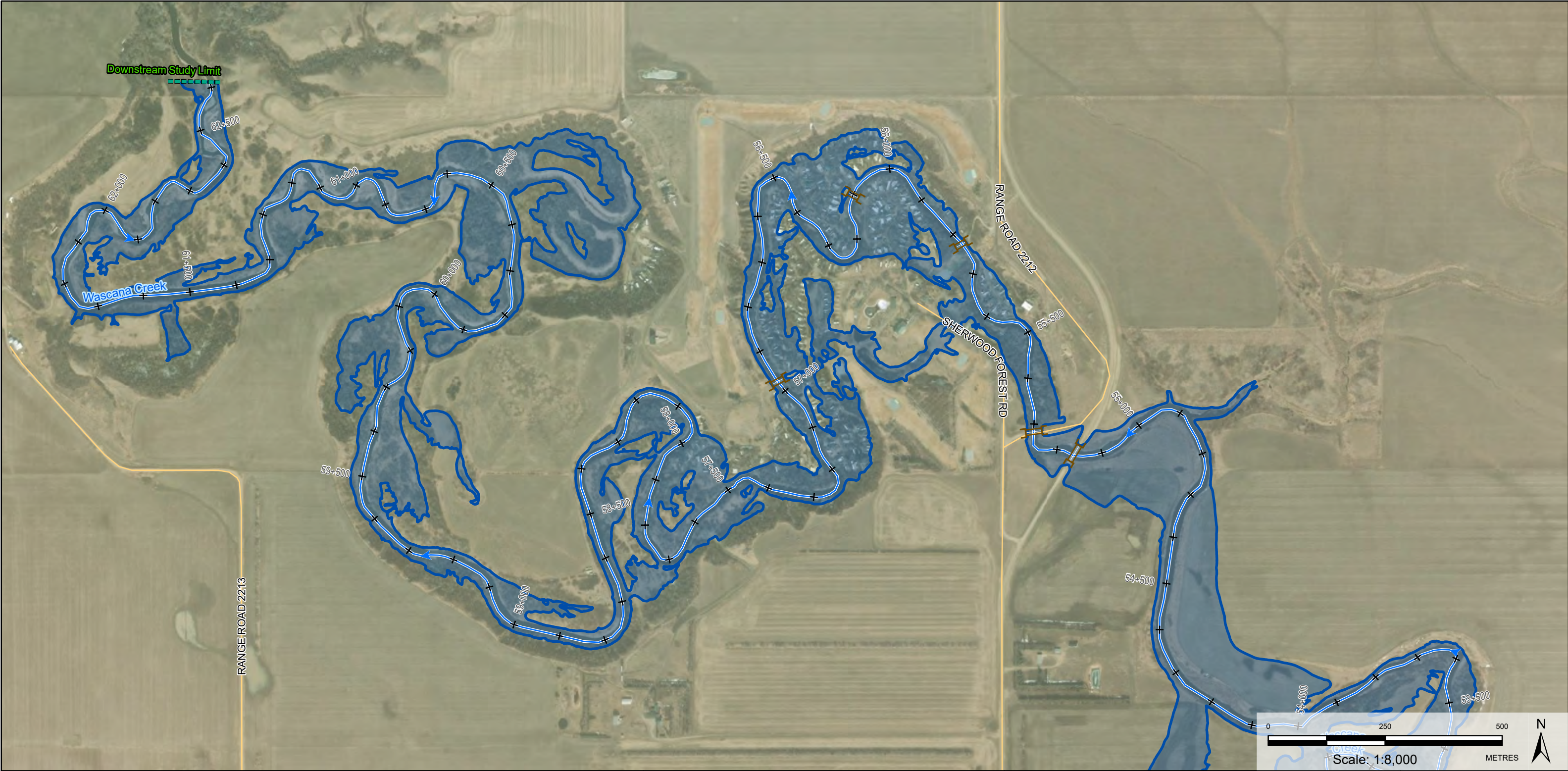
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 26 of 27



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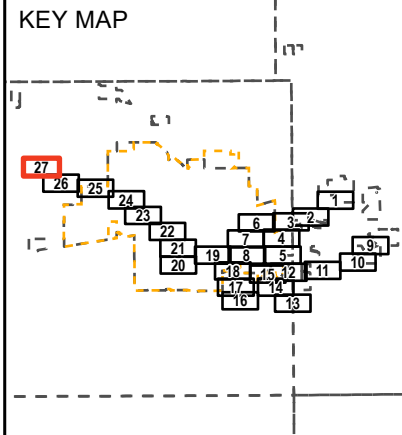
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

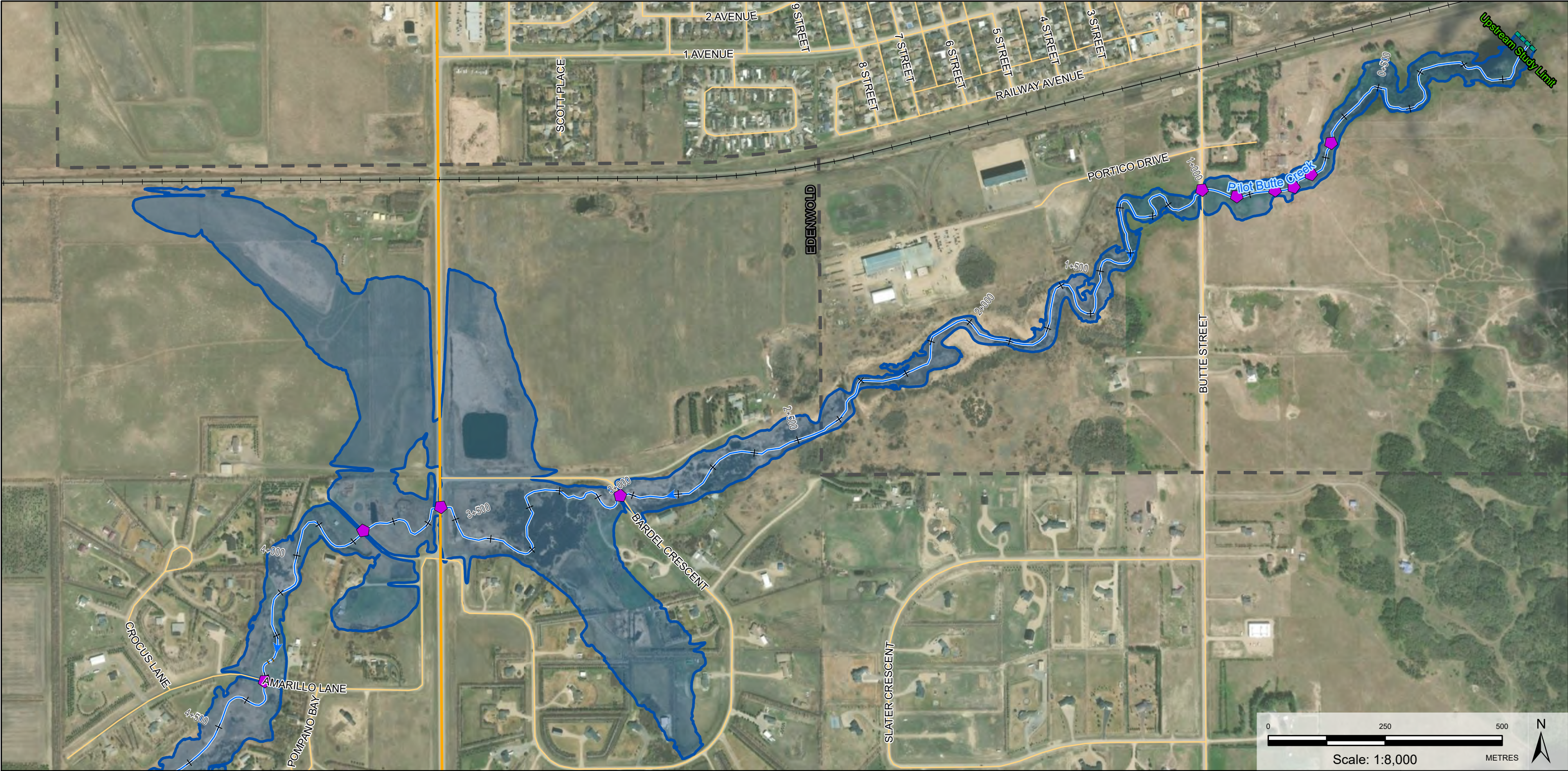
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:100 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 100-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 27 of 27



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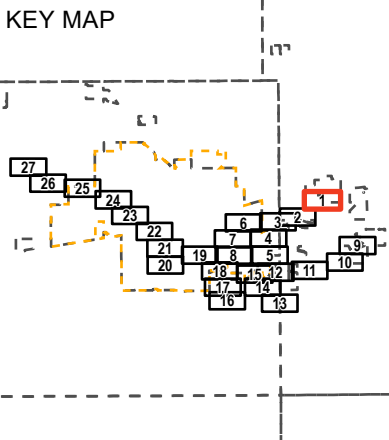
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 1 of 27



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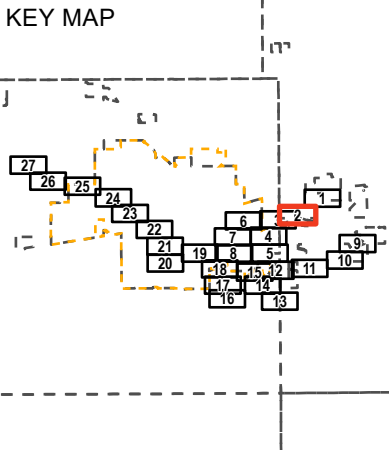
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

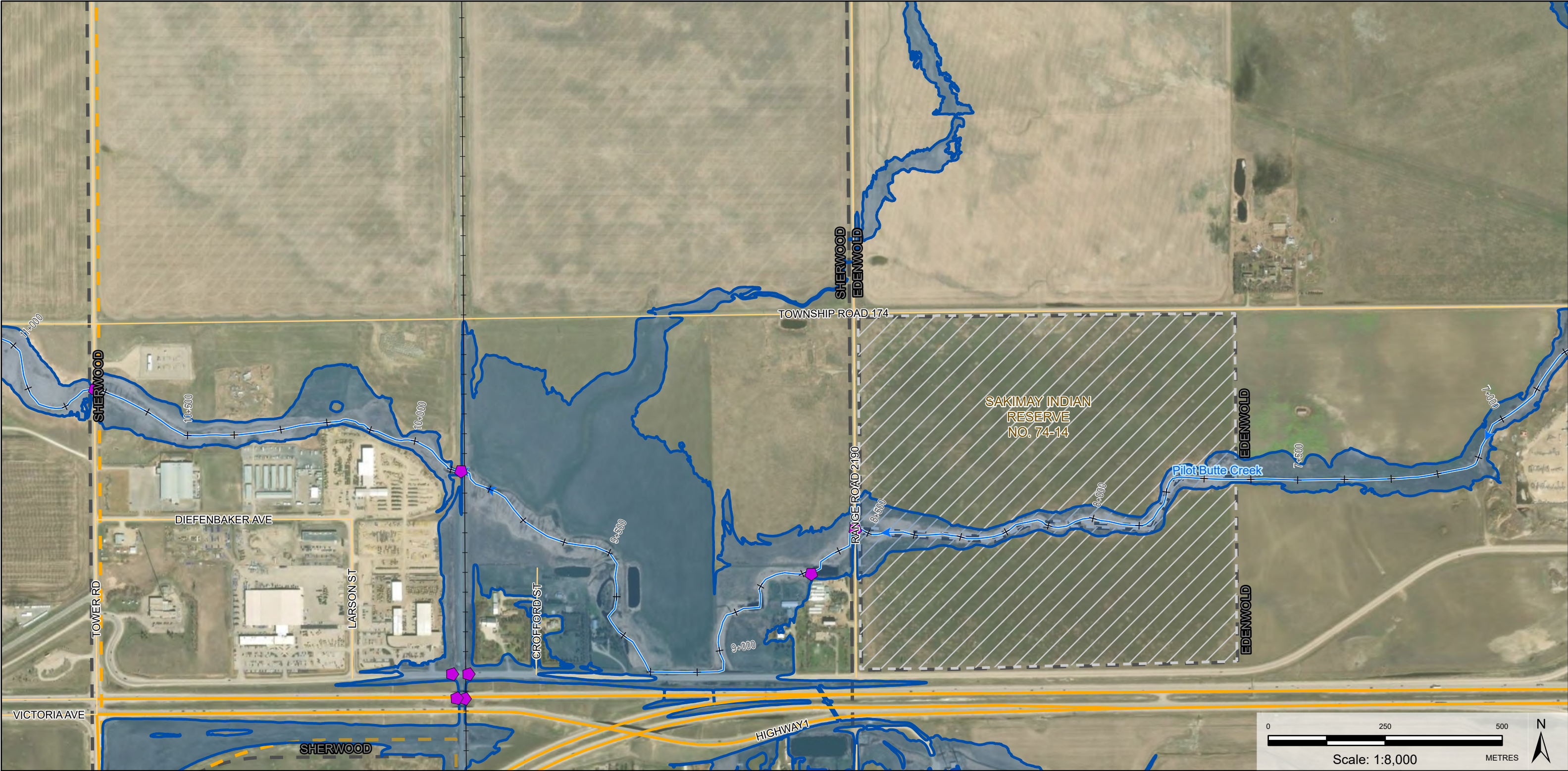
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 2 of 27



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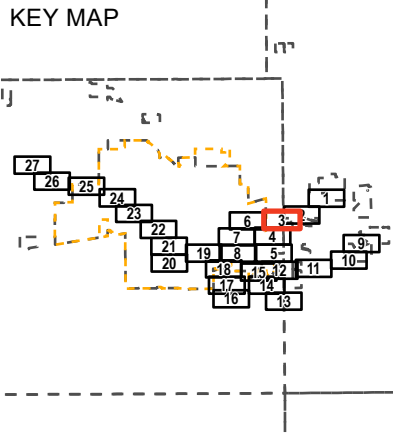
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

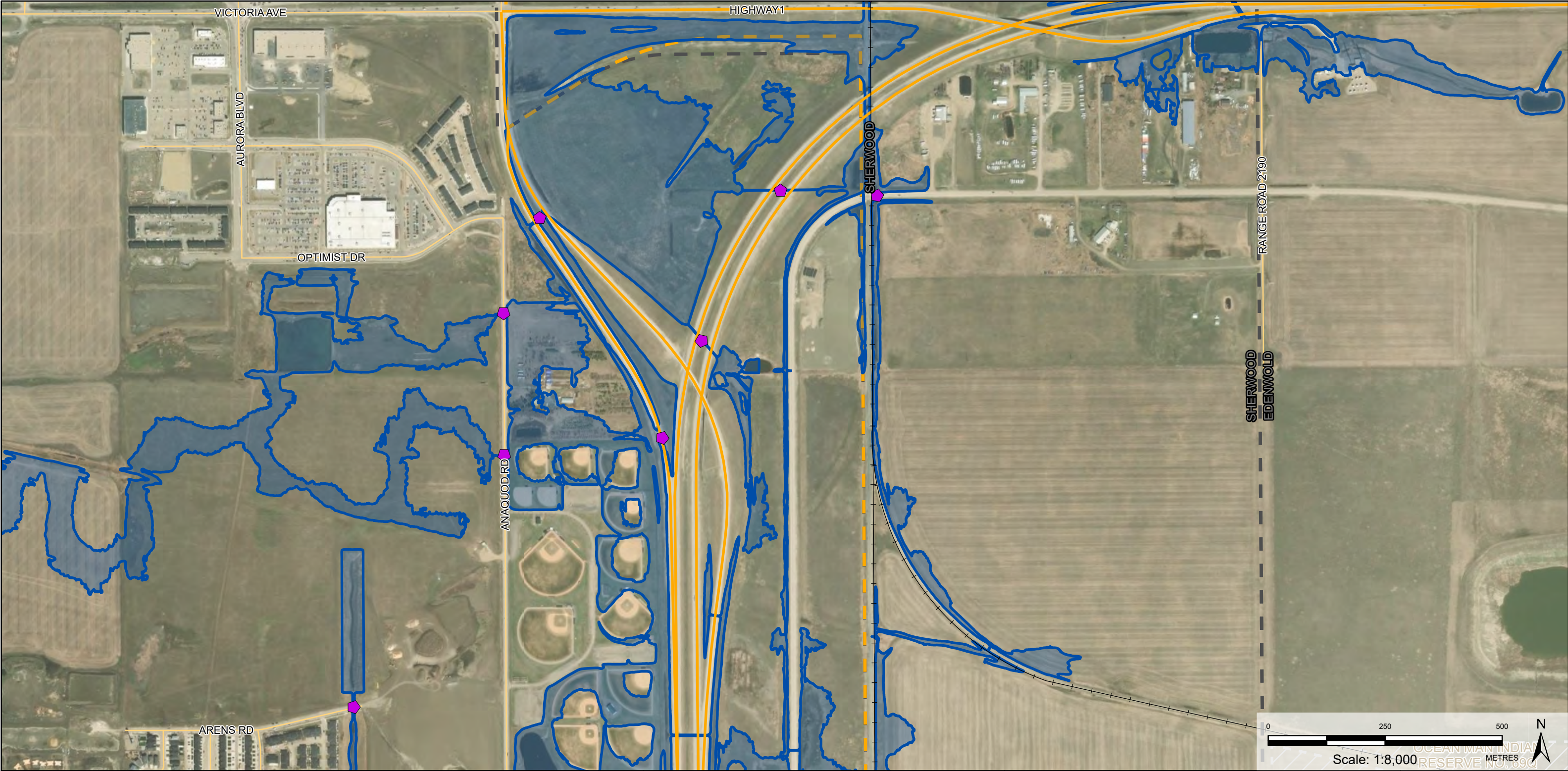
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 3 of 27



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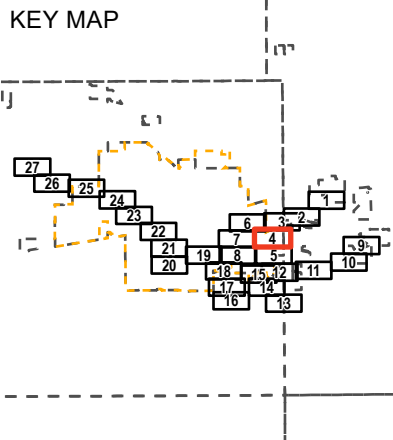
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

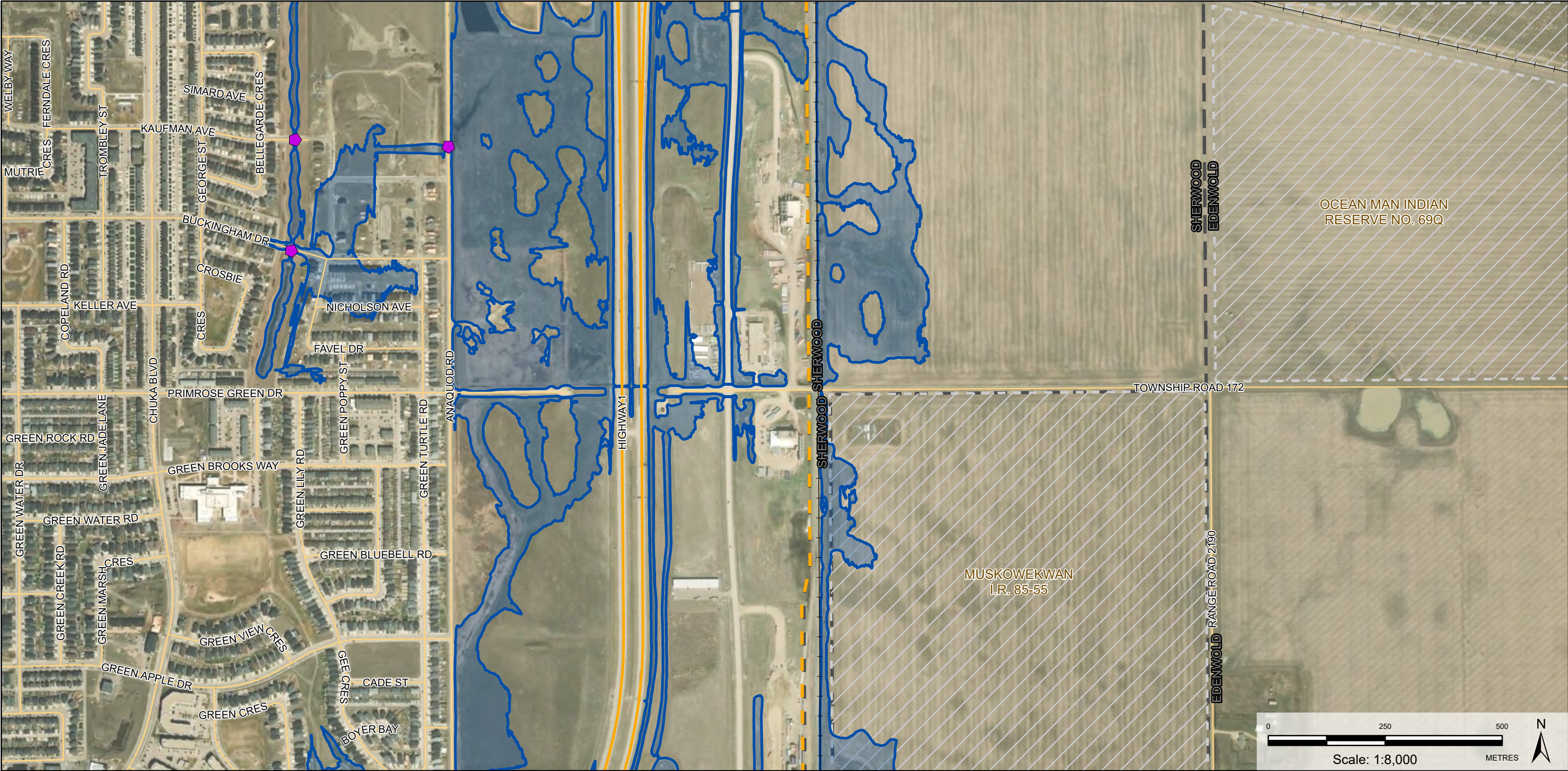
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 4 of 27



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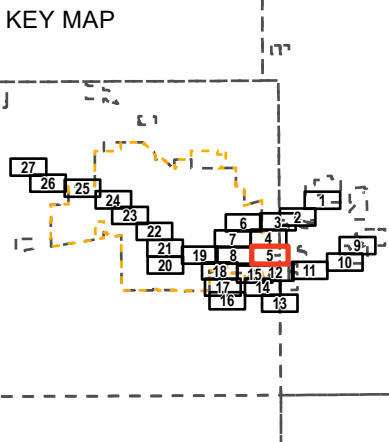
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 5 of 27



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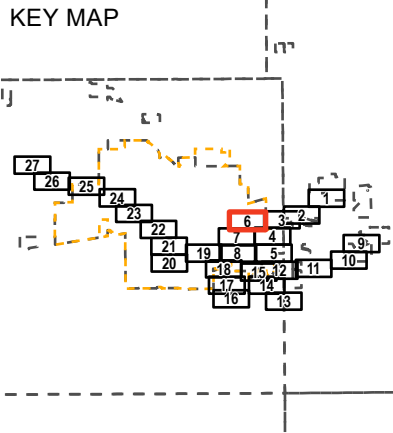
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

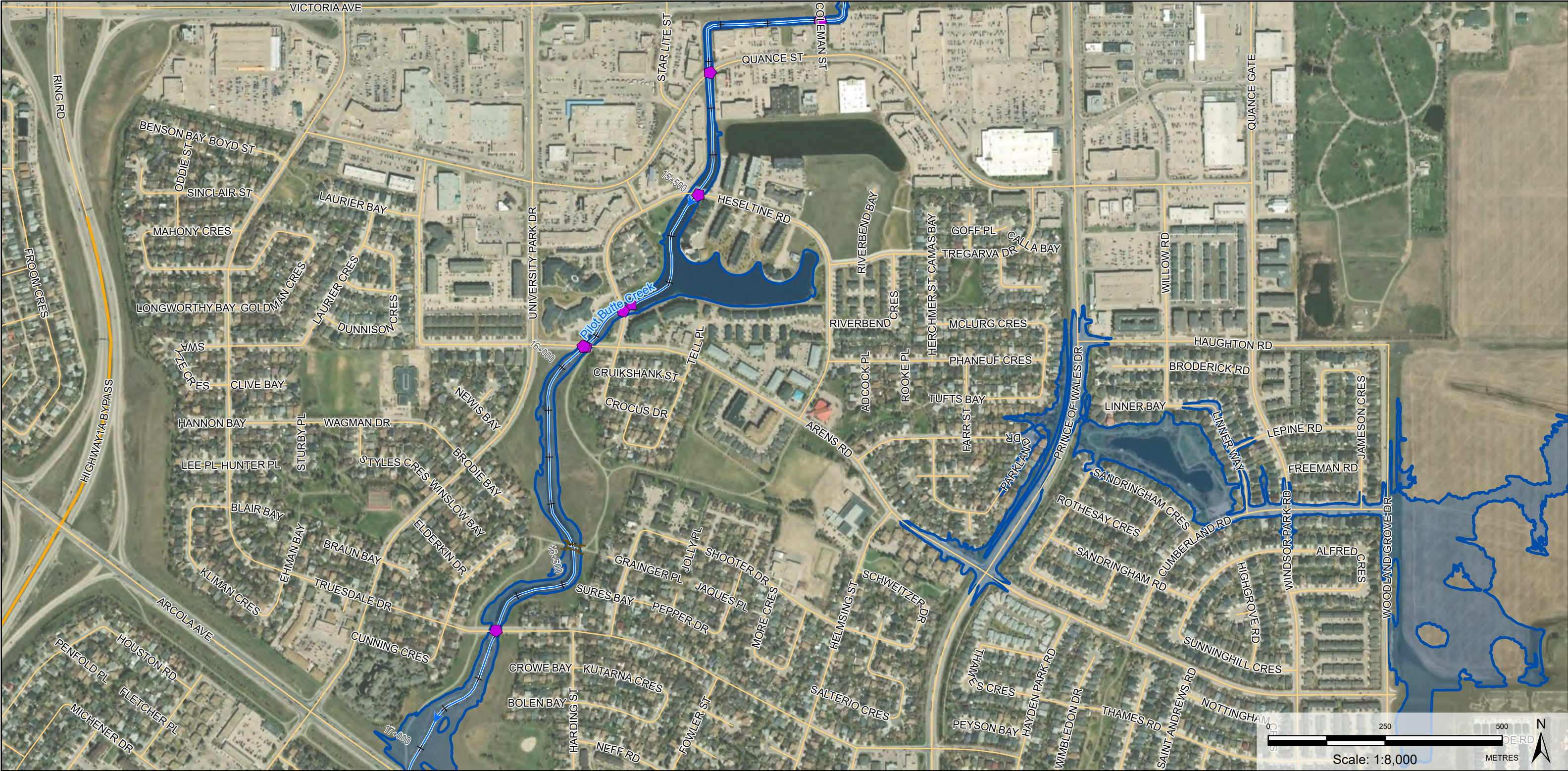
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- 1:200 Year Flood
- Study Limits
- Watercourse Centerline
- Flow Direction
- Chainage (100 m interval)
- Hydrometric Gauging Station
- Dyke
- Dam
- Culvert
- Weir
- Bridge
- Railway
- Highway
- Local Road
- Indigenous Land
- Regina City Limit
- Rural Municipalities



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 6 of 27



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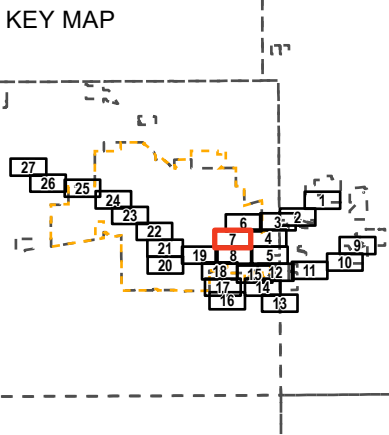
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Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

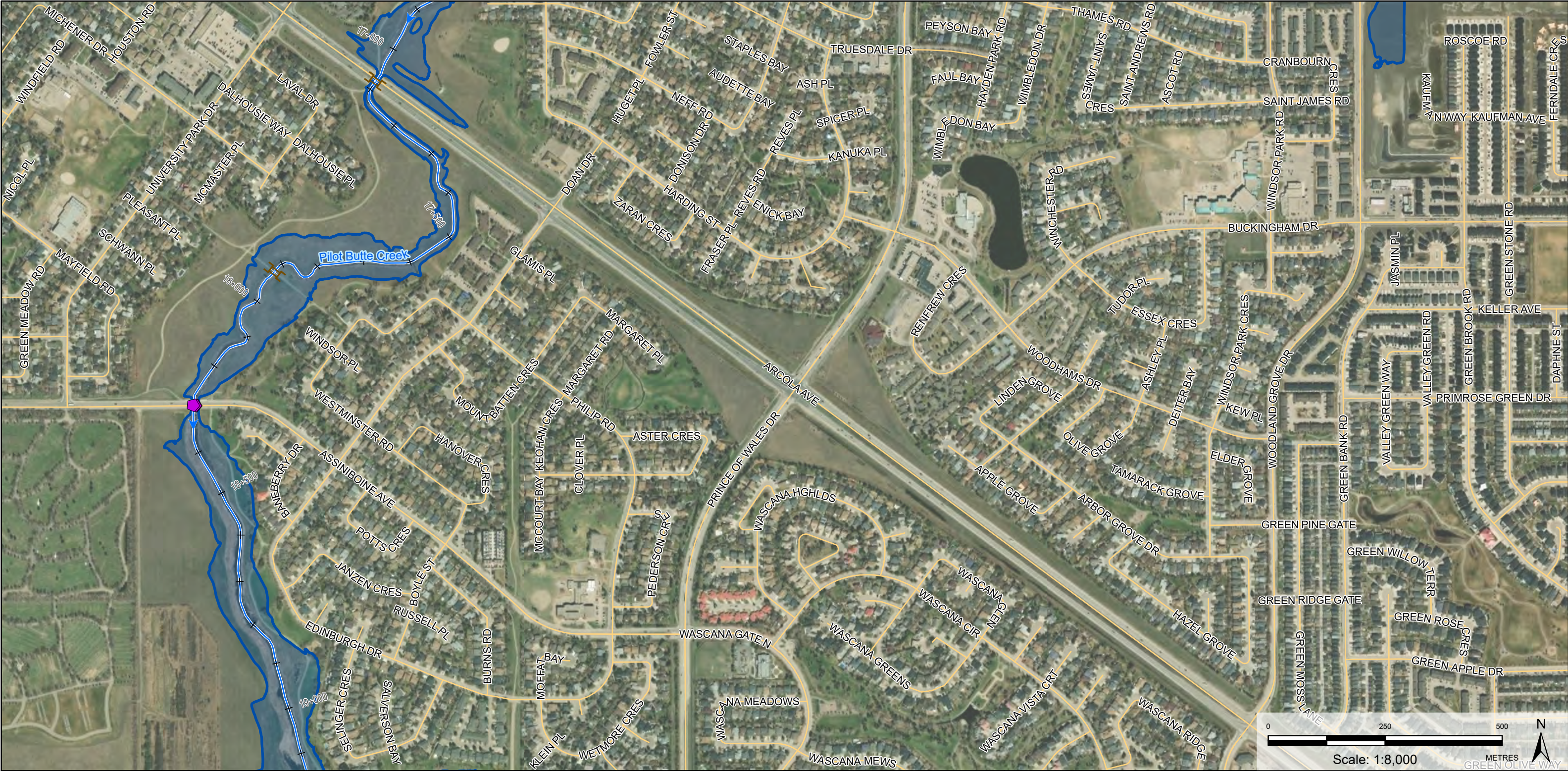
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 7 of 27



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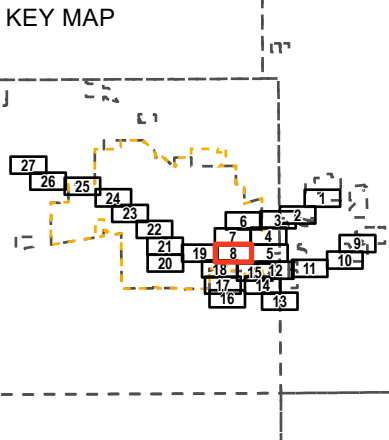
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

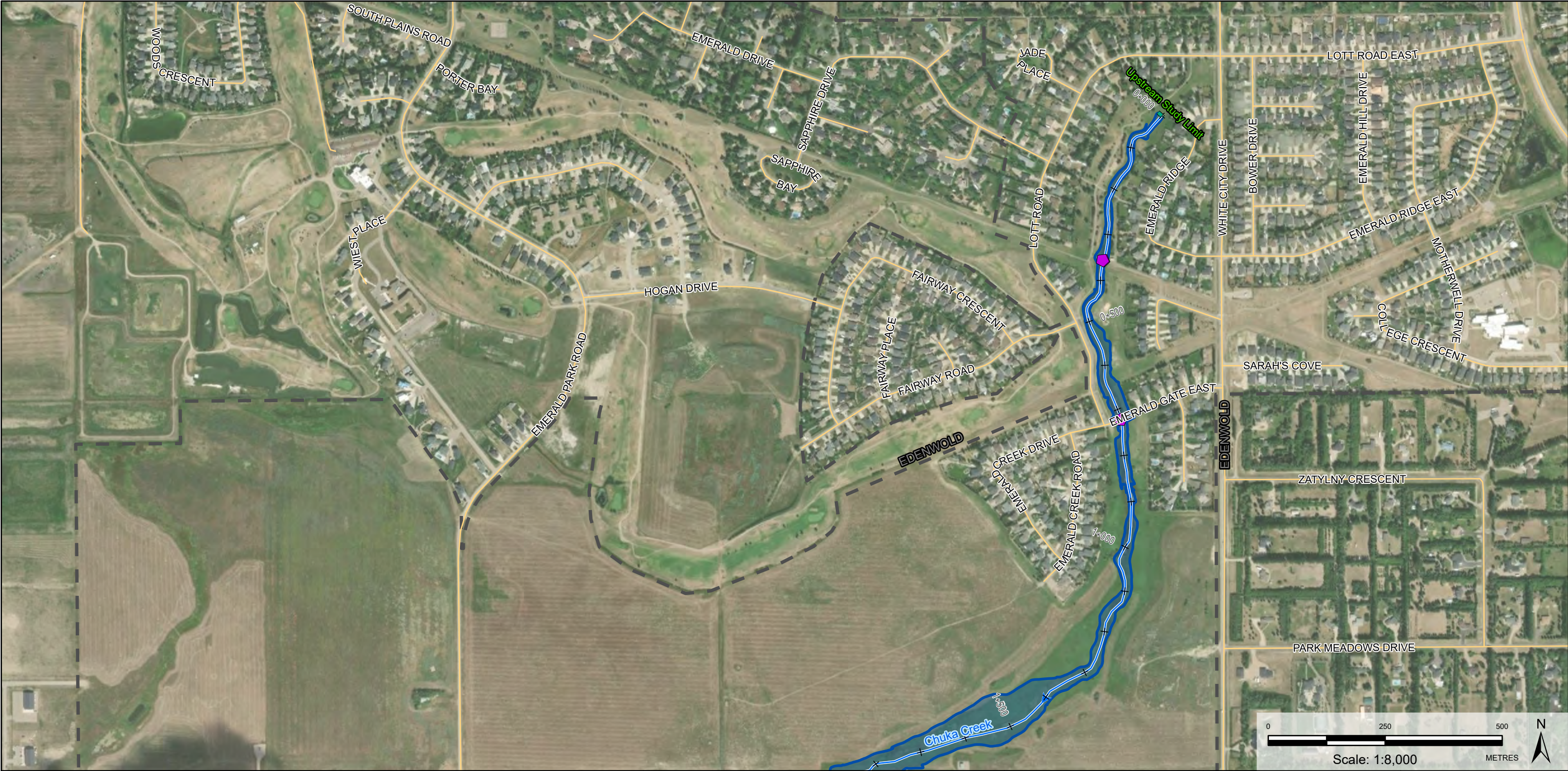
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 8 of 27



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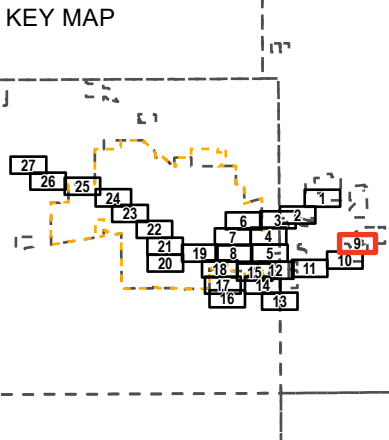
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Vertical Datum: CGVD2013
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Map Projection: UTM CSRS Extended Zone 13 North

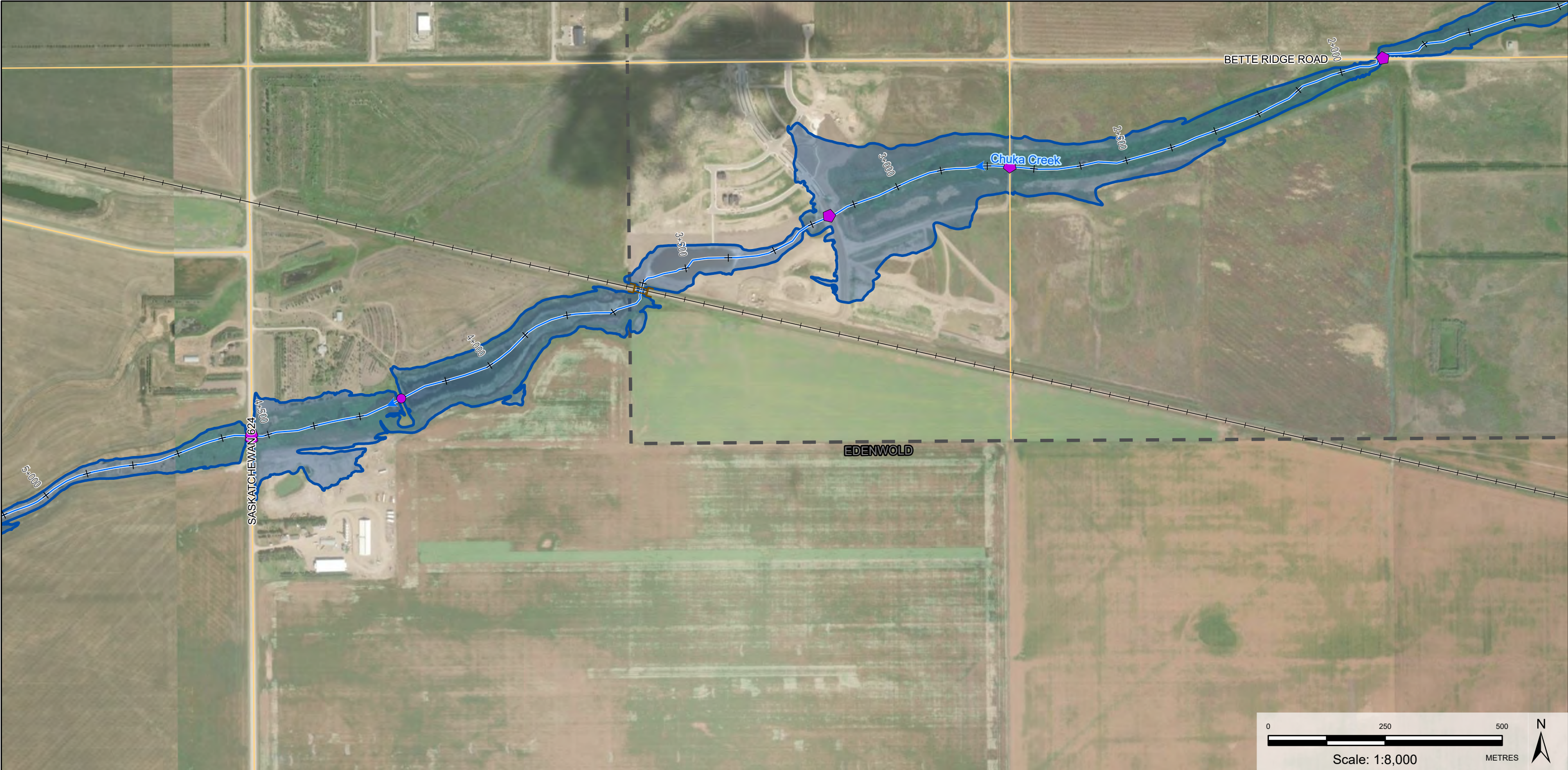
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | | | |
|---|-----------------------------|---|----------------------|
|  | 1:200 Year Flood |  | Dam |
|  | Study Limits |  | Culvert |
|  | Watercourse Centerline |  | Weir |
|  | Flow Direction |  | Bridge |
|  | Chainage (100 m interval) |  | Railway |
|  | Hydrometric Gauging Station |  | Highway |
|  | Dyke |  | Local Road |
| | |  | Indigenous Land |
| | |  | Regina City Limit |
| | |  | Rural Municipalities |



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FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 9 of 27



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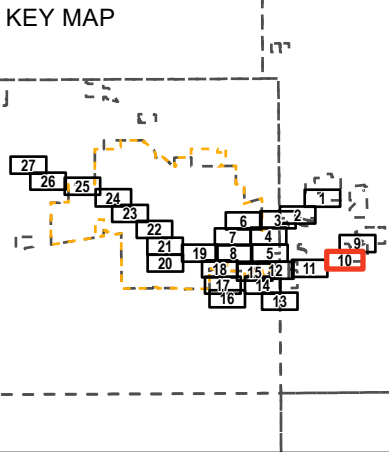
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|---|--|
|  1:200 Year Flood |  Dam |
|  Study Limits |  Culvert |
|  Watercourse Centerline |  Weir |
|  Flow Direction |  Bridge |
|  Chainage (100 m interval) |  Railway |
|  Hydrometric Gauging Station |  Highway |
|  Dyke |  Local Road |
| |  Indigenous Land |
| |  Regina City Limit |
| |  Rural Municipalities |



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FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 10 of 27



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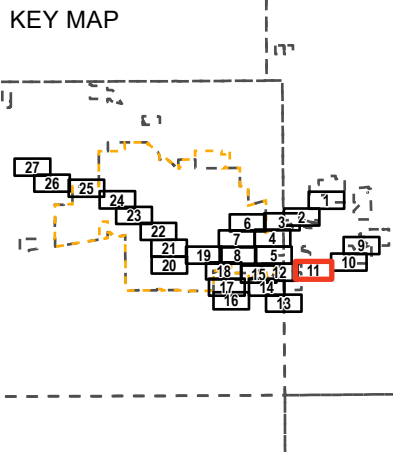
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

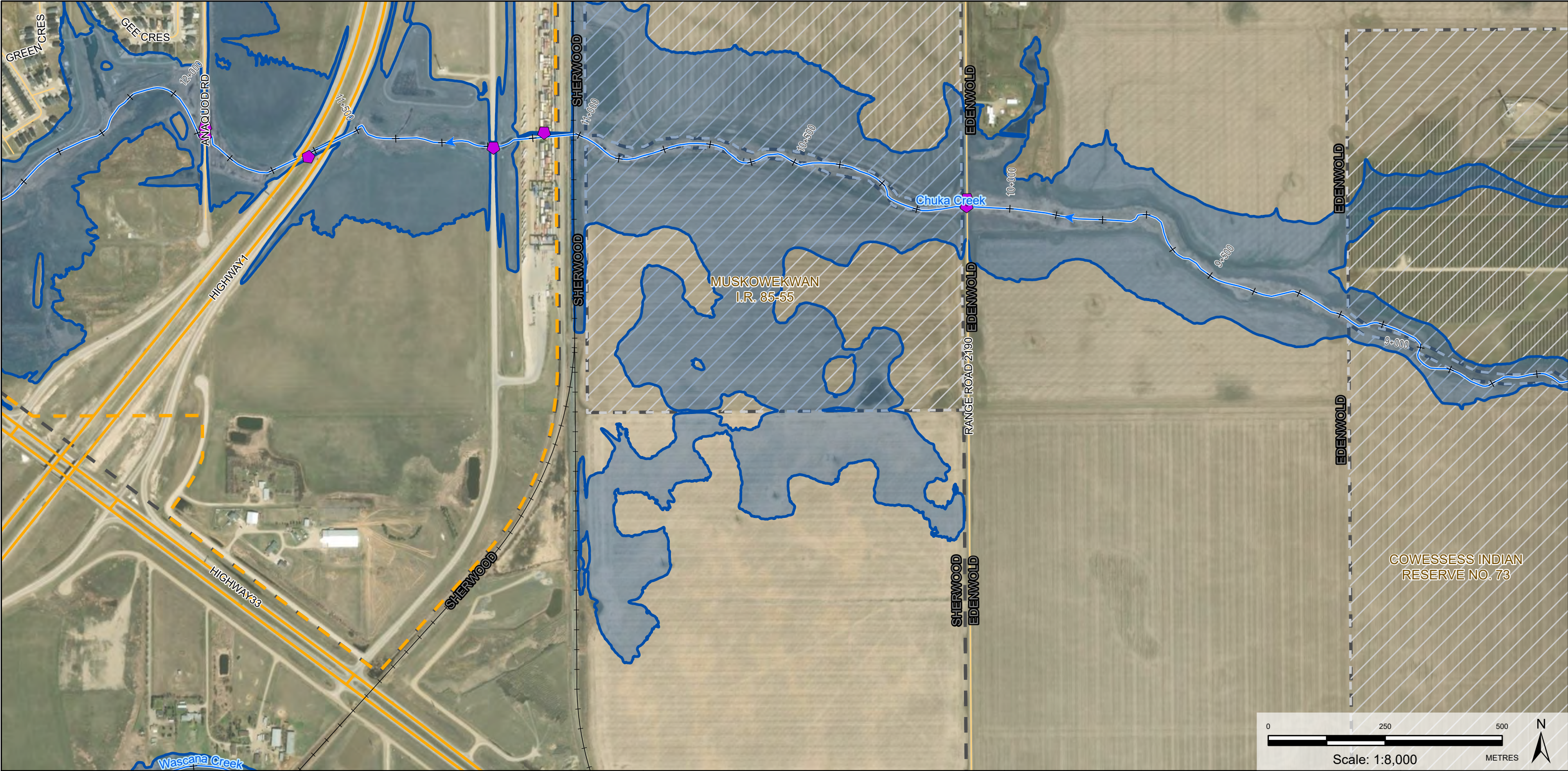
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

1:200 Year Flood	Dam
Study Limits	Culvert
Watercourse Centerline	Weir
Flow Direction	Bridge
Chainage (100 m interval)	Railway
Hydrometric Gauging Station	Highway
Dyke	Local Road
	Indigenous Land
	Regina City Limit
	Rural Municipalities



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FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 11 of 27



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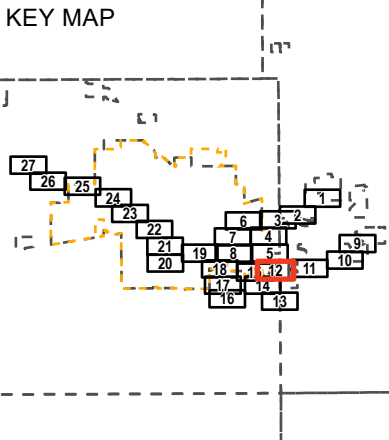
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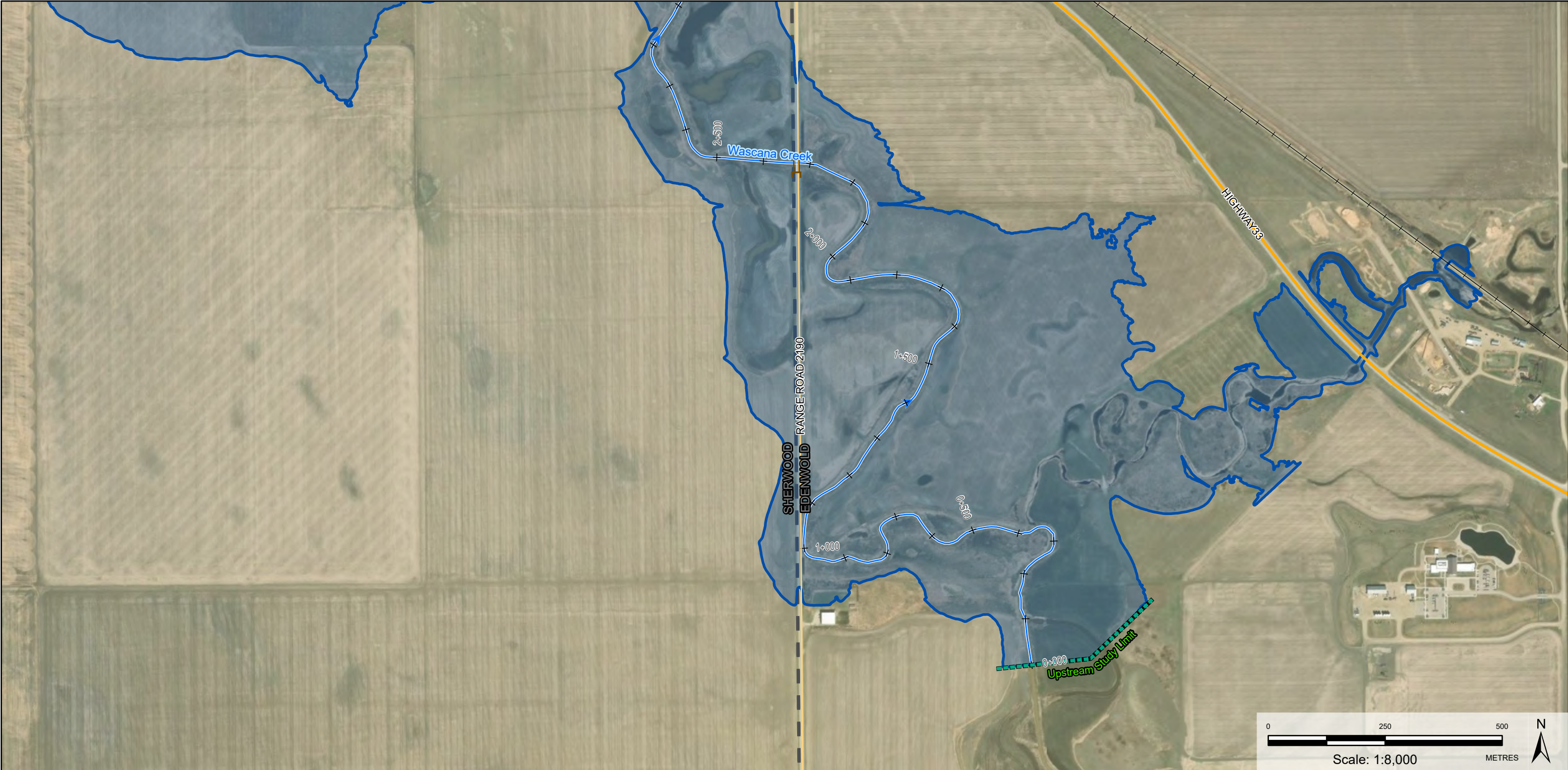
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 12 of 27



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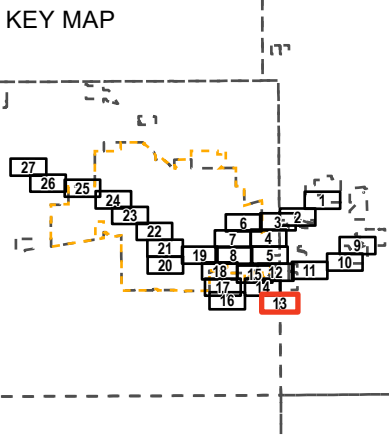
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

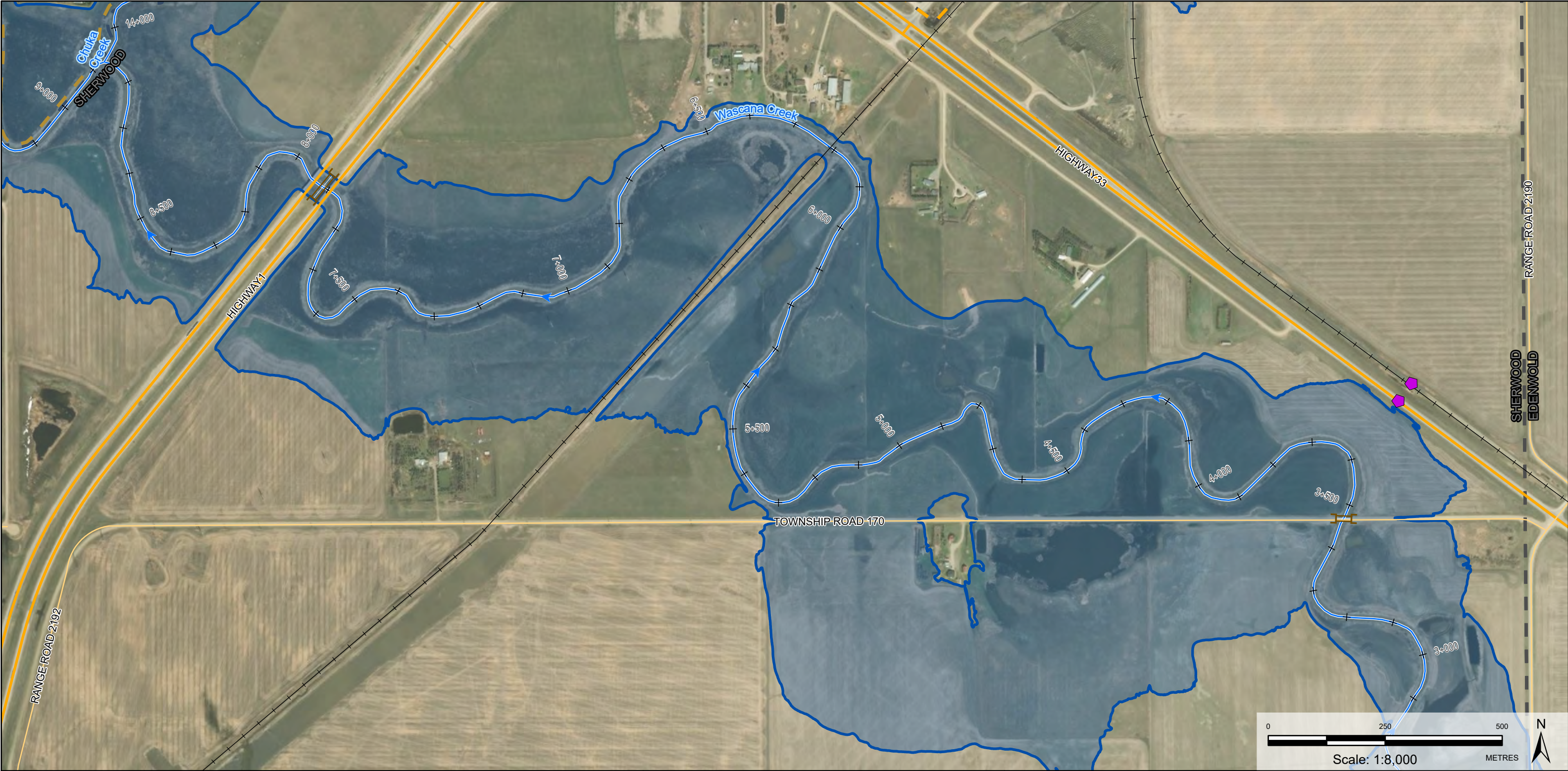
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 13 of 27



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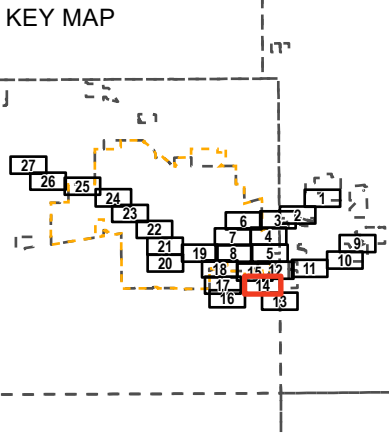
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

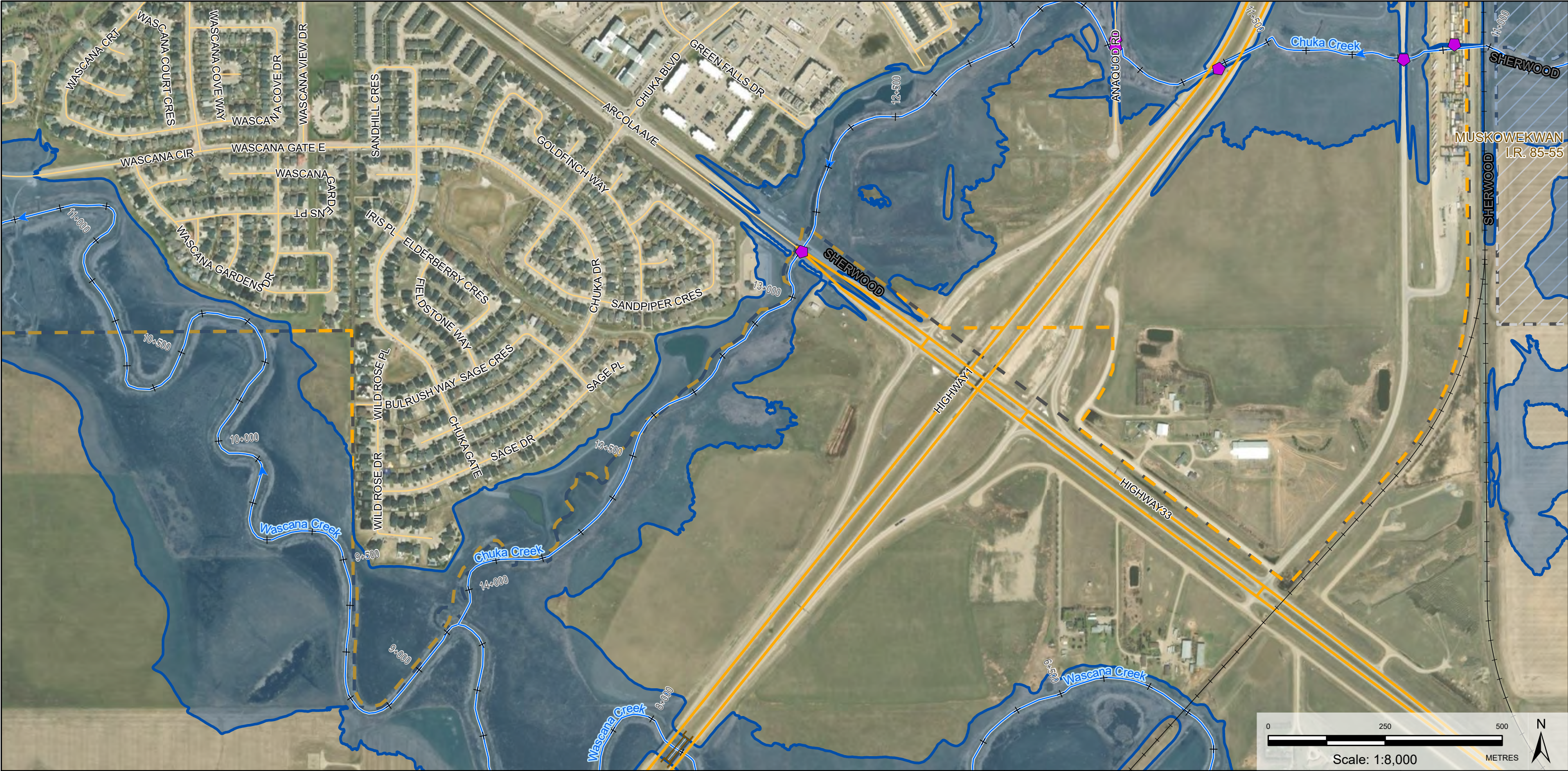
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 14 of 27



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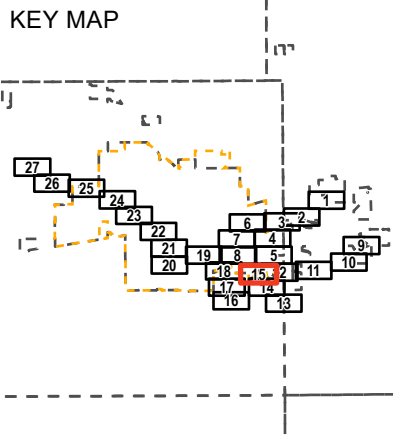
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

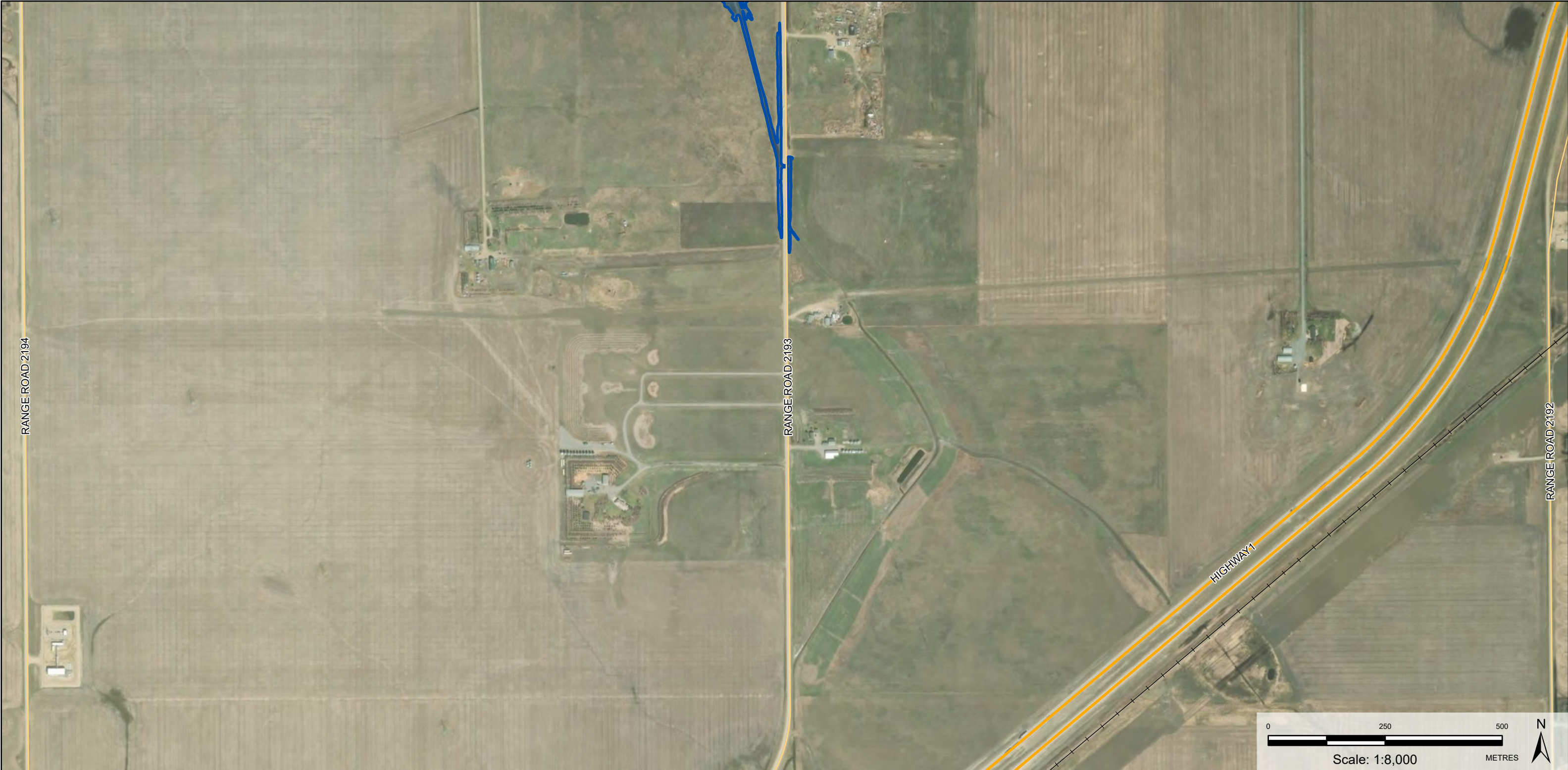
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 15 of 27



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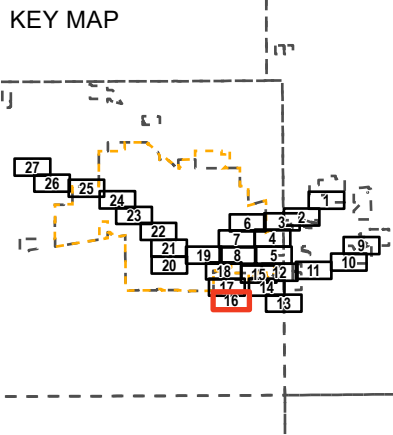
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

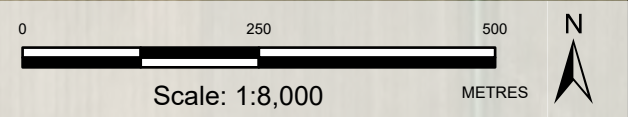
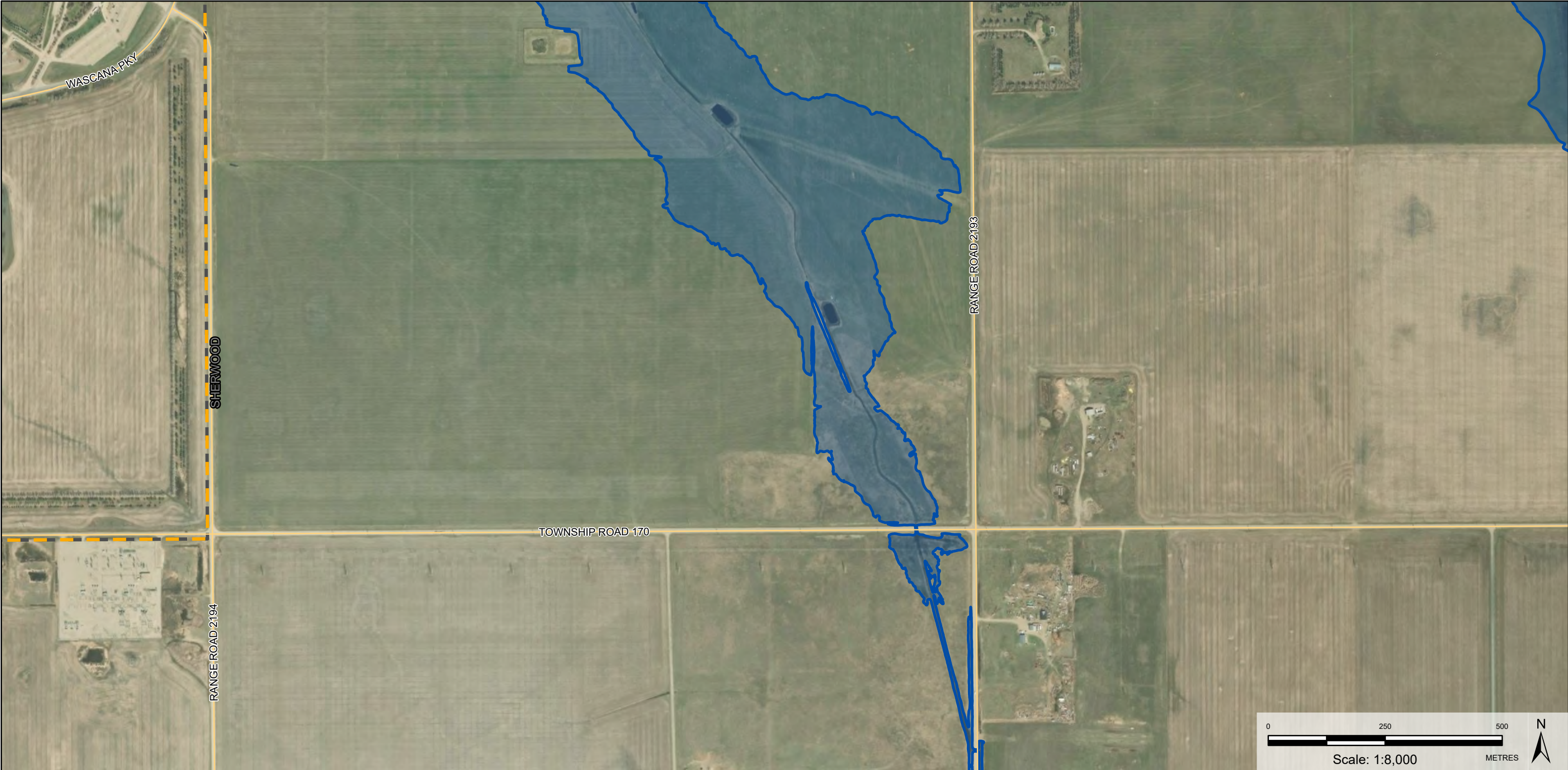
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 16 of 27



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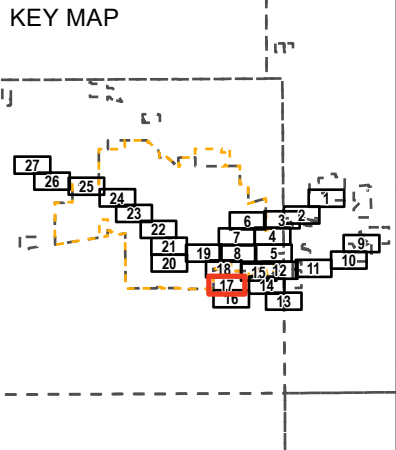
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

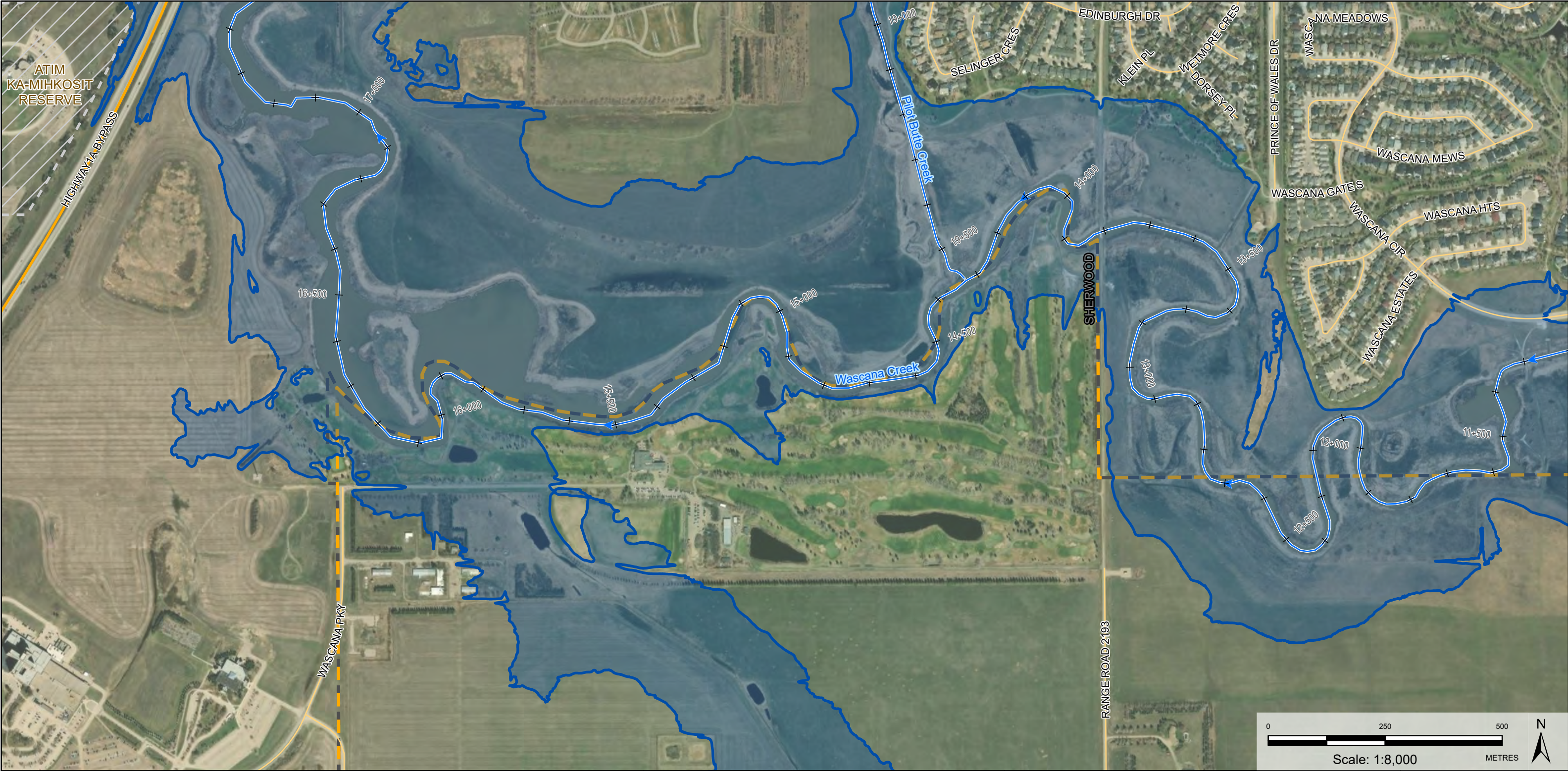
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

1:200 Year Flood	Dam
Study Limits	Culvert
Watercourse Centerline	Weir
Flow Direction	Bridge
Chainage (100 m interval)	Railway
Hydrometric Gauging Station	Highway
Dyke	Local Road
	Indigenous Land
	Regina City Limit
	Rural Municipalities



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 17 of 27



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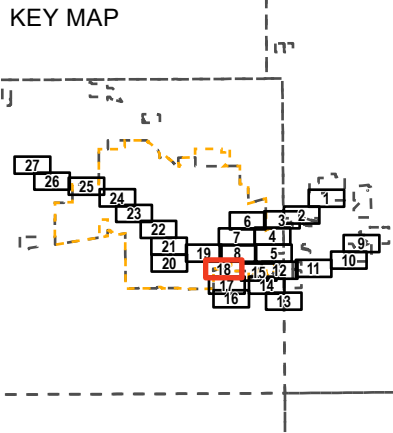
Paper Size:
ANSI B (11x 17inches)

Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 18 of 27



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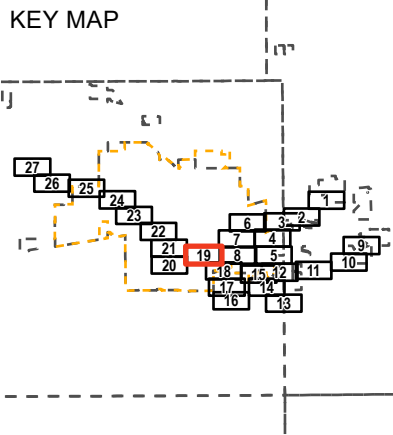
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

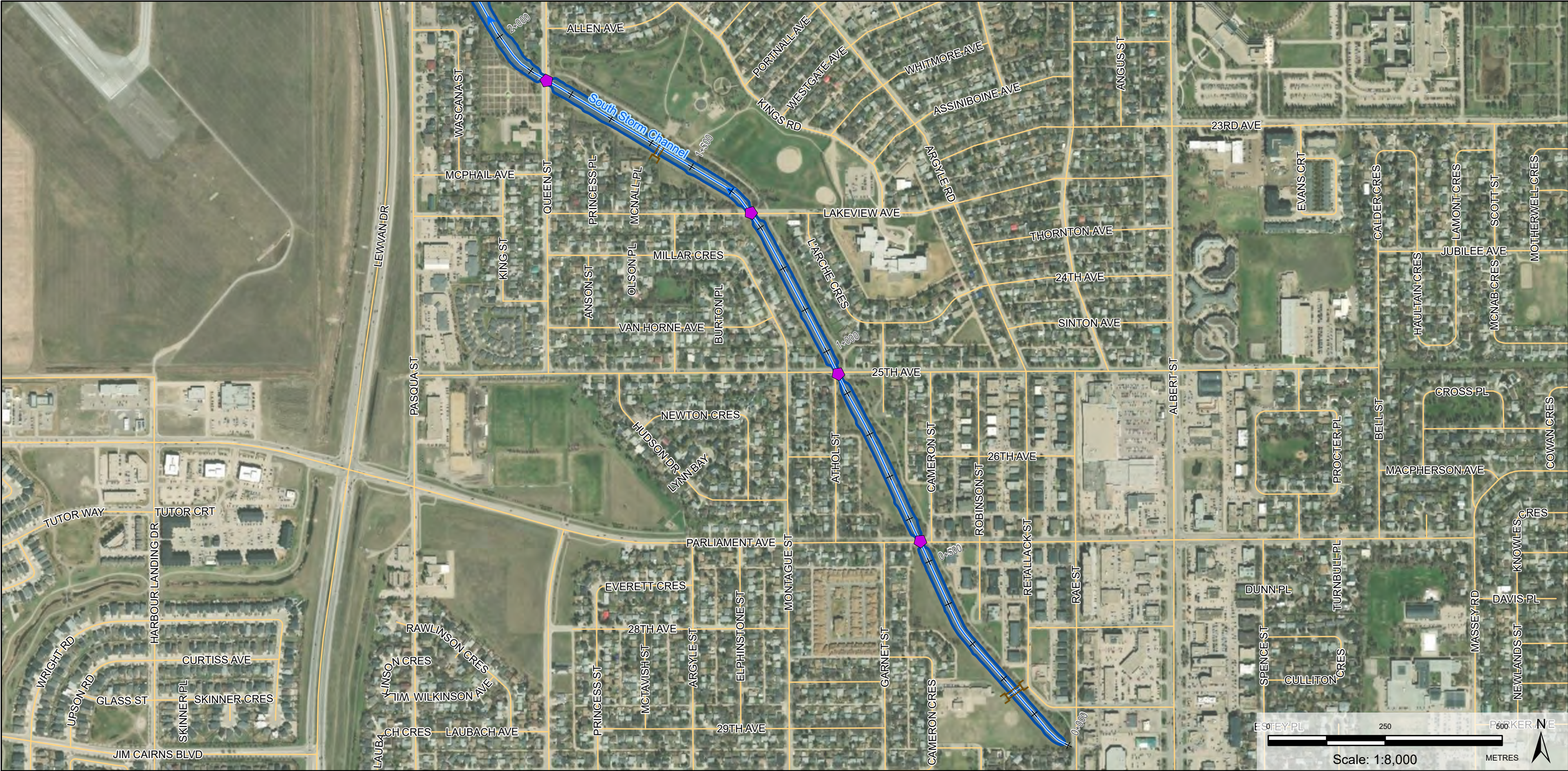
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 19 of 27



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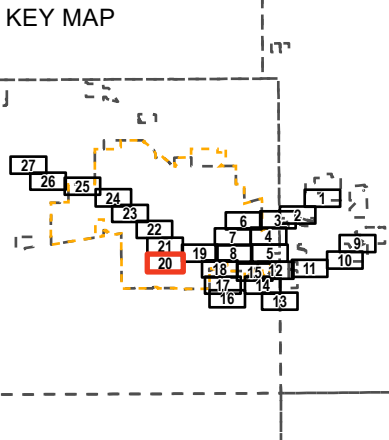
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

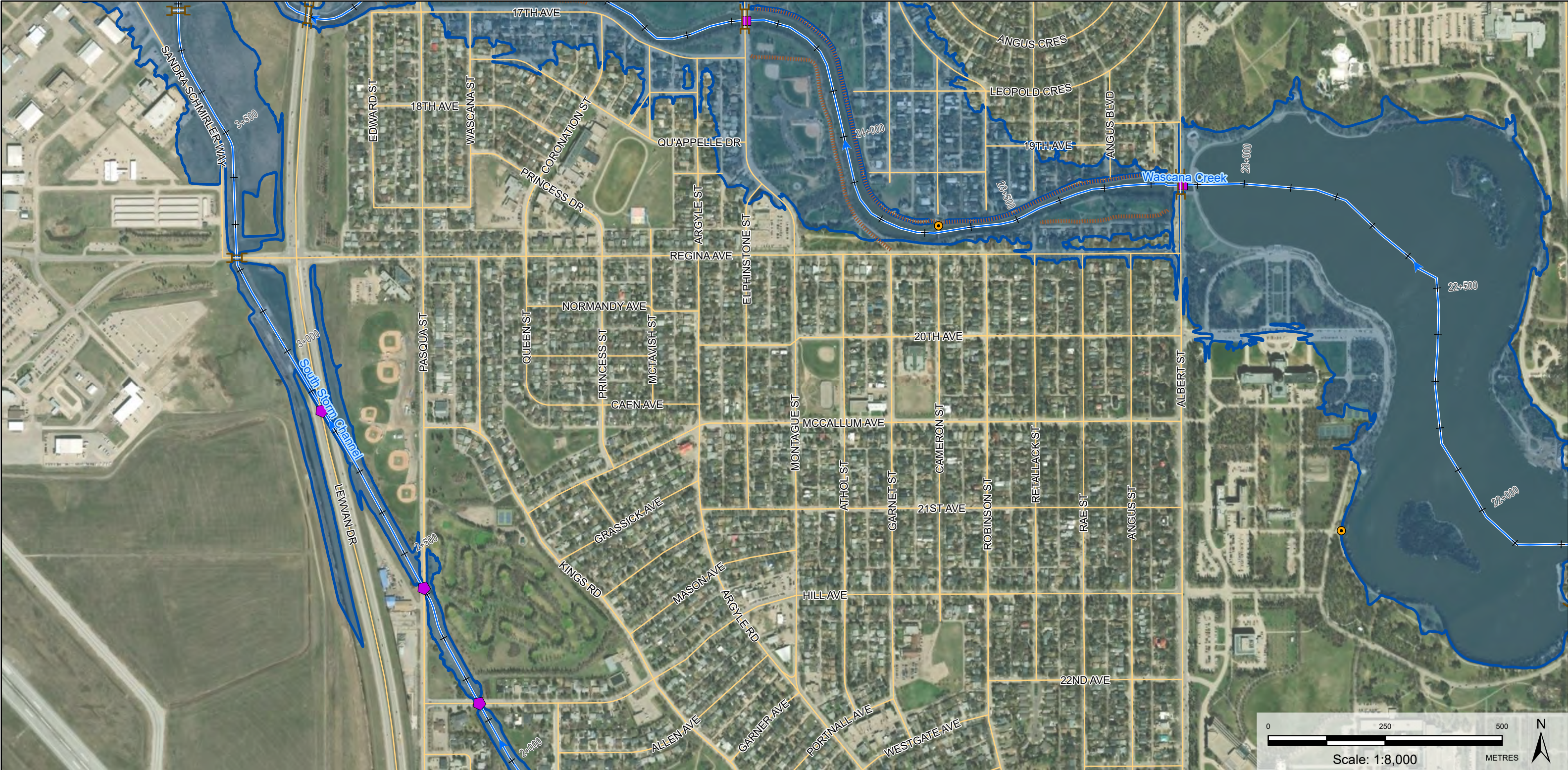
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 20 of 27



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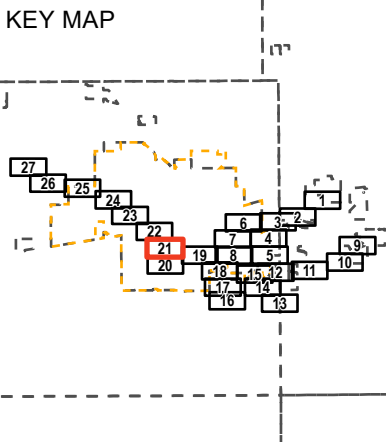
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

