

The background features a light blue gradient at the top, transitioning into a white area. The bottom half is dominated by several overlapping, wavy bands of color in various shades of blue and green, creating a sense of movement and depth.

PART B

# Secondary Plans

# DESIGN REGINA PART B

## SECONDARY PLANS

### Table of Contents

<b>Part B</b>	<b>Neighbourhood Plans, Industrial Plans, Commercial Plans and Corridor Plans</b>	
<b>Northeast Area Neighbourhood Plan</b>		<b>Part B.1</b>
<b>Inner City Neighbourhood Plan</b>		<b>Part B.2</b>
<b>Transition Area Neighbourhood Plan</b>		<b>Part B.3</b>
<b>Regina Downtown Neighbourhood Plan</b>		<b>Part B.4</b>
<b>Eastview Neighbourhood Plan</b>		<b>Part B.5</b>
<b>Cathedral Area Neighbourhood Plan</b>		<b>Part B.6</b>
<b>North Central Neighbourhood Plan</b>		<b>Part B.7</b>
<b>Core Area Neighbourhood Plan</b>		<b>Part B.8</b>
<b>Fleet Street Business Park Secondary Plan</b>		<b>Part B.9</b>
<b>Former Diocese of Qu'Appelle Neighbourhood Plan</b>		<b>Part B.10</b>
<b>Lakeview/Albert Park Neighbourhood Plan</b>		<b>Part B.11</b>
<b>General Hospital Area Neighbourhood Plan</b>		<b>Part B.12</b>
<b>Warehouse District Neighbourhood Plan</b>		<b>Part B.13</b>
<b>Westerra Neighbourhood Plan</b>		<b>Part B.14</b>
<b>Tower Crossing Secondary Plan</b>		<b>Part B.15</b>
<b>Southeast Neighbourhood Plan</b>		<b>Part B.16</b>
<b>Coopertown Neighbourhood Plan</b>		<b>Part B.17</b>
<b>Yards Neighbourhood Plan</b>		<b>Part B.18</b>



# OFFICIAL COMMUNITY PLAN

## PART B.1 Northeast Area Neighbourhood Plan



## **Regina OCP – Part B**

### **Part B.1 – Northeast Area Neighbourhood Plan**

#### **1) Context**

The *Design Regina Plan*, under the authority of *The Planning and Development Act, 2007* (as amended), provides for the adoption of secondary plans (e.g. neighbourhood plans) to address specific issues affecting individual neighbourhoods. This neighbourhood plan is prepared to address issues affecting the Northeast Neighbourhood.

#### **2) Background**

The Northeast Neighbourhood began as a settlement for railway and industrial workers. The area, once known as North Regina, remained a village until 1951 when it became part of the City of Regina.

Currently, the Northeast Neighbourhood is a mature area in transition. In addition to a growing segment of senior citizens living in the area, some new and younger households are taking residence as first time home buyers and as tenants in more recently constructed rental accommodations. Between 1971 and 1991, the area's population has declined from 9,160 to 7,615. The decrease averaged approximately 0.8 percent annually. This population change is often typical of mature neighbourhoods.

Housing varies in age and quality in the neighbourhood. Generally, older housing is found in its southern part while newer development tends to be located in the north. Since 1976, the Residential Rehabilitation Assistance Program (RRAP) has helped to upgrade older housing stock with over \$1.3 million being spent on improving nearly 300 residences of the area. More rigorous enforcement of property standards bylaws in recent years has also helped to improve neighbourhood quality.

Strips of commercial development along Albert, Broad and Winnipeg Streets generate both local and City-wide automobile traffic. Industrial development is located on the southern and eastern edges of the neighbourhood. Map 1 illustrates general land use in the area.

#### **3) Issues, Goal And Objectives**

##### **a) Issues**

Issues that have been identified in consultation with the Northeast Community Association are:

- vacant residential lots in the southern part of the neighbourhood;
- potential for land use conflicts between residential and industrial uses; and
- the present and future need for the reuse and/or redevelopment of the Dover School and North Highland Community Centre sites.

**b) Goal**

The goal of this Plan is to stabilize and enhance the residential character of the Northeast Neighbourhood.

**Objectives**

The objectives of this Plan are:

- to promote residential infill development on vacant lots zoned for residential use;
- to minimize the negative impacts of industrial development and restrict its encroachment on residential areas; and
- to ensure that the future uses of the Dover School and North Highland Community Centre sites are compatible with the surrounding neighbourhood.

**4) Policies**

**Infill Housing**

The area of the Northeast Neighbourhood bounded by Albert Street, 2<sup>nd</sup> Avenue North, Broad Street, 5<sup>th</sup> Avenue North, Winnipeg Street and the Canadian National Railway right-of-way includes approximately 27 residentially zoned vacant sites. Historically, this area has also shown an incidence of placarded homes. Stimulation of residential infill development through the application of the Inner City Housing Stimulation Strategy will enhance the neighbourhood's physical environment and also assist in stabilizing its population. Other initiatives which foster general neighbourhood improvement may encourage investment in housing construction, renovation and maintenance.

- a) That opportunities to facilitate development of infill housing and general residential improvement be identified and encouraged through promotion, voluntarism and the coordination of mutually supportive initiatives of individuals, service and government organizations, private industry and other interest groups.

**Industrial/Residential Interface**

Potential for land use conflicts between industrial and residential zones had been identified as follows:

- the light industrial zone on the west side of the 100 and 200 blocks of Winnipeg Street North;
- the medium industrial zone south of First Avenue North, east of Albert Street; and
- the medium industrial zone south of First Avenue North fronting on Winnipeg Street.

Rezoning of the industrial land on the west side of Winnipeg Street North has occurred to ensure greater compatibility between existing and future uses in relation to existing residential development located immediately adjacent across the lane. While the latter two locations are not currently viewed as problems, the need to safeguard against potential conflicts remains.

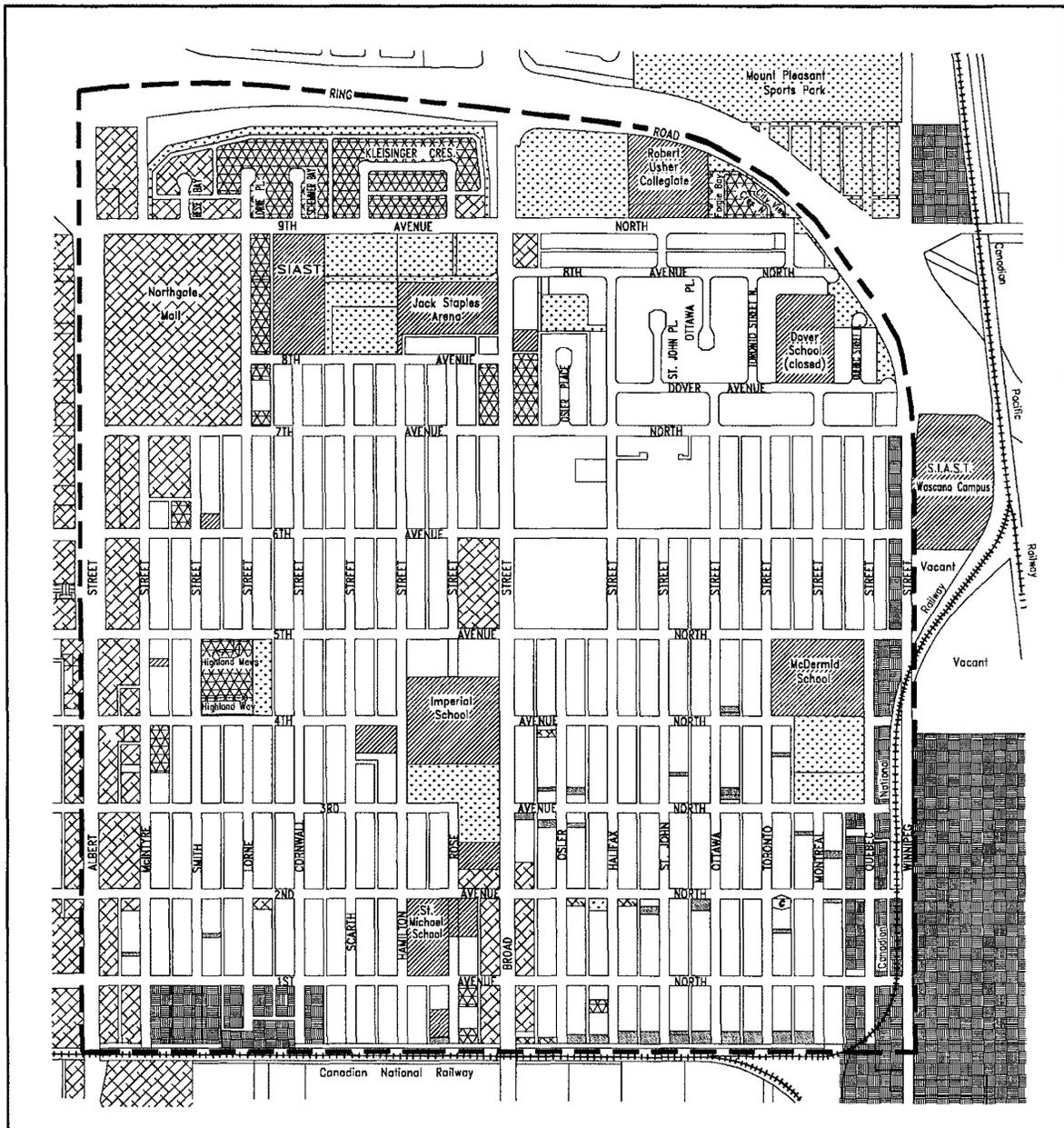
- b)** That any amendment to the Zoning Bylaw which would allow further expansion of industrial development in the established residential areas of the Northeast Neighbourhood shall be prohibited.
- c)** That industrial development located adjacent to residentially zoned land shall be subject to screening and buffering requirements as specified in the Zoning Bylaw.

Future Use Of The Dover School And North Highland Community Centre Sites

In 1993, City Council identified Imperial School as the location for a new community centre to replace the existing North Highland Community Centre. In addition to the future reuse of the North Highland site, Dover School remains available for reuse.

- d)** That the City of Regina facilitate redevelopment of the Dover School and North Highland Community Centre sites in a manner which is compatible with the surrounding residential neighbourhood. In assessing compatibility, specific consideration shall be given to mass, height, density, development setbacks, and open space.

# MAP 1: NORTHEAST NEIGHBOURHOOD - GENERALIZED LAND USE



## Northeast Neighbourhood - Generalized Land Use

### LEGEND

- |   |                                 |   |                             |
|---|---------------------------------|---|-----------------------------|
|  | BOUNDARY OF NEIGHBOURHOOD       |  | SINGLE DETACHED RESIDENTIAL |
|  | OPEN SPACE                      |  | MULTI-UNIT RESIDENTIAL      |
|  | INSTITUTIONAL                   |  | COMMERCIAL - RETAIL/OFFICE  |
|  | VACANT LOTS                     |  | MIXED INDUSTRIAL/COMMERCIAL |
|  | NORTH HIGHLAND COMMUNITY CENTRE |   |                             |





# OFFICIAL COMMUNITY PLAN

## PART B.2 Inner City Neighbourhood Plan



## TABLE OF CONTENTS

Introduction.....	1
Transitional Neighbourhood.....	2
Cathedral Neighbourhood.....	3
General Hospital Neighbourhood (deleted - Bylaw No. 9618)	
11 th Avenue East Neighbourhood (deleted - Bylaw No. 9618)	
Albert-Scott Neighbourhood.....	4
Eastview Neighbourhood .....	5
North Highland Neighbourhood.....	6
Innismore.....	8
Regina East (deleted - Bylaw No. 9618)	

## **Regina OCP – Part B**

### **Part B.2 – Inner City Neighbourhood Plan**

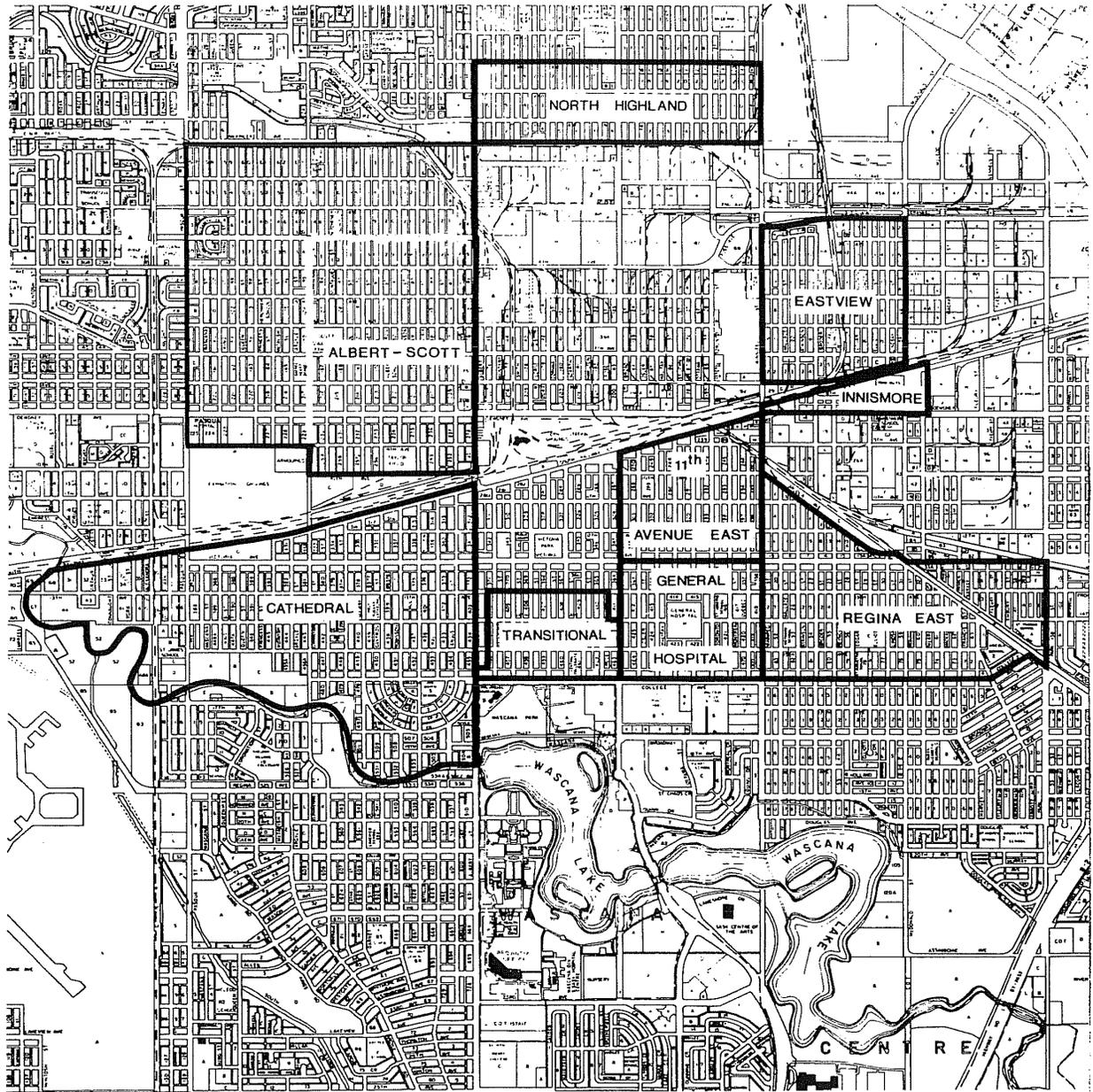
This Plan is intended to outline general objectives and more specific implementation recommendations for potential development in eight older neighbourhoods of Regina. It will also provide the basis for the zoning in older neighbourhoods contained in the Zoning Bylaw.

The older neighbourhoods, especially those that have been defined as the Inner City, are experiencing tremendous pressures for redevelopment as commercial or office uses. However, these areas also have many advantages for people who want a residential alternative to the suburbs such as proximity to the downtown with its services and employment opportunities, large trees on residential streets and older homes of varying and distinctive architecture.

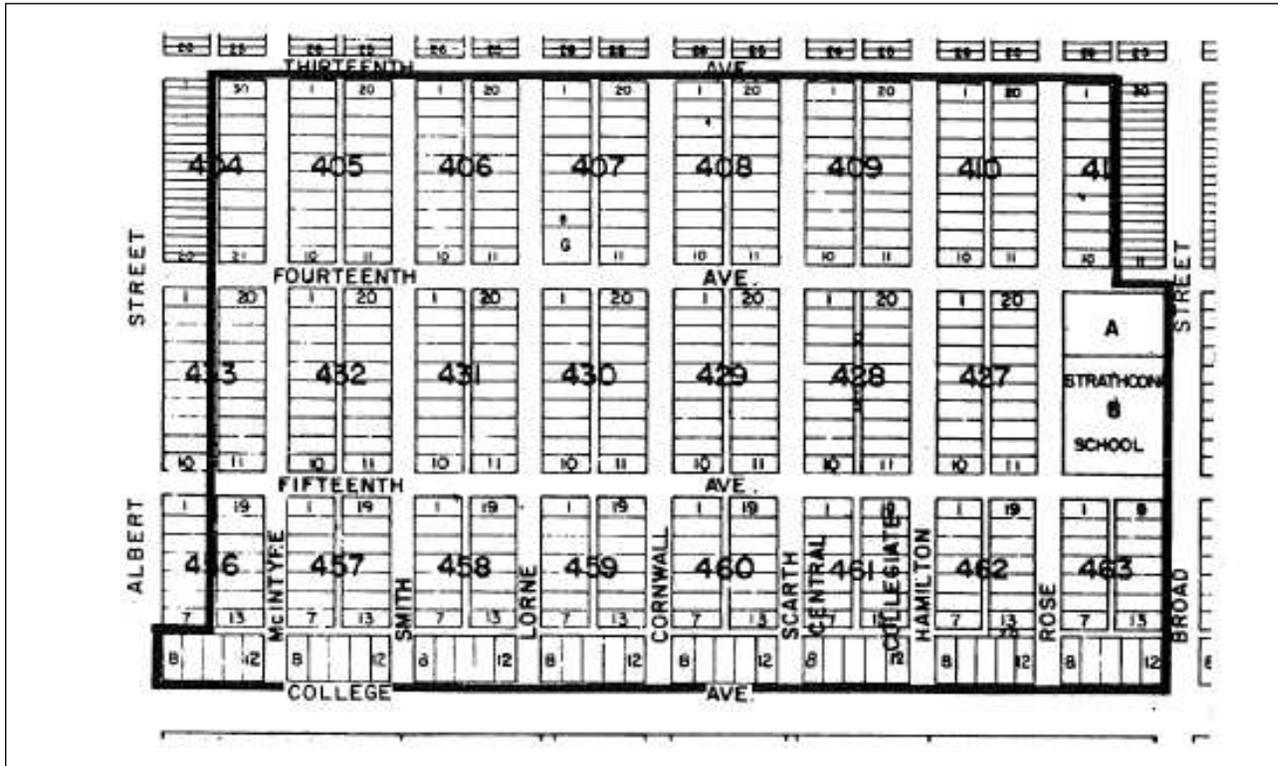
The objectives of the Inner City Neighbourhood Plan, in general, are to improve the residential viability of the neighbourhood and to control encroachment of non-residential uses into the neighbourhood. Problems relating to land uses that are particular to a neighbourhood have also been discussed.

Map 1

Older Neighbourhoods Included in the Inner City Development Plan



## TRANSITIONAL NEIGHBOURHOOD



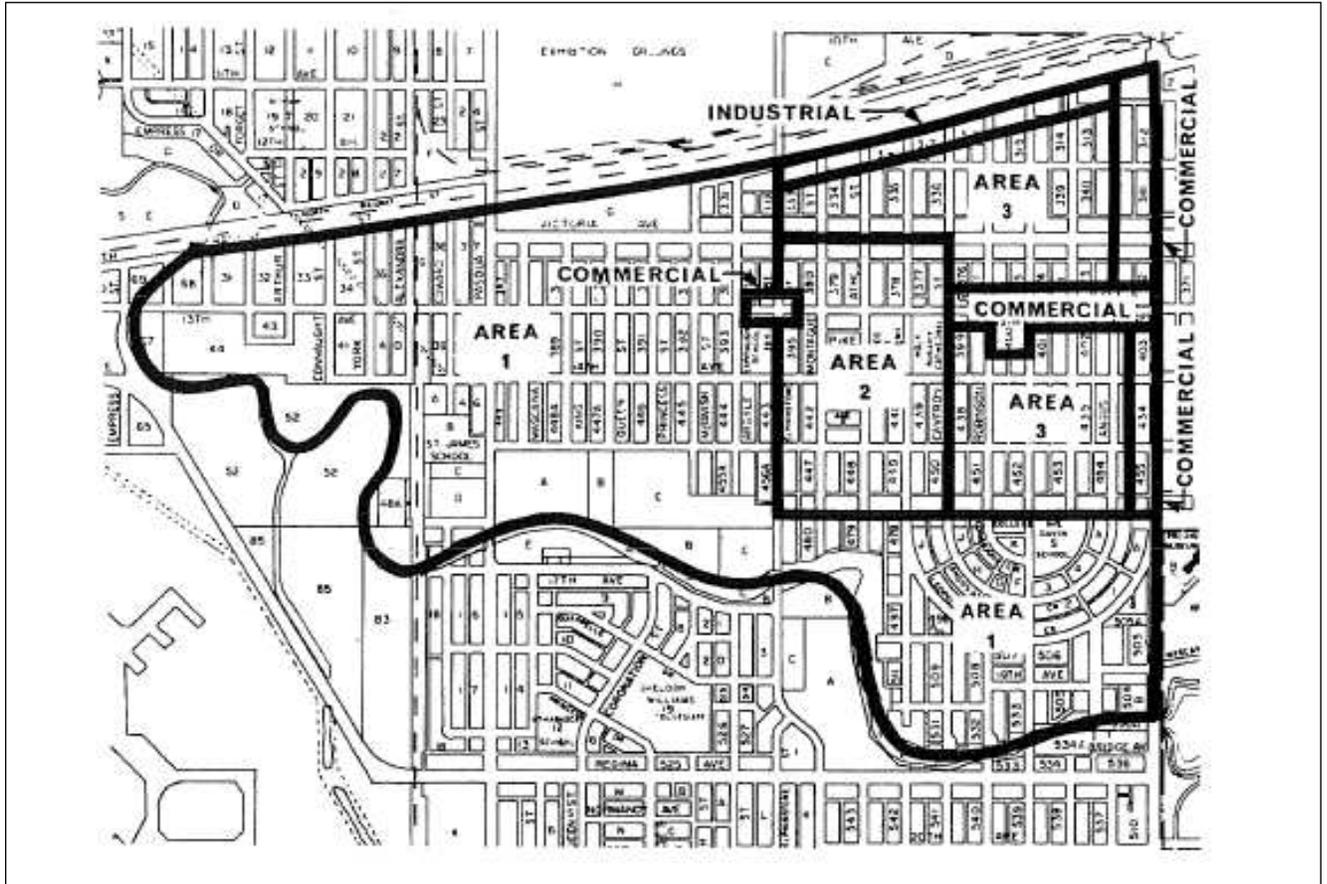
\* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

1) Boundaries: See Map

a) Policy Objectives:

Policy objectives with respect to land use and planning issues in the Transitional Neighbourhood can be found in the Design Regina Plan Part B, Transitional Area Neighbourhood Plan.

## CATHEDRAL NEIGHBOURHOOD



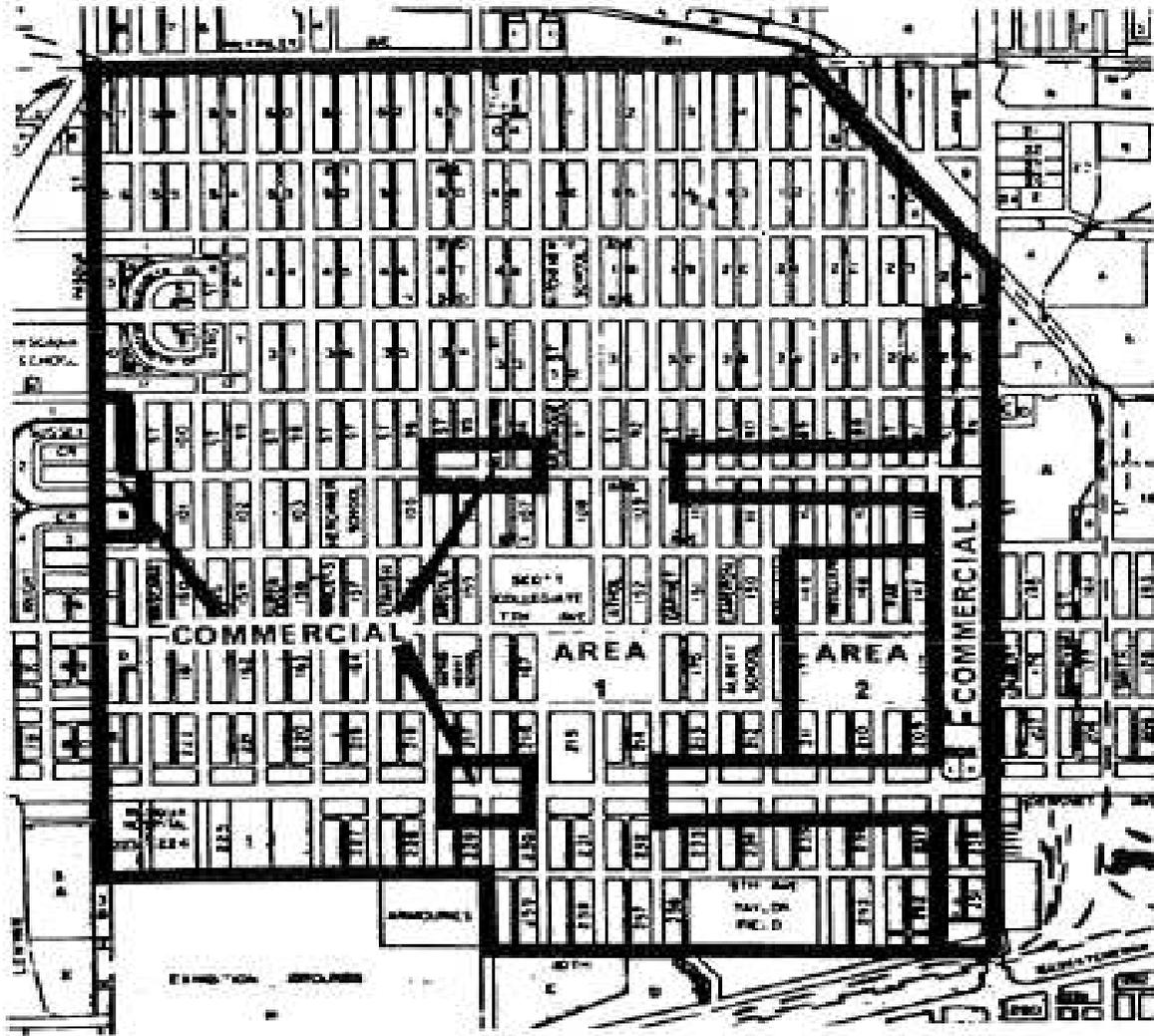
\* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

2) Boundaries: CPR tracks, Albert Street and Wascana Creek.

a) Policy Objectives:

Policy objectives, recommendations and implementation with respect to land use and planning issues in the Cathedral Neighbourhood can be found in the Design Regina Plan Part B, Cathedral Area Neighbourhood Plan.

## ALBERT-SCOTT NEIGHBOURHOOD



\* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

3) Boundaries: Albert Street, Tenth Avenue, Pasqua Street and CNR Rail line

a) Policy Objectives:

Policy objectives, recommendations and implementation with respect to land use and planning issues in the "Albert Scott" Neighbourhood can be found in the Design Regina Plan Part B, North Central Neighbourhood Plan.

## EASTVIEW NEIGHBOURHOOD



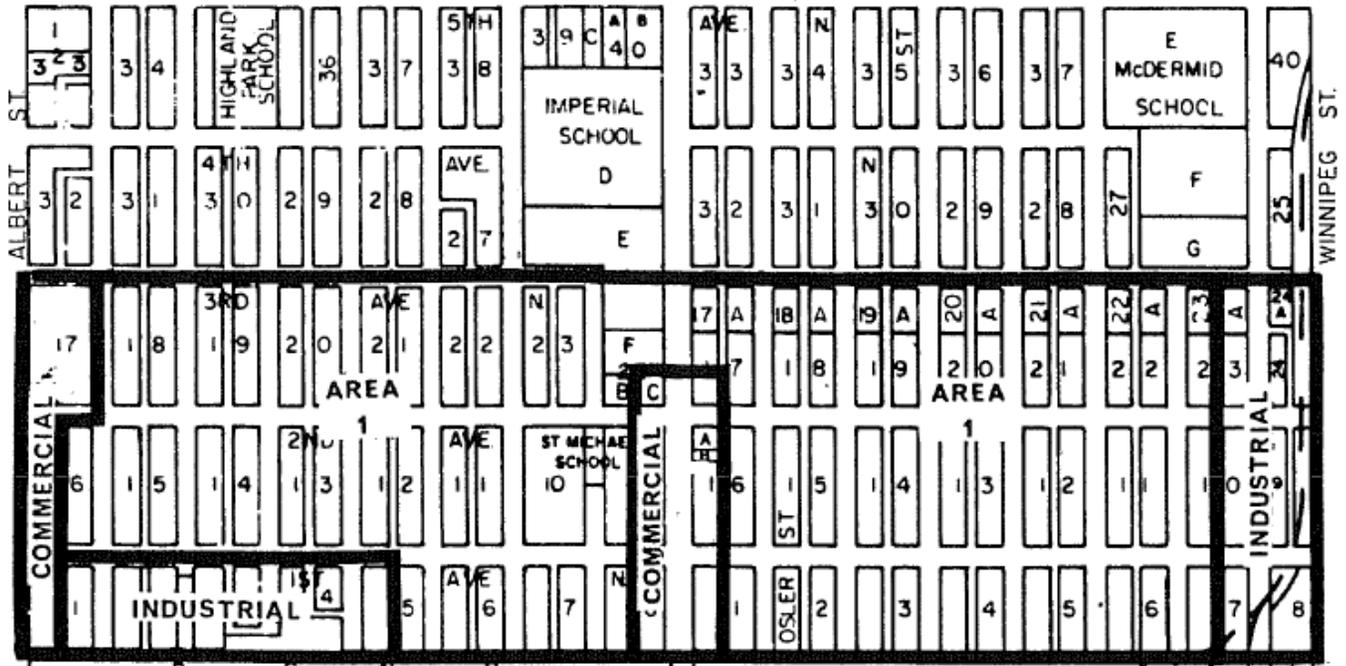
- The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

4) Boundaries: Winnipeg Street, CPR Tracks, McDonald Street and Ross Avenue

a) Policy Objectives:

Policy objectives, recommendations and implementation with respect to land use and planning issues in the Eastview Neighbourhood can be found in the Design Regina Plan Part B, Eastview Neighbourhood Plan.

### NORTH HIGHLAND NEIGHBOURHOOD



\* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

5) Boundaries: Albert Street, Third Avenue North, Winnipeg Street and CNR tracks

a) Policy Objectives:

- i) To maintain the residential stability of the neighbourhood.
- ii) To protect the neighbourhood from commercial encroachment along Albert Street and Broad Street.
- iii) To prevent further encroachment of industrial uses into the neighbourhood.



- 7) Boundaries: CPR Tracks, McDonald Street, Dewdney Avenue and Winnipeg Street
  - a) Policy Objectives:
    - i) To allow the residential component of the neighbourhood to continue without further improvement of services as approved by Council in May of 1977.
    - ii) To provide for an orderly transition to industrial development in the neighbourhood.
- 8) Policy Recommendations and Implementation:
  - a) That the residential area be recognized.
  - b) That the industrial area be maintained with improved enforcement of maintenance standards.
  - c) That no new residential development be permitted in the Innismore neighbourhood.
    - i) The City of Regina become a facilitator and budget monies (approximately \$200,000.00) each year for the acquisition of Innismore property at fair market value of light industrial land if the property is offered for sale by the owner. This land would then be banked for future development.
    - ii) The banked land be developed by the City in contiguous parcels so that the money from the sales could be returned to the fund to purchase more lots in the neighbourhood.
    - iii) When the land is to be developed or sold by the City, the residents will be consulted for their input.
  - d) That new industrial development shall be examined in light of its impact on the surrounding neighbourhood.
  - e) That the industrial area be maintained with improved enforcement of maintenance standards.