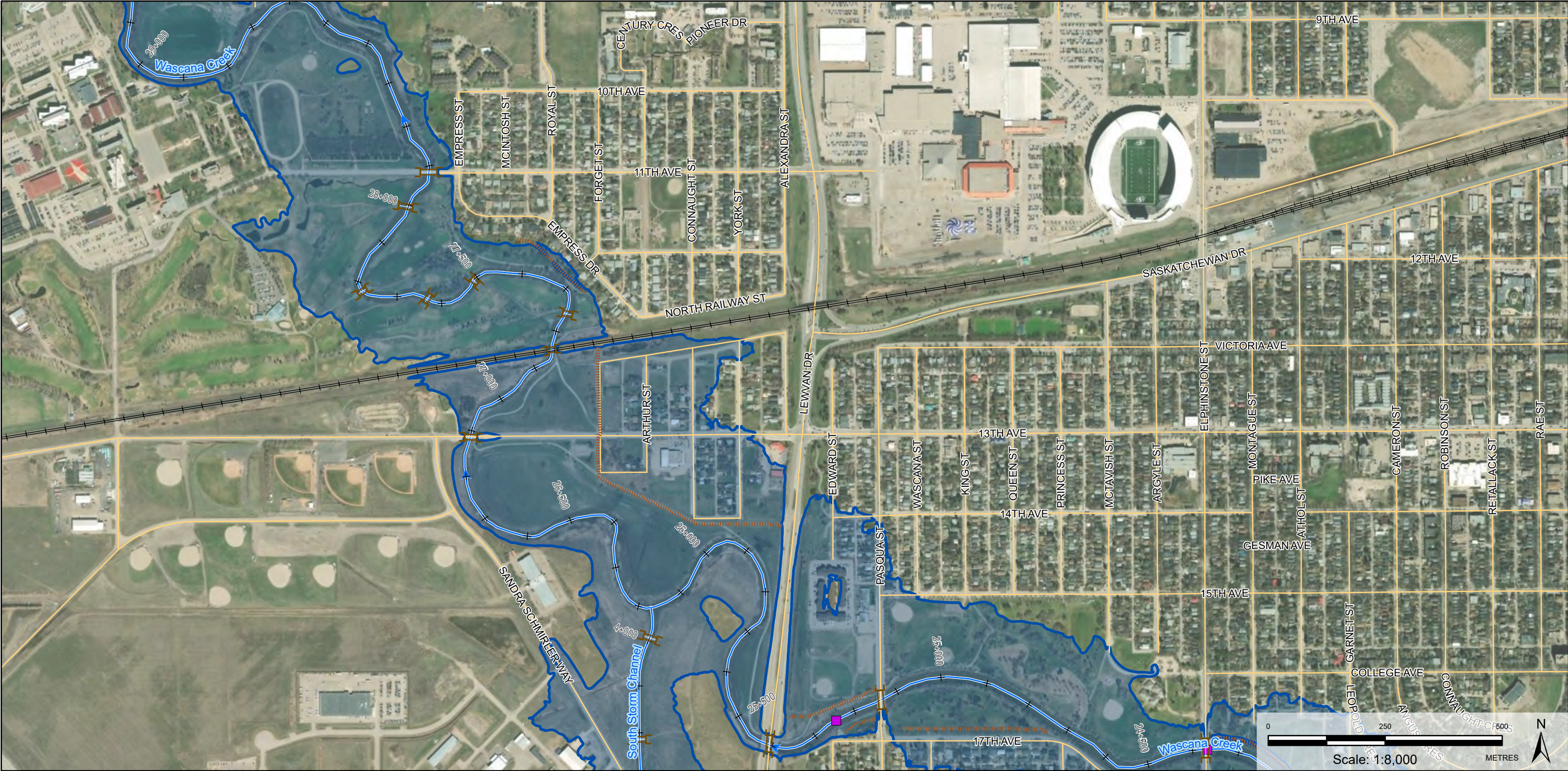
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 21 of 27



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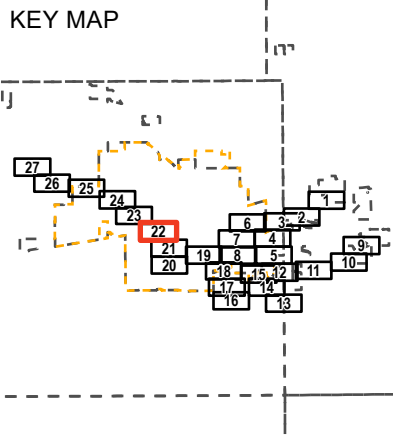
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

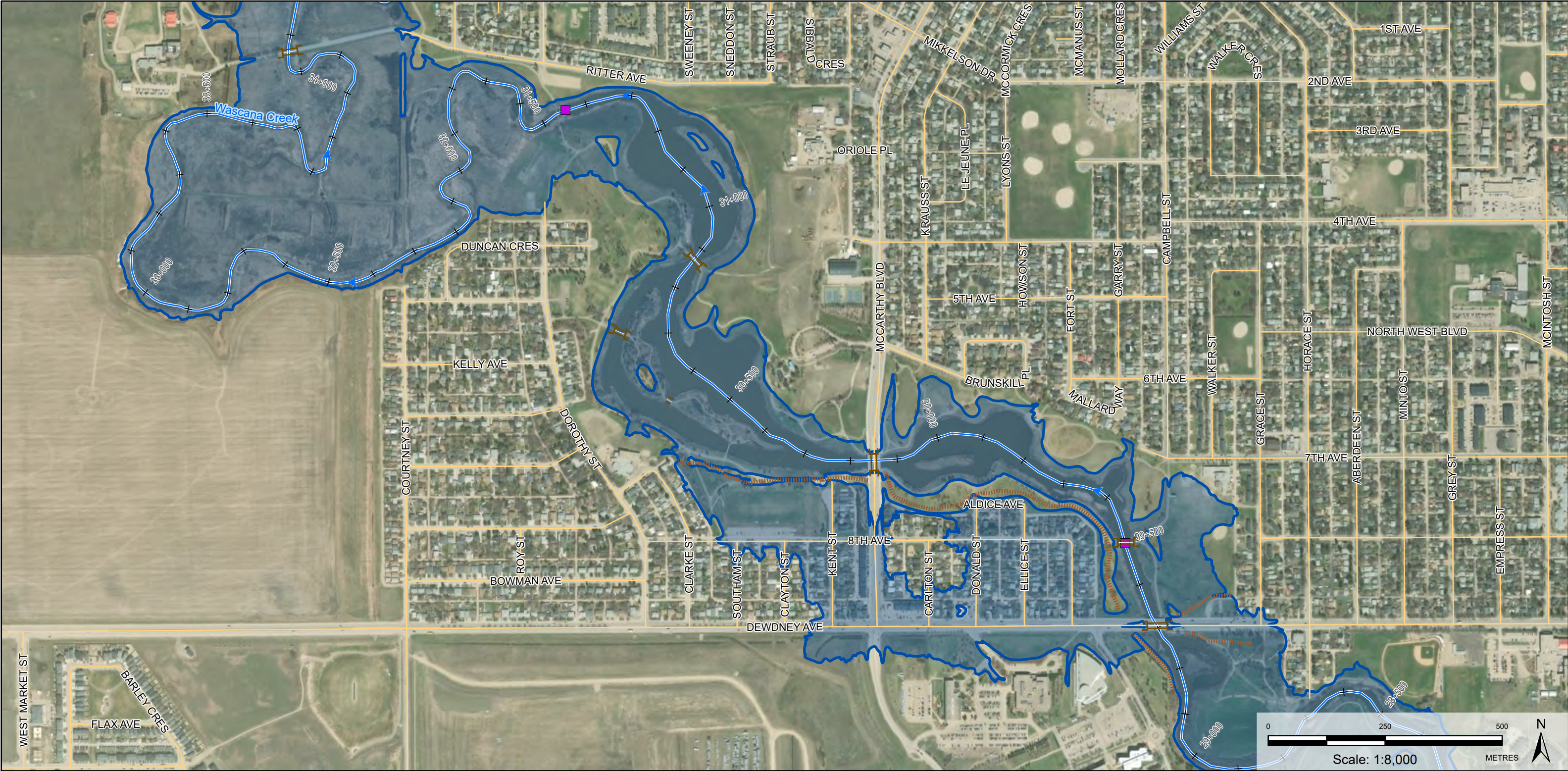
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 22 of 27



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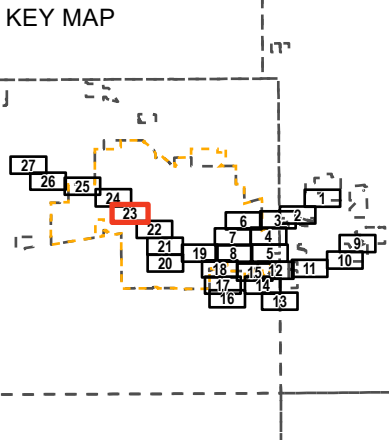
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

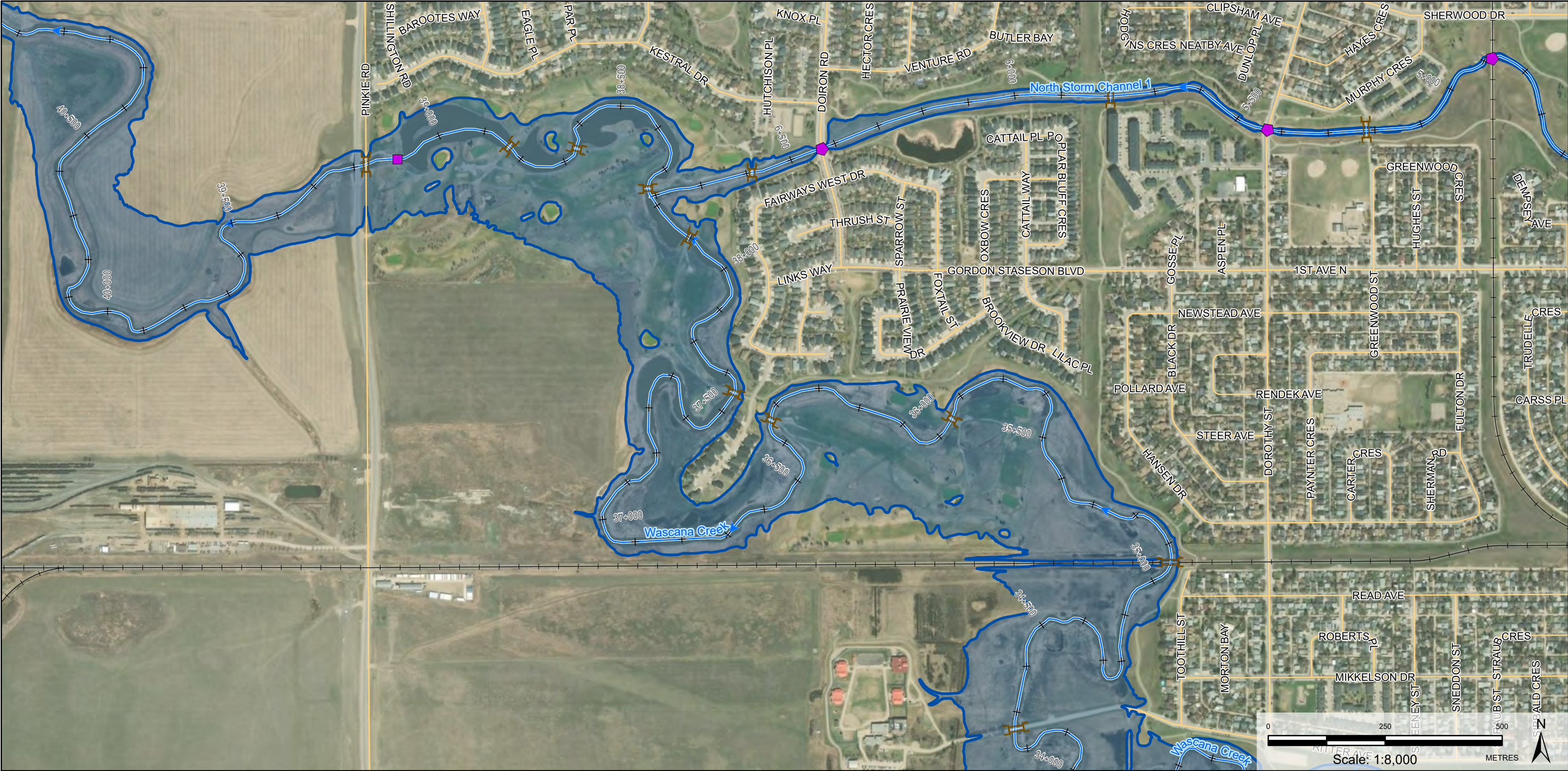
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 23 of 27



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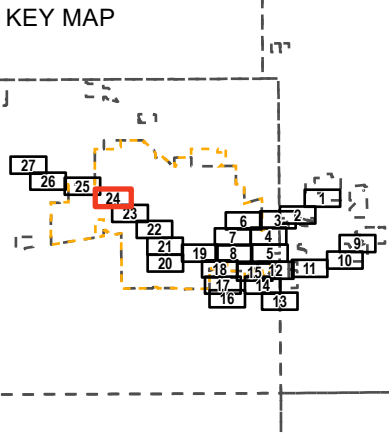
Paper Size:
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

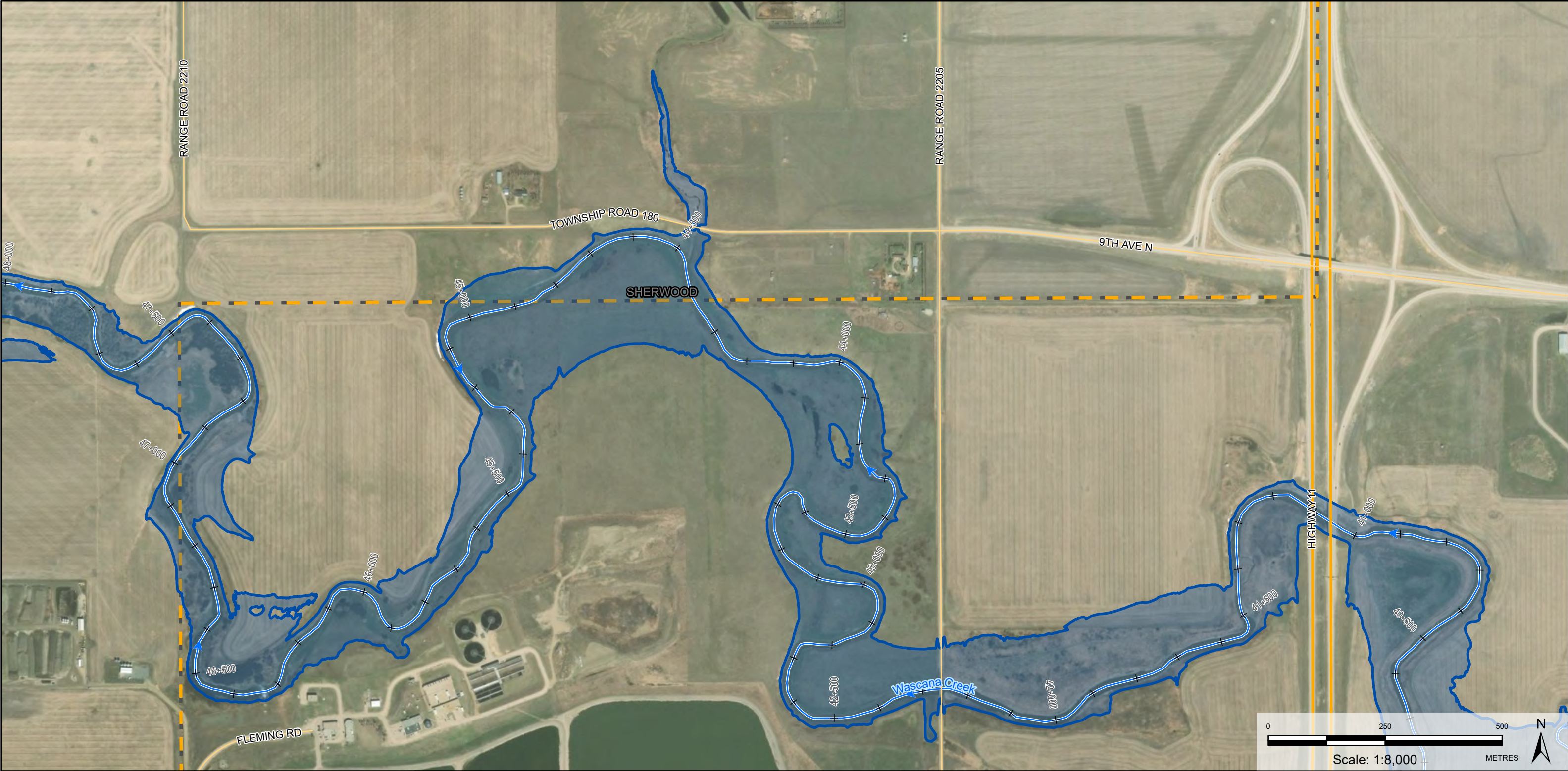
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 24 of 27



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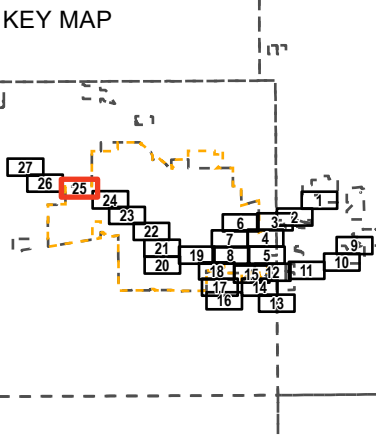
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY			
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT			
PROJECT NUMBER: 60706173	REV. 5	SHEET 25 of 27	



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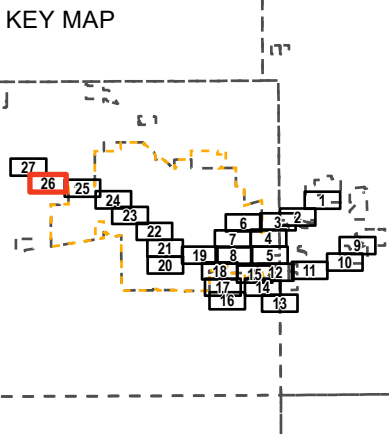
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

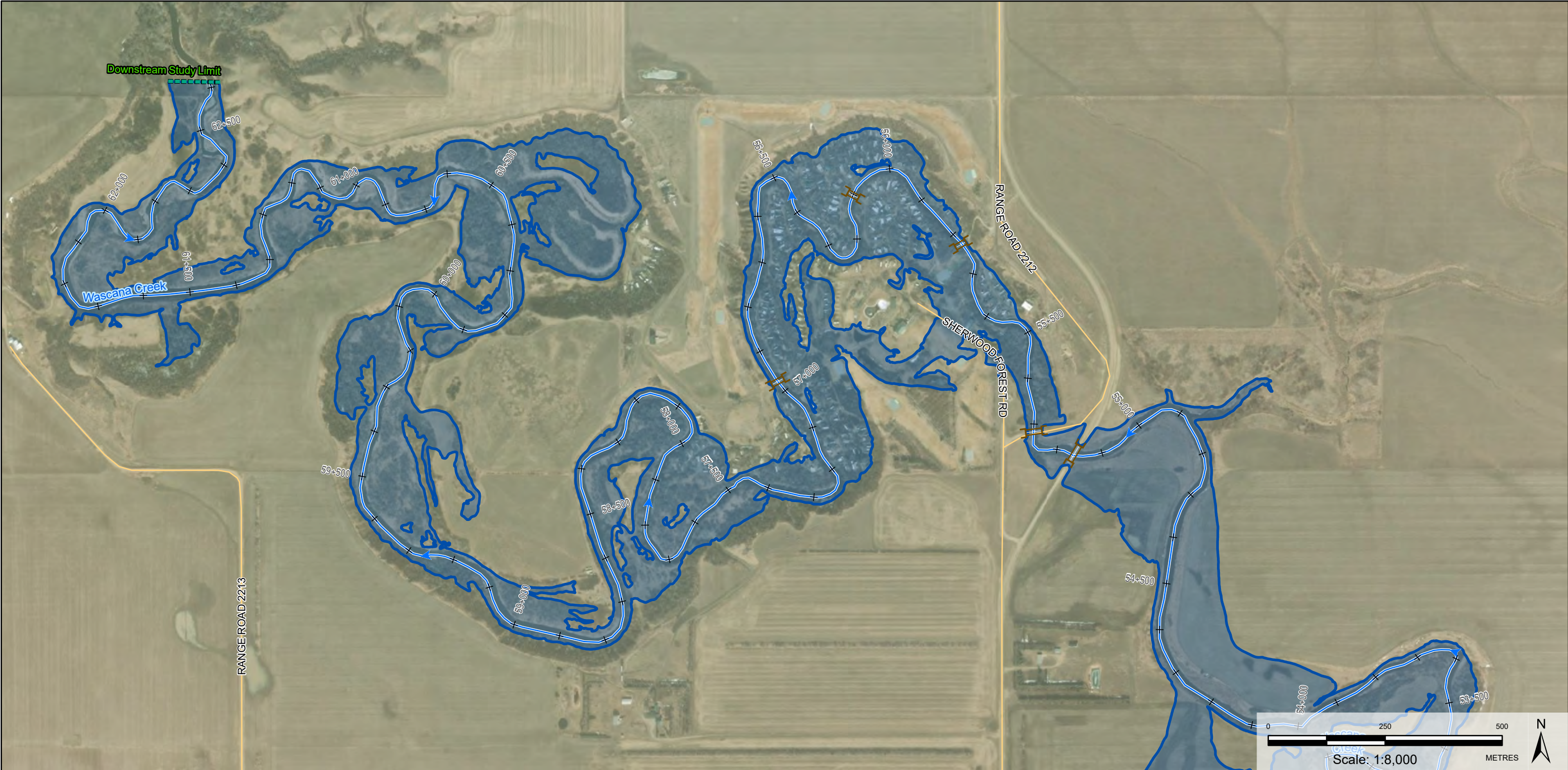
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 26 of 27



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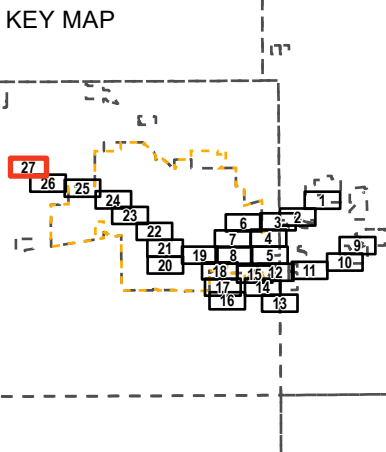
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

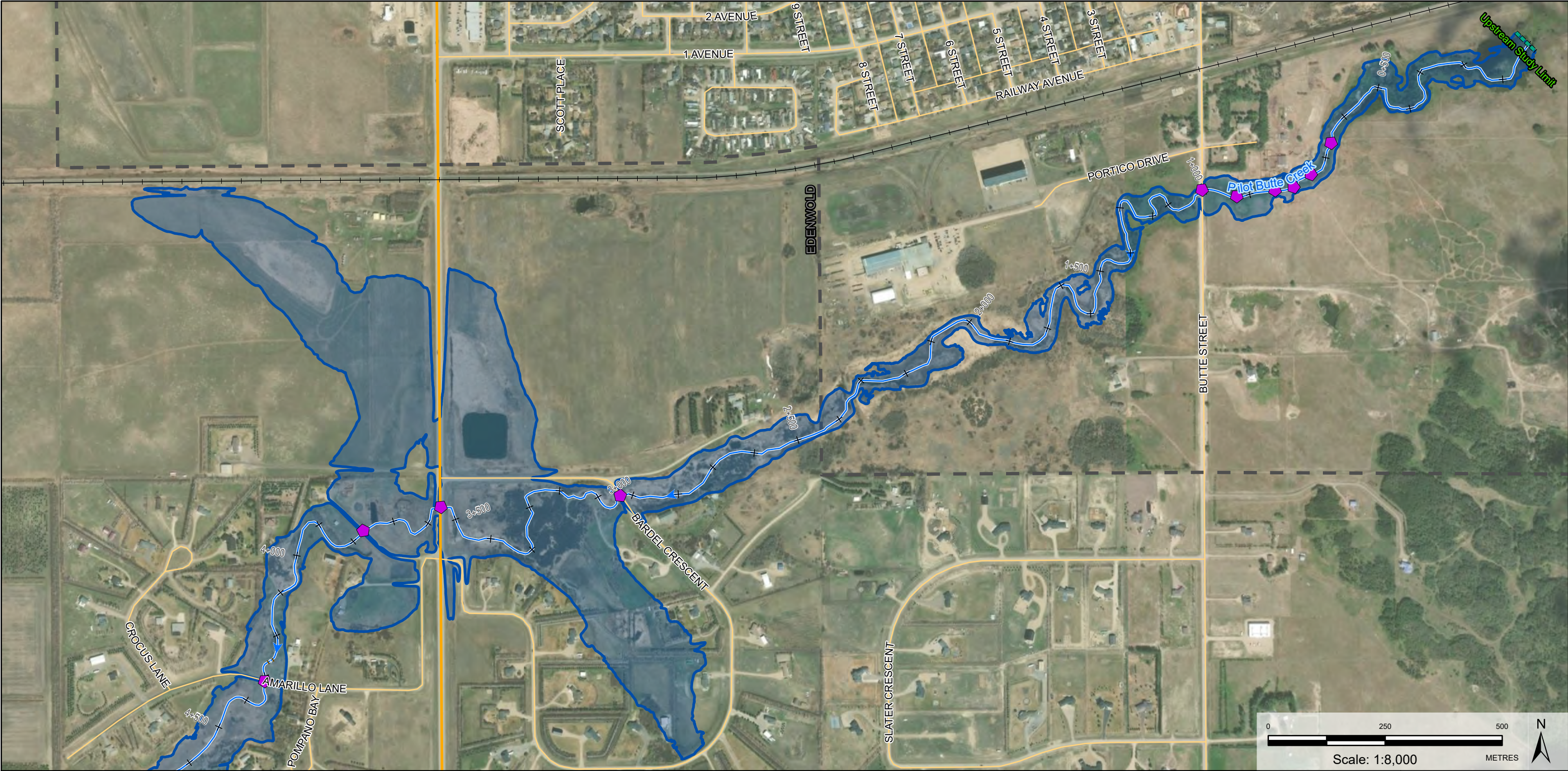
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:200 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 200-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 27 of 27



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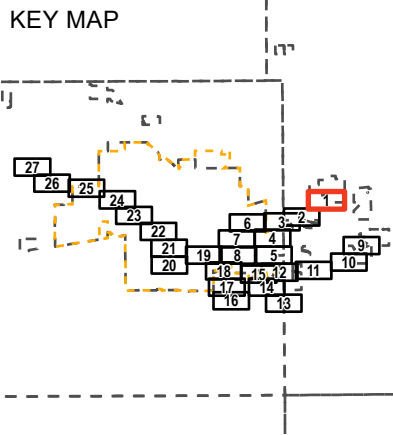
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 1 of 27



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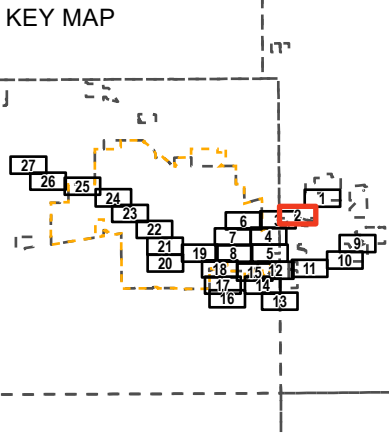
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

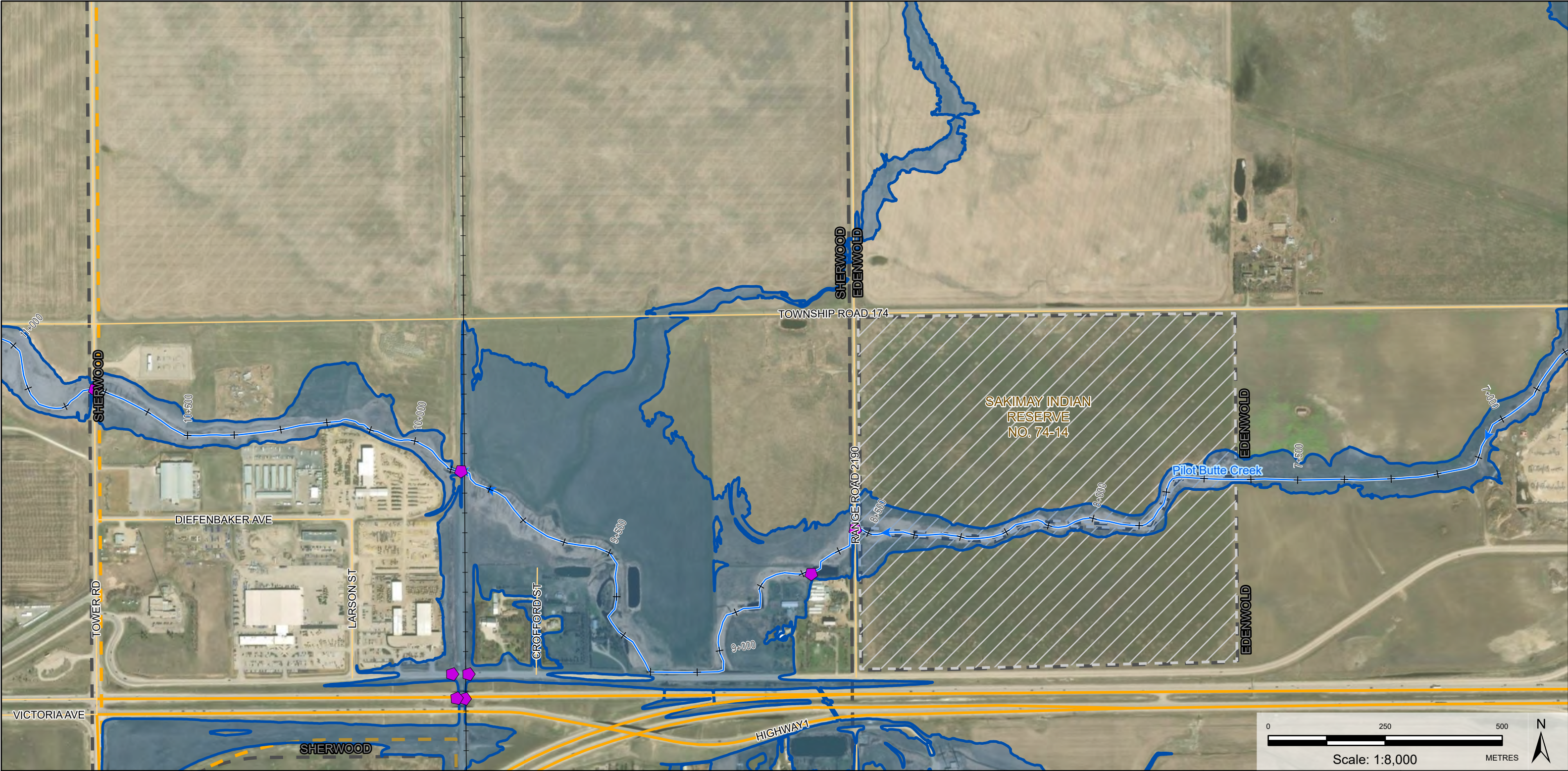
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 2 of 27



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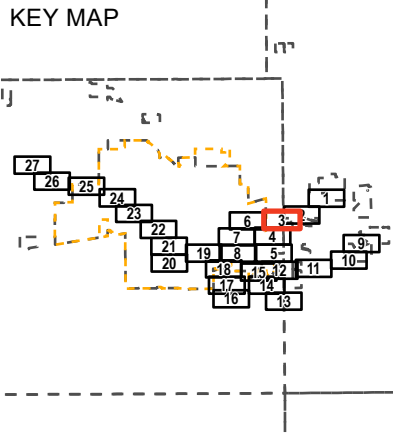
Paper Size:
ANSI B (11x 17inches)

Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

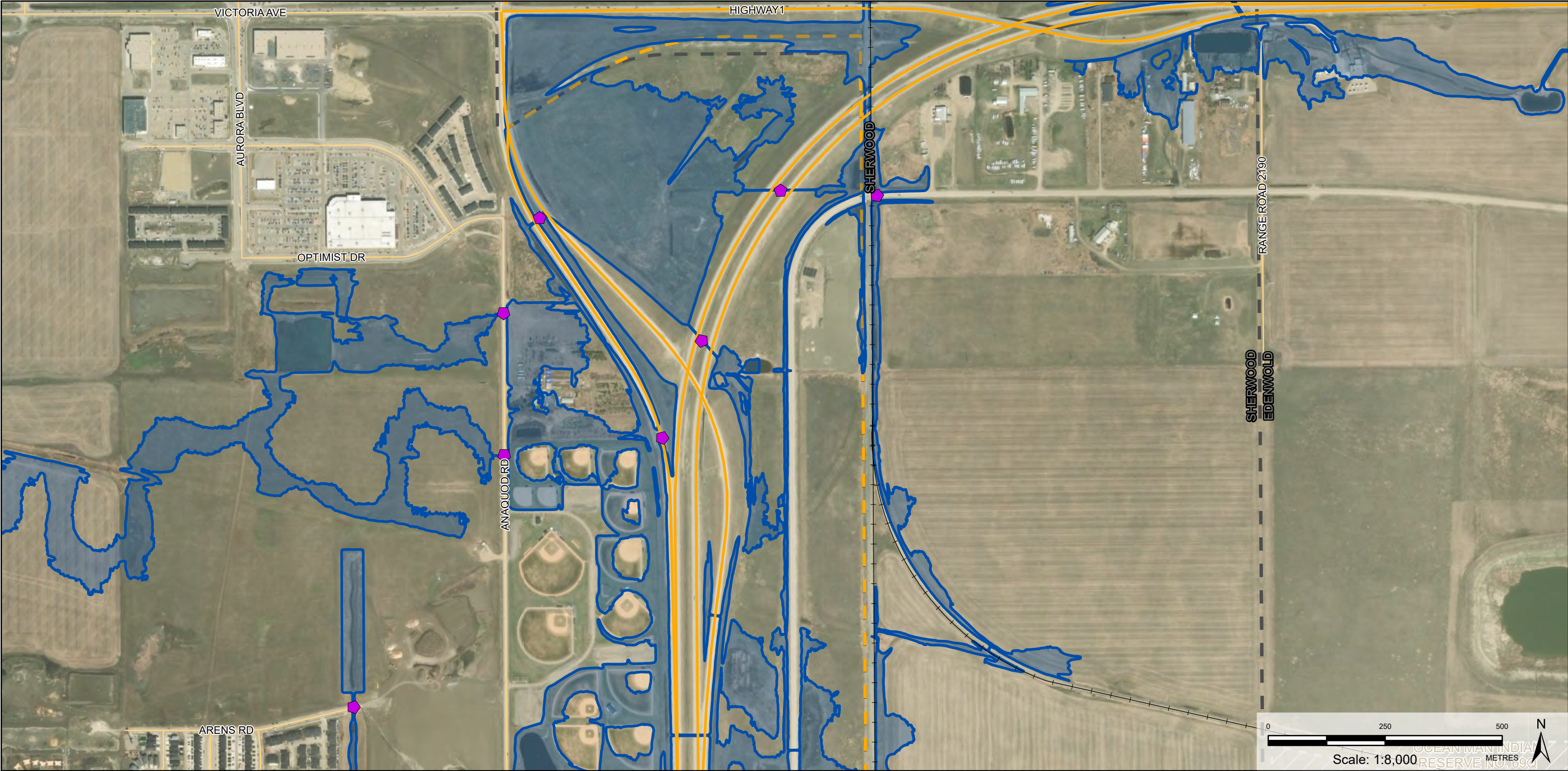
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 3 of 27



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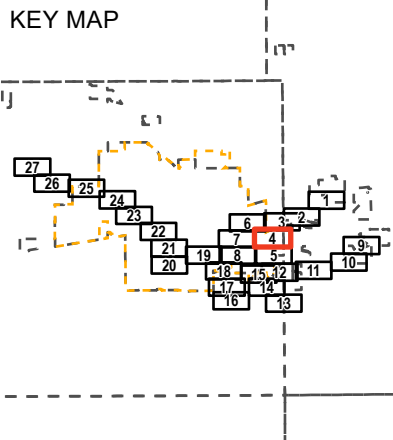
Paper Size:
ANSI B (11x 17inches)

Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

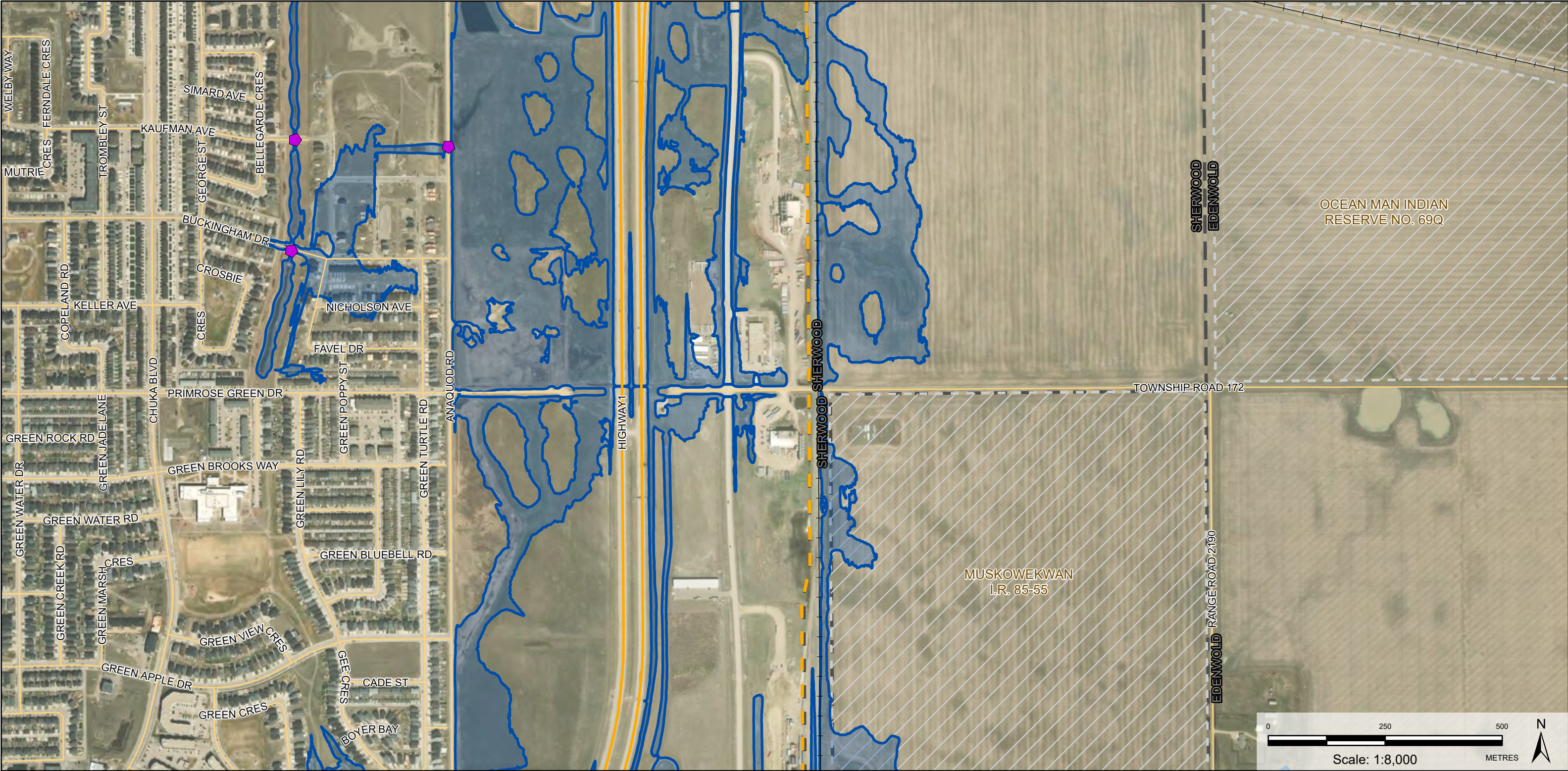
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 4 of 27



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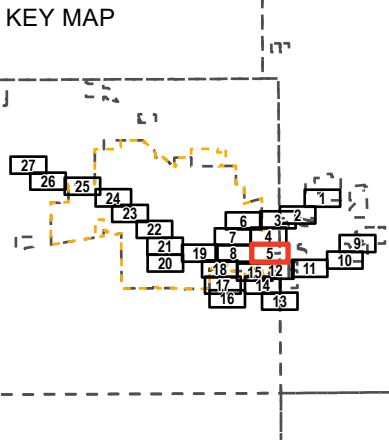
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 5 of 27



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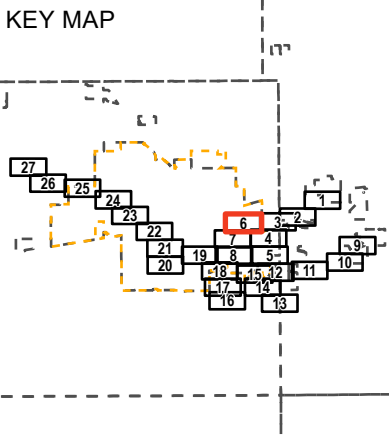
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

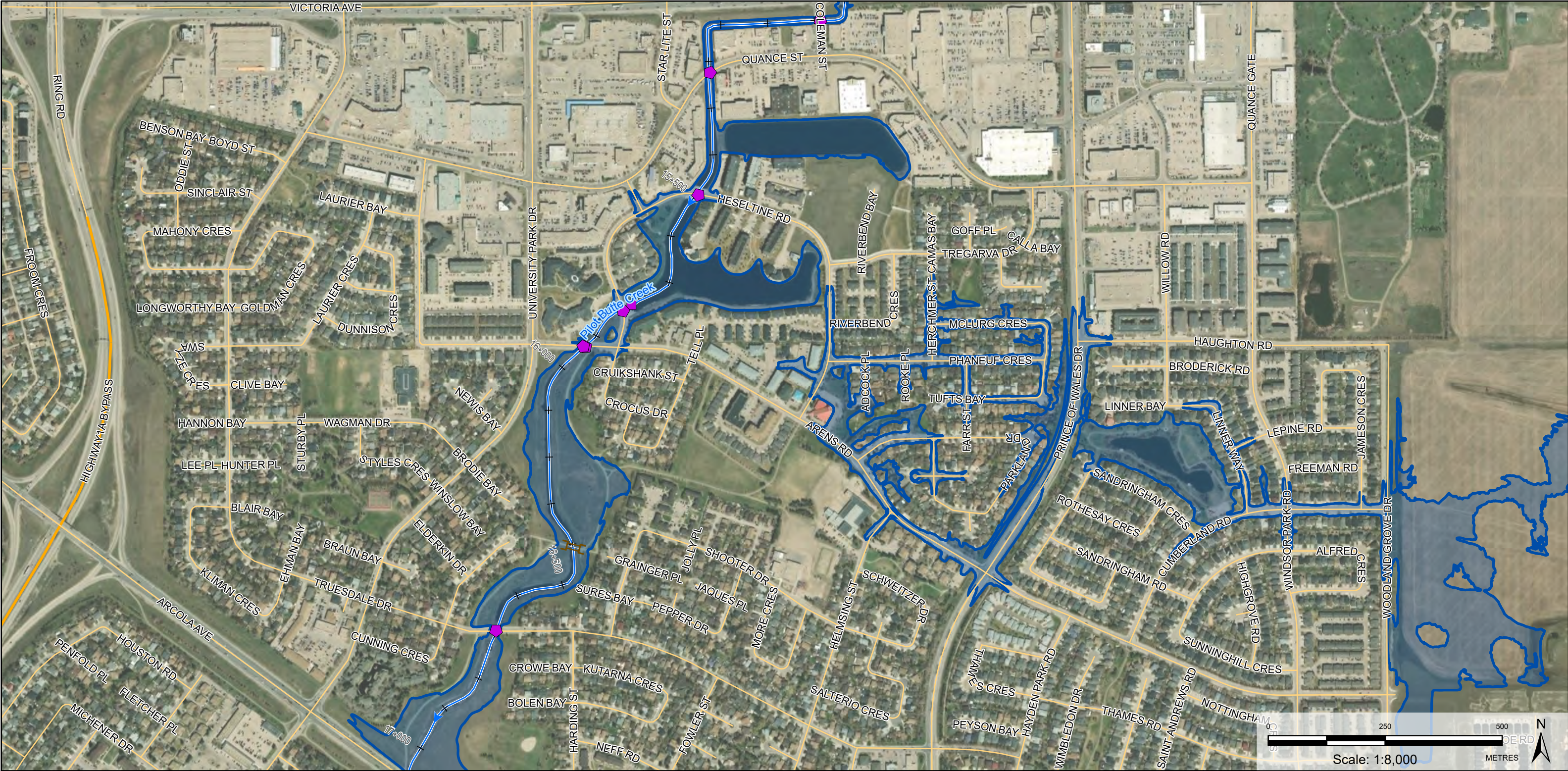
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 6 of 27



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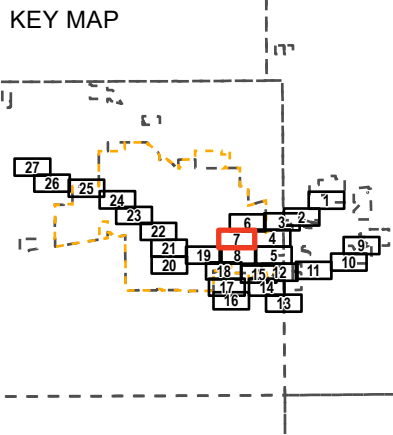
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- 1:500 Year Flood
- Study Limits
- Watercourse Centerline
- Flow Direction
- Chainage (100 m interval)
- Hydrometric Gauging Station
- Dyke
- Dam
- Culvert
- Weir
- Bridge
- Railway
- Highway
- Local Road
- Indigenous Land
- Regina City Limit
- Rural Municipalities





TITLE

CITY OF REGINA FLOOD MAPPING STUDY

FIGURE

500-YEAR OPEN WATER INUNDATION EXTENT

PROJECT NUMBER:

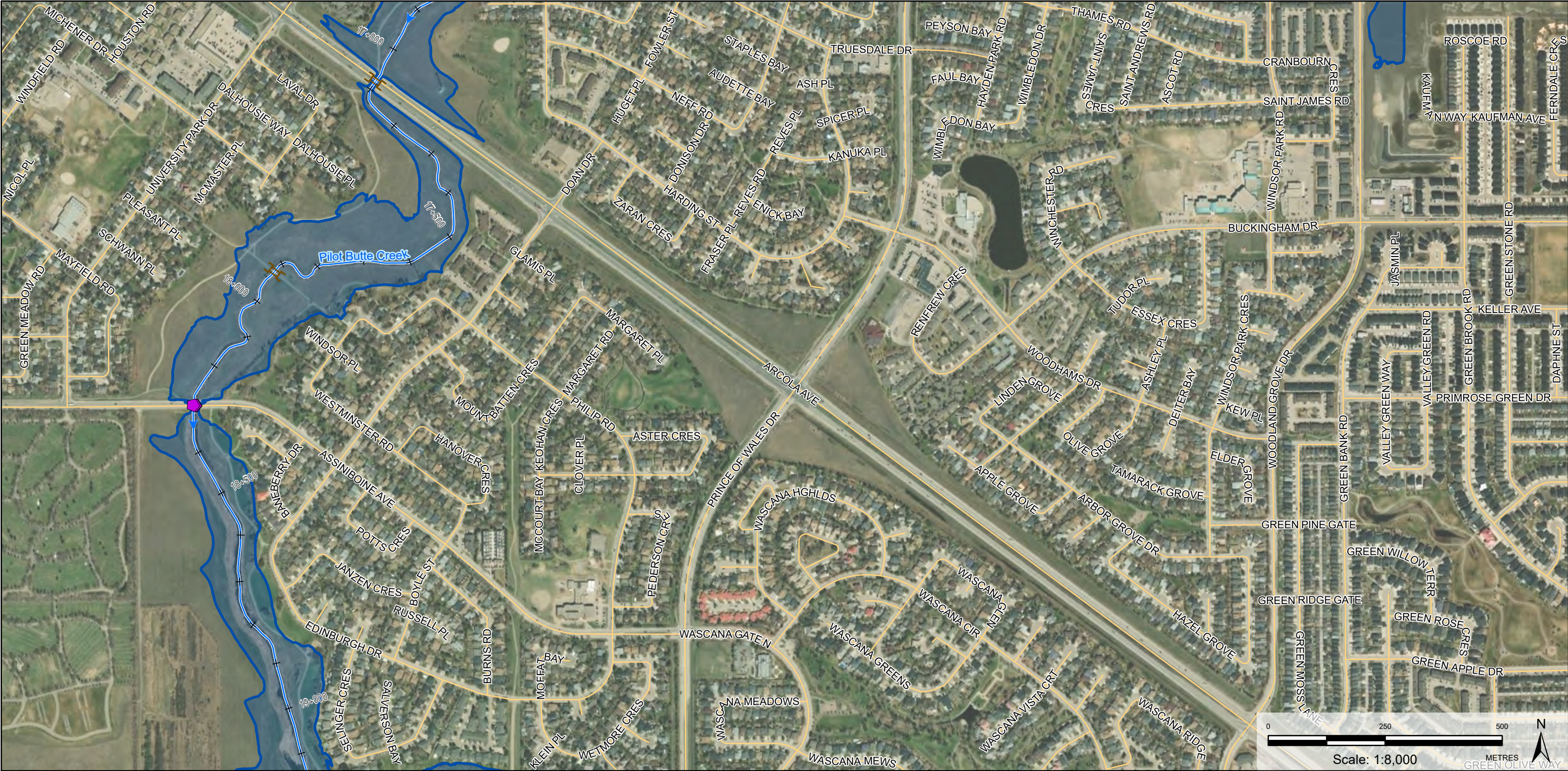
60706173

REV.

5

SHEET

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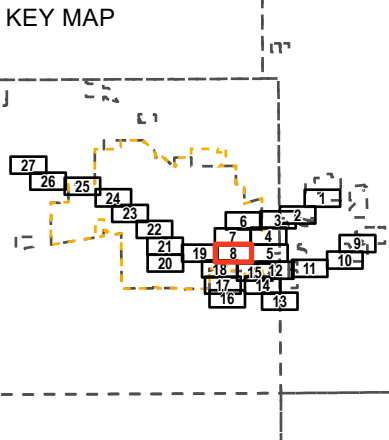
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

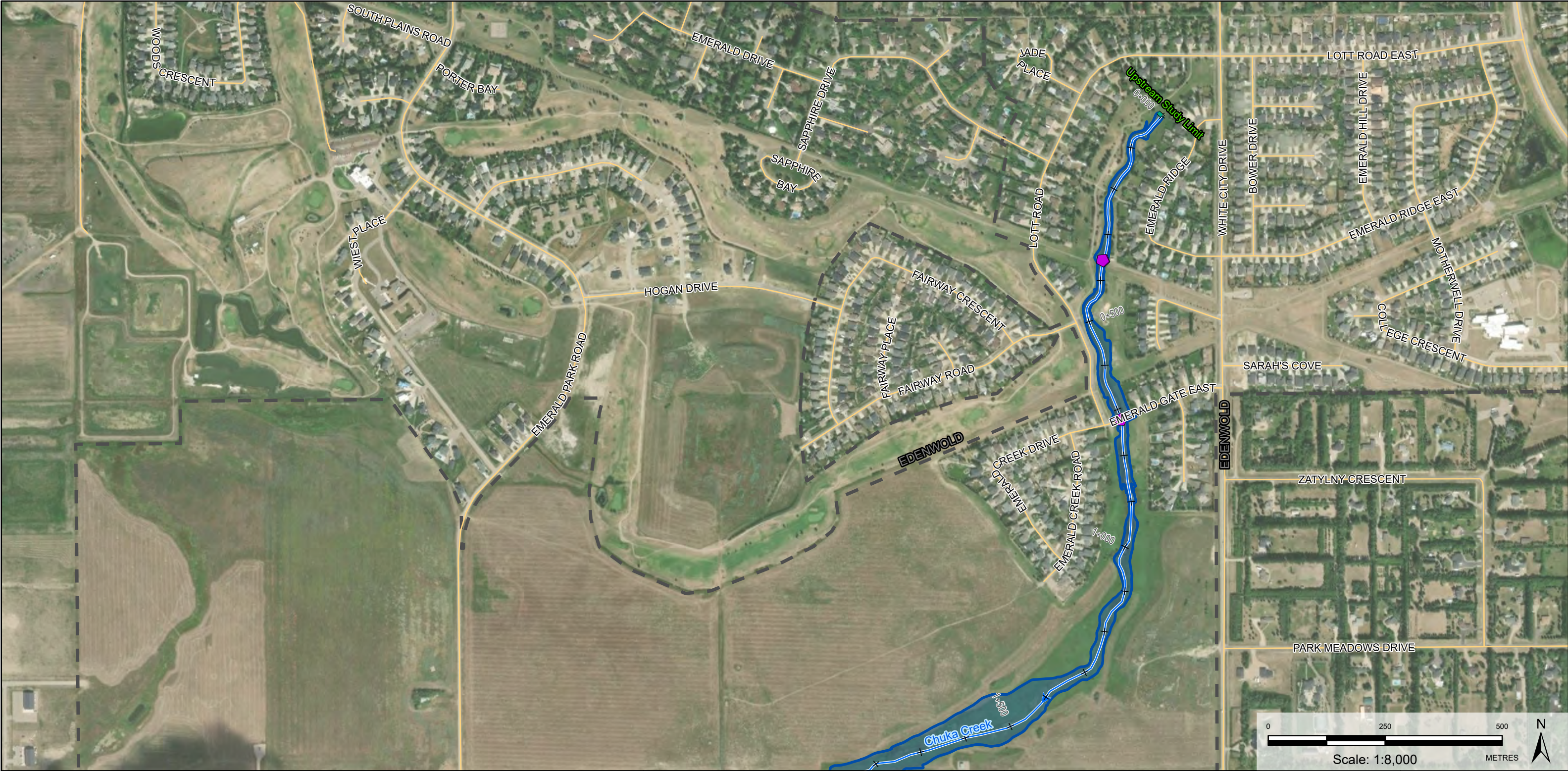
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 8 of 27



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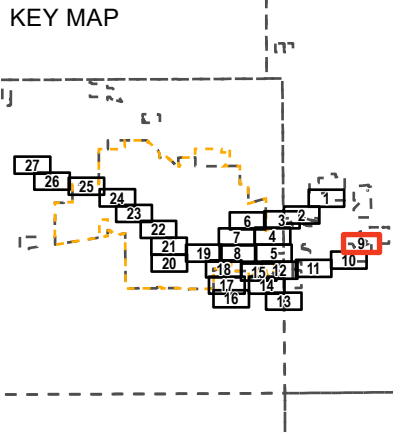
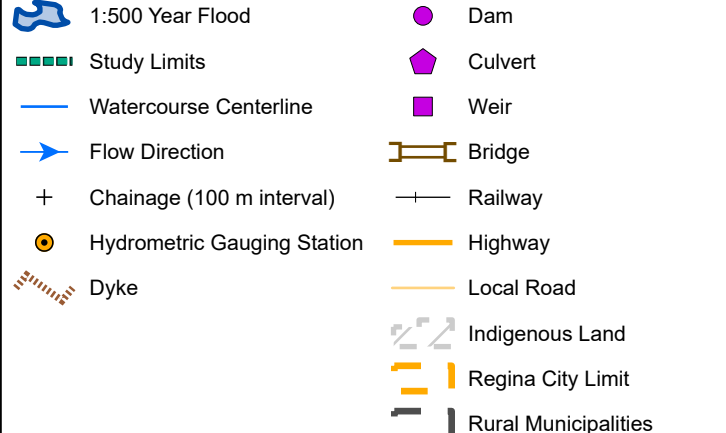
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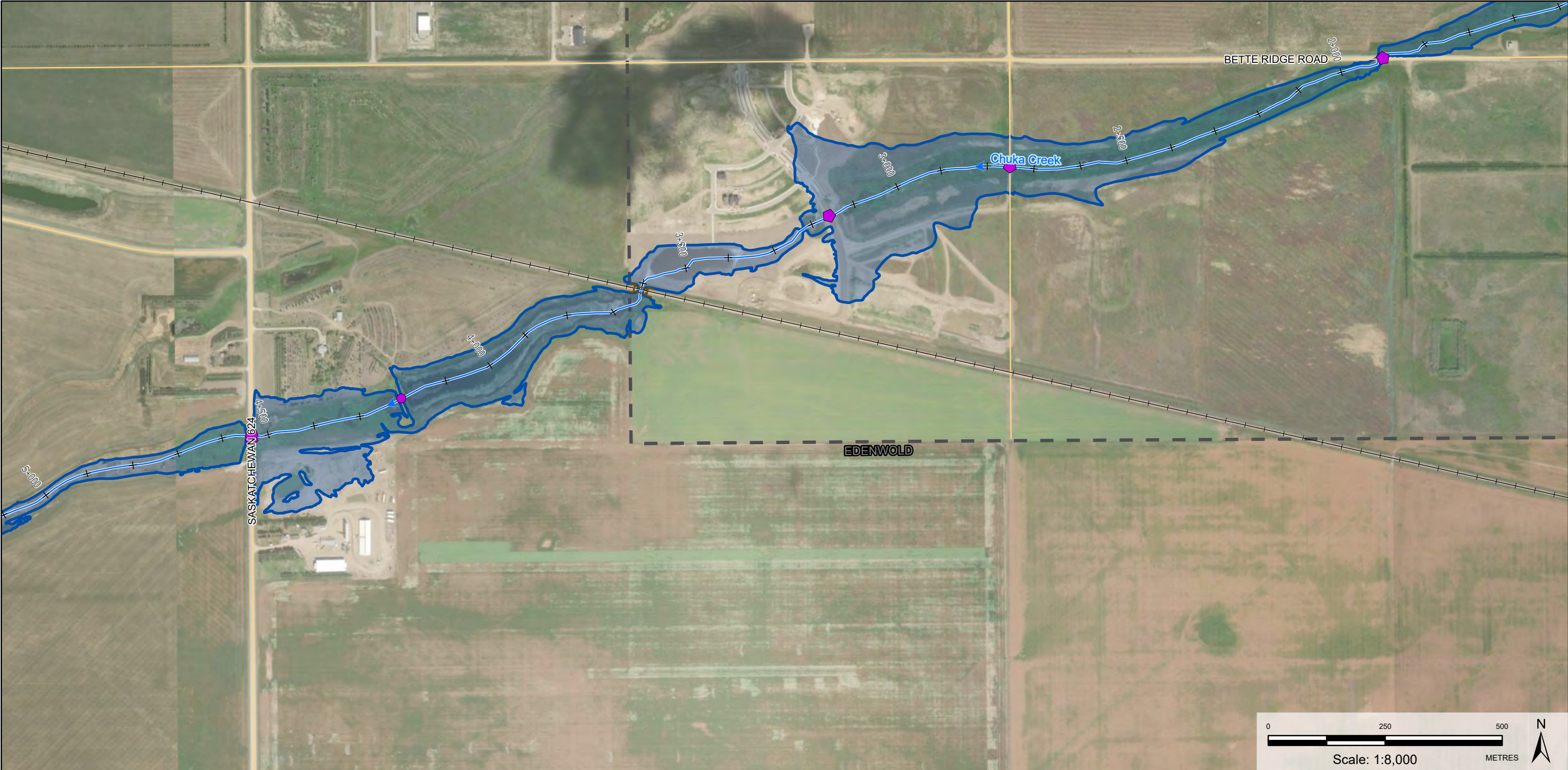
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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Notes:
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FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 9 of 27



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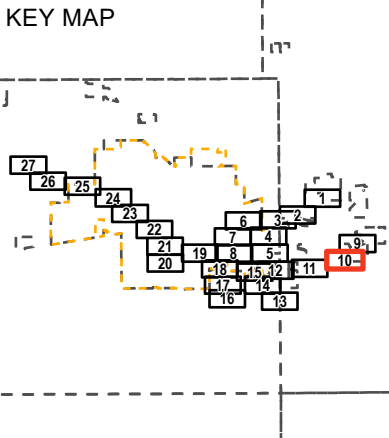
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 10 of 27



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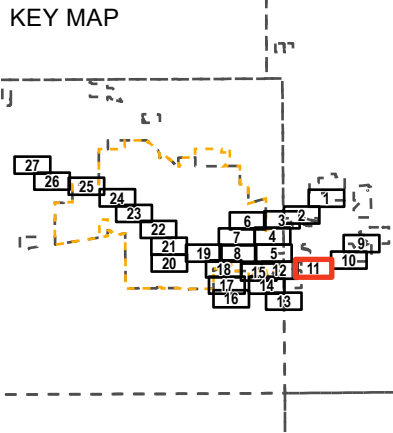
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

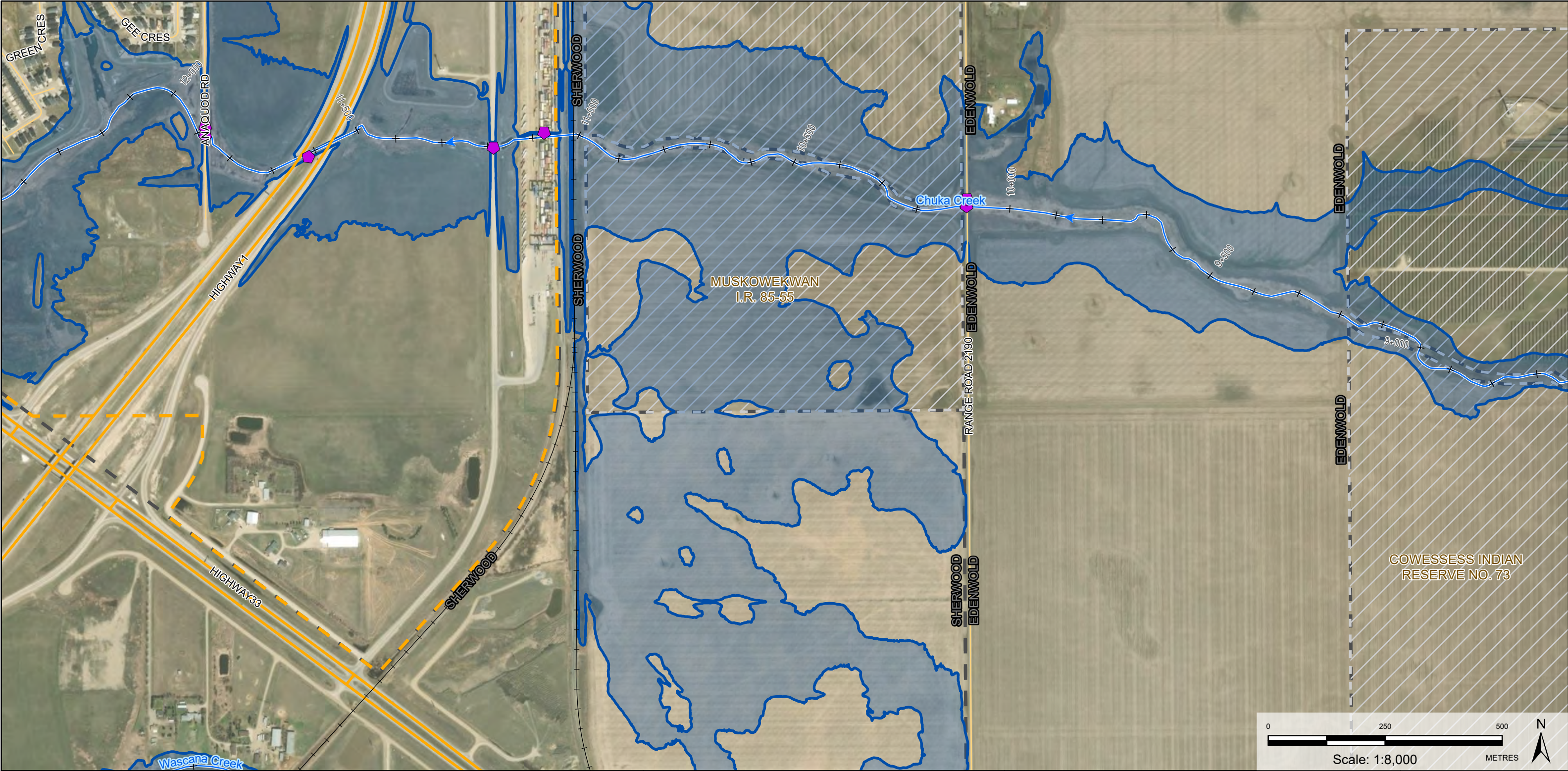
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 11 of 27



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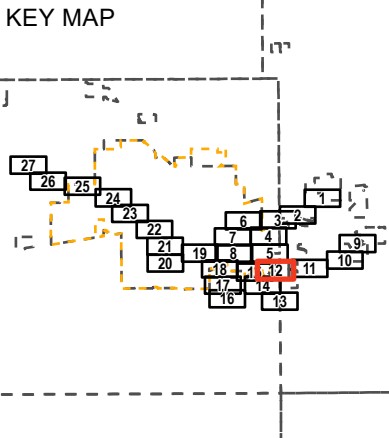
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

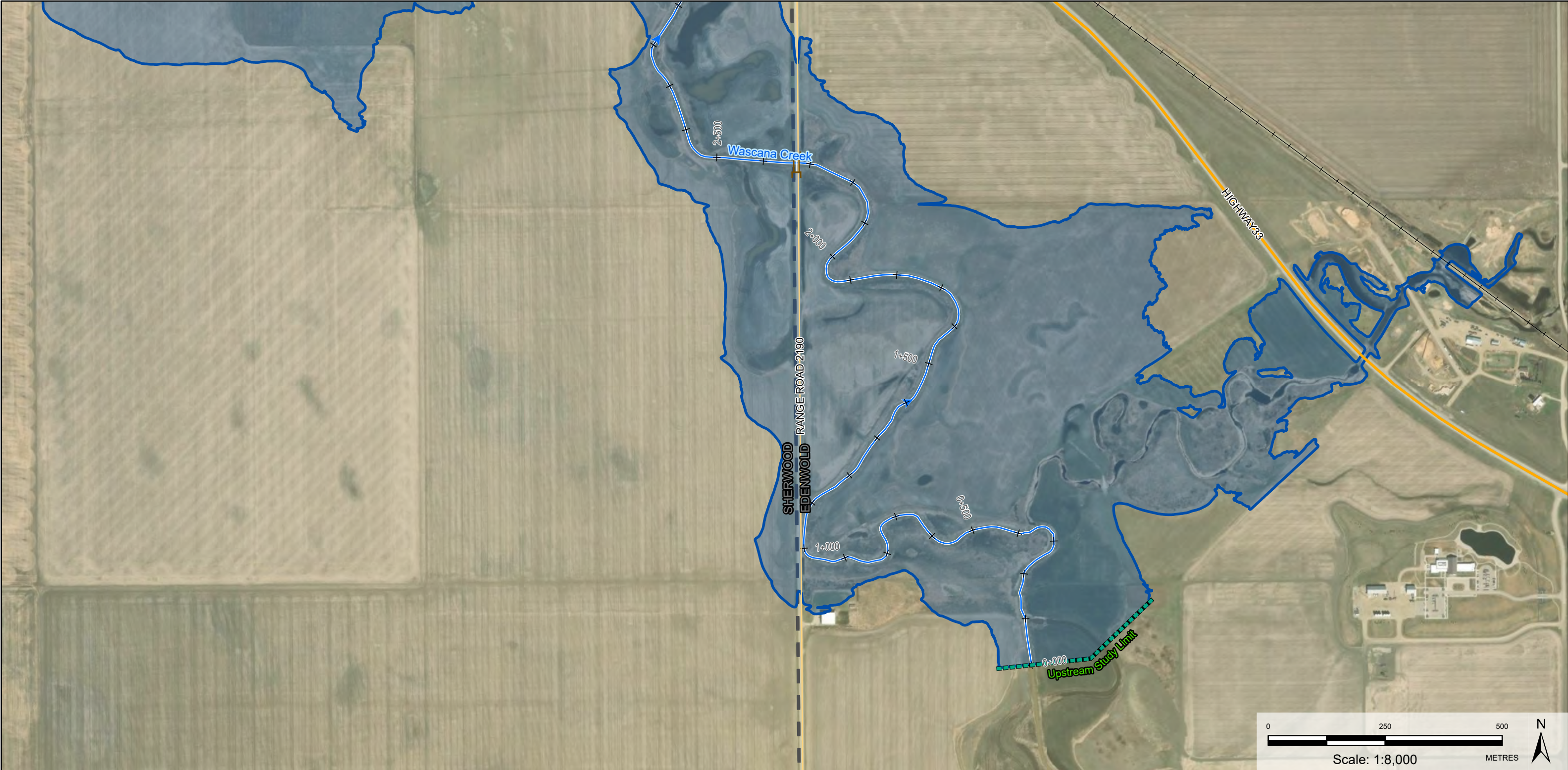
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 12 of 27



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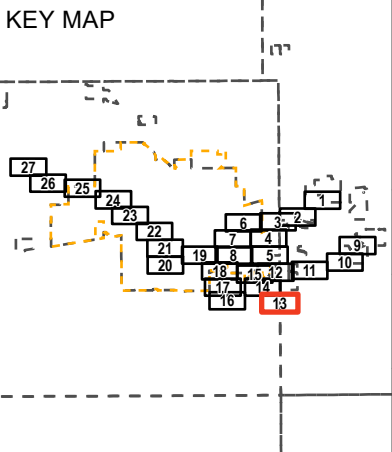
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

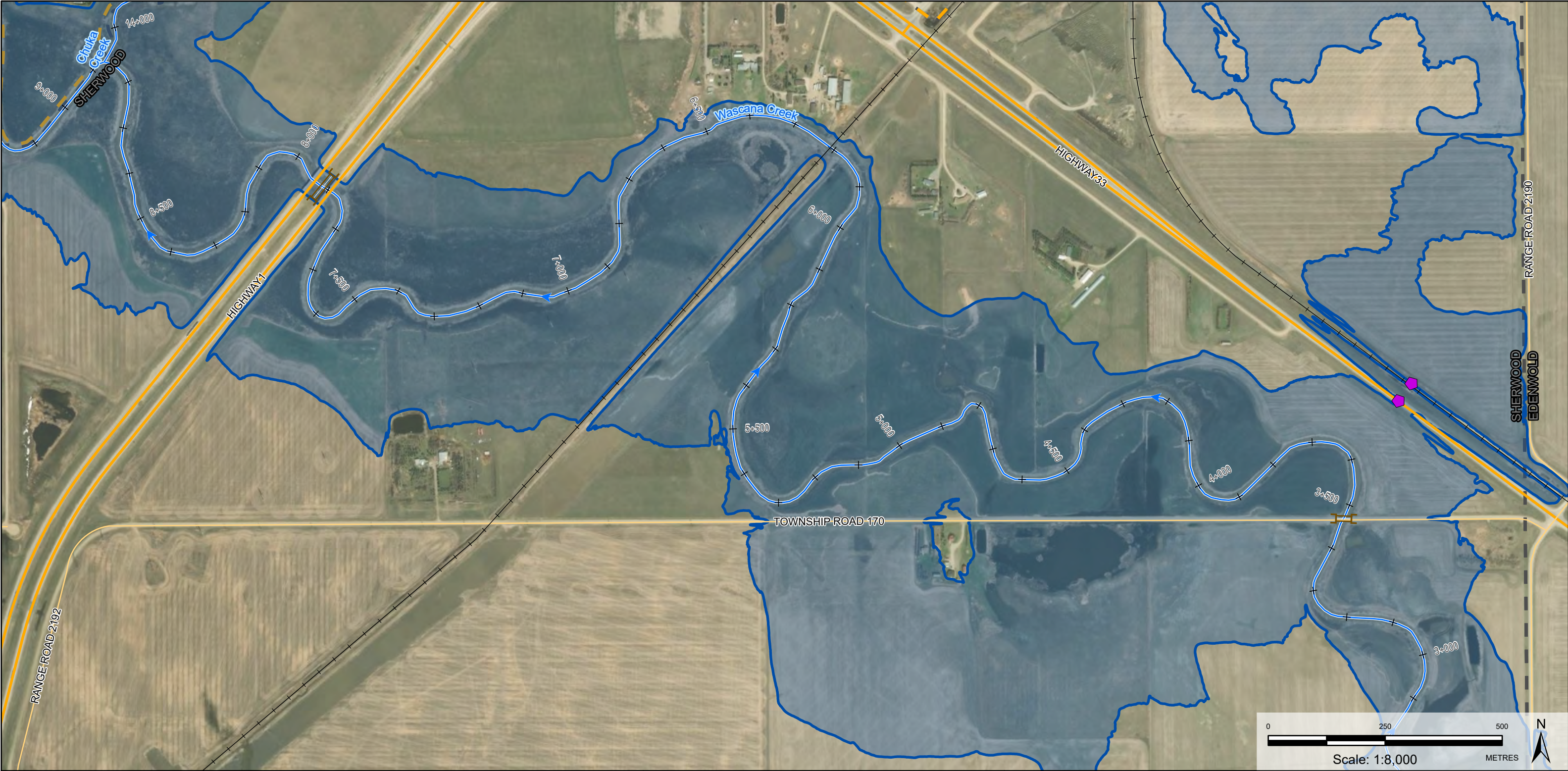
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 13 of 27



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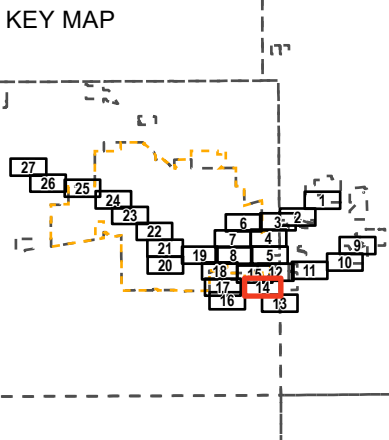
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Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 14 of 27



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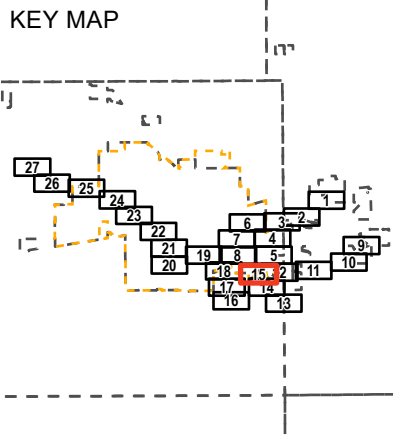
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 15 of 27



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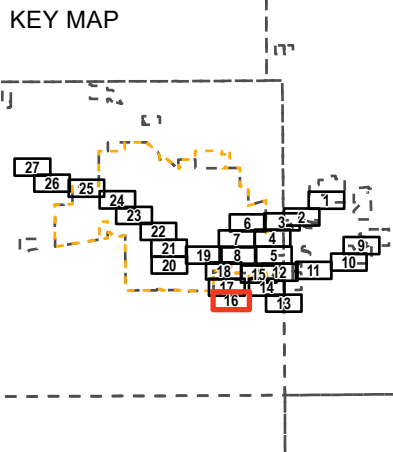
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

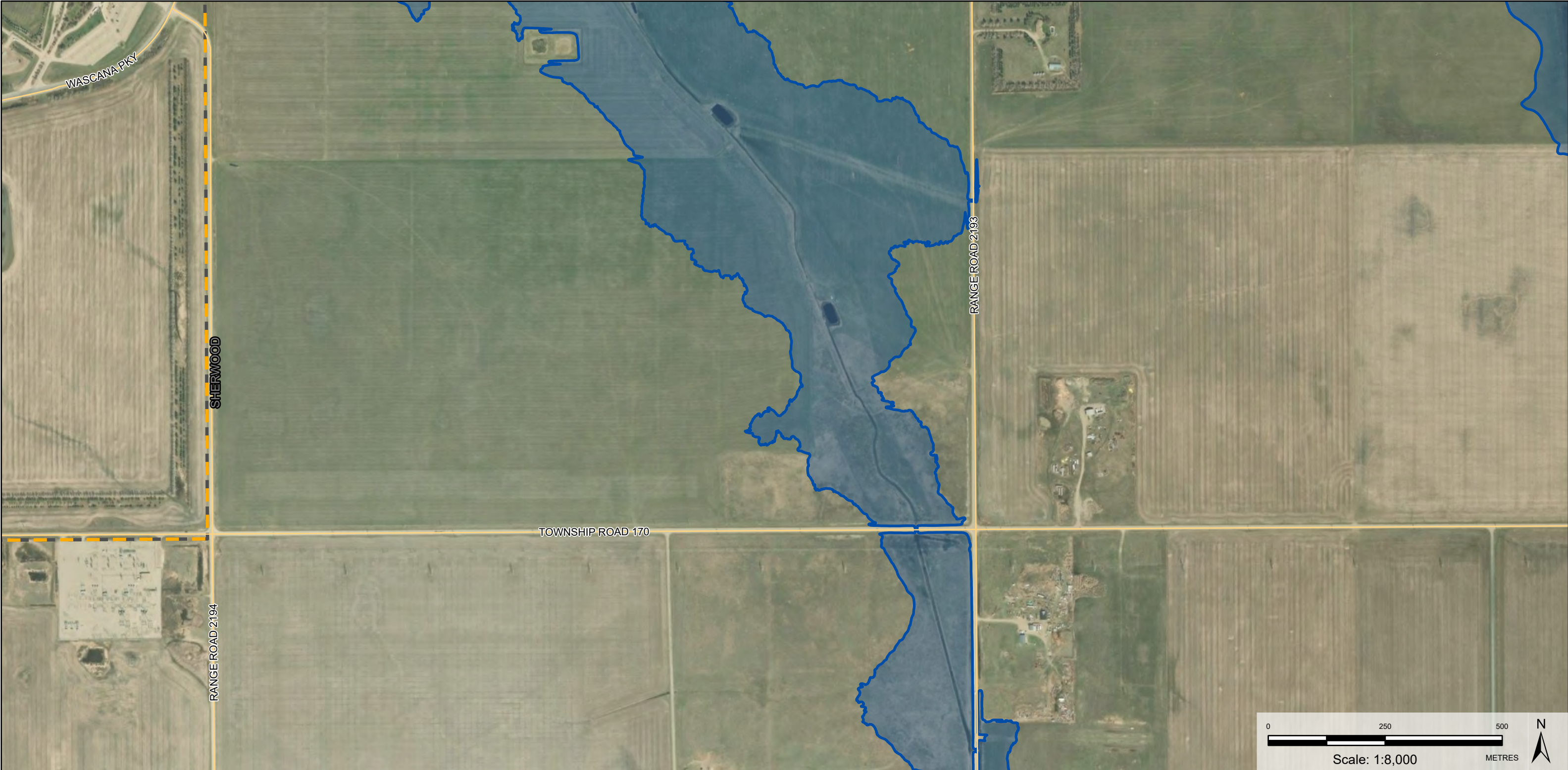
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY			
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT			
PROJECT NUMBER: 60706173	REV. 5	SHEET 16 of 27	



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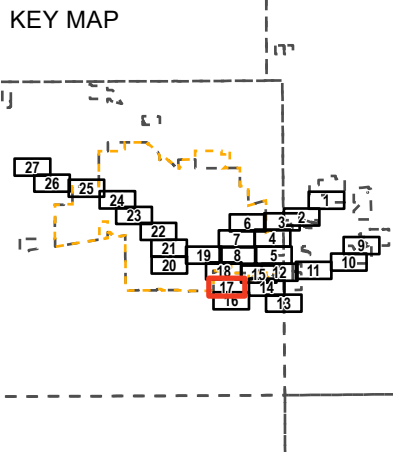
Paper Size:
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Geoid Model: CGG2013
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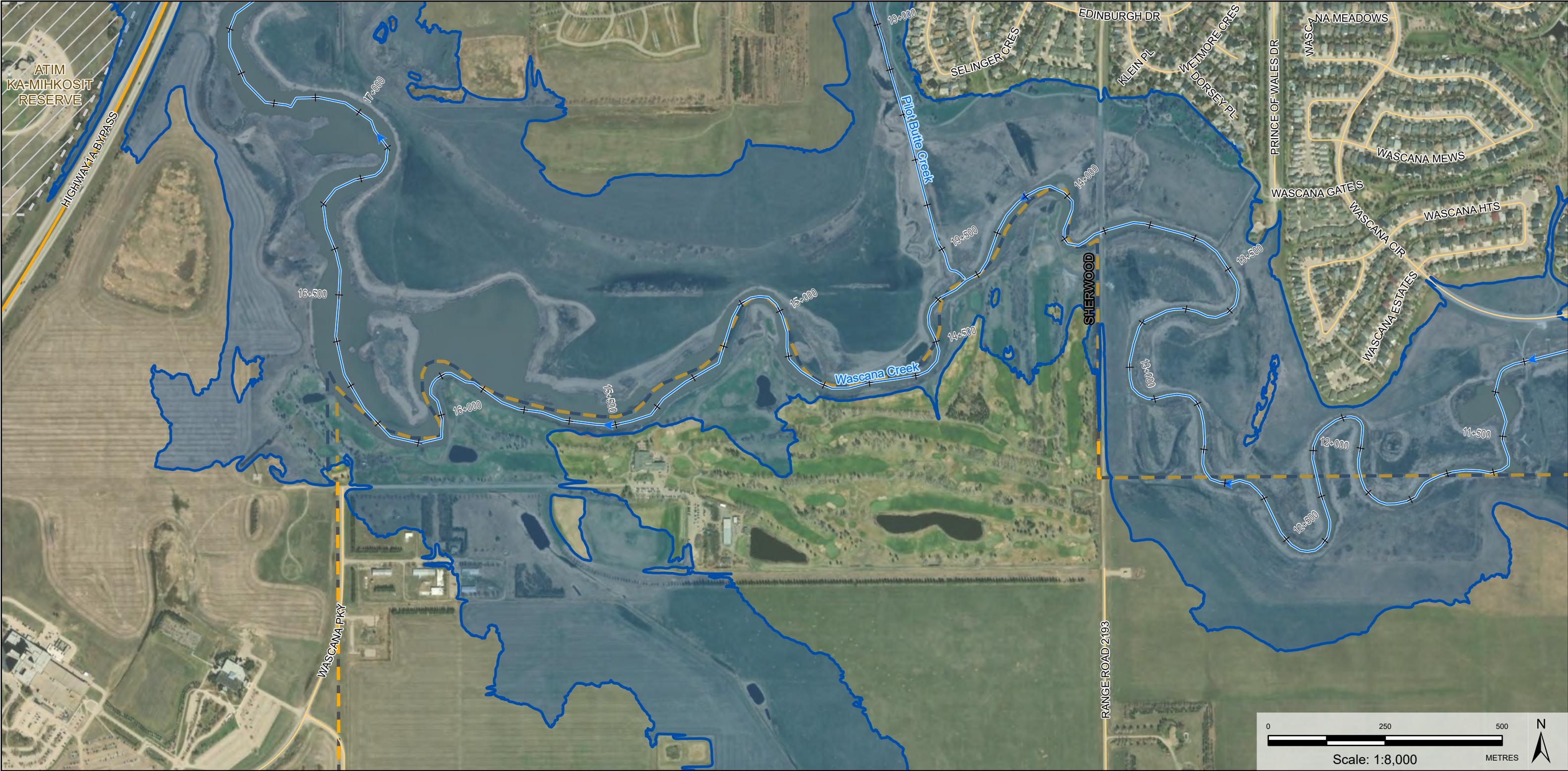
Credits:
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Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

1:500 Year Flood	Dam
Study Limits	Culvert
Watercourse Centerline	Weir
Flow Direction	Bridge
Chainage (100 m interval)	Railway
Hydrometric Gauging Station	Highway
Dyke	Local Road
	Indigenous Land
	Regina City Limit
	Rural Municipalities



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 17 of 27



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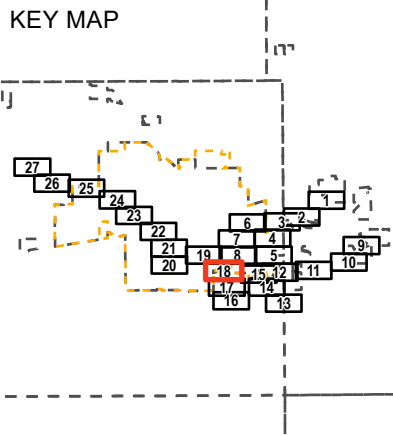
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 18 of 27



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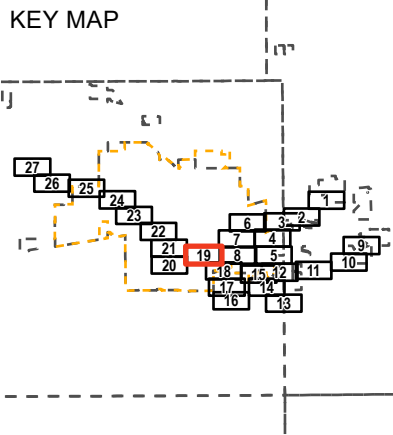
Paper Size:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