## OFFICIAL COMMUNITY PLAN

### **PART B.3** **Transitional Area** **Neighbourhood Plan**



## **ADDENDUM**

### **TRANSITIONAL AREA NEIGHBOURHOOD PLAN AMENDMENTS**

Transitional Area Neighbourhood Plan was first adopted by City Council at the meeting held on October 24, 1983 with the following amendment.

"All portions of the draft report dealing with Central Collegiate, Strathcona School and Central Park sites be deferred until such time as negotiations between the Regina Public School Board and the City have been finalized".

In accordance with the amendment, the following references in the report are considered to be inoperative pending completion of negotiations between the City of Regina and the Regina Public School Board.

1. Page 27, Paragraph 2

"It is recommended that the Strathcona School site be designated as Transitional Area Residential - High-Rise. As the use of the school building has now been terminated, this site is an appropriate location for high-rise residential development, presenting a unique opportunity to provide for an increased population within the Transitional Area".

2. Page 28, Implementation Recommendation #8

"That the Strathcona School site be zoned Transitional Area-Residential High-Rise".

3. Page 36, Implementation Recommendation #3

"That provision be made for the possible future rezoning of the portion of the Strathcona School site fronting Broad Street, in order to recognize the potential for redevelopment of that area, for uses appropriate to a major arterial location".

4. Page 40, Paragraphs 3 and 4

"The appropriate future use of the Strathcona School site, as described in Section 3.2.2 of this Neighbourhood Plan, is for high-rise residential purposes. Another consideration is the importance of an elementary school facility (not necessarily within Strathcona School) in or near the Transitional Area. If such a facility is not made available, families with small children will be deterred from moving to the Area".

5. Page 40, Paragraph 5

"If and when Central Collegiate is no longer required for educational purposes, reuse of the buildings on the site should be explored prior to any decision to demolish all or any portion of the buildings. Any alternative future uses should take into consideration that the school, particularly the oldest portion, is a structure of heritage merit. The first priority for reuse of these facilities should be to serve the social and recreational needs of the Transitional Area residents. Such uses could include, for example, a community centre, day care, or offices for non-profit community service organizations. The second priority should be for rental housing".

6. Page 40, Paragraph 6

"If the decision is made that the institutional use of the Central Collegiate buildings is not required to meet the social, recreational, and educational needs of Transitional Area residents, then alternate land uses would be appropriate. Appropriate rezonings to provide for these land uses would be: a) College Avenue Residential/Commercial for the south portion of the site; and b) Transitional Area Residential - Medium-Rise for the middle and northern portions of the site".

7. Page 41, Paragraph 1

These zones would reflect the proposed zoning of adjacent property and, in the case of the north, approximately two-thirds of the Central Collegiate site, would serve as a necessary intermediate height interface between adjacent land uses.

8. Page 41, Policy Objective #2

"That, if and when Central Collegiate is no longer required for educational purposes, reuse of the buildings on the site for the general benefit of the Transitional Area residents, be explored and encouraged by the City of Regina, prior to any decision to demolish all or any portion of the buildings on the site".

9. Page 42, Implementation Recommendation #2

"That a proposal call be undertaken by the City of Regina to explore adaptive reuse of Central Collegiate, if it is no longer required for educational purposes".

10. Page 59, Recommendation #4

"That a proposal call be considered to promote the adaptive reuse of Central Collegiate, if and when the facility is no longer required by the School Board.

## TABLE OF CONTENTS

PREFACE .....	1
1.0 NEIGHBOURHOOD PLAN CONTEXT .....	3
1.1 Evolution of the Area.....	3
1.2 Social Profile.....	3
1.3 Transitional Area Characteristics and Issues .....	7
1.3.1 Land Use.....	7
1.3.2 Building and Streetscapes .....	9
1.3.3 Landscaping and Open Space .....	11
1.3.4 Circulation and Parking.....	12
1.3.5 Social and Community Facilities and Services.....	14
1.3.6 Housing .....	16
1.3.7 Heritage .....	17
2.0 TRANSITIONAL AREA POLICIES.....	20
2.1 Existing Municipal Development Plan Policies .....	20
2.2 An Issue Paper for the Transitional Area - General Conclusions .....	20
3.0 LAND USE POLICY AND IMPLEMENTATION RECOMMENDATIONS .....	21
3.1 Policy Objectives .....	22
3.2 Residential Land Use .....	23
3.2.1 Residential Land Use Districts.....	24
3.2.2 Residential Amenity Space and Landscaping.....	30
3.3 Commercial.....	31
3.3.1 Transitional Area Service.....	31
3.3.2 College Avenue.....	34
3.3.3 Major Arterial Commercial.....	36
3.3.4 Downtown Commercial .....	38
3.3.5 Inner City Commercial.....	39
3.3.6 Specific Use Designation .....	41
3.4 Institutional and Public Service .....	43
3.5 Specific Provisions for Residential Viability.....	46
3.5.1 Public Amenity Space.....	46
3.5.2 House-Form Residential/Commercial Floor Area Provision .....	47
3.5.3 Parking Provisions.....	47
3.5.4 Special Implementation Areas .....	50
3.5.5 Design Review .....	54
4.0 LAND USE SUPPORT POLICY OBJECTIVES AND RECOMMENDATIONS.....	55
4.1 Buildings and Streetscapes .....	55
4.2 Landscaping and Open Space.....	56
4.3 Circulation and Parking .....	57
4.4 Community and Social Issues.....	58
4.5 Housing .....	59
4.6 Heritage.....	61
5.0 EXCEPTIONS.....	64
APPENDIX .....	65

**Regina OCP – Part B**  
**Part B.3 – Transitional Area Neighbourhood Plan**

PREFACE

The Transitional Area, also known as Centre Square Neighbourhood, bounded by Victoria and College Avenues and Broad and Albert Streets, comprises 32 square blocks immediately south of downtown. The area, home to 3,300 Regina residents, is primarily high and low-density residential with a variety of commercial uses concentrated on Victoria and 13th Avenues. An elementary school and a high school are located in the Area.

In order to maintain the residential viability of the Area, it was recognized that a plan for future development was required. However, the direction new development should take became a subject of considerable study and debate. An initial study of the Area was undertaken by the Planning Department in 1976 as part of the groundwork for the Plan which is now in place. The ongoing investigation was initiated by a motion adopted by Council on November 13, 1979 and since that time several documents have been prepared. One such study, the Transitional Area Development Strategy, was released by the Planning Department in May, 1981. As was its intent, the document sparked public response in the form of numerous letters and submissions from individuals and groups with diverse interests in the Area.

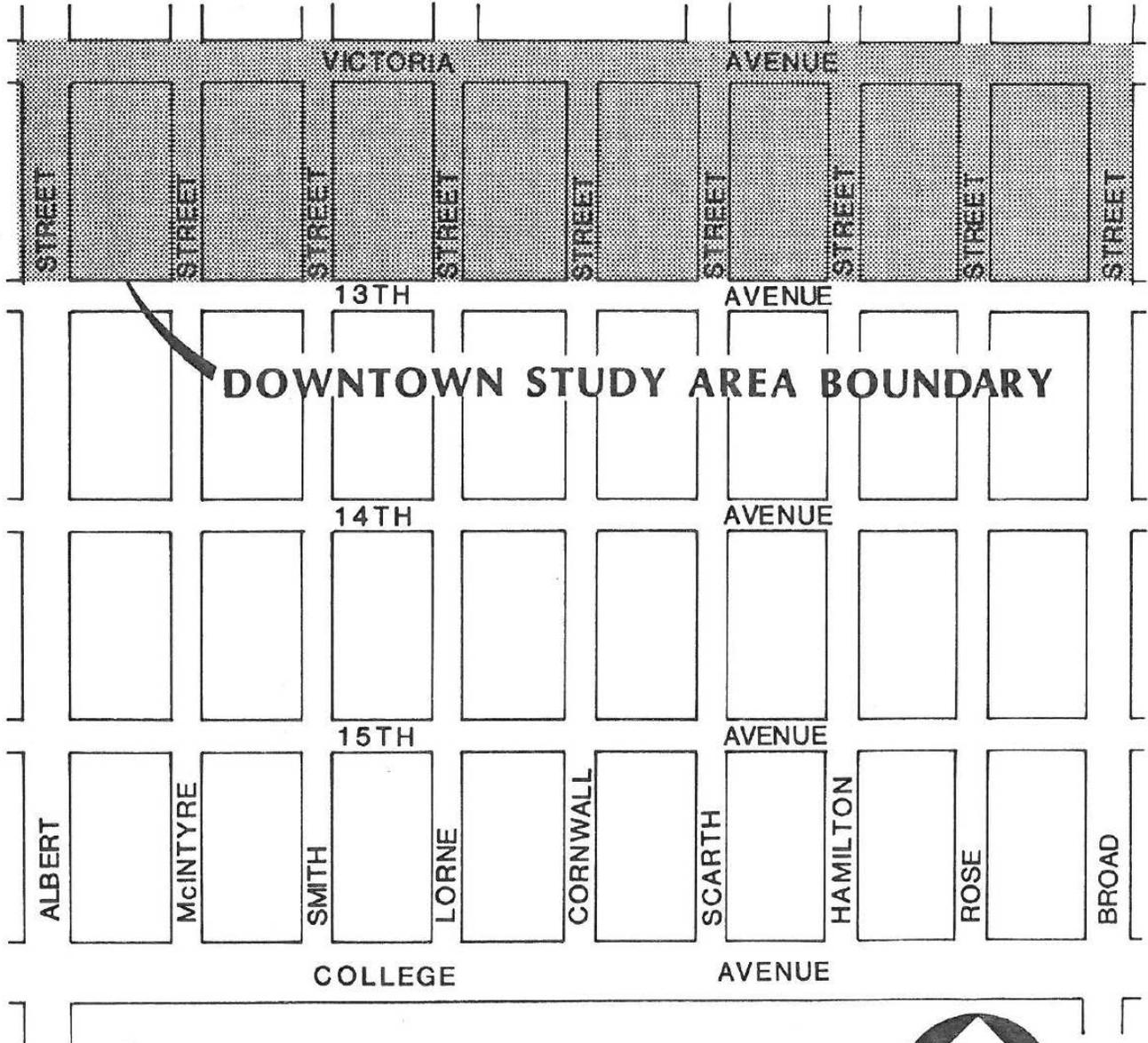
The most comprehensive response to date has come from the Transitional Area Community Society, a group organized in the Summer of 1981. The Society hired the consulting firm of Arnott, MacPhail Associates Limited to prepare a report on the Area. The resultant Concept Study for the Transitional Area sets out a conceptual plan and design guidelines for revitalization and future development initiatives in the Area. This study, submitted to the City in May, 1982, was reviewed and compared with the City-prepared Development Strategy. The Administration then submitted a status report to City Council which resulted in Council's approval of a work program for further study. Subsequently, a number of issues were identified by the City Administration in An Issue Paper for the Transitional Area. The Issue Paper was presented to the Regina Planning Commission and City Council for their consideration and was adopted by Council on December 20, 1982.

In formulating the following Neighbourhood Plan, the City has attempted to recognize the various groups with an interest in the Transitional Area and take their views into consideration. The recommendations contained in this report attempt to present the most appropriate and effective strategy for the revitalization and redevelopment of the Transitional Area.

For the last ten years, Interim Development Control (IDC) has enabled Council to review development proposals on a case-by-case basis. The adoption of this Neighbourhood Plan and supporting Zoning Controls by City Council will allow Interim Control to be terminated and the redevelopment and renewal of the Transitional Area to commence on the basis of clearly defined, but flexible, guidelines.

**FIGURE 1**

**THE TRANSITIONAL AREA**



## **1.0 NEIGHBOURHOOD PLAN CONTEXT**

### **1.1 EVOLUTION OF THE AREA**

The residential development of the Transitional Area began around the turn of the Century. Many of the existing house-form buildings and apartment blocks were built between 1900 and 1929. Little development occurred after that time until the 1960's when some house-form buildings were demolished and replaced by low-rise apartment and commercial buildings. From the 1970's until now, the traditional single-family inhabitation of house-form buildings has changed. The Area has developed into a patchwork of land uses and building forms. Many house-form buildings have been subdivided to house several households. Others are occupied by commercial uses only or in combination with a residential use. Both medium and high-rise apartment buildings and office buildings have continued to be built. In addition, several house-form buildings in the Area have been restored recently and occupied for office use. Finally, a substantial number of lots have been left vacant or are being used for off-street parking.

In general, the Transitional Area has been subjected to outside pressures such as overflow parking from the Downtown, through traffic, and redevelopment requests.

### **1.2 SOCIAL PROFILE**

Based on the 1981 Census, 3,300 individuals live in 2,455 households in the Transitional Area.

The average household size for the Transitional Area is 1.3 persons per household--less than half of the overall Regina (specifically the Regina Census Metropolitan Area or C.M.A.) average of 2.7 persons per household. The only Regina area with a smaller average household size is the Downtown, with an average of 1.2 persons per household.

The tables below profile the age and sex distribution of the Transitional Area population of 1981.

Table 1  
Transitional Area Population Profile by Age - 1981

Age	Number of Persons	Percentage of Total Transitional Area Population	Corresponding Percentage for Regina
0-4 years	70	2.1 %	8.3 %
5-9	40	1.2 %	7.6 %
10-14	40	1.2 %	7.7 %
15-19	180	5.5 %	9.7 %
20-24	415	12.5 %	11.2 %
25-34	530	16.0 %	17.9 %
35-44	200	6.1 %	10.8 %
45-54	245	7.4 %	9.4 %
55-64	400	12.1 %	8.2 %
65-69	305	9.2 %	3.2 %
70 years & over	885	26.7 %	6.0 %

TABLE 2  
Transitional Area Population Profile by Sex - 1981

Age	Transitional Area		Regina	
	% Male	% Female	% Male	% Female
0-4 years	47.1	52.9	51.3	48.7
5-9	50.0	50.0	51.2	48.8
10-14	50.0	50.0	51.6	48.4
15-19	36.1	63.9	48.9	51.1
20-24	47.0	53.0	48.5	51.5
25-34	51.9	48.1	49.5	50.5
35-44	50.0	50.0	49.5	50.5
45-54	44.9	55.1	49.8	50.2

55-64	35.0	65.0	46.4	53.6
65-69	27.8	72.2	43.4	56.6
70 years and over	23.2	76.8	49.3	50.7

As can be seen from the above tables, the age profile of residents of the Transitional Area is not typical of that of Regina as a whole. On one hand, persons in the 0 - 19 year and 25 - 54 year age groups are under-represented in the Area, while on the other hand, persons in the 20 - 24 and the 25 and over age groups are over-represented. This age profile, which reflects the relatively large number of single-person households in the Area, is also typical of other inner city locations in Regina.

Compared with the Regina population as a whole, Transitional Area females are over-represented in the 5 - 24 and the 45 and over age ranges, with the differential particularly pronounced in the 15 - 19 age range and the 55 years and above group. This over-representation is consistent with the fact that many downtown workers in the clerical, sales, and service occupational categories (predominantly filled by women) live in the Area. The differential in the older population group reflects the longer life expectancy of women.

The mobility status of residents in the Transitional Area reflects the social heterogeneity of that area. Some residents are highly transient, while others are relatively immobile. In 1980, a Planning Department survey found that 22% of households had lived in one or more dwellings within the Area for no longer than the previous six months, while 30% had lived in one or more dwellings within the Area for five or more years.

The survey found that 31% of area households had lived in their present dwelling for no longer than six months. Sixteen per cent had lived in their dwelling for five or more years. The differential between the latter figure and the 30% area residency statistic described above may be partially attributed to the desire of a portion of the population to remain in the Area despite the loss of individual dwelling units through demolition or conversion.

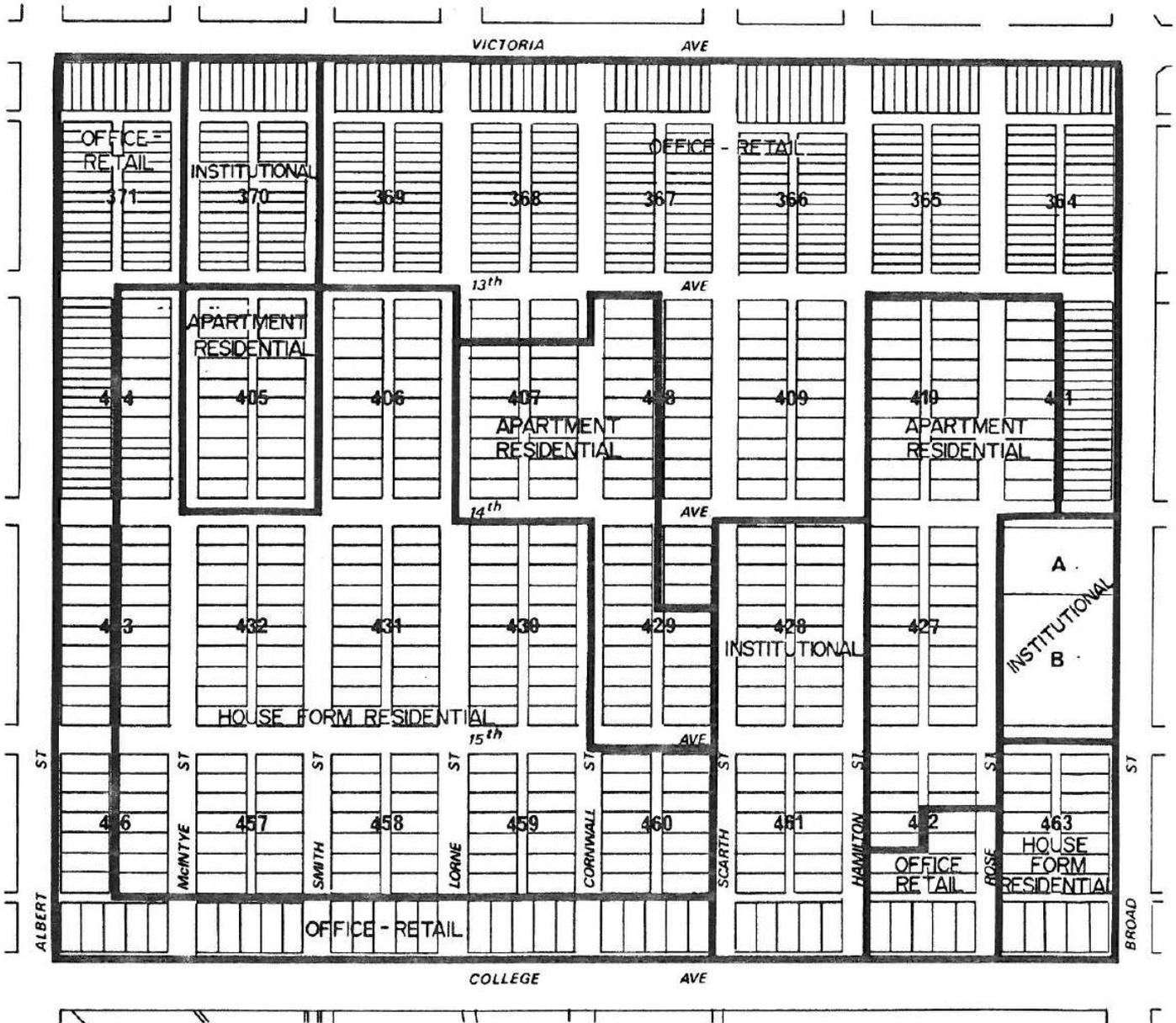
The 1980 survey found that 73% of households in the Transitional Area were single-person households, which corresponds closely with the 1981 Census finding of 77.5% single-person households. In comparison, the corresponding figure for the Regina C.M.A. was 23.9%. In 1981, 13.65% of all Regina single-person households lived in the Area.

There were 130 families with children living in the Transitional Area in 1981. Single parent families accounted for 65 of these, or 50% of the total number of families with children. The comparable statistic for the Regina C.M.A. was 17.9 %.

Based on the 1980 Planning Department survey, in an estimated 12% of the Transitional Area households at least one person is handicapped, that is, a person who as a result of some mental or physical limitation is unable to fully carry out normal day-to-day activities.

# FIGURE 2

## PRESENT GENERALIZED LAND USE



## 1.3 TRANSITIONAL AREA CHARACTERISTICS AND ISSUES

### 1.3.1 LAND USE

#### Background

Three land uses dominate the Transitional Area--house-form residential, apartment residential and office/retail with some institutional land use (see Figure 2). The southwest part of the Transitional Area is primarily single-family and converted single-family residential use composed mainly of house-form buildings with some low-rise and high-rise apartments. Approximately half of the house-form buildings have been converted to multiple dwelling units and half remain in the single-family category. As well, a number of houses have been converted to mixed residential and commercial use (shown on Figure 3).

Medium to high-rise residential land use predominates in three main sectors in the Transitional Area. Older apartment buildings dominate the east side of the Area. The two other apartment residential districts are smaller in size and occupy the middle part of the Transitional Area, tending to separate the house-form residential district to the south from the office commercial development to the north.

Office/retail land use in the Transitional Area is located in several districts. One is the northeast sector which contains the highest density and, specifically, buildings such as the Hotel Saskatchewan, Saskatchewan Power Corporation building, and Humford House. The second district flanks the Transitional Area on the west and south sides. The area along Albert Street serves primarily as a mixed retail and office district, while the north side of College Avenue functions mainly as an office area with a mixture of older houses converted into office use. In addition, large office structures such as the Co-operative Insurance building and Parkview Place are located on College Avenue.

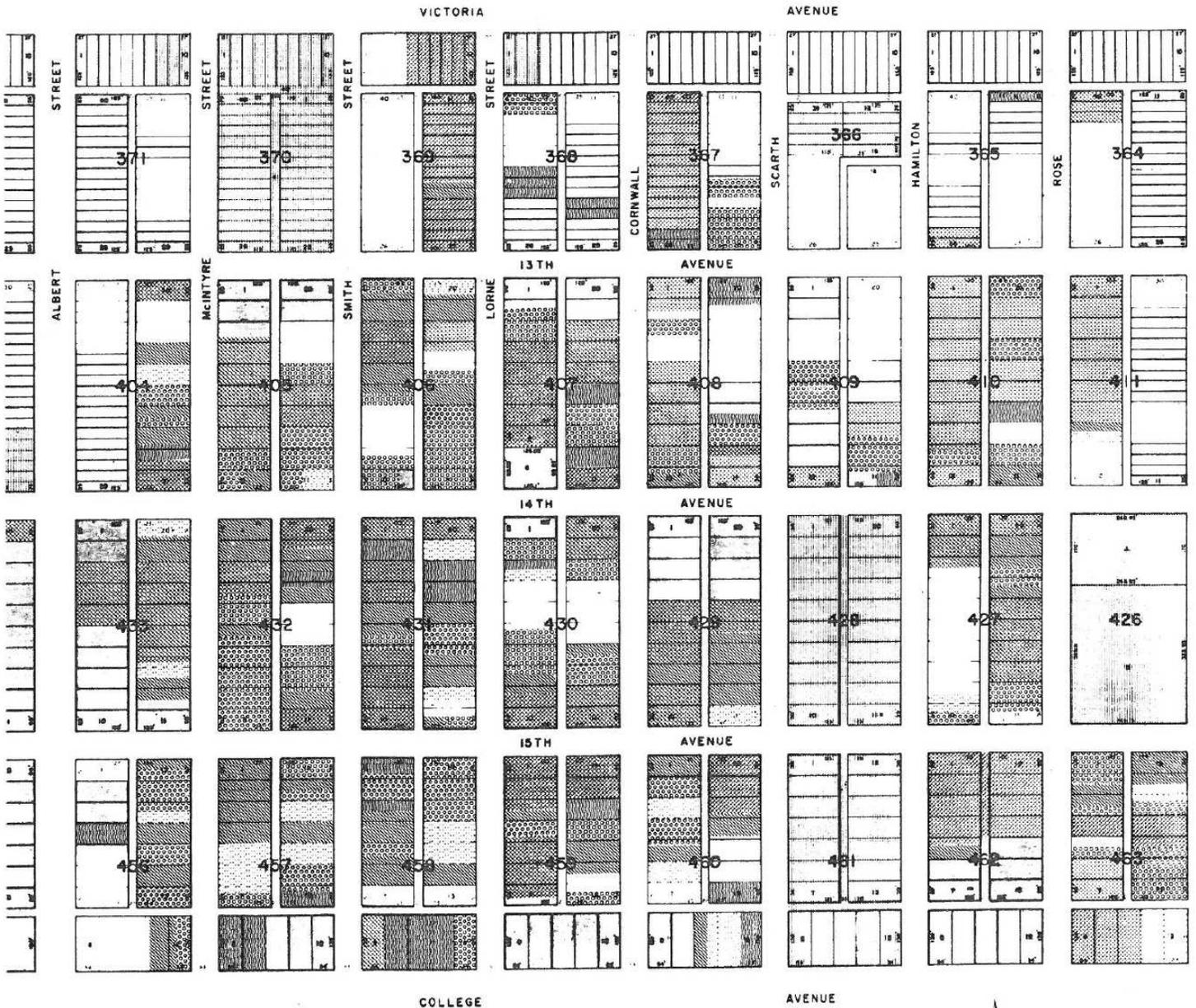
Institutional land use occupies three districts in the Transitional Area. The block in the northwest portion of the Area is utilized by the Court House and the YMCA. Central Collegiate occupies the two block area on the south side and Strathcona School occupies the one block on the east.

#### Issues

During the period from 1976 to 1981 a net loss of 280 housing units occurred in the Transitional Area. New residential units have been constructed, but have not matched the number of demolished units.

Maintenance of existing housing, particularly house-form buildings, has been inadequate, contributing to the demolition of many of these house-form buildings.

# FIGURE 3



- LEGEND**
- HOUSE - FORM RESIDENTIAL - OWNER OCCUPIED
  - HOUSE - FORM RESIDENTIAL - NON-OWNER OCCUPIED
  - HOUSE - FORM COMMERCIAL/RESIDENTIAL
  - APARTMENT BLDG
  - INSTITUTIONAL USE
  - HOUSE - FORM COMMERCIAL
  - NON HOUSE - FORM COMMERCIAL
  - VACANT/BLDG

**TRANSITIONAL AREA  
EXISTING LAND USE/BUILDING FORM**



PREPARED BY  
CITY OF REGINA PLANNING DEPT  
REVISED JUNE 9/83

Land use on the sites of demolished house-form buildings has too frequently changed, subsequent to demolition, from residential to other uses such as office buildings, vacant lots or parking lots. The office buildings represent an encroachment of commercial land use into residential areas. In addition, traffic resulting from such commercial intrusion has resulted in a negative impact on the residential environment of the Transitional Area as a whole. The vacant lots, or non-accessory parking lots, are a significant under-utilization of land, as well as an eyesore.

### Significant Concerns and Opportunities

- 1) Loss of housing units.
- 2) Lack of maintenance and the resultant deterioration of existing housing.
- 3) Under-utilized land appropriate for residential infill development.
- 4) Encroachment of commercial land use into residential areas.
- 5) Encroachment of high-rise buildings into low-rise areas.
- 6) Encroachment of high noise/high traffic generating businesses into the Transitional Area.
- 7) Under-utilized land appropriate for the provision of residential neighbourhood-oriented stores and services, open space and community facilities.

### Conclusions

The above land use concerns and opportunities in the Transitional Area can be addressed:

- 1) Through the retention, maintenance, renovation and construction of housing in the Transitional Area.
- 2) Through the recognition of existing districts of commercial office buildings.
- 3) Through ensuring that applications for any commercial land use outside of such districts be granted only insofar as they will positively contribute to the residential use and/or character of the Area.

#### 1.3.2 BUILDING AND STREETSCAPES

### Background and Issues

The Transitional Area is currently a patchwork of building forms and land uses, including lots which are vacant or used for off-street parking.

Demolition and incompatible redevelopment, as well as a lack of maintenance of many of the remaining buildings, has served to detract from the original character of the Area. This character has suffered not only through the demolition of specific buildings, but also through the resultant interruption of streetscapes. Streetscapes are characterized by rows of house-form buildings of traditional form and materials, tree-lined streets, and the vistas typically framed by these trees. As mentioned, another concern is the redevelopment of vacant sites with infill structures which are incompatible with the surrounding buildings in height, bulk and/or form. As a result, the opportunity to restore the streetscape to a character which is at least similar to the original is often lost. In addition, a lack of maintenance of existing structures has reduced the attractiveness of the Area for potential residents.

In spite of general deterioration over time, the streetscapes in the southwest portion of the Area are the most intact.

### Significant Concerns and Opportunities

- 1) Lack of maintenance of buildings.
- 2) Demolition of house-form buildings and older apartment blocks.
- 3) Deterioration of streetscapes through building demolition.
- 4) Deterioration of streetscapes through redevelopment which is incompatible on the basis of height, bulk, and/or form.
- 5) The potential contribution of the remaining house-form buildings to the special character and heritage of the Transitional Area.
- 6) Vacant sites appropriate for the construction of infill buildings compatible with the adjacent streetscape.

### Conclusions

The above building and streetscape concerns and opportunities in the Transitional Area can be addressed:

- 1) Through the retention, maintenance and restoration of buildings in the Transitional Area which, by virtue of their architecture or contribution to the surrounding streetscape, reinforce the residential character typified by the original buildings of the Area.
- 2) Through redevelopment in the Transitional Area which is compatible with the existing streetscapes of house-form buildings.

### 1.3.3 LANDSCAPING AND OPEN SPACE

#### Background and Issues

The abundance of mature trees is one of the most outstanding characteristics of the Transitional Area. Tree-lined streets of house-form buildings typify the Area. As well, additional trees have been planted in private yards since the initial development of the Area. Unfortunately, this resource of trees has been eroded over the years through redevelopment and decay of the trees themselves. Since the trees make a strong contribution to the residential character of the Area, there is a need to address the problem.

The Transitional Area lacks public open space in relation to its current population of approximately 3,300 people. Based on a generally recognized standard of 10 acres of urban open space per 1,000 people, a total of 33 acres would be required to serve the needs of the Area. However, the only major areas of open space within the Area are the basically-undeveloped playgrounds of Strathcona School and Central Collegiate (i.e. Central Park), which are approximately three acres in size.

In addition, there is little open space provision for activities with a neighbourhood focus which could, for example, range from outdoor skating to a more passive type of recreation such as "people-watching". The standard for specifically neighbourhood-oriented open space is approximately 7 acres per 1,000 people. (On this basis, 33 acres would be required for the Transitional Area).

The lack of developed open space will become a greater problem over time with the growth of the residential population of the Transitional Area, as provided for in this Neighbourhood Plan. Although the nearby Wascana Centre and Victoria Park can serve some of the open space needs of the Area, specialized local open space will still be required for neighbourhood-oriented activities. A number of commercial buildings and multi-unit residential buildings have been constructed in the Area, the landscaping of which has positively contributed to the environment. The yards of many other properties, however, are poorly landscaped and ill-maintained, detracting from the character and appearance of the Transitional Area.

Off-street parking lots in the Area represent a problem beyond an inappropriate under-utilization of land. The use of front yards for access to parking lots, in spite of the fact that access to buildings and parking lots can usually be made via the rear lane, is one component of this problem. As well, the lack of screening of these vacant lots from the street and adjacent properties creates an eyesore.

There is a need to provide for a wider range of landscaping than is currently prevalent in the Area. This increased flexibility is desirable given: a) the density and mixture of uses in the Transitional Area; and b) the diversity of residents in the Area. The former characteristic suggests that a side yard normally required to be grassed may provide less amenity than an alternate form of indoor or outdoor space which could be provided under more flexible regulations. The latter characteristic suggests that it may be appropriate to provide a different type of amenity for singles and childless couples than, for example, families or seniors.

### Significant Concerns and Opportunities

- 1) General degeneration of the residential appearance and environment of the Transitional Area.
- 2) Street trees which, in spite of some deterioration, are an outstanding resource of the area.
- 3) Intrusion of off-street parking into front yards.
- 4) Lack of yard maintenance.
- 5) Lack of public amenity and open space appropriate to a residential area.
- 6) Undeveloped open space in the area.