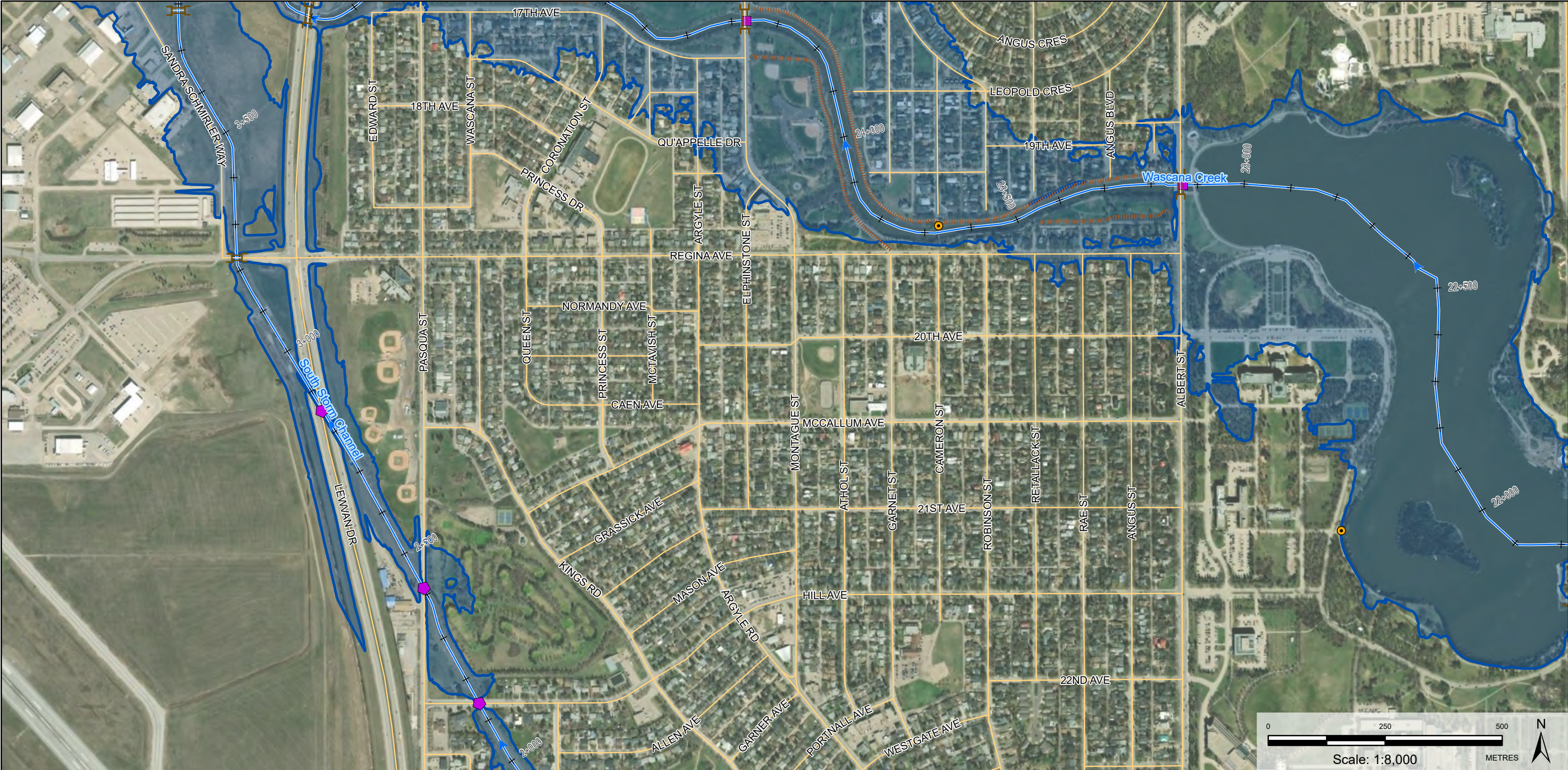
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 19 of 27



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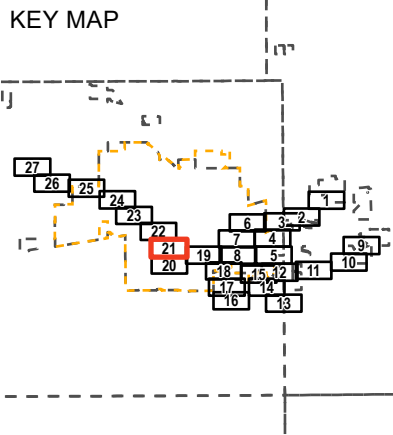
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

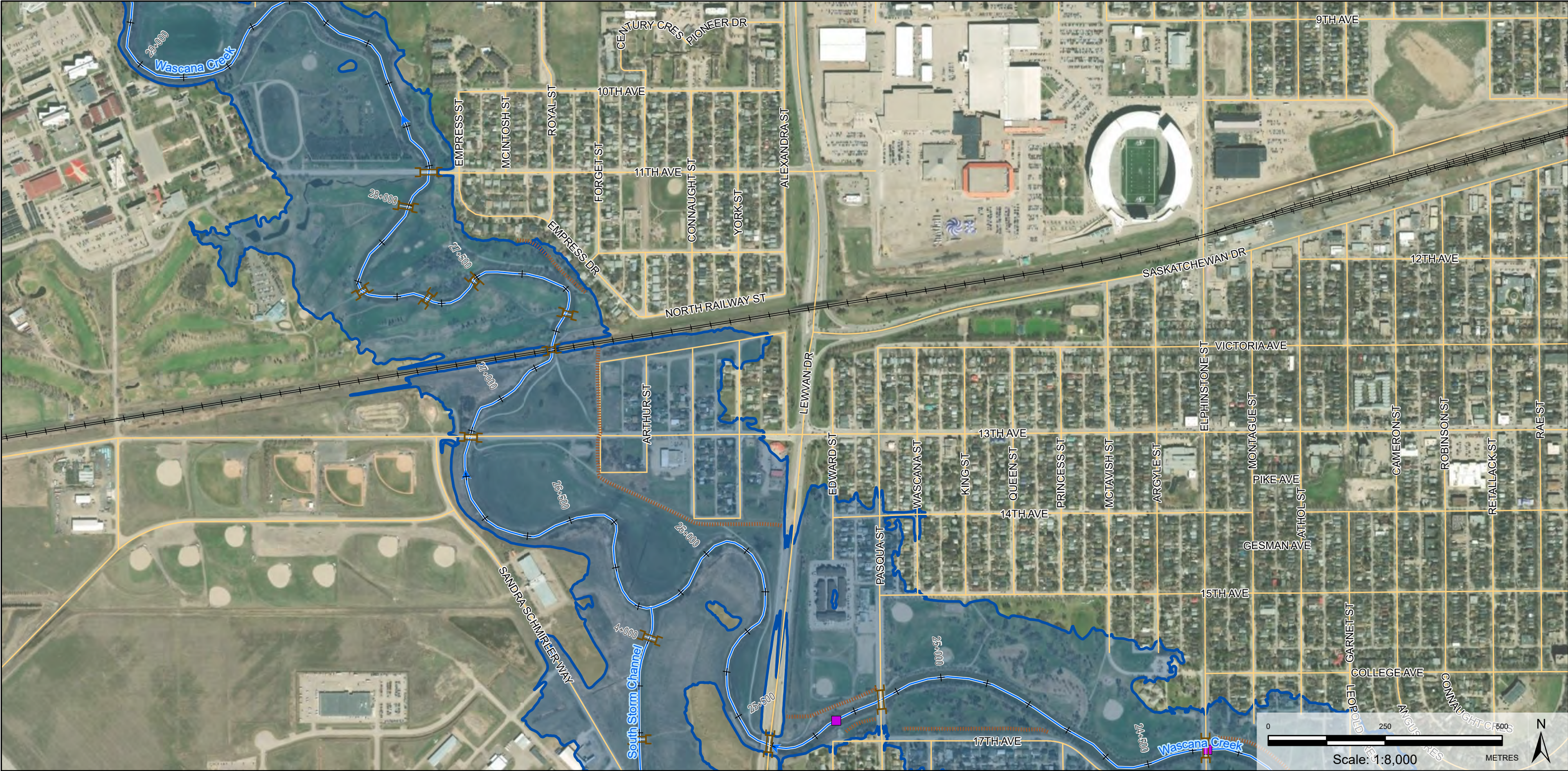
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|---|--|
|  1:500 Year Flood |  Dam |
|  Study Limits |  Culvert |
|  Watercourse Centerline |  Weir |
|  Flow Direction |  Bridge |
|  Chainage (100 m interval) |  Railway |
|  Hydrometric Gauging Station |  Highway |
|  Dyke |  Local Road |
| |  Indigenous Land |
| |  Regina City Limit |
| |  Rural Municipalities |



	
TITLE CITY OF REGINA FLOOD MAPPING STUDY	
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT	
PROJECT NUMBER: 60706173	REV. 5
SHEET 21 of 27	



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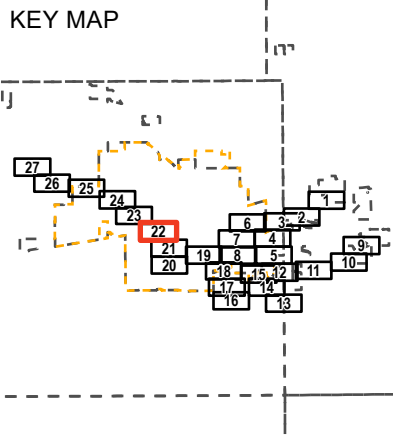
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

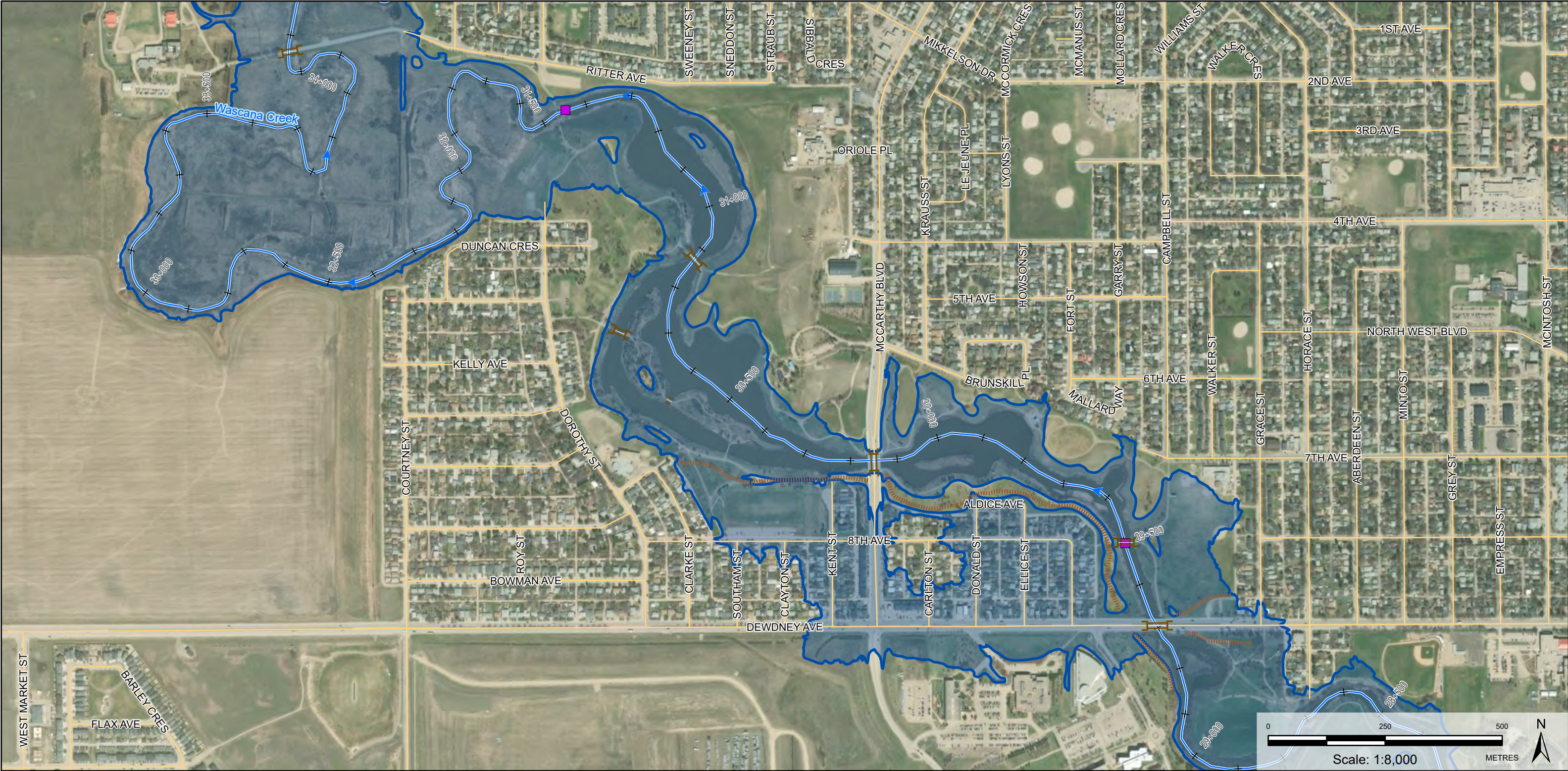
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 22 of 27



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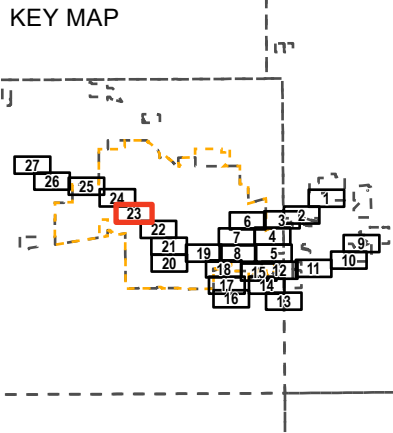
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

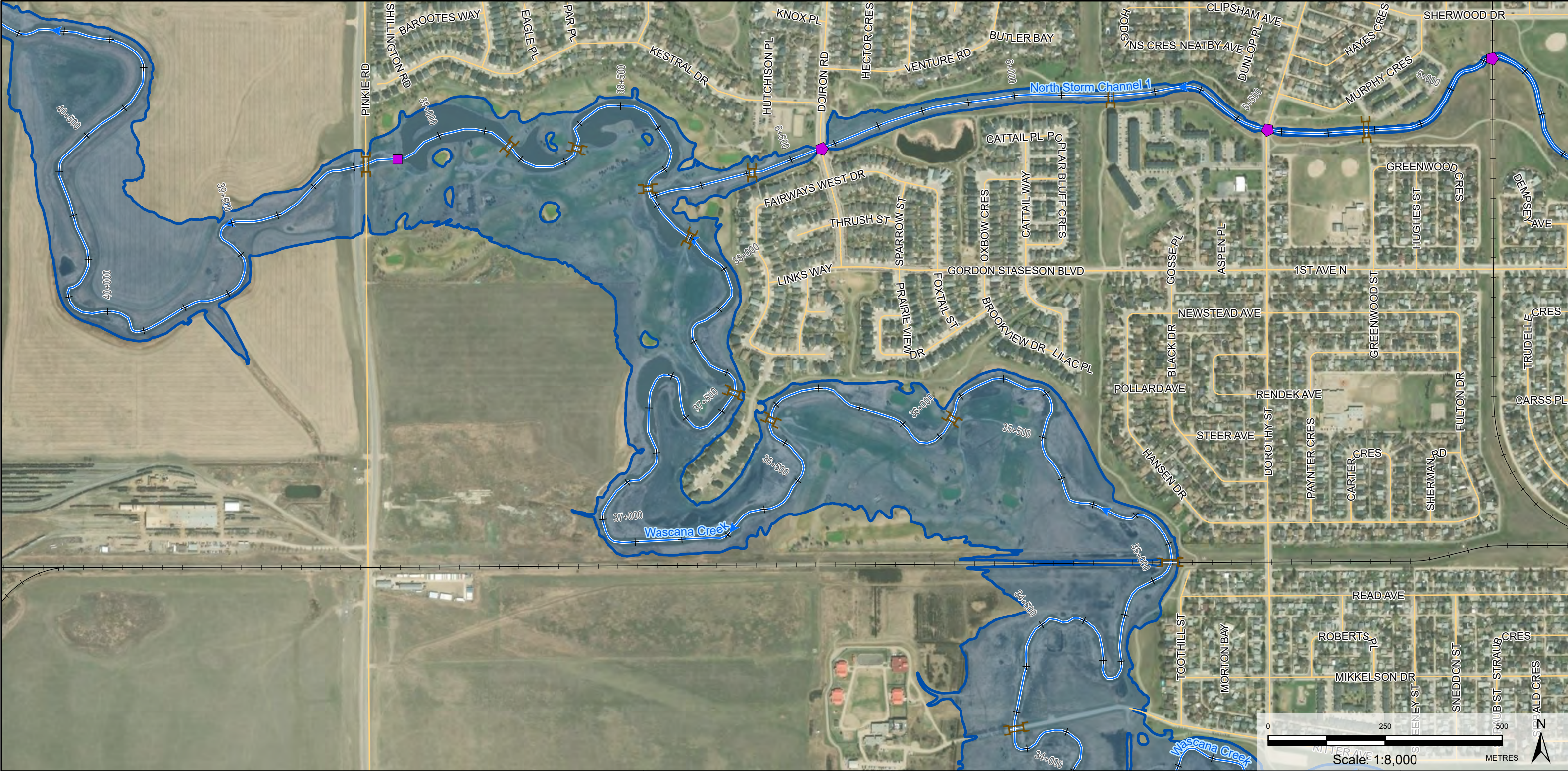
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 23 of 27



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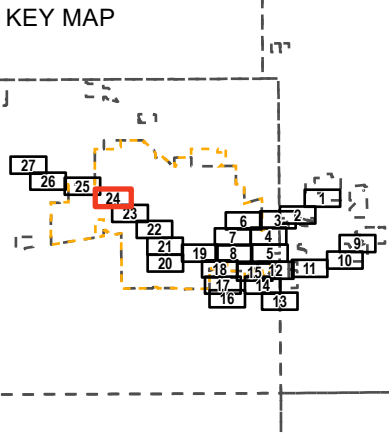
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

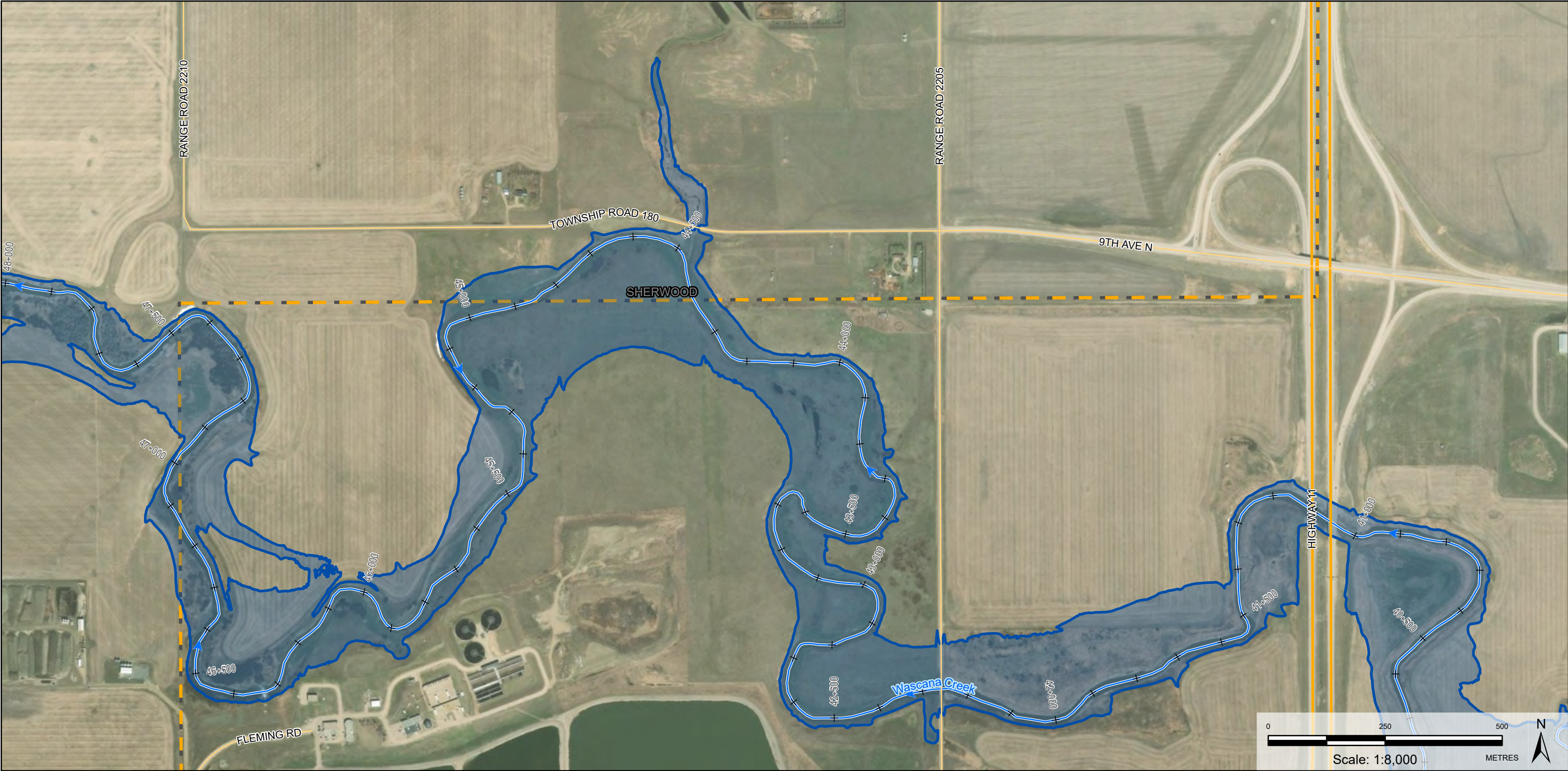
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 24 of 27



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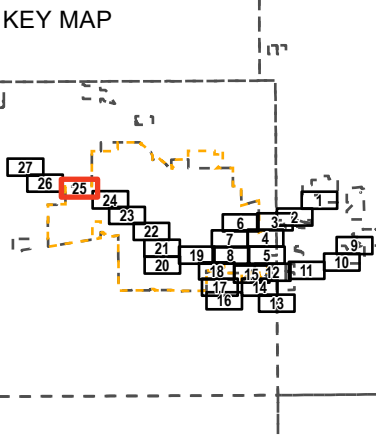
Paper Size:
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Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 25 of 27



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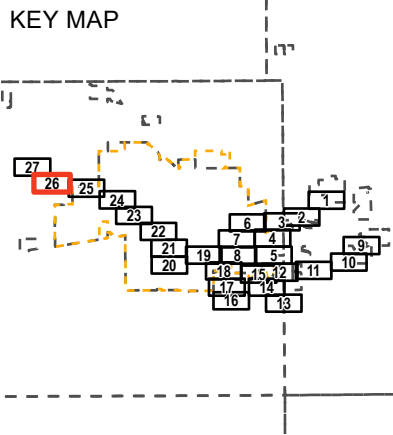
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

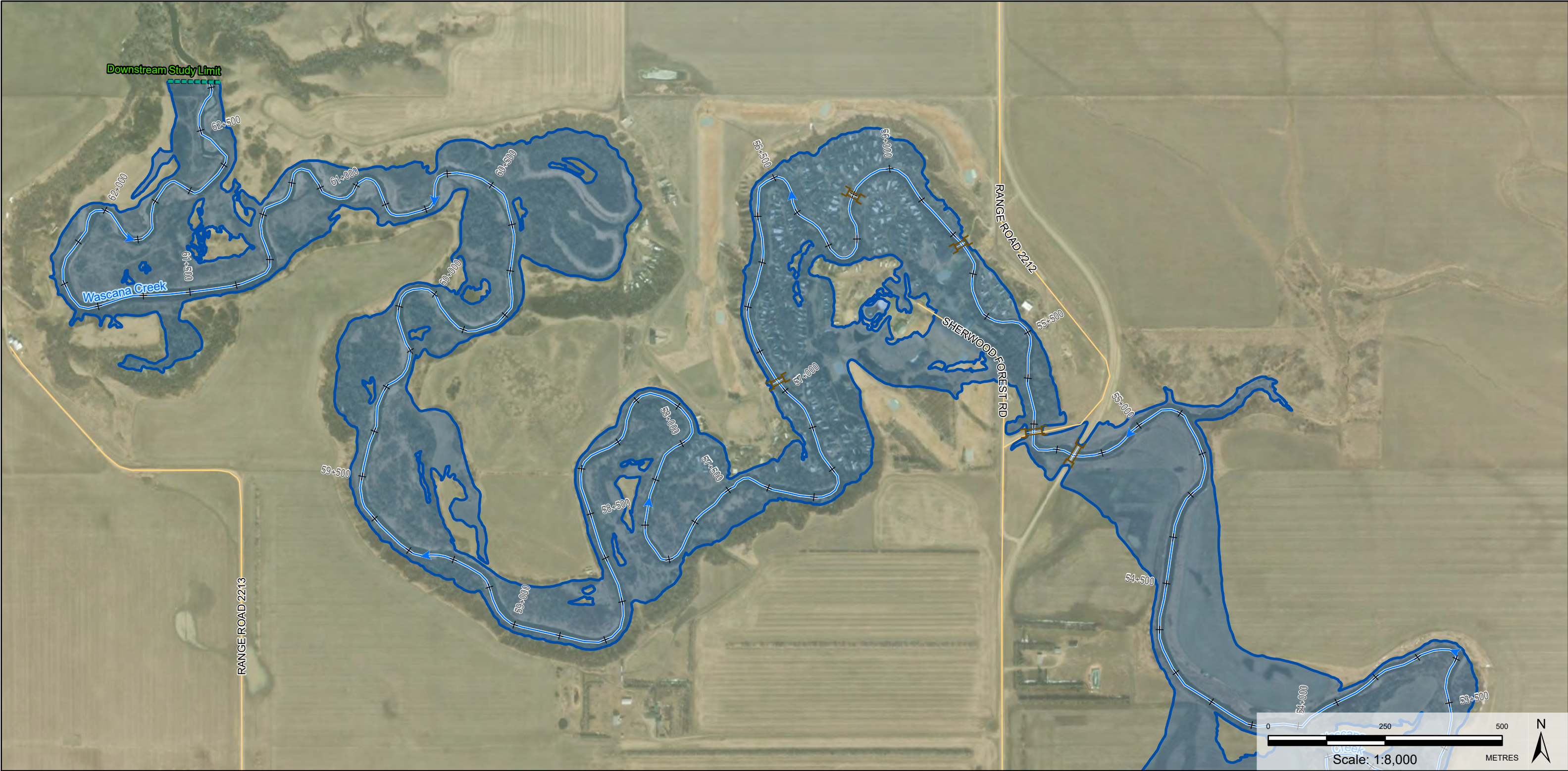
Credits:
ESRI Canada 2022

Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 26 of 27



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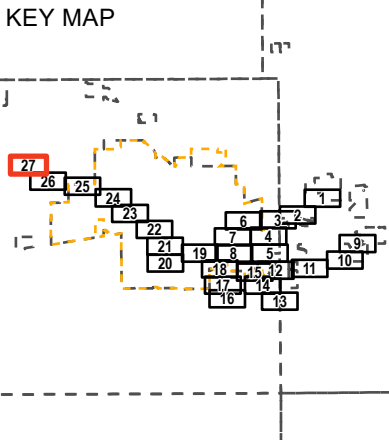
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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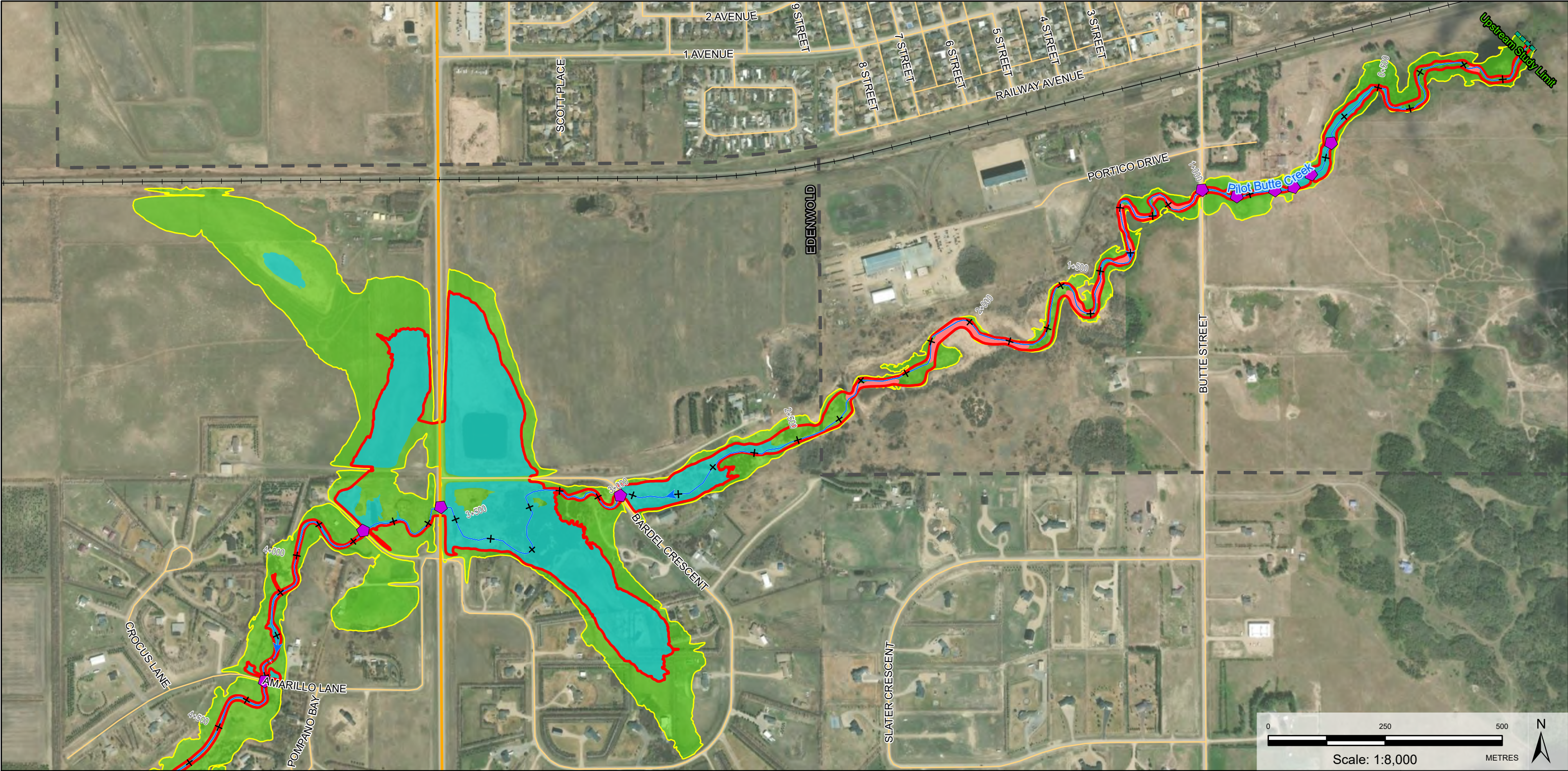
Notes:
Sheets 16 and 17 may not be included in the map series if there is no flooding in this area.

- | | |
|-----------------------------|----------------------|
| 1:500 Year Flood | Dam |
| Study Limits | Culvert |
| Watercourse Centerline | Weir |
| Flow Direction | Bridge |
| Chainage (100 m interval) | Railway |
| Hydrometric Gauging Station | Highway |
| Dyke | Local Road |
| | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 500-YEAR OPEN WATER INUNDATION EXTENT		
PROJECT NUMBER: 60706173	REV. 5	SHEET 27 of 27

Appendix C. FLOOD CRITERIA MAPS



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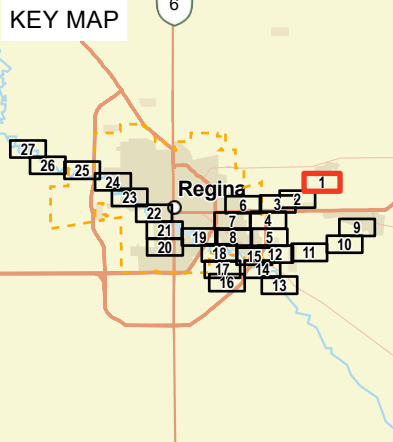
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Paper Size:
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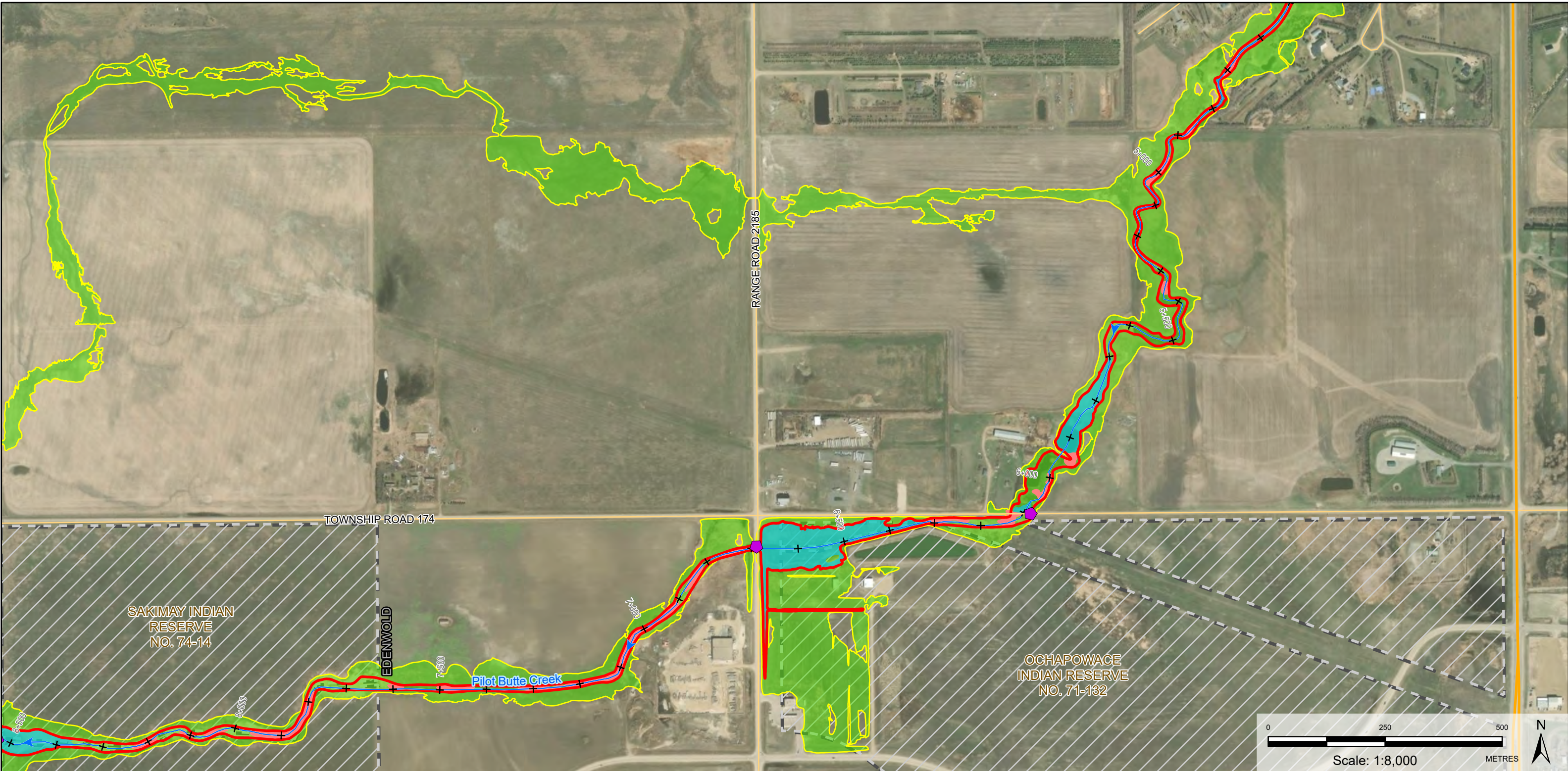
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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FIGURE PROPOSED FLOODWAY CRITERIA MAP		
PROJECT NUMBER: 60706173	REV. 4	SHEET 1 of 27



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Map Produced By:
AECOM Canada ULC

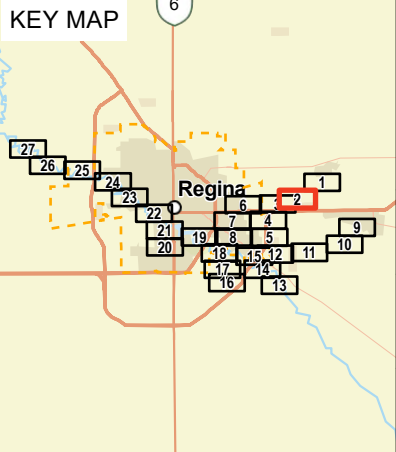
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Paper Size:
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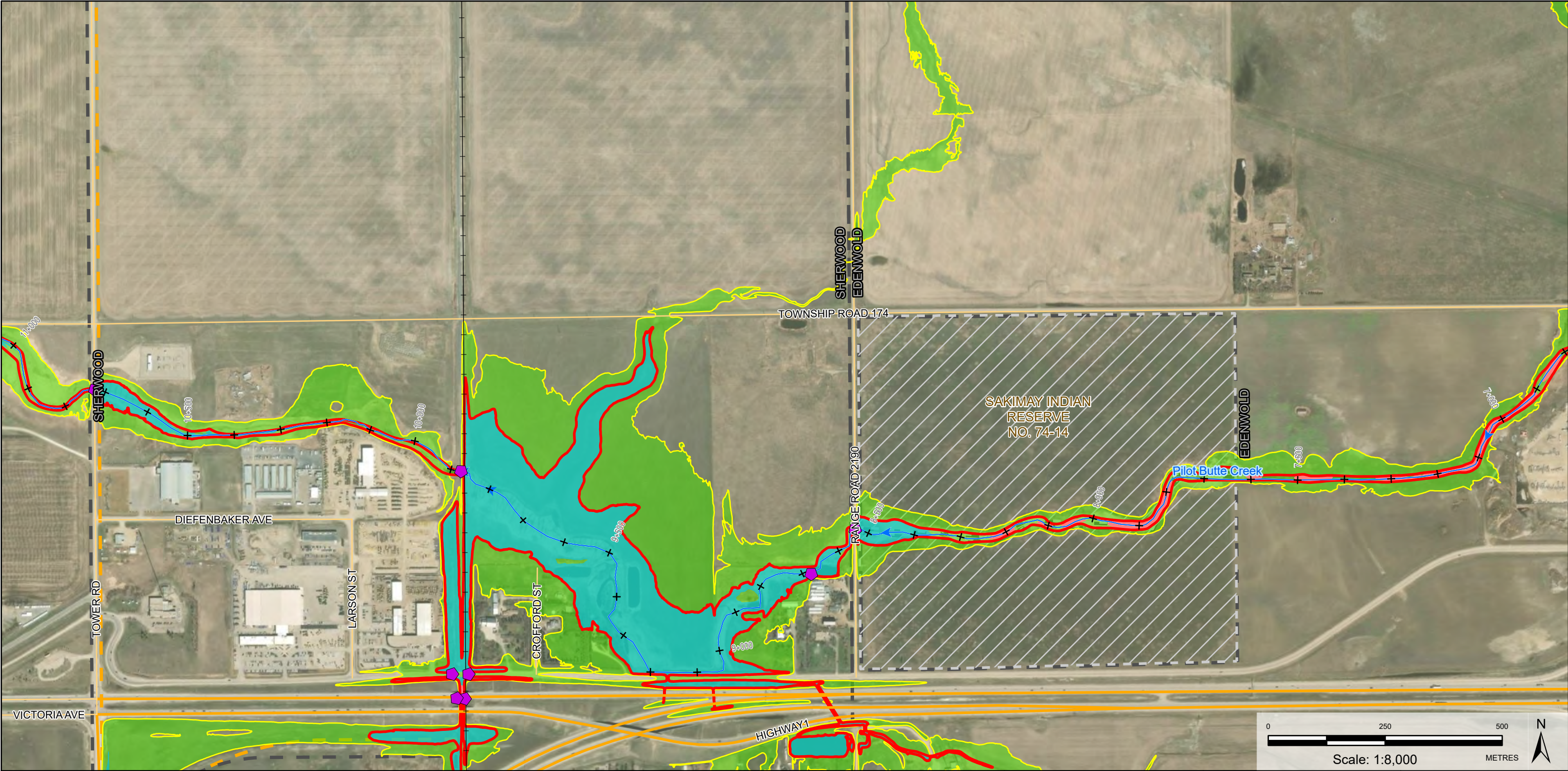
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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FIGURE PROPOSED FLOODWAY CRITERIA MAP			
PROJECT NUMBER: 60706173	REV. 4	SHEET 2 of 27	



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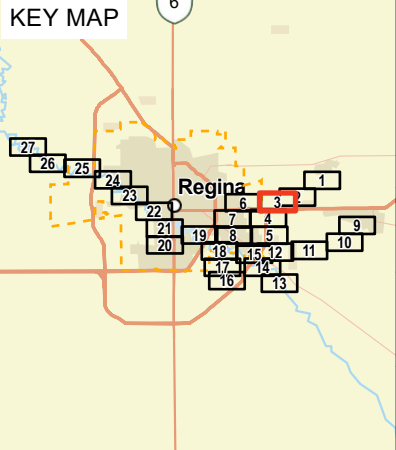
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Paper Size:
ANSI B (11x 17 inches)

Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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FIGURE PROPOSED FLOODWAY CRITERIA MAP			
PROJECT NUMBER: 60706173	REV. 4	SHEET 3 of 27	



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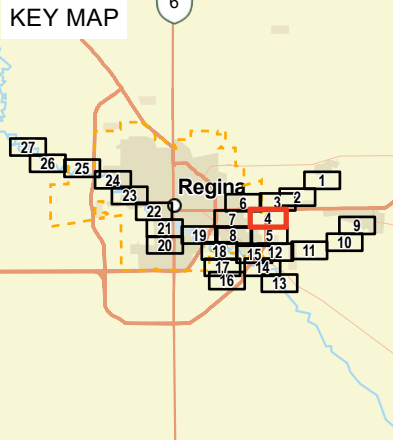
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Paper Size:
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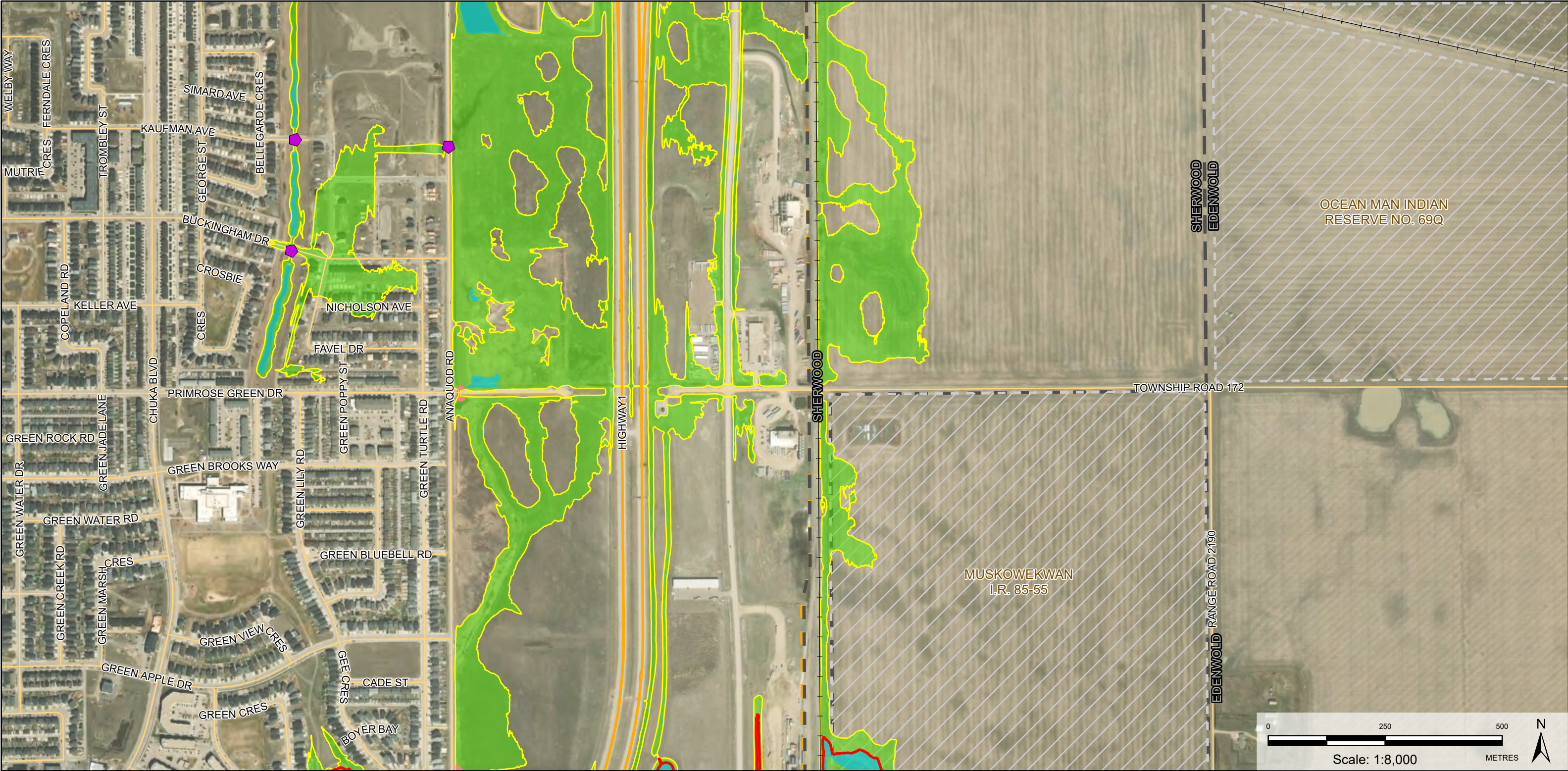
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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FIGURE PROPOSED FLOODWAY CRITERIA MAP		
PROJECT NUMBER: 60706173	REV. 4	SHEET 4 of 27



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Map Produced By:
AECOM Canada ULC

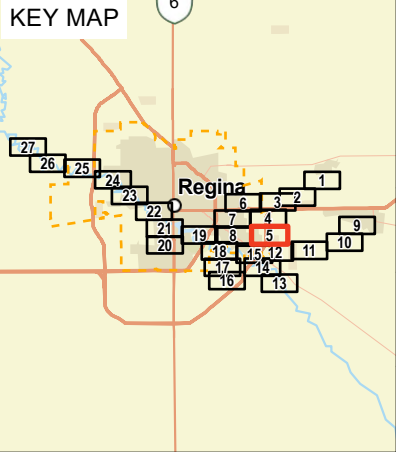
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Paper Size:
ANSI B (11x 17inches)

Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE PROPOSED FLOODWAY CRITERIA MAP		
PROJECT NUMBER: 60706173	REV. 4	SHEET 5 of 27



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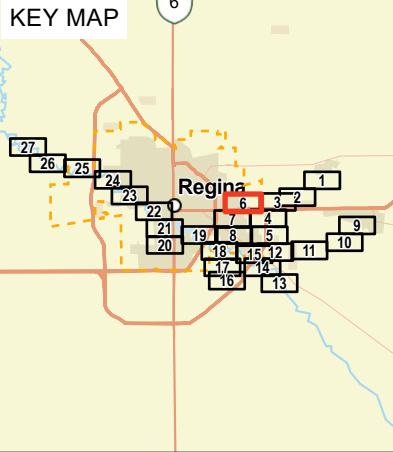
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Paper Size:
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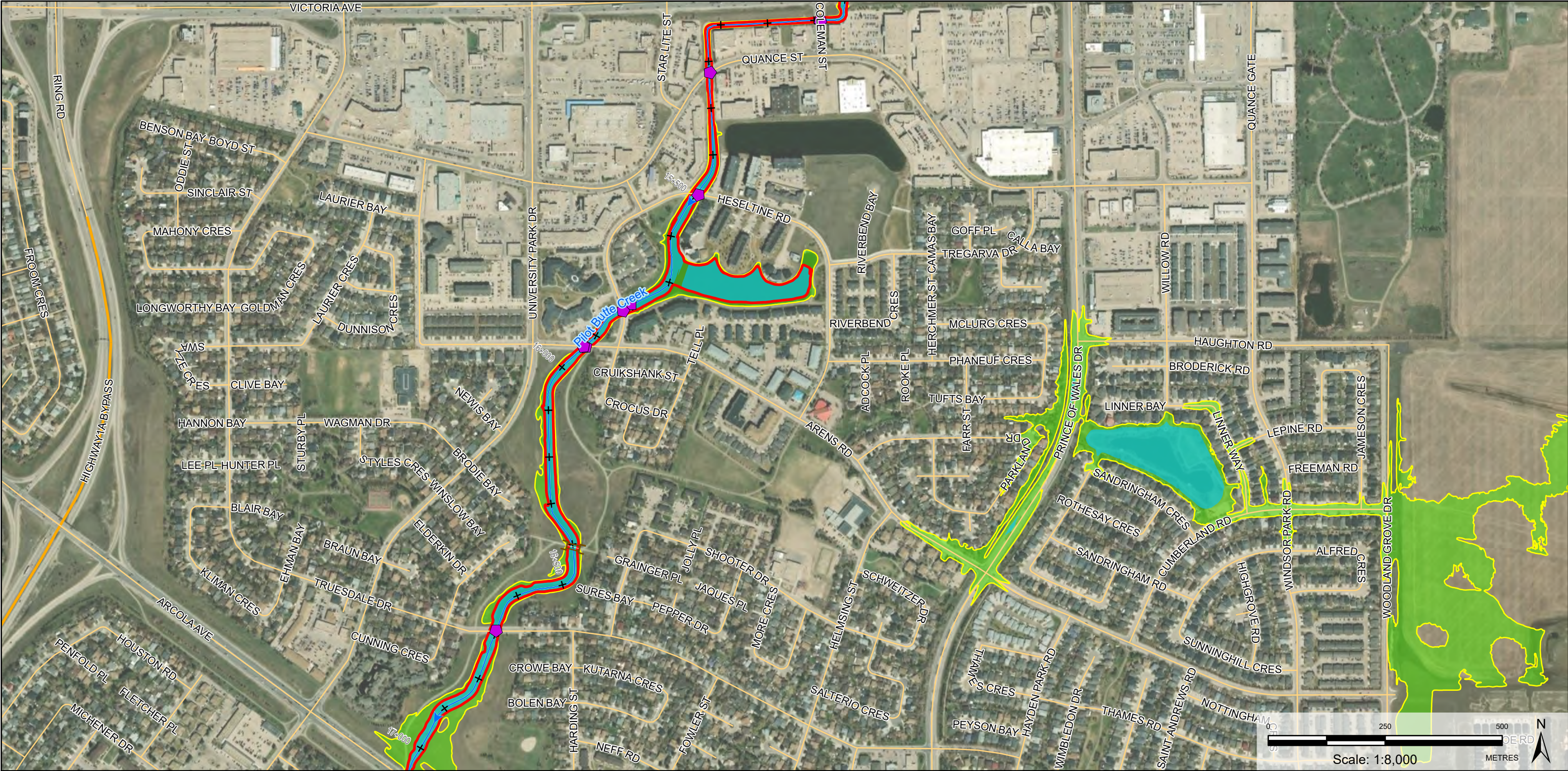
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE PROPOSED FLOODWAY CRITERIA MAP		
PROJECT NUMBER: 60706173	REV. 4	SHEET 6 of 27



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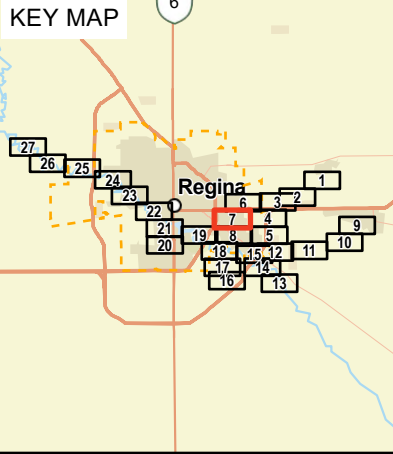
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Paper Size:
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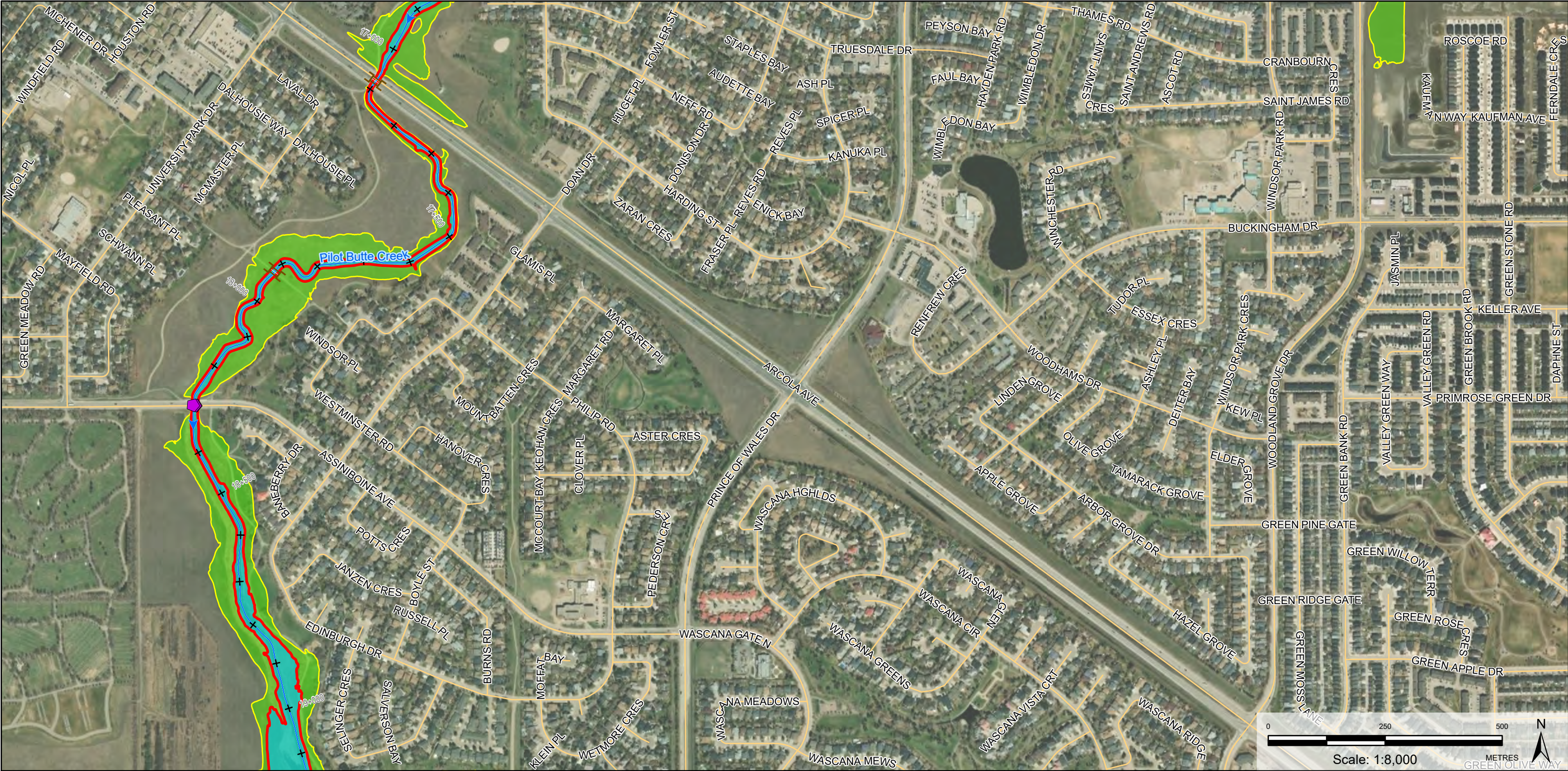
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE PROPOSED FLOODWAY CRITERIA MAP		
PROJECT NUMBER: 60706173	REV. 4	SHEET 7 of 27



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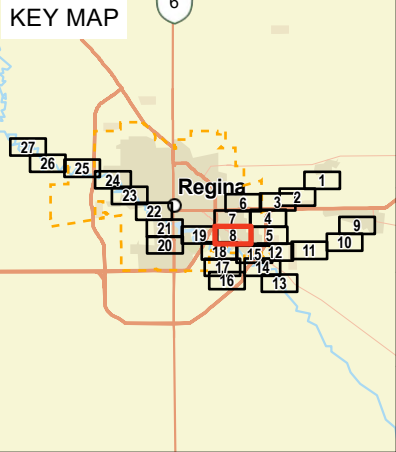
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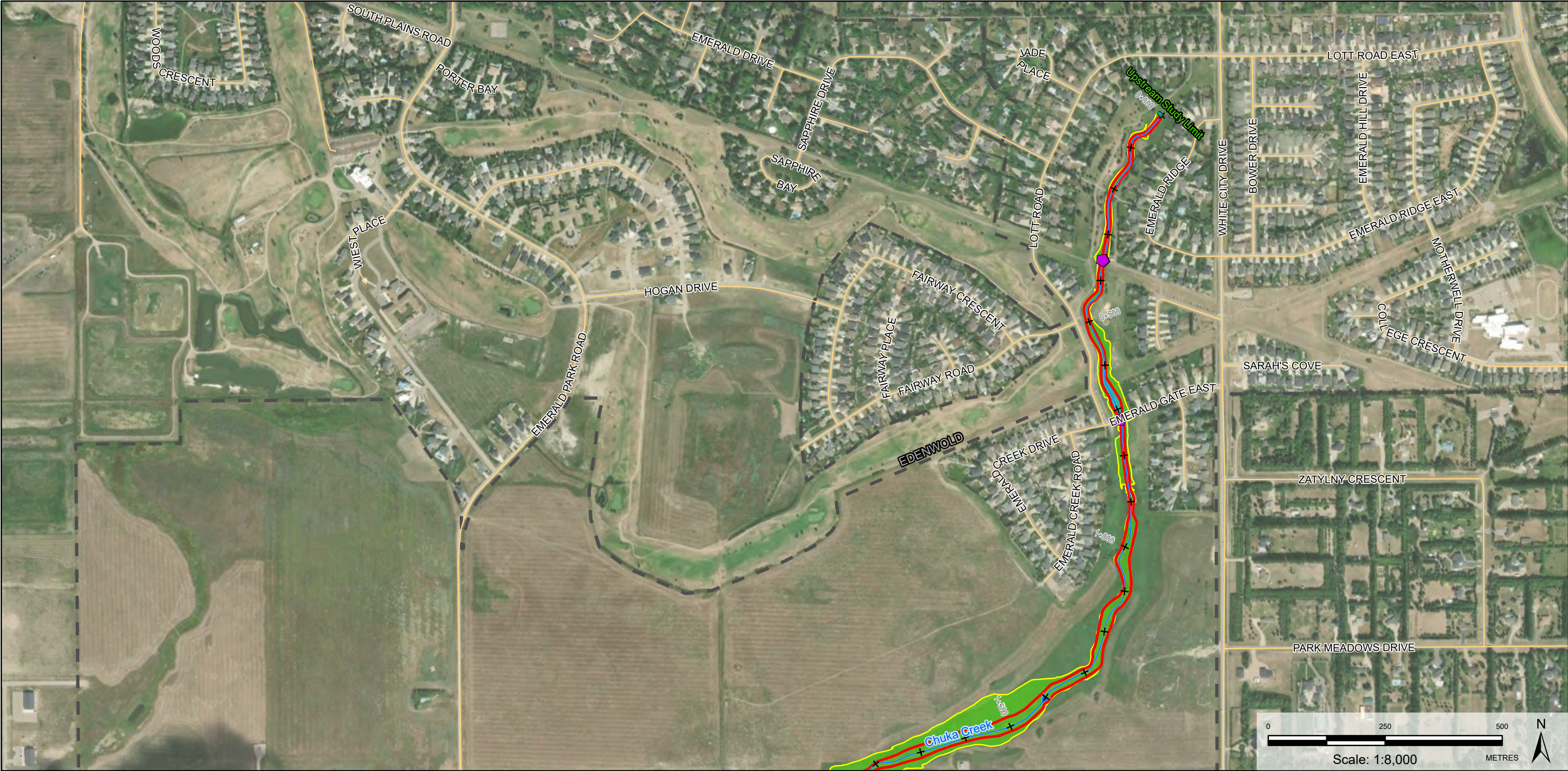
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Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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FIGURE PROPOSED FLOODWAY CRITERIA MAP		
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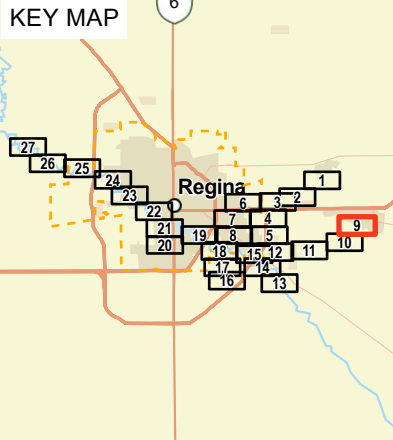
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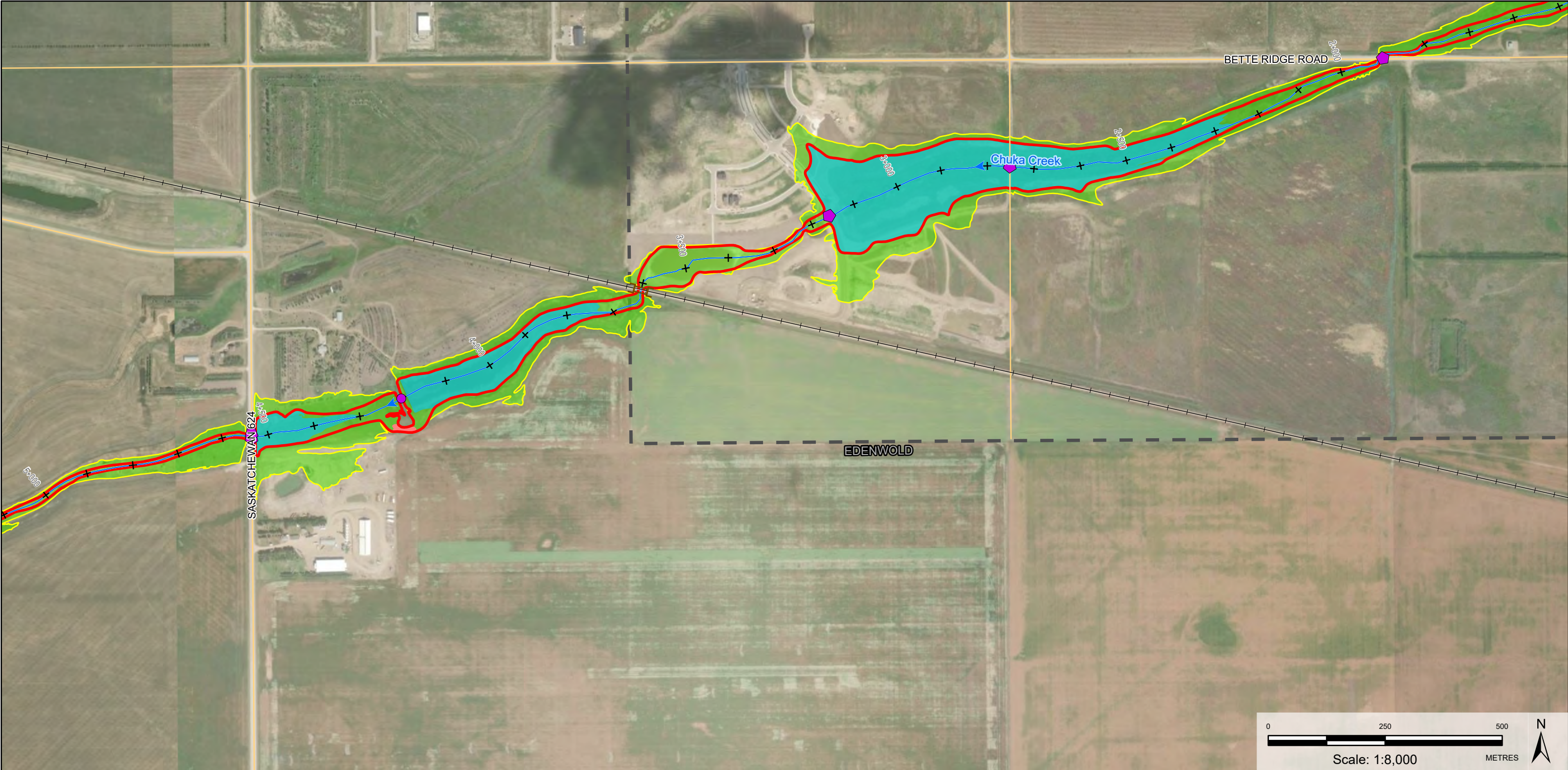
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Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
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| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE PROPOSED FLOODWAY CRITERIA MAP		
PROJECT NUMBER: 60706173	REV. 4	SHEET 9 of 27



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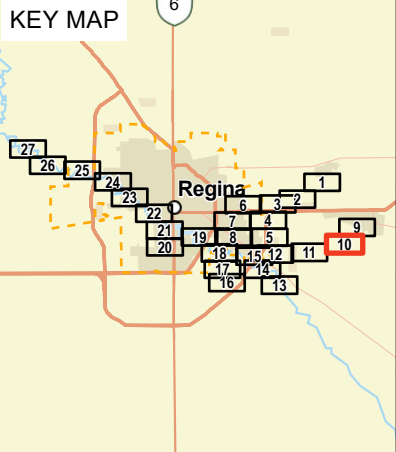
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth $\geq 1\text{m}$ | Culvert |
| Velocity $\geq 1\text{m/s}$ | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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TITLE
CITY OF REGINA FLOOD MAPPING STUDY

FIGURE
PROPOSED FLOODWAY CRITERIA MAP

PROJECT NUMBER:
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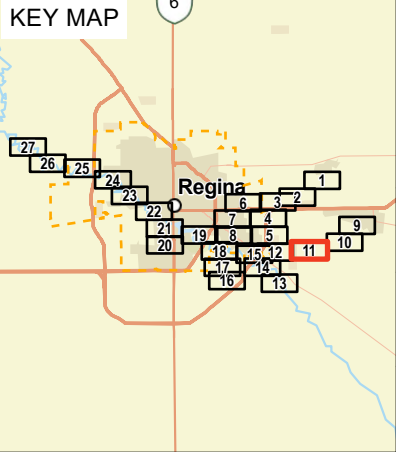
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
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| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
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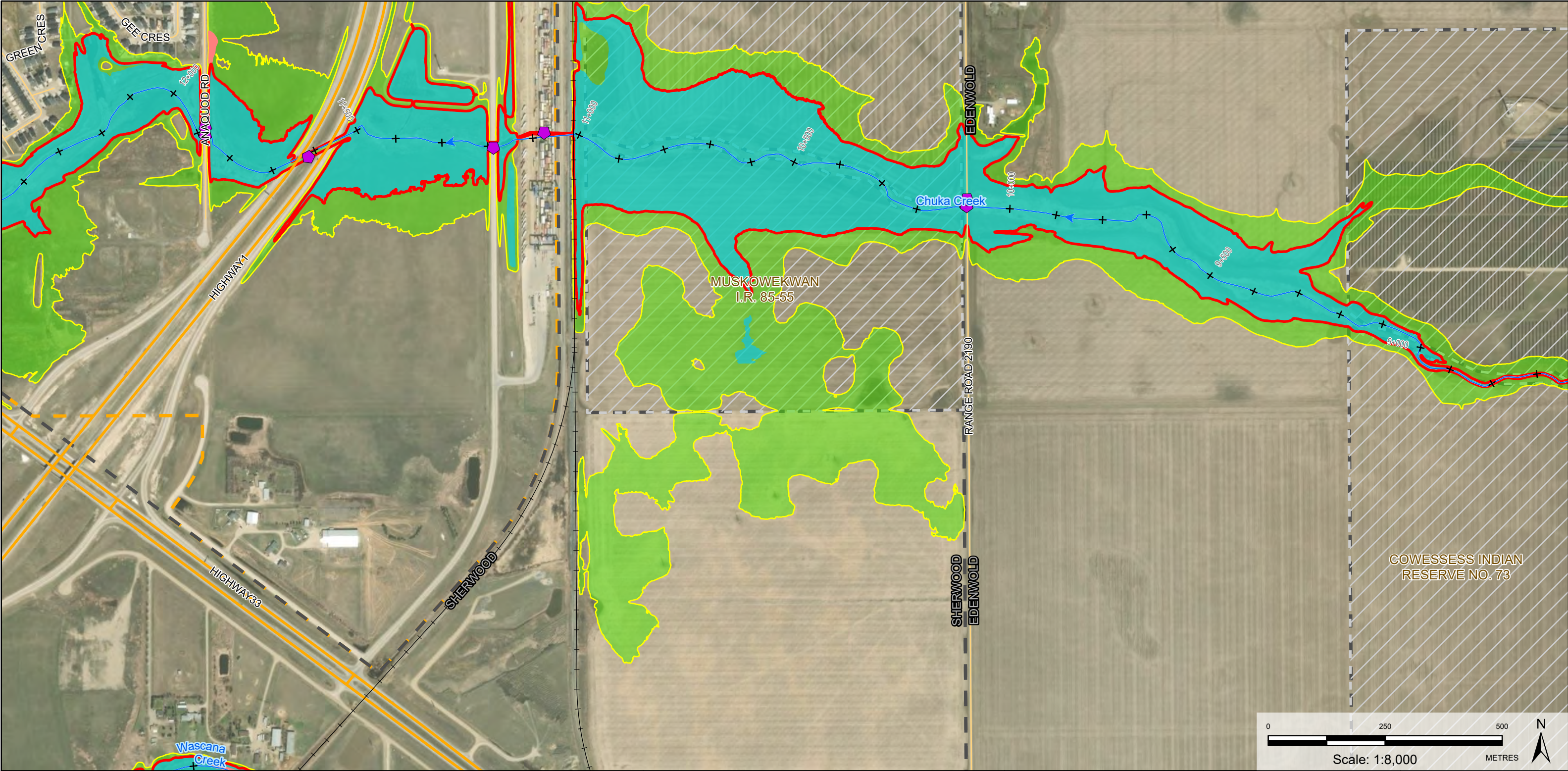
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FIGURE
PROPOSED FLOODWAY CRITERIA MAP

PROJECT NUMBER:
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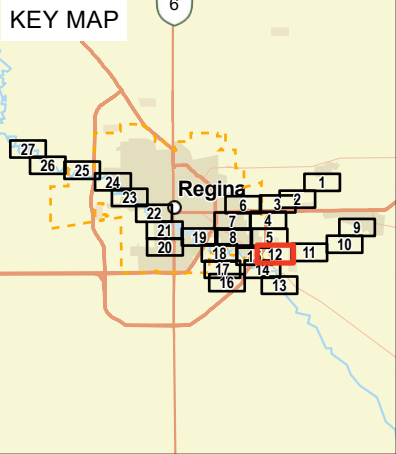
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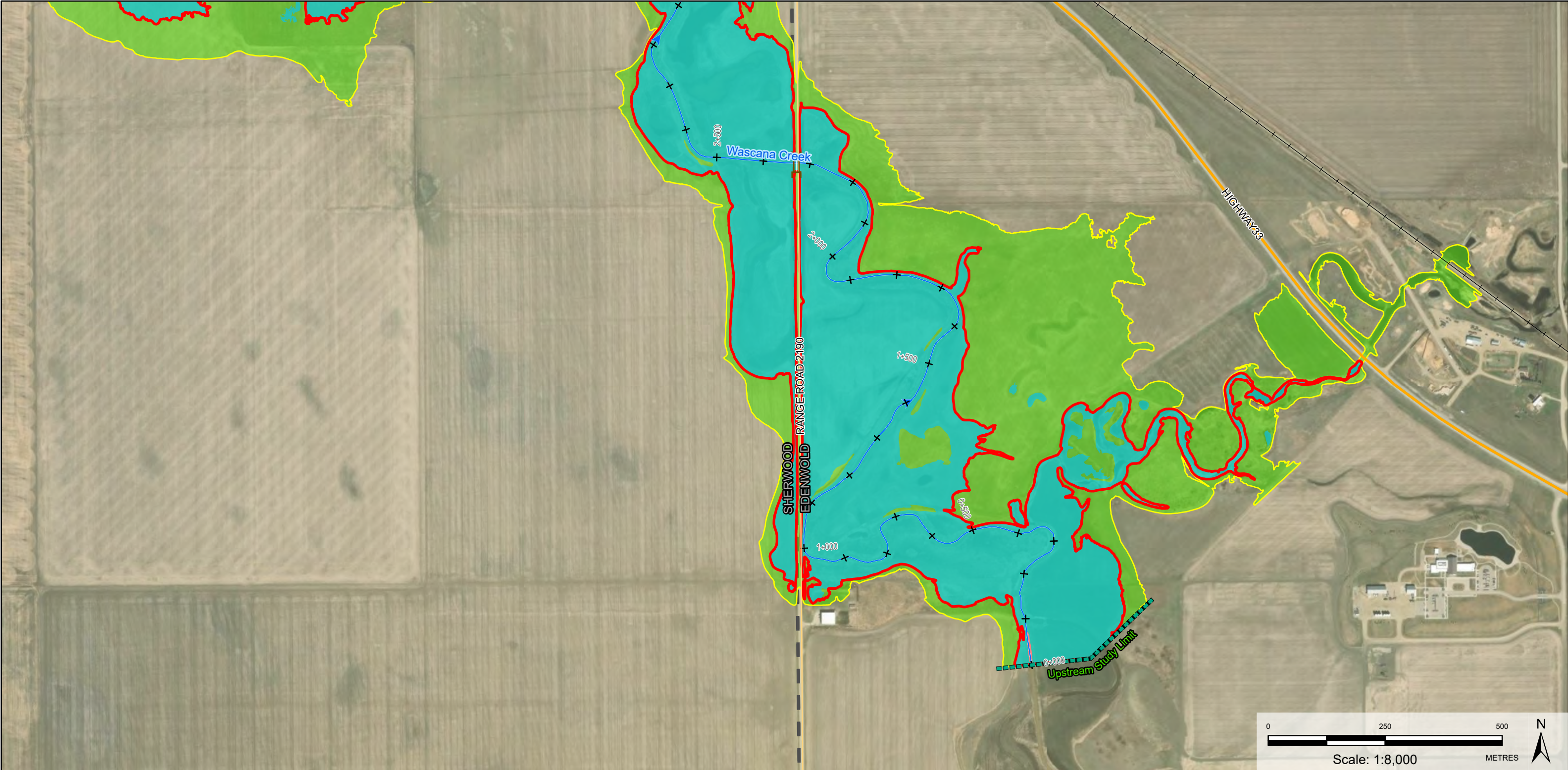
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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FIGURE PROPOSED FLOODWAY CRITERIA MAP		
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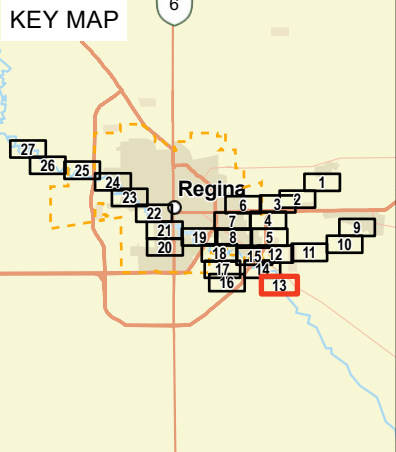
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Geoid Model: CGG2013
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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



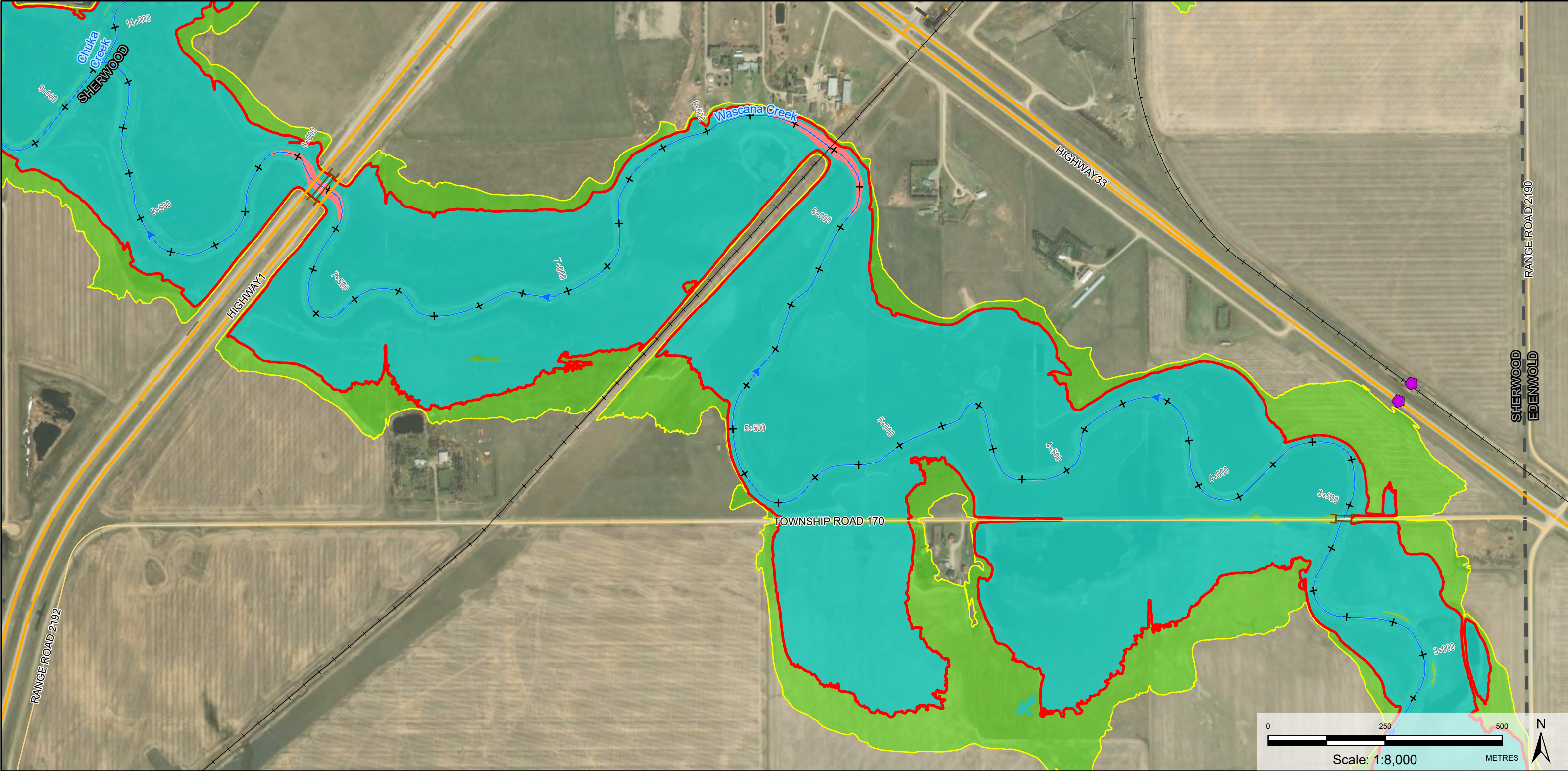
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CITY OF REGINA FLOOD MAPPING STUDY

FIGURE
PROPOSED FLOODWAY CRITERIA MAP

PROJECT NUMBER:
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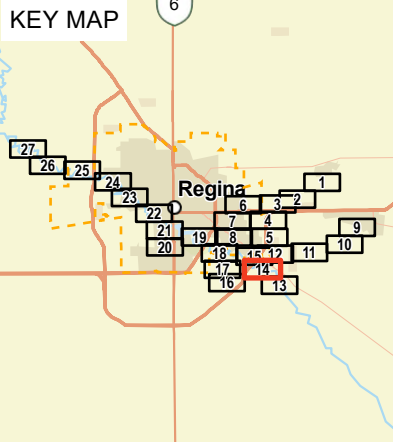
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Geoid Model: CGG2013
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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth $\geq 1\text{m}$ | Culvert |
| Velocity $\geq 1\text{m/s}$ | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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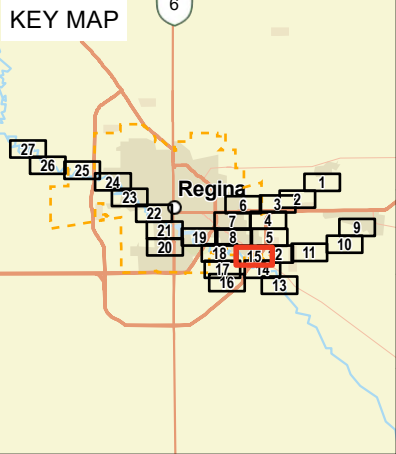
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Geoid Model: CGG2013
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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
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PROJECT NUMBER: 60706173	REV. 4	SHEET 15 of 27



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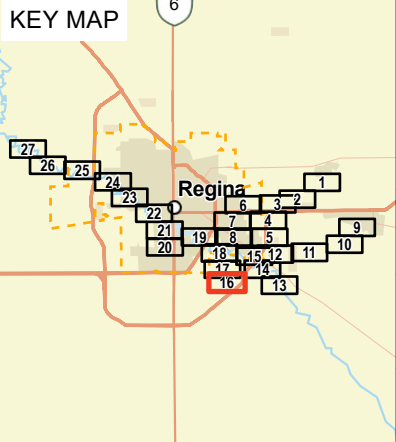
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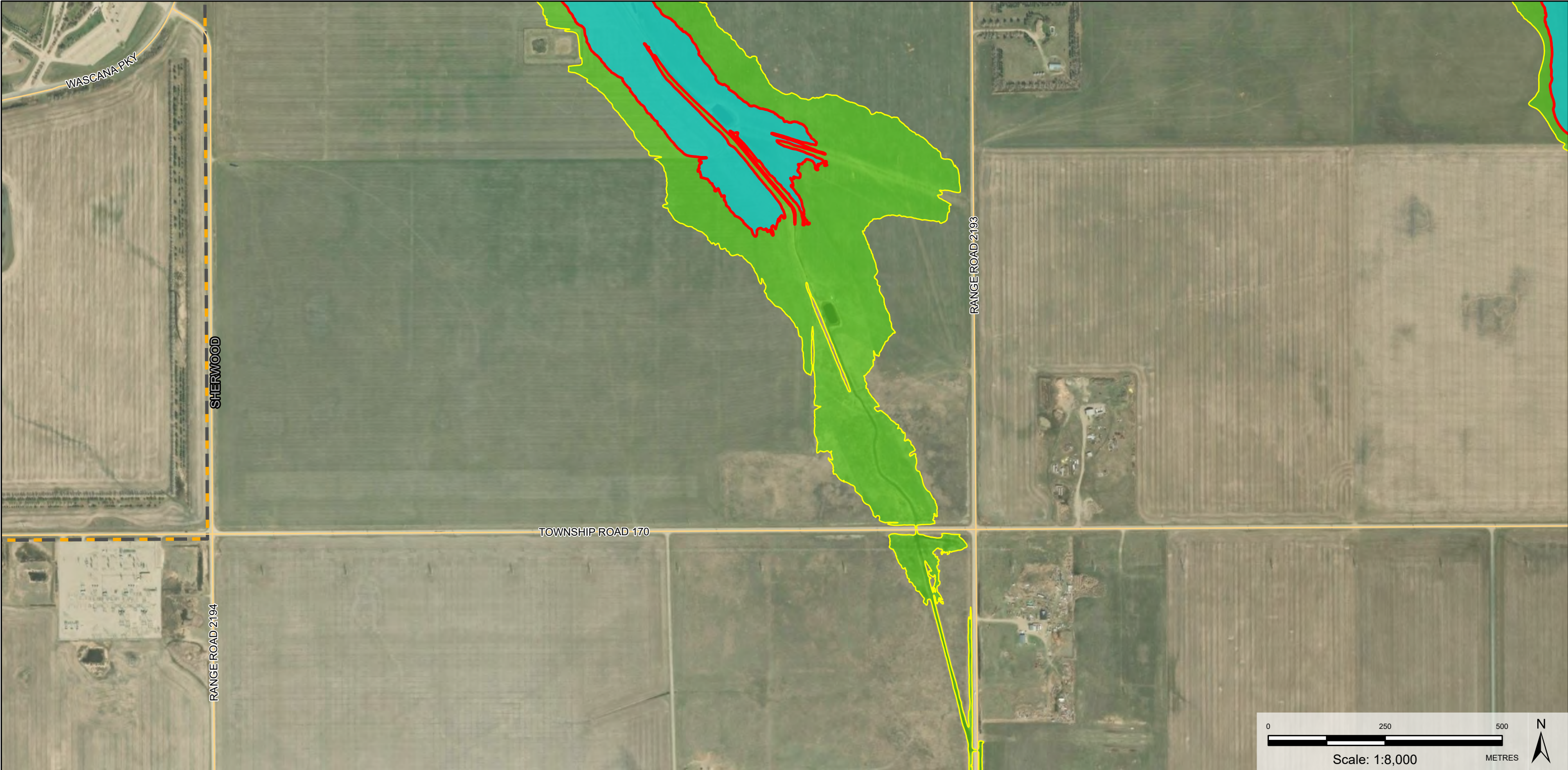
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth $\geq 1\text{m}$ | Culvert |
| Velocity $\geq 1\text{m/s}$ | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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FIGURE PROPOSED FLOODWAY CRITERIA MAP		
PROJECT NUMBER: 60706173	REV. 4	SHEET 16 of 27