### Conclusions

That the above landscaping and open space concerns and opportunities in the Transitional Area can be addressed:

- 1) Through stricter regulation of off-street parking lots.
- 2) Through providing for increased maintenance of private yards.
- 3) Through providing for public open space and amenity which is both sufficient in magnitude and varied in type to meet the present and future needs of Transitional Area residents.
- 4) Through regeneration of the residential appearance and environment of the Area, including street trees.

#### 1.3.4 CIRCULATION AND PARKING

### Background and Issues

The Transitional Area faces a number of competing demands for transportation infrastructure and parking facilities. The variety of demands arises from the close juxtaposition of frequently incompatible land uses. The competition among these demands is related to the relatively high density of development in both the Transitional Area itself and the Downtown, as well as to the resultant generation of relatively high volumes of pedestrian and vehicular traffic.

The growth in downtown office and retail space over the years has created a significant demand for parking spaces in the adjacent Transitional Area. This demand has been amplified by office construction and conversion within the Transitional Area itself. Offices in the Area typically provide sufficient on-site parking for employees, but clients of these businesses often are forced to find short term parking on nearby streets. In general terms, the high demand for parking in the Area

has encouraged an increase in surface parking lots.

There is also a shortage of 24-hour low-cost parking spaces for residents. Much of the housing in the area was constructed in an era when the level of per capita automobile ownership was lower than that of today. In addition, most of the house-form buildings originally housed a single household, while today many of these structures have been subdivided into a number of households, thus increasing the potential number of automobile owners.

One of the major concerns of the Transitional Area residents is the high volume of vehicular traffic which passes through the Area. Volumes of 2000 - 4000 vehicles per day are typical for streets in the Area. Not only does the traffic create unpleasant noise and congestion problems, it presents an increased threat to pedestrian safety. For example, the danger to a senior citizen with a decreased level of mobility is much greater in the Transitional Area than in a suburban residential area.

Given the amount of pedestrian circulation in the Transitional Area, the quality of the pedestrian environment in terms of sidewalk maintenance and pedestrian amenities is also of importance.

The location of the Transitional Area between the Downtown and Wascana Centre affords a unique opportunity for enhancing the pedestrian circulation system of the Area. Based on the fact that: a) both the Downtown and Wascana Centre are focal points of a variety of activities in Regina; and b) many of these activities are pedestrian-oriented, the creation of a special pedestrian linkage between these two areas would be appropriate. Within the Transitional Area itself, such a linkage would complement and enhance the unique character of the Area, including its streetscapes, heritage, and open space.

#### Significant Concerns and Opportunities

- 1) Incompatibility of existing distribution and volume of traffic with residential land use.
- 2) Traffic noise and congestion.
- 3) Inappropriately high levels of on-street and surface lot parking.
- 4) Inadequate parking for area residents.
- 5) Lack of high quality well-maintained pedestrian walkways and amenities.
- 6) Threat to pedestrian safety from vehicular traffic.
- 7) Tree-lined streets of house-form buildings conducive to a pleasant pedestrian environment.
- 8) Creation of a distinctive pedestrian linkage between the Downtown and Wascana Centre which would complement and enhance the Transitional Area.

## Conclusions

The above circulation and parking concerns and opportunities in the Transitional Area can be addressed.

- 1) Through reorganization of traffic distribution and volume in the Transitional Area to provide for a greater degree of compatibility with residential land use.
- 2) Through appropriate regulation of parking in the Area to support residential land use.
- 3) Through providing and maintaining the infrastructure necessary to support pedestrian circulation in the Transitional Area, including a pedestrian linkage between the Downtown and Wascana Centre.

### 1.3.5 SOCIAL AND COMMUNITY FACILITIES AND SERVICES

#### Background and Issues

The Inner City location of the Transitional Area results in both strengths and weaknesses regarding social and recreational services and facilities for neighbourhood residents. The central location of the Area provides high accessibility, at least in physical terms, to many services and citizens' organizations. Examples of services located in or adjacent to the Transitional Area include the YMCA and YWCA and a vast array of citizens' organizations, including, of course, the Transitional Area Community Society (TACS). At the same time, however, there is a relative lack of neighbourhood-oriented services. In particular, the Area is deficient in services for specific subsections of the population represented in significant numbers in the Area, i.e. students, office workers, senior citizens, renters, natives, low-income earners, single parents, and handicapped people.

The particular demographic and social characteristics of the Transitional Area outlined previously, accentuates the need for social support services, including the recreational facilities and citizens' organizations which have been mentioned.

Of major concern is the recent closure of the only elementary school in the Area, Strathcona School. Enrollment declined from 154 students in 1977 to 53 students in 1982.

The loss of an educational facility for elementary school age children may present a hardship to any family with young children locating in the Area. One of the goals of this Neighbourhood Plan is to provide for households in a wide range of age, income and family status, however, the range of households which would locate in the Transitional Area may be limited if there is no facility for elementary school age children.

The Regina Public School Board has also stated its intention to close Central Collegiate in 1986.

A final matter of fairly widespread concern in the Transitional Area is that of crime. Although crimes against persons and property unquestionably take place, in reality, crime is not nearly as common in the Area as the general public perceives it to be. Nevertheless, the perception and fear of criminal activity is a significant problem.

### Significant Concerns and Opportunities

- 1) Lack of neighbourhood-oriented social and recreational facilities and services.
- 2) Lack of an educational facility for elementary school age children within the Transitional Area.
- 3) Existing buildings of special character potentially available for reuse as community facilities.
- 4) Central location of the Area affording ready access to many City-wide facilities and services.
- 5) Perception and fear of criminal activity.
- 6) Land and facilities with potential for social and community facilities and service uses.

### Conclusions

The above community and social concerns and opportunities in the Transitional Area can be addressed:

- 1) Through provision of a range of social and recreational facilities and services in the Transitional Area.
- 2) Through the ensurance of an educational facility for elementary school age children within the Transitional Area.
- 3) Through measures designed to address the concern and perception of crime in the Transitional Area.

### 1.3.6 HOUSING

#### Background and Issues

Based on the 1981 Census, the Transitional Area had a population of 2,455 households on June 1 of that year. Based upon the survey carried out by the Planning Department in 1980, 54% of the households had a gross income of less than \$10,000 that year. One way of illustrating the potential for financial hardship this represents is by examining the amount of income expended on housing. Using the guideline of 25% of household income as the maximum comfortable allocation to housing costs, 1,344 households in the area could afford to pay no more than \$208 per month in rent. If the existing 652 units of co-operative or public senior citizen housing are subtracted from the amount, then 682 households, approximately half, have been faced with the prospect of attempting to obtain private market accommodation at that price level.

The Planning Department survey indicated that there was a sufficient amount of affordable rental housing stock in the Transitional Area. Specifically, the survey indicated that 52% of Area residents paid \$200 or less per month in rent. In summary then, the Transitional Area serves the important function of providing a portion of Regina's inexpensive housing.

There has been an ongoing net loss of housing units (1976-81: 280 units) despite the construction of new apartment buildings in the Area. The absolute number of units lost through demolition or conversion in the Area during this same period is approximately 750 units. If the depletion of low-cost housing stock in the Transitional Area continues, residents will be forced into either adjacent residential areas, with a resultant disruption of these areas, or into those suburban areas with relatively inexpensive housing. In addition to economic hardships, a whole range of social ills are potentially fostered by such dislocation, i.e. alcoholism, delinquency, school absenteeism, and family and marital problems. Such consequences not only pose a hardship for the displaced households, but also for the surrounding community and City as a whole, in the form of increased social service, community health, and policing costs.

Based on the primary importance of maintaining the residential viability of the Transitional Area, the chief housing concern, then, is the ongoing loss of residential units in the Area. In order to address the issue of housing loss and the more general concern of residential viability, land use and other supportive policies need to be implemented.

#### Significant Concerns and Opportunities

- 1) An existing variety of housing forms and tenure affordable to residents with a wide range of incomes.
- 2) The loss of low-cost housing in the Area and resultant displacement of low-income residents through demolition and/or conversion of housing.
- 3) Considerable potential for development and redevelopment of housing.

## Conclusions

The above housing concerns and opportunities in the Transitional Area can be addressed:

- 1) Through the construction of housing units in the Transitional Area.
- 2) Through the construction and retention of housing in the Transitional Area which is affordable to low-income households.

### 1.3.7 HERITAGE

#### Background and Issues

The built environment of the Transitional Area was originally Regina's first upper class residential neighbourhood. Many of the house-form and apartment structures which remain from the early era of construction exhibit significant heritage merit. Such merit is based on a range of criteria which includes the architecture of the structure, the history of the building and the persons associated with the building, as well as the contribution to the local environment that the building may make as one element of a streetscape.

The accompanying map of potential heritage property (see Figure 4) illustrates the variety and extent of potential heritage structures in the Transitional Area. Three general categories of buildings may be discerned according to structural/locational characteristics. First, there are a variety of larger buildings located in the northern portion of the Transitional Area which are primarily occupied by institutional or apartment uses. Second, there is a collection of older apartment blocks along 14th Avenue in the Area. Third, there is a concentration of house-form buildings of potential heritage merit in the southwest portion of the Area.

The character of the Transitional Area and, in particular, specific streetscapes, have suffered as a result of the demolition of heritage buildings. Inappropriate renovation of buildings with heritage merit has also detracted from the character of the Area.

Specific heritage concerns are the possible demolition of Strathcona School and the older portion of Central Collegiate. Not only do these facilities provide a needed educational service for the Area, but the buildings themselves possess heritage merit.

#### Significant Concerns and Opportunities

- 1) A wide variety of heritage buildings which, if retained, and especially if restored, will make a substantial contribution to the unique character of the Transitional Area.
- 2) Demolition of heritage buildings in the Area.
- 3) Inappropriate renovation of heritage buildings.
- 4) Possible demolition of Central Collegiate.

## Conclusions

That the above heritage concerns and opportunities in the Transitional Area can be addressed:

- 1) Through retention and restoration of heritage buildings in the Transitional Area.
- 2) Through renovations to heritage buildings which are appropriate to the character of these buildings.

# FIGURE 4

## POTENTIAL HERITAGE PROPERTY - TRANSITIONAL AREA

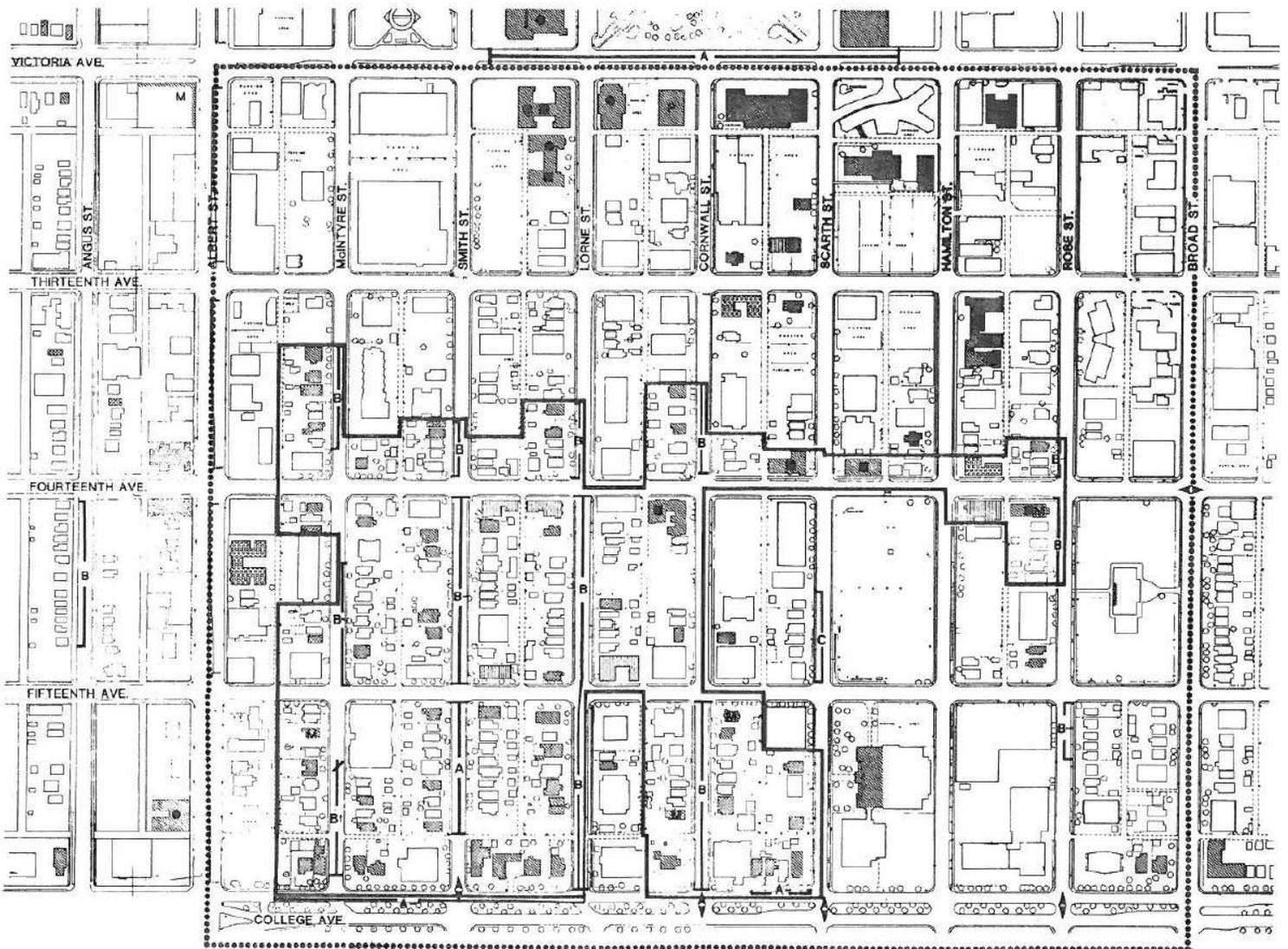
Revised : AUGUST, 1983

CITY OF REGINA  
PLANNING DEPARTMENT



### LEGEND

- visae
- streetscapes are rated as: A B C
- properties have a rating of three and above on a scale of (1-10)
- higher than three
- three
- provincial historic site
- municipal historic site
- placed/endangered
- apartments have significance of:
- very significant
- less significant
- poor significance
- potential municipal heritage sites outside of conservation district
- potential conservation district or zone
- transitional area boundary



## 2.0 TRANSITIONAL AREA POLICIES

### 2.1 EXISTING MUNICIPAL DEVELOPMENT PLAN POLICIES

The Municipal Development Plan currently in place for the City of Regina was approved by the Minister of Urban Affairs on December 14, 1979. Two component documents of the Plan contain policy objectives which are relevant to the Transitional Area. They are outlined below:

#### Regina RSVP, A Planning Strategy for Regina: Policy and Implementation

##### Policy Objectives

- 1) To maintain the Inner City neighbourhood as residential areas.
- 2) To provide for more citizen involvement in planning decisions made in the Inner City.
- 3) To improve the general quality of life in the Inner City.

#### Regina RSVP, Inner City Neighbourhood Plan

##### Policy Objectives (for the Transitional Area)

- 1) To improve the residential viability of the neighbourhood.
- 2) To control and maintain low density commercial development in the area.
- 3) To provide a humane and pleasant interface between the Downtown and Wascana Centre.

### 2.2 AN ISSUE PAPER FOR THE TRANSITIONAL AREA - GENERAL CONCLUSIONS

Both land use and human activity in the Transitional Area are affected by and have an effect upon the larger environment of the City of Regina as a whole. On this basis, An Issue Paper for the Transitional Area sets out general City-wide issues as a context for the specific land use planning of this Neighbourhood Plan. These issues are summarized below:

#### Cost of the Journey to Work

The cost of the journey to work in the City of Regina is borne by Government, by business, and by residents. The most effective approach to this issue is to adopt policies which will encourage the location of a residential population adjacent to the Downtown, particularly in the Transitional Area.

#### The Diffusion of Commercial Space from the Downtown

The concentration of businesses in the Downtown facilitates both the efficient provision of City services to such businesses and the exchange of goods and services among businesses. Furthermore, the diffusion of substantial office space from the Downtown to the Transitional Area

would displace potential residential land use which would be supportive of the Downtown.  
Provision for a Middle to Upper-Income Population

The lack of neighbourhood amenities in the Transitional Area, and of specialized commercial establishments nearby, contributes greatly to the unattractiveness of the Area to middle and upper-income households. Furthermore, a more affluent residential population in the Transitional Area would itself support a range of specialty shops and services in the Downtown to the benefit of the City as a whole.

Finally, an adequate number of neighbourhood commercial outlets for day--to-day shopping is necessary to support the growth of the residential population.

#### The Displacement of Low-Income Residents

The Transitional Area provides a substantial amount of low-income housing stock and, because of its location, a high degree of environmental and social support to many of its residents. This function is not only important to the residents themselves, but is of significance to the operation of the City of Regina as a whole.

#### Conclusion

That a positive resolution of the above City-wide issues will be fostered through the support and encouragement of an ongoing primacy of residential land use in the Transitional Area.

### **3.0 LAND USE POLICY AND IMPLEMENTATION RECOMMENDATIONS**

The purpose of this section of the Neighbourhood Plan is to set out a series of policy objectives and implementation statements. The policy objectives address:

- a) a variety of concerns that have been expressed by interest groups and the general public;
- b) the City-wide issues described in An Issue Paper for the Transitional Area and briefly outlined in Section 2.2 of this Neighbourhood Plan; and
- c) future development within the Transitional Area itself.

The last point is dealt with primarily through the objectives of land use policies which support the ongoing viability of the residential community. These policies, in turn, provide the basis for the accompanying implementation statements.

#### **3.1 POLICY OBJECTIVES**

At the time of the 1981 Census, the Transitional Area was the home of approximately 3,300 people in 2,500 households. It is an important area for low--cost housing in the City which provides a variety of environmental and social supports to its residents, largely based on its close proximity to Downtown. In addition, the central location of the Transitional Area provides a high level of

general convenience to its residents, including close access to Downtown workplaces. An increased Transitional Area residential population would provide support for the downtown and, in particular, its retail function.

The Transitional Area is the location of a unique low-rise district of house-form buildings, the character of which is of value to the City as a whole. However, there is also a district conducive to high-rise residential development where under-utilized sites are available. Thus, the Transitional Area has the potential to accommodate population growth. This potential must be acted upon, however, in order to ensure the future viability of the Area itself, its present and future residents, and the Downtown.

#### Primary Policy Objective

- 1) To provide for residential land use and a viable residential neighbourhood within the Transitional Area through the following General Policy Objectives.

#### General Policy Objectives

- 1) To provide housing of a variety of forms and tenure which is affordable to residents of a wide range of incomes and family types.
- 2) To provide for stores and services required by Transitional Area residents for convenience goods and services on a daily basis.
- 3) To provide for the retention, maintenance, and restoration of buildings in the Transitional Area which, by virtue of their individual architectural and/or heritage merit or by their contribution to the surrounding streetscape, reinforce the residential character typified by the original buildings of the Area.
- 4) To provide for vehicular circulation, vehicular parking and pedestrian circulation which is supportive of the residential nature of the Area.
- 5) To provide for a range of neighbourhood-oriented social and recreational facilities and services for residents of the Transitional Area.
- 6) To encourage, within or near the Transitional Area, an educational facility for elementary school age children.

Providing for a viable residential neighbourhood in the Transitional Area requires more than having sites available for residential land use. It also requires the development of supportive land uses in the Area, such as neighbourhood convenience stores and services, parks, and other community facilities (refer to Sections 3.3 and 3.4).

As well, a number of non-land use concerns must be addressed if the ongoing residential viability of the Transitional Area is to be achieved. These concerns are in the areas of: 1) housing, 2) circulation and parking, 3) streetscapes, 4) heritage, 5) landscaping and open space, 6) social and

community facilities and services; and are dealt with in separate sections of this Neighbourhood Plan (refer to Section 4.0).

### 3.2 RESIDENTIAL LAND USE

The appropriateness of providing for a viable residential neighbourhood in the Transitional Area has been well documented both in An Issue Paper for the Transitional Area and in this Neighbourhood Plan. However, the appropriateness of a mixture of future residential and commercial development for some sites is indicated by existing commercial land uses, commercial building forms, and locations adjacent to major arterials.

#### Policy Objectives

- 1) That those portions of the Transitional Area which are primarily residential in use and/or physical form be a principal location of future residential development in the Transitional Area. Commercial use of any given site within the residential portions of the Transitional Area shall occur only in accordance with this Neighbourhood Plan.
- 2) That those portions of the Transitional Area which are the locale of existing commercial office building developments and/or are adjacent to a major arterial be secondary locations of residential development within the Transitional Area. Within those portions of the Transitional Area, both residential and commercial development will be appropriate, provided that such development is in accordance with this Neighbourhood Plan.

#### Implementation Recommendations

- 1) That the Transitional Area Residential Zone be established for the primary purpose of providing for residential land use in the Transitional Area.
- 2) That the College Avenue Residential/Commercial, and Transitional Area Service Zones be established as secondary locations for residential land use within the Transitional Area in accordance with the purposes of each zone.
- 3) New developments shall be encouraged to reflect or respond to the typical building setbacks found in the vicinity of the project site in order to reinforce the streetscape and its qualities.
- 4) New developments shall, in the design, scale, form, articulation, and reflect or respond to streetscape qualities found in proximity to the project site.
- 5) Rear yard infill is encouraged in the low-rise residential district in a manner such that it does not impose itself on the streetscape.

### 3.2.1 RESIDENTIAL LAND USE DISTRICTS

Provision for residential land use is the primary purpose of the Transitional Area Residential Zone. A variety of housing types within the zone will serve to strengthen the residential viability of the Transitional Area by providing a choice of housing for potential residents. Households of a wide range of age, income, family status, and lifestyle will be able to be accommodated.

Commercial land use in the Transitional Area Residential Zone, specifically within house-form buildings, is provided for in the policies of this Neighbourhood Plan in order to encourage the maintenance, renovation and restoration of these house-form buildings. This is one method of supporting the residential character of the Area typified by the existing streetscapes of house-form buildings, while still providing for alternate uses. This reinforcement of the residential character of the Transitional Area is intended to make a major contribution to the ongoing residential viability of the Area.

Accordingly, commercial land use within the Transitional Area Residential Zone shall occur only on the basis that the proposed commercial use will be a benefit to the area and be complementary to land uses in the area. It is imperative that this commercial use be small-scale, low traffic-generating, and otherwise compatible with residential land use and building forms. On this basis, the approval of commercial land use in the Transitional Area Residential Zone should not allow for the demolition of a house-form building and its subsequent replacement by another building with a commercial use.

The regulations for new development within the Transitional Area Residential Zone are to reflect existing buildings with similar uses, thereby providing for development which is compatible with the existing character of that portion of the Transitional Area.

For low-density residential and house-form commercial uses specifically, minimum lot areas and maximum lot coverage are to be in keeping with the historical standard in the Area. Lot coverage is to be relatively low, consistent with the amount of open space customarily associated with low-density residential use. The size of front, side and rear yards are to reflect the norm for these yards in the Area. Maintenance of the typical size of front yards is particularly important in order to preserve the existing streetscapes of the Transitional Area. Maximum floor area may vary according to the type of use in order to provide for residential dwellings at various relatively low densities.

For medium-density residential development, front yard setbacks will comply with the setbacks of similar existing buildings in the Area. The rear walls of new medium-rise residential development may, however, extend to the rear property line of the site, on the basis of other provisions of this Neighbourhood Plan and accompanying regulations. "Rear yard infill" residential development will thus be possible. This will help to provide for an increased residential population while maintaining and contributing to the streetscapes of the Area. The maximum floor area of development is to reflect the limitations of yard requirements and the height limits subsequently described on a district-by-district basis. The floor area ratios provide for a variety of medium-density residential development.

Within the Transitional Area Residential Zone it is important to have groupings of buildings which are compatible in various aspects of their physical form. In particular, districts of residential buildings which are compatible in height not only minimize potential negative impact from surrounding properties, but can also result in streetscapes in which the component buildings enhance one another and the character of the district as a whole. On this basis, it is appropriate to have height districts within the Transitional Zone which reflect the following characteristics of portions of the Transitional Area and which are to provide for new development which is compatible in use and physical form.

#### Low-Rise District

Existing Characteristics:

- a predominance of house-form buildings,
- an environment characterized by relatively intact streetscapes, including house-form buildings and street trees.

#### Medium-Rise District

Existing Characteristics:

- the existence of low to medium-rise apartment buildings,
- an area of intermediate height interface between the buildings of surrounding zones and/or height districts of zones.

#### High-Rise District

Existing Characteristics:

- a higher proportion of apartments, including high-rise apartments, than in the Low-Rise District,
- a mixture of building forms.

The maximum height range of new development on each lot in the Low-Rise District is to be from 8.25 to 15 metres under an inclined plane. The former limit will apply to development at the limit of the front yard setback. The maximum height limit is to progressively increase towards the rear of the lot, according to a formula set out in the regulations accompanying this Neighbourhood Plan, to a maximum of 15 metres. This height limit will be the maximum for new development on each site, with the only exceptions being provided for in the Special Height Provision (Section 3.5.4) of this Plan.

The lower height limit reflects the height (approximately three stories) of the street front facades of existing house-form buildings, thereby ensuring that new development will be compatible in height with the existing streetscapes of house-form buildings, as viewed from the street. The greater height limit, in conjunction with other regulations, provides for "rear yard development" to accommodate an amount of floor space in a development consistent with a medium level of residential density.

The maximum height of new development in the Medium-Rise District is 15 metres, which will allow for four to five-storey development, and will apply to the entirety of the developable portion of each lot in the District. This height allows for an increased residential density, while also being an appropriate transition height between the house-form buildings of the Transitional Area and existing and future high-rise apartments.

The maximum height of development in the High-Rise District is to be 30 metres which will allow for ten-storey development. This limit approximates the height of existing high-rise apartments in the District. As well, it will enable an increased residential population in the Transitional Area, and for the gradual redevelopment of this District, by providing for high-rise accommodation in a variety of developments.

It is recommended that the Strathcona School site be designated as Transitional Area Residential - High-Rise. As the use of the school building has now been terminated, this site is an appropriate location for high-rise residential development, presenting a unique opportunity to provide for an increased population within the Transitional Area.

#### College Avenue District [Bylaw No. 8850-ZO-B89]

On College Avenue, the sight lines to properties on the north side of the street are longer than in other portions of the Transitional Area, due to the wider street width and the ability to gain views from Wascana Centre. This is reflected in a height formula for buildings which ranges from 8.25 to 15m under an inclined plane, similar to that provided for in the low-rise residential district, but at an angle calculated to account for the longer sight lines. The height limits provided for on College Avenue are consistent with the height of the mature tree canopy and the existing house-form buildings which contribute to the unique prestige character of this streetscape. The height limits also provide an appropriate interface with Wascana Park. For properties east of Scarth Street, there are fewer house-form buildings, and areas to the north include the high-rise portion of the Transitional Area. For these reasons, it is less critical to maintain a height limit on this portion of College Avenue and is therefore included in the high-rise portion of the Transitional Area.

#### Policy Objectives

- 1) That the primary land use in the Transitional Area Residential Zone, as provided for in this Neighbourhood Plan, be residential. Commercial uses are a secondary use in the Zone, located only in house-form buildings.
- 2) That the retention and construction of a variety of housing and tenure types in the Transitional Area Residential Zone be encouraged.
- 3) That provision be made for the retention and development of contiguous residential land use districts of buildings compatible in height, bulk, siting and massing.
- 4) That retention of house-form buildings be encouraged by providing for rear yard infill development.

- 5) Redevelopment of property to commercial use in the Transitional Area Residential Zone will only be considered when residential use is proven to be uneconomical and in accordance with the provisions of this plan.

#### Implementation Recommendations

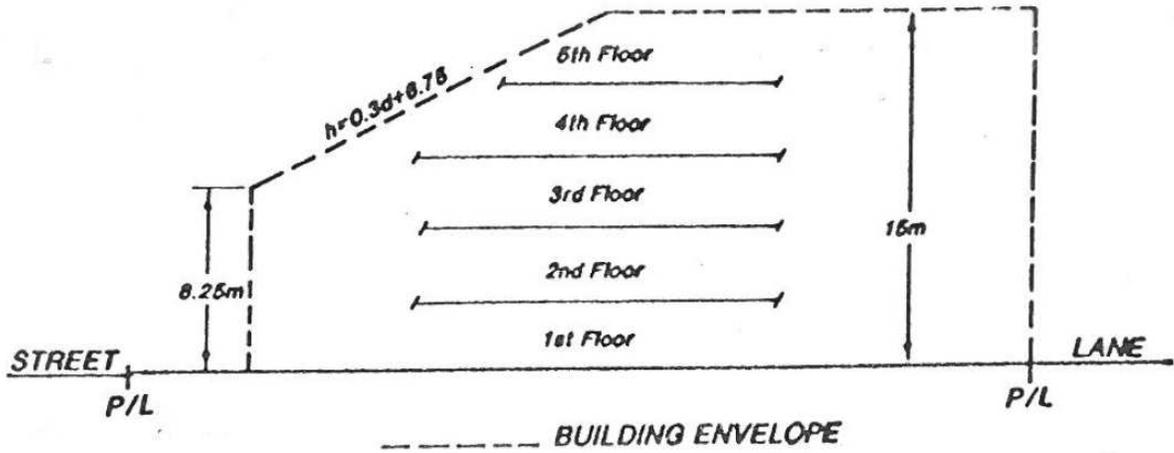
- 1) That a Low-Rise District be established within the southwestern portion of the Transitional Area Residential Zone, to provide primarily for low-rise residential land use and, secondarily, at the discretion of Council, for commercial use in existing house-form buildings.
- 2) That in this Low-Rise District the height of new development be subject to limits which will range from 8.25 metres nearest the street to 15 metres at the rear limit of development on a site.
- 3) In the Low-Rise District, building envelope penetrations will be allowed for architectural features including, but not limited to, gables, dormers, and other architectural features consistent with the area.
- 4) That a Medium-Rise District be established within the Transitional Area Residential Zone, comprising portions of the north side of 14th Avenue and an area to the west of Central Park, to provide primarily for medium-rise residential land use and, secondarily, at the discretion of Council, for commercial use in existing house-form buildings.
- 5) That in the Medium-Rise District, the height of new development be limited to 15 metres.
- 6) That a High-Rise District be established within the north and eastern portions of the Transitional Area Residential Zone south of 13th Avenue to provide primarily for high-rise residential land use and, secondarily, the use of existing house-form buildings for office/commercial use.
- 7) That in this High-Rise District the height of new development be limited to 30 metres.
- 7a) That a College Avenue District be established, and the height of new development be limited in the District by the following building envelope description:

The maximum permitted principal building height in metres (h) at a particular point on a specific lot is calculated using the formula  $h = 0.3 (d) + 6.75$  where "d" is the minimum perpendicular distance in metres between the particular point on the site and the front lot line of the specific lot, and "h" shall not exceed 15 metres.