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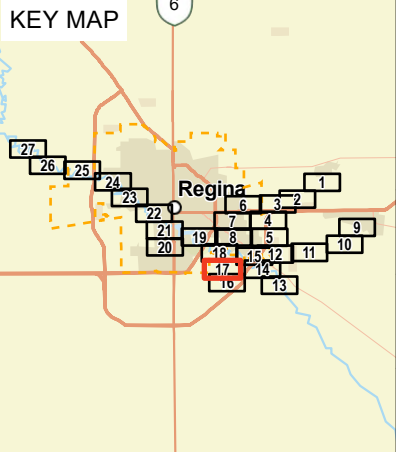
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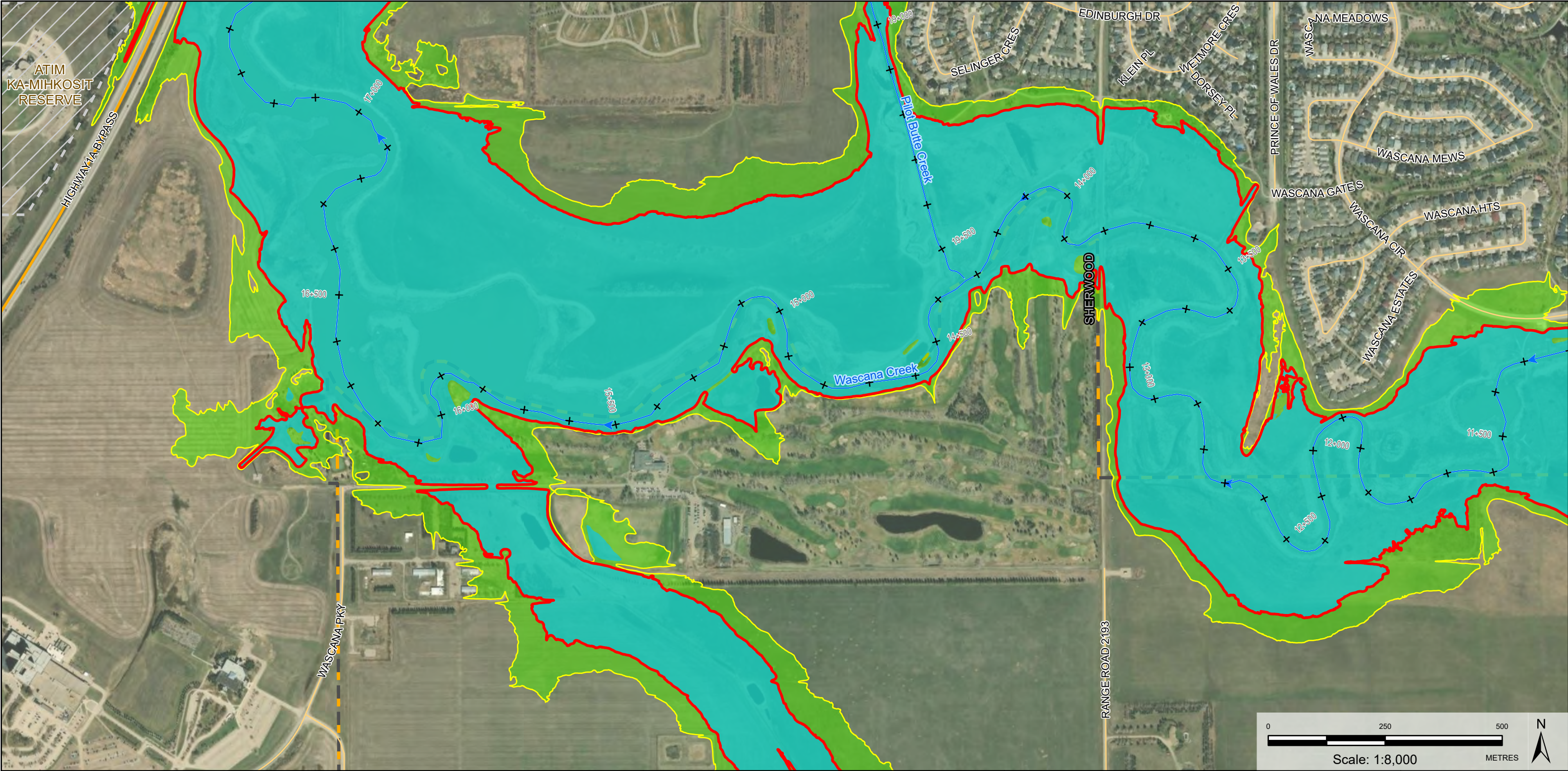
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth $\geq 1\text{m}$ | Culvert |
| Velocity $\geq 1\text{m/s}$ | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
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| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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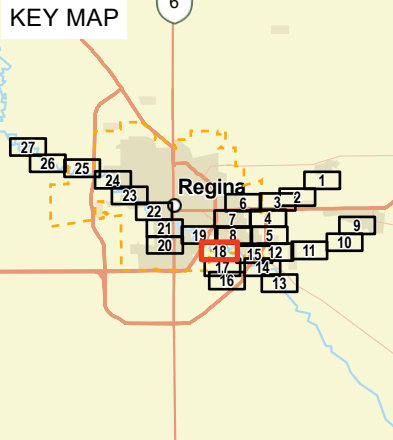
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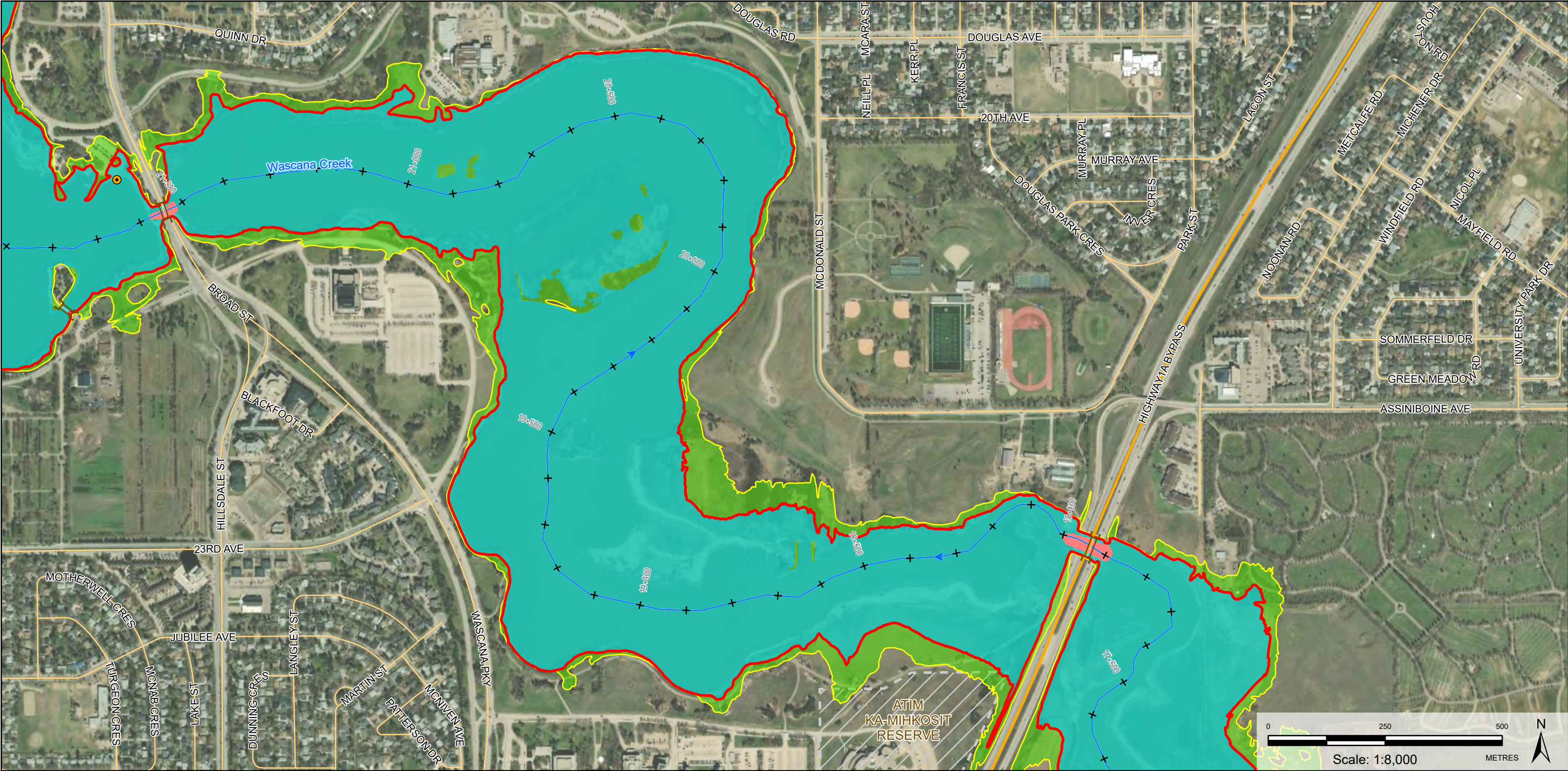
Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
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| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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FIGURE PROPOSED FLOODWAY CRITERIA MAP		
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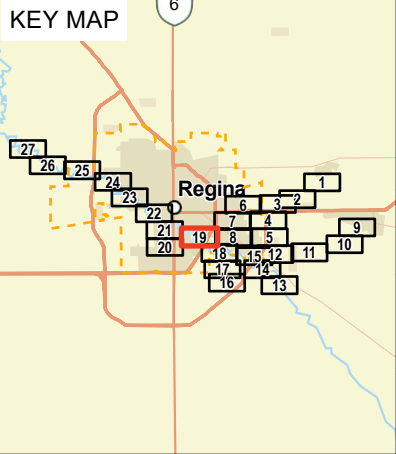
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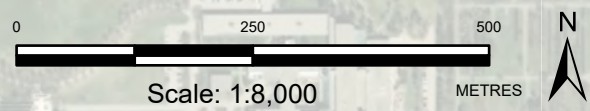
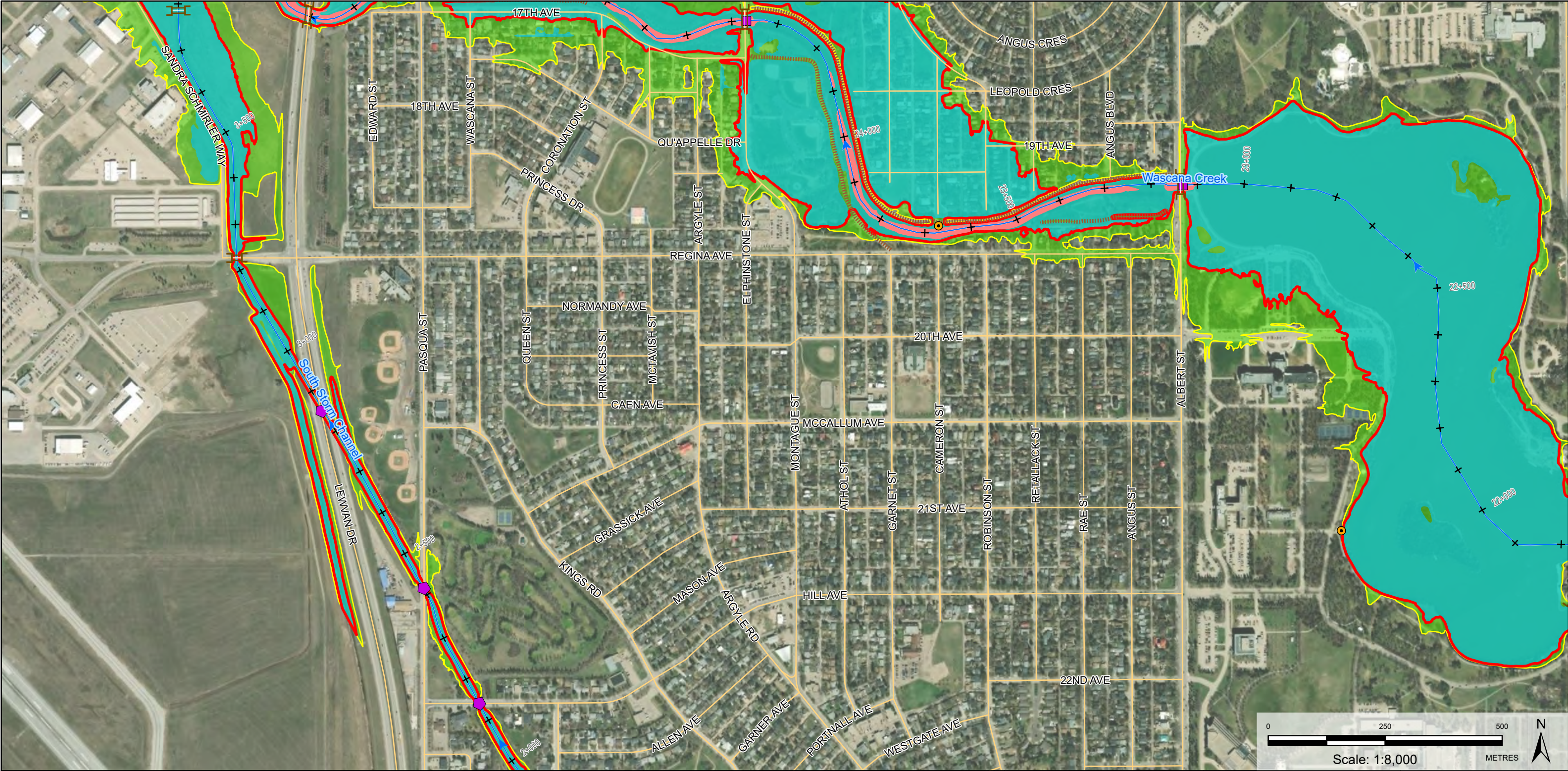
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Credits:
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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
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| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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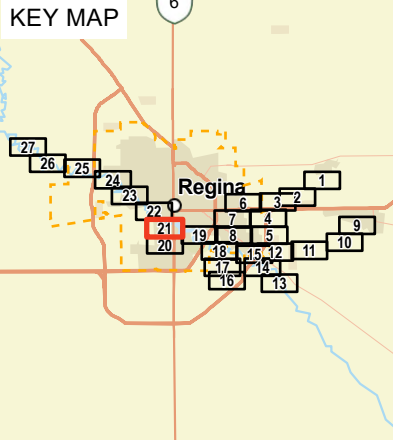
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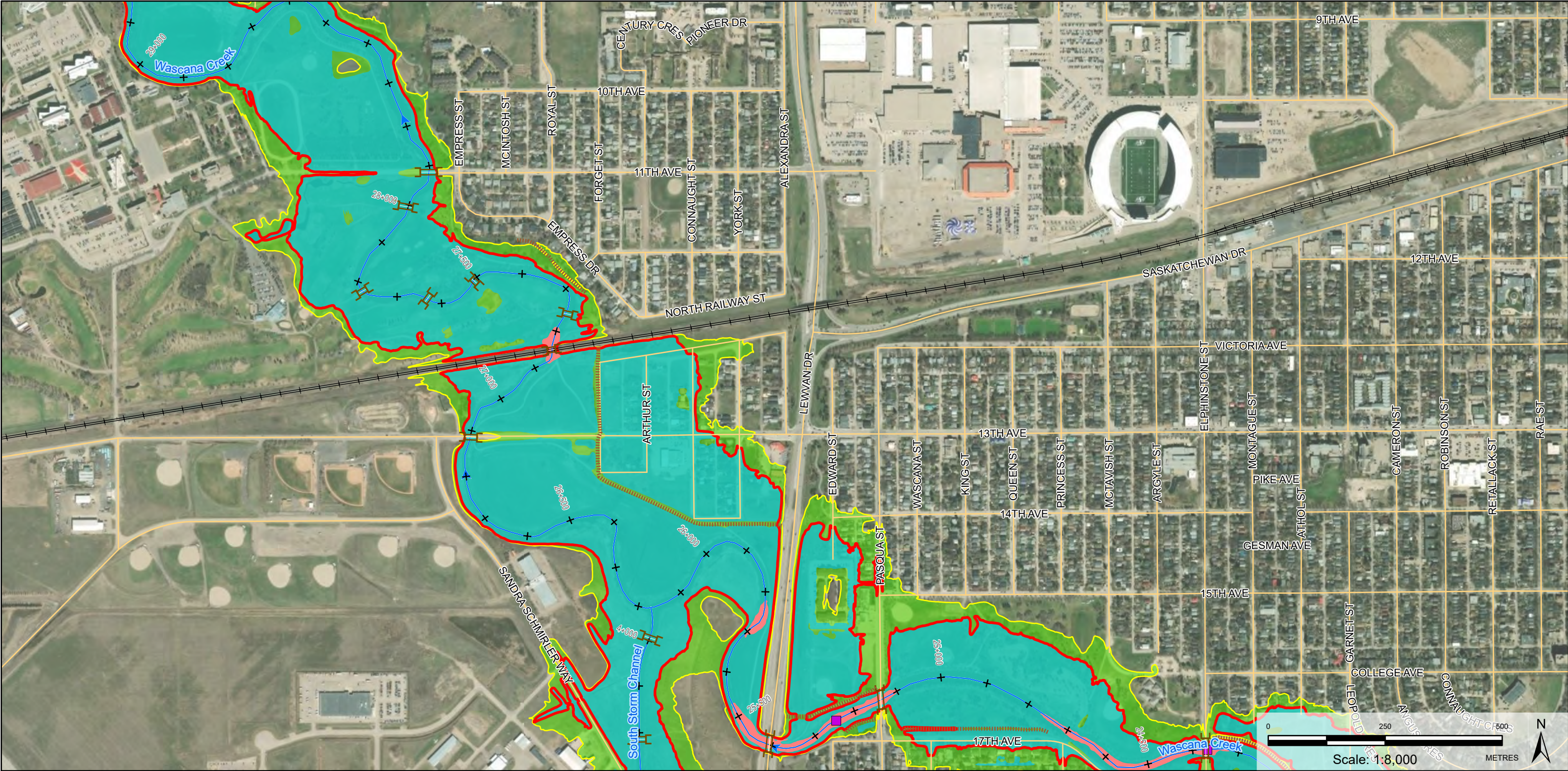
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth $\geq 1\text{m}$ | Culvert |
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| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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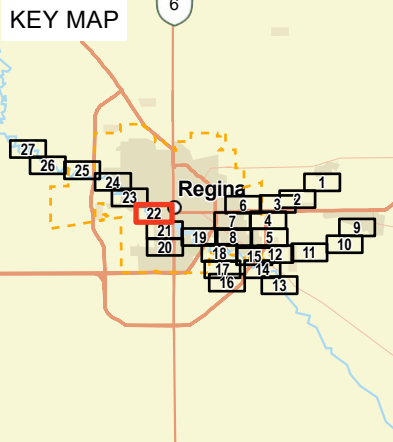
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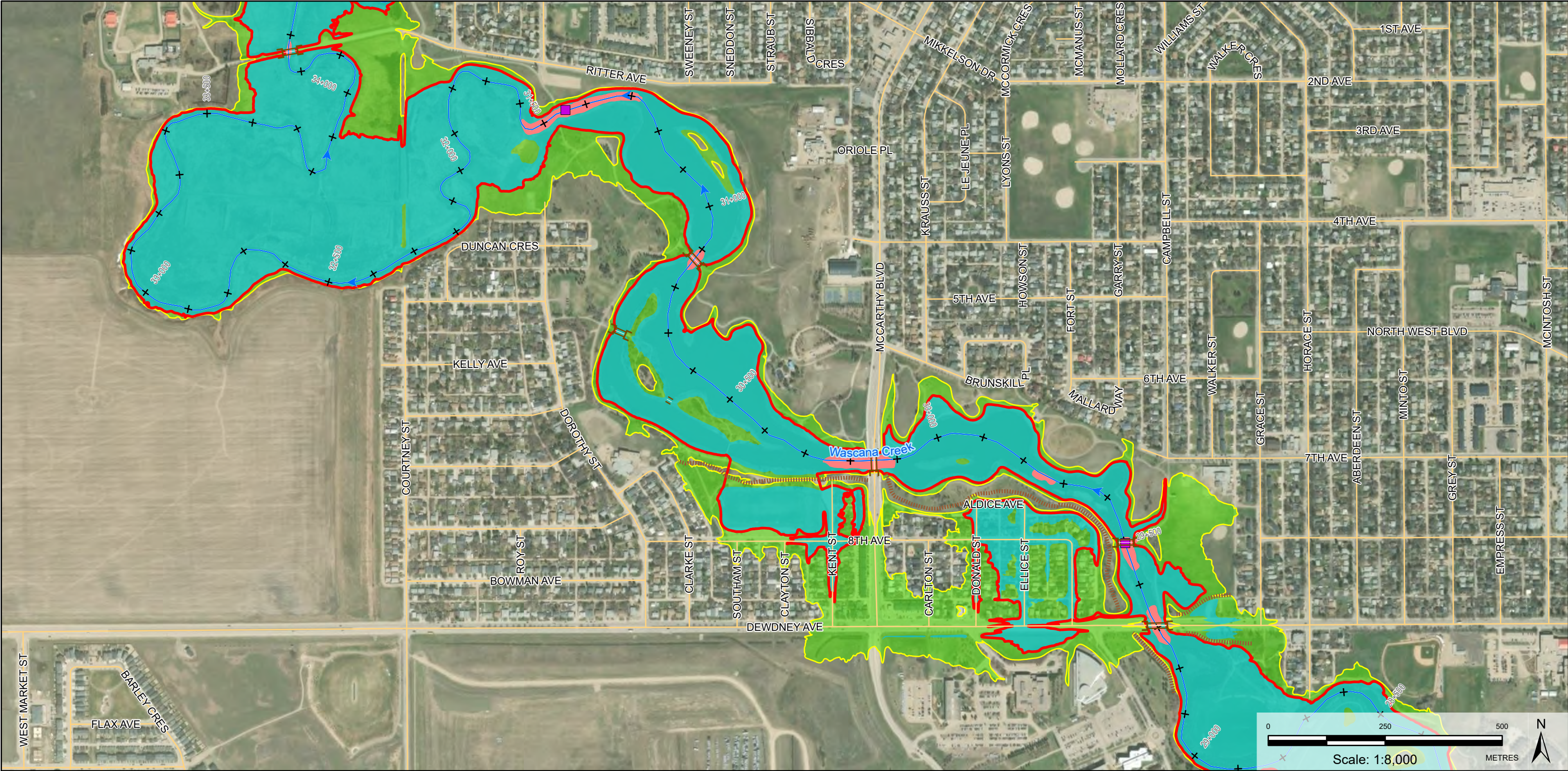
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Vertical Datum: CGVD2013
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- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth $\geq 1\text{m}$ | Culvert |
| Velocity $\geq 1\text{m/s}$ | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
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| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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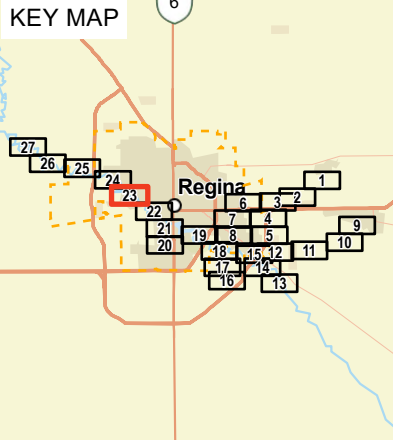
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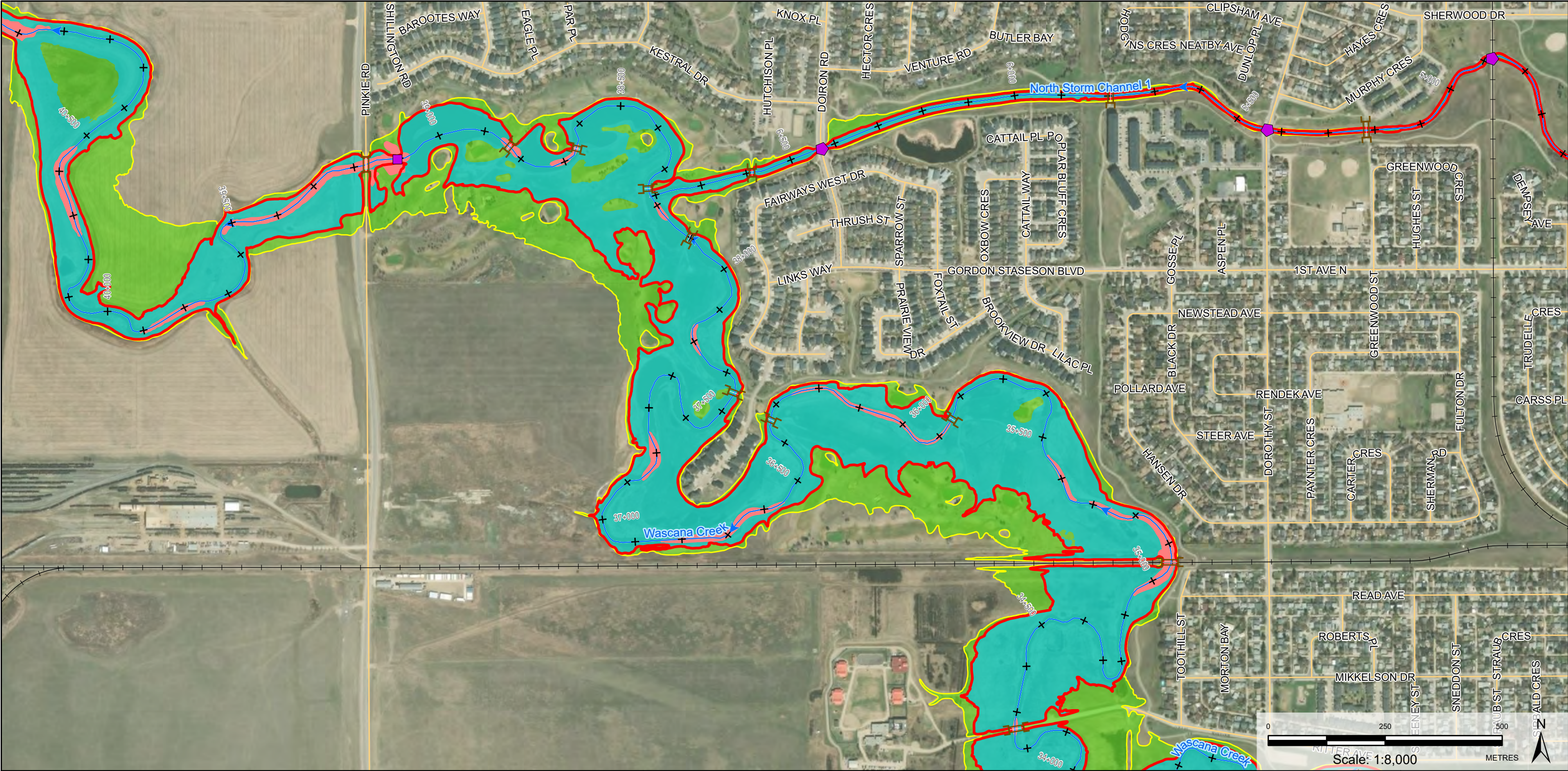
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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FIGURE PROPOSED FLOODWAY CRITERIA MAP		
PROJECT NUMBER: 60706173	REV. 4	SHEET 23 of 27



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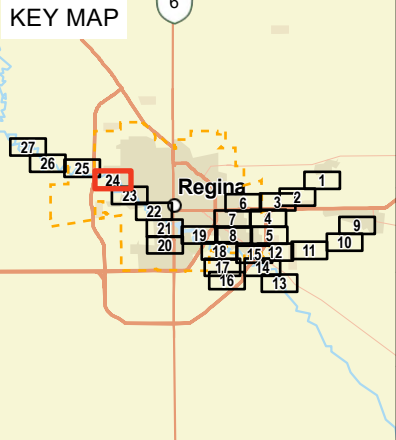
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Paper Size:
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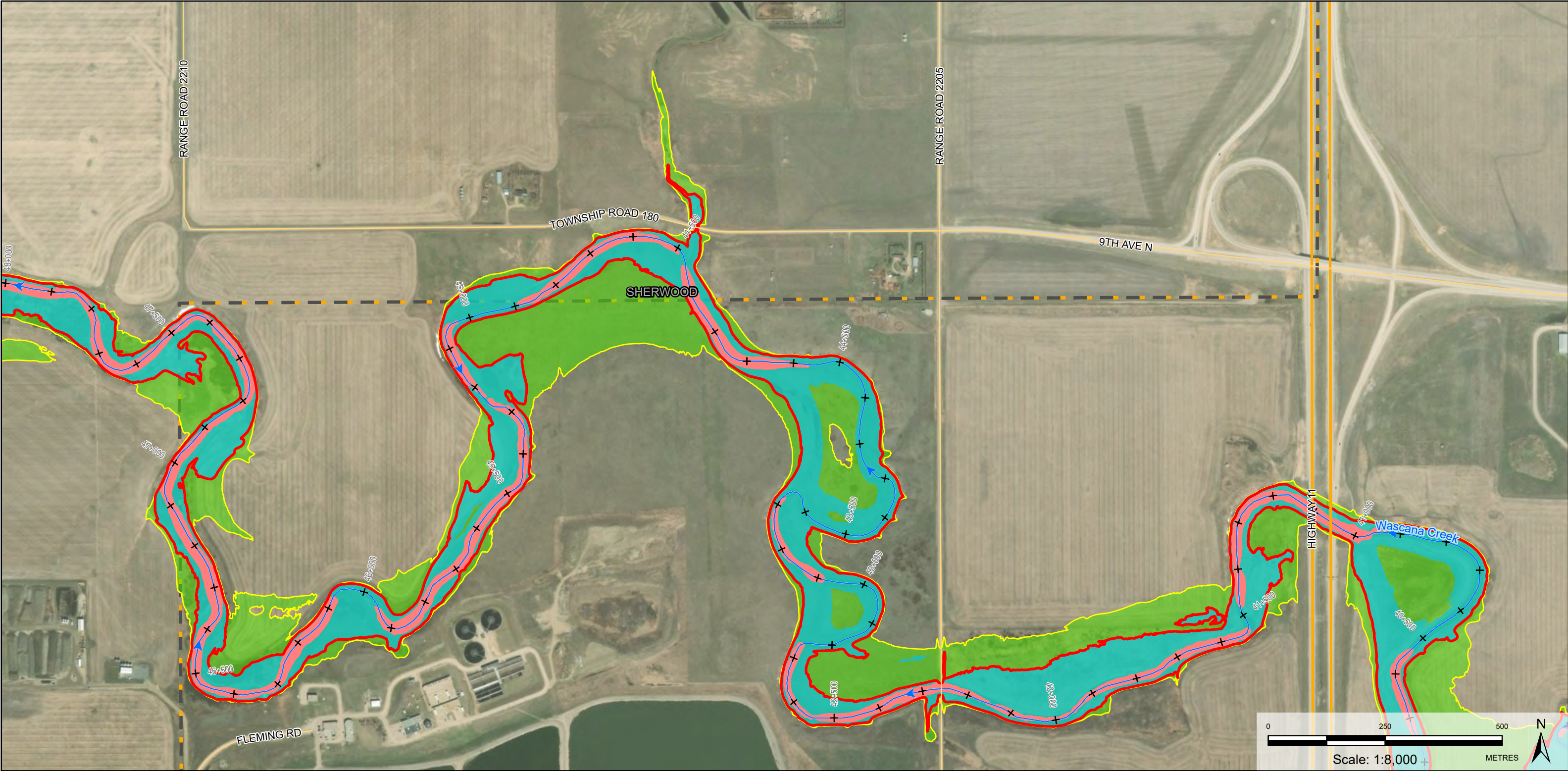
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Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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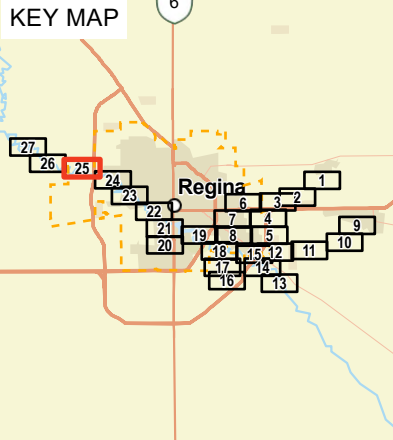
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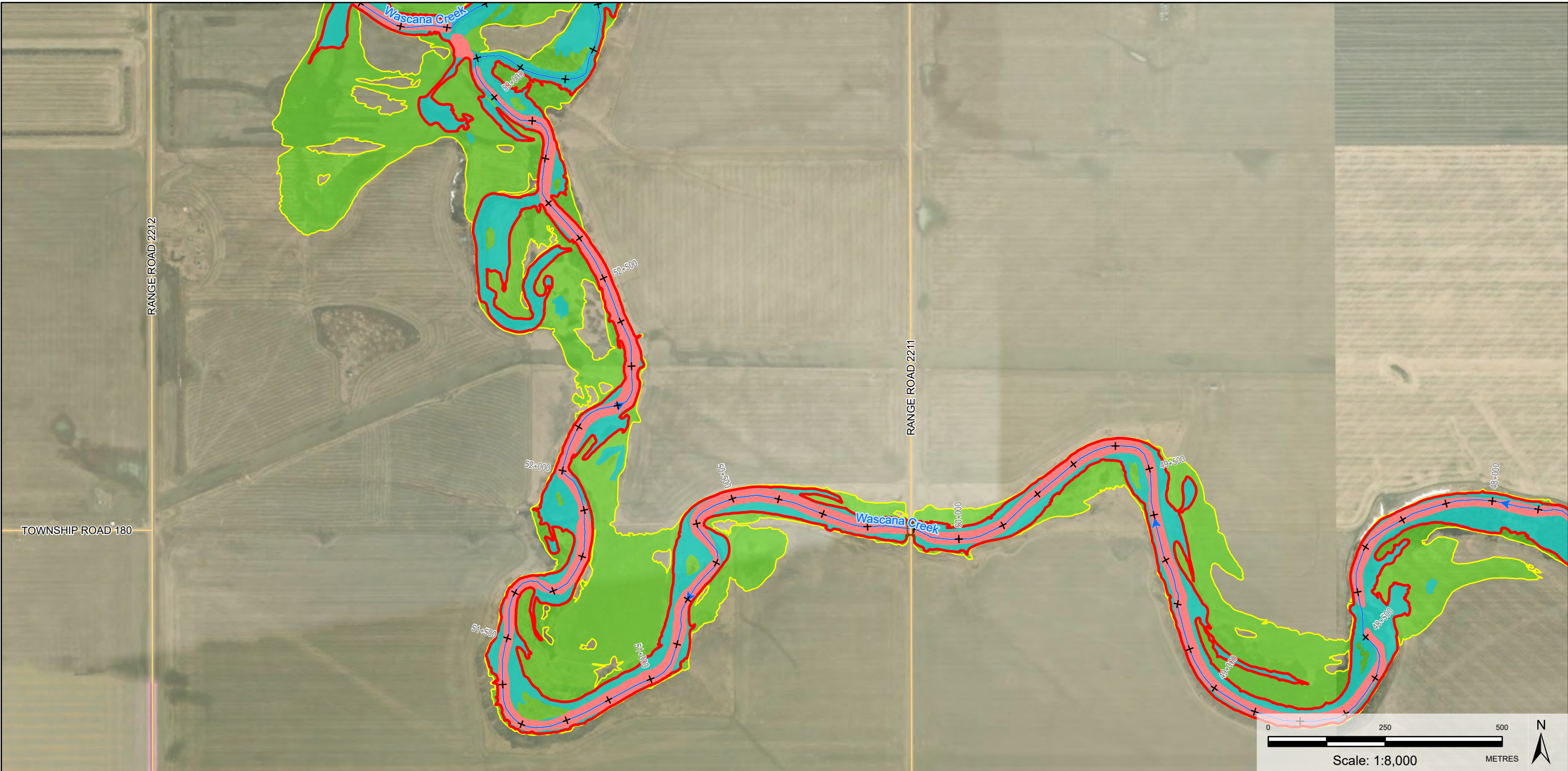
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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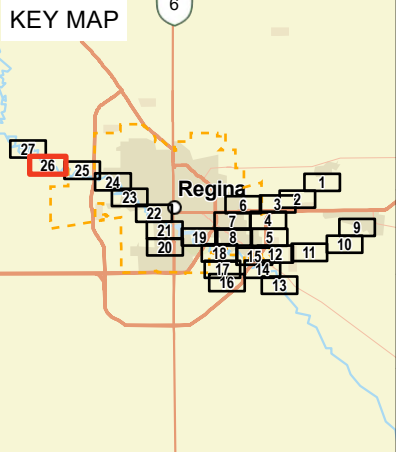
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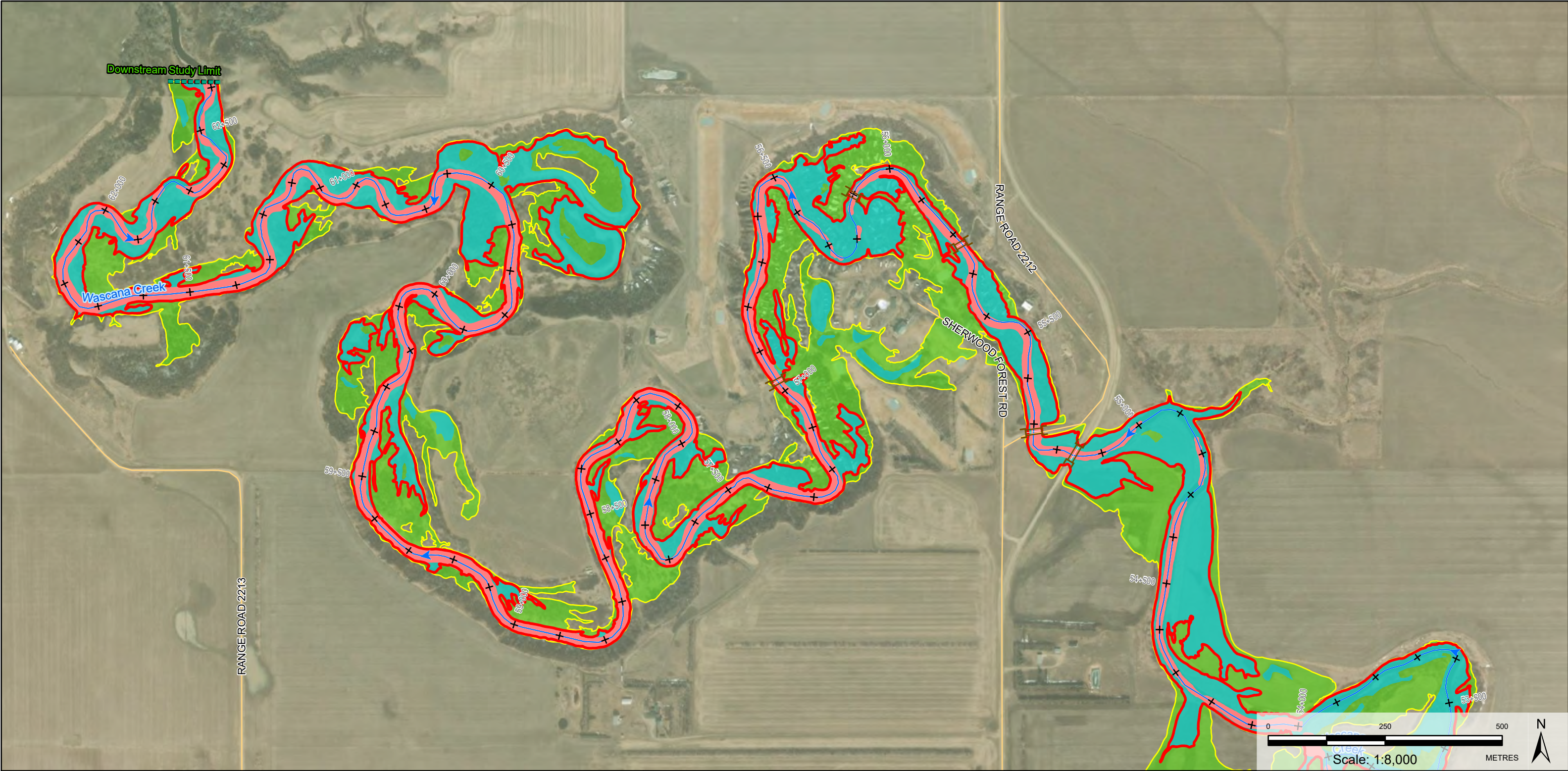
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Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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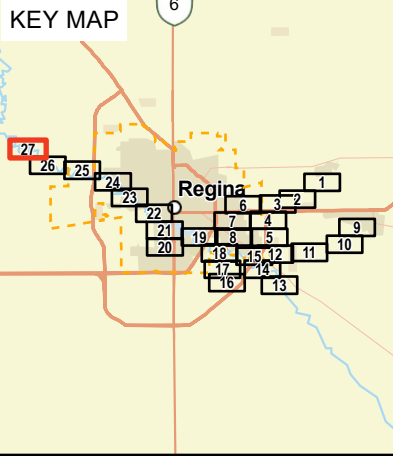
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Vertical Datum: CGVD2013
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Map Projection: UTM CSRS Extended Zone 13 North

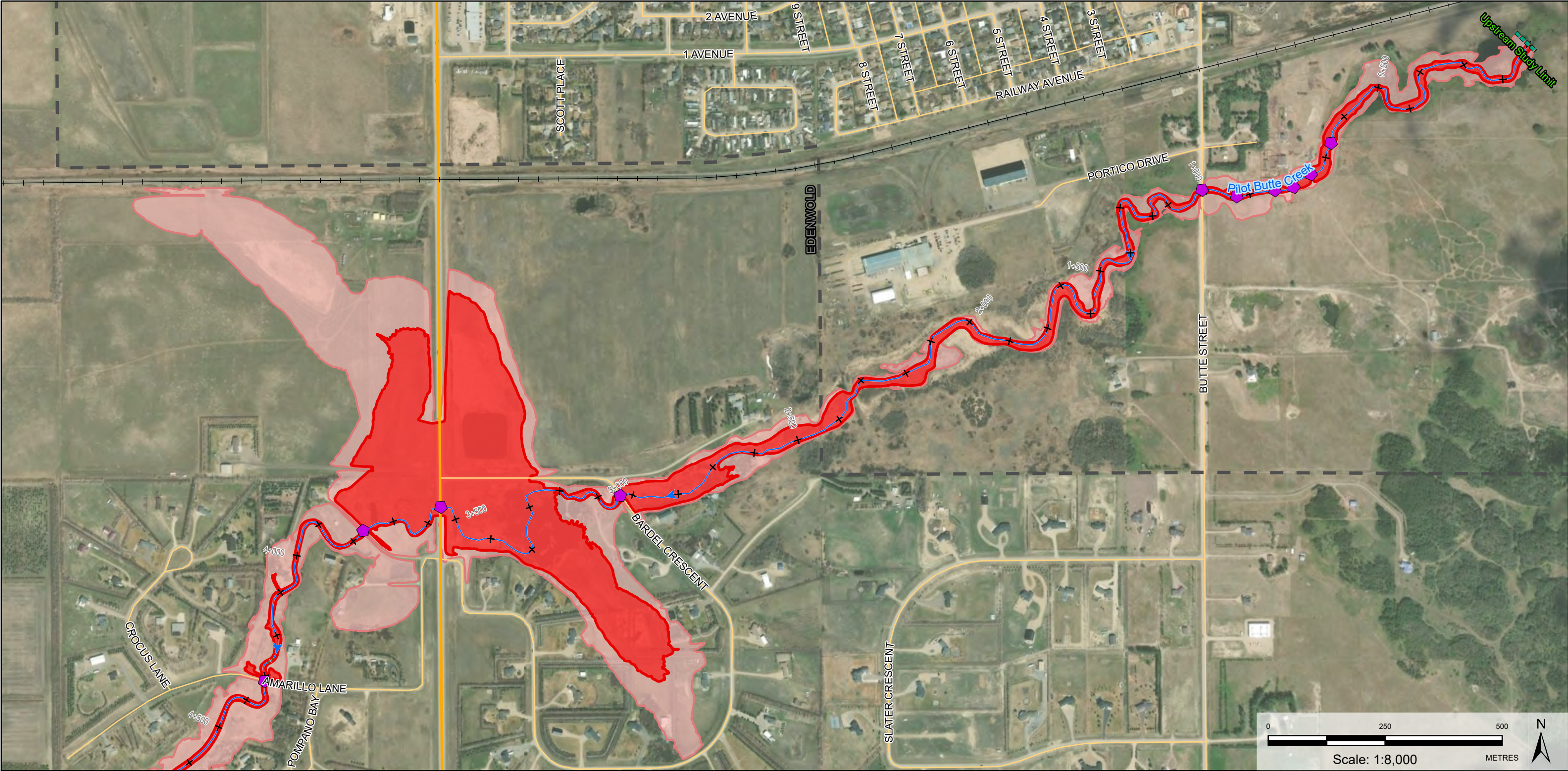
Credits:
ESRI Canada 2022

- | | |
|------------------------------|----------------------|
| 200-Year Design Flood Extent | Dam |
| Depth ≥1m | Culvert |
| Velocity ≥1m/s | Weir |
| Proposed Floodway Boundary | Bridge |
| Study Limits | Railway |
| Chainage (100 m interval) | Highway |
| Watercourse Centerline | Local Road |
| Flow Direction | Indigenous Land |
| Hydrometric Gauging Station | Regina City Limit |
| Dyke | Rural Municipalities |



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Appendix D. FLOOD HAZARD MAPS



Disclaimer:
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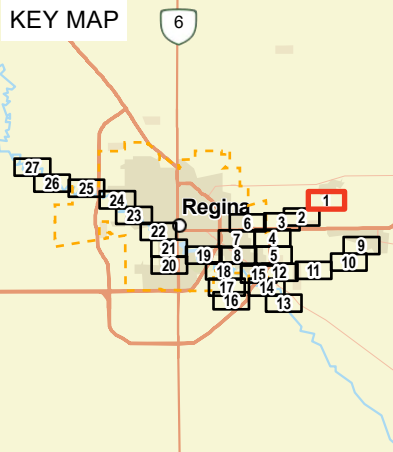
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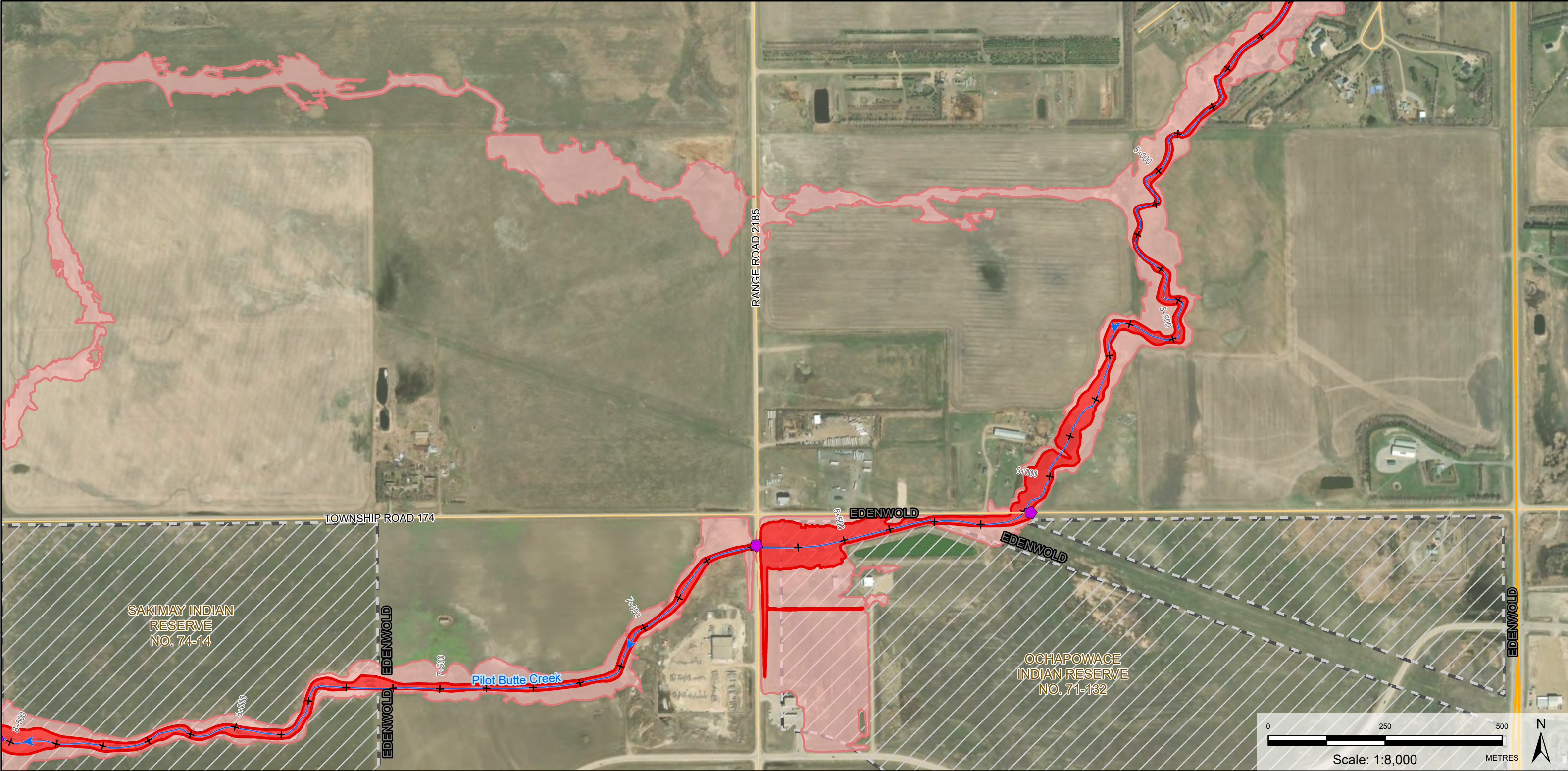
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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PROJECT NUMBER: 60706173	REV. 5	SHEET 1 of 27



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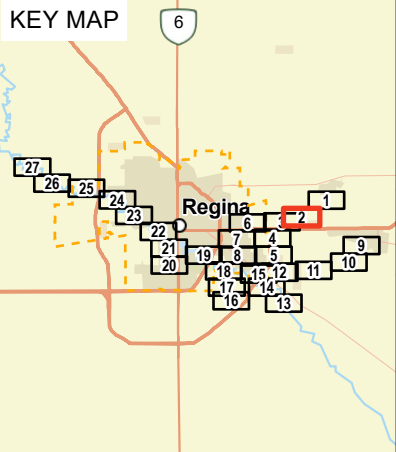
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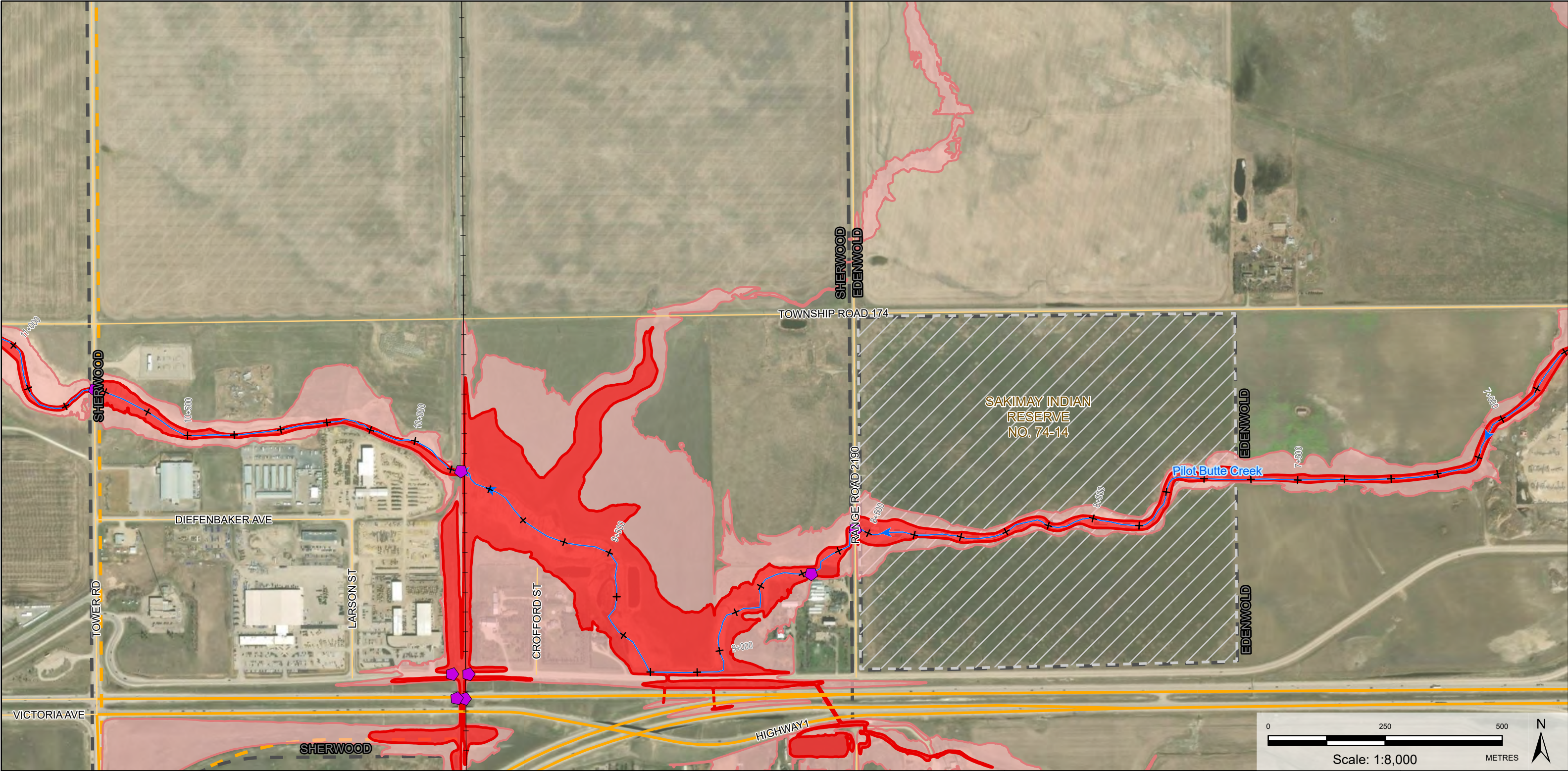
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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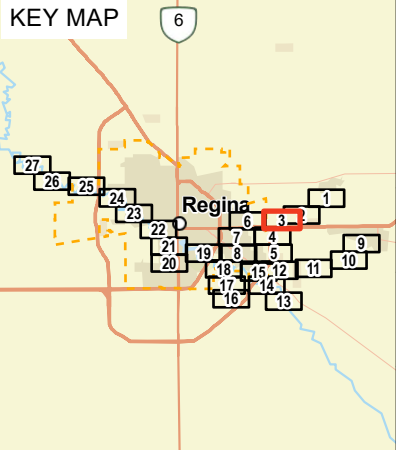
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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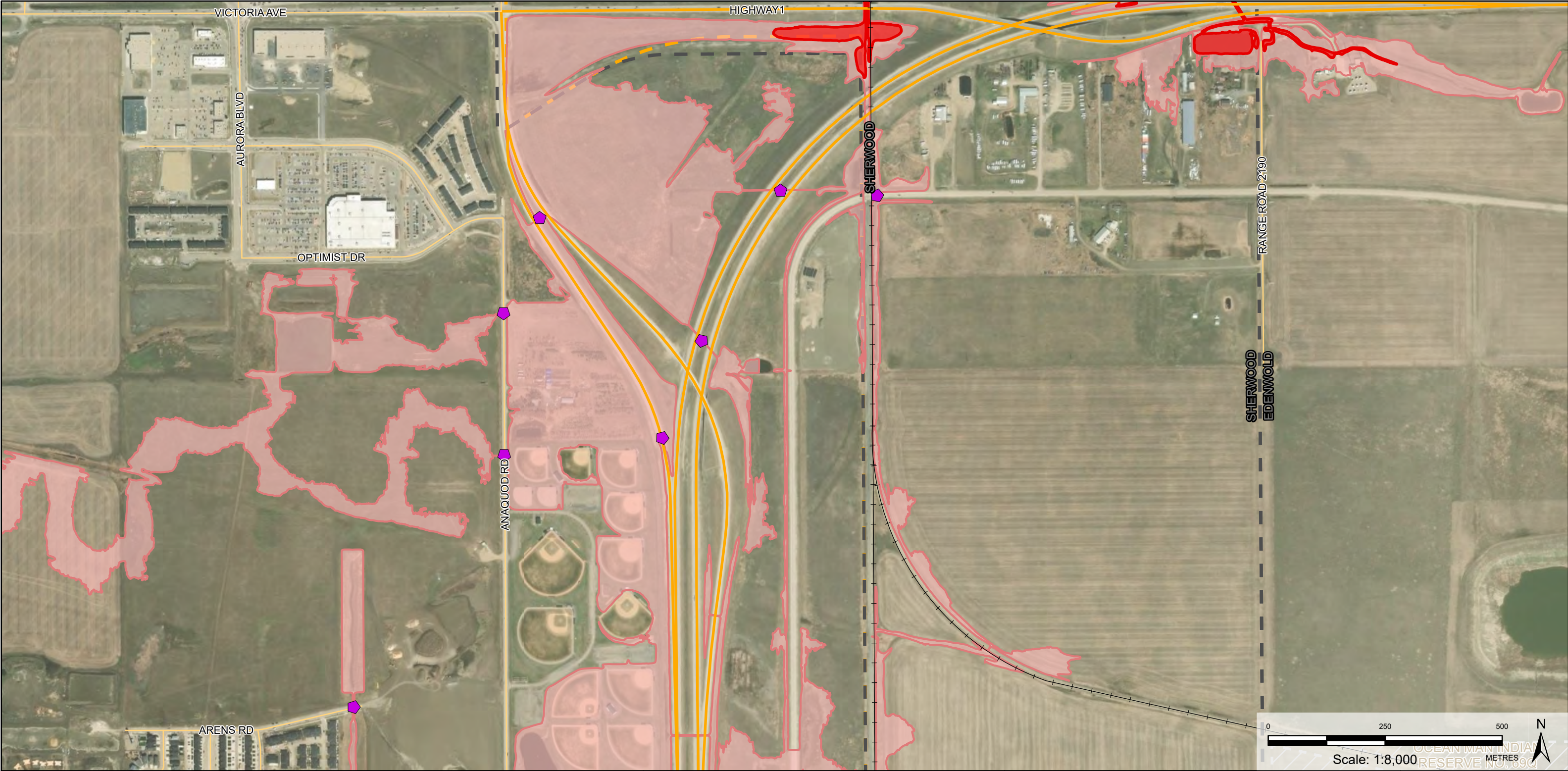
TITLE
CITY OF REGINA FLOOD MAPPING STUDY

FIGURE
1:200 YEAR FLOOD HAZARD MAP

PROJECT NUMBER:
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REV.
5

SHEET
3 of 27



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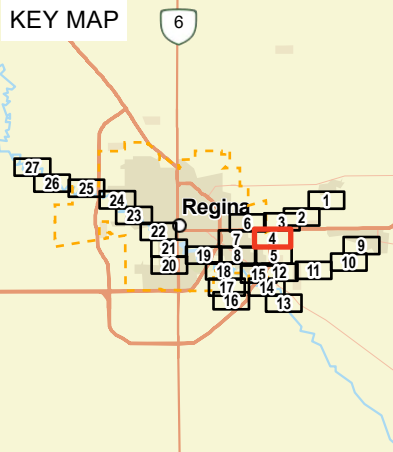
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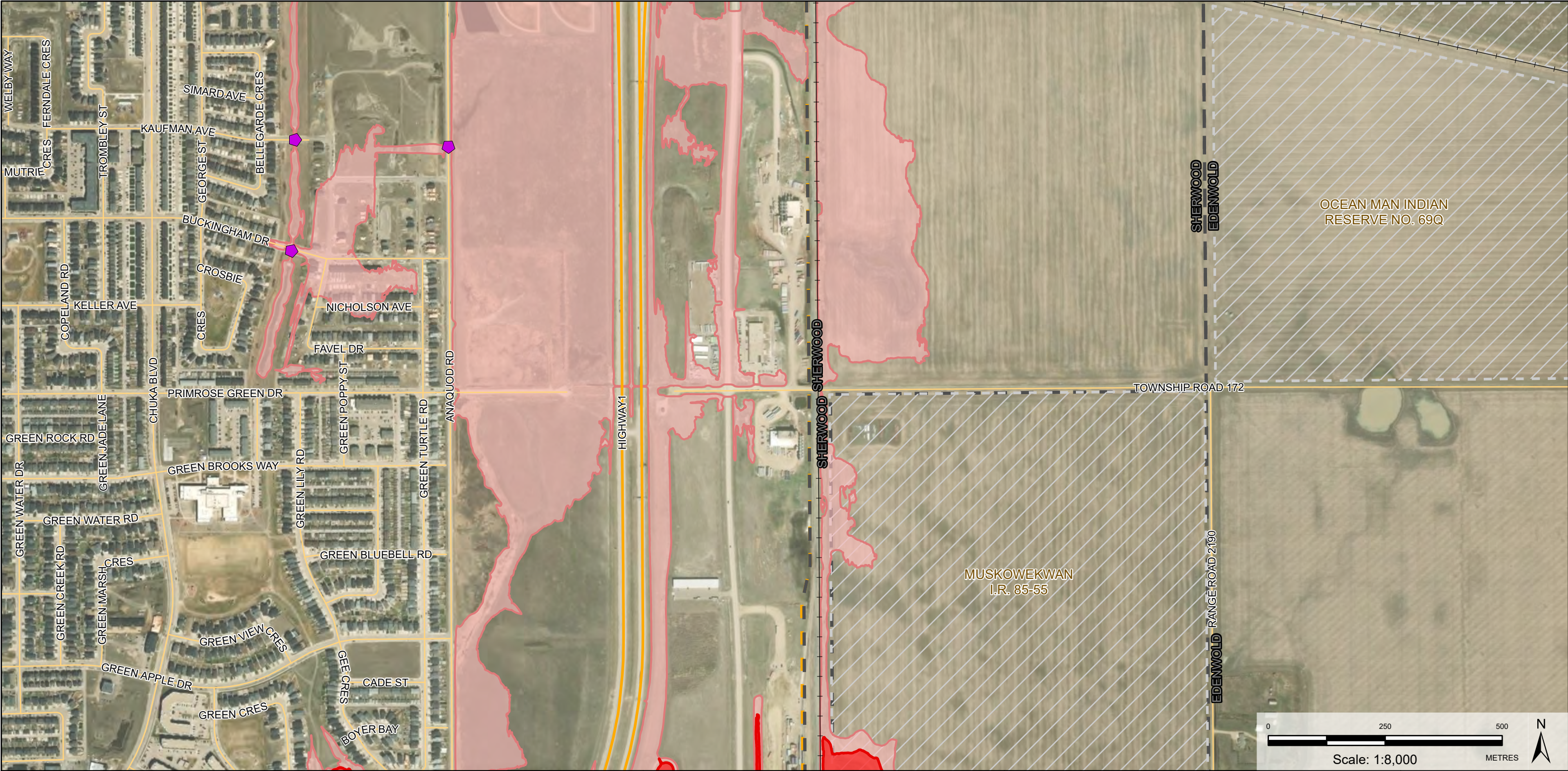
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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PROJECT NUMBER: 60706173	REV. 5	SHEET 4 of 27



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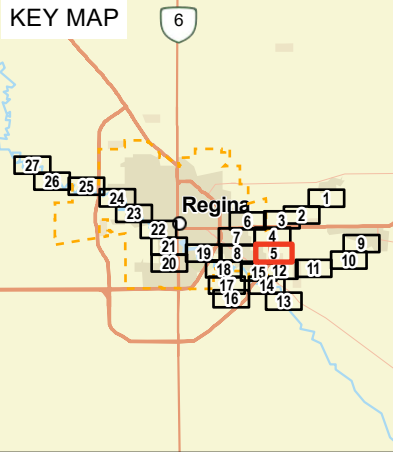
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | | | |
|--|-----------------------------|--|----------------------|
| | 1:200 Floodway | | Dam |
| | 1:200 Flood Fringe | | Culvert |
| | Study Limits | | Weir |
| | Chainage (100 m interval) | | Bridge |
| | Watercourse Centerline | | Railway |
| | Flow Direction | | Highway |
| | Hydrometric Gauging Station | | Local Road |
| | Dyke | | Indigenous Land |
| | | | Regina City Limit |
| | | | Rural Municipalities |



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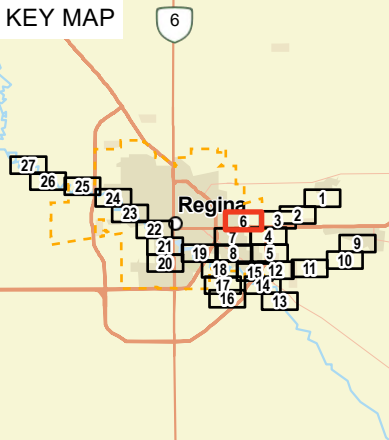
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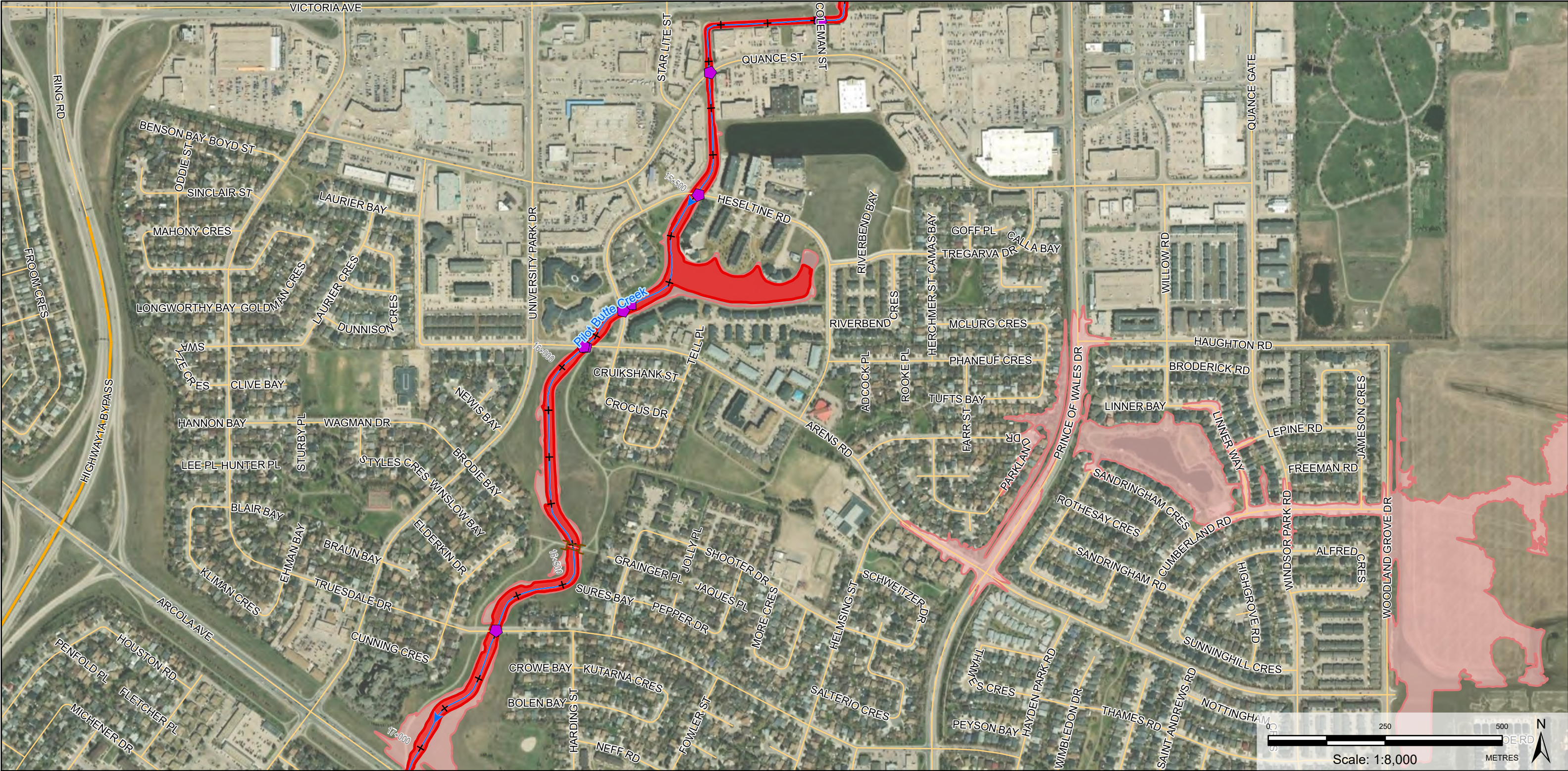
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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PROJECT NUMBER: 60706173	REV. 5	SHEET 6 of 27



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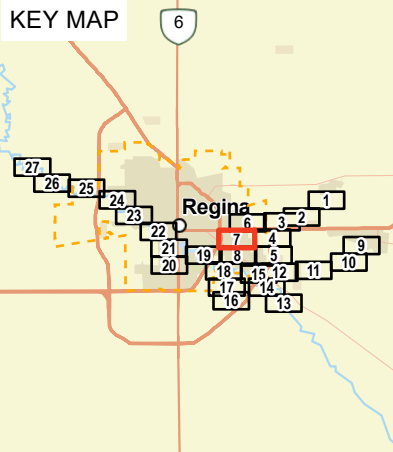
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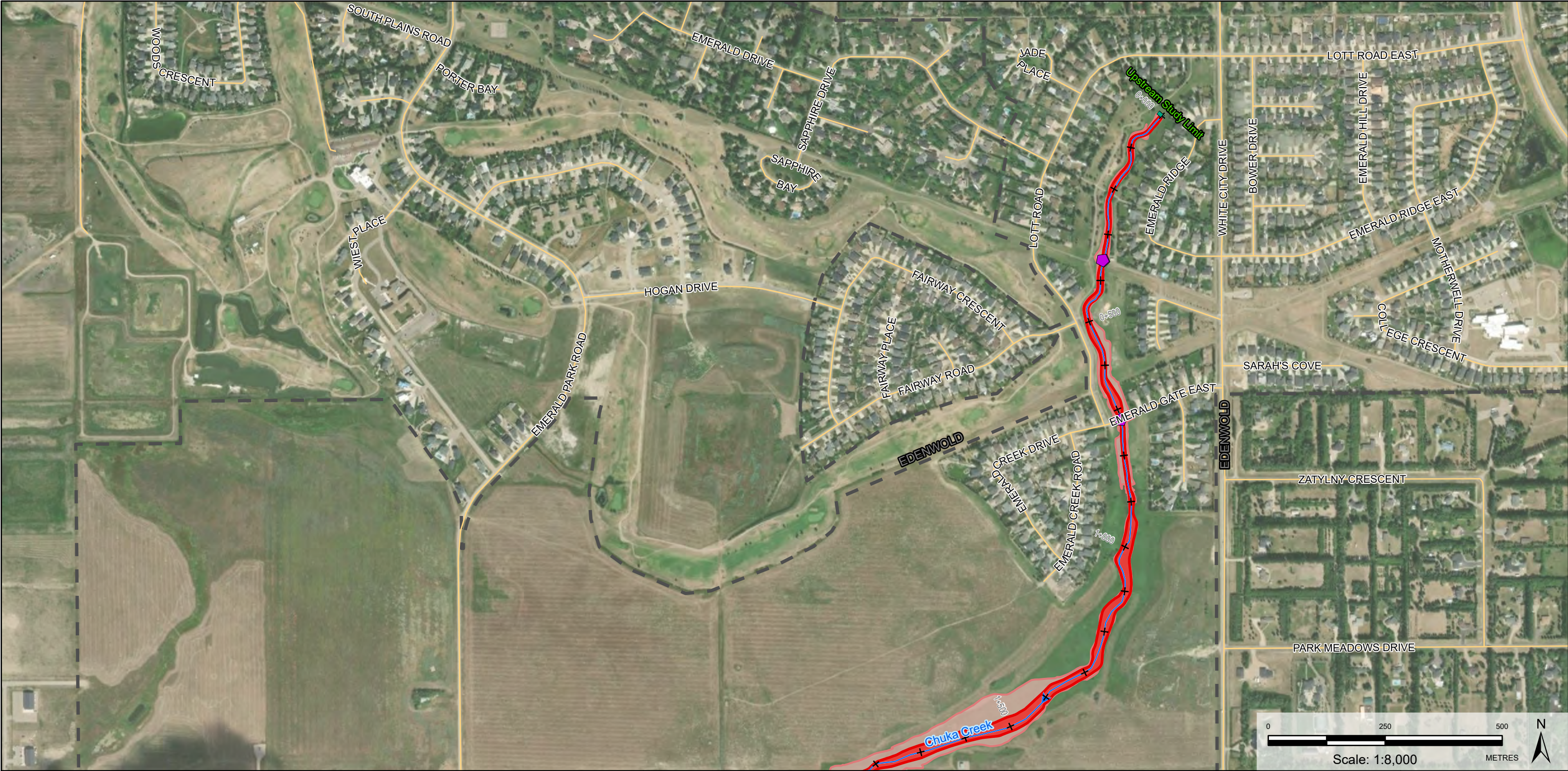
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

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|--|-----------------------------|--|----------------------|
| | 1:200 Floodway | | Dam |
| | 1:200 Flood Fringe | | Culvert |
| | Study Limits | | Weir |
| | Chainage (100 m interval) | | Bridge |
| | Watercourse Centerline | | Railway |
| | Flow Direction | | Highway |
| | Hydrometric Gauging Station | | Local Road |
| | Dyke | | Indigenous Land |
| | | | Regina City Limit |
| | | | Rural Municipalities |



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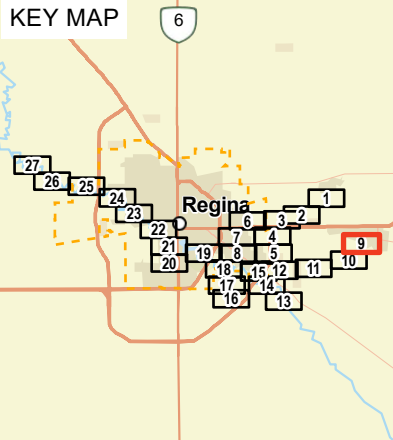
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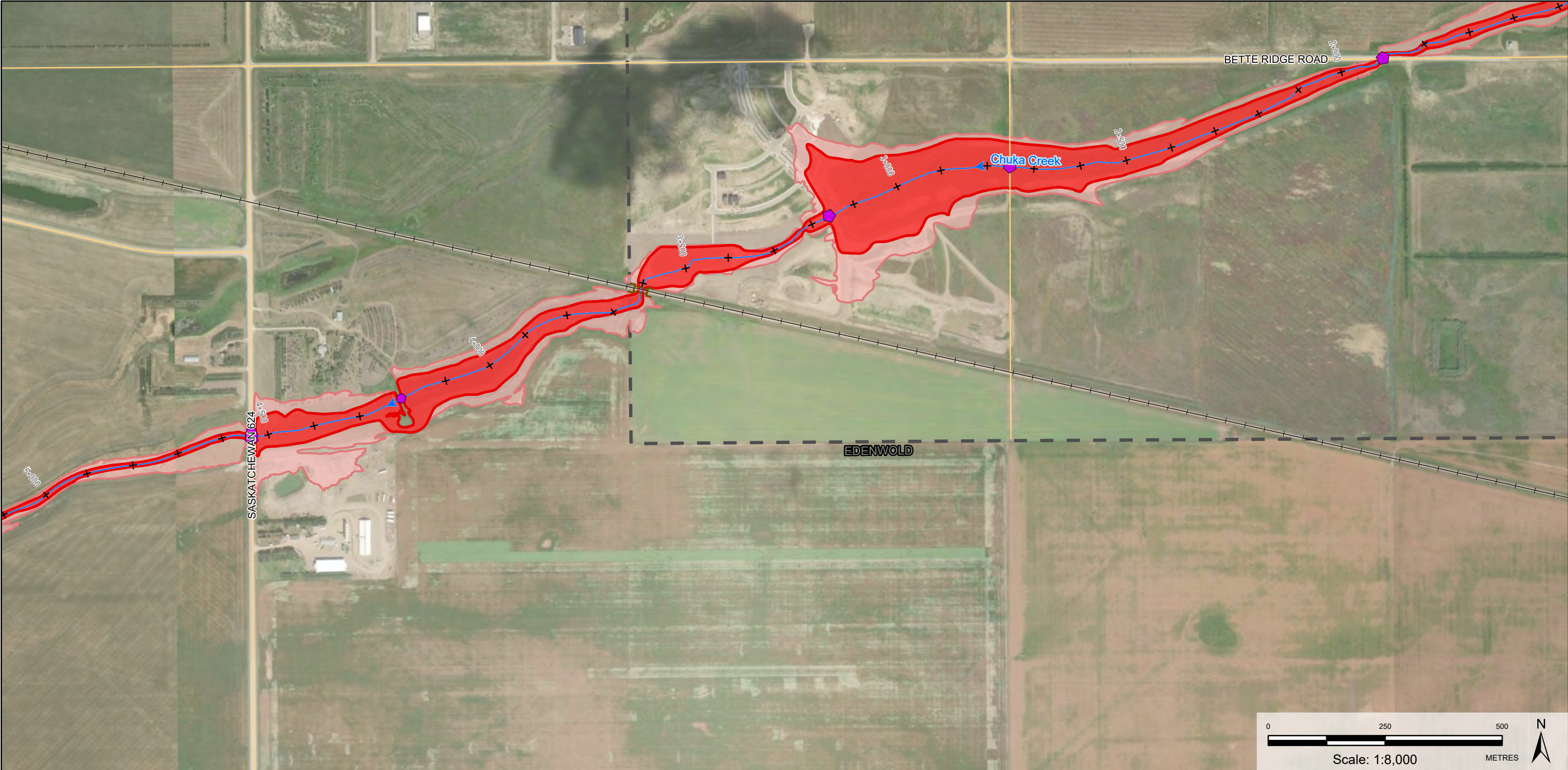
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|---|--|
|  1:200 Floodway |  Dam |
|  1:200 Flood Fringe |  Culvert |
|  Study Limits |  Weir |
|  Chainage (100 m interval) |  Bridge |
|  Watercourse Centerline |  Railway |
|  Flow Direction |  Highway |
|  Hydrometric Gauging Station |  Local Road |
|  Dyke |  Indigenous Land |
| |  Regina City Limit |
| |  Rural Municipalities |



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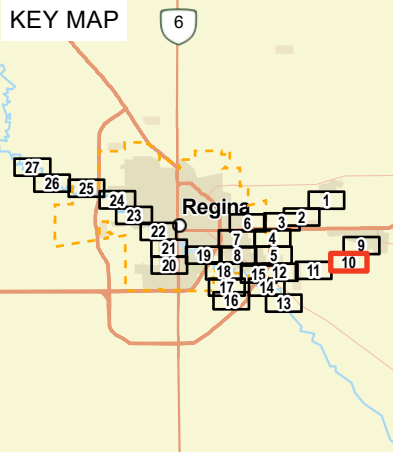
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Paper Size:
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 10 of 27



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Map Produced By:
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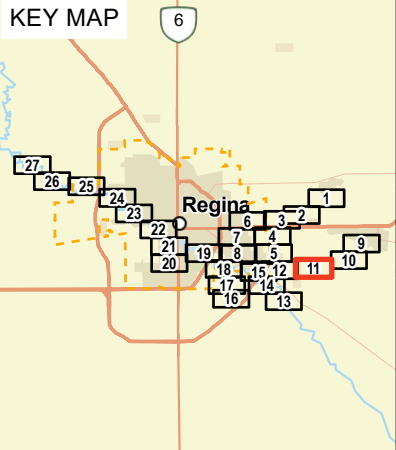
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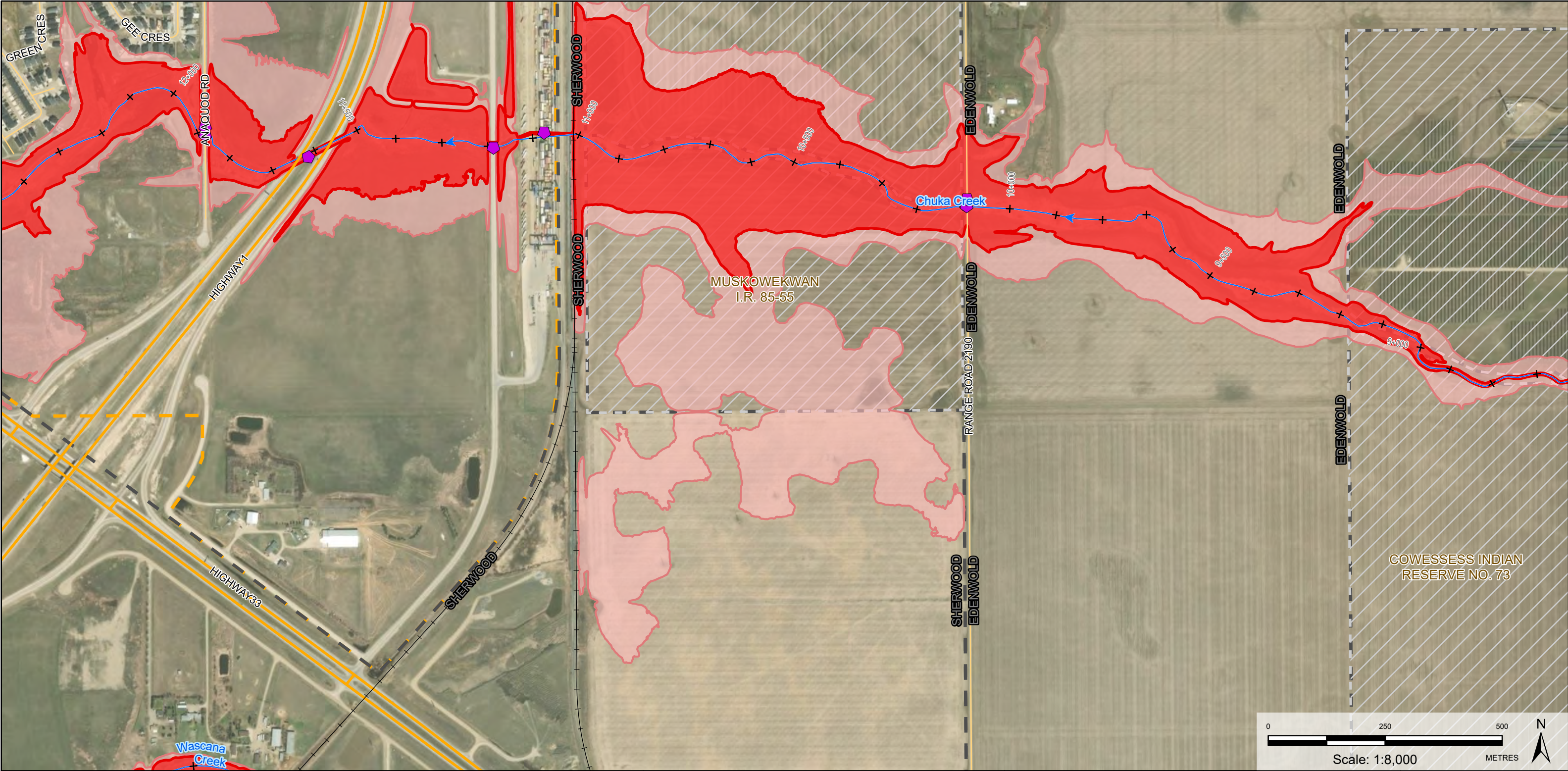
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 11 of 27