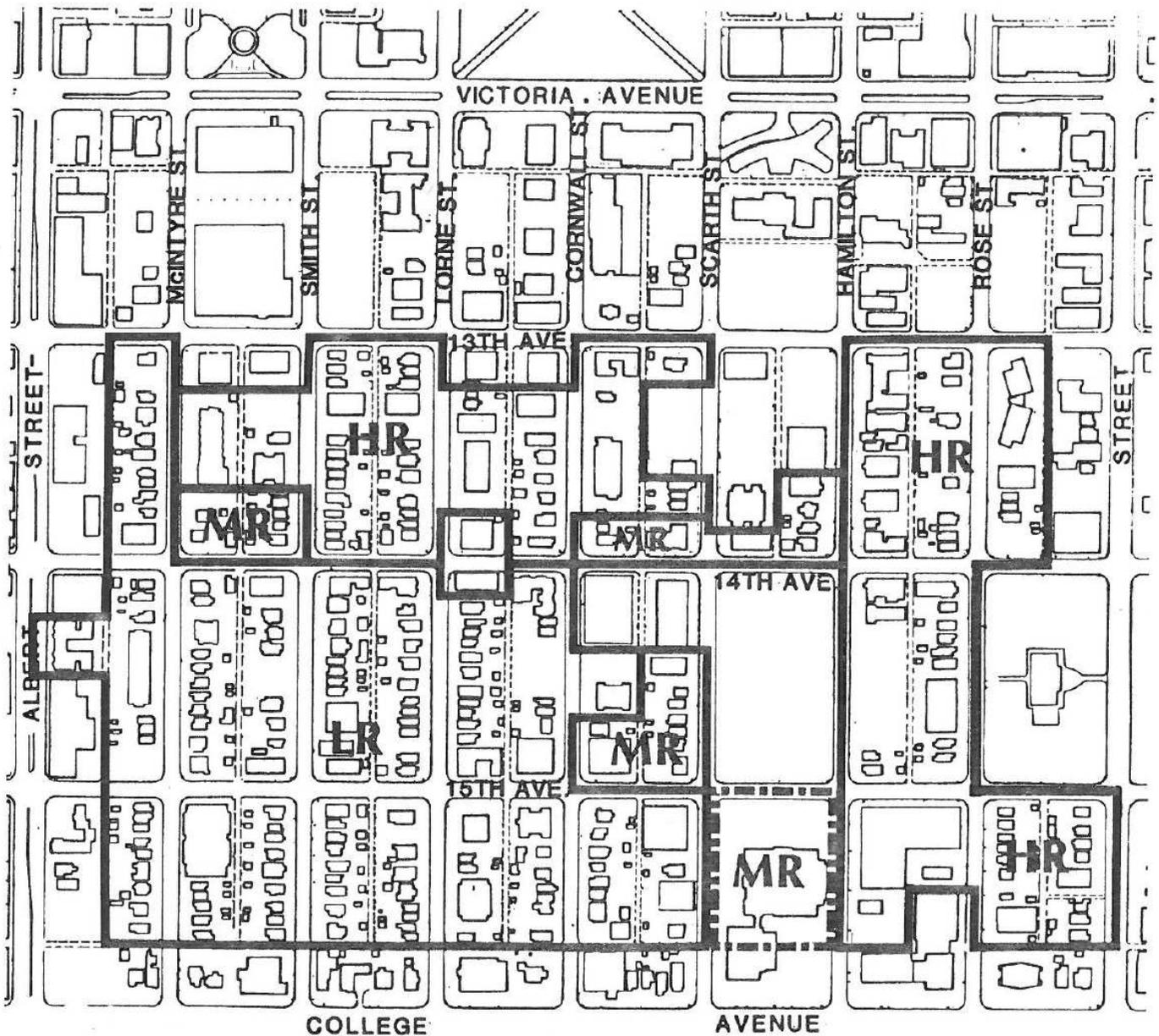
This height regulation provides for a maximum height of 15 metres across the rear portion of a lot, while ensuring that the form of development will not intrude upon the existing streetscape by delimiting the maximum height across the front portion of a lot with a building envelope defined by an inclined plane. An example of the application of this building envelope is provided in the diagram below, for information purposes only.

SKETCH 1

[Bylaw No. 8850-ZO-B89]



**FIGURE 5\***



\* For current zoning, refer to Bylaw No. 9250

TRANSITIONAL AREA RESIDENTIAL  
(TAR) ZONE

Legend:

- LR - Low-Rise Residential/  
Commercial District
- MR - Medium-Rise Residential/  
Commercial District
- HR - High-Rise Residential District
- — — — — - District/Zone Boundaries
- · — · — · — - Areas for Possible Future  
Expansion of Zone



- 8) That the Strathcona School site be zoned Transitional Area Residential - High-Rise.
- 9) That office/commercial land use within house-form buildings in the Transitional Area Residential Zone shall occur on the basis of development applications being approved by City Council.
- 10) That every commercial use in a house-form building should reinforce the basic residential character of both the house-form containing the use and the surrounding neighbourhood, as well as provide for the conservation of the building.
- 11) That the approval of any 100% commercial or commercial/residential mixed use in a house-form building in the Transitional Area Residential Zone terminate with the demolition of that house-form building for which the approval was given.
- 12) That approval be given to any 100% commercial or commercial/residential mixed use in a house-form building in the Transitional Area Residential Zone, where the building has been partially or totally destroyed by fire, provided the building is restored to its original architectural form.

### 3.2.2 RESIDENTIAL AMENITY SPACE AND LANDSCAPING

In addition to providing for residential land use, other aspects of land use and the environment must be developed in order to support the residential nature of the Transitional Area. Two such important considerations are amenity space and landscaping.

Because of the relatively high density of development and lack of neighbourhood-oriented social and recreational facilities and services, the provision of amenity space on a project-by-project basis is of particular significance in the Transitional Area. The variety of households in the Area necessitates a wide range of facilities in the form of amenity space. The provision of such space for apartment dwellers should be on a per household basis to ensure that the amount of amenity space is adequate for the number of residents in a building.

Due to the small amount of open space in the Transitional Area, quality landscaping is important. The close proximity of a variety of land uses and building forms may preclude the practical provision of typical grassed yard space. Furthermore, this type of landscaping may not meet the requirements for open space of various types of households in the Area.

#### Policy Objectives

- 1) That provision of common amenity space within multi-unit residential developments, in an amount which reflects the number of households in the development, be encouraged in order to compensate for inadequacies in public amenities and to facilitate a broad range of activities.
- 2) That new developments provide landscaping for private and public enjoyment which contributes to the overall streetscape and visual amenity of the Transitional Area.

## Implementation Recommendations

- 1) That the development of private amenity space shall be encouraged for low-rise apartment buildings, apartment buildings, senior citizens' homes, and commercial buildings containing four or more dwelling units at the rate of 4.6 square metres per dwelling unit.<sup>1</sup> This space shall be for the private and/or common use of building residents.
- 2) That a variety of landscaping forms including vegetation, non-vegetative materials, street furniture, and architectural features be encouraged to accompany developments in the Transitional Area in order to enhance individual buildings, complement the pedestrian circulation system, and generally support the residential character of the Area. Section 4.0 of this Plan identifies support policies to complement the implementation recommendations.
- 3) That for all land uses the total yard area, excluding parking stalls, loading stalls and driveways, shall be landscaped.

### 3.3 COMMERCIAL

Commercial land use within the Transitional Area should be accommodated in building forms and locations which are compatible with the residential land use and character of the Area. Commercial land use should also be secondary to residential land use within the Transitional Area Residential Zone.

The location of only low-noise, low traffic-generating commercial uses should be considered for house-form buildings within residential districts.

The area should be self-sufficient in both commercial and non-commercial establishments necessary to provide local residents with neighbourhood-based goods and services.

Large scale commercial buildings are to be provided for in locations where groupings of such buildings now exist and in areas which are clearly peripheral to residential districts.

#### 3.3.1 TRANSITIONAL AREA SERVICES

Stores and services which provide residents with convenience goods and services on a daily basis are a necessity in residential areas. However, these facilities should be of a number, type and scale appropriate to the Transitional Area market area as it grows over time. In addition to being close to the neighbourhood which they are to serve, such land uses should be clustered together to provide shopping convenience and a focal point for the neighbourhood.

---

<sup>1</sup> Definitions and regulations are specified in Appendix 1 of this Neighbourhood Plan.

Fourteenth Avenue and Lorne Street is a node of existing neighbourhood commercial uses in the Transitional Area. This location is ideal for neighbourhood service uses based on the following:

- a) House-form residential land use which typically fronts upon streets in the Area is less likely to be disturbed by retail-generated traffic along avenues;
- b) Fourteenth Avenue is peripheral to the Low-Rise Residential District, which is particularly vulnerable to high levels of street traffic, and;
- c) Fourteenth Avenue is the location of existing neighbourhood service uses.

While the regulations for development in the Transitional Area Service (TAS) Zone are to reflect the Transitional Area residents' need for local commercial establishments, it should be taken into consideration that this demand will be limited. Therefore, the provision of these uses must be held secondary to the overall goal of providing for an increased Transitional Area population in a primarily residential setting.

On this basis, the regulations will be similar to those applied to medium--density residential uses in adjacent residential areas. In addition, however, it is appropriate to require a minimum size rear yard in order to provide a buffer between Transitional Area Service uses on avenues and the side yards of adjacent street-facing residential uses.

The height limit and amount of floor space in new Transitional Area Service developments will vary according to: a) the number of storeys of residential units that are included; and b) the height limits of the adjacent residential district.

The height of buildings in the TAS Zone not containing dwelling units will be limited to 6 metres in order to provide for a maximum of two storeys. The maximum floor area ratio (f.a.r.) of such buildings will be 1.30.

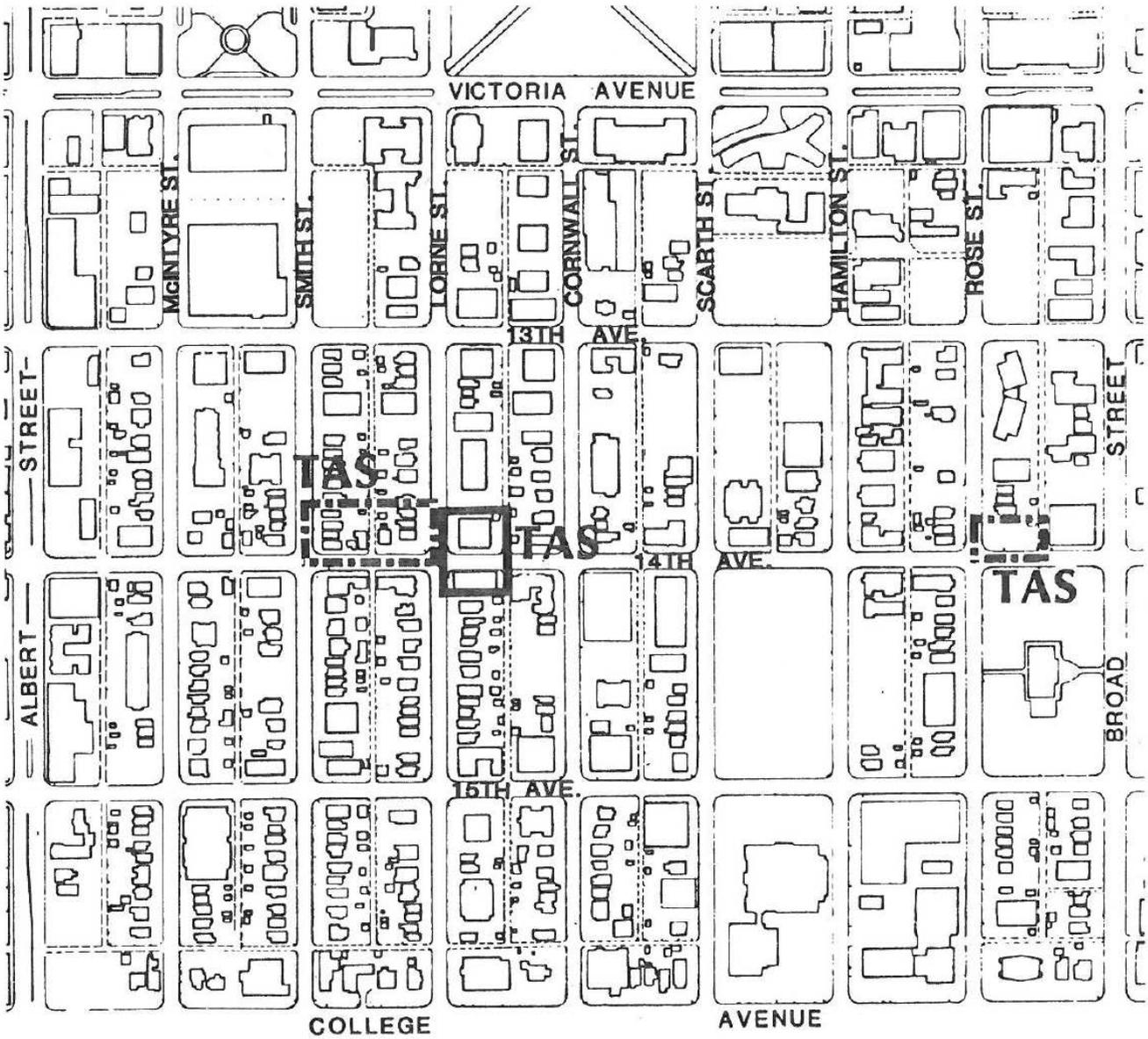
Buildings containing residential uses may be developed to a height and floor area ratio equal to the maximum permitted height and floor area ratio of firstly; the residential zone abutting the site on which the building is located, and secondly; the nearest residential zone to the site. Commercial uses shall be restricted to the first and second floors of such buildings.

Thus, in the designated areas of Transitional Area Service zoned land proposed in this Neighbourhood Plan (refer to Figure 6), buildings with residential units could be developed to 30 metres (with a maximum F.A.R. of up to 7.5) north of 14th Avenue, and to 15 metres (with a maximum F.A.R. of 3.10) south of 14th Avenue.

### Policy Objectives

- 1) That an appropriate neighbourhood convenience commercial use area be established in order to accommodate daily convenience stores and services of a number, type and scale appropriate to the Transitional Area market area.

# FIGURE 6



Note: The TAS zone is equivalent to NC - Neighbourhood Convenience zone (Bylaw No. 9250)

TRANSITIONAL AREA SERVICE (TAS) ZONE

Legend:

-  - Zone Boundaries
-  - Areas for Possible Future Expansion of Zone



- 2) That neighbourhood service used be clustered together in nodes which will serve as social focal points, with the potential for expansion to better serve current residents and accommodate a future increased Transitional Area population.
- 3) That provision be made for the construction of residential units in conjunction with the development of neighbourhood service uses in the Transitional Area.

#### Implementation Recommendations

- 1) That the existing neighbourhood service node at 14th Avenue and Lorne Street be designated as a Transitional Area Service Zone.<sup>2</sup>
- 2) That additional potential neighbourhood convenience land use along 14th Avenue be designated as illustrated in Figure 6 in order to provide increased service to current residents and accommodate a future increased Transitional Area population, particularly as the high-rise residential area develops.
- 3) That in the Transitional Area, the height of buildings in the Transitional Area Service Zone not containing dwelling units be limited to 6 metres, in order to provide for a maximum of two storeys.
- 4) That In the Transitional Area, buildings containing residential units in the Transitional Area Service Zone may be developed to a height equal to the maximum permitted height of the zone abutting the site on which the building is located. Commercial uses shall be restricted to the first and second floors of such buildings.
- 5) That examples of uses which are consistent with the purpose of the zone include confectionery stores, personal service establishments, service or repair shops, restaurants, and non-commercial services such as day cares and community centres.

#### 3.3.2 COLLEGE AVENUE

[Bylaw No.8850-ZO-B89]

College Avenue from Albert Street to Broad Street is a broad tree-lined boulevard which serves as an entry to Wascana Centre as well as the Transitional Area. It is one of the most important and attractive streetscapes in Regina.

Existing land uses on the north side of College Avenue include commercial uses in commercial buildings (30%) and commercial uses in house-form buildings (30%). By allowing house-form commercial uses, the older houses which contribute to the streetscape have been effectively retained. The inclusion of freestanding commercial uses has generated the development of office buildings which are intrusive on the landscape. In keeping with the objectives for the area, new buildings should be residential. On the north side of the street there are contrasts in building styles,

---

<sup>2</sup> The Transitional Area Service zone is equivalent to the NC - Neighbourhood Convenience zone of Bylaw No. 9250.

materials and height which are related to the time of construction. The older house-form buildings predominate and contribute to the prestigious character of the street. The newer, taller office and apartment buildings are less sympathetic to human scale and limit the view of the park from buildings in the Transitional Area and downtown. Generally, additional new buildings should strive to maintain the style, materials and height of the existing older homes.

The prestigious character of College Avenue, derived from the quality of the trees, stately buildings, and Wascana Park, is an asset which enhances the Transitional Area. The older homes should be retained and redevelopment should occur on properties which do not contribute to the street character. Many prominent heritage buildings on College Avenue could be individually designated in addition to establishing a Heritage Conservation District. This District would act as an overlay to the zoning bylaw and guide the design of new infill housing, improvements to existing buildings and the boulevard landscaping.

Redevelopment is encouraged on the vacant site at College Avenue and Albert Street, and the Central Collegiate site. Existing house-form buildings make an important contribution to the streetscape and should not be replaced with higher, more dense or less complementary developments. Redevelopment of Central Collegiate should be undertaken in conjunction with the overall adaptive reuse study for the site in order that options are not precluded by premature development.