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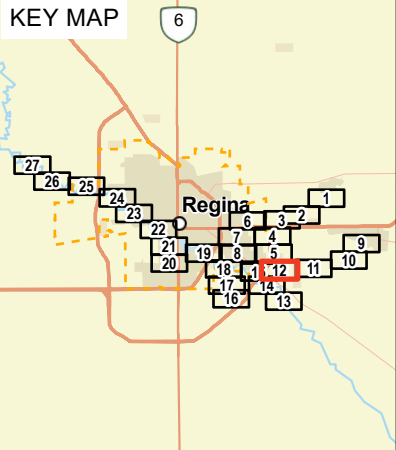
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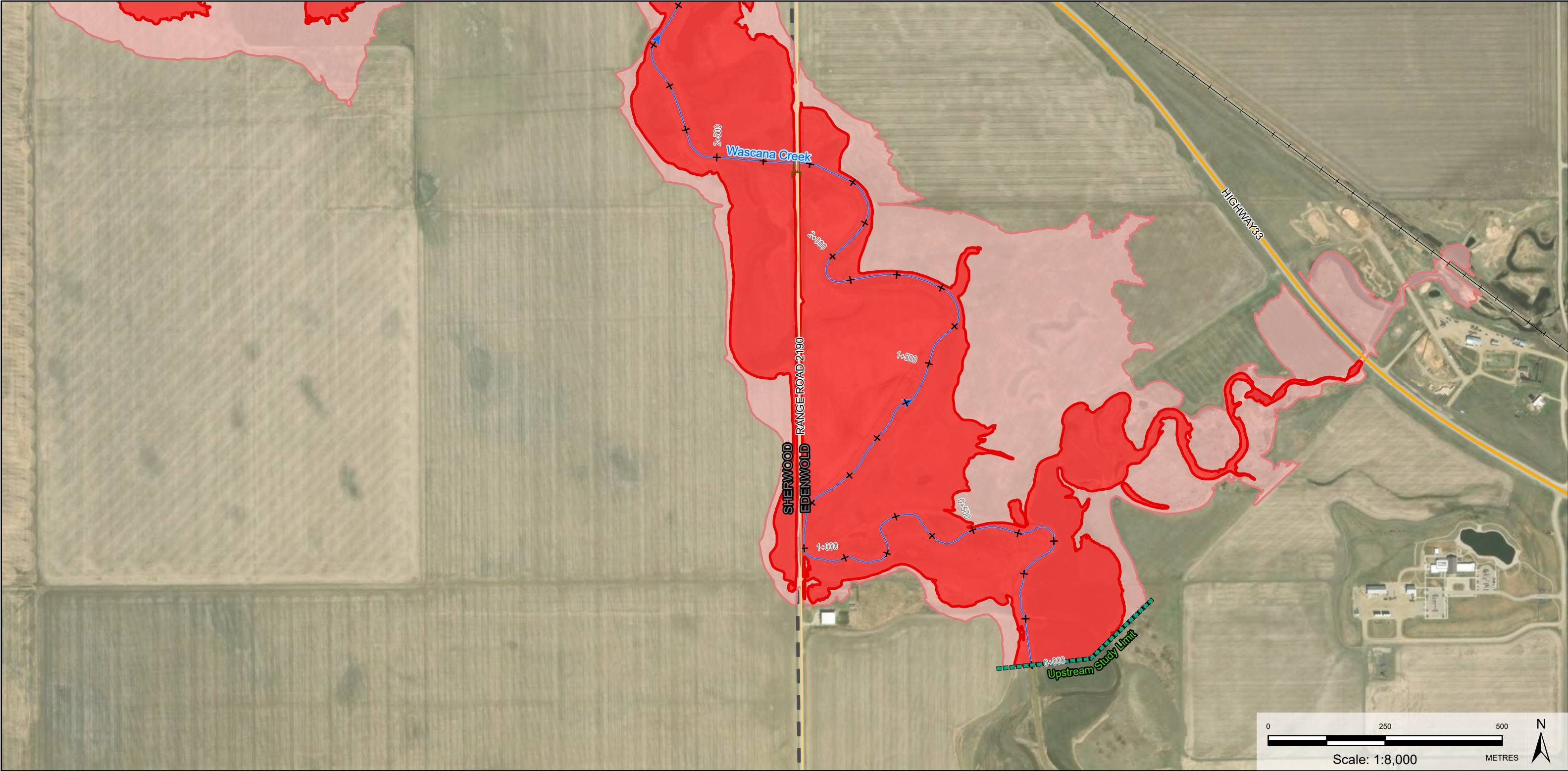
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | | | |
|--|-----------------------------|--|----------------------|
| | 1:200 Floodway | | Dam |
| | 1:200 Flood Fringe | | Culvert |
| | Study Limits | | Weir |
| | Chainage (100 m interval) | | Bridge |
| | Watercourse Centerline | | Railway |
| | Flow Direction | | Highway |
| | Hydrometric Gauging Station | | Local Road |
| | Dyke | | Indigenous Land |
| | | | Regina City Limit |
| | | | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 12 of 27



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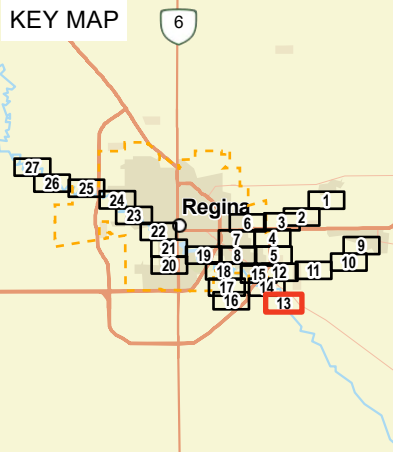
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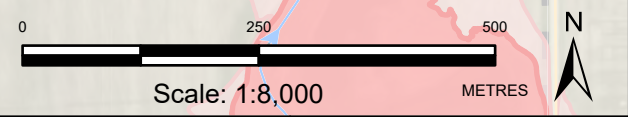
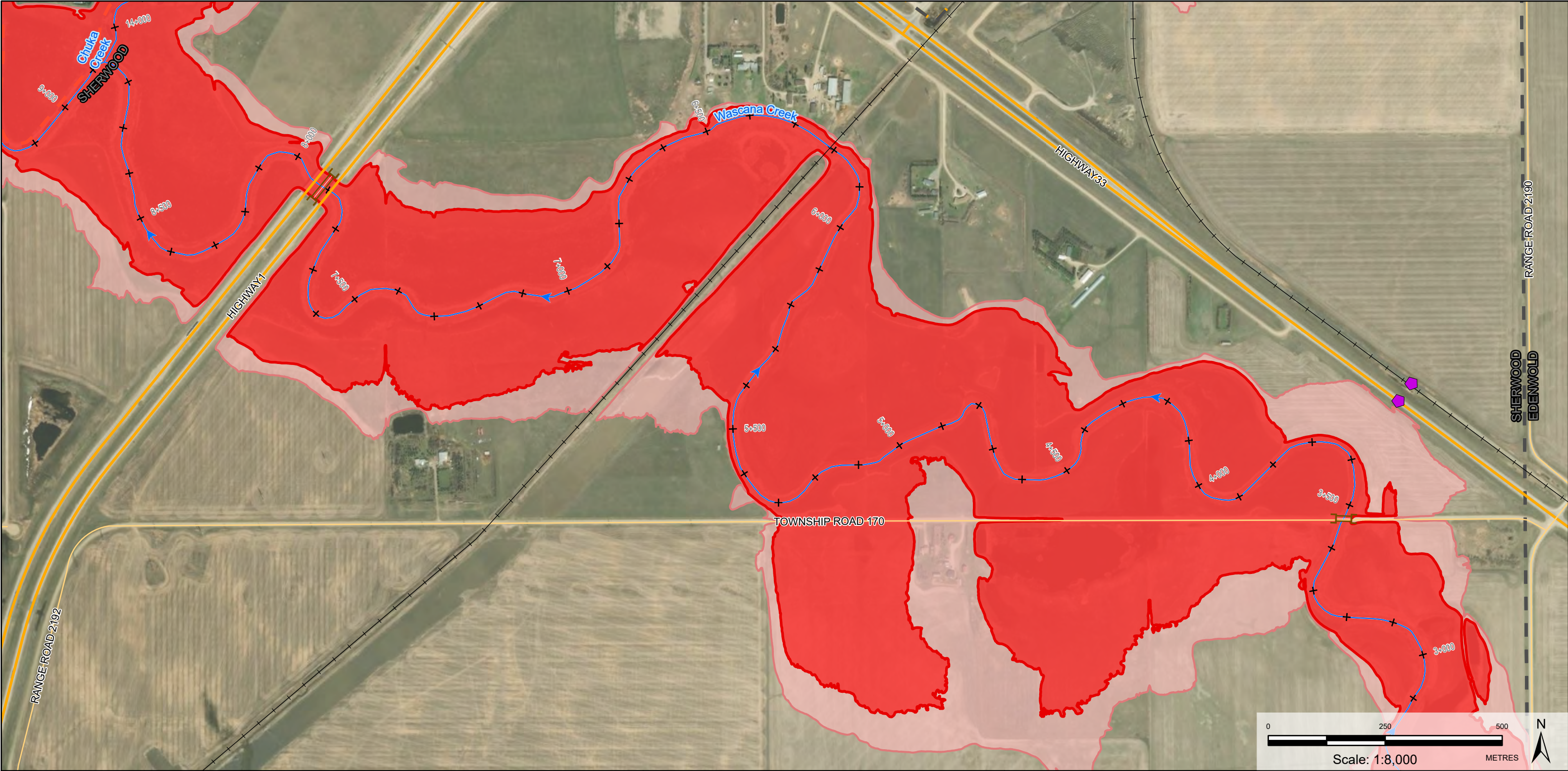
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 13 of 27



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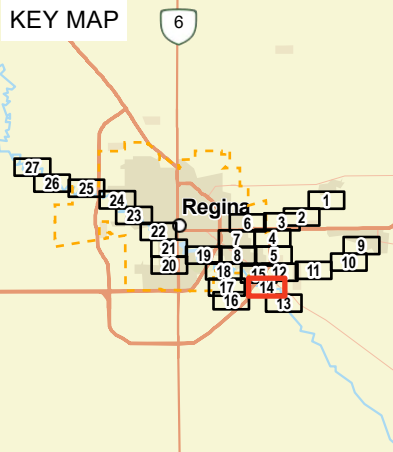
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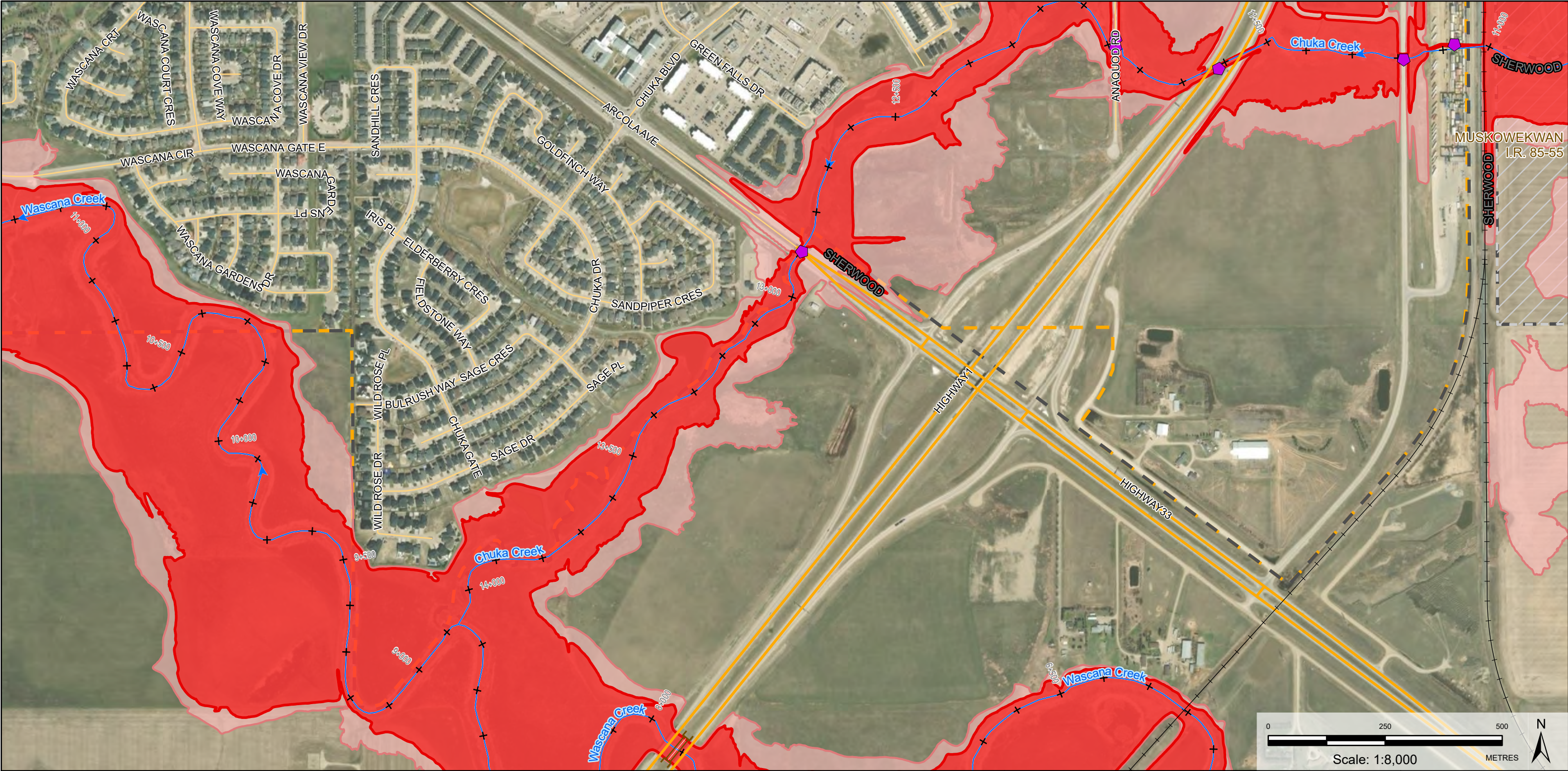
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 14 of 27



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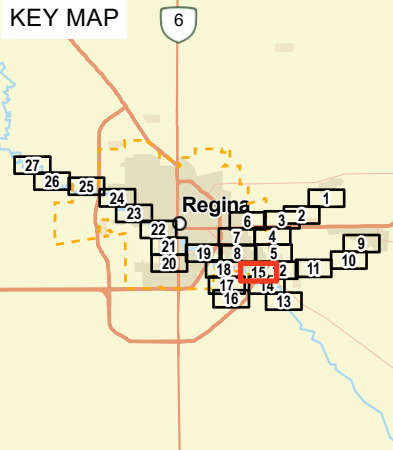
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 15 of 27



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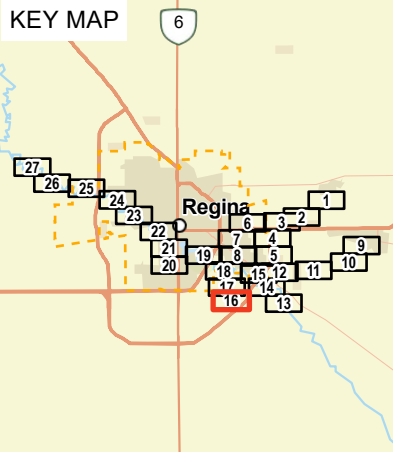
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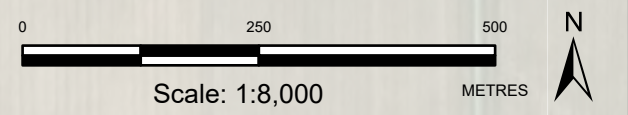
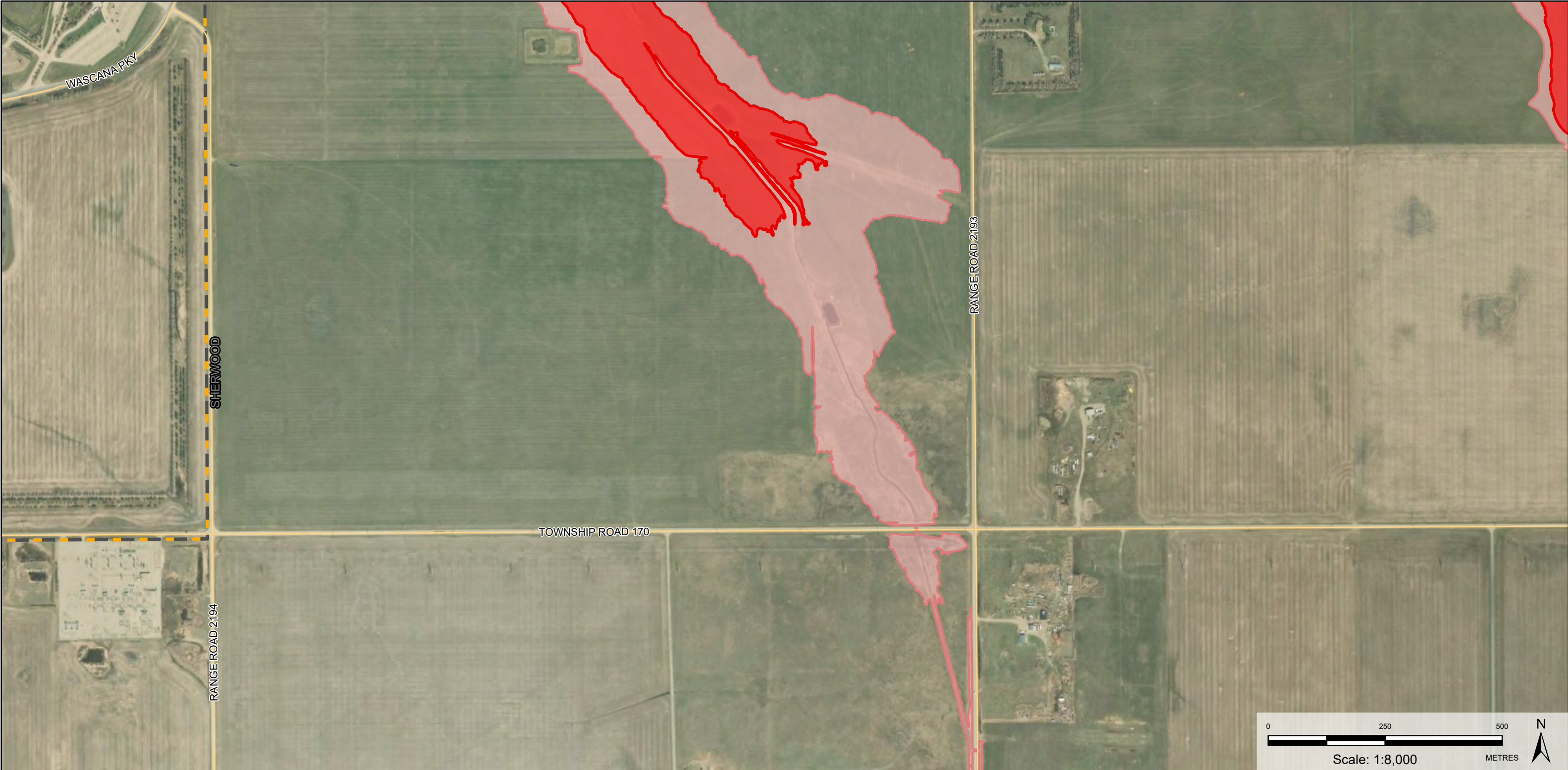
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | | | |
|---|-----------------------------|---|----------------------|
|  | 1:200 Floodway |  | Dam |
|  | 1:200 Flood Fringe |  | Culvert |
|  | Study Limits |  | Weir |
|  | Chainage (100 m interval) |  | Bridge |
|  | Watercourse Centerline |  | Railway |
|  | Flow Direction |  | Highway |
|  | Hydrometric Gauging Station |  | Local Road |
|  | Dyke |  | Indigenous Land |
| | |  | Regina City Limit |
| | |  | Rural Municipalities |



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FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 16 of 27



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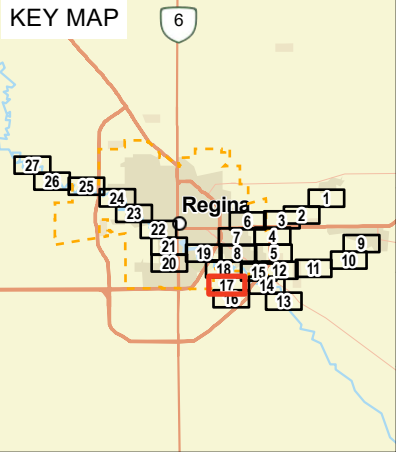
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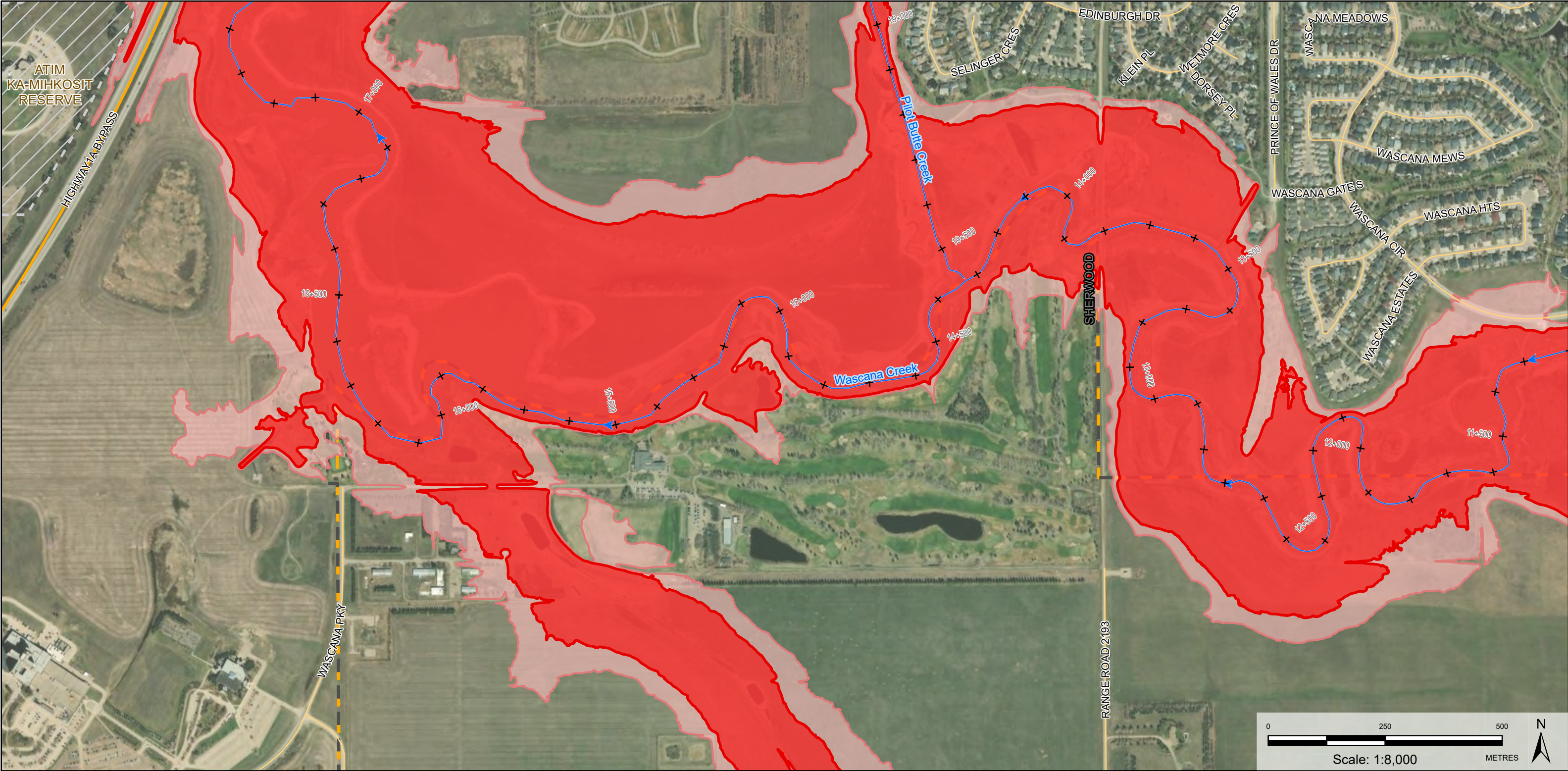
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 17 of 27



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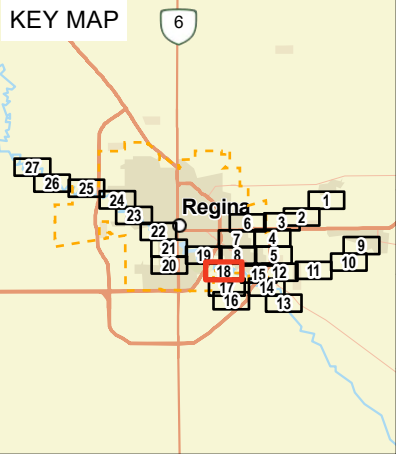
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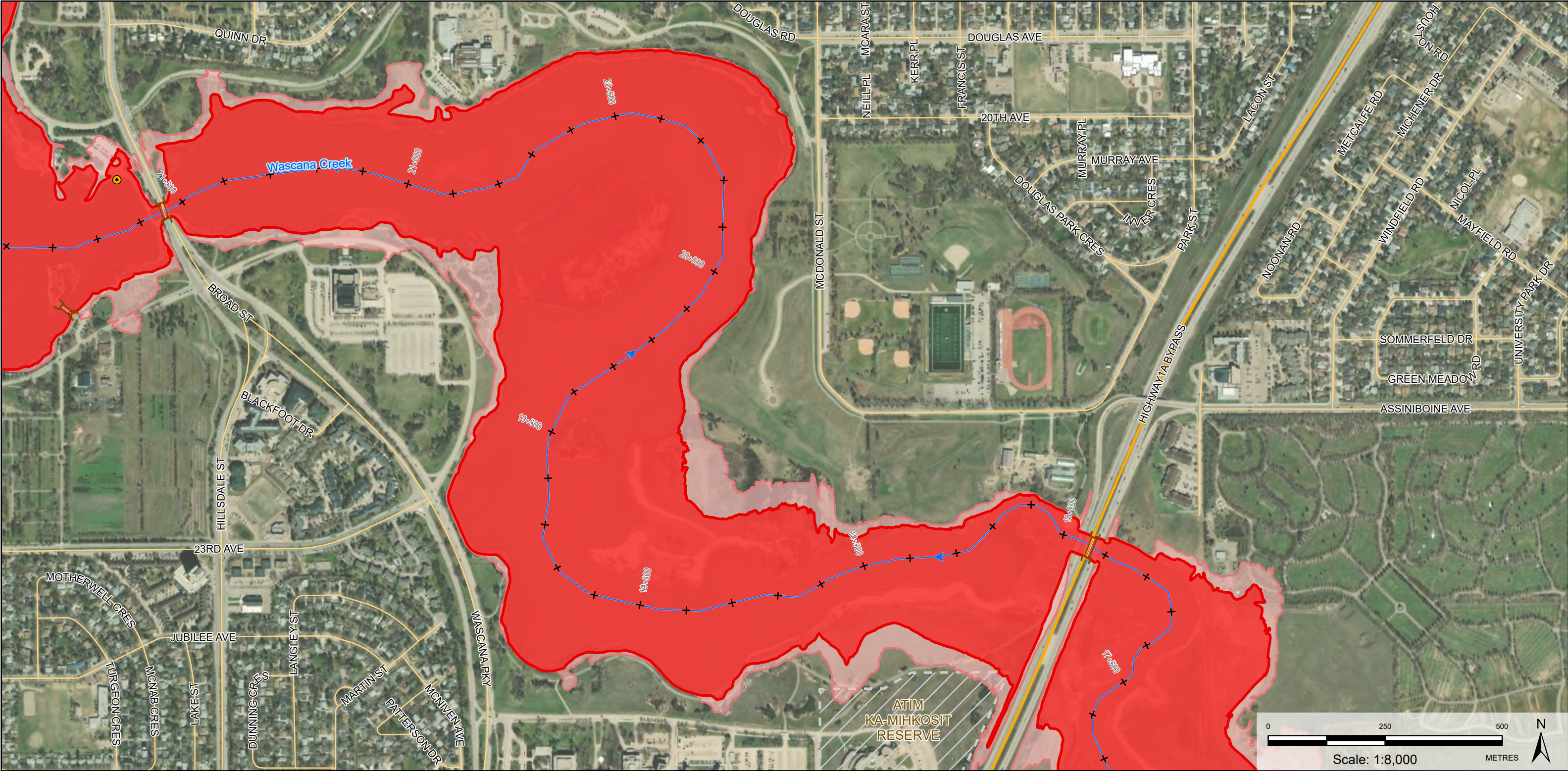
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

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- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 18 of 27



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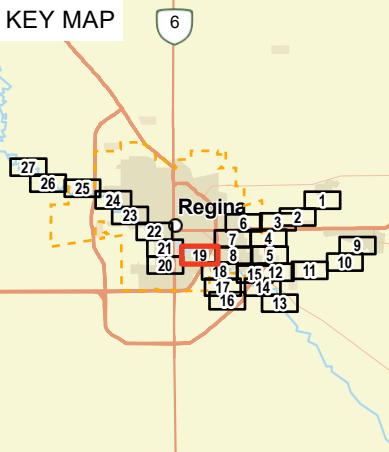
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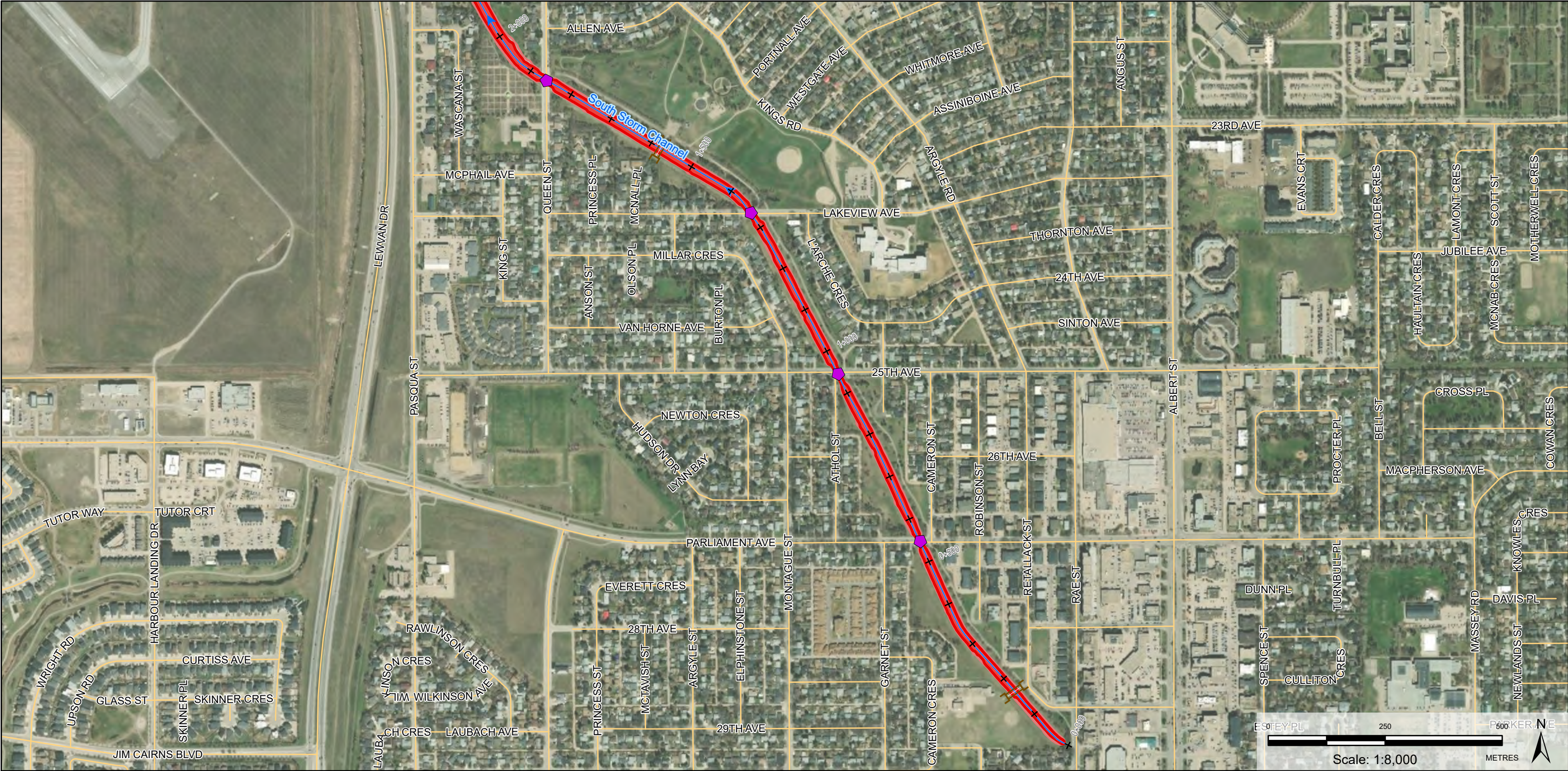
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

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- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 19 of 27



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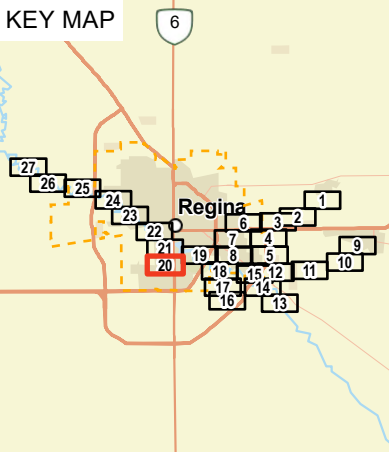
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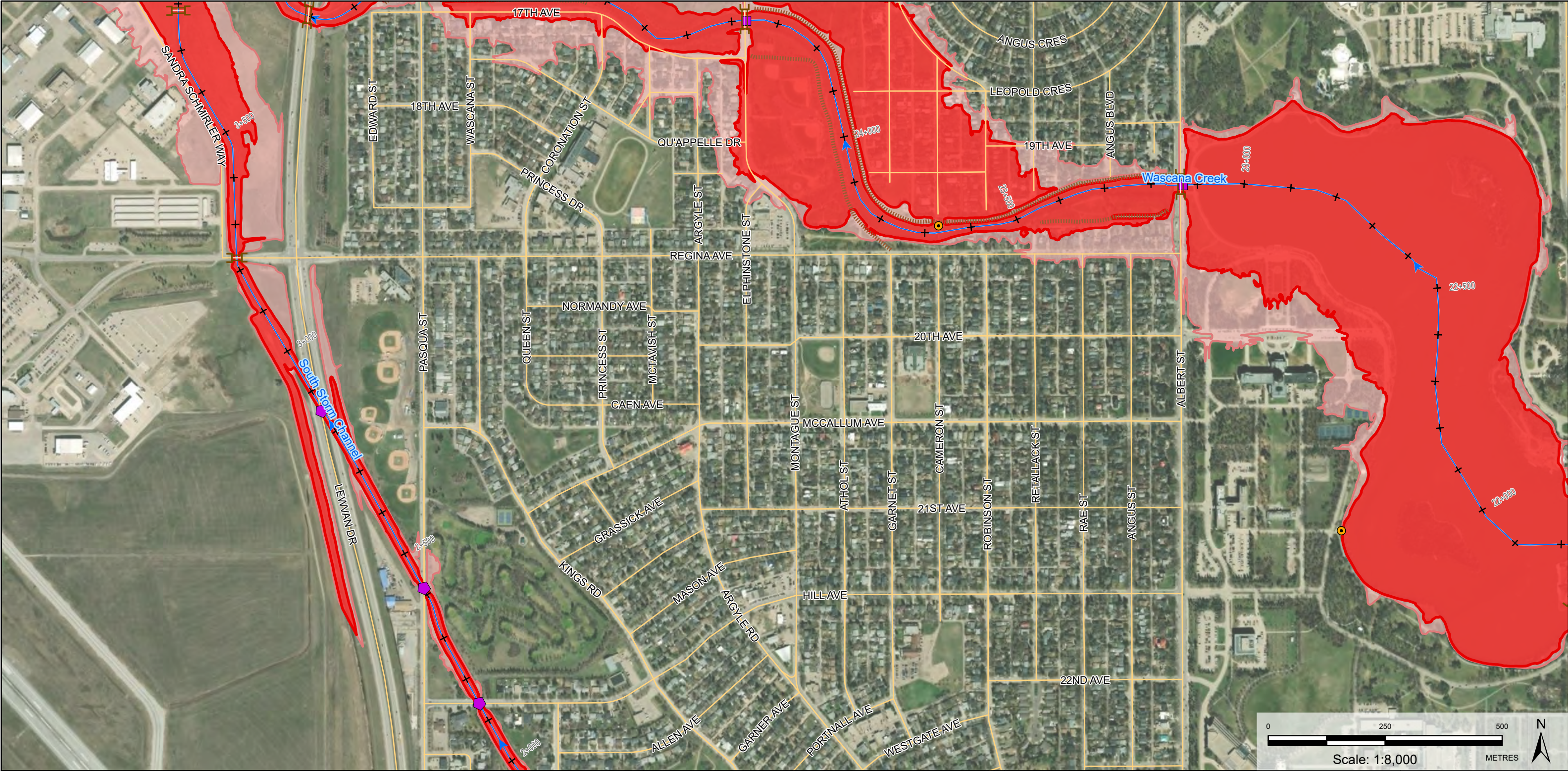
Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

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- | | | | |
|---|-----------------------------|---|----------------------|
|  | 1:200 Floodway |  | Dam |
|  | 1:200 Flood Fringe |  | Culvert |
|  | Study Limits |  | Weir |
|  | Chainage (100 m interval) |  | Bridge |
|  | Watercourse Centerline |  | Railway |
|  | Flow Direction |  | Highway |
|  | Hydrometric Gauging Station |  | Local Road |
|  | Dyke |  | Indigenous Land |
| | |  | Regina City Limit |
| | |  | Rural Municipalities |



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FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 20 of 27



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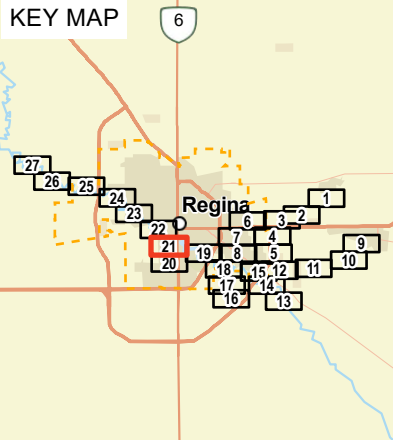
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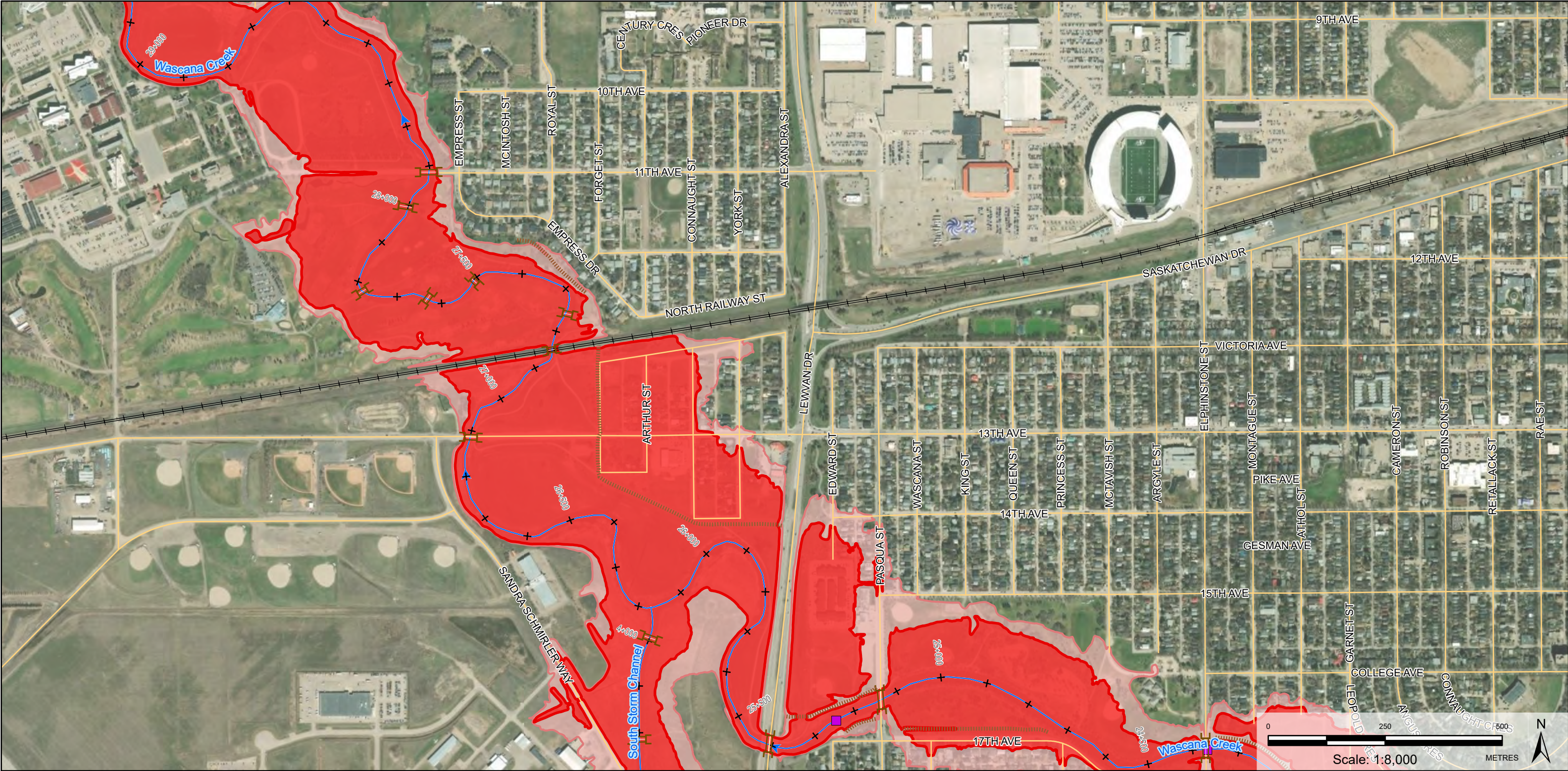
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 21 of 27



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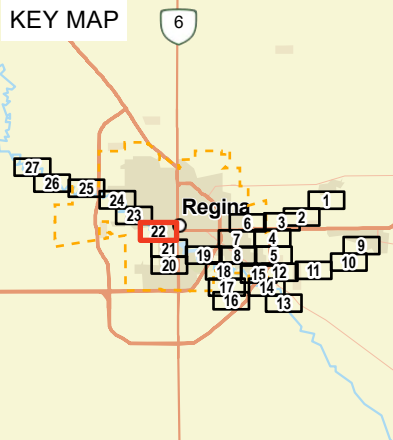
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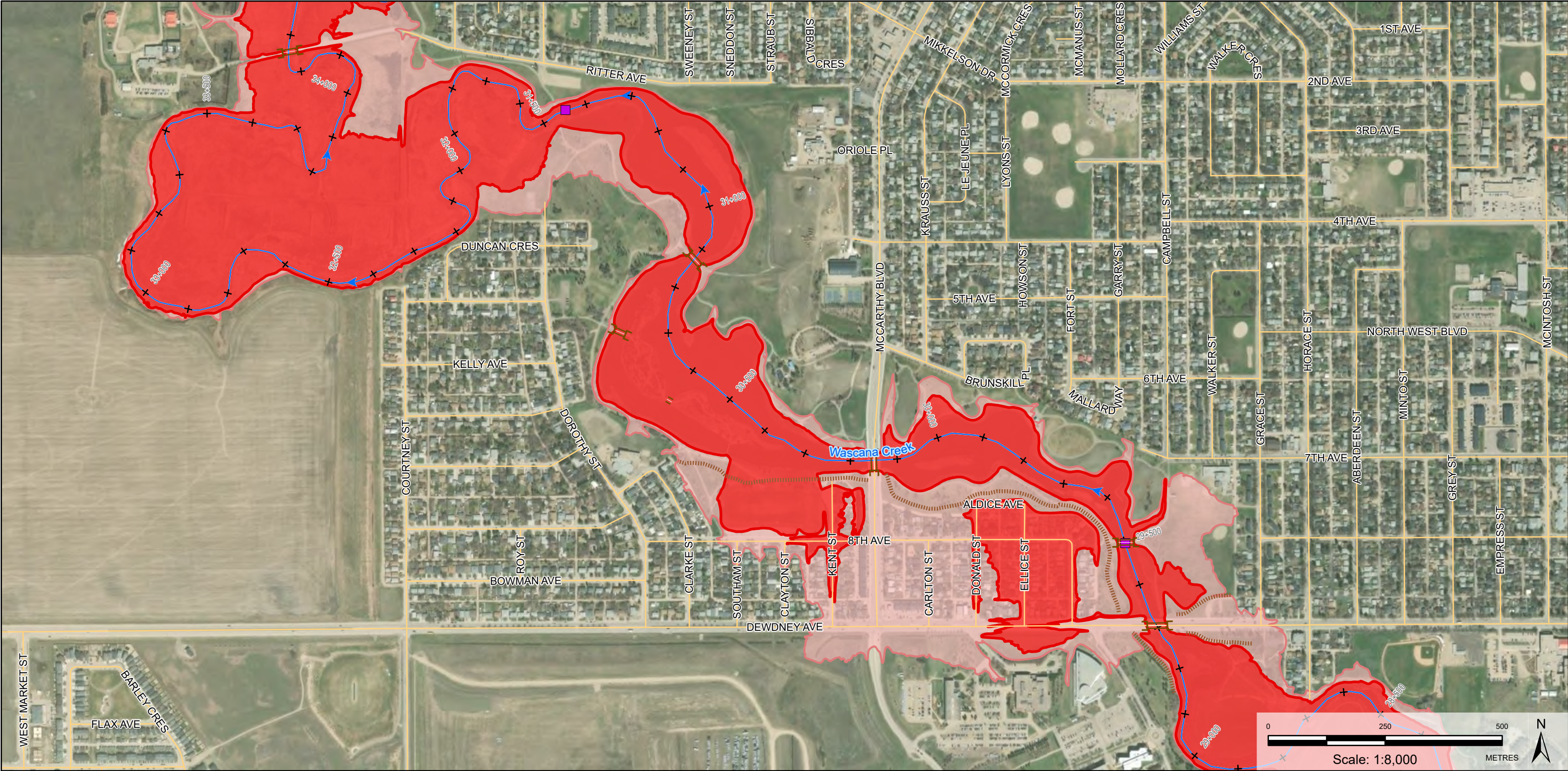
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 22 of 27



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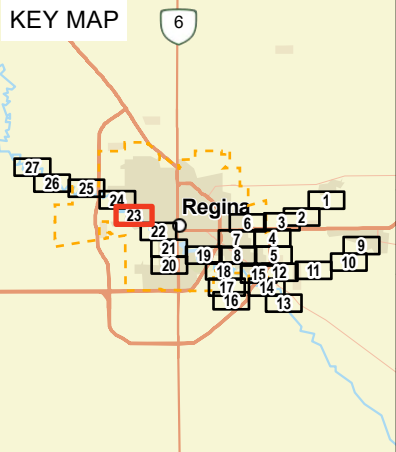
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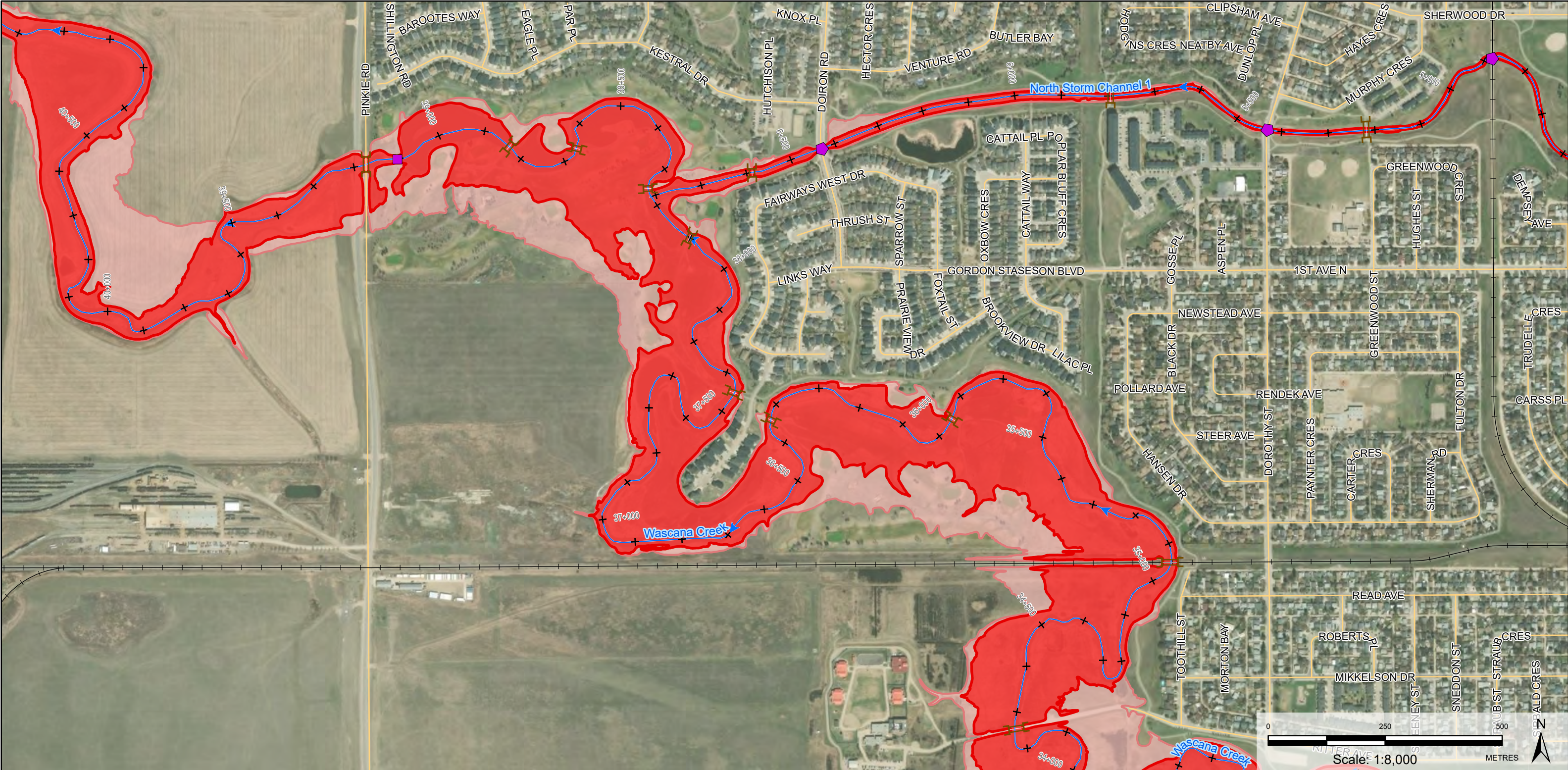
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 23 of 27



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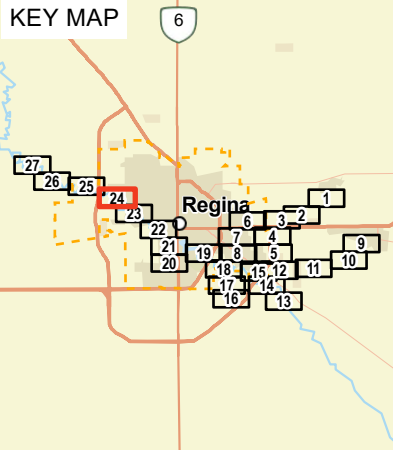
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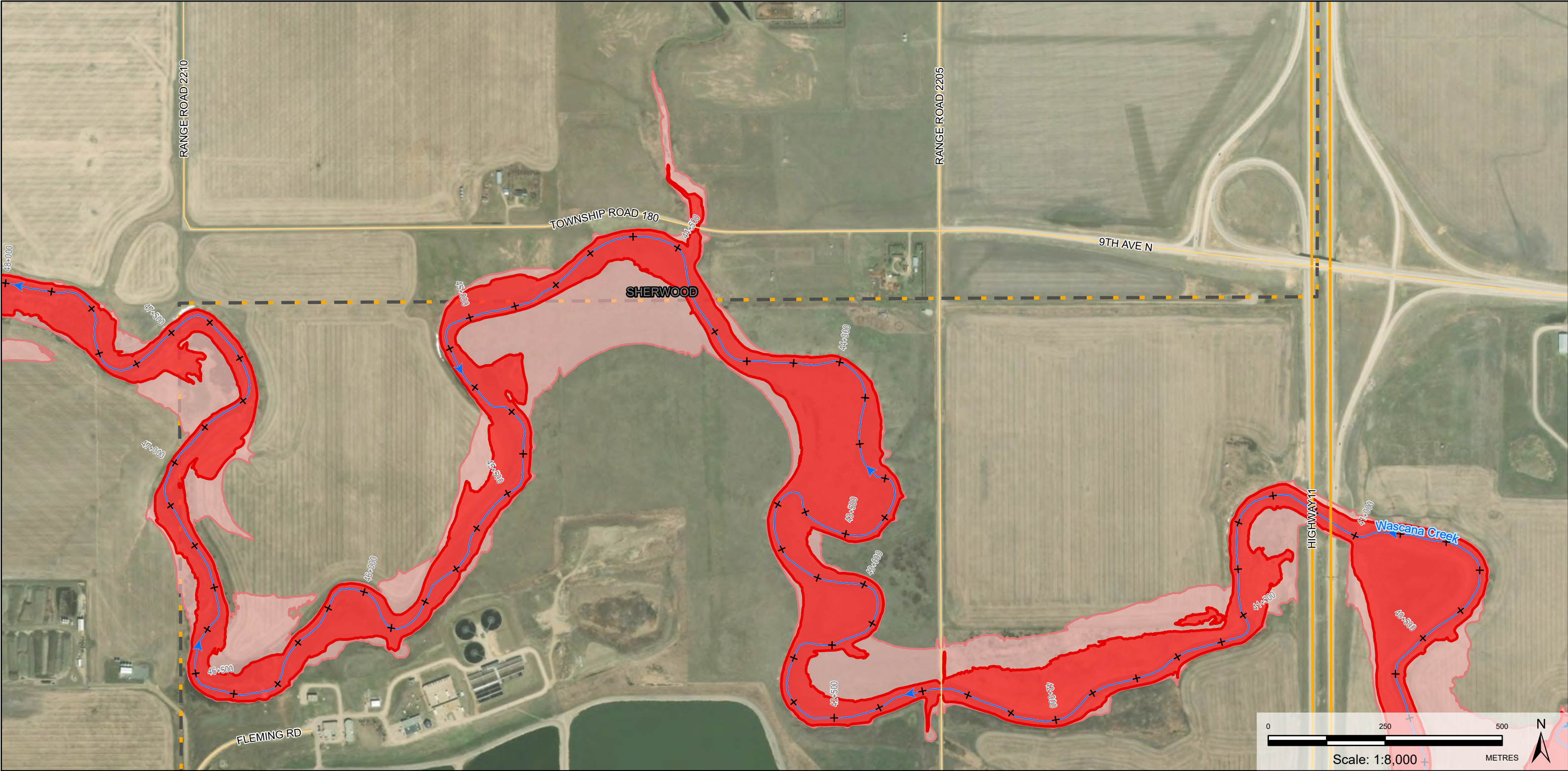
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 24 of 27



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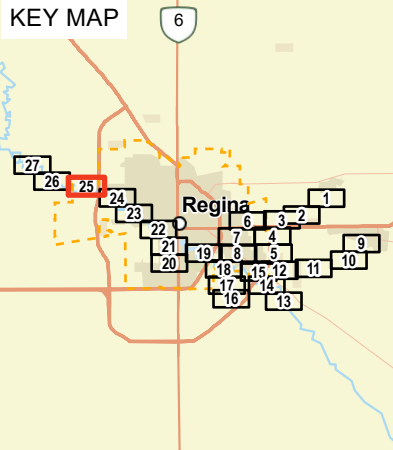
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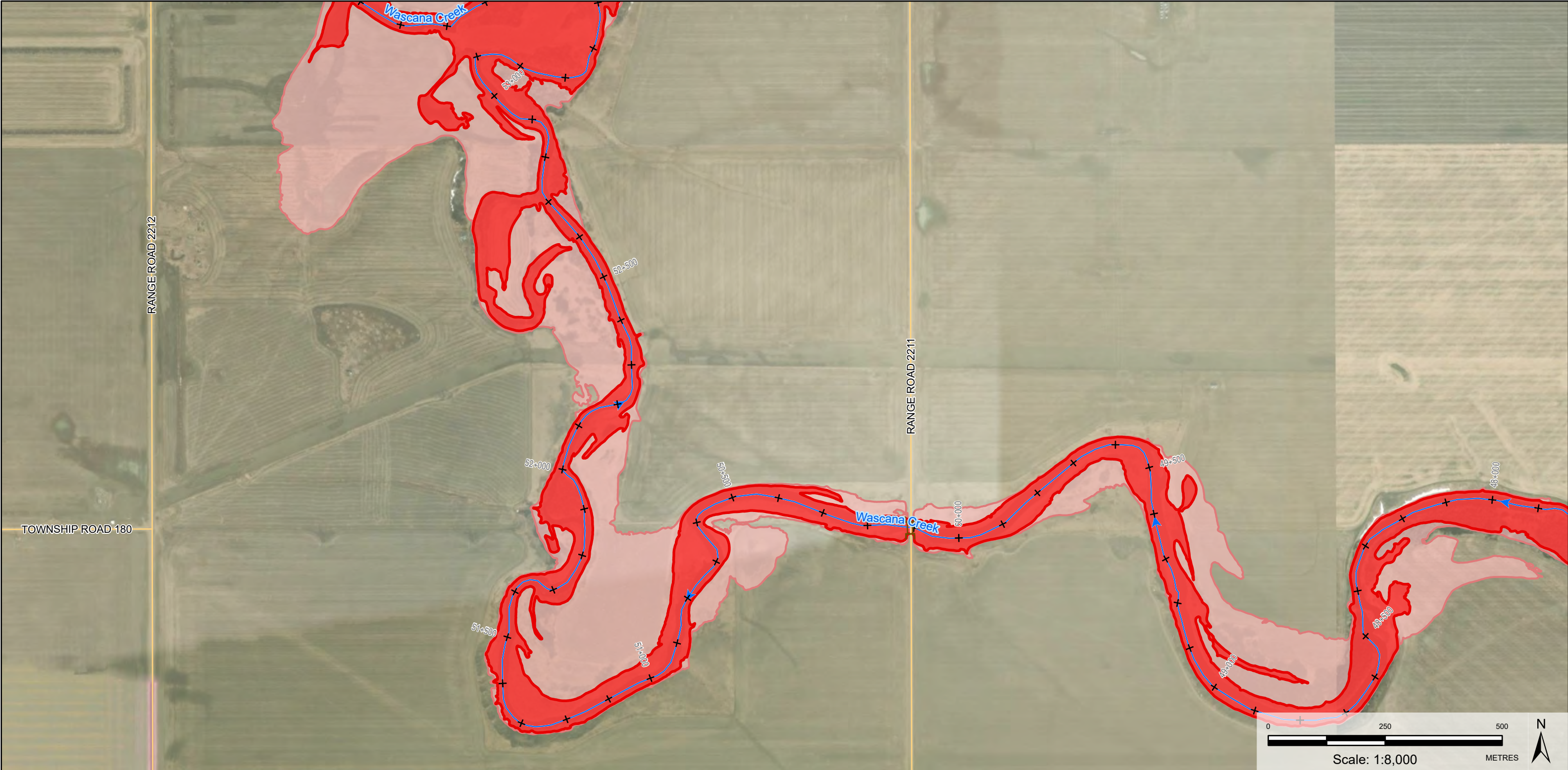
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 1:200 YEAR FLOOD HAZARD MAP		
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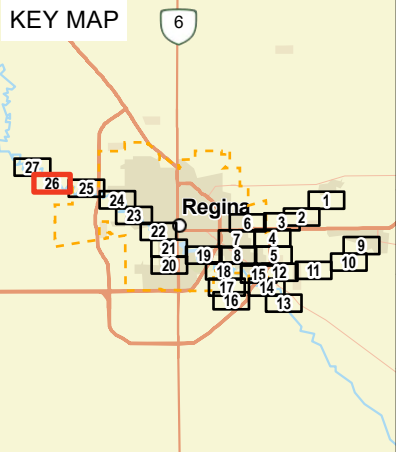
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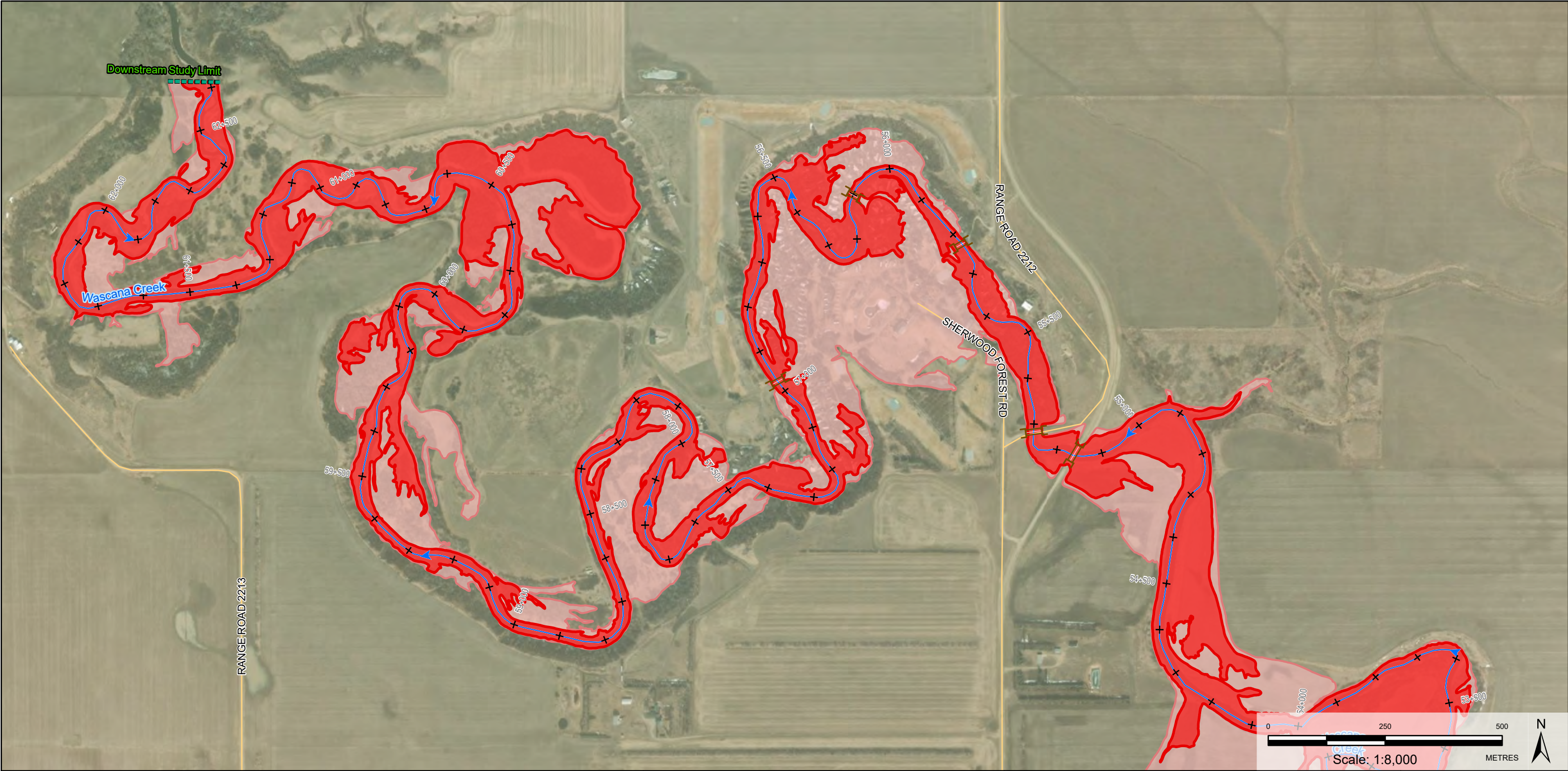
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 26 of 27



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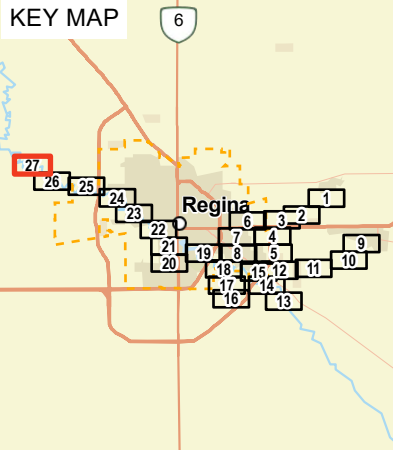
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Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

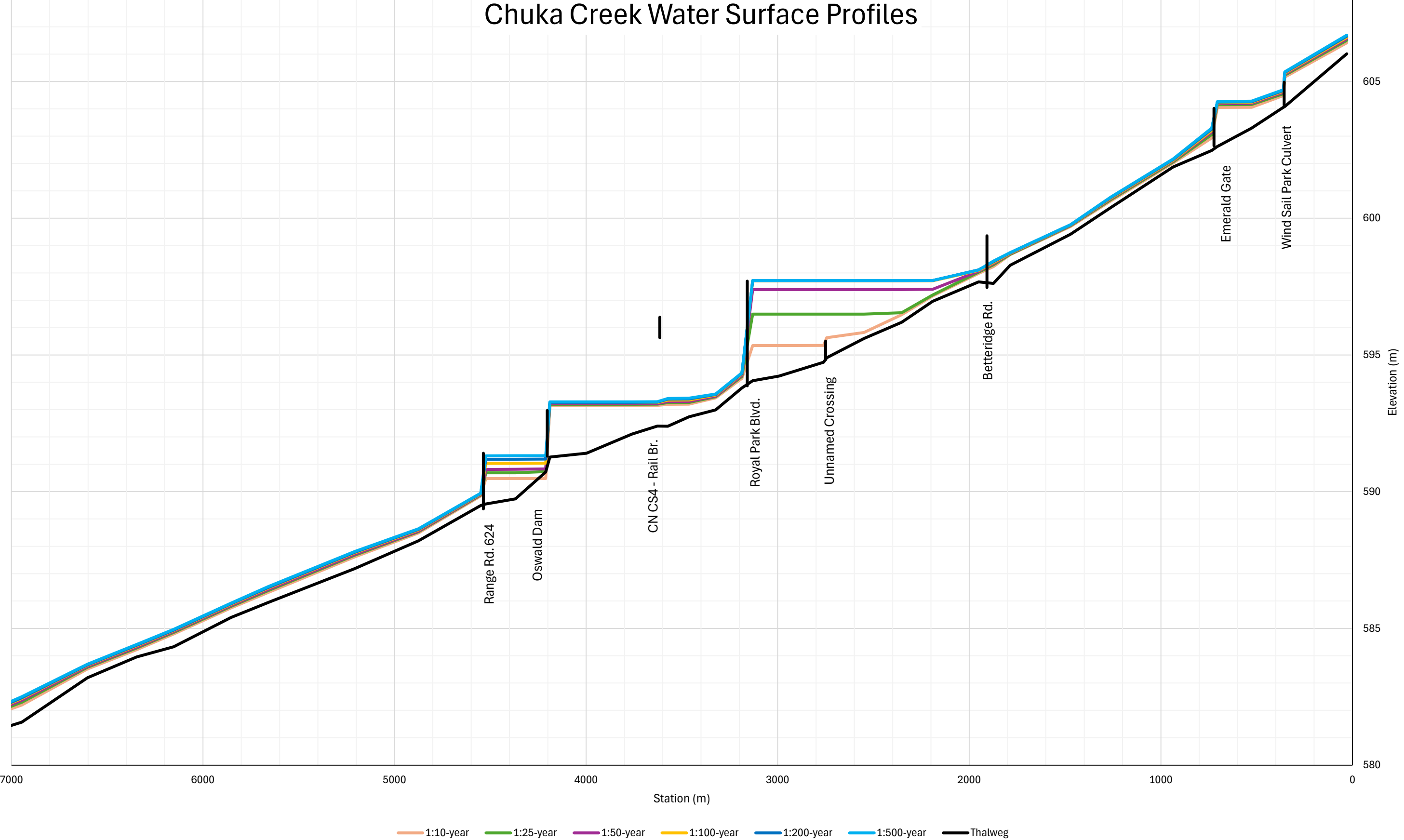
- | | |
|-----------------------------|----------------------|
| 1:200 Floodway | Dam |
| 1:200 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



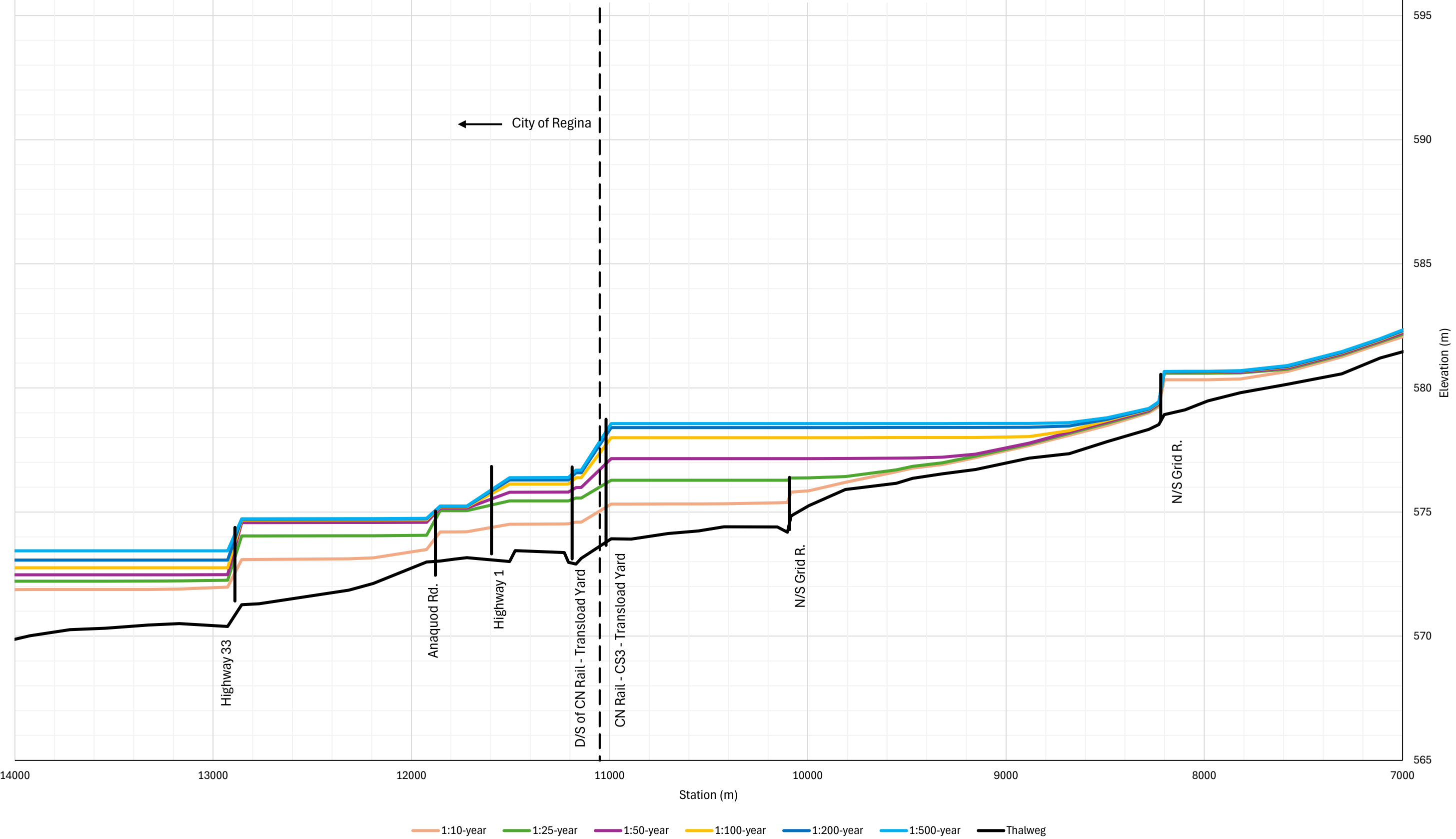
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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:200 YEAR FLOOD HAZARD MAP		
PROJECT NUMBER: 60706173	REV. 5	SHEET 27 of 27

Appendix E. FLOOD PROFILES

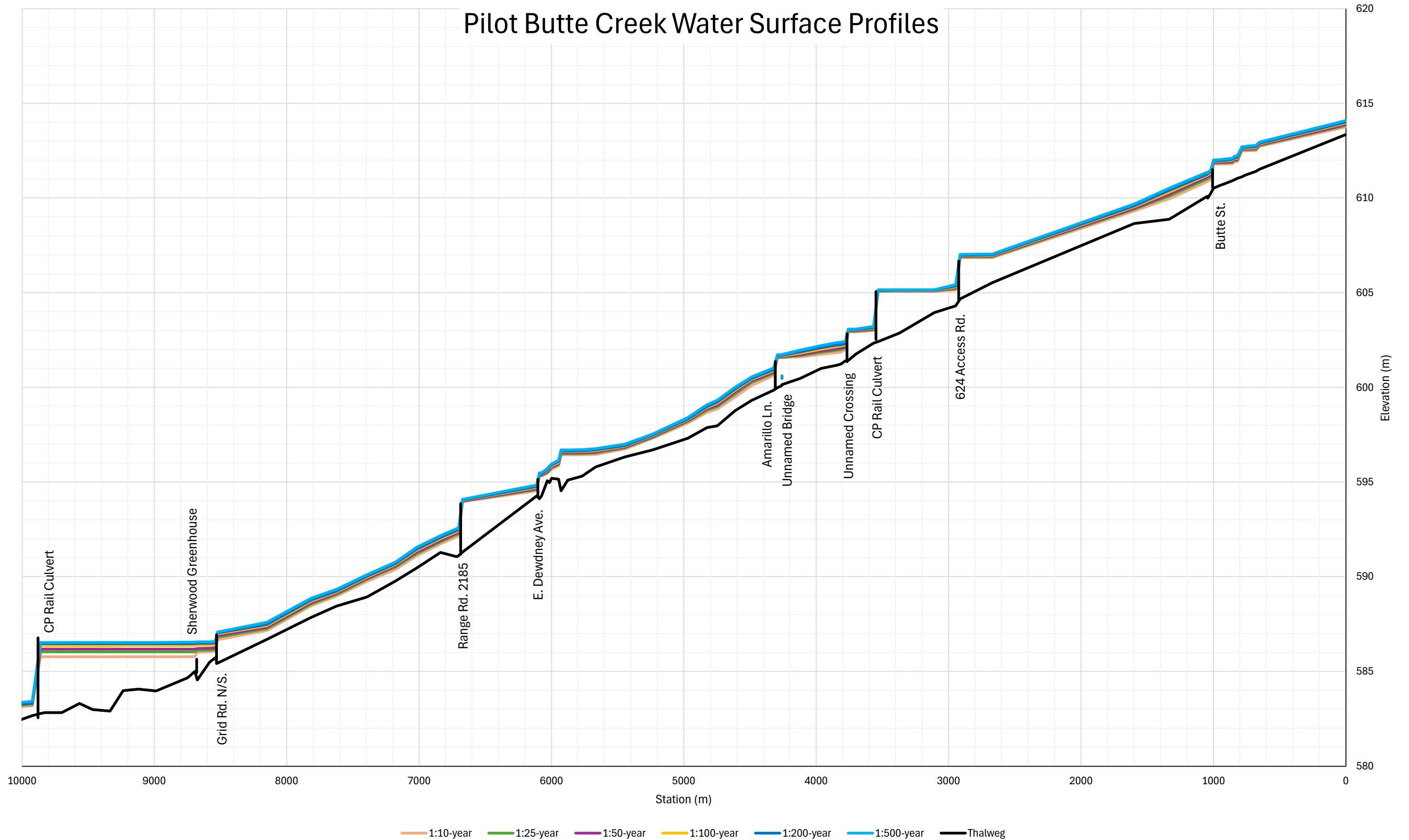
Chuka Creek Water Surface Profiles



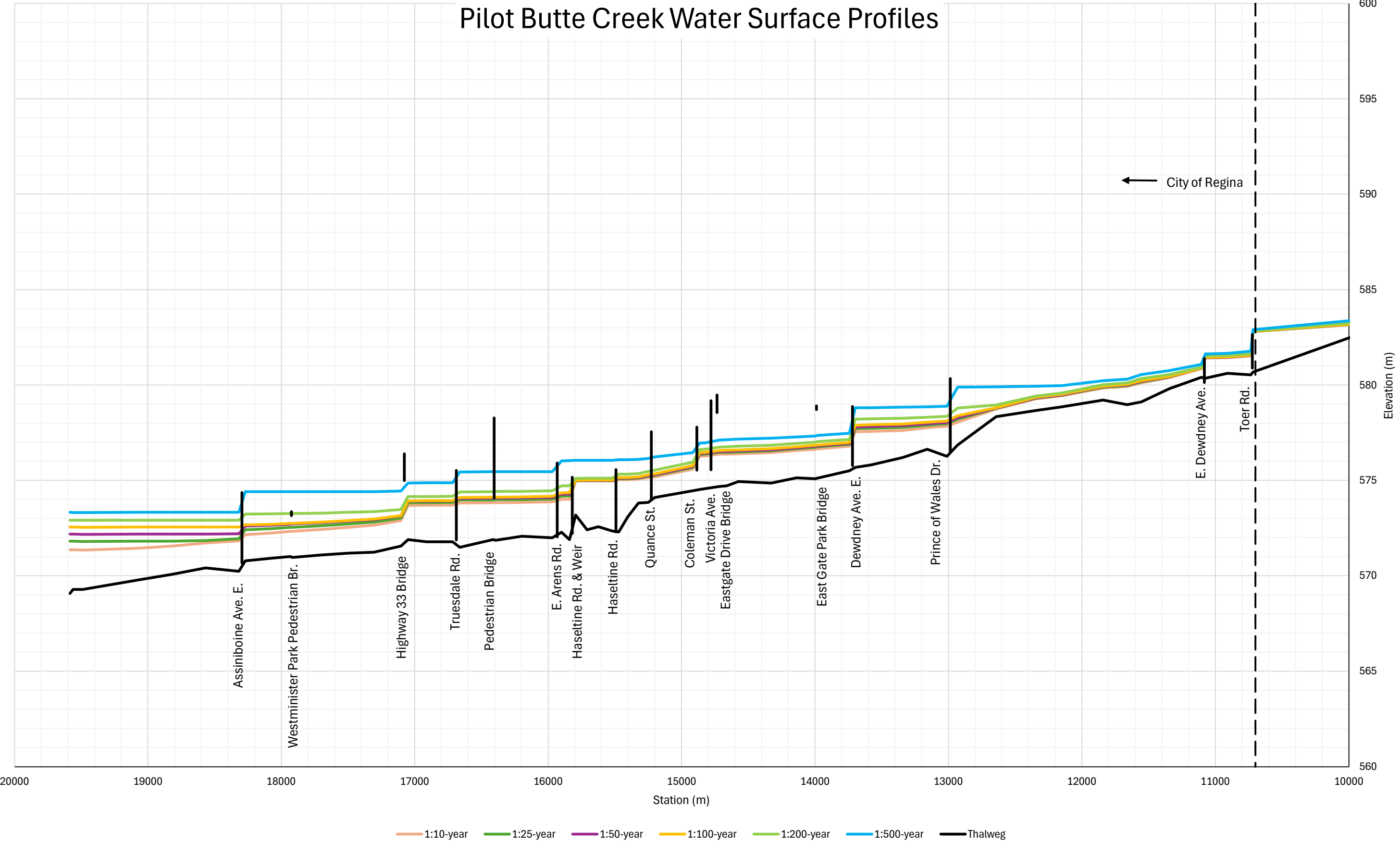
Chuka Creek Water Surface Profiles



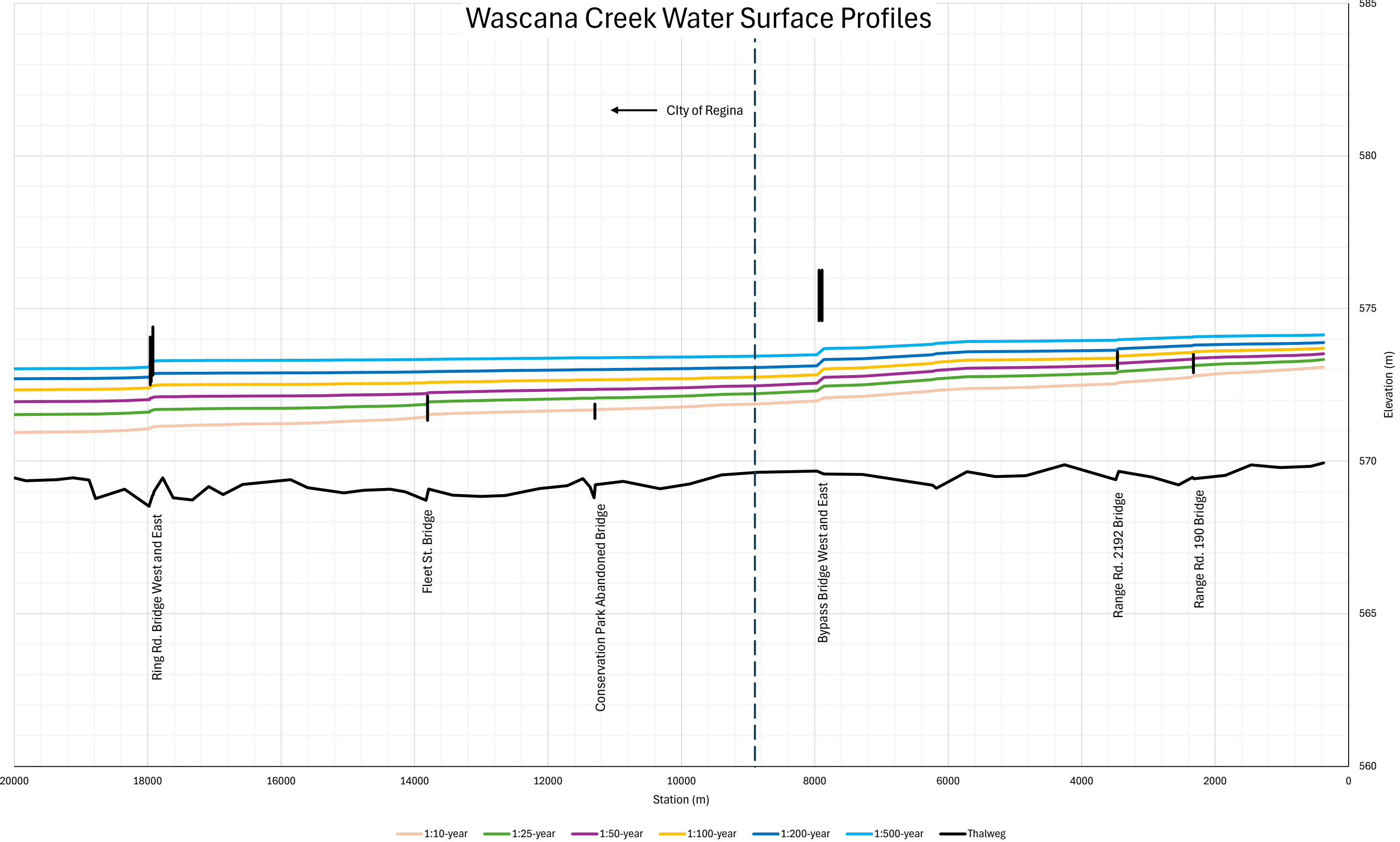
Pilot Butte Creek Water Surface Profiles



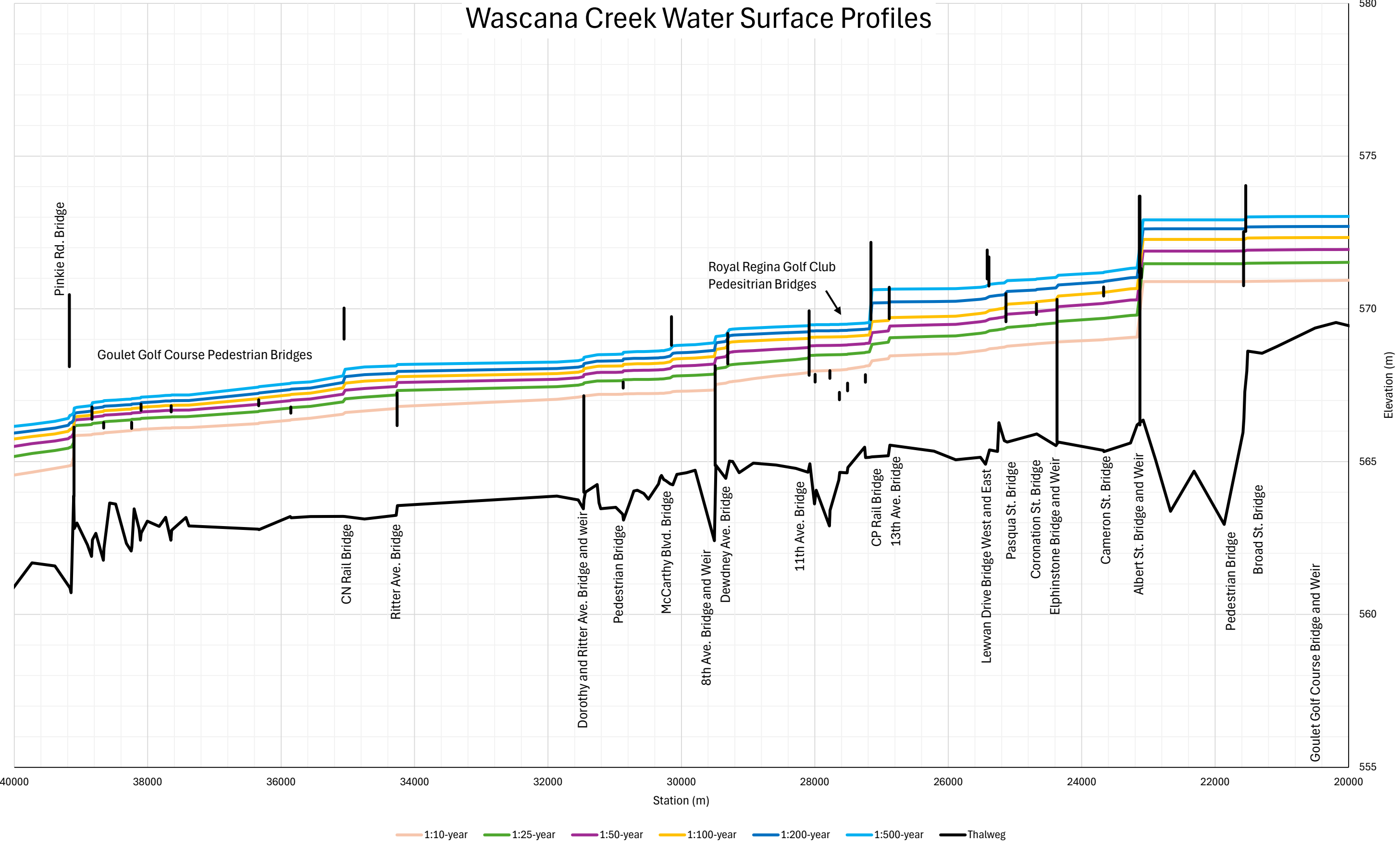
Pilot Butte Creek Water Surface Profiles



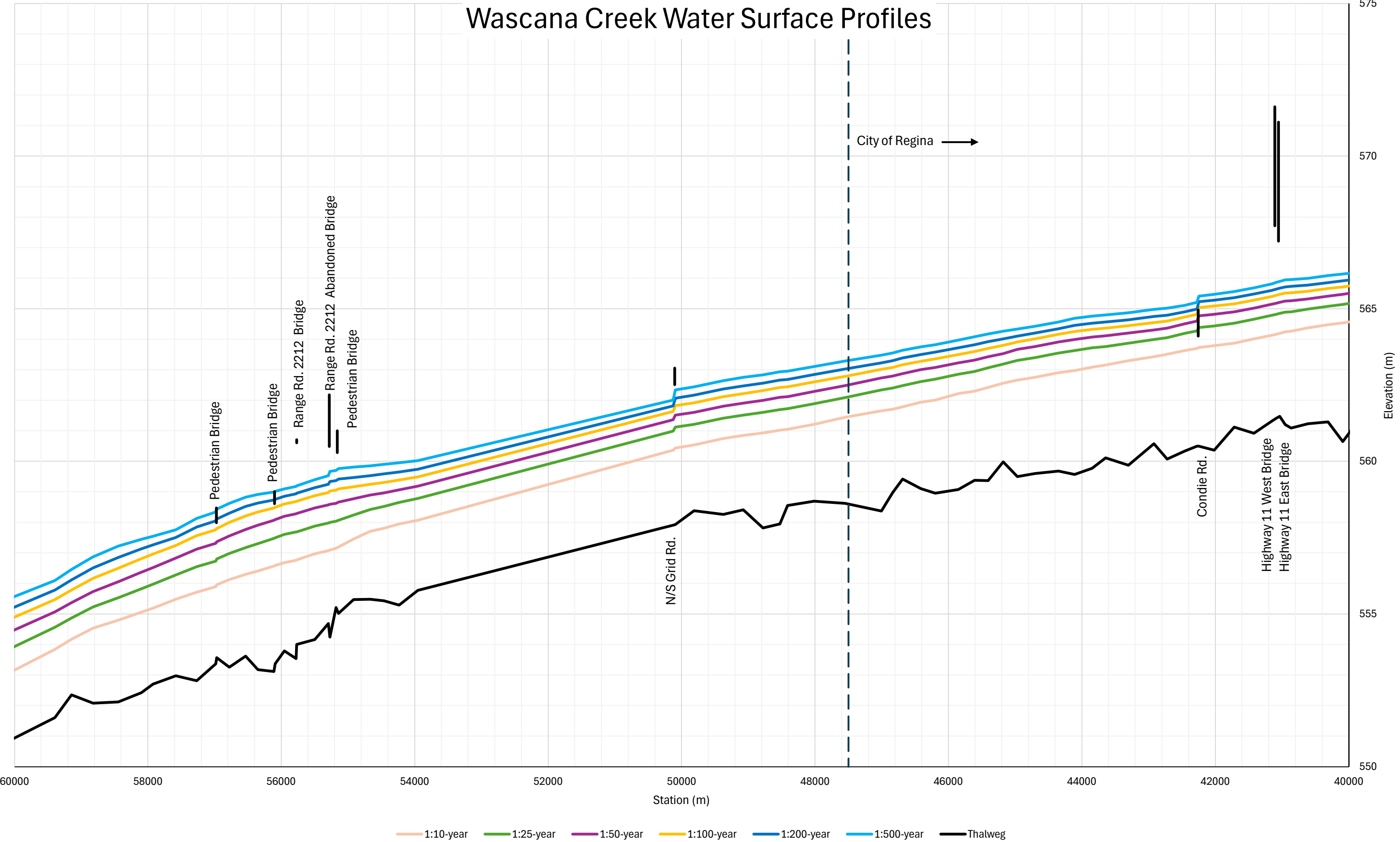
Wascana Creek Water Surface Profiles



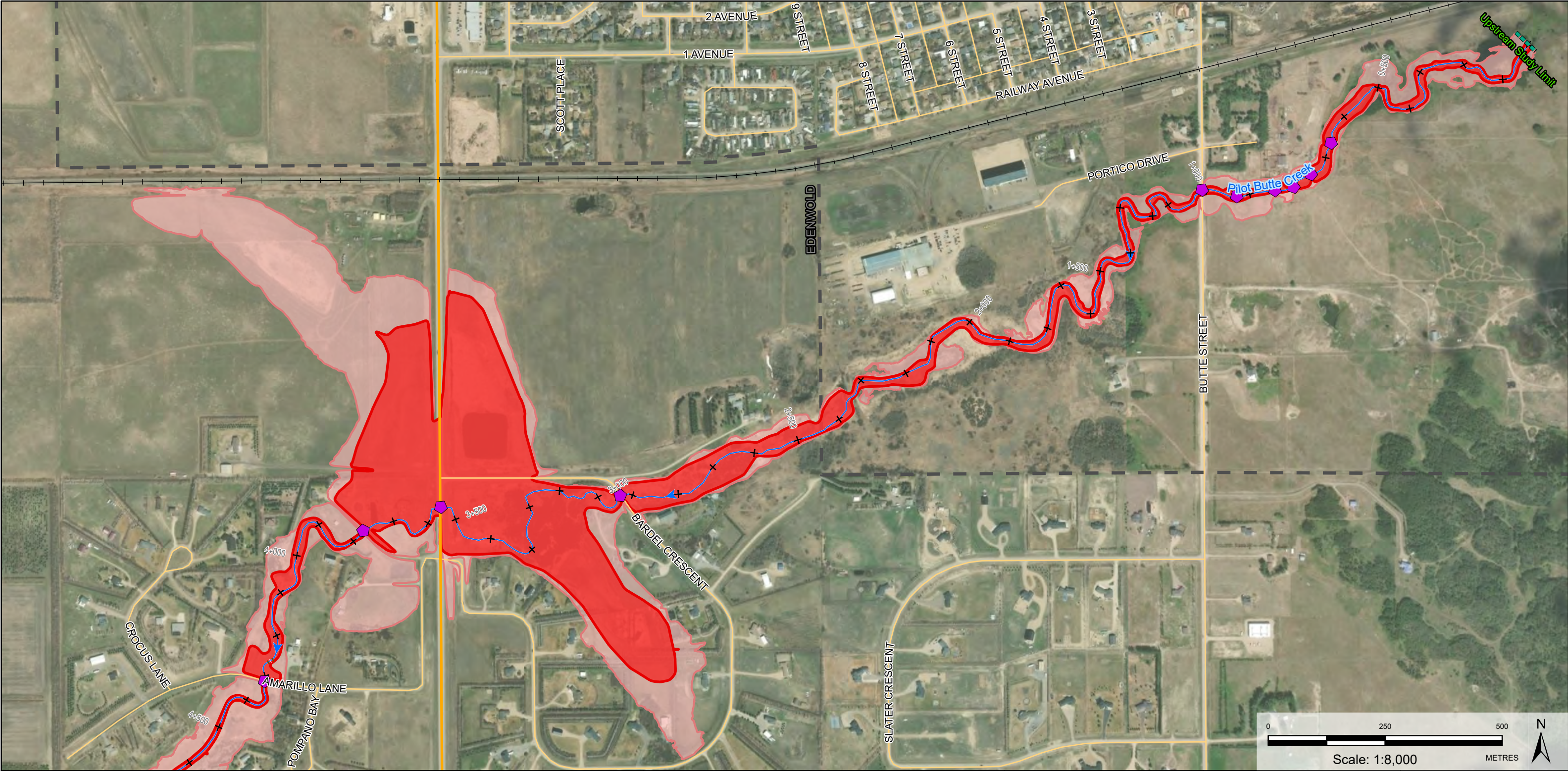
Wascana Creek Water Surface Profiles



Wascana Creek Water Surface Profiles



Appendix F. FLOOD HAZARD AWARENESS MAPS



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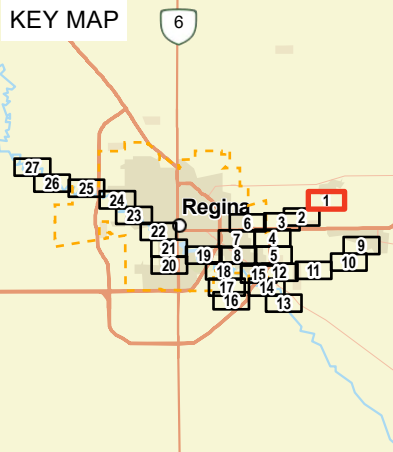
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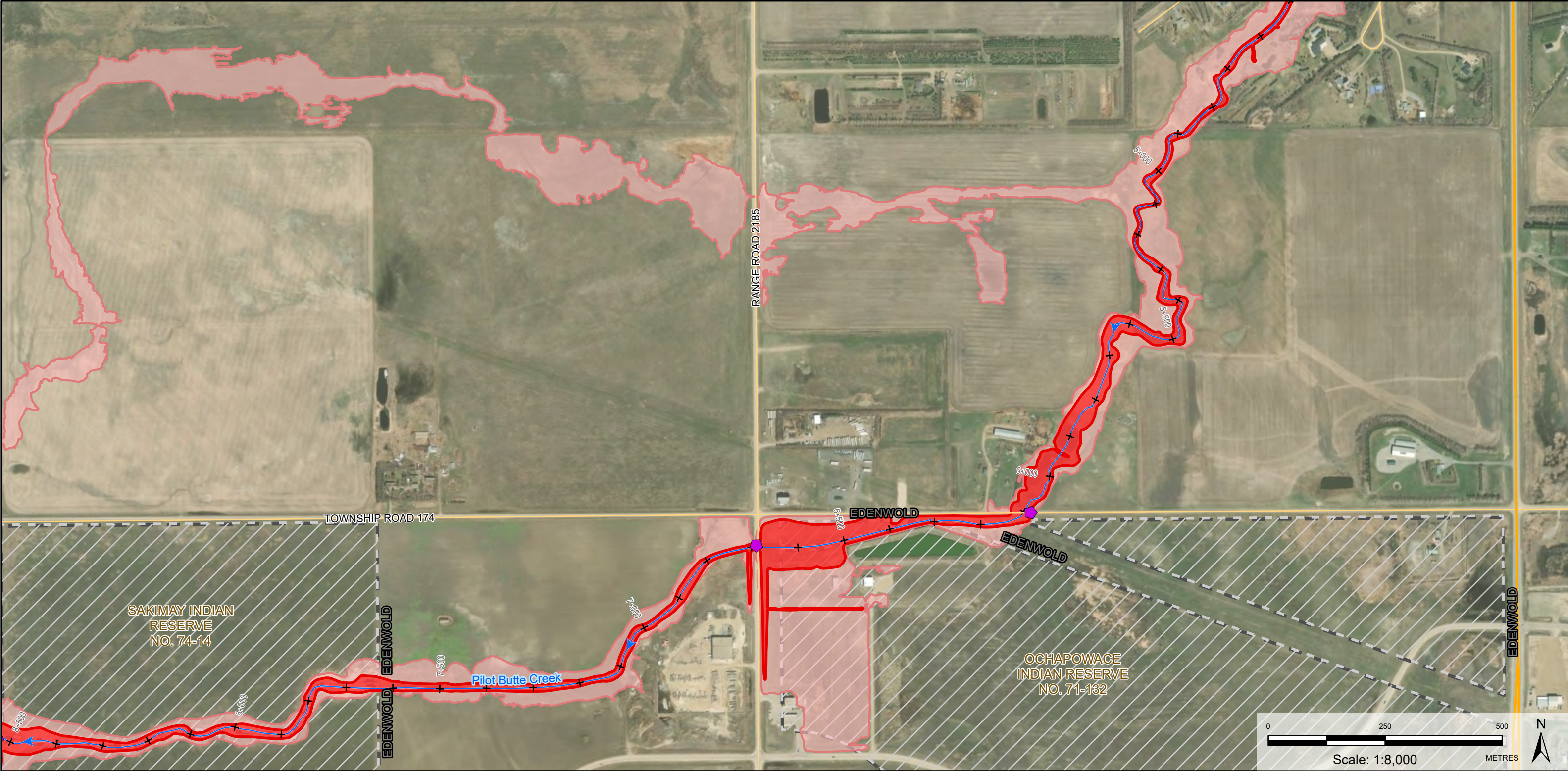
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:500 Floodway | Dam |
| 1:500 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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AECOM Canada ULC

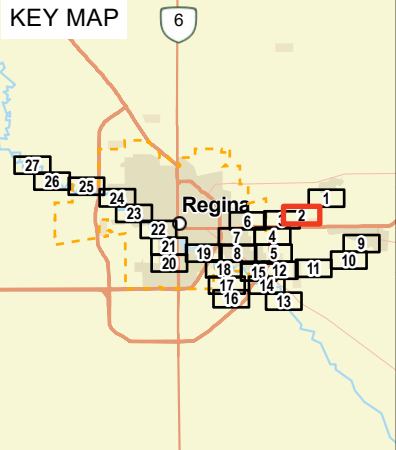
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Paper Size:
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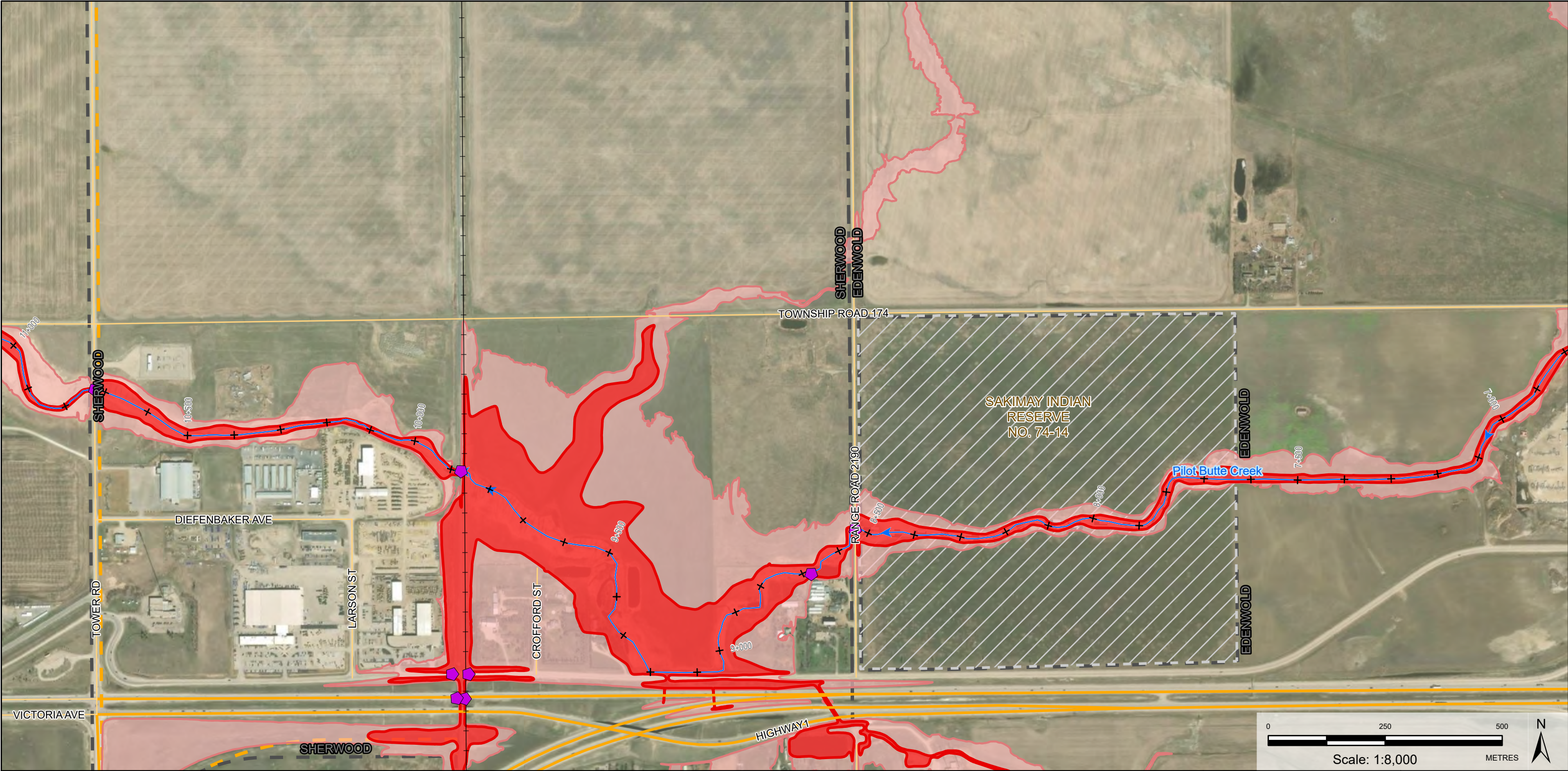
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:500 Floodway | Dam |
| 1:500 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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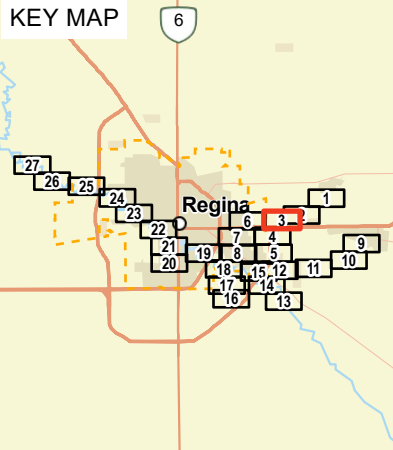
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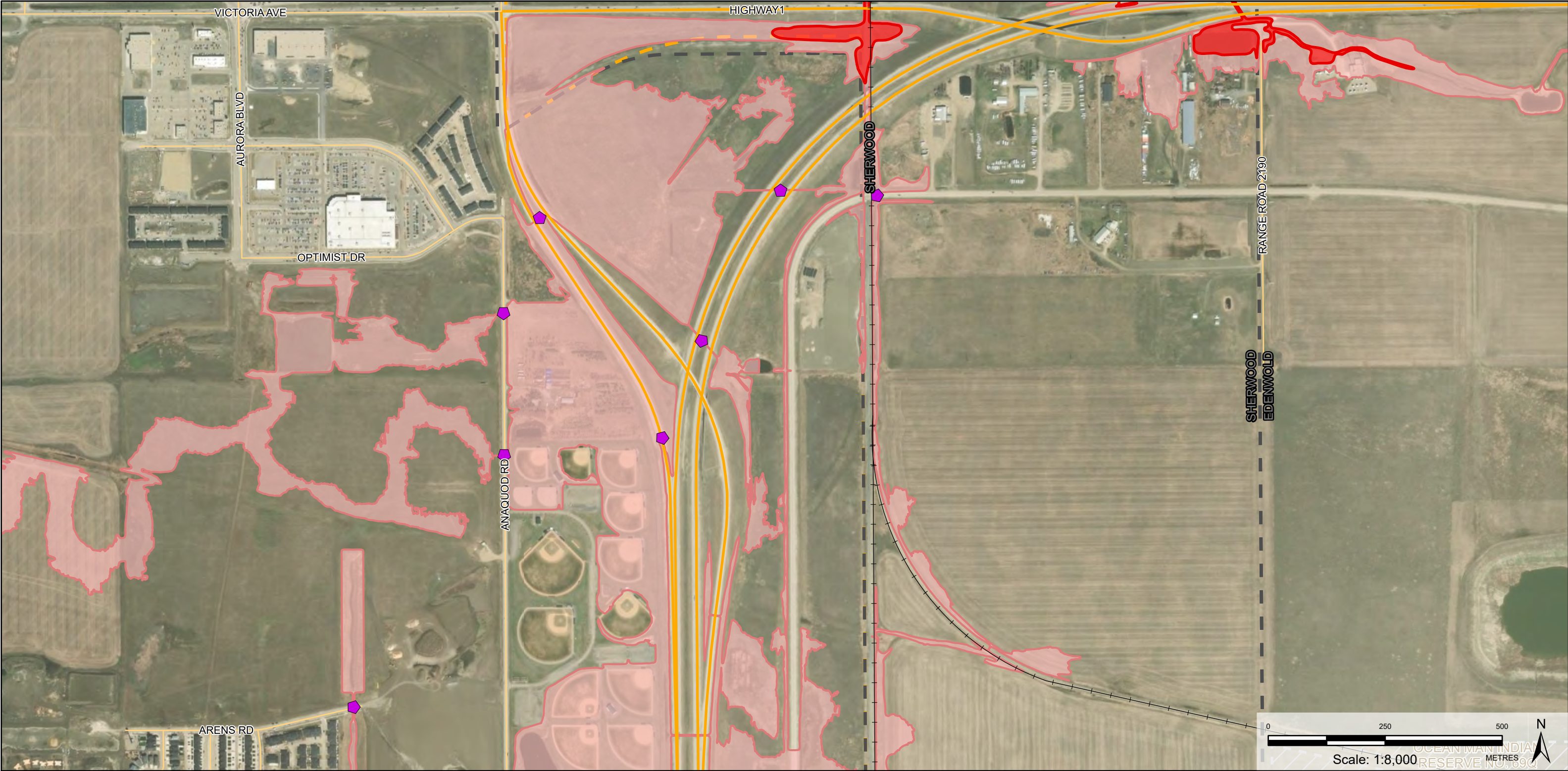
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:500 Floodway | Dam |
| 1:500 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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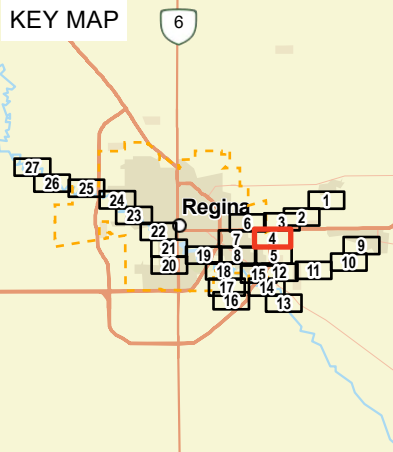
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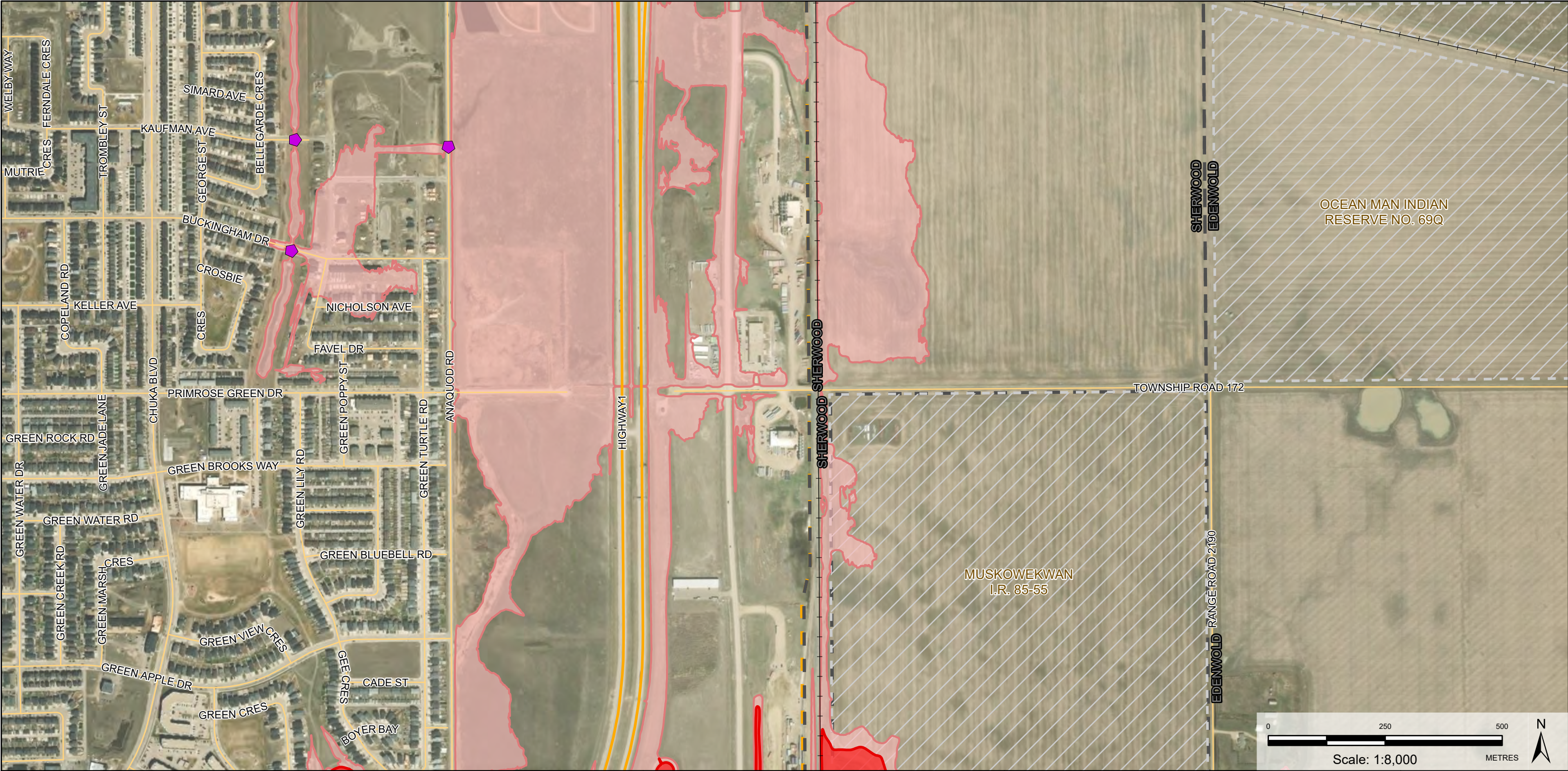
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:500 Floodway | Dam |
| 1:500 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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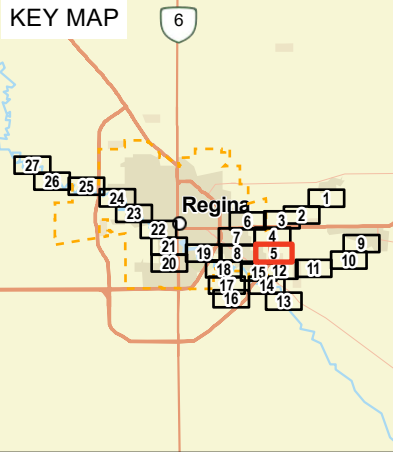
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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- | | | | |
|--|-----------------------------|--|----------------------|
| | 1:500 Floodway | | Dam |
| | 1:500 Flood Fringe | | Culvert |
| | Study Limits | | Weir |
| | Chainage (100 m interval) | | Bridge |
| | Watercourse Centerline | | Railway |
| | Flow Direction | | Highway |
| | Hydrometric Gauging Station | | Local Road |
| | Dyke | | Indigenous Land |
| | | | Regina City Limit |
| | | | Rural Municipalities |



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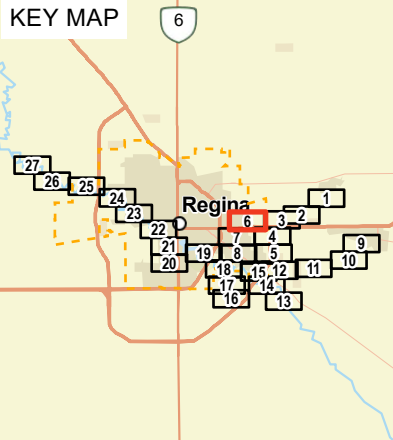
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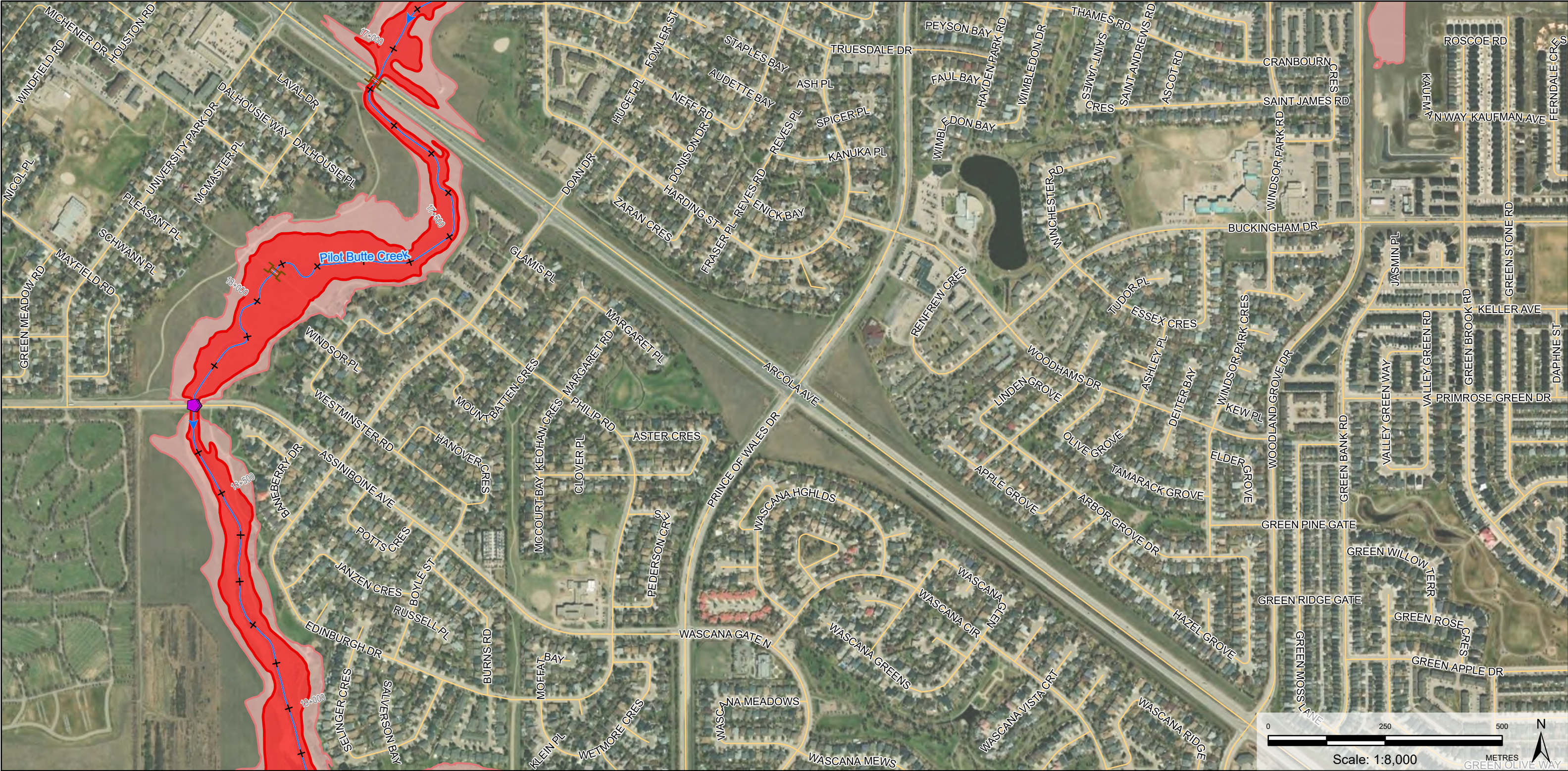
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:500 Floodway | Dam |
| 1:500 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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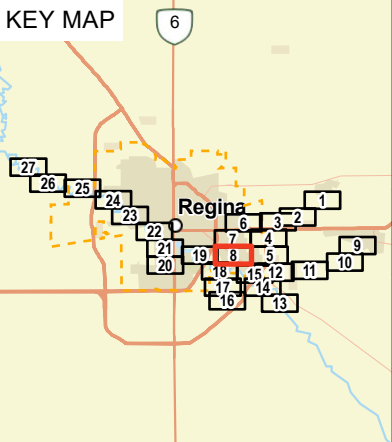
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:500 Floodway | Dam |
| 1:500 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 8 of 27



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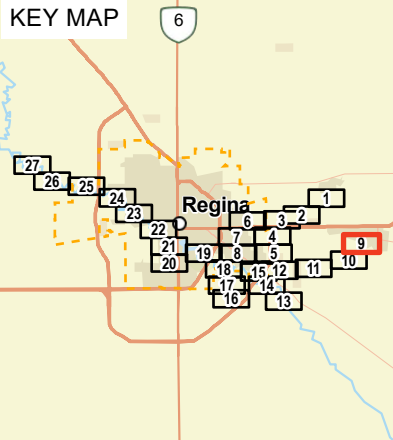
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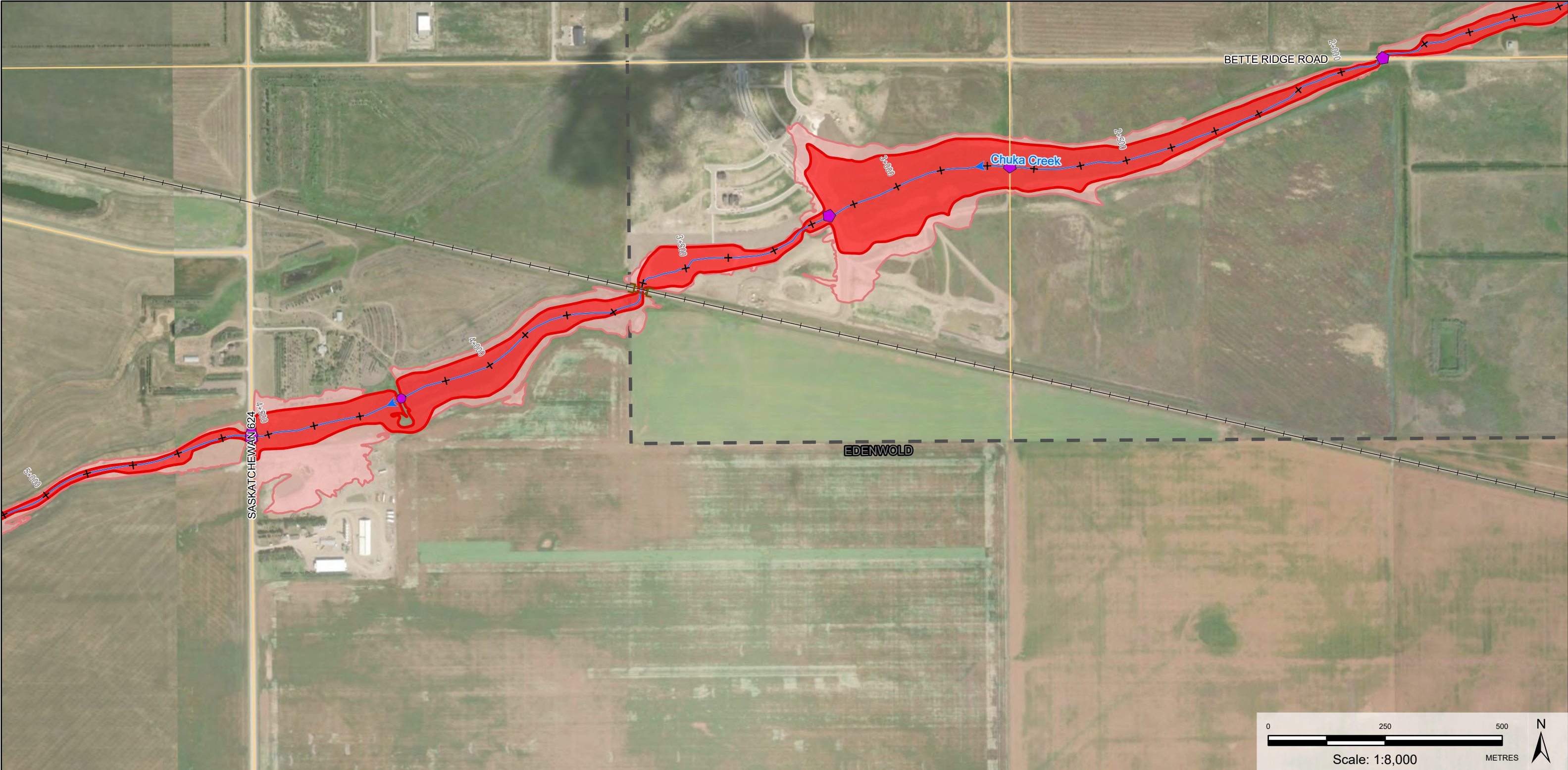
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Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|---|--|
|  1:500 Floodway |  Dam |
|  1:500 Flood Fringe |  Culvert |
|  Study Limits |  Weir |
|  Chainage (100 m interval) |  Bridge |
|  Watercourse Centerline |  Railway |
|  Flow Direction |  Highway |
|  Hydrometric Gauging Station |  Local Road |
|  Dyke |  Indigenous Land |
| |  Regina City Limit |
| |  Rural Municipalities |



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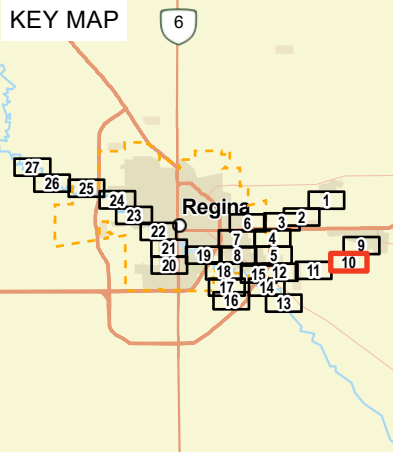
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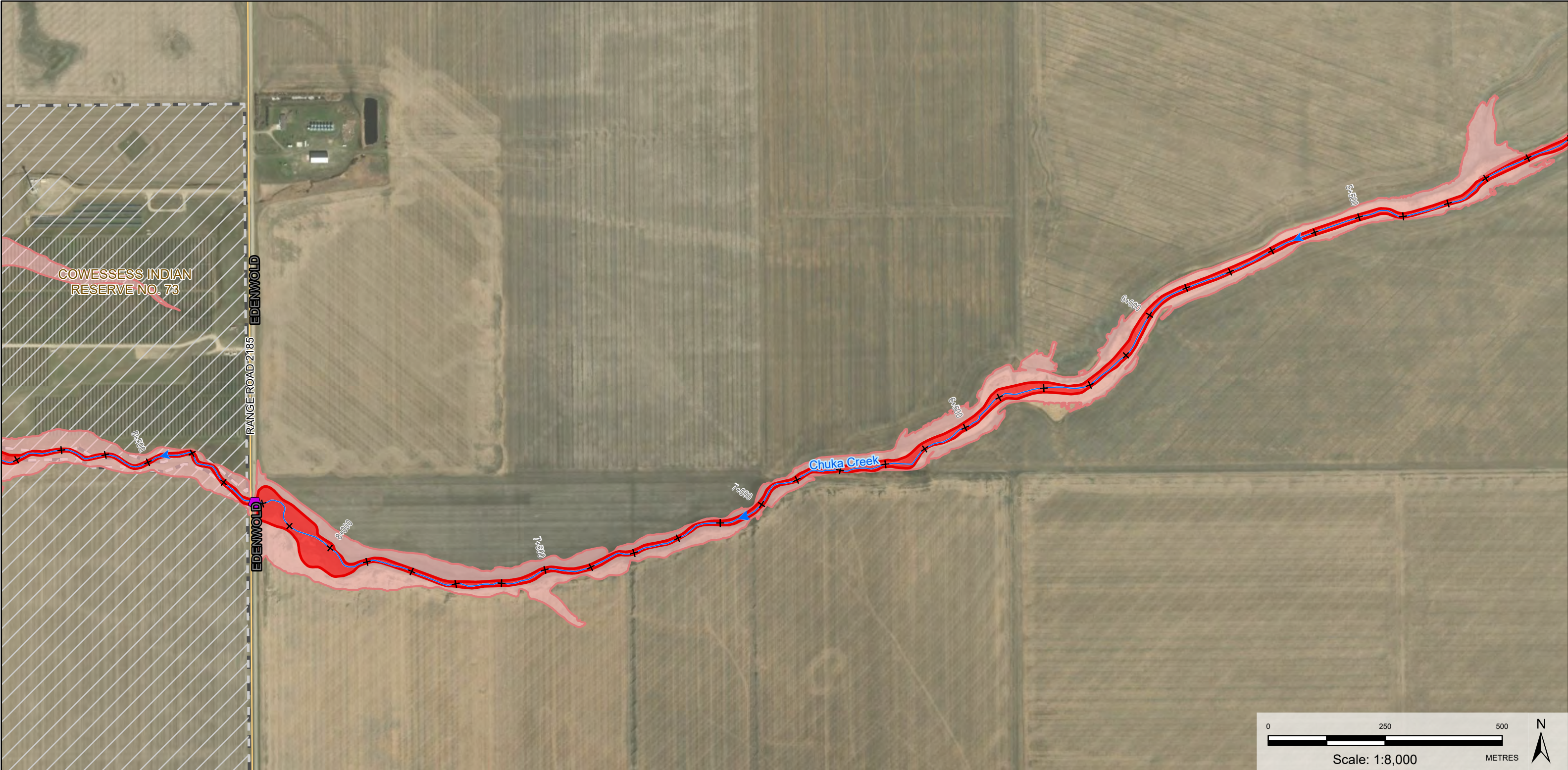
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Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:500 Floodway | Dam |
| 1:500 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
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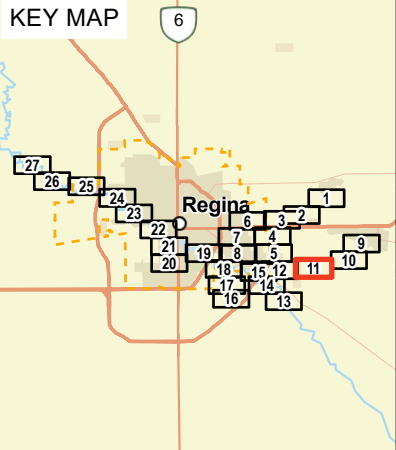
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:500 Floodway | Dam |
| 1:500 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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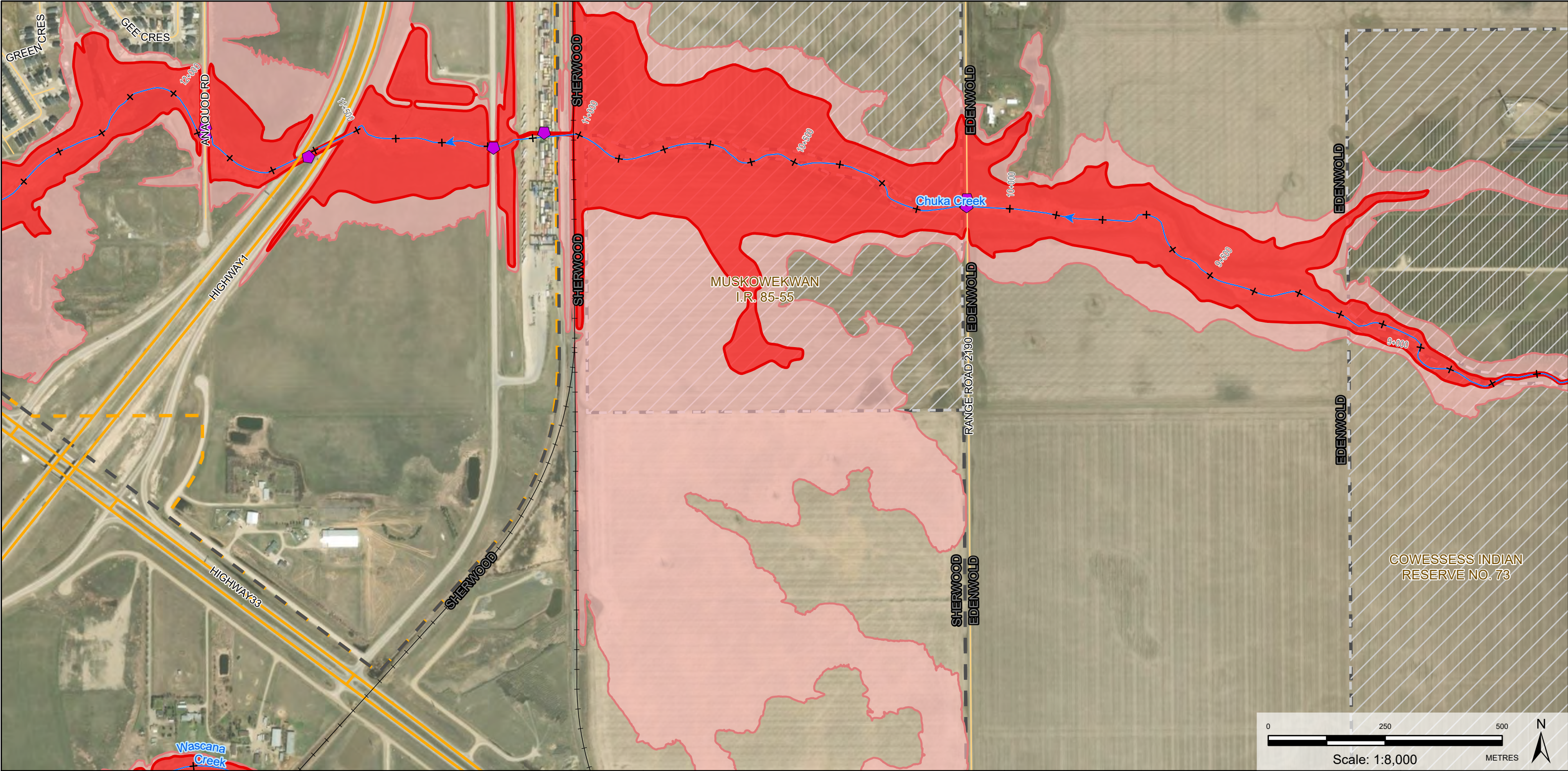
TITLE
CITY OF REGINA FLOOD MAPPING STUDY

FIGURE
1:500 YEAR FLOOD HAZARD AWARENESS MAP

PROJECT NUMBER:
60706173

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SHEET
11 of 27



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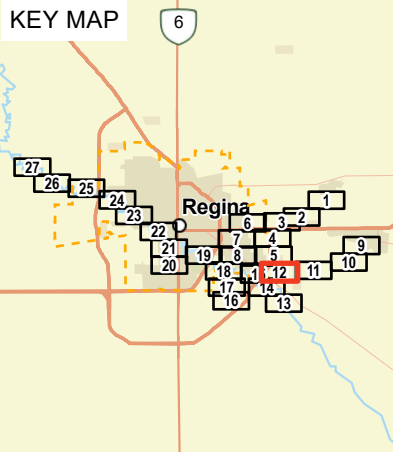
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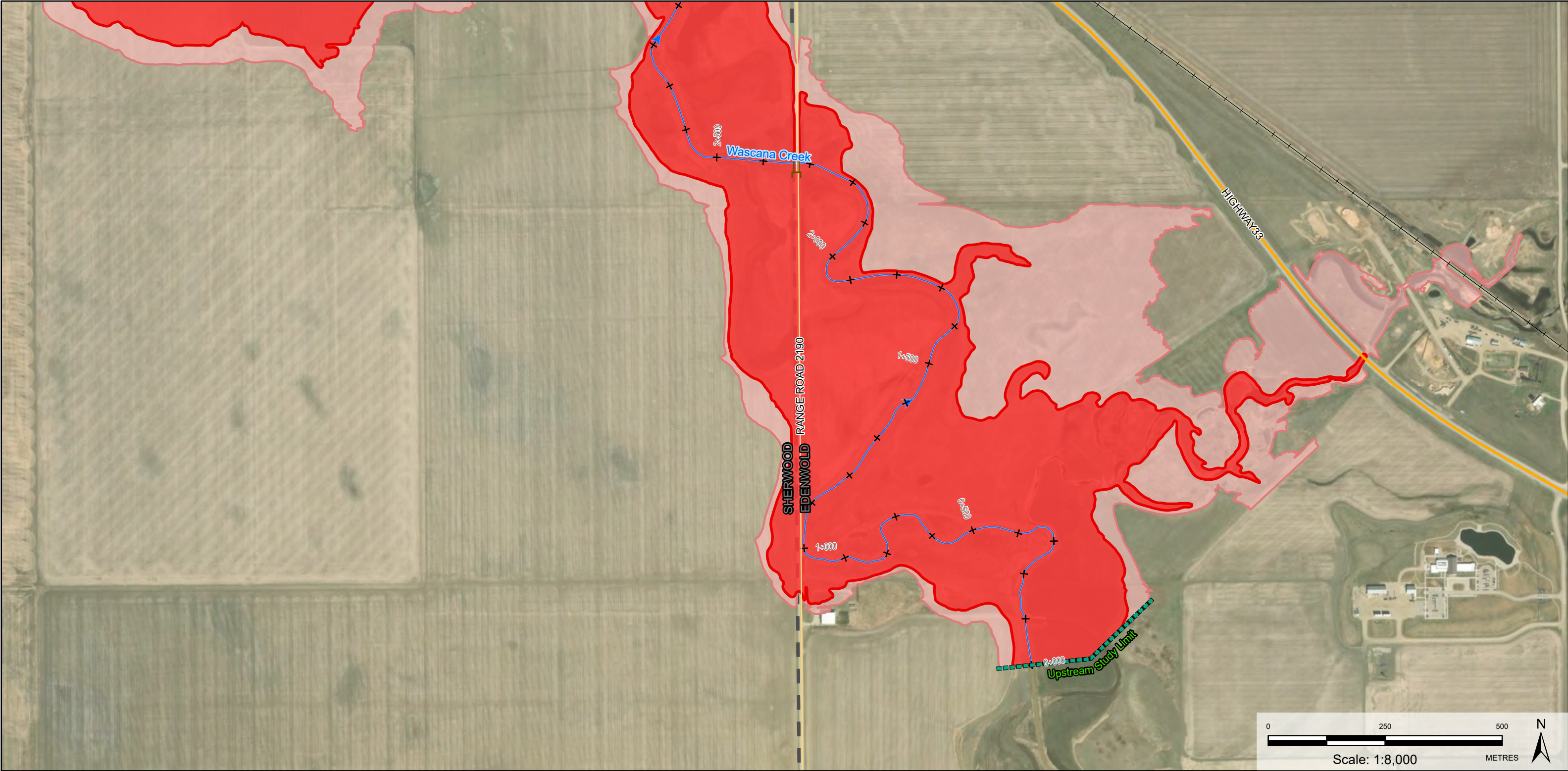
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

- | | |
|-----------------------------|----------------------|
| 1:500 Floodway | Dam |
| 1:500 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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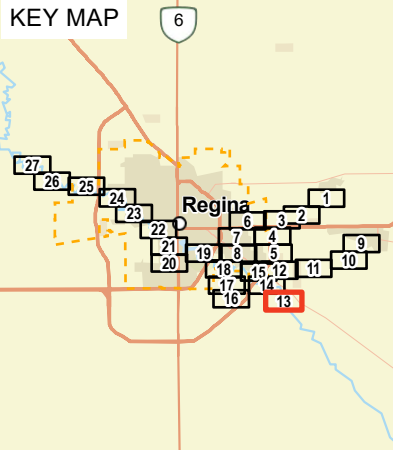
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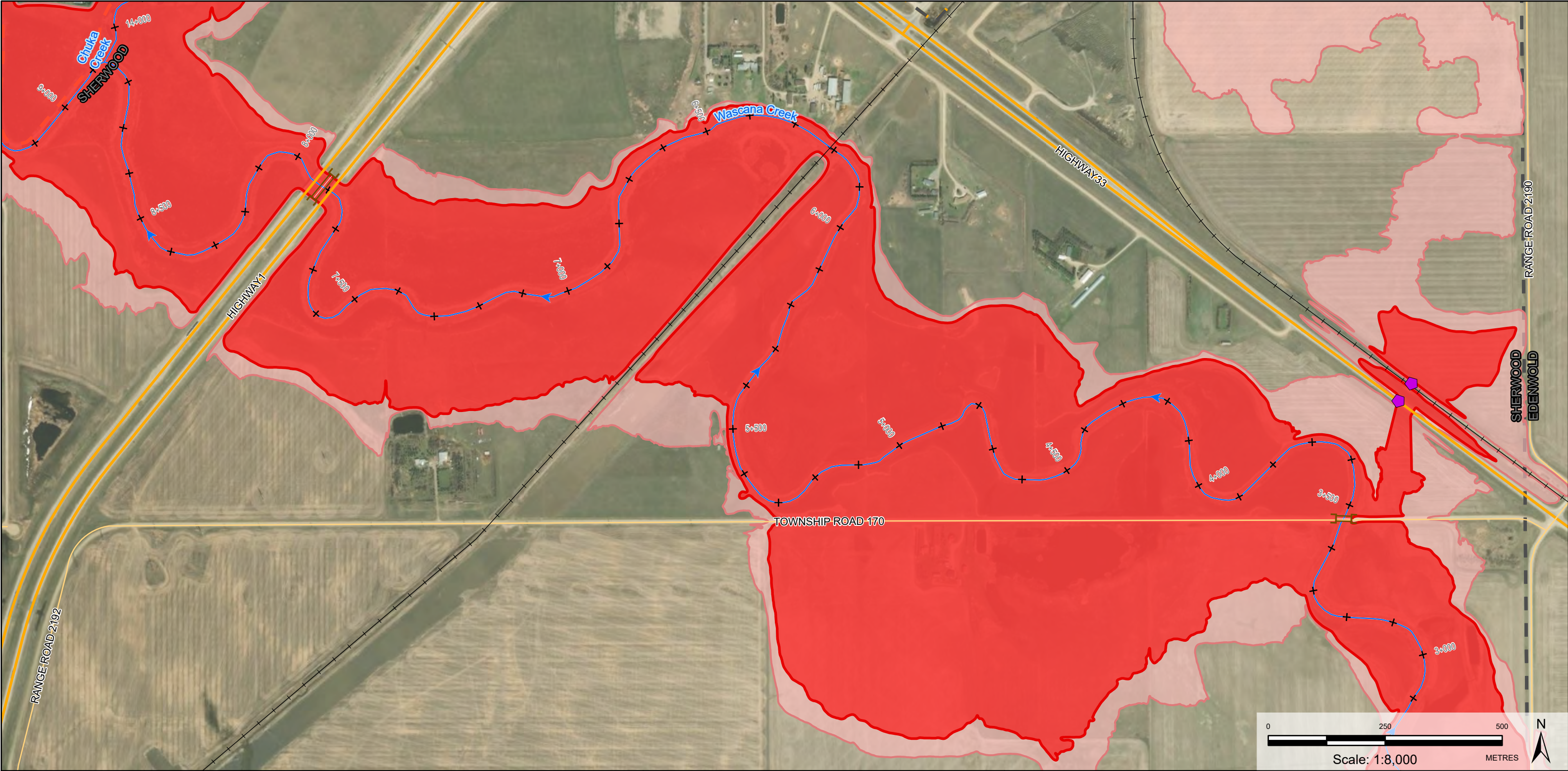
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Credits:
ESRI Canada 2022

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| 1:500 Floodway | Dam |
| 1:500 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
| Watercourse Centerline | Railway |
| Flow Direction | Highway |
| Hydrometric Gauging Station | Local Road |
| Dyke | Indigenous Land |
| | Regina City Limit |
| | Rural Municipalities |



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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 13 of 27



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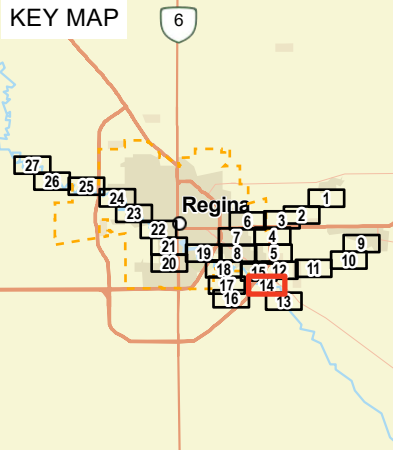
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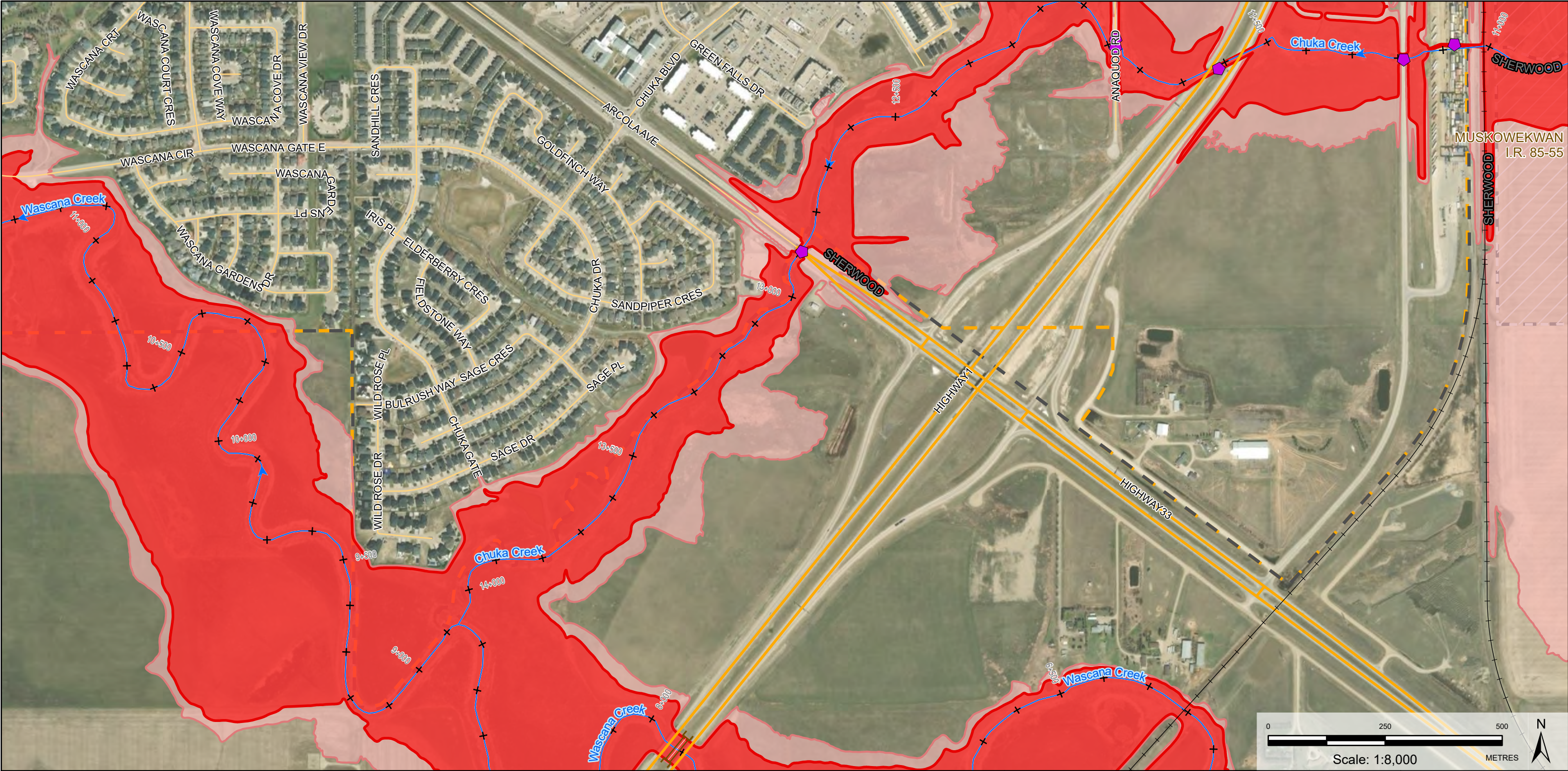
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

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| | 1:500 Floodway | | Dam |
| | 1:500 Flood Fringe | | Culvert |
| | Study Limits | | Weir |
| | Chainage (100 m interval) | | Bridge |
| | Watercourse Centerline | | Railway |
| | Flow Direction | | Highway |
| | Hydrometric Gauging Station | | Local Road |
| | Dyke | | Indigenous Land |
| | | | Regina City Limit |
| | | | Rural Municipalities |



TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 14 of 27



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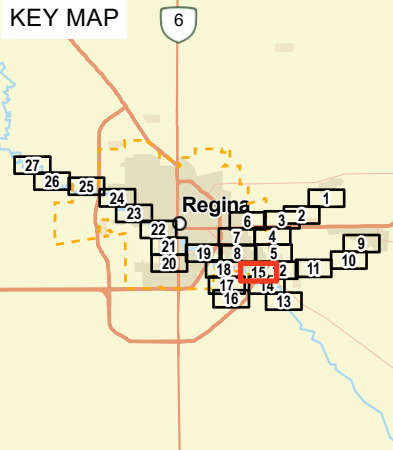
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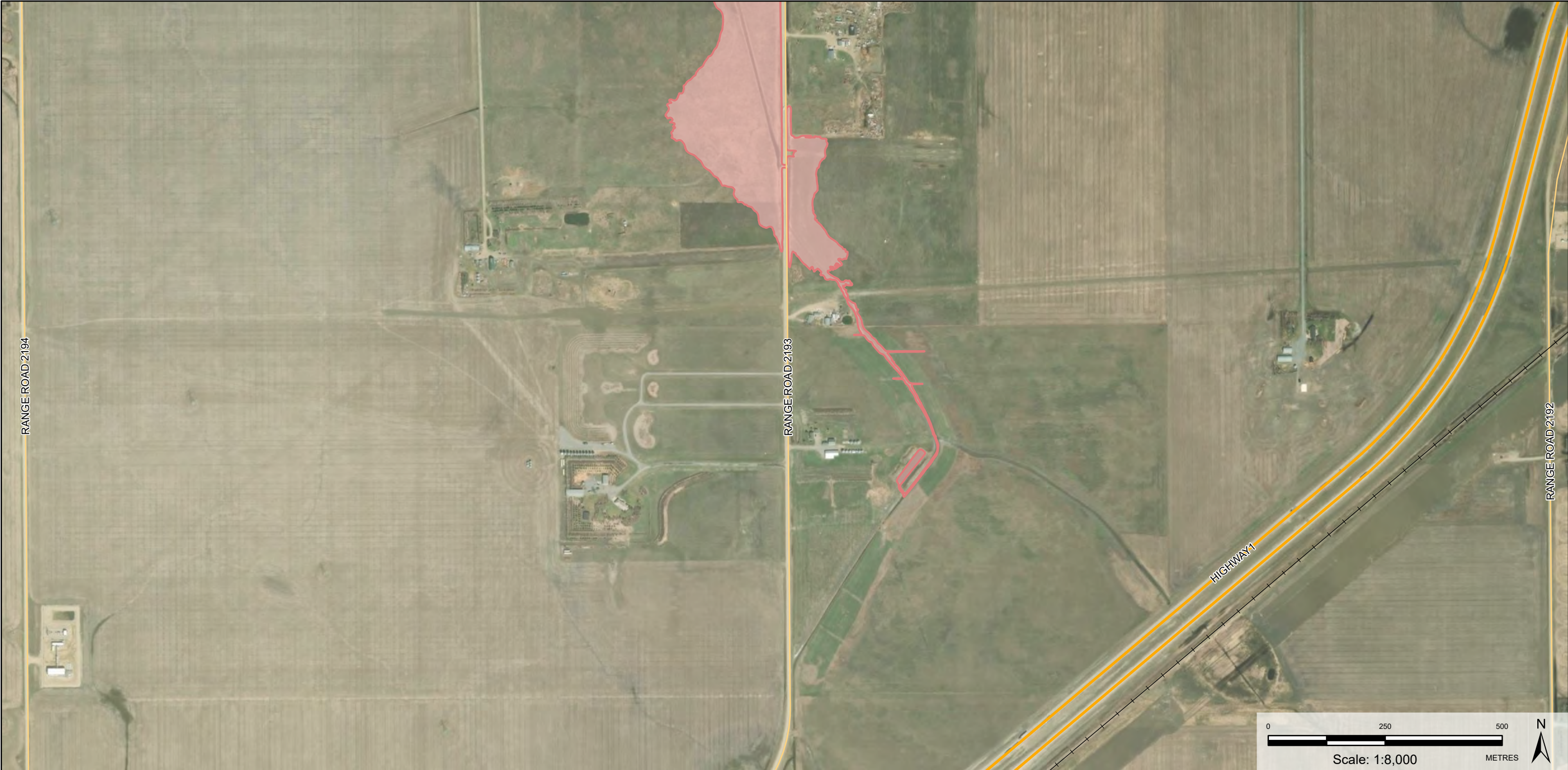
Coordinate Reference System:
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ESRI Canada 2022

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| 1:500 Floodway | Dam |
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FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 15 of 27



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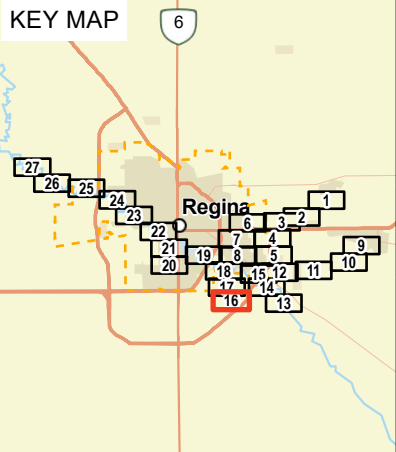
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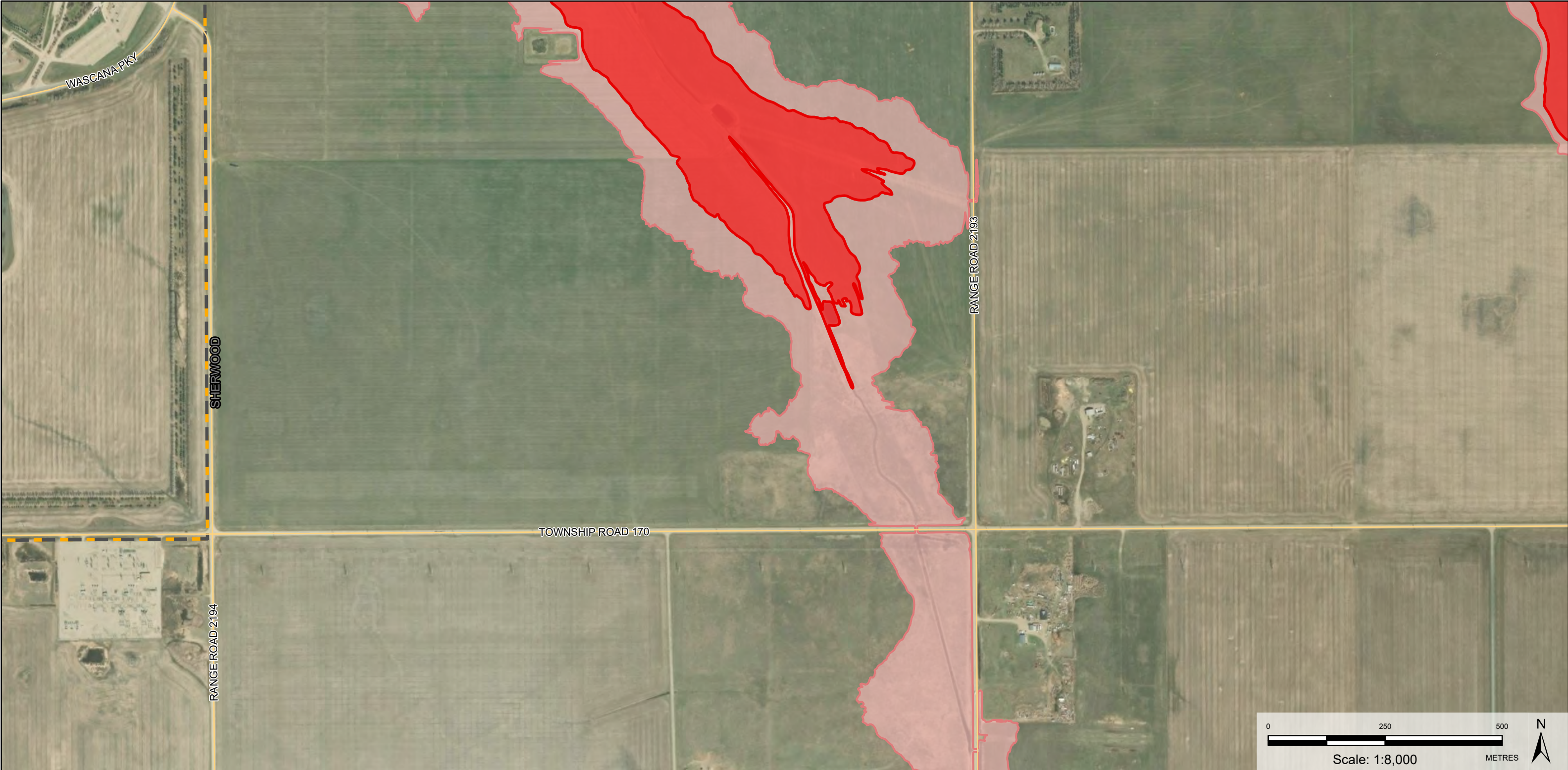
Coordinate Reference System:
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Vertical Datum: CGVD2013
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|  | 1:500 Floodway |  | Dam |
|  | 1:500 Flood Fringe |  | Culvert |
|  | Study Limits |  | Weir |
|  | Chainage (100 m interval) |  | Bridge |
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FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 16 of 27



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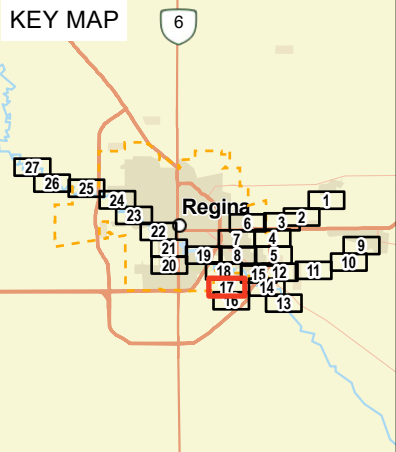
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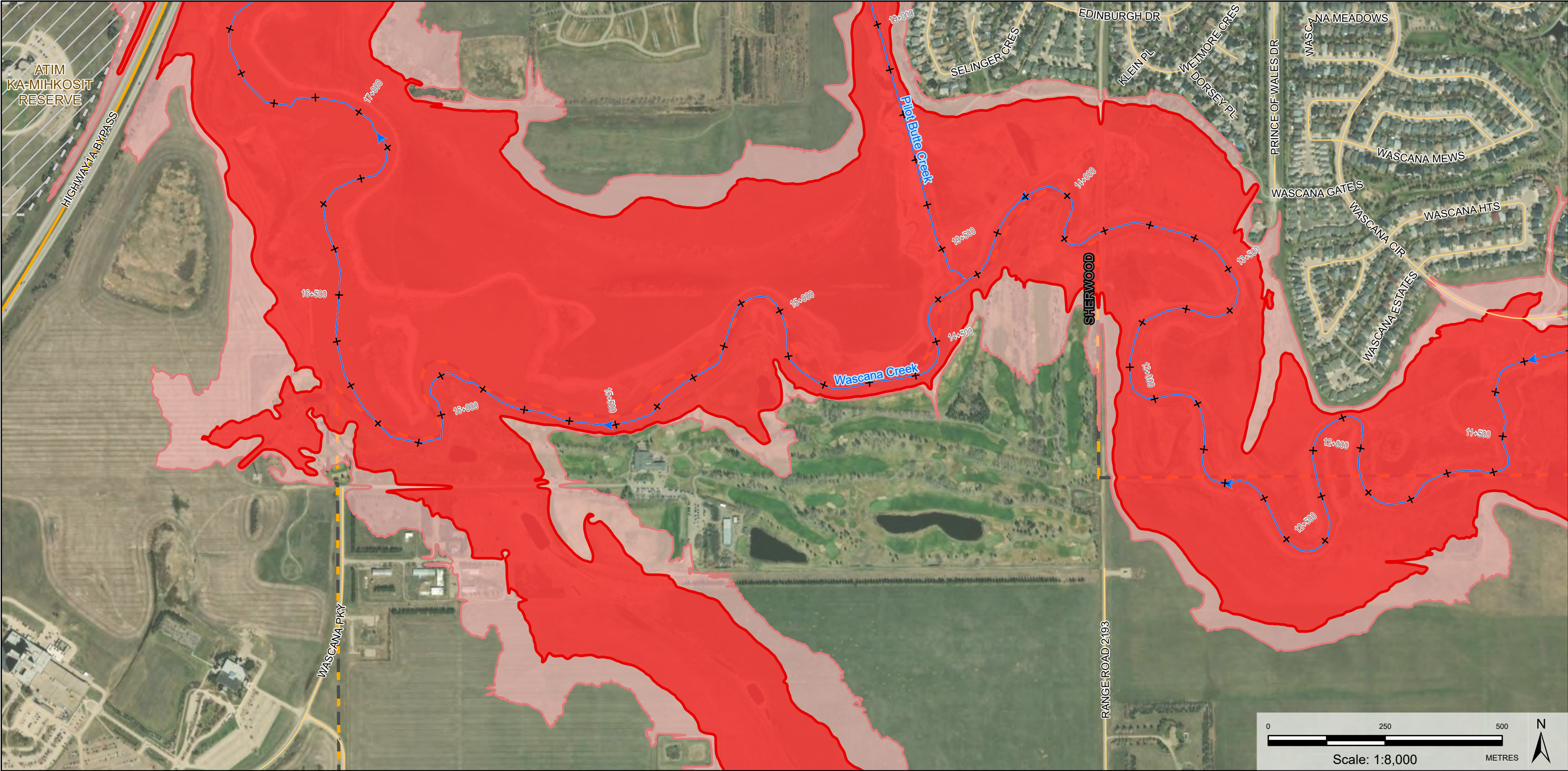
Coordinate Reference System:
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| 1:500 Floodway | Dam |
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FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 17 of 27



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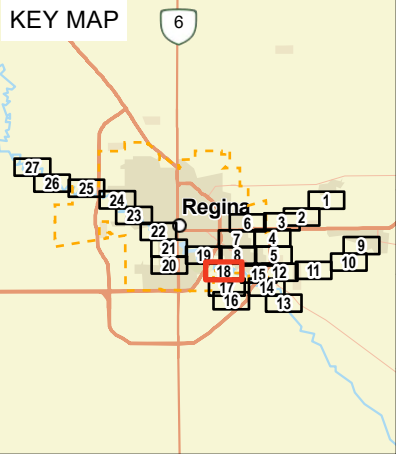
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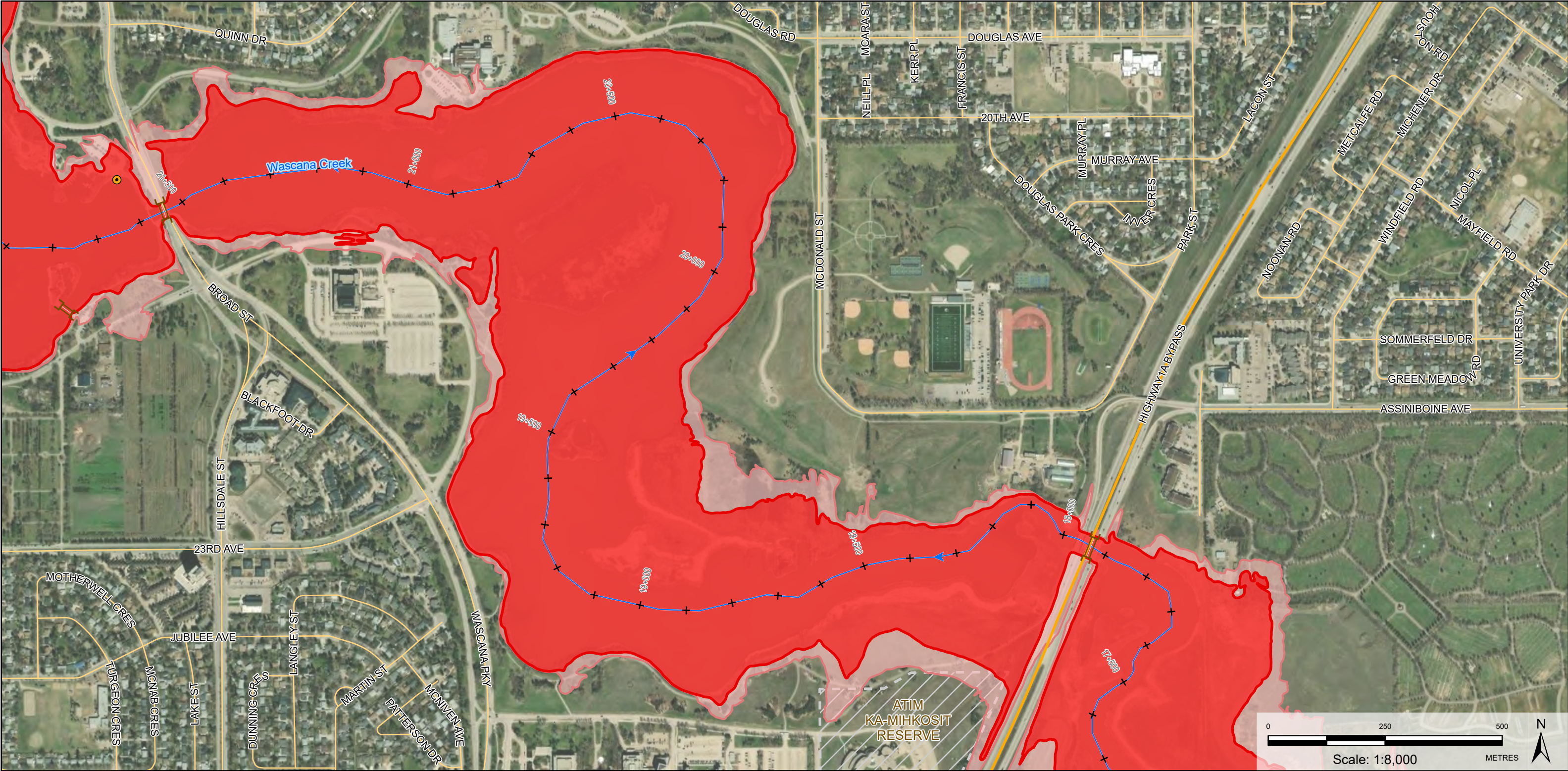
Coordinate Reference System:
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Vertical Datum: CGVD2013
Geoid Model: CGG2013
Map Projection: UTM CSRS Extended Zone 13 North

Credits:
ESRI Canada 2022

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| 1:500 Floodway | Dam |
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FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 18 of 27



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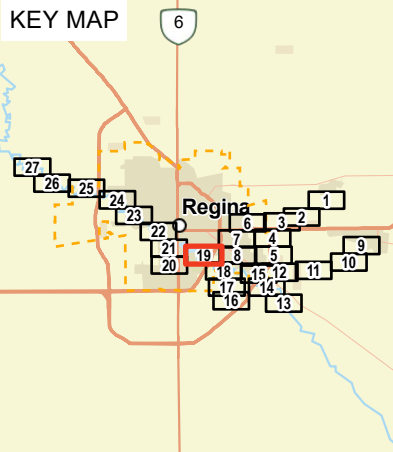
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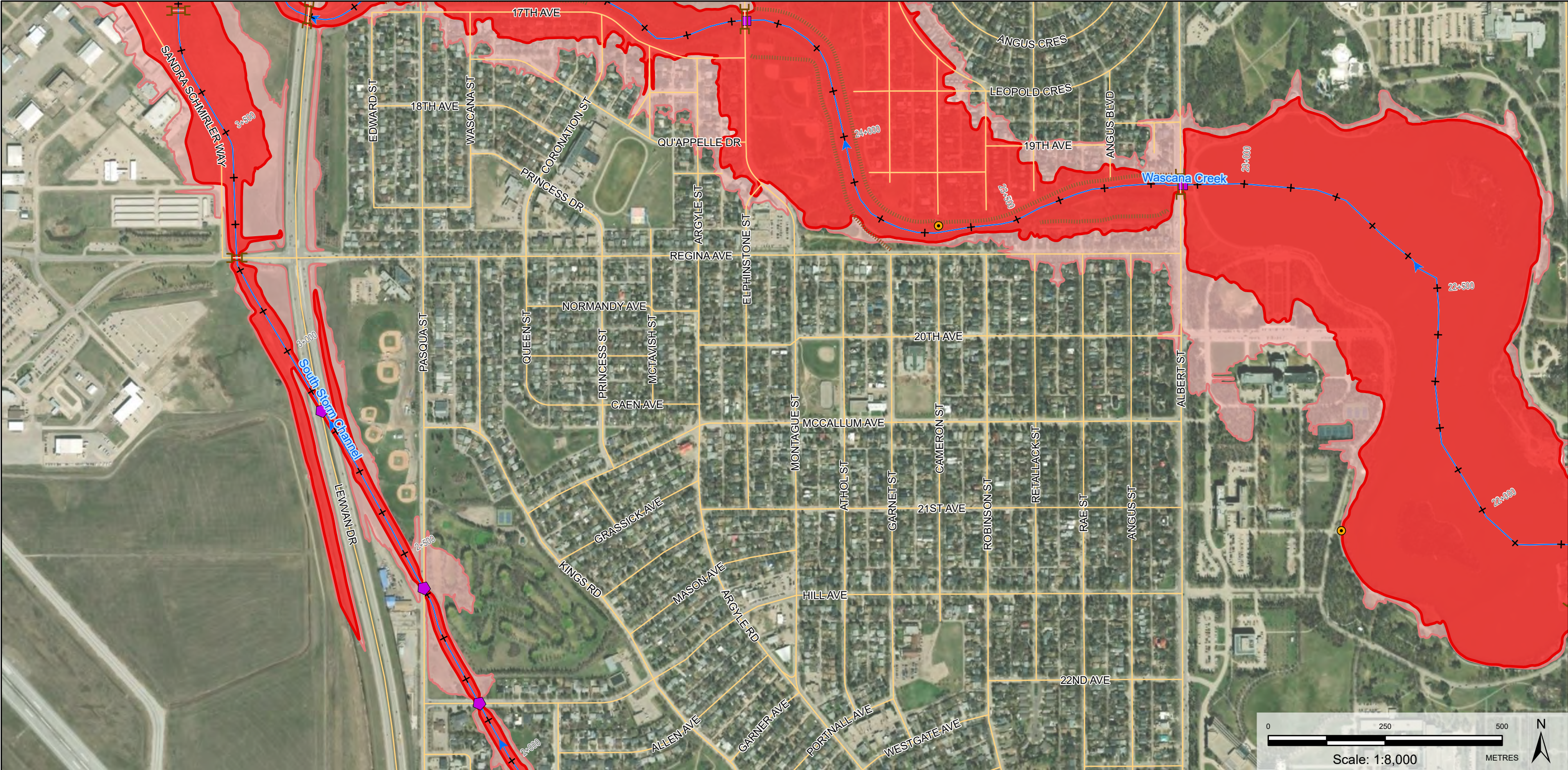
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Vertical Datum: CGVD2013
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FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 19 of 27



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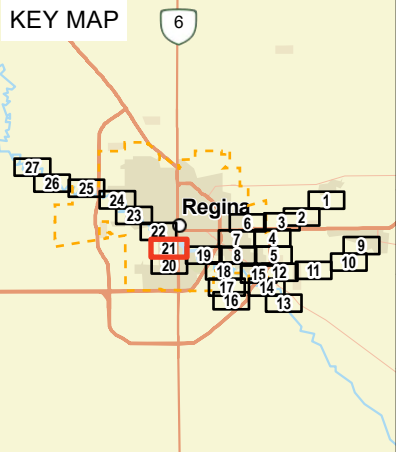
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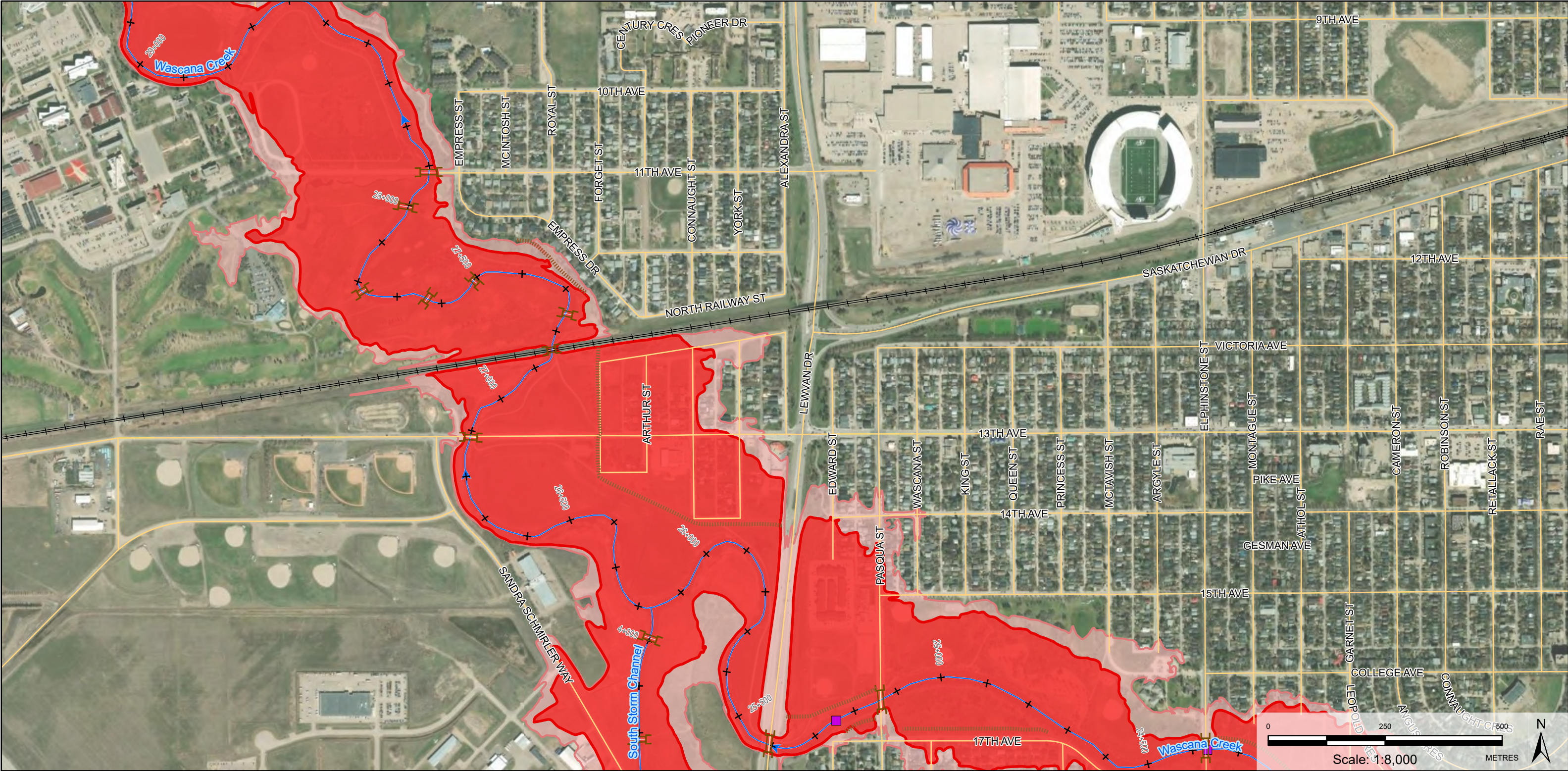
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| | 1:500 Floodway | | Dam |
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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 21 of 27



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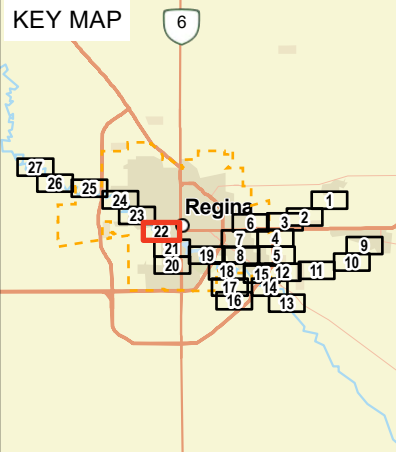
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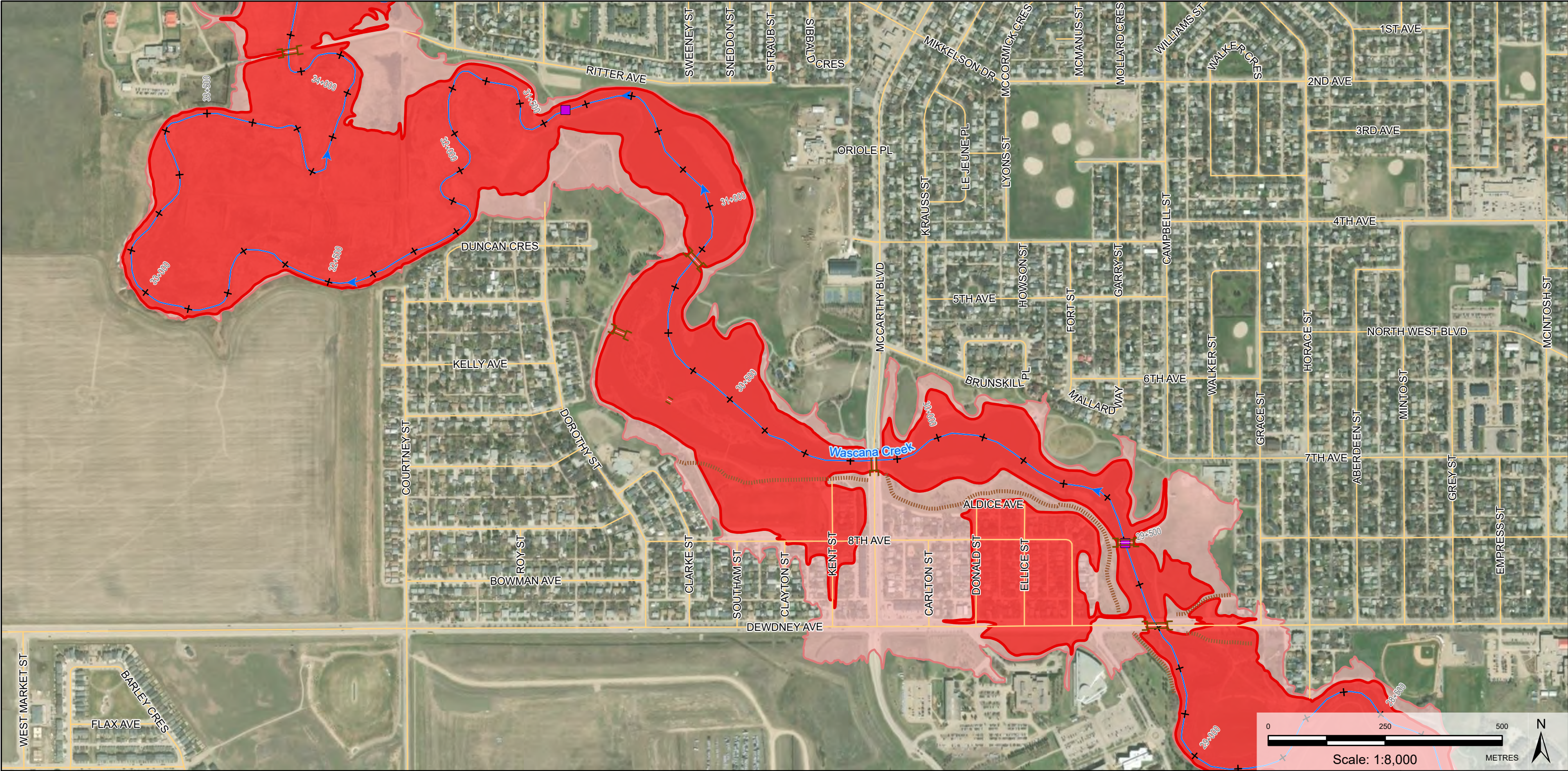
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
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ESRI Canada 2022

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| 1:500 Floodway | Dam |
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| Study Limits | Weir |
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FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 22 of 27



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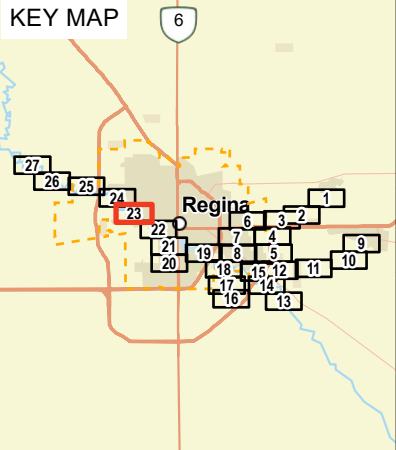
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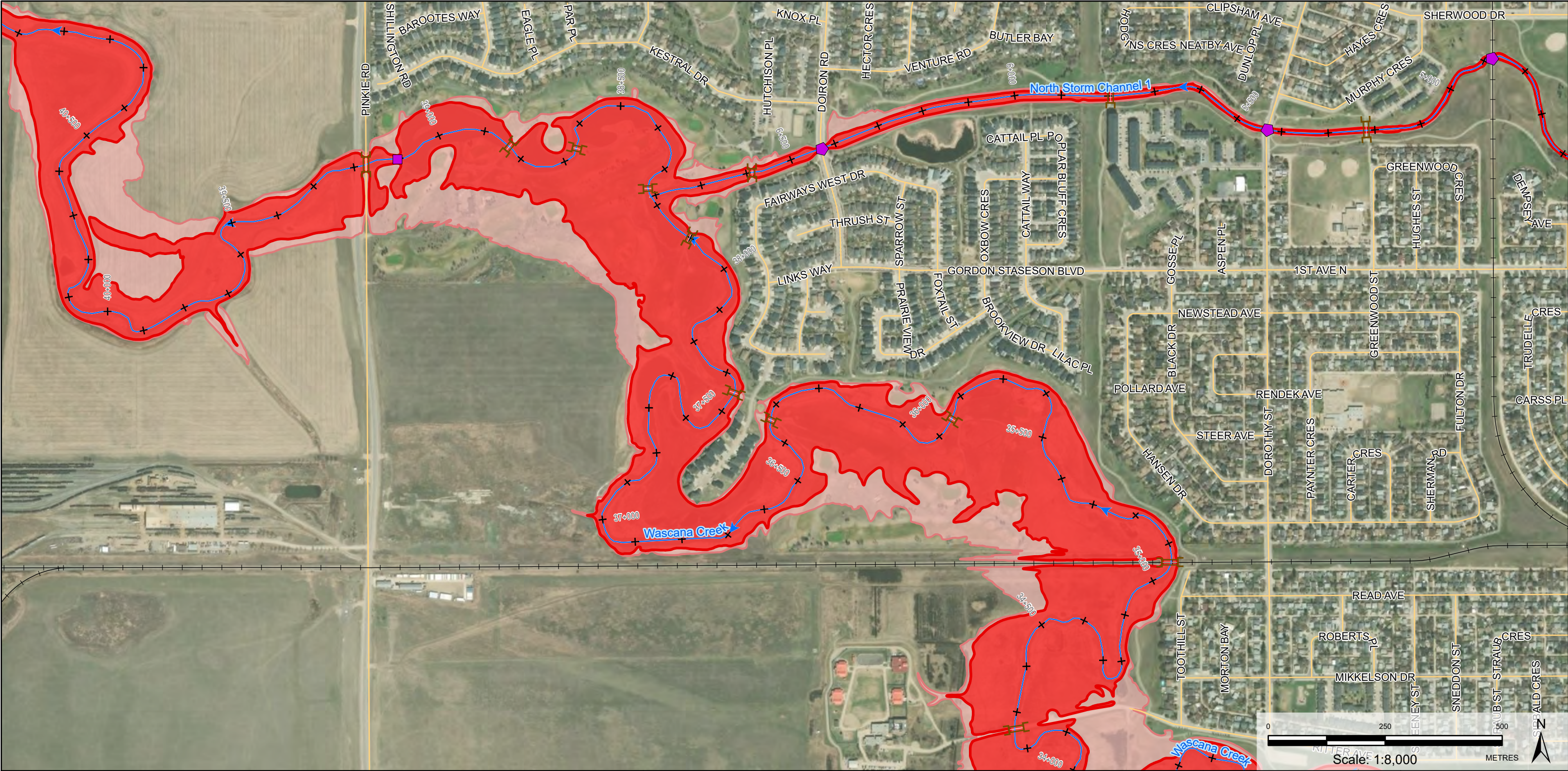
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Vertical Datum: CGVD2013
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Map Projection: UTM CSRS Extended Zone 13 North

Credits:
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| 1:500 Floodway | Dam |
| 1:500 Flood Fringe | Culvert |
| Study Limits | Weir |
| Chainage (100 m interval) | Bridge |
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| | Rural Municipalities |



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FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 23 of 27



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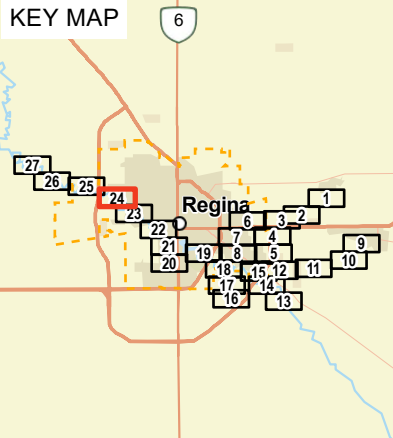
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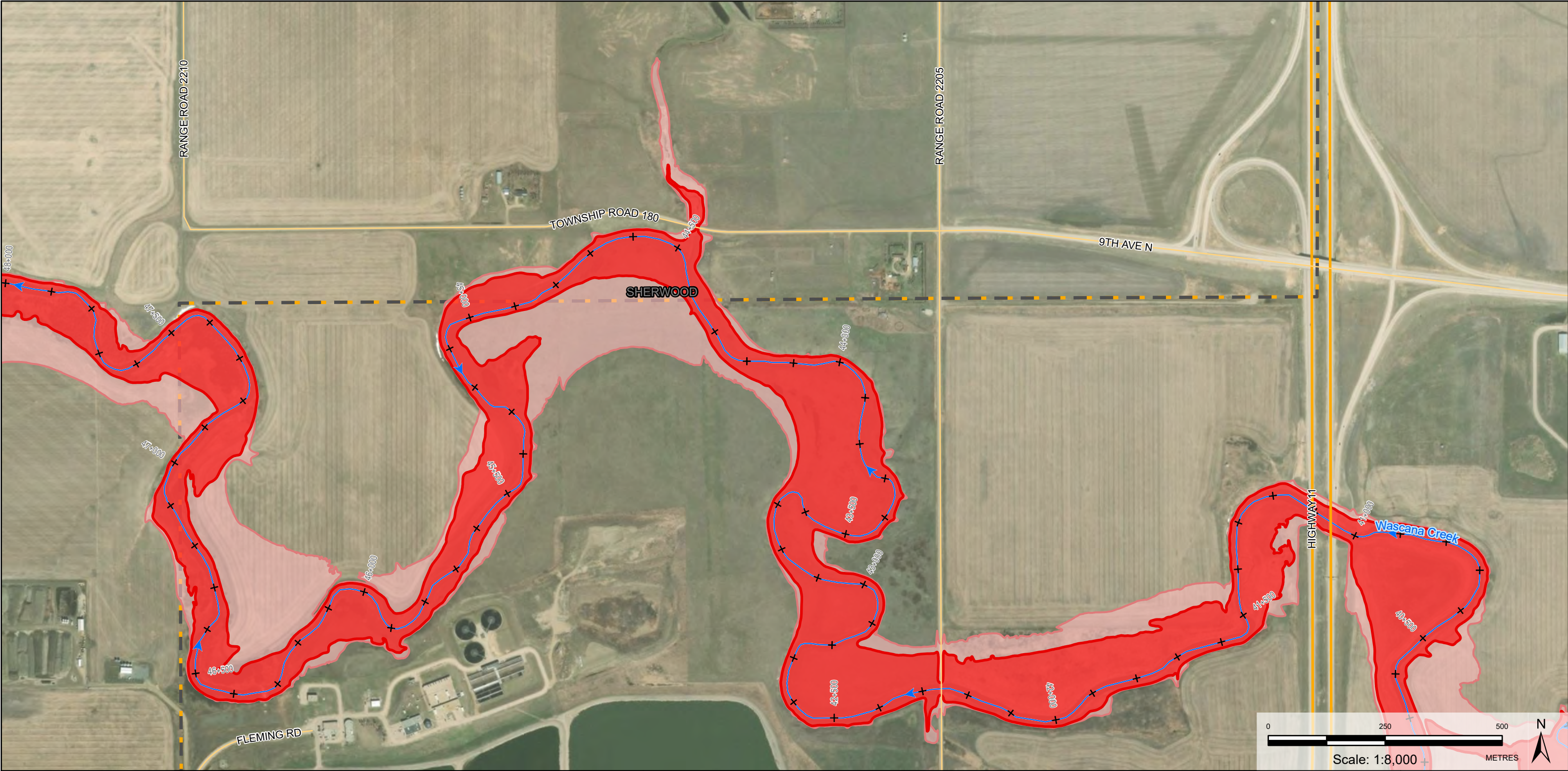
Coordinate Reference System:
Horizontal Datum: NAD83 CSRS epoch 1997
Vertical Datum: CGVD2013
Geoid Model: CGG2013
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ESRI Canada 2022

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| 1:500 Floodway | Dam |
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| Study Limits | Weir |
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FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 24 of 27



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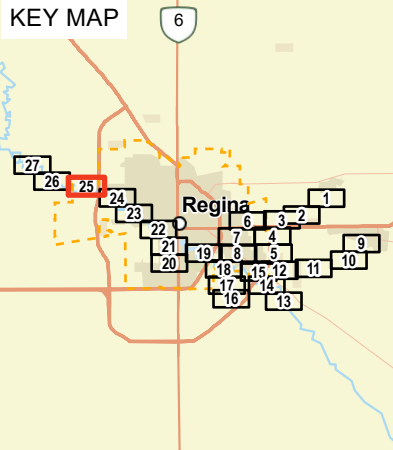
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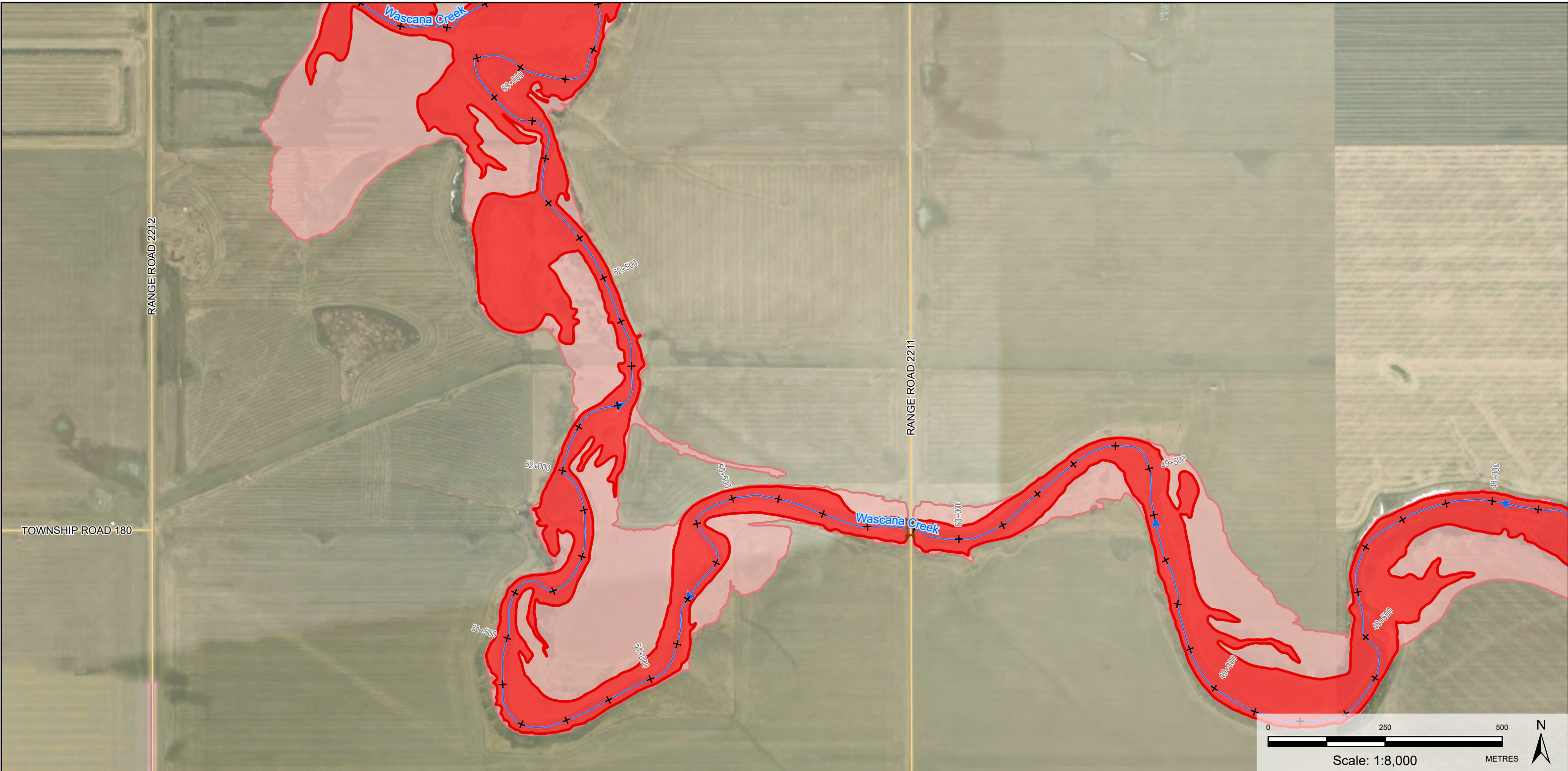
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| 1:500 Floodway | Dam |
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FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 25 of 27



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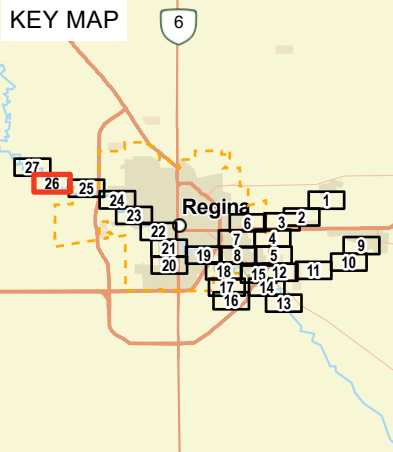
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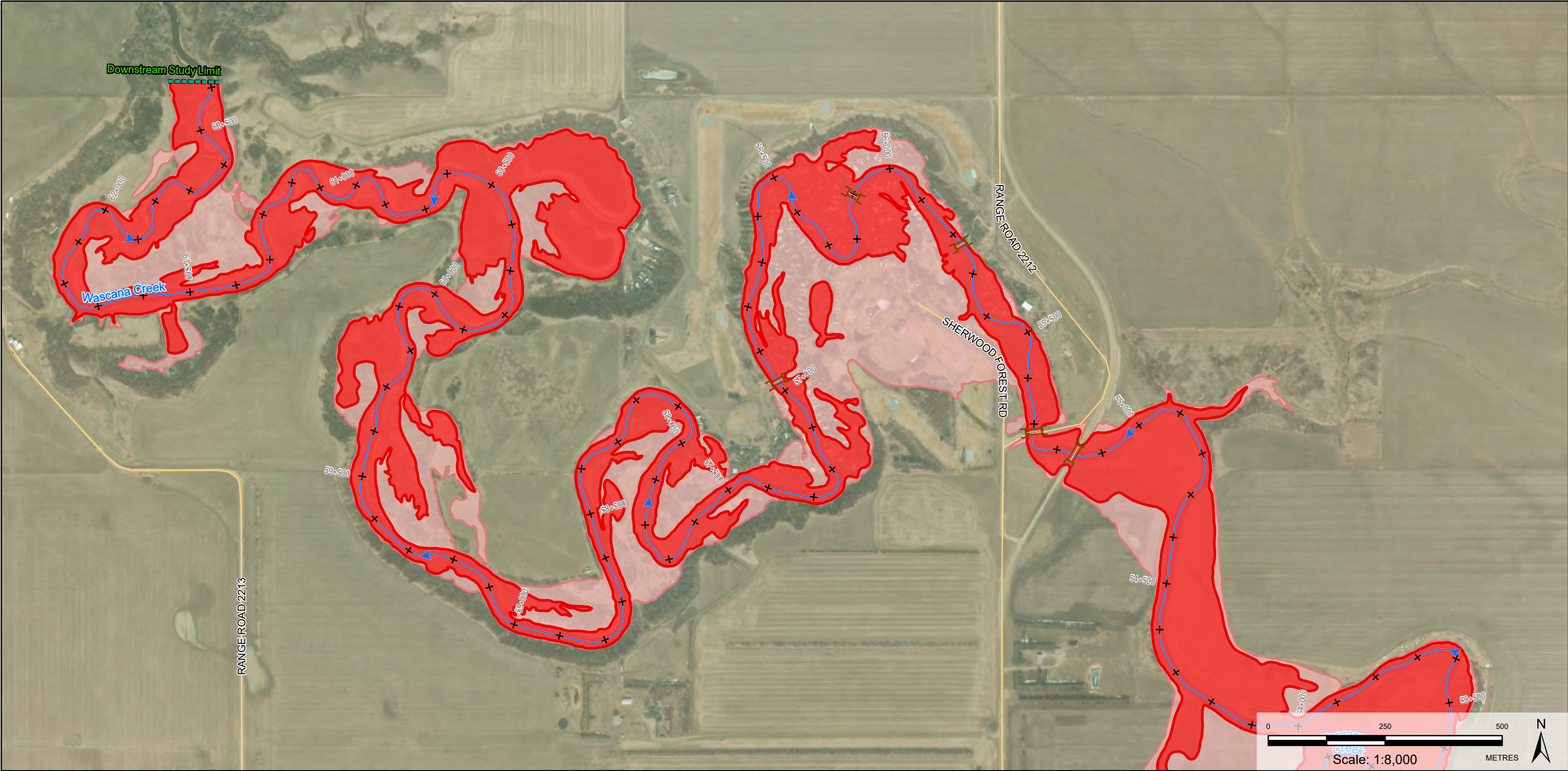
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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 26 of 27



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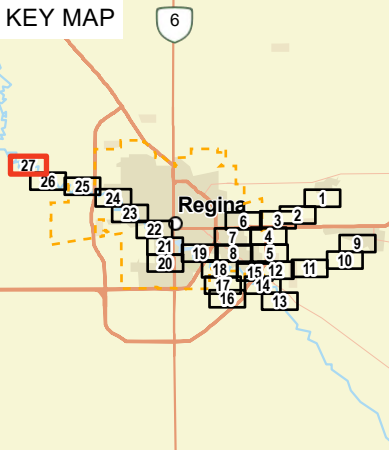
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Map Projection: UTM CSRS Extended Zone 13 North

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ESRI Canada 2022

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| Study Limits | Weir |
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TITLE CITY OF REGINA FLOOD MAPPING STUDY		
FIGURE 1:500 YEAR FLOOD HAZARD AWARENESS MAP		
PROJECT NUMBER: 60706173	REV. 1	SHEET 27 of 27

Community Contact and Feedback Summary
Communications

Information Session Letter	Mailed (Canada Post) to approximately 2,400 addresses to all affected property owners.
June 25, 2026	RRHBA and the Realtor's Association were also contacted by email.
Information Session Date and Time	8 July 2026 4:30 p.m. to 8:30 p.m.
Website Information	Updated information posted at regina.ca/floodplain.
June 24, 2026	

Queries/ Comments/ Feedback

Response	#	Comments
Interested parties	37	General questions related to property value, insurance, renovations and new constructions.
Total	37	

City Administration Response
Issue: Why did I get the letter from the City regarding floodplain changes?
Administration's Response:

All property owners received a letter from the City regarding floodplain changes whose property was affected in some way or the other, such as if the property was added or removed from the affected properties; the residents were informed about the change.

Issue: Effect on taxes, assessment value and insurance premiums.
Administration's Response:

The property owners were assured that their assessment will not change as a direct result of the changes; however, property valuation occurs every four years in accordance with provincial legislation. The next assessment cycle will be from 2029 to 2033. At that time, the same factors will be considered for all properties to determine if changes need to be made.

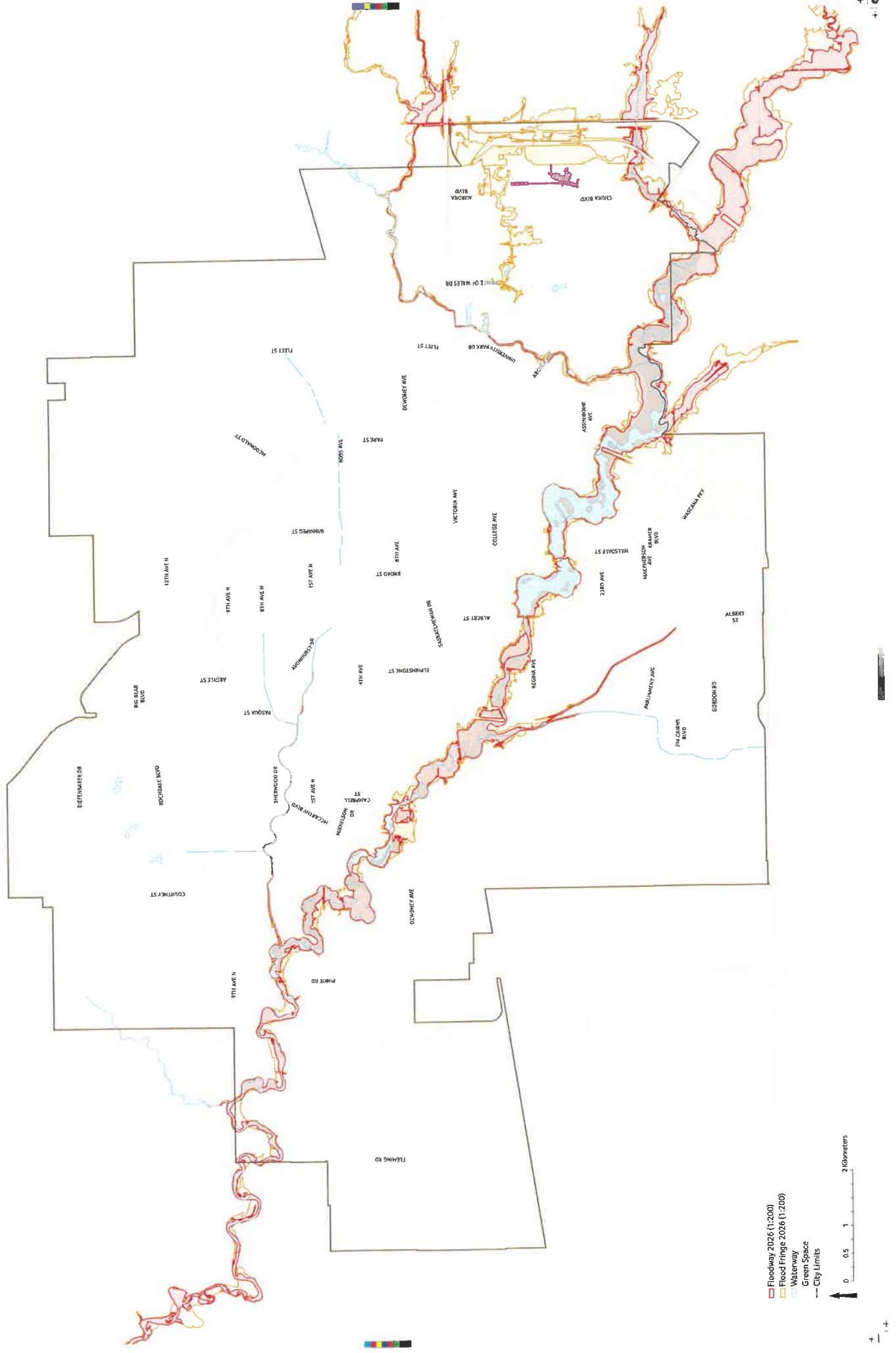
Insurance coverage and eligibility decisions are determined by individual insurance providers, using their own assessment data and methods, independent of regulatory municipal boundaries. The City cannot provide direct advice about insurance coverage or eligibility, as each insurance provider conducts its own risk assessment for properties. Property owners are encouraged to contact their insurance provider to learn about available coverage options and eligibility requirements. Some insurers may offer optional coverage related to sewer backup, overland flooding or groundwater flooding.

Issue: Renovations and new construction related.
Administration's Response:

Residents expressed concerns about whether they would still be able to undertake alterations, renovations, or other changes to their properties, or to have a secondary suite in their basement.

New construction and major redevelopment in the floodplain must meet updated floodproofing requirements, including engineer approval, restrictions on basement dwelling units, and specific building elevation standards. Garages, sheds, and other non-habitable buildings are generally still permitted.

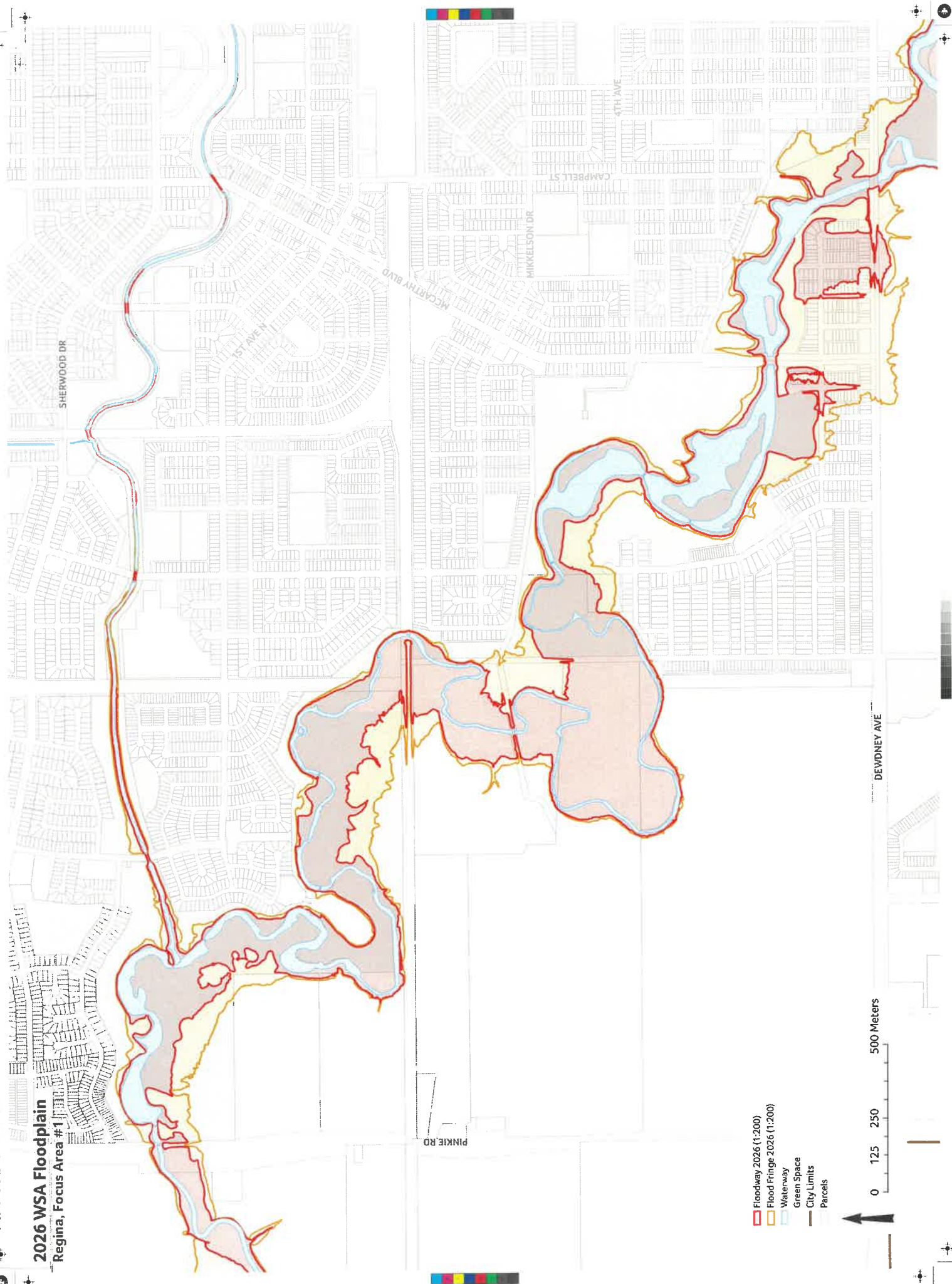
Appendix D



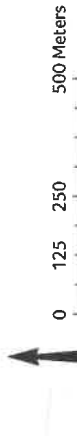
Regina, Citywide

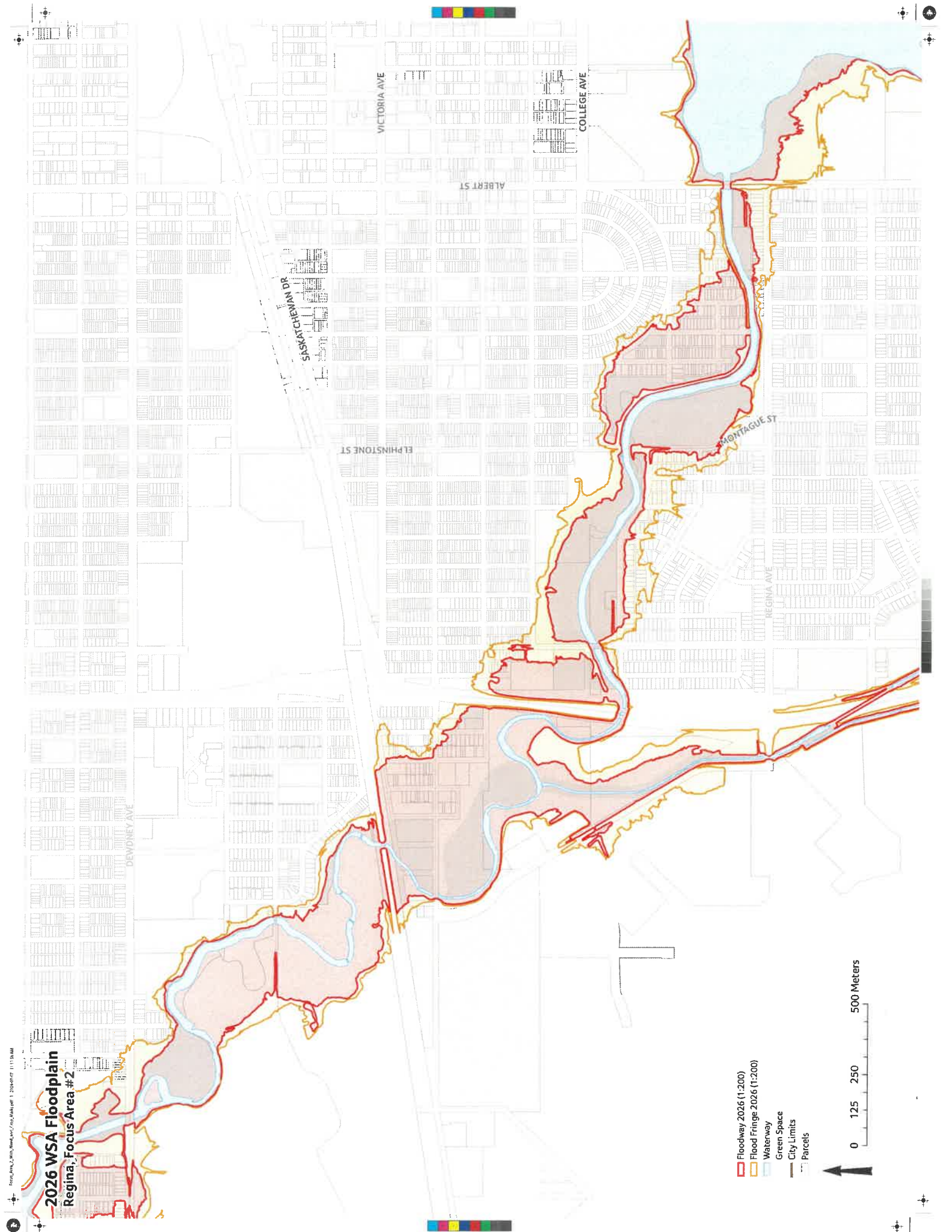


2026 WSA Floodplain Regina, Focus Area #1



- Floodway 2026 (1:200)
- Flood Fringe 2026 (1:200)
- Waterway
- Green Space
- City Limits
- Parcels



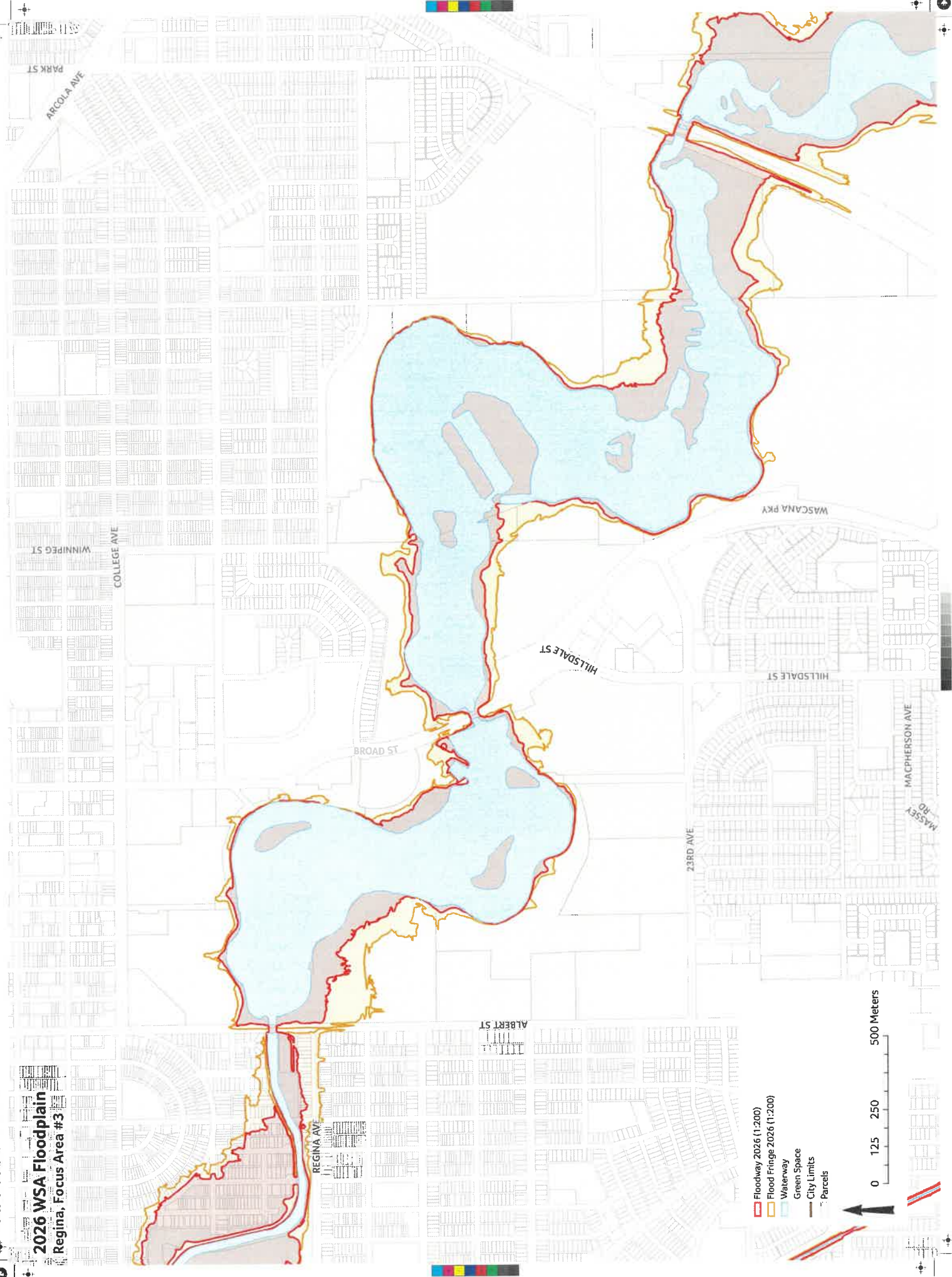


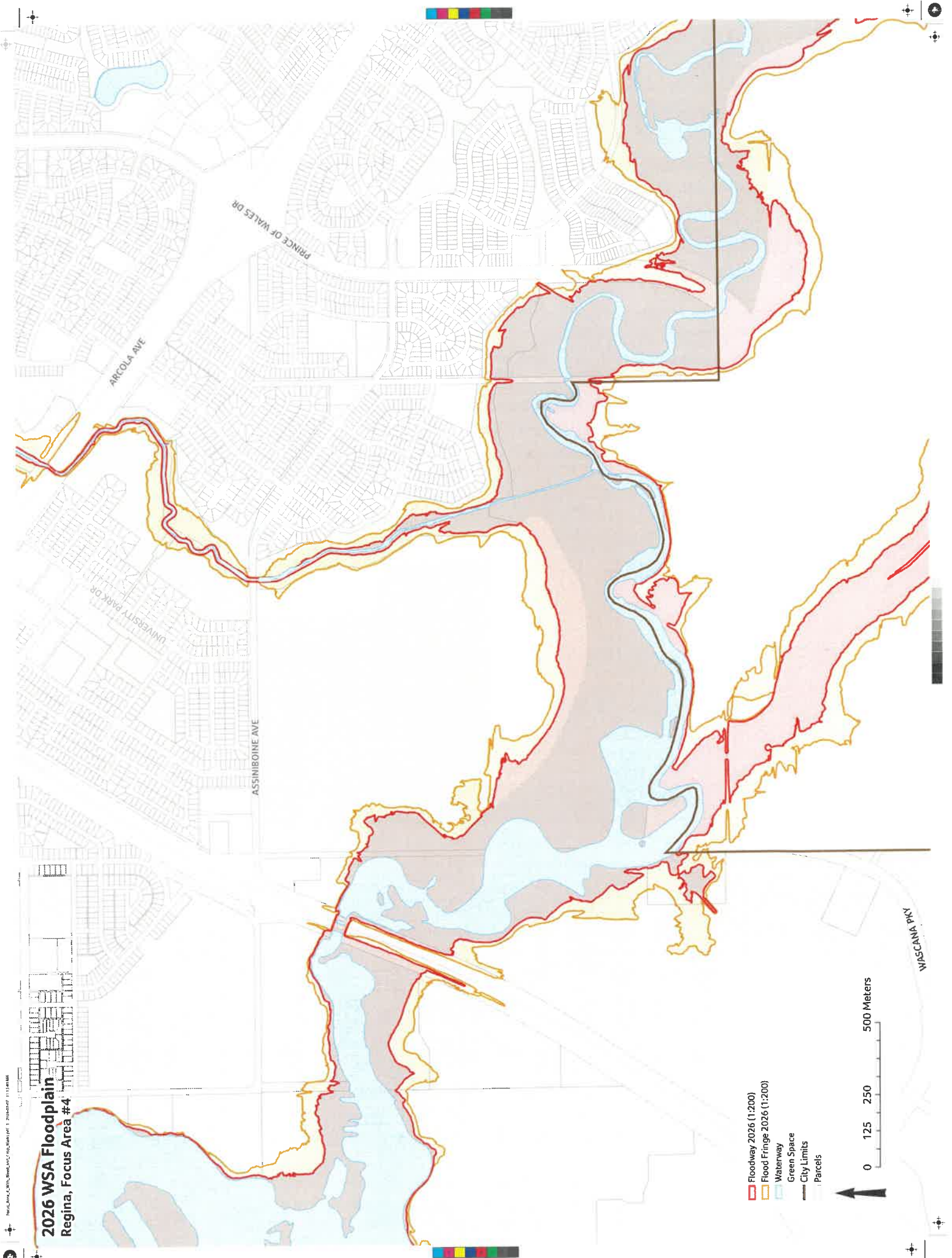
2026 WSA Floodplain
Regina, Focus Area #2

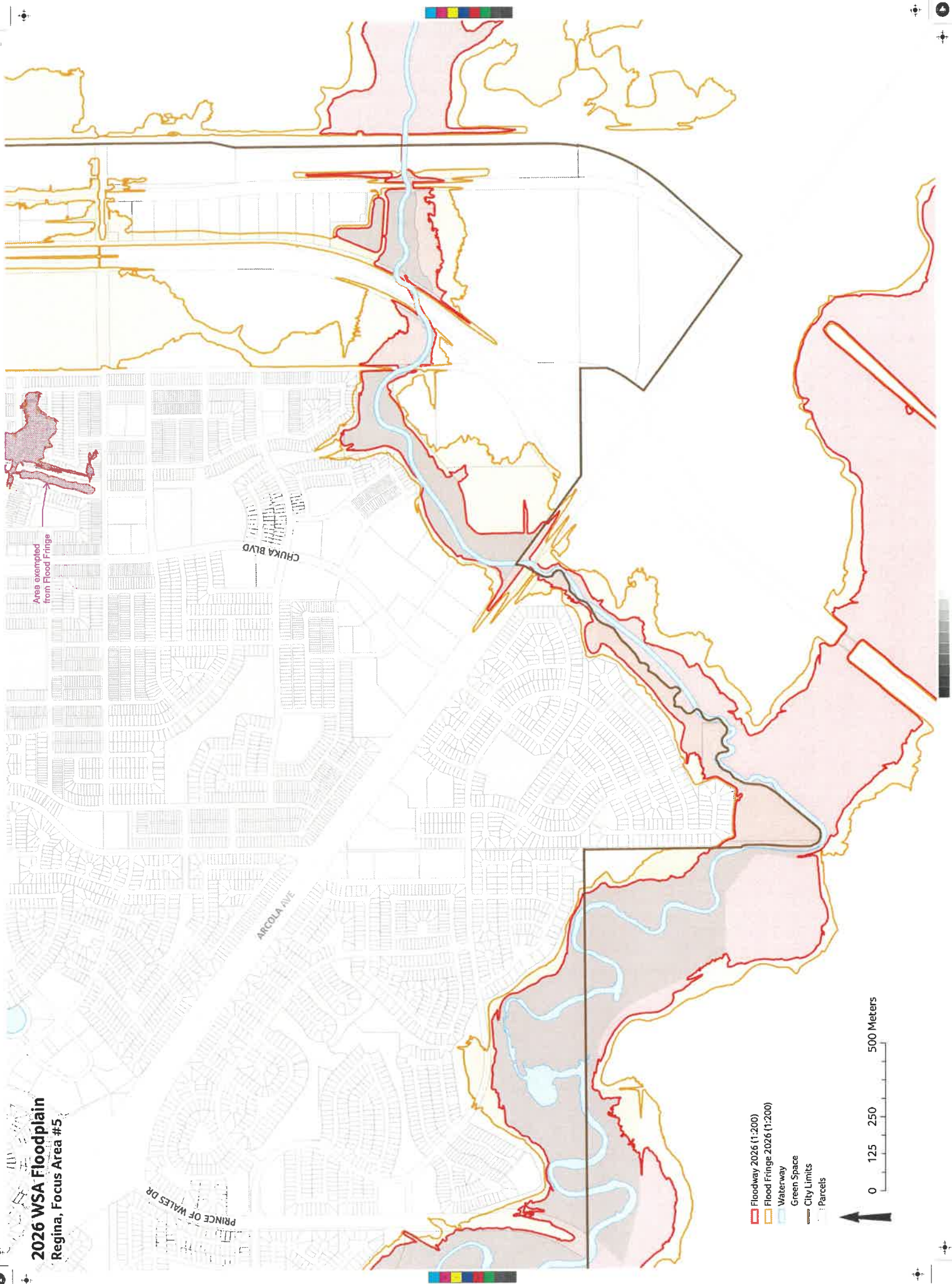
- Floodway 2026 (1:200)
- Flood Fringe 2026 (1:200)
- Waterway
- Green Space
- City Limits
- Parcels

0 125 250 500 Meters

2026 WSA Floodplain Regina, Focus Area #3

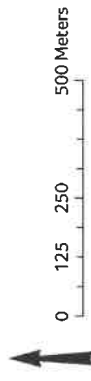




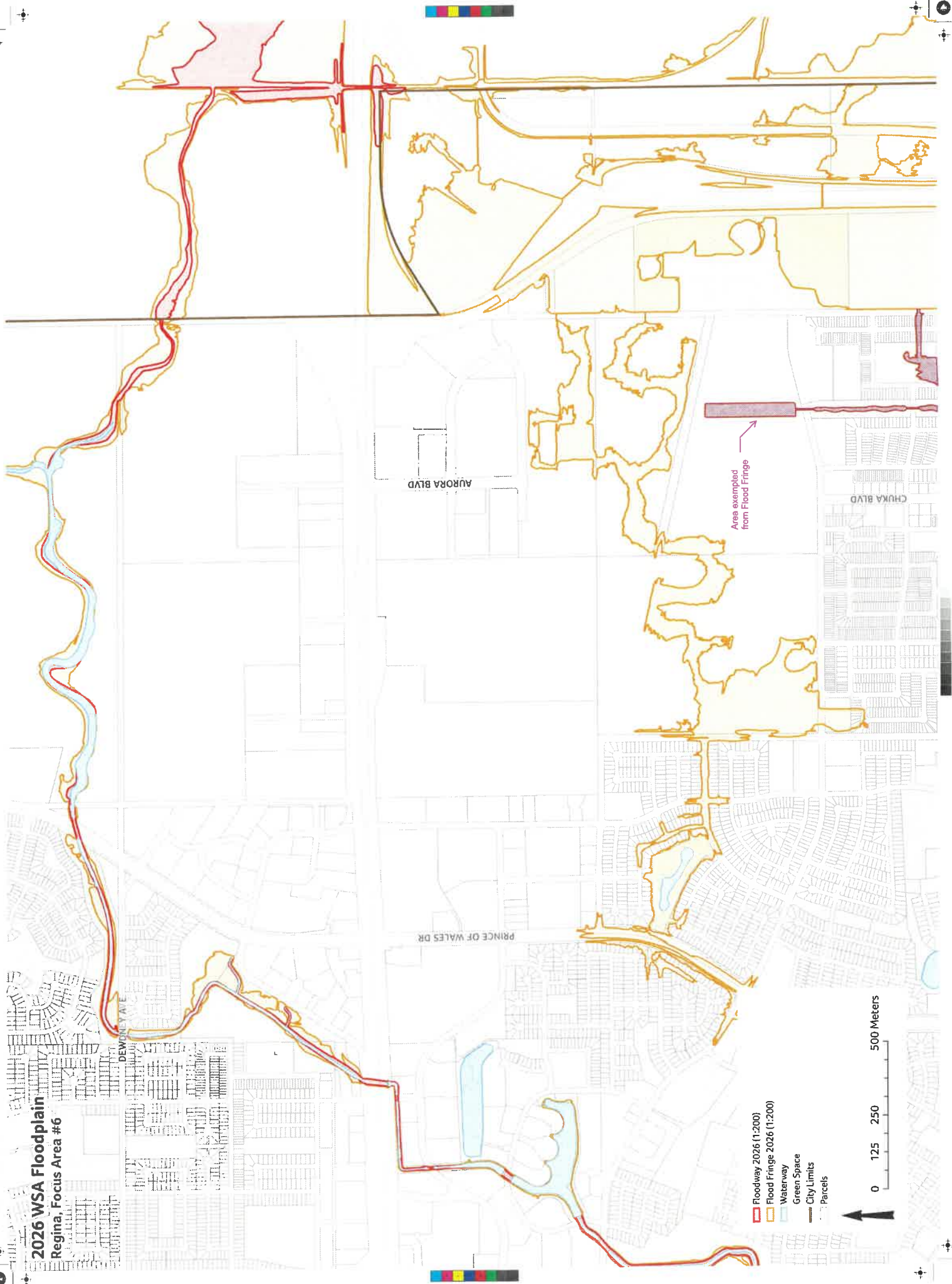


Area exempted
from Flood Fringe

- Floodway 2026 (1:200)
- Flood Fringe 2026 (1:200)
- Waterway
- Green Space
- City Limits
- Parcels



2026 WSA Floodplain Regina, Focus Area #6

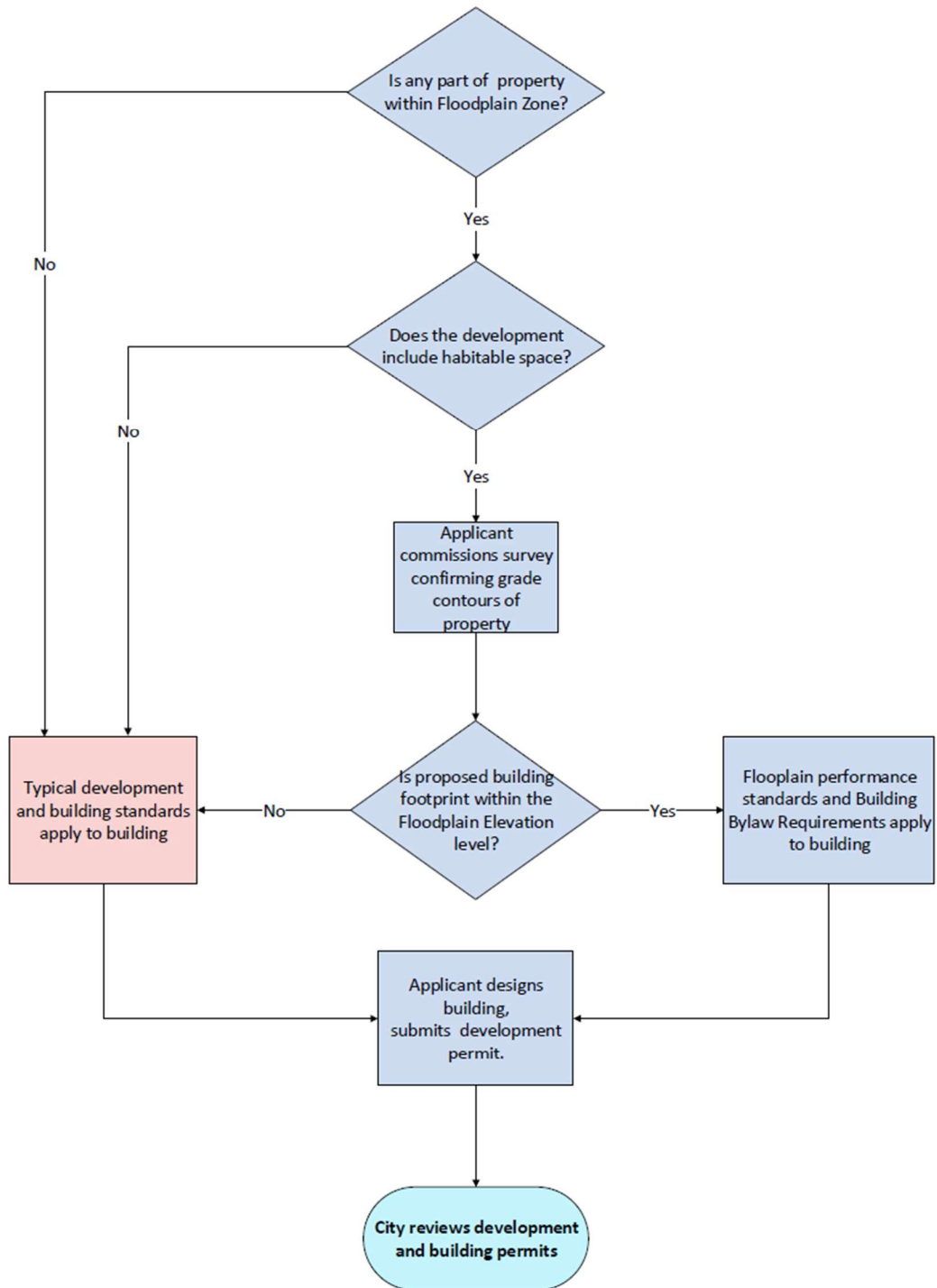


- Floodway 2026 (1:200)
- Flood Fringe 2026 (1:200)
- Waterway
- Green Space
- City Limits
- Parcels



Area exempted
from Flood Fringe

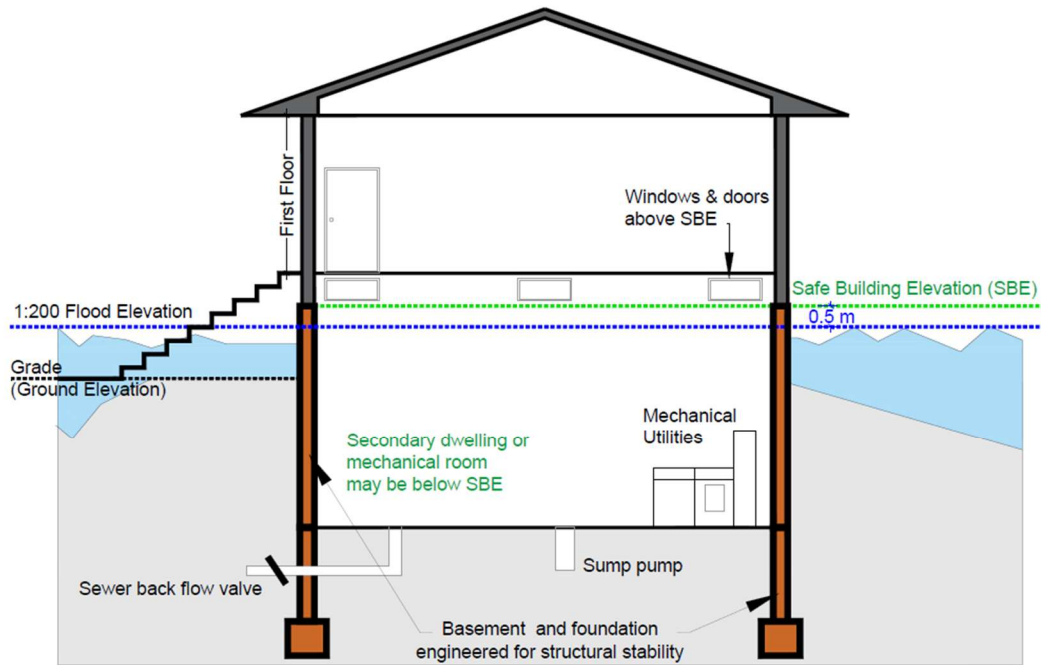
Process of Development Approval for Properties within the Floodplain



BUILDING IN FLOODPLAIN

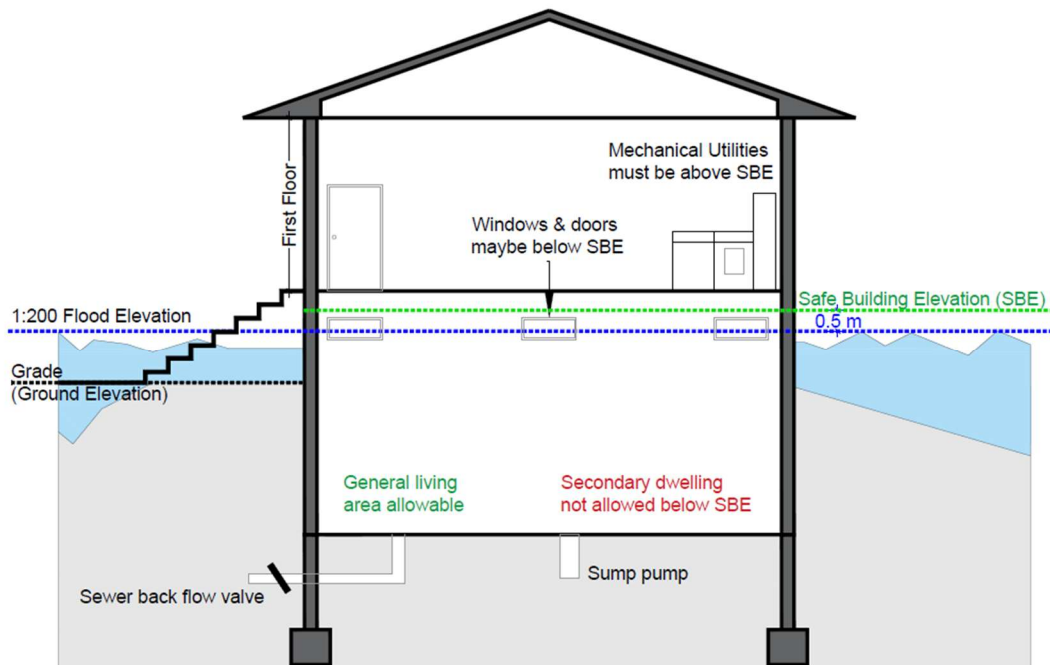
Option-1

Engineering Certification Required



Option-2

No Engineering Certification





Annual Winter Maintenance Summary 2025/2026 Season

Date	September 16, 2026
To	Executive Committee
From	Executive Committee
Service Area	Roadways & Transportation
Item #	EX26-91

RECOMMENDATION

The Executive Committee recommends that City Council:

1. Amend the Winter Maintenance Policy (Policy) to add snow clearing on sidewalks adjacent to select locations in the Regina Growth Plan, including Urban Corridors and the City Centre, as shown in Appendix D-Amendment 1;
2. Amend the Policy to add snow clearing on sidewalks adjacent to school zones, as outlined in Appendix D-Amendment 1;
3. Amend the Policy to revise the hours of operation at the Snow Storage Site as outlined in Appendix D-Amendment 3;
4. Amend the Policy Appendix A (Operational Policy-Level of Service) to include information outlined in Appendix D-Amendment 4;
5. Direct Administration to bring an increase to the Snow Storage Site User Fees in *The Clean Property Bylaw No. 9881* for Council consideration as part of the 2027 budget process;
6. Consider that accessibility-related snow removal investments on 11th Avenue and Dewdney Avenue are not priority areas for accessibility.
7. Consider budget reallocation to other priority accessibility areas, such as priority snow

removal near schools, day homes, daycares and medical centers, as well as the 30-km of residential areas of high concern identified in the report.

8. Remove item *CR25-116* from the List of Outstanding Items for City Council; and
9. Approve these recommendations at its September 23, 2026, meeting.

HISTORY

At its meeting held on August 31, 2026, the Accessibility Advisory Committee considered the attached report *ACC26-8 - Annual Winter Maintenance Summary 2025/2026 Season* from the City Operations Roadways & Transportation division.

The Committee adopted a resolution to concur in the recommendations contained in the attached report, with the removal of the following recommended items #3 and #6:

3. Amend the Policy to remove the winter maintenance objective related to Sandboxes as outlined in Appendix D-Amendment 2; and
6. Direct Administration to bring winter maintenance service level enhancements on sections of Dewdney Avenue and 11th Avenue corridors for Council consideration as part of the 2027 budget process;

Further, the committee adopted the following amendments as part of their resolution:

1. Consider that accessibility related snow removal investments on 11th Avenue and Dewdney Avenue are not priority areas for accessibility.
2. Consider budget reallocation to other priority accessibility areas, such as priority snow removal near schools, day homes, daycares and medical centers, as well as the 30-km of residential areas of high concern identified in the report.

The recommendation contained within this report requires City Council approval.

Respectfully submitted,

ACCESSIBILITY ADVISORY COMMITTEE

A handwritten signature in black ink, appearing to read "Hendricks", is written below the committee name.

ATTACHMENTS

ACC-26-8 Annual Winter Maintenance Summary 2025 -2026 Season-

Appendix A - Winter Maintenance Annual Update 2025-2026

Appendix B - Snow Storage Site User Fee Amendment

Appendix C - Strategic Service Initiatives

Appendix D - Winter Maintenance Policy Amendments

Appendix E - Council Directed Review Items



Annual Winter Maintenance Summary 2025/2026 Season

Date	August 31, 2026
To	Accessibility Advisory Committee
From	City Operations
Service Area	Roadways & Transportation
Item No.	ACC26-8

RECOMMENDATION

The Accessibility Advisory Committee recommends that the Executive Committee recommend at its meeting on September 16, 2026, that City Council:

1. Amend the Winter Maintenance Policy (Policy) to add snow clearing on sidewalks adjacent to select locations in the Regina Growth Plan, including Urban Corridors and the City Centre, as shown in Appendix D-Amendment 1;
2. Amend the Policy to add snow clearing on sidewalks adjacent to school zones, as outlined in Appendix D-Amendment 1;
3. Amend the Policy to remove the winter maintenance objective related to Sandboxes as outlined in Appendix D-Amendment 2;
4. Amend the Policy to revise the hours of operation at the Snow Storage Site as outlined in Appendix D-Amendment 3;
5. Amend the Policy Appendix A (Operational Policy-Level of Service) to include information outlined in Appendix D-Amendment 4;
6. Direct Administration to bring winter maintenance service level enhancements on sections of Dewdney Avenue and 11th Avenue corridors for Council consideration as part of the 2027 budget process;
7. Direct Administration to bring an increase to the Snow Storage Site User Fees in *The Clean Property Bylaw No. 9881* for Council consideration as part of the 2027 budget process;
8. Remove item *CR25-116* from the List of Outstanding Items for City Council; and
9. Approve these recommendations at its September 23, 2026, meeting.

ISSUE

The purpose of this report is to:

- Provide a summary of the 2025/2026 winter road maintenance season;
- Amend the Policy to align with 2026 Budget approvals;
- Provide a response to the Council resolutions approved in CR25-116 *Winter Road Maintenance Update* to report on impassable residential streets and snow clearing in residential alleys; and
- Direct Administration to bring increased service levels and fee increases as part of the 2027 budget process.

IMPACTS

Financial Impact

The 2026 Budget approved by City Council included several changes to winter maintenance service levels and funding. These changes included:

- Elimination of the Sandbox Program, resulting in a reduction of approximately \$139,000 to the Winter Maintenance operating budget;
- Approval of \$110,400 in additional funding to expand snow clearing on high-pedestrian sidewalks as identified through the Regina Accessibility Plan;
- Reducing resources at the Snow Storage Site, resulting in a reduction of approximately \$75,000 to the Winter Maintenance operating budget and reduced staffing and hours at the site.

In addition, \$288,180 has been allocated to support enhanced winter maintenance activities associated with the Dewdney Avenue and 11th Avenue corridors, including snow and ice control, sidewalk maintenance and protection of newly constructed infrastructure. Administration is proposing to continue this enhanced level of service during the 2026/2027 winter season while seeking ongoing funding through the 2027 Budget process.

The report also includes a proposed increase to Snow Storage Site user fees beginning in November 2027. The proposed fee adjustments are intended to better align revenues with current operating and capital costs and support the Winter Maintenance Policy objective of recovering a portion of snow storage site operating costs from commercial users. If approved through the 2027 budget process, revenues are expected to increase by \$65,000 annually.

Legal Impact

If approved by City Council during the 2027 budget process, the increase to the snow storage site user fee would require changes to Schedule L of *The Clean Property Bylaw*.

Changes to the winter maintenance policy are required due to the elimination of the sandbox program and the reduction in snow storage site resources effective January 1, 2026, as well as the addition of sidewalk snow clearing on high-pedestrian locations identified in the Growth Plan and within school zones.

Policy Impact

The information outlined in this report is in alignment with the Winter Road Maintenance Policy. Policy objective related to the Sandbox Program, Snow Storage Site and Sidewalk Program will be updated after City Council approval.

The information outlined in this report is in alignment with *Design Regina: The Official Community Plan* Bylaw 2013-48 (OCP) and the Transportation Master Plan (TMP), specifically: Section D3, Transportation:

- Goal 1 – Sustainable Transportation Choices:
 - Offer a range of year-round sustainable transportation choices for all, including a complete street framework.
- Goal 2 – Public Transit:
 - Elevate the role of public transit.
- Goal 3 – Integrated Transportation and Land Use Planning:
 - Integrate transportation and land-use planning to better facilitate walking, cycling, and transit trips.
- Goal 4 – Road Network Capacity:
 - Optimize road network capacity.
- Goal 5 – Active Transportation:
 - Promote active transportation for healthier communities.

Strategic Priority Impact

The information presented in this report aligns with the City's Infrastructure priority, specifically the outcome of facilitating the efficient movement of people, goods, and services throughout the city. Winter maintenance programs and initiatives also support key growth, transit, and connectivity corridors, while advancing action items identified in the Corporate Accessibility Plan.

Labour Impact

The elimination of the Sandbox Program resulted in the reduction of 1.4 Full-Time Equivalents (FTEs), reducing salaries in the operating budget by \$104,000.

The reduction of the Snow Storage Site staffing levels resulted in the reduction of 1.0 FTEs, reducing salaries in the operating budget by \$75,000.

Environmental Impact

The City's strategic priorities recognize the shared relationship between people and the land. This recognition acknowledges both the community we serve and the original rights holders of this land and reflects a collective responsibility to ensure its sustainable use and long-term viability for future generations.

Consistent winter maintenance of roads, sidewalks, and pedestrian infrastructure supports active transportation and transit use by enhancing accessibility and mobility throughout the winter season. During the 2025-26 winter season, the City's winter maintenance fleet consumed 441,804 litres of fuel, generating approximately 1,176 tonnes of greenhouse gas (GHG) emissions. This represents a 16 per cent decrease from the previous season, primarily due to fewer significant snowfall events and reduced plowing requirements.

Looking ahead, climate change is expected to increase the frequency and complexity of winter maintenance challenges, including freezing rain events, temperature fluctuations, and freeze-thaw cycles. Additionally, the removal of community sandboxes may limit residents' ability to address localized icy conditions, potentially increasing safety and accessibility concerns.

Indigenous Impact

Through staff learning and teaching opportunities, all winter maintenance crews were made aware of the truth and reconciliation calls to action as well as the significance of the National Day for Truth and Reconciliation.

Administration will follow the Indigenous Procurement Policy when evaluating bids for the winter maintenance equipment contracts for the 2026/2027 winter season. As per this policy, Indigenous participation carries a weight of 10 per cent under the Community Benefits and Sustainability Criteria of evaluating bids.

Inclusion, Diversity, Equity & Accessibility (IDEA)

Winter road maintenance is one of the key stakeholders for the development of the Regina Accessibility Plan to identify, remove and prevent barriers to access in City spaces, programs, and services. The Roadways Seasonal Operations Branch (RSO) worked with other City departments to help chart clear and tangible steps to improve accessibility around roads, sidewalks, and transit stops across Regina during the winter months.

Administration has initiated a phased approach to expand sidewalk snow clearing in alignment with the Regina Accessibility Plan:

- Phase 1 – Clear snow from additional sidewalks on the urban corridors and select City Centre locations identified in the Regina Growth Plan and school zones starting November 1, 2026. The 2026 funding has been approved and the remaining funding required is included in the 2027 Budget.

- Phase 2 – Pending budget approval, clear snow along all Transit routes.
- Phase 3 – Pending budget approval, expand snow clearing to create additional connections between the priority network and community destinations.

Administration engaged with the Accessibility Advisory Committee (AAC) on March 16, 2026, and July 20, 2026 to get feedback on the proposal to provide enhanced winter maintenance on additional high pedestrian sidewalks.

OTHER OPTIONS

Option One – Amend the Winter Maintenance Policy to Plow Impassable Residential Streets Following Completion of Category 1 to 3 Roads (Not recommended)

Council could amend the Winter Maintenance Policy to require systematic plowing of approximately 30 kilometres of residential roadways with recurring access concerns following completion of Category 1 to 3 roadway plowing activities.

This option would increase annual operating costs by approximately \$49,728 and require additional contractor resources. While it would establish a formal service level for identified residential roadways, Administration's review found that current operational practices are already effectively addressing residential access concerns while maintaining flexibility to respond to changing conditions during winter events.

Administration does not recommend this option because it would increase costs, reduce operational flexibility, and provide limited additional benefit beyond current service levels.

Additional analysis is provided in Appendix E.

Option Two – Amend the Winter Maintenance Policy to Trigger Residential Alley Plowing at 10 cm of Snowfall Instead of five centimetres (Not recommended)

Council could amend the Winter Maintenance Policy to increase the snowfall trigger for systematic alley plowing from five centimetres to 10 centimetres.

This option would reduce alley plowing cycles and generate estimated annual savings of approximately \$120,000, resulting in a modest reduction to the Alley Maintenance Special Tax Levy. However, Administration's review found that the reduced service level may increase resident complaints, reduce alley accessibility, impact waste and recycling collection, and increase reliance on reactive maintenance activities.

Administration does not recommend this option because the potential reduction in service outweighs

the anticipated financial savings.

Additional analysis is provided in Appendix E.

COMMUNICATIONS & ENGAGEMENT

The 2025-26 winter maintenance season commenced with a media event on November 13, 2025, which generated significant media coverage and increased public awareness of winter maintenance operations. Additional media attention was received during the April snow events, particularly regarding the decision not to implement snow routes due to fluctuating temperatures and forecasted melting conditions.

Digital engagement remained strong throughout the season, with residents increasingly using the City's website, Winter Maintenance Map, and social media channels to access information and monitor maintenance activities. The growing use of these self-service tools may have contributed to a decrease in winter maintenance-related complaints received through Service Regina.

Overall, winter maintenance operations were positively represented in the media and generated increased public engagement across digital platforms. Feedback from Media Relations identified opportunities to enhance on-site media access during significant winter weather events, which Administration will consider as part of future communications planning.

DISCUSSION

Winter Maintenance Annual Summary – Seasonal Overview

The 2025/2026 winter season was characterized by frequent freeze-thaw cycles, variable weather conditions and a significant late-season snowfall event in April. Despite these challenges, Administration maintained service levels and achieved 94 per cent of Winter Maintenance Policy objectives. Service requests remained below historical trends relative to snowfall volumes, resident concerns continued to decline, and accessibility improvements advanced in preparation for future service enhancements.

Financial Performance

Winter maintenance expenditures for the 2025/2026 season totaled \$12.55 million, which was consistent with the five-year seasonal average of \$12.51 million. Snow storage site operations generated \$352,575 in revenue during the season.

The 2026 approved operating budget for winter maintenance is \$12.53 million. The Q2 Forecast projects year-end expenditures of \$12.79 million, reflecting anticipated winter maintenance activity in November and December, as well as planned service enhancements on the Dewdney Avenue and 11th Avenue corridors. Additional financial information is provided in Appendix A.

Operational Performance

Administration responded to three full systematic plows, 11 storm-response plow events, and a range of routine winter maintenance activities throughout the 2025-26 season. Despite challenging weather conditions, winter maintenance operations achieved 94 per cent of established policy objectives while maintaining service levels across the transportation network.

Objectives that were not fully achieved were primarily influenced by weather conditions, operational constraints, and approved service-level adjustments. Detailed operational statistics and key performance indicator (KPI) results are included in Appendix A.

Customer Service and Resident Feedback

Findings from the 2023 Winter Road Maintenance Review continue to demonstrate positive results. During the 2025-26 season, the City received 3,293 winter maintenance-related service requests, which remained significantly below historical levels when compared to seasonal snowfall volumes.

Administration resolved 67 per cent of service requests within two business days and received 77 resident compliments related to winter maintenance services. Service request volumes remained well below historical averages, indicating continued improvements in customer experience and service delivery. Further analysis of service requests and customer service metrics is provided in Appendix A.

Strategic Service Initiatives:

Enhanced Winter Maintenance on High-Pedestrian Sidewalks

As part of the 2026 Budget, City Council approved \$110,400 for the first phase of expanded sidewalk snow-clearing services in support of the Regina Accessibility Plan. Beginning in November 2026, Administration will expand winter maintenance activities along select high-pedestrian corridors, including priority locations identified through the Regina Growth Plan and within school zones.

This initiative is intended to establish the foundation of a connected winter pedestrian network, enhance accessibility, support active transportation, and improve year-round mobility. Implementation will require amendments to the Winter Maintenance Policy and the allocation of additional operational resources.

Additional information regarding corridor selection, stakeholder engagement, and future implementation phases is provided in Appendix C.

Enhanced Winter Maintenance on Dewdney Avenue and 11th Avenue Corridors

Beginning in November 2026, Administration is proposing enhanced winter maintenance services along the recently reconstructed Dewdney Avenue and 11th Avenue corridors.

The estimated annual operating cost is \$288,180. Ongoing funding will be requested through the 2027 Budget process. If approved funding is not sustained, the service enhancement would conclude following the 2026-27 winter season.

Additional information regarding the proposed program, stakeholder engagement, and funding approach is included in Appendix C.

Snow Storage Site User Fee Adjustment

Administration completed a review of snow storage site operating costs and determined that the current fee structure no longer reflects the cost-of-service delivery.

To improve cost recovery and support the City's user-pay model, Administration is proposing fee increases effective November 2027. The proposed adjustments are expected to generate approximately \$65,000 in additional annual revenue and will be considered as part of the 2027 Budget process.

Implementation of the revised fee structure would require amendments to *The Clean Property Bylaw*. Further details regarding the review and proposed rates are outlined in Appendix C.

Council-Directed Review Items

At its September 24, 2025, meeting, City Council directed Administration to assess the implications of potential policy changes related to impassable residential streets and residential alley maintenance.

Resolution 1 – Impassable Residential Streets

Administration reviewed service request data, operational practices, and historical winter maintenance activities to determine whether a policy amendment requiring systematic plowing of impassable residential streets following completion of Category 1 to 3 systematic plows would provide a measurable service benefit.

The review concluded that existing operational practices provide sufficient flexibility to address residential access concerns based on public safety, mobility requirements, and service impacts. During the 2025-26 season, no concerns were identified relating to emergency vehicle access, and residential access issues were addressed during or immediately following winter maintenance operations.

A policy amendment could formalize service delivery on approximately 30 kilometres of residential roadways that experience recurring access concerns. However, implementation would require approximately \$49,728 in additional annual operating funding, as well as increased contractor resources. The proposed change would also reduce Administration's flexibility to allocate resources

in response to evolving operational conditions.

Administration believes the current approach remains the most effective and adaptable means of addressing impassable residential streets while balancing city-wide winter maintenance priorities and, therefore, does not recommend a policy amendment currently.

Additional findings and analysis are provided in Appendix E.

Resolution 2 – Residential Alley Maintenance Service Levels

Administration reviewed alley maintenance operations, service request trends, operating costs, operational impacts, and resident feedback to assess the implications of reducing the current alley maintenance service level.

The review found that systematically plowing alleys following five centimetres of snowfall provides a proactive approach to maintaining access throughout the alley network while supporting solid waste collection and resident mobility. Service request data and resident feedback indicate continued demand for the existing level of service.

Administration also examined increasing the snowfall trigger for systematic alley plowing from five centimetres to 10 centimetres. While this change could generate approximately \$120,000 in annual savings to the Alley Maintenance Special Tax Levy, it would reduce the frequency of alley plowing, increase reliance on reactive maintenance, and potentially affect accessibility, customer service, and operational performance.

Administration believes the current service level provides the optimal balance between cost, operational efficiency, customer service, and reliable network access. Accordingly, Administration does not recommend a change to the current policy.

Additional findings, service request analysis, and financial implications are provided in Appendix E.

DECISION HISTORY & AUTHORITY

On September 29, 2021, City Council considered item *CR21-132 Implementation of Updated Winter Road Maintenance Policy* and adopted a resolution to approve the updated Winter Road Maintenance Policy to take effect November 1, 2021.

On September 24, 2025, City Council considered item *CR25-116 Winter Road Maintenance Update* and adopted a resolution directing Administration to report back by Q3 2026 on the following:

1. Examine the implications of a policy change to address impassable residential streets (emergency vehicles and regular-sized vehicles) after Category 3; and
2. Examine the implications that residential alleys have on ongoing snow clearing operations, including costs, time and effort and resident dissatisfaction.

On December 15, 2025, City Council considered item *CM25-19 2026-2027 Budget Deliberations* and adopted a resolution to eliminate the sandbox program and reduce shifts for the snow storage site.

Respectfully Submitted,



Chris Warren, Director
Roadways Transportation

Respectfully Submitted,



Kurtis Doney, Deputy City Manager
City Operations

Prepared by: Neeraj Saroj, Senior Engineer, Roadways & Transportation

ATTACHMENTS

Appendix A - Winter Maintenance Annual Update 2025-2026

Appendix B - Snow Storage Site User Fee Amendment

Appendix C - Strategic Service Initiatives

Appendix D - Winter Maintenance Policy Amendments

Appendix E - Council Directed Review Items

APPENDIX A

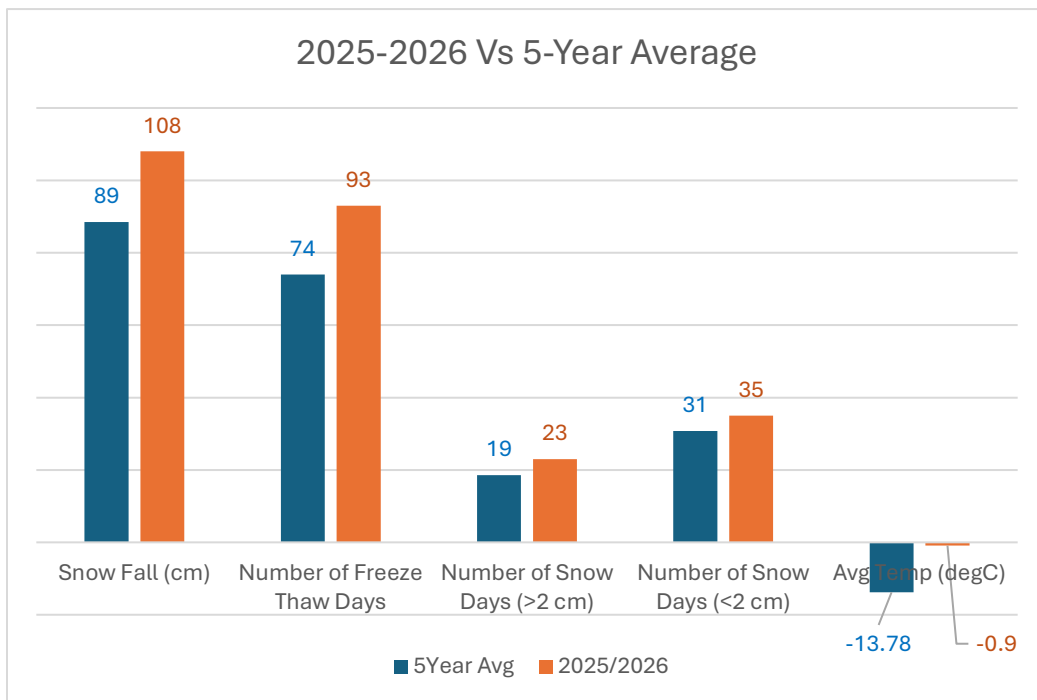
Winter Road Maintenance Annual Update – 2025/2026 Winter Season

Seasonal Conditions

The 2025/2026 winter season was characterized by frequent freeze-thaw cycles, variable weather conditions and a significant late-season snowfall event in April. Compared to the five-year average, Regina experienced slightly below-average winter conditions overall, although total seasonal snowfall was increased by a significant snowfall event in April. Frequent melting conditions reduced the number of required systematic plowing operations while increasing the need for ice-control activities throughout the season.

As part of the City's Corporate Climate Adaptation Strategy, Administration continues to assess the potential impacts of climate hazards such as freeze-thaw cycles, increased precipitation and changing temperatures on winter maintenance operations. This work will help inform future service delivery models, resource allocation and operational planning.

Graph 1: Regina Weather



Financial Performance

The annual operating budget for Winter Road Maintenance (WRM) is prepared according to a calendar year (January to December); however, the WRM season overlaps two calendar years (October to April). WRM expenditures are analyzed in two ways:

1. **Annual:** Revenue and expenses, this allows a direct comparator of the annual operating budget and highlights any significant variances in corporate reporting requirements and includes amounts from the end and the beginning of two different winter seasons.

2. **Seasonal:** Revenue and expenses for the period of October to April, which includes amounts from a single season. This allows a comparator of WRM service levels during the winter season to previous season.

The 2025/2026 winter season was delivered at a total seasonal cost of \$12.55 million, which was generally in line with the five-year average seasonal expenditure of \$12.51 million. Snow storage site operations generated \$352,575 in revenue during the season.

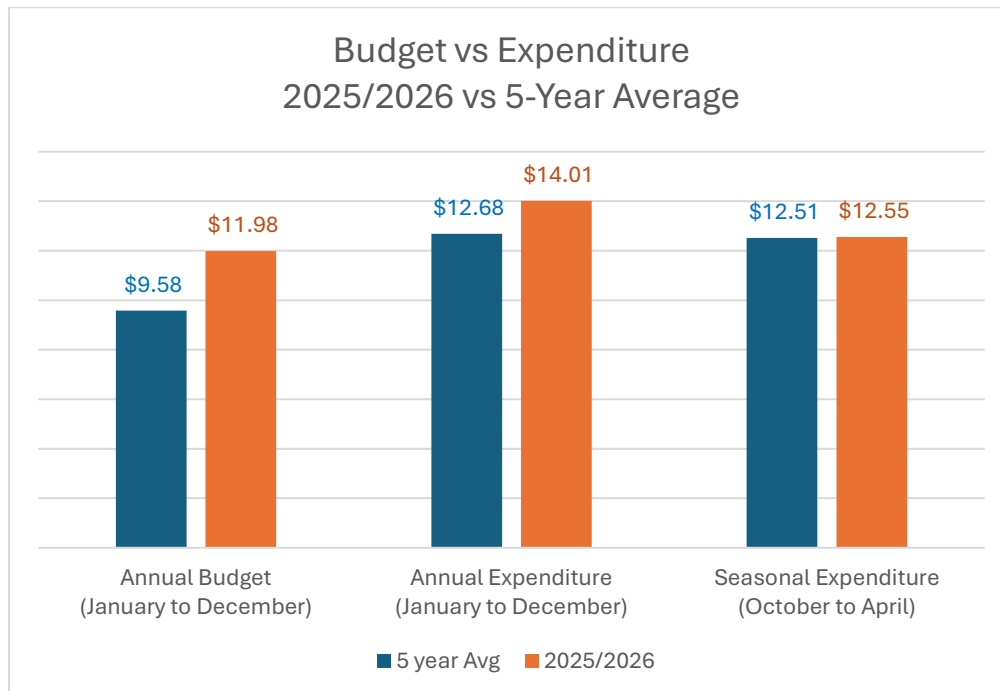
The 2026 approved annual operating budget for winter maintenance is \$12.53 million. The Q2 (Mid-Year) Forecast detailed expenditure of \$9.03 million and forecasted spending of \$12.79 million by year-end. The forecast reflects anticipated winter maintenance activity during November and December and implementation of the service level enhancements planned for Dewdney Avenue and 11th Avenue corridors.

Snow storage site revenues are forecasted to reach approximately \$380,000 by year-end, compared with year-to-date revenues of \$236,545 as of Q2 2026.

The Winter Maintenance Reserve currently has a deficit balance of \$1.67 million.

Graph 2 below provides a comparison of the annual (2025) and seasonal (2025/2026) budgets and expenses with the trending five-year average values. The graph highlights that while the seasonal expenditure during 2025/2026 was almost at par with the five year seasonal average, the annual expenditure during 2025 was significantly higher than the trending five-year annual expenditure averages due to increased winter maintenance activity required during the first quarter of 2025. This signifies the direct impact of weather conditions on winter maintenance related expenditures and budget utilization.

Graph 2: Budget and Expenditures



Note: Dollar amount is in millions

Operational Performance

The 2025/2026 winter season was characterized by frequent freeze-thaw cycles, high wind events and a significant late-season snowfall event in April. Despite these challenges, Administration achieved 94 per cent of Winter Maintenance Policy objectives while maintaining service levels across the transportation network.

Winter maintenance operations responded to three full systematic plows triggered by snowfall accumulation and 11 storm plow responses triggered by drifting snow and high winds. In addition, crews completed one citywide residential plow, three alley plows and three systematic sidewalk plows. Crews also applied 18,229 tonnes of sand and salt to address icy conditions and managed more than 23,000 visits to the snow storage site, where approximately 380,000 cubic metres of snow were deposited during the season. Table 1 highlights the severe weather events and corresponding City response:

Table 1: Severe Weather Events:

Date	City Response Type	Accumulation/ Weather Condition	Road Network Plow (by Road Category)					
			1	2	3	4	5	Alleys
October 13	Storm	Freezing rain	X					
November 2	Storm	Light Snow, Freezing rain	X					
November 7	Storm	3 cm, Snow	X					
December 9		Light Snow, Freezing rain, wind	X	X				
December 17	Storm	10-15cm forecast, Snow, High Wind (blizzard like conditions)	X	X				
December 18	Systematic (Part)	Snow, High Wind	X	X				x
December 19	Storm	3cm snow, strong winds	X					
December 20	Systematic (Full)	5cm, Snow, High Wind	X	X	X	X		X
December 27	Storm	Snow, High Wind	X	X				X
January 15	Storm	2cm snow, High Wind	X					
January 17	Residential Ice Shave (outer areas, selected locations)	Severe Wind Event Ruts due to Continuous snowfall, freeze thaw					X Ruts mitigation	
January 20	Storm	Light Snow, High Wind	X	X				
January 21	Systematic (Full)	5cm Snow, High Wind, extremely cold temperatures (-32 deg)	X	X	X	X		X
January 30	Storm	2cm snow, High winds, Freezing rain	X	X				

February 2 to 4	Residential Ice shave and plowing of Category 1,2	>2cm Snow, ruts High Wind,	X	X			X Ruts mitigation	
February 17	Storm	Snow, High wind	X	X				
February 18	Systematic (Full)	25 cm, Snow, High Wind	X	X	X	X		X
February 23 to March 10	Residential	Collective snow accumulations - 20cm					X	
March	Storm	Snow	X					X
April 17	Systematic (Part)	30cm, Fluctuating temperatures	X					

Key Performance Indicators

The Winter Maintenance Policy contains fourteen measurable service objectives that guide service delivery, resource allocation and performance monitoring. Administration achieved 94 per cent of these objectives during the 2025/2026 season. The following table outlines the 2025/2026 Policy Objectives and Key Performance Indicator (KPI) results.

Table 2: Key Performance Indicators	Measure	2025/2026 Target	Result
Objective 2 - Roads	Systematic plowing of category roads	100%	98%
	Category 1 plowed and sanded in 24 hours	100%	100%
	Category 2 plowed and sanded in 36 hours	100%	96%
	Category 3 plowed and sanded in 48 hours	100%	96%
	Category 4 plowed in 60 hours	100%	100%
	Category 5 plowed after 15 cm	100%	100%
Objective 3 - Sidewalks	Sidewalk plowing	100%	96%
	Downtown sidewalks plowed within 24 hours	100%	100%
	Sidewalks outside downtown plowed within 48 hours	100%	91%
Objective 4 - Alleys	Alley plowing within 96 hours	100%	93%
Objective 5 - Guard Rails	Snow removal at guardrails and bridge decks	100%	97%
Objective 6 - Snow Removal	Snow removal	100%	95%
	Snow ridges from Cat 1, 2 and 3 when lane widths or sight lines are impacted.	100%	83%
	Accessible Parking Meter stalls within 24 hours	100%	100%
	Snow ridges would be removed at Transit stops	100%	96%
	Snow ridges in downtown metered parking stalls within 48 hours	100%	100%

Objective 7 - Snow Storage	Snow storage facility cost recovery model	60%	49%
	Snow storage facility number of days open	100%	87%
Objective 8 - Schools	School ridge removal within 72 hours	100%	100%
Objective 9 - Drainage	Mitigate flooding concerns through catch basin opening service	100%	100%
	Mitigate flooding concerns through clearing of drainage Channels	100%	100%
Objective 10 – Bike Lanes	Bicycle lanes cleared within 36 hours	100%	99%
Objective 11 - Transit	Transit stop clearing	100%	99%
Objective 12 - Snow Ridging	Snow ridging	100%	100%
Objective 13 - Sand Boxes	Sandboxes serviced within 24 hours of snow event	100%	40%
Objective 14- Snow Routes	Snow routes declared	100%	100%

While Administration achieved 94 per cent of Winter Maintenance Policy objectives during the 2025/2026 season, a small number of targets were not fully achieved. The primary factors influencing performance included prolonged periods of high winds and variable weather conditions, operational adjustments resulting from approved service-level changes, and temporary operational constraints associated with snow storage site operations. Despite these challenges, Administration maintained service levels across the transportation network and met the majority of policy objectives.

High Winds and Operational Delays

Several objectives related to response timelines and service completion rates were slightly below targeted due to prolonged periods of high winds and drifting snow. During these events, resources were prioritized to maintain passability on priority routes, emergency response corridors and critical transportation infrastructure.

Sandbox Program

The objective related to the Sandbox Program was only achieved during November and December 2025. Following City Council's approval of the 2026 Budget, the Sandbox Program was discontinued effective January 1, 2026.

Snow Ridge Removal

Snow ridge removal is completed on an as-needed basis and prioritized based on snow accumulation, safety risks, mobility impacts, weather conditions, and available storage capacity. Because service requirements vary significantly by location and storm conditions, a fixed service timeline is not used. Exceptions include downtown areas, unloading zones, and signed accessibility locations, where snow ridges are typically removed within 48 hours. Performance is measured by addressing identified operational and safety needs rather than adherence to a prescribed timeframe.

Snow Storage Site Operations

The snow storage site experienced temporary operational disruptions during the season due to deteriorating ground conditions caused by prolonged warm weather and freeze-thaw cycles. These conditions resulted in temporary closures, reduced costs, and reduced operational

requirements at various times throughout the season. In addition, cost recovery remained below target as user fees have not kept pace with increasing operating costs.

Snow Route Enforcement

Snow routes were declared during all major winter storm events; however, enforcement was not implemented during one event due to fluctuating forecasts and expected melting conditions. Administration determined that enforcement would have limited benefit given the uncertainty surrounding snow accumulation and road conditions.

Customer Service and Resident Feedback:

In 2023, Administration completed a Winter Road Maintenance Review to identify opportunities to improve service delivery and customer experience. Several operational improvements were implemented without increasing the annual winter maintenance budget. Results from the 2025/2026 season suggest these improvements continue to deliver positive outcomes.

Historically, Service Request (SR) volumes closely track seasonal snowfall, with the City typically receiving approximately 4,292 winter maintenance SRs annually, or about 45 SRs per centimetre of snowfall based on the five-year average.

During the 2025/2026 winter season, the City received 3,293 winter maintenance service requests between November 2025 and April 2026, equating to approximately 30 SRs per centimetre of snowfall. Although the season included an atypical April snow event that added approximately 30 centimetres of snowfall, service request volumes remained below historical trends. Graph 3 highlights the comparison of snowfall amounts and SRs received from November to April.

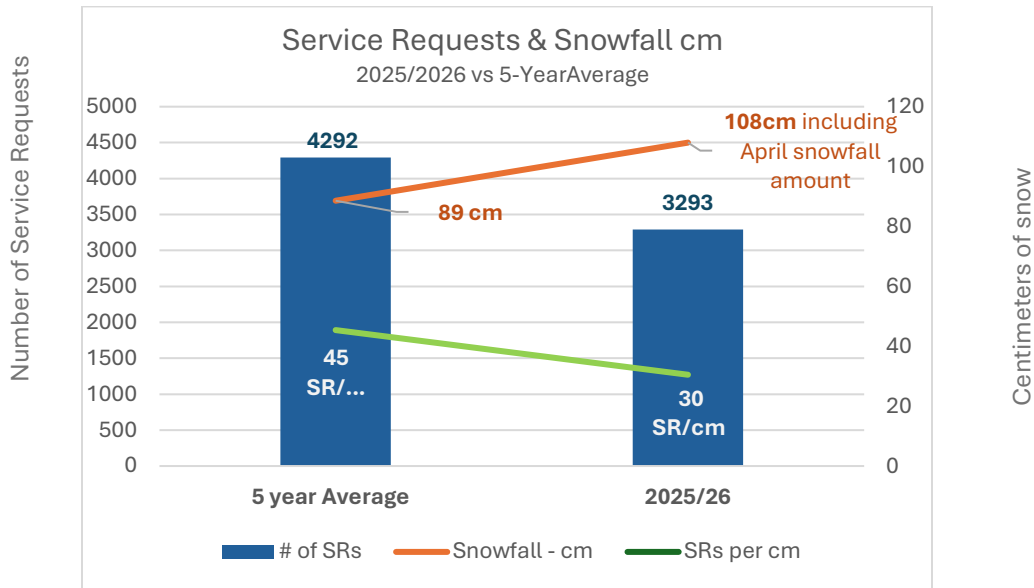
To account for the unusual April snowfall, Administration also analyzed the more typical winter period from November to March. During this period, the City received 3,252 service requests, representing approximately 39 SRs per centimetre of snowfall. This remains below the historical average of 45 SRs per centimetre and indicates continued improvement in customer experience and service delivery. Graph 4 highlights the comparison of snowfall amounts and SRs received from November to March.

Service requests declined across most winter maintenance categories during the season. This improvement is likely attributable to a combination of below-average winter conditions and the continued success of initiatives introduced following the 2023 Winter Road Maintenance Review.

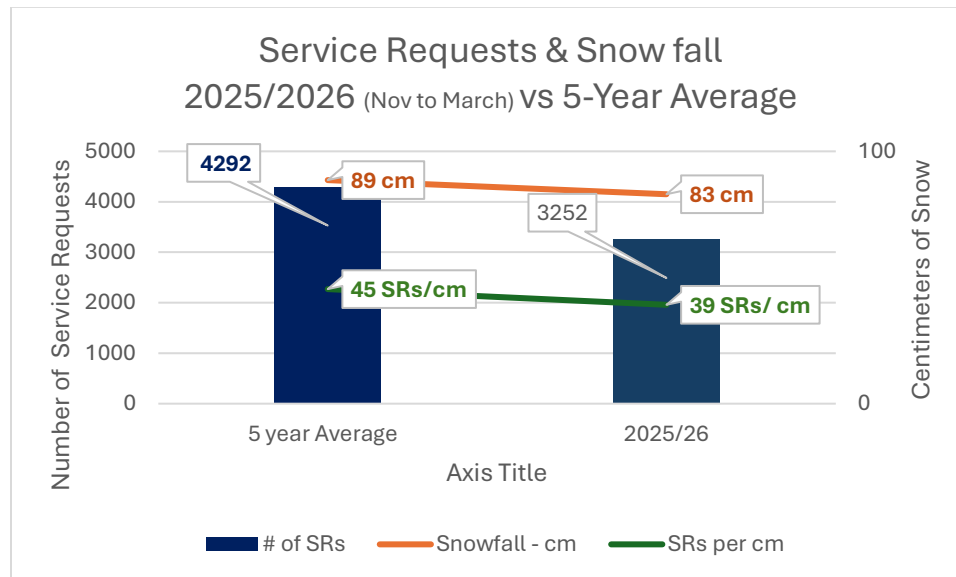
Administration resolved 67 per cent of all winter maintenance service requests within two business days and received 77 compliments from residents and businesses regarding winter maintenance services. These results reflect a positive response to winter maintenance operations despite several challenging weather events throughout the season.

To further support customer service, Administration provided pre-season training to Service Regina staff on winter maintenance programs, policy requirements and planned seasonal initiatives. Winter maintenance service scripts and customer service procedures were also updated to ensure consistent and accurate information was available to residents throughout the season.

Graph 3: Seasonal Comparison of Snowfall Amounts and SRs (considering April 2026 snowfall)



Graph 4: Seasonal Comparison of Snowfall Amounts & SRs (without April 2026 snowfall)



APPENDIX B

Snow Storage Site User Fee Amendment

Proposed Amendment

Bylaw Section	Existing Fee Table	Proposed Fee Table and Action																														
Schedule “L” of <i>The Clean Property Bylaw</i> Snow Storage Site Fees (#2015-54, s. 6, 2015; #2017-1, s. 3, 2017; 2017-15, s. 2)	<table> <tr> <th>Truck Category</th><th>Radio Frequency Identification Device Tag Fees</th><th>Cost per load</th></tr> <tr> <td>1 Ton Pick-up or smaller truck without trailer</td><td>\$10</td><td>\$5</td></tr> <tr> <td>1 Ton Pick-up or smaller truck with trailer</td><td>\$10</td><td>\$15</td></tr> <tr> <td>Tandem axle truck or single axle truck bigger than 1 Ton (both without trailer)</td><td>\$10</td><td>\$25</td></tr> <tr> <td>Tandem axle truck with trailer or single axle truck bigger than 1 Ton with trailer or Semitrailer truck</td><td>\$10</td><td>\$35</td></tr> </table>	Truck Category	Radio Frequency Identification Device Tag Fees	Cost per load	1 Ton Pick-up or smaller truck without trailer	\$10	\$5	1 Ton Pick-up or smaller truck with trailer	\$10	\$15	Tandem axle truck or single axle truck bigger than 1 Ton (both without trailer)	\$10	\$25	Tandem axle truck with trailer or single axle truck bigger than 1 Ton with trailer or Semitrailer truck	\$10	\$35	Delete the existing table in Schedule “L” of <i>The Clean Property Bylaw</i> and Replace with following proposed fee table <table> <tr> <th>Truck Category</th><th>Radio Frequency Identification Device Tag Fees</th><th>Cost per load</th></tr> <tr> <td>1 Ton Pick-up or smaller truck without trailer</td><td>\$10</td><td>\$5</td></tr> <tr> <td>1 Ton Pick-up or smaller truck with trailer</td><td>\$10</td><td>\$17</td></tr> <tr> <td>Tandem axle truck or single axle truck bigger than 1 Ton (both without trailer)</td><td>\$10</td><td>\$29</td></tr> <tr> <td>Tandem axle truck with trailer or single axle truck bigger than 1 Ton with trailer or Semitrailer truck</td><td>\$10</td><td>\$41</td></tr> </table>	Truck Category	Radio Frequency Identification Device Tag Fees	Cost per load	1 Ton Pick-up or smaller truck without trailer	\$10	\$5	1 Ton Pick-up or smaller truck with trailer	\$10	\$17	Tandem axle truck or single axle truck bigger than 1 Ton (both without trailer)	\$10	\$29	Tandem axle truck with trailer or single axle truck bigger than 1 Ton with trailer or Semitrailer truck	\$10	\$41
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APPENDIX C

Strategic Service Initiatives

Enhanced Winter Maintenance on High Pedestrian Sidewalks

The City currently clears approximately 245 kilometres of sidewalks, primarily adjacent to parks, City facilities, transit stops and locations where no adjacent sidewalk clearing responsibility exists. While this network provides important pedestrian connections, gaps remain along key routes that can create accessibility barriers during winter months.

As part of the 2026 Budget approval, City Council approved \$110,400 in pro-rated funding for the first phase of expanding sidewalk snow clearing in support of the Regina Accessibility Plan and to improve year-round mobility throughout the city (with the remaining funding of \$166,000 included in the 2027 Budget process). Following budget approval, Administration engaged the Accessibility Advisory Committee (AAC) and internal stakeholders to identify priority corridors and establish service delivery criteria.

During engagement, the AAC identified areas surrounding health care facilities and seniors' housing as favourable locations for enhanced sidewalk maintenance. Administration considered these locations as part of the review process; however, further analysis determined that clearing sidewalks solely adjacent to individual destinations would improve accessibility only at those specific locations and would not contribute to a broader, connected pedestrian network. Administration concluded that a network-based approach would provide greater accessibility benefits by creating continuous, reliable winter walking routes that connect residents to key destinations across the city.

Administration also considered the available funding approved through the 2026 Budget. While a larger expansion could have accommodated additional priority locations, available funding was insufficient to address all eligible corridors identified through the review process. As a result, Administration was required to prioritize locations that would provide the greatest overall accessibility benefit and establish the foundation of a connected winter pedestrian network.

As a result, the first phase of expansion will focus on priority corridors that include urban corridors and select locations in the City Centre identified in the Regina Growth Plan, as well as sidewalks within school zones. This approach establishes the foundation of a connected winter pedestrian network that supports accessibility, active transportation and year-round mobility throughout Regina. Beginning in November 2026, Administration will expand winter maintenance services on these selected high-pedestrian corridors. Implementation will require amendments to the Winter Maintenance Policy and the deployment of additional operational resources through a combination of City and contracted services.

Administration envisions this initiative as a phased approach to improving winter accessibility citywide. The first phase focuses on establishing a connected network of priority pedestrian corridors. Subject to future funding approval, the second phase would expand snow clearing to sidewalks along all transit routes citywide, further strengthening network connectivity and access to transit services. Future phases could then focus on creating additional connections between the core network and community destinations such as health centres, seniors' housing complexes and other priority locations.

This enhancement is intended to address one of the most significant barriers identified through the Regina Accessibility Plan by providing more continuous and reliable pedestrian routes during winter conditions. Expected benefits include improved accessibility for residents with mobility challenges, safer and more consistent access to transit, services and employment areas, enhanced support for active transportation and improved connectivity throughout the city's pedestrian network.

Enhanced Winter Maintenance on Dewdney Avenue and 11th Avenue Corridors

Under the current Winter Maintenance Policy and Clean Property Bylaw, adjacent property owners are generally responsible for clearing sidewalks. However, the recently reconstructed Dewdney Avenue and 11th Avenue corridors were designed to improve accessibility, walkability, placemaking and economic vibrancy in the Warehouse District and Downtown. These investments introduced wider sidewalks, enhanced streetscape features and additional public infrastructure that increase winter maintenance requirements and place a greater burden on adjacent property owners.

To protect the City's infrastructure investment, maintain accessibility and support year-round use of these key corridors, Administration is proposing an enhanced winter maintenance program beginning in November 2026. The program will provide City-led snow clearing on sidewalks adjacent to the newly reconstructed portions of Dewdney Avenue and 11th Avenue.

A similar enhanced maintenance approach was undertaken on Dewdney Avenue during the 2025/2026 winter season and received positive feedback from businesses and stakeholders. Accordingly, Administration is proposing to continue and expand this service for the 2026/2027 winter season.

This expanded service is expected to cost \$288,180 annually. As businesses require certainty regarding winter maintenance responsibilities before the start of the season, Administration is proposing to proceed with the enhanced service during the 2026/2027 winter season while seeking ongoing funding through the 2027 Budget process. Should ongoing funding not be approved, costs for the 2026/2027 season would be funded from the Winter Maintenance Reserve and the service enhancement would conclude at the end of the season. Regina Downtown Business Improvement District, Regina Warehouse Business Improvement District and other affected stakeholders have been engaged and advised of the proposed approach.

The enhanced service is expected to improve accessibility, support economic activity, reduce maintenance burdens on adjacent property owners and help protect newly constructed concrete and streetscape infrastructure from winter-related deterioration.

Snow Storage Site User Fee Adjustment

The City's snow storage site operates on a user-pay model whereby commercial snow hauling contractors contribute to the cost of operating the facility through user fees. The current fee structure was established in November 2016 and has remained unchanged despite increases in operating costs.

Administration completed a review of snow storage site expenditures and determined that the current fee structure no longer reflects the increased actual cost of providing the service. Previous analysis determined that approximately 60 per cent of all snow delivered to the site originates from commercial hauling contractors, and the Snow Storage Site financial model is based on recovering approximately 60 per cent of operating costs from contractor users.

To improve cost recovery and better align fees with current operating costs, Administration is proposing fee increases effective November 2027. The proposed rates are dependent on the size of the snow load, and would increase from \$15 to \$17 per load, \$25 to \$29 per load and \$35 to \$41 per load. This increase is expected to generate an additional \$65,000 in revenues annually.

The proposed fee structure is expected to improve the financial sustainability of snow storage site operations while maintaining the City's user-pay approach. The proposed fee adjustments will be considered through the 2027 Budget process and will require amendments to Schedule L of *The Clean Property Bylaw*, as outlined in Appendix B.

APPENDIX D

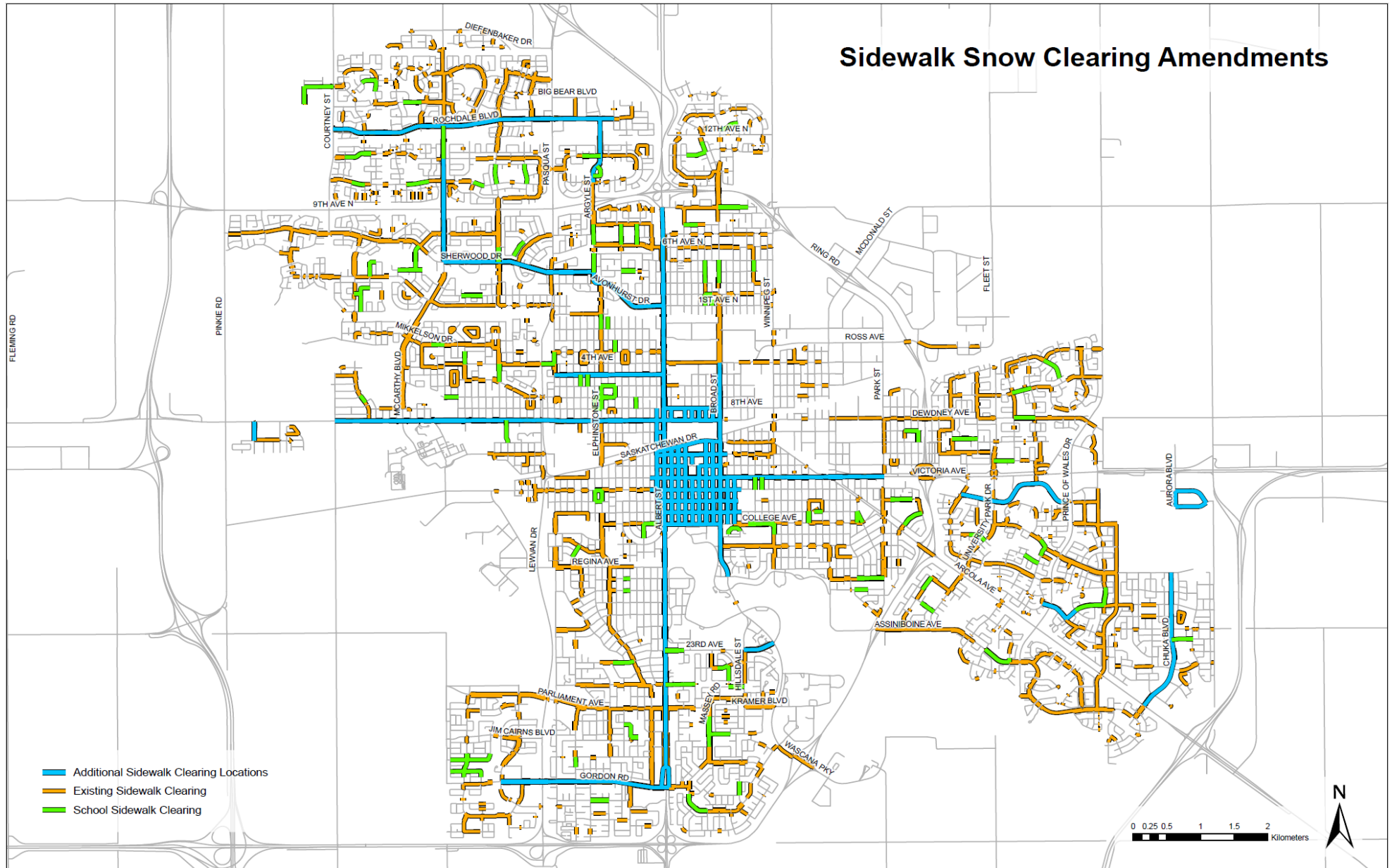
Winter Maintenance Policy Amendments

Amendment 1 – Sidewalk Accessibility Network

Policy Section	Existing Language	Proposed Language
Appendix A (of Appendix B) Winter Maintenance Policy- Level of Service (LOS) Objective 3 - Measures	The City will make all City maintained sidewalks, that are typically adjacent to City owned properties, accessible for pedestrians as per details mentioned below: Level of Service: • Systematic Plowing for sidewalk operations will be triggered by five cm of snow accumulations during a single Snow Event • The targeted timeline to plow sidewalks is within 48 hours after the end of a Snow Event. Sidewalk locations in Schedule B- Downtown will be plowed within 24 hours • Sidewalks will be sanded after completion of plowing activity as required and as determined by the Field Supervisor	The City will make all City maintained sidewalks accessible for pedestrians adjacent to the following locations: • City-owned properties • City parks • No frontage locations • Transit stops • Growth Plan – urban corridors (see map) • Growth Plan – select City Centre locations (see map) • School zones (see map) Level of Service: • Systematic Plowing for sidewalk operations will be triggered by five cm of snow accumulations during a single Snow Event • The targeted timeline to plow sidewalks is within 48 hours after the end of a Snow Event. Sidewalk locations in Schedule B- Downtown will be plowed within 24 hours • Sidewalks will be sanded after completion of plowing activity as required and as determined by the Field Supervisor

Proposed Sidewalk Locations Map

Includes Additional Sidewalk Clearing Locations in the Growth Plan (identified in blue), and
Additional or new School Sidewalk Clearing Locations (identified in green)



Amendment 2 – Sandbox Program Repeal

Policy Section	Existing Language	Proposed Language
3.0 Definitions	Sandbox Program - The City provides free sand/salt mix for Regina residents to apply to icy sidewalks throughout the winter to help residents increase safety for pedestrians by applying the mix to sidewalks. This program is for individual residents and not for contractors.	Repealed.
4.2 Objective 13	Availability of free sand for residents is improved to help mitigate icy sidewalk conditions by expanding the Sandbox Program citywide.	Repealed.
Appendix A (of Appendix B) Objective 13	Objective 13 including all measures, level of service, goals, monitoring tools, reporting requirements and performance indicators related to the Sandbox Program.	Repealed in its entirety.

Amendment 3 – Snow Storage Site Operating Hours

Policy Section	Existing Language	Proposed Language
Appendix A (of Appendix B) Objective 7 - Goal	Snow storage site open 24 hours a day, seven days a week throughout the season, weather permitting.	Snow storage site operating hours will be established by Administration based on operational requirements, weather conditions, site conditions, demand and available resources.

Amendment 4 – Housekeeping

Policy Section	Existing Language	Proposed Language
Appendix A (of Appendix B)	Appendix A (of Appendix B) Winter Maintenance Policy- Level of Service (LOS)	Appendix A Winter Maintenance Policy- Level of Service (LOS)
	Appendix B Operational Policy	Repealed.

APPENDIX E

Council Directed Review Items

Resolution 1 - Impassable Residential Streets

Current Practice

The City's Winter Maintenance Policy prioritizes maintaining access for emergency response vehicles throughout the road network. Requests from Fire, Police and EMS are responded to immediately, regardless of road classification or the stage of winter maintenance operations.

For residential streets that become impassable for regular vehicles, residents may submit a Service Request (SR) through Service Regina. Upon receipt, operations staff assess the location and deploy resources based on severity, public safety considerations and impact to mobility. In addition, dedicated grader crews proactively monitor known trouble spots, particularly in peripheral neighbourhoods and areas susceptible to drifting snow.

Review Findings

Administration reviewed service request data, operational practices and historical winter maintenance activities to assess whether a policy amendment requiring systematic plowing of impassable residential streets immediately following completion of Category 1 to 3 systematic plow would provide a measurable service benefit.

During the 2025/2026 winter season, Administration received 40 service requests related to blocked or impassable residential streets. No service requests or operational concerns were reported regarding emergency response vehicles being unable to access a location. Of the 40 service requests received, 37 per cent were resolved immediately and concurrently with the Category 1 to 3 systematic plow. The remaining 63 per cent were determined to be less critical and were resolved within 12 hours of the end of the Category 1 to 3 systematic plow. These timelines demonstrate that residential access concerns are generally addressed during and immediately after the Category 1 to 3 systematic plow without requiring a separate policy trigger or systematic plowing program.

The review found that current operational practices already provide sufficient flexibility to respond to significant residential access concerns before completion of the systematic plow when public safety, mobility or service impacts warrant intervention. As a result, many problem locations are addressed based on operational need rather than waiting for completion of the Category 1 to 3 systematic plow.

Implications of a Policy Change

A policy amendment could establish a formal requirement to systematically plow identified impassable residential streets following completion of Category 1 – 3 systematic plow. Based on previous winter seasons, approximately 30 kilometres of residential roadways with recurring access concerns could be included in this enhanced service level.

The estimated annual cost of implementing this service enhancement is approximately \$49,728 and would require an increase to the contractor services budget.

While the policy change would formalize the service response, it would reduce Administration's operational flexibility to address residential concerns based on real-time conditions. Resources would be directed to predetermined locations and SR locations following completion of Category 1 to 3 systematic plow. Additional resources are required to ensure other winter maintenance activities such as school zone snow removal, downtown snow removal, bridge maintenance and other routine maintenance priorities are not delayed or deferred.

Administration Conclusion

Administration's review indicates that current operational practices are effectively addressing residential street access concerns while maintaining flexibility to respond to emerging public safety and mobility issues. No concerns were identified regarding emergency response vehicle access during the 2025/2026 winter season. In addition, service requests related to blocked or impassable residential streets declined significantly from the previous year, with all reported concerns resolved within 60 hours and more than one-third resolved within 48 hours.

While a policy amendment would provide a more formalized service level, it would increase annual operating costs and reduce Administration's ability to prioritize resources based on actual conditions experienced during a winter event. As a result, Administration believes the current operational approach remains the most effective and flexible method of addressing impassable residential streets while balancing citywide winter maintenance priorities.

OTHER OPTIONS

Option One – Amend the Winter Maintenance Policy to Plow Impassable Residential Streets Following Completion of Category 1 to 3 Roads (Not recommended)

Description

Amend the Winter Maintenance Policy to require systematic plowing of approximately 30 kilometres of residential roadways with known recurring access concerns following completion of Category 1, 2 and 3 systematic plowing operations.

Cost

This option would require an increase of approximately \$49,728 annually to the Winter Maintenance contractor services budget.

Current Practice

Under the current policy, impassable residential streets are assessed and addressed based on operational need, public safety considerations and service requests received through Service Regina. Administration retains flexibility to deploy resources to identified problem locations during ongoing winter maintenance operations and does not wait until completion of Category 1 to 3 plowing activities before responding to significant access concerns.

Potential Benefits

- Establishes a formal service level for residential roads with recurring access concerns.
- Provides greater certainty to residents regarding when identified residential streets will be plowed.
- May improve mobility on approximately 30 kilometres of residential roadways known to experience recurring access issues.
- May reduce service requests and complaints related to blocked or impassable residential streets.
- Creates a clear and consistent policy framework for addressing identified residential access concerns.

Potential Impacts

- Requires additional annual operating funding and contractor resources.
- Reduces Administration's flexibility to allocate resources based on real-time operational conditions during winter events.
- May delay clearing blocked roads already taking place within the Category 1 to 3 plowing activities.
- May delay other winter maintenance activities, including the residential plow and school zone snow removal.
- May create expectations for expansion of the program to additional residential streets in the future, resulting in additional budget pressures.

Administration's Assessment

Administration does not recommend this option. The review found that current operational practices are effectively addressing residential access concerns, with no reported emergency vehicle access issues during the 2025/2026 season. One third of the Service Requests related to blocked residential streets were resolved within 48 hours and the remainder within 60 hours. While this option would formalize the service level for identified residential roadways, the anticipated benefits do not outweigh the additional costs and reduction in operational flexibility. Existing operational practices allow Administration to respond to residential access concerns as they arise while maintaining focus on citywide winter maintenance priorities.

Resolution 2 - Residential Alley Maintenance Service Levels

Current Practice

The City systematically plows the alley network following snowfall events of five centimetres or greater. Based on average winter conditions, this typically results in approximately six alley plowing cycles per season. Alley maintenance is funded through the Alley Maintenance Special Tax Levy.

Alley plowing is typically completed within 48 hours following a qualifying snowfall event. To deliver this level of service, Administration primarily utilizes contracted loader equipment for systematic alley plowing operations. This approach allows City crews and contractor graders to remain focused on other winter maintenance priorities, including Category 1 to 3 roadway plowing, City-maintained sidewalk clearing, downtown snow removal and snow storage site operations.

Priority is given to locations where snow accumulation impacts solid waste and recycling collection, emergency response access or resident mobility. In addition to systematic plowing, Administration undertakes routine maintenance activities to address drifting snow and localized access concerns as they arise.

Review Findings

Administration reviewed alley maintenance operations, service request data, costs, operational impacts and historical weather patterns to assess the implications of reducing the current level of service.

During the 2025/2026 winter season, Administration received 328 service requests related to alley maintenance. Of the 328 alley-related service requests received:

- 41 per cent related to rutting, ice buildup and grading requirements;
- 20 per cent involved snow-drifted or blocked alleys that prevented access to garages and parking areas;
- 10 per cent were related to drainage, flooding, pooling water or blocked catch basins;
- Nine per cent concerned snow ridges left by plowing operations;
- Seven per cent were service and communication-related concerns, including unresolved operational issues, delayed responses or requests for additional communication regarding the status of alley maintenance activities;
- Seven per cent were compliments or positive feedback;
- Six per cent were miscellaneous issues, including property damage concerns, snow dumping, paving requests and operational inquiries.
- Less than one per cent suggested reducing the alley maintenance service level.

The majority of alley-related concerns were reported during or immediately after the storm while plowing operations were already underway or scheduled. Requests affecting solid waste collection or emergency access were prioritized and addressed in accordance with established operational procedures.

The review found that the current practice of systematically plowing alleys following snowfall accumulations of five centimetres or greater provides a proactive approach to maintaining access throughout the alley network. The use of dedicated contractor equipment allows alley maintenance activities to occur concurrently with major roadway and sidewalk operations without significantly affecting other winter maintenance priorities.

The review also found that resident dissatisfaction with the current alley maintenance service level appears to be limited. Of the 328 alley-related service requests received during the season, over 99 per cent related to maintenance concerns, access issues or requests for service, while less than one per cent suggested reducing the level of service. This indicates that residents generally expect the current level of alley maintenance and are more likely to request timely service than reduced service.

Implications of a Policy Change

Administration examined the implications of increasing the snowfall trigger for systematic alley plowing from five centimetres to 10 centimetres.

Based on historical snowfall patterns, this change would reduce the number of citywide alley plowing cycles from approximately six to three per season. The reduction in service would result in estimated annual savings of approximately \$120,000, which would be reflected in future Alley Maintenance Special Tax Levy calculations and equates to an approximate reduction of \$0.05 per frontage foot, or \$2.50 per property with a 50-foot lot.

While reducing the number of systematic alley plowing cycles would lower operating costs, a portion of these savings may be offset by increased routine maintenance activities required to address drifting snow and localized access concerns, particularly in newer neighbourhoods and open areas that are more susceptible to blowing snow. Based on historical experience, Administration anticipates that approximately two additional routine maintenance cycles may still be required annually.

A reduction in the current level of service may also result in:

- Increased service requests and resident complaints;
- Reduced alley accessibility following moderate snowfall events;
- Increased rutting and deterioration of travelling surfaces between maintenance cycles;
- Potential delays to solid waste collection and utility services;
- Greater reliance on reactive maintenance activities;
- Increased operational effort to monitor and respond to localized problem areas; and
- Reduced ability to proactively address alley conditions within the current 48-hour service window.

Administration Conclusion

Administration's review indicates that the current alley maintenance program provides a proactive and effective approach to maintaining access throughout the alley network while supporting solid waste collection, utility operations and resident mobility.

The current service model allows alley plowing to occur using dedicated contractor resources that do not materially affect roadway plowing, sidewalk clearing, downtown snow removal or snow storage operations. In addition, approximately 99 per cent of alley-related service requests reflected a need for maintenance, access improvements or service information rather than a desire for reduced service levels.

Although increasing the snowfall trigger from five centimetres to 10 centimetres could reduce annual operating costs by approximately \$120,000, the resulting reduction in service may increase resident dissatisfaction, generate additional service requests, reduce accessibility and create operational challenges for utility and waste collection services. A portion of the anticipated savings may also be offset by increased routine maintenance activity required to respond to localized concerns.

As a result, Administration believes the current service level provides the best balance between cost, operational efficiency, customer service and reliable access throughout the alley network.

OTHER OPTIONS

Option Two – Amend the Winter Maintenance Policy to Trigger Residential Alley Plowing at 10 cm of Snowfall Instead of five cm (Not recommended)

Description

Amend the Winter Maintenance Policy to increase the snowfall trigger for systematic residential alley plowing from five centimetres to 10 centimetres. Based on historical snowfall patterns, this would reduce the number of citywide alley plowing cycles from approximately six to three per season.

Cost Savings

Estimated annual operating savings of approximately \$120,000. The savings would be reflected through future Alley Maintenance Special Tax Levy calculations and equate to an approximate reduction of \$0.05 per frontage foot.

Current Practice

Under the current policy, residential alleys are systematically plowed following snowfall events of five centimetres or greater and are typically cleared within 48 hours. Alley plowing is completed using dedicated contractor loader resources funded through the Alley Maintenance Program. This approach allows City crews and contractor graders to remain focused on

Category 1 to 3 roadway plowing, City-maintained sidewalk clearing, downtown snow removal and snow storage site operations.

Potential Benefits

- Reduces annual alley maintenance operating costs by approximately \$120,000.
- Reduces the Alley Maintenance Special Tax Levy for adjacent property owners.
- Decreases the number of systematic alley plowing cycles from approximately six to three per season.
- Reduces contractor costs associated with systematic alley maintenance.
- Free up additional loader equipment resources for clearing blocked roads or additional snow storage site support (if necessary).

Potential Impacts

- Reduced alley accessibility following moderate snowfall events.
- Increased snow accumulation, rutting and deteriorated driving conditions between plowing cycles.
- Increased service requests and resident complaints related to alley conditions.
- Potential delays to solid waste and recycling collection and property access.
- Greater reliance on reactive maintenance to address localized concerns and drifting snow conditions.
- Increased operational effort required to monitor problem locations and respond to service requests.
- A portion of the anticipated savings may be offset by additional routine maintenance activities required during windy conditions or in neighbourhoods prone to drifting snow.

Administration's Assessment

Administration does not recommend this option. The review found that the current alley maintenance service level provides a proactive and effective approach to maintaining access throughout the alley network while supporting waste collection, utility operations and resident mobility.

During the 2025/2026 season, the majority of alley-related service requests reflected maintenance concerns, access issues or requests for plowing, while less than one per cent suggested reducing the current level of service. This indicates that residents generally expect the existing level of alley maintenance and are more likely to seek timely service than reduced service levels.

While this option would reduce operating costs and lower the Alley Maintenance Special Tax Levy, Administration believes the savings may be offset by increased reactive maintenance requirements and reduced service levels for residents. The amendment has the potential to decrease alley accessibility, increase service requests and complaints and negatively impact waste and recycling collection. As a result, Administration believes the current service level provides the best balance between cost, operational efficiency and customer service.



Fire Master Plan Update

Date	September 16, 2026
To	Executive Committee
From	City Operations
Service Area	Fire & Protective Services
Item No.	EX26-92

RECOMMENDATION

The Executive Committee recommends that City Council receive and file this report at its September 23, 2026, meeting.

ISSUE

This report provides City Council with the 2026 annual update on implementation of the Regina Fire & Protective Services Fire Master Plan (FMP). The report summarizes progress made across the Plan's eight strategic recommendation areas, outlines future priorities and includes an annual summary of Fire Service Agreements executed under delegated authority during the reporting period, as detailed in Appendix C.

IMPACTS

Financial Impact

The FMP provides a long-term framework for identifying future service delivery, infrastructure, staffing and equipment requirements. The phased implementation approach allows RFPS, Administration and City Council to anticipate future resource needs and make informed investment decisions over time. Any financial requirements arising from implementation of the FMP continue to be considered through the City of Regina's (City) annual budget process and are subject to Council approval.

Policy Impact

The Regina Fire & Protective Services (RFPS) FMP 2021 is a Council-approved strategic framework that guides the delivery of fire protection, emergency preparedness, public education and emergency response services across Regina. This annual update supports Council's ongoing oversight of the Plan's implementation and reports on progress made toward achieving its strategic recommendations.

The FMP aligns with *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) by supporting safe, resilient and sustainable communities through proactive fire prevention, emergency preparedness, infrastructure planning and community risk reduction. The Plan also supports the OCP Growth Plan by ensuring future fire protection infrastructure, staffing and service delivery models are aligned with anticipated development patterns and population growth. The proposed review of the FMP will further ensure the Plan remains responsive to changing community needs, evolving growth trends and future service demands.

Strategic Priority Impact

The Fire Master Plan (FMP) supports the City's 2026-2029 Strategic Priorities by providing a framework for long-term investments in fire protection infrastructure, emergency preparedness, community safety, and organizational effectiveness. The Plan also aligns with the City's mission to deliver services that support a safe, vibrant, and sustainable community and advances the Stewardship & Operations objective of providing effective and efficient service delivery.

The FMP contributes to the City's Strategic Priorities through the following initiatives:

Infrastructure

- Planning for future fire stations and facilities.
- Identifying future emergency response resource requirements.
- Supporting long-term capital and service planning to meet community needs.

Livability

- Enhancing fire prevention programs.
- Strengthening emergency preparedness initiatives.
- Advancing community risk reduction strategies that improve public safety and resilience.

Vibrancy

- Delivering public education and awareness programs.
- Building community partnerships.
- Expanding outreach initiatives that strengthen community engagement and safety.

Prosperity

- Supporting sustainable community growth.
- Ensuring reliable and effective emergency response services.
- Maintaining public safety infrastructure that supports long-term economic development and community confidence.

Labour Impact

The staffing requirements associated with the opening of Fire Station #8 have been fulfilled through the hiring of 20 firefighters between 2024 and 2026. Consistent with the FMP's district-based prevention model, a Fire Inspector/Investigator FTE position was identified as a future resource requirement and is currently included within the Department's proposed 2027 budget enhancements for Council's consideration. No impacts to collective agreements or existing Human Resources policies have been identified.

Environmental Impact

Implementation of FMP is expected to have limited direct impacts on energy consumption and greenhouse gas (GHG) emissions. The most direct impacts relate to the construction and operation of new firehalls and associated equipment.

Climate change is increasing the frequency and intensity of extreme weather events. Growing the City's fire service operations alongside the community ensures the City is able to respond to extreme weather events and minimize the impacts they cause.

Indigenous Impact

RFPS demonstrated its commitment to kâ-nâsihcikêwin (the City's Indigenous Framework) in 2026 by deepening its understanding of the sacred role of fire in Indigenous cultures. Through attendance at sweat lodge ceremonies, learning about ceremonial fires and promoting Indigenous firefighter recruitment, RFPS strengthened miyo-wîcêhtowin (good relations) and embraced wihci-atoskêwin askîhk (living together on the land, in harmony), creating opportunities for mutual learning, respect and reconciliation.

Inclusion, Diversity, Equity & Accessibility (IDEA)

Implementation of the FMP supports the City's IDEA principle by advancing initiatives that promote inclusive recruitment, workforce development, employee education and community engagement. Through alignment with the City's Accessibility Plan and 2SLGBTQIAP+ Action Plan, RFPS continues to reduce barriers to participation by strengthening outreach to underrepresented communities, reviewing recruitment practices and expanding diversity, inclusion and cultural awareness training opportunities. These efforts support the development of IDEA competency across the organization, foster a more inclusive workplace culture and contribute to building a workforce that reflects and effectively serves Regina's diverse community.

There are no legal impacts respecting this report.

OTHER OPTIONS

There are no other options with respect to this report.

COMMUNICATIONS & ENGAGEMENT

Communications and Engagement continues to support RFPS in the delivery of public-facing initiatives associated with the FMP. Communication activities focused on implementation of the new Fire Bylaw, Fire Prevention Week, emergency preparedness initiatives, public education campaigns addressing seasonal fire safety topics and ongoing community awareness related to the construction of Fire Station #8. RFPS also continued targeted outreach and recruitment initiatives designed to increase awareness of career opportunities and support a more diverse and representative workforce.

Communications efforts will continue to support the completion of Fire Station #8, implementation of key technology modernization projects, public education campaigns and future engagement activities associated with the FMP review. Public and stakeholder engagement opportunities will be incorporated into future planning initiatives to ensure RFPS remains responsive to community needs and expectations.

DISCUSSION

The Fire Master Plan (FMP), approved by Council in 2021 (*CR21-150*), is a 25-year roadmap guiding Regina Fire and Protective Services (RFPS) to meet community growth, emerging risks and Council priorities. The Plan supports service enhancements in emergency response, fire prevention, public education, emergency management and organizational resilience, while balancing community safety and fiscal responsibility.

Since approval, RFPS has advanced initiatives across all eight strategic recommendation areas, including Fire Station #8 planning, expanded partnerships, enhanced emergency preparedness and community resilience programs, firefighter wellness initiatives, workforce development and technology modernization.

As growth projections and development patterns evolve, Administration is planning to engage the original FMP consultants to validate future infrastructure, service demand and station deployment assumptions. A grant application has been submitted to support this work, with any funding requirements to be considered through the 2027 budget process.

Appendix A- RFPS By the Numbers 2026, provides a snapshot of operations, service demand, staffing, fleet resources and strategic initiatives. Consistent with Council direction in *CR25-111*, Appendix C- List of Fire Service Agreements provides an annual summary of Fire Service Agreements.

Strategic Recommendation Updates

As the FMP enters its fifth year of implementation, it continues to guide departmental priorities and growth. Progress to date reflects advancement across all strategic recommendation areas while

remaining responsive to evolving community needs, risks and growth priorities.

The proposed review of the FMP will help validate future priorities and ensure the Plan remains aligned with Regina's long-term growth and development objectives.

The following sections provide a high-level overview of progress achieved for the eight strategic recommendations during the reporting period. Additional information regarding specific initiatives, accomplishments and implementation activities can be found in Appendix B – Strategic Recommendation Details.

1. Regionalization and Partnerships

The FMP recommends exploring regional partnerships to improve service delivery, enhance collaboration and ensure cost-effective service provision. RFPS continues to strengthen partnerships with surrounding municipalities, government agencies and community organizations through fire service agreements, joint initiatives and coordinated emergency response efforts.

In 2026, RFPS renewed its fire services agreement with the RM of Sherwood, executed a new agreement with the Provincial Capital Commission, and continued discussions with the Regina Airport Authority and Saskatchewan Public Safety Agency. Partnerships with the Saskatchewan Health Authority, Saskatoon Fire Department, Regina Police Service and other stakeholders continue to support emergency response, workforce development, public safety and community resilience. All agreements are structured to maintain Regina's service levels and, where applicable, incorporate full cost recovery principles.

2. Department Communications

The FMP emphasizes the importance of enhancing RFPS communication strategies to increase public awareness, education and engagement, ensuring that residents are informed about fire prevention, safety and departmental activities.

RFPS continues to enhance public awareness through social media, community outreach and education initiatives. In 2026, the Department supported implementation of the new Fire Bylaw through targeted campaigns, delivered fire safety education on key risks, relaunched the City's notifynow emergency notification system, and continued public engagement related to Fire Station #8 construction.

3. Emergency Preparedness

The FMP emphasizes strengthening emergency preparedness and community resilience through integrated planning and coordination. In 2026, the Emergency Preparedness and Business Continuity Branch enhanced Emergency Operations Centre Governance (EOC), training and response capabilities, including support for the 2025 Saskatchewan wildfire evacuations. Ongoing

collaboration with internal and external partners has strengthened emergency planning, Emergency Social Services coordination, cyber preparedness and hazard risk assessment activities.

4. Diversity and Inclusion

The FMP calls for the development and implementation of a proactive diversity and inclusion strategy to ensure RFPS reflects the community it serves and fosters an inclusive, respectful workplace culture.

RFPS remains committed to fostering a workplace culture that is inclusive, respectful and representative of the community it serves. The Department continues to advance and modernize its Diversity and Inclusion Plan while expanding training opportunities related to disability awareness, 2SLGBTQIAP+ inclusion, Indigenous cultural awareness and trauma-informed care. Career information sessions designed to encourage women to pursue firefighting careers continue to generate strong participation and interest. Ongoing engagement with Indigenous Elders and cultural ceremonies has strengthened relationships and cultural understanding, while planned collaboration with the Saskatchewan Indian Institute of Technology will support future Indigenous recruitment pathways into the fire service.

5. Safety

The FMP emphasizes enhancing firefighters and community safety through prevention, equipment modernization and health and wellness initiatives. In 2026, RFPS implemented the new Regina Fire Bylaw, continued inspections, investigations and public education programs, supported vulnerable populations through the City's Extreme Weather Strategy, and advanced firefighter health and safety initiatives, including cancer prevention measures, specialized equipment upgrades and environmental monitoring. The Department also began replacement of all Self-Contained Breathing Apparatus (SCBA), a significant investment that will improve firefighter safety, operational readiness and compliance with industry standards. Ongoing injury reduction efforts continue to improve employee safety outcomes

6. Training, Workforce Development and Succession Planning

The FMP recommends strengthening training, workforce development and succession planning to support operational excellence and leadership continuity. In 2026, RFPS continued to invest in training and certification programs through partnerships with the Saskatchewan Public Safety Agency and Suncrest College, completed recruitment for Fire Station #8, and enhanced Primary Care Paramedic training and Medical Response Unit staffing. The Department also acquired advanced live-fire training technology and continued expanding fire prevention and investigation capacity to meet growing community needs.

7. Technology and Innovation

The FMP encourages the adoption of emerging technologies and innovative practices to enhance

service delivery, operational efficiency and community safety. In 2026, RFPS advanced implementation of Next Generation 911, including deployment of a new computer-aided dispatch system with Regina Police Service scheduled to go live in late 2026. The Department also continued participating in provincial Records Management System discussions while evaluating alternative solutions. Continuous improvement efforts remain guided by International Fire Accreditation standards, performance measurement and community risk assessments, alongside workforce modernization initiatives within the Emergency Communications Centre, including planned dispatcher staffing pilot programs.

8. Future Service Level Enhancements

The Fire Master Plan outlines a flexible 25-year, six-phase strategy to expand RFPS capacity and infrastructure in line with Regina's growth, including new fire stations, facility relocations, additional personnel and apparatus, and phased implementation based on development patterns.

RFPS continues to monitor growth, service demands and community development to guide implementation. Construction of Fire Station #8 is progressing, with opening anticipated in early 2027. The project now includes a co-located community centre to improve efficiency and address community needs identified through public engagement. The Department is also reviewing the timing and location of Fire Station #9 to align with updated growth projections and regional development patterns. Future recommendations will continue to be informed by data analysis, accreditation principles and long-term service delivery planning.

Next Steps and Focus Areas (2027–2028):

As RFPS continues implementation of the FMP, key priorities over the next two years include completing and opening Fire Station #8, reviewing and refreshing the FMP to validate growth projections, service demand modelling and future infrastructure needs, and confirming the location and timing of Fire Station #9 to support land acquisition and long-term planning.

Additional priorities include preparing for the 2027 accreditation review, implementing a new Computer-Aided Dispatch (CAD) system with Regina Police Service, advancing replacement of the Department's Records Management System, and evaluating the Emergency Communications Centre staffing pilot to support workforce modernization.

Through these initiatives, RFPS will continue to strengthen operational readiness, emergency preparedness, community resilience and sustainable growth while leveraging technology and innovation to ensure services remain aligned with community needs, Council-approved growth strategies and industry best practices. The Department will also continue monitoring rising costs related to apparatus, equipment, technology, facilities and specialized emergency response resources to support long-term financial and service planning.

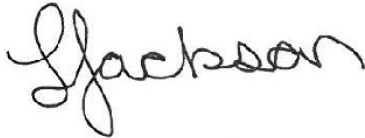
DECISION HISTORY & AUTHORITY

On October 11, 2023, City Council considered item *CR23-107 Fire Master Plan Update* and adopted a resolution directing Administration to continue to bring forward an annual report respecting this matter to City Council.

On September 10, 2025, City Council considered item *CR25-111 Fire Service Agreements* and adopted a resolution delegating authority to the City Manager to negotiate, renew and approve Fire Service Agreements. Administration committed to providing an annual summary of agreements entered under this delegated authority.

On February 25, 2026, City Council considered item *CR26-11 Official Community Plan Growth Plan Review* and adopted a resolution to approve an updated Growth Plan to guide Regina's growth to a project population of 370,000 over the next 25-years.

Respectfully Submitted,

A handwritten signature in black ink that reads "Jackson".

Layne Jackson, Fire Chief
Fire & Protective Services

Respectfully Submitted,

A handwritten signature in blue ink that reads "Kurtis Doney".

Kurtis Doney, Deputy City Manager
City Operations

Prepared by: Dustin McCullough, Deputy Chief

ATTACHMENTS

Appendix A - RFPS By the Numbers 2026

Appendix B - Strategic Recommendation Details 2026

Appendix C - List of Fire Services Agreements 2026

RFPS

by the Numbers

Staffing

322



310
Uniformed Staff



12
Civilian staff

Facilities

9

Education & Training Center

Headquarters

7 Stations



Station #8 *First additional station built since 2001*

2024	2025	2026	2027
Land Purchase and Internal Consultation	Sod Turning	Construction	Completion and Grand Opening

Station #9

2027	2028	2029	2030	2031
Growth Plan Review and Location Confirmation	Land Purchase and Community Engagement	Architectural Design and Development	Construction	Completion and Grand Opening

Fleet

48



- 9 Pump/Rescues + 5 Spares
- 3 Quints + 1 Spare
- 3 Rescues (Technical, HazMat, Water)
- 1 Water Tanker
- 2 Boats
- 2 Wildland Units
- 1 Medical Response unit
- 1 Mobile Command Post
- 2 Command Units
- 1 Operational Support Unit
- 4 Specialty Trailers
- 13 Support Units



Third consecutive 5-year Int'l Accreditation Status

Evaluated on over 250 key performance indicators toward continuous improvement

We are 1 of 326 Accredited Agencies in the world and 1 of 8 in Canada.

Service Agreements

17



11

Existing

4

Pending

2

New



22

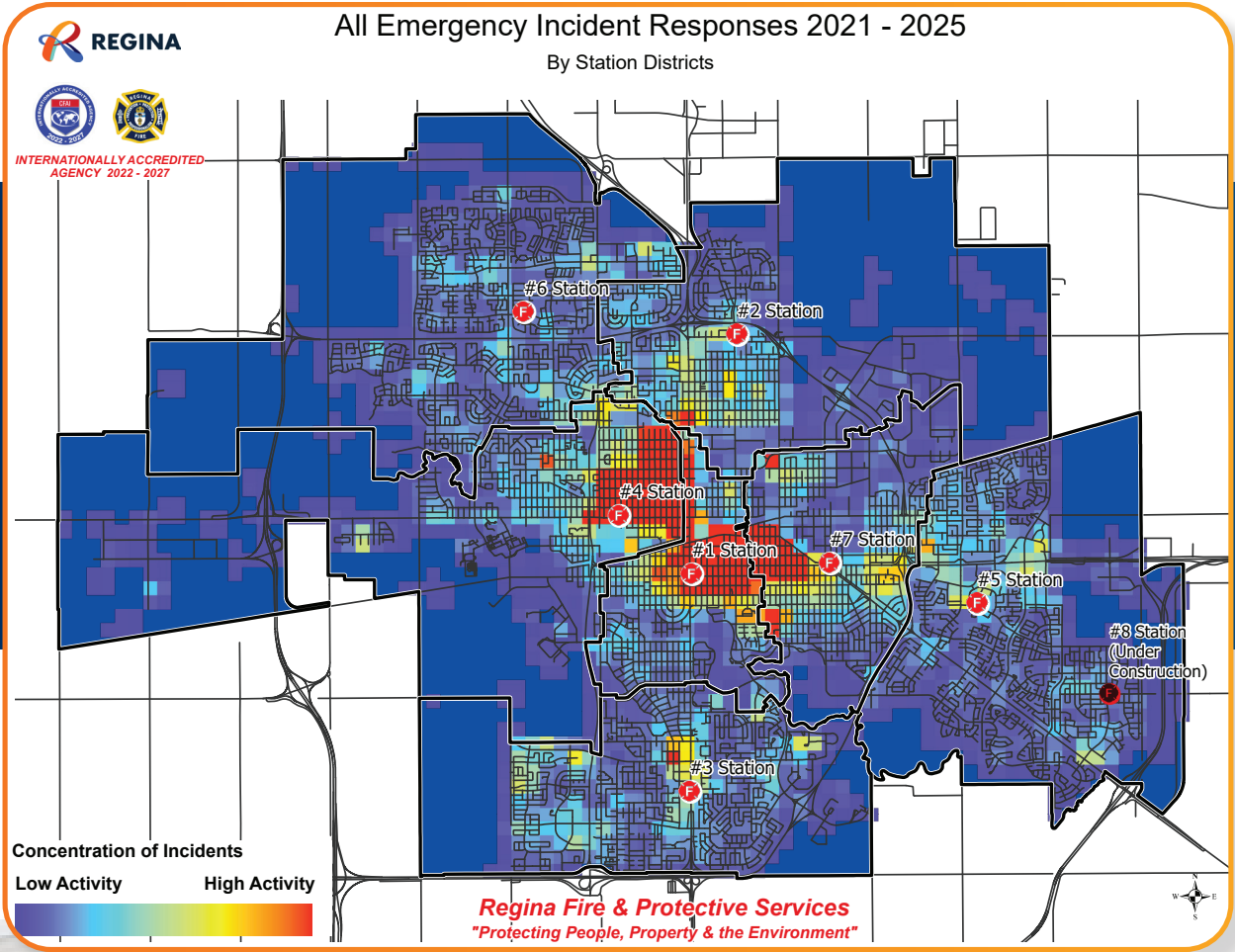
Average incidents per day in 2025

12

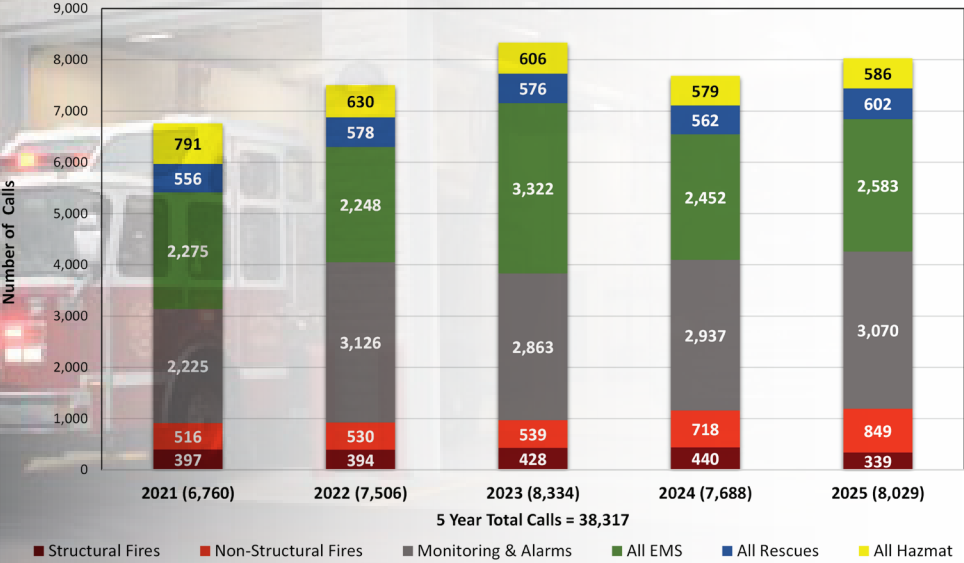
**EOC
Activations
in 2025**

over 80 days supporting wildfire evacuees





Incident Response 2021 - 2025



**2025 Calls
for Service**

13,465

Incident Response
(8,029 total in 2025)

■ See chart on the left

Proactive Services
(5,436 total in 2025)

- Public Education
- Training
- Inspections
- Investigations
- Service Requests
- Diversity & Inclusion



Appendix B

Strategic Recommendations Details



Fire Master Plan Progress at a Glance

Since Council approved the Fire Master Plan in 2021, RFPS has continued to implement recommendations through a phased and financially responsible approach. Progress has been made across all eight strategic recommendation areas, including advancement of Fire Station #8, implementation of firefighter health and wellness initiatives, growth of regional partnerships, improvements to emergency preparedness capabilities, investments in technology and training and continued progress toward building a workforce that reflects the community it serves.

1. Regionalization and Partnerships

The FMP recommends that RFPS explore opportunities for regionalization and partnerships to improve service delivery, reduce costs, and enhance collaboration with surrounding municipalities, other government agencies and First Nations.

- RFPS continues to engage with the Saskatchewan Health Authority (SHA) regarding a proposed agreement intended to enhance the Department's role in the delivery of emergency medical care. The agreement would support greater alignment with industry's best practices and help ensure emergency medical response resources are used effectively and efficiently.
- After several months of unsuccessful negotiations with the RM of Sherwood, RFPS served notice of termination of the existing agreement effective January 14, 2026. With some late negotiation efforts, the parties negotiated a new 3-year agreement, effective March 20, 2026. This agreement may be extended for 3 more years upon mutual agreement.
- RFPS continued its collaboration throughout 2025 and 2026 with SHA for the Overdose Outreach Team (OOT). The OOT provides critical support to overdose victims by connecting them to the appropriate community resources. This partnership has resulted in over 900 individual connections into this program as of July 2026. In March 2026, the SHA moved the pilot to long term program status renewing its relationship with RFPS into the foreseeable future.
- Throughout 2025-2026, the Department continued negotiations with the Regina Airport Authority on the development of a fire services agreement and intend to have it finalized by the end of 2026.
- After successful negotiations, the City and the Provincial Capital Commission executed a new fire services agreement on January 19th, 2026. This agreement formalizes services and clearly defines roles and responsibilities.
- RFPS continues to work with the Saskatchewan Public Safety Agency (SPSA) to explore opportunities for formalizing the Department's participation in northern wildfire response efforts. Discussions remain ongoing regarding the potential provision of personnel and equipment in support of provincial emergency response needs.
- RFPS continues to work collaboratively with the Regina & Region Home Builders Association (RRHBA) to promote awareness of residential fire sprinklers and their role in enhancing community fire safety. This partnership includes participation in the

annual Spring Home Show, providing opportunities to engage stakeholders and residents on fire and life safety best practices.

- RFPS maintains a strong collaborative partnership with the Regina Police Service (RPS) in support of community safety and emergency response. This includes coordination on intentionally set fire investigations, support for vulnerable populations, emergency management initiatives and the implementation of shared public safety technologies, including Next Generation 911. Ongoing collaboration ensures a coordinated approach to addressing emerging community risks and public safety priorities.
- RFPS maintains an ongoing partnership with the Saskatoon Fire Department to advance common interests in training, workforce development, emergency response and technology. Through regular collaboration and information sharing, both organizations benefit from shared expertise, improved operational consistency and opportunities to leverage resources more effectively.

2. Department Communications

The FMP emphasizes the importance of enhancing RFPS communication strategies to increase public awareness, education, and engagement, ensuring that residents are informed about fire prevention, safety and departmental activities.

- RFPS continues to leverage social media platforms to support public engagement, emergency communications and fire prevention initiatives. Through regular operational updates, public education campaigns and community safety messaging, the Department maintains an active online presence that helps inform residents, promote fire and life safety practices and strengthens public awareness of RFPS programs and services.
- RFPS continues to work with Corporate Communications to enhance its engagement strategies, including evaluating opportunities to expand its social media presence to additional platforms such as Instagram and Facebook.
- RFPS supported the implementation of the new Fire Bylaw through targeted public education and awareness campaigns. In 2026, this included both social media and traditional media initiatives focused on the safe use of backyard fire pits and barbecues, with additional public education planned to increase awareness of updated fireworks regulations.
- As part of Fire Prevention Week 2025, RFPS delivered a coordinated public education and awareness campaign focused on lithium-ion battery safety. Activities included fire station open houses, community outreach events, social media engagement, and participation by civic leaders, providing residents with opportunities to learn about fire prevention, emergency preparedness and the services provided by RFPS.
- The Emergency Preparedness and Business Continuity Branch completed a relaunch of the City's notifynow mass notification system, supported by a public awareness campaign to increase resident registration and strengthen emergency communication capabilities.

- Public engagement for Station #8 continues in 2026 with an updated “Be Heard” page available on Regina.ca for gathering feedback through the current construction phase of the project.

3. Emergency Preparedness

RFPS is encouraged to strengthen its role in emergency preparedness by integrating with city-wide systems and planning processes, supporting community resilience and readiness for a range of emergency scenarios.

- The Emergency Preparedness and Business Continuity (EPBC) Branch continues to provide strategic leadership in emergency management, business continuity, and organizational resilience to ensure the City is prepared to respond to, recover from and adapt to emergencies and disasters.
- In 2025, the Branch continued modernizing the Emergency Operations Centre (EOC) through governance, training and procedural improvements, while developing a structured training program to strengthen response capacity and readiness. The EOC was activated multiple times, including coordinating the City's response to the Saskatchewan wildfire evacuations, supporting hundreds of evacuees in collaboration with provincial agencies, community organizations, and municipal departments.
- The Branch also worked with the Technology department to enhance preparedness for cyber-related disruptions through business continuity planning aimed at maintaining critical services during technology outages or cyber incidents.
- Emergency Social Services planning and coordination continued in partnership with internal and external stakeholders to support residents affected by emergencies.
- Additional priorities included advancing a corporate Hazard, Risk and Vulnerability Assessment, developing emergency response plans for major events, and supporting emergency planning for critical infrastructure and external partners.
- Through ongoing planning, training, exercises and collaboration with municipal, provincial, Indigenous and community partners, the Branch continues to strengthen Regina's resilience, preparedness, and ability to manage increasingly complex emergency events while ensuring continuity of essential municipal services.
- In 2025, the Emergency Operations Centre was activated 12 times and remained engaged in response coordination activities for more than 90 days. Approximately 80 days were associated with the Saskatchewan wildfire evacuation response.
- As of July 30, 2026, the Emergency Operations Centre has been activated 10 times, with each activation lasting one day.

4. Diversity and Inclusion

The FMP calls for the development and implementation of a proactive diversity and inclusion strategy to ensure RFPS reflects the community it serves and fosters an inclusive, respectful workplace culture.

- The RFPS Diversity & Inclusion Committee continues to maintain and modernize the Department's Diversity & Inclusion Plan to ensure it remains aligned with organizational priorities, community demographics and industry's best practices. The Department is advancing initiatives that foster an inclusive workplace culture,

enhance recruitment and outreach efforts and support a workforce that reflects the community it serves.

- Building on earlier leadership training initiatives, RFPS expanded Disability Awareness Training and 2SLGBTQIAP+ inclusion training opportunities to all staff throughout 2025 and 2026. This ongoing learning supports the Department's commitment to fostering an inclusive workplace culture and improving awareness of the diverse communities we serve.
- In 2026, the Department Management Team participated in a “Trauma Informed Care” training session to assist staff as they interact with members of our community during moments of crisis, stress and vulnerability. Whether in emergency response, inspections, prevention or support roles, how we communicate and engage can have a lasting impact. All frontline staff will be attending upcoming sessions scheduled throughout November of 2026.
- RFPS continued to advance cultural competency initiatives in collaboration with the City of Regina Indigenous Advisory Committee. This work includes staff education on ceremonial fires and Indigenous cultural practices, supporting greater understanding, respectful engagement and culturally informed service delivery.
- Department staff continue to attend sweat ceremonies with local Elders at the city's cultural site. Ceremonies occurred in 2025 and 2026, providing staff further exposure to cultural ceremonies and Indigenous teachings while building relationships with Indigenous community leaders.
- RFPS continues to conduct and enhance career information sessions designed specifically for women from the public to engage with women working in the Department. These sessions include a practical component where multiple scenario stations are set up for the participants to experience hands-on firefighting job skills.
- Following enhancements to the program, the 2025 and 2026 sessions each attracted 28 participants, representing more than double the attendance achieved in 2024. Several women who have participated in these sessions over the past three years are now enrolled in, or preparing to enroll in, firefighter pre-employment training as they pursue careers in the fire service.
- The department is currently working with the Saskatchewan Indian Institute of Technology (SIIT) on a formal Memorandum of Understanding to support fire service career pathways for Indigenous populations.

5. Safety

The FMP highlights the need to continually enhance safety for both the community and firefighters through improved equipment, procedures and health and wellness initiatives.

- Proactive service delivery remained a key focus for RFPS in 2025. The Department completed 2,301 inspections, 787 investigations, 333 public education events and 301 Overdose Outreach Team referrals and wellness checks. These activities reflect RFPS's ongoing emphasis on prevention, compliance, public education and community-based risk-reduction strategies
- The Regina Fire Bylaw underwent a comprehensive review in 2025, including engagement with stakeholders, industry partners and the public. Council approved a

series of amendments that came into effect in May 2026, modernizing fire and life safety requirements, strengthening prevention measures and providing greater clarity around fire safety expectations. The updates support enhanced community safety, help reduce preventable fire risks and improve firefighter safety through clearer regulations and enforcement provisions.

- RFPS continues to support the City's Extreme Weather Strategy through coordinated response measures designed to protect vulnerable residents during periods of extreme heat and cold. These efforts have included the distribution of bottled water during heat events and support of the warming bus during extreme cold conditions to provide temporary refuge and assistance to those in need.
- RFPS continues to invest in facility and equipment upgrades through both planned lifecycle maintenance programs and initiatives identified through the Department's Occupational Health & Safety Committee. Recent improvements have focused on firefighter health and safety, including cancer reduction measures, specialized equipment for cleaning self-contained breathing apparatus (SCBA) and environmental monitoring initiatives such as radon testing within fire stations.
- RFPS has begun a comprehensive review and replacement process for the Department's SCBA, with implementation scheduled for early 2027. This significant capital investment will replace equipment nearing the end of its 15-year service life and support firefighter safety, operational readiness and compliance with current industry standards.
- Extensive work has been undertaken by the department to reduce workplace injuries and enhance employee safety. In 2025, the department noted the lowest number of Time Loss injuries in several years. This trend continues in 2026, with a significant reduction in overall workplace injuries to date.

6. Training/Workforce Development/Succession Planning

The Plan recommends formalizing training and workforce development strategies to support operational excellence, career progression and leadership continuity within RFPS.

- RFPS continues to maintain a robust training and certification program that supports operational readiness and professional development across all ranks. Through ongoing partnerships with the Saskatchewan Public Safety Agency (SPSA) and Suncrest College, personnel continue to receive nationally recognized certifications and evaluations aligned with industry standards.
- To support the opening of Fire Station #8 in early 2027, the Department identified the need for 20 additional firefighter positions. Four positions were filled in 2024, eight in 2025, and the remaining eight were staffed in 2026, completing the recruitment required to fully staff the new station.
- RFPS continues to support the expanded scope of practice for Primary Care Paramedics (PCPs) through an annual refresher program, ongoing training, competency maintenance and quality assurance processes. These efforts ensure personnel remain proficient in the delivery of medications and continue to provide a high level of emergency medical care to the community.
- Changes to staffing requirements for the Department's Medical Response Unit have significantly enhanced the unit's utilization and availability. By improving deployment

flexibility and reducing staffing constraints, the unit is now better positioned to respond to emergency medical incidents, support frontline operations and maximize the use of specialized medical resources within the community.

- As part of its commitment to workforce development and operational excellence, RFPS completed a review of modern live-fire training technologies in 2025 and subsequently acquired a Draeger System 64 propane training system in early 2026. The new training props enhance the Department's ability to deliver realistic, repeatable and environmentally sustainable training while improving safety for participants and instructors.
- As RFPS prepares for the opening of Fire Station #8 and continued community growth, the Department remains focused on expanding its fire prevention and investigation capacity. A proposed Fire Inspector/Investigator position will be considered by Council as part of the 2027 budget process. The position would support increasing demands for inspections, fire investigations, code compliance and plan reviews while maintaining the district-based prevention model identified in the Fire Master Plan.

7. Technology and Innovation

RFPS is encouraged to adopt and leverage emerging technologies and innovative practices to improve service delivery, operational efficiency and community safety.

- RFPS continues to participate in provincial discussions led by the Saskatchewan Public Safety Agency (SPSA) regarding the development of a shared Records Management System (RMS). In parallel, the Department is working with Saskatoon Fire to evaluate alternative RMS options to ensure RFPS remains positioned to implement a solution that supports operational effectiveness, data-driven decision-making and long-term organizational needs.
- Implementation of Next Generation 911 (NG911) dispatch technology has progressed significantly. Department upgrades involving the provincial 911 telephone network and the fire station alerting system have been completed. Implementation of the new OnCall computer-aided dispatch (CAD) system is ongoing, with much of the work being undertaken in partnership with the Regina Police Service (RPS). The new system is scheduled to go live in December 2026.
- RFPS continues to maintain its International Fire Accreditation status through ongoing compliance with Commission on Fire Accreditation International (CFAI) requirements and a commitment to continuous improvement. Work remains underway to address the recommendations identified during the 2022 accreditation assessment, with progress continuing across multiple areas of the organization in advance of the next accreditation review in 2027.
- RFPS continues to utilize accreditation principles, performance metrics and community risk assessments to guide operational planning, evaluate service levels and identify opportunities for innovation and continuous improvement.
- Throughout 2025, RFPS evaluated alternative staffing models for the Emergency Communications Centre to improve workforce flexibility and operational effectiveness. This work has led to plans for the implementation of a pilot program in

late 2026 that will utilize term dispatchers to support dispatch operations and increase the availability of firefighters for frontline emergency response duties.

8. Future Service Level Enhancements (stations)

The Fire Master Plan identifies a flexible and adaptable six-phase, 25-year strategy to expand RFPS's capacity and infrastructure in alignment with Regina's current and anticipated growth. This long-term approach includes the development of new fire stations, the relocation of existing facilities, and the addition of personnel and apparatus to ensure effective response times and comprehensive service coverage across the city, with phase implementation adjustable to match the pace of community development.

- RFPS continues to monitor growth, development trends and service demands to support long-term implementation of the Fire Master Plan. Through ongoing analysis, accreditation-based planning and participation in corporate growth initiatives, the Department works to ensure future infrastructure, staffing and service delivery decisions remain aligned with Regina's evolving needs.
- The Department remains actively engaged in the City's evolving Growth Plan to ensure Fire Master Plan priorities are aligned with future development patterns and population growth. RFPS also monitors regional growth and development trends to help identify emerging service demands and opportunities for regional collaboration. This work informs long-term infrastructure planning, station placement considerations and resource requirements needed to support Regina's growing community and surrounding region.
- The fire master plan was designed to be adaptable to support current and anticipated community growth. With the adoption of a new community growth plan the department is undertaking a review of future station locations to ensure its growth plan is efficient, cost effective and aligns with municipal and regional growth.
- **Phase 1 of the Plan** - Station #8 has been approved by Council and is being constructed to reduce risk in southeast Regina, which has experienced a large population and geographical growth over the last 25 years. The new fire station has progressed with the design work completed. Construction began in the fall of 2025 with the target opening in March 2027. RFPS, along with City Planning and Community Services, aligned concurrent projects to incorporate a new community center adjoined to fire station #8. This co-located space provides budgetary efficiencies between projects while meeting city and resident's needs identified through prior community engagement activities.
- **Phase 2 of the Plan** - Planning for the next phase of the Fire Master Plan continues as RFPS evaluates future fire station requirements in response to changing growth patterns within Regina and the surrounding region. Updates to the City's growth plan have identified the need to reassess the proposed location of Fire Station #9 to ensure future infrastructure investments align with anticipated development and service demands. To support this work, the Department intends to engage the original Fire Master Plan consultants to review and refresh the Plan, ensuring it remains aligned with current growth projections, community needs and operational requirements. Any future recommendations related to Fire Station #9 will continue to be brought forward through the City's budget and Council approval processes.



APPENDIX C– List of Fire Service Agreements

REGINA FIRE & PROTECTIVE SERVICES LIST OF FIRE SERVICES AGREEMENTS – 2026

AGENCY	TYPE OF AGREEMENT*	STATUS
EXISTING AGREEMENTS		
Balgonie	Mutual Aid Agreement	No expiration – 30 days written notice to terminate.
Craven	Mutual Aid Agreement	No expiration – 30 days written notice to terminate.
Grand Coulee	Mutual Aid Agreement	No expiration – 30 days written notice to terminate.
Major Urban Disaster (detailed below)	Mutual Aid Agreement	No expiration – 30 days written notice to terminate.
Pilot Butte	Mutual Aid Agreement	No expiration – 30 days written notice to terminate.
White City	Mutual Aid Agreement	No expiration – 30 days written notice to terminate.
Cowessess First Nation	Fire Services Agreement	No expiration – 1-year written notice to terminate.
Global Transportation Hub Authority (GHTA)	Fire Services Agreement	Expires December 31, 2029.
Lumsden, Town of	Fire Services Agreement	No expiration – 30 days written notice to terminate.
R.M. of Lumsden, No. 189	Fire Services Agreement	No expiration – 1-year written notice to terminate.
Yara Belle Plaine Inc. (formerly Saskferco)	Fire Services Agreement	No expiration – 1-year written notice to terminate.
NEW AGREEMENTS UNDER DELEGATED AUTHORITY		
Provincial Capital Commission	Fire Services Agreement	Executed on January 19, 2026. Expires December 31, 2030.
R.M. of Sherwood, No. 159	Fire Services Agreement	Executed on March 20, 2026. Expires March 19, 2029.
PENDING AGREEMENTS		
Regina Airport Authority	Fire Services Agreement	Final negotiations
Zagimē Anishinabēk First Nations (formerly Sakimay FN)	Fire Services Agreement	Expired – Negotiations underway.
R.M. of Edenwold, No. 158	Mutual Aid Agreement	Expired – Negotiations underway.
Saskatchewan Health Authority (formerly RQHR)	Mutual Aid Agreement	Expired – Negotiations underway.

* Agreement types defined below.



APPENDIX C– List of Fire Service Agreements

Fire Services Agreement

A formal contract between two or more jurisdictions (ex. Municipalities, First Nations, or corporation) that outlines the terms under which fire protection services will be provided.

These agreements typically include:

- **Scope of services** (e.g. Structural firefighting, rescue, hazardous materials response).
- **Service area boundaries**
- **Compensation or cost-sharing arrangements**
- **Response to times and performance expectations**
- **Liability and insurance provisions**

These agreements are often used when one community lacks the capacity to provide full fire protection services and contracts with a neighbouring jurisdiction to deliver them.

Mutual Aid Agreement

A formal agreement between two or more fire departments or local authorities to aid each other during emergencies that exceed the capacity of one department. Key features include:

- **Reciprocal Support:** each party agrees to assist the other when requested.
- **Pre-established protocols:** these include activation procedures, command structure, and reimbursement policies.
- **No jurisdictional barriers:** aid is provided regardless of municipal boundaries.
- **Common in rural or remote areas** where resources are limited.

These agreements are essential for large-scale incidents like wildfires, industrial fires, or mass casualty events.

Major Urban Disaster Agreement

The **Major Urban Disaster Agreement** is a mutual aid agreement between Saskatchewan cities including Regina, Saskatoon, Moose Jaw, Prince Albert, Swift Current, Yorkton, North Battleford, and Weyburn – to provide emergency services such as firefighting, rescue and disaster response to one another during large-scale urban emergencies that exceed local capacity.