#### Policy Objective

- 1) College Avenue has a unique and desirable prestigious character resulting from the wide tree-lined street, stately house-form buildings and the amenity of Wascana Centre. In view of its importance as the gateway to the Transitional Area, the use and form of new development should contribute positively and perpetuate this desired character of College Avenue.

#### Implementation Recommendations

- 1) That a policy of "no new freestanding commercial development" be affirmed and applied to College Avenue, and new commercial uses be only in house-form buildings.
- 2) That residential use be encouraged for the north side of College Avenue in order to capitalize on the amenity of Wascana Park and in conformity with the overall objectives of this Plan.
- 3) That to the greatest extent possible, the older stately homes along College Avenue be retained and the architectural heritage resources as well as the Landscaping and Boulevard Plan of the College Avenue streetscape be included in a Heritage Conservation District.
- 4) That new development and redevelopment be encouraged on properties that do not presently contribute to the overall prestige of the street. New buildings should maintain, to the greatest extent possible the style, materials and height of the existing older homes. Except for properties east of Scarth Street where some flexibility is desired, building height should

reflect the height of existing houses and trees at their street elevation as provided for in the TAR College Avenue District. The vacant property at Albert Street and College Avenue should be treated as a special situation due to its relationship to Albert Street, the City's major traffic arterial. Similarly, the property located at 1810 College Avenue could also be considered for C-Contract Zone, as it is in the unique position of being surrounded by a 30m building on the west and a significant heritage building on the east and is near the corner of College Avenue and Broad Street which is one of the major entrances to the downtown area. A C-Contract zone can also be considered for the office buildings made legally non-conforming by the zoning amendments which will follow from the above policies, and allow for sensitive redevelopment of these properties in the event of their loss.

- 5) Landscaping should reflect the quality prevalent along College Avenue, and all mature trees should be retained. Opportunities for providing a landscaped pedestrian link through the site from Wascana Centre to Central Park which lies north of the Central Collegiate site should be examined.

### 3.3.3 MAJOR ARTERIAL COMMERCIAL

Two principal streets bordering the Transitional Area, Albert Street and Broad Street, are major arterials connecting the downtown with the south portion of Regina. As such, they are the appropriate location for commercial uses which require convenient access to a major roadway.

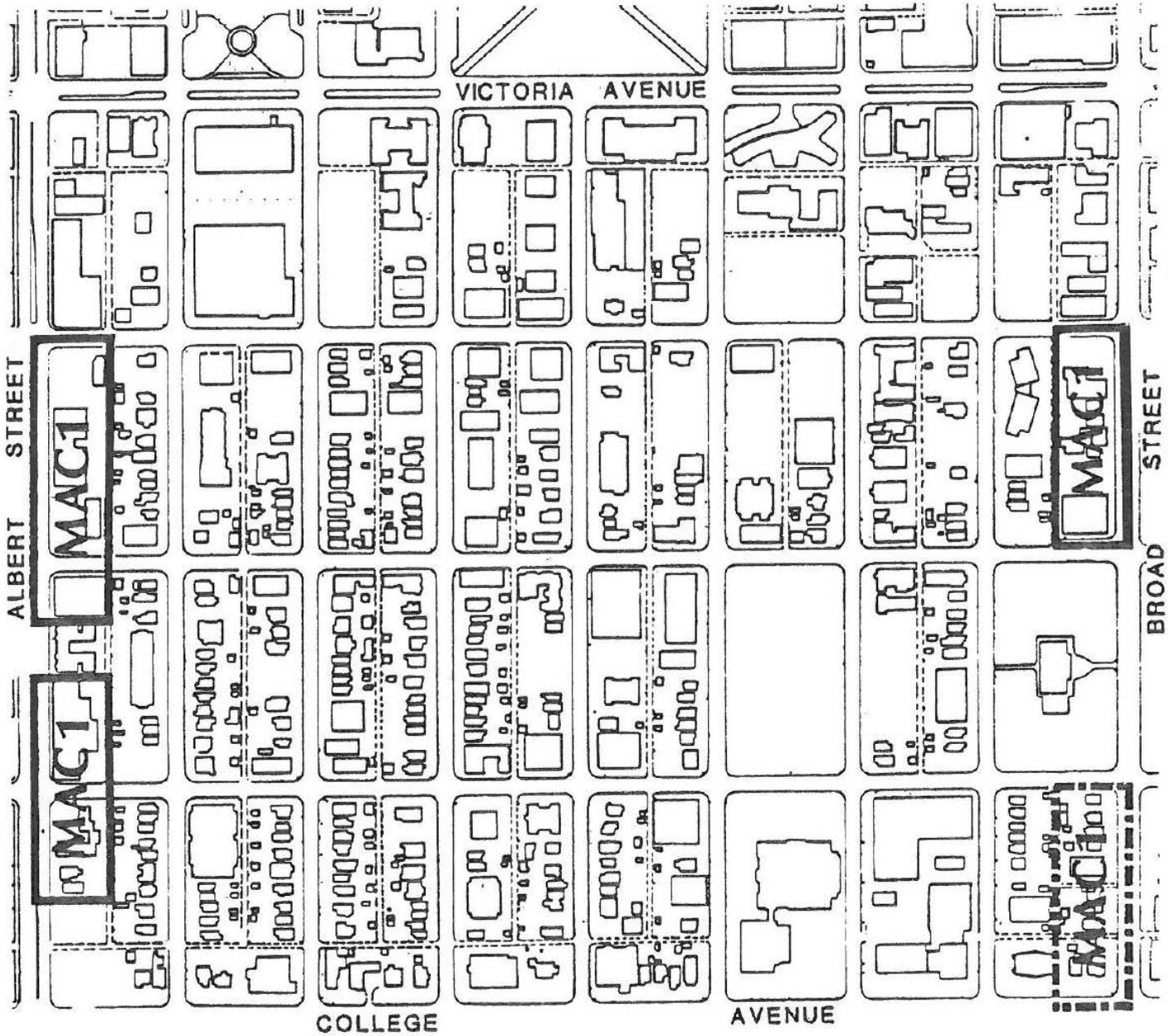
Within the Transitional Area, south of 13th Avenue, much of the land fronting either Albert or Broad Street is occupied by typical major arterial commercial uses and is designated by a Major Arterial Commercial (MAC) Zone.

The nature of these uses within the Transitional Area is essentially similar to those commercial uses within areas of Major Arterial Commercial zoned land across the City. Also, MAC uses, both within the Transitional Area and in other areas of the City, act as a buffer between the arterial roadway and the areas flanking the roadway, which are frequently residential.

The regulations for MAC-zoned land within the Transitional Area will, then, reflect this purpose and will be consistent with existing Major Arterial Commercial uses across the City.

Non-commercial land uses on the arterials include residential and institutional, specifically the portion of the Strathcona School site fronting Broad Street. It is recommended that the 2300 block of Broad Street within the Transitional Area be designated Transitional Area Residential - High-Rise at this time, based upon its present use and the primary intent of this Neighbourhood Plan, that is, to support and enhance the residential use and character of the Transitional Area. However, because of the location adjacent to a major arterial, the future rezoning of residential property to Major Arterial Commercial may be considered.

FIGURE 8



MAJOR ARTERIAL COMMERCIAL 1 (MAC1) ZONE

Legend:

- - Zone Boundaries
- - - - Areas for Possible Future Expansion of Zone



### Policy Objectives

- 1) That commercial land use requiring a high level of vehicular access be accommodated in the Transitional Area along Broad and Albert Streets south of 13th Avenue.
- 2) That the commercial uses serve as a buffer between the residential areas and the high volume traffic of the arterial streets
- 3) That residential land uses along Broad and Albert Streets south of 13th Avenue, in the Transitional Area, be recognized as non-commercial at this time.

### Implementation Recommendations

- 1) That commercial land use in the 2100 block of Broad Street and the 2100, 2200, and 2300 blocks of Albert Street, within the Transitional Area, be provided for by a Major Arterial Commercial Zone.
- 2) That the 2300 block of Broad Street within the Transitional Area be designated at this time as a High-Rise District of the Transitional Area Residential Zone, consistent with the residential policy objectives and implementation recommendations of this Neighbourhood Plan (refer to Section 3.2.1).
- 3) That provision be made for the possible future rezoning of the portion of the Strathcona School site fronting Broad Street, in order to recognize the potential for redevelopment of that area, for uses appropriate to a major arterial location.

#### 3.3.4 DOWNTOWN COMMERCIAL

An eight block section of the Transitional Area immediately adjacent to the downtown core, specifically between Victoria and 13th Avenues and Albert and Broad Streets, provides a transition between the high-rise commercial land use of the downtown core and the residential land use further south within the Transitional Area. On this basis, this section of the Area is an appropriate location for residential and commercial use.

A number of issues have been identified in this report with respect to the area between 13th Avenue and Victoria Avenue. No detailed recommendations for zoning change are made for this area at this time. The identified issues will be taken into account in the preparation of zoning for the Downtown Plan, which will be brought forward in the near future.

High-rise residential use in those portions of the Transitional Area included in the Downtown Study is to be encouraged in order to provide for an increase in the population. In regard to commercial use, the location of this part of the Transitional Area makes it appropriate for a range of uses which are intermediary between those provided for in the Downtown Core and those of the Inner City Commercial Zone. The intent is to encourage residential land use by allowing, a relatively great amount of residential floor space in comparison with commercial.

## Policy Objective

- 1) That high-rise apartment and low to medium-rise commercial uses be accommodated in the Transitional Area north of 13th Avenue.

### 3.3.5 INNER CITY COMMERCIAL<sup>3</sup>

Scattered within the central portion of the Transitional Area are several groupings of office buildings which generally range in height from two to five stories. These commercial office buildings are an intrusion into the Area and are clearly inappropriate to the residential character and the ongoing residential viability of the Transitional Area. For these reasons, there should be no expansion of land use occupied by commercial buildings in those portions of the Transitional Area which are primarily residential in use and/or physical form (the Transitional Area Residential Zone). The existing uses will, however, be recognized by the Inner City Commercial (ICC) Zone.

The regulations for redevelopment in the Inner City Commercial Zone are to accommodate the continued conformity of the land and buildings within the Zone which were previously zoned Transitional Area Commercial (TAC). The compatibility of new development with the form of existing and future residential buildings in nearby areas is to be provided for by regulations which are similar to those applied to these residential districts. The maximum height of the Inner City Commercial Zone is to be 15 metres--which is also to be the height limit of the Medium, Rise District of the Transitional Area Residential Zone. The site coverage of the ICC Zone will be somewhat greater than that of the Transitional Area Residential Zone, out of recognition of buildings that are already in place. Finally, the ICC Zone will act as a transition (in regard to building height) between house-form buildings and areas of high-rise development.

The uses to be provided for in the Inner City Commercial Zone are to be limited to those which are low traffic-generating and otherwise compatible with adjacent residential land use.

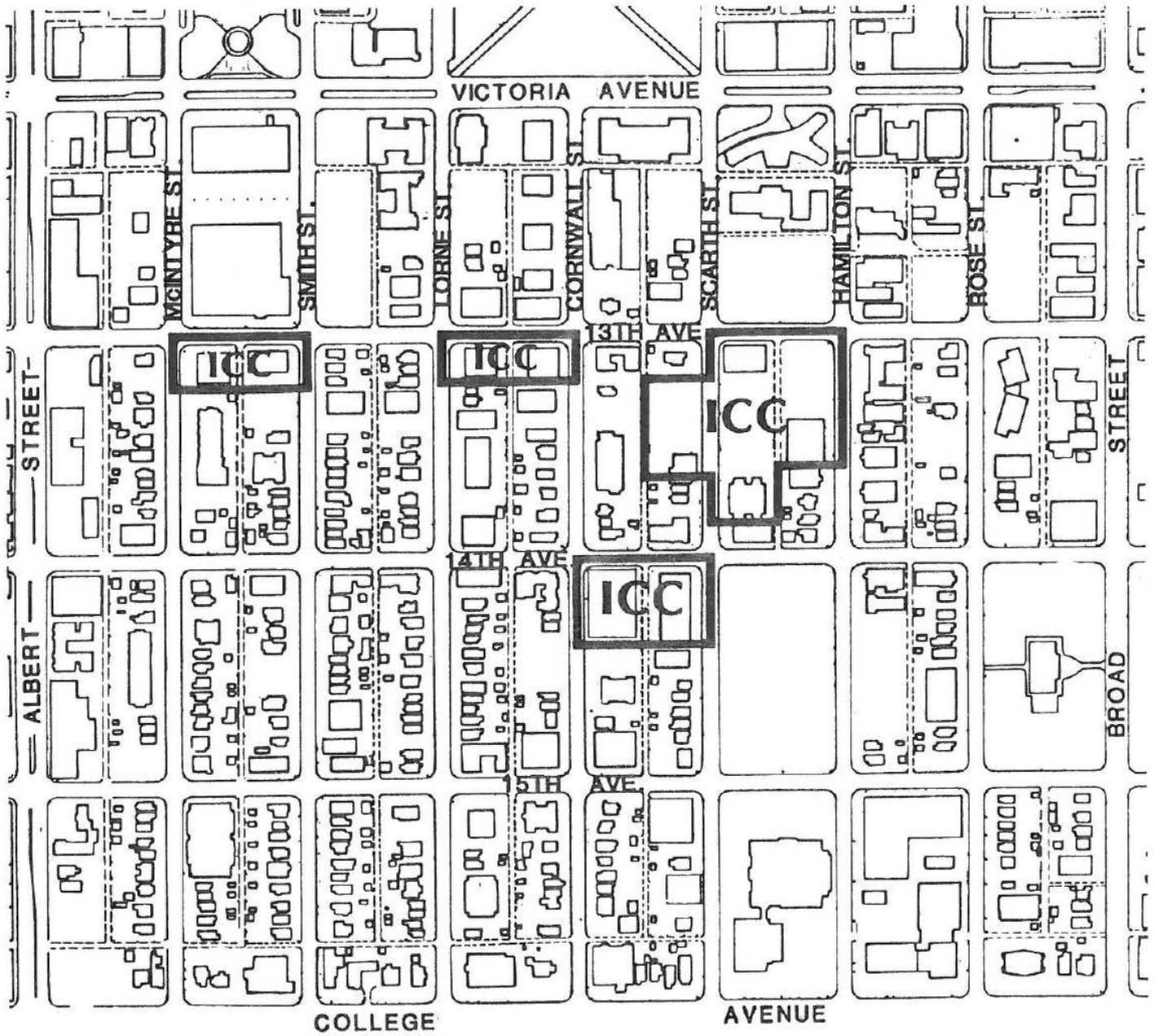
## Policy Objectives

- 1) That existing groupings of office buildings within the Transitional Area be recognized.
- 2) That the recognized commercial office building groupings will not be extended into the adjacent residential areas.
- 3) That redevelopment of existing commercial sites occur so as to be compatible with the adjacent residential areas.

---

<sup>3</sup> The Inner City Commercial zone is equivalent to the MX - Mixed Residential Business zone of Bylaw No. 9250.

# FIGURE 9



Note: The ICC Zone is equivalent to the MX-Mixed Residential Business zone of Bylaw No. 9250

INNER CITY COMMERCIAL (ICC) ZONE

Legend:

**█** - Zone Boundaries



### Implementation Recommendation

- 1) That only existing groupings of commercial office buildings in the Transitional Area, south of 13th Avenue, and not fronting on Albert or Broad Streets or College Avenue, which are not located within districts of residential land use (and thereby recognized by a Specific Use Designation), be accommodated by the Inner City Commercial Zone.
- 2) That the Inner City Commercial Zone recognize that there are sites presently used for non-commercial purposes which may be suitable for infill commercial development.
- 3) That future commercial development, which is compatible with adjacent residential areas in terms of land use and physical form, be provided for within the proposed Inner City Commercial Zone.

### 3.3.6 SPECIFIC USE DESIGNATION

In addition to the groupings of Inner City Commercial office buildings south of 13th Avenue, various office buildings are scattered across the residential portion of the Transitional Area.

Within the Transitional Area Residential Zone specifically, there are several commercial uses located in commercial office buildings rather than in house-form buildings. As a result, they would be non-conforming uses under the provisions of the Zone. In addition, there are several non-residential uses located in the Zone which, on the basis of the use itself, would be non-conforming without special provisions.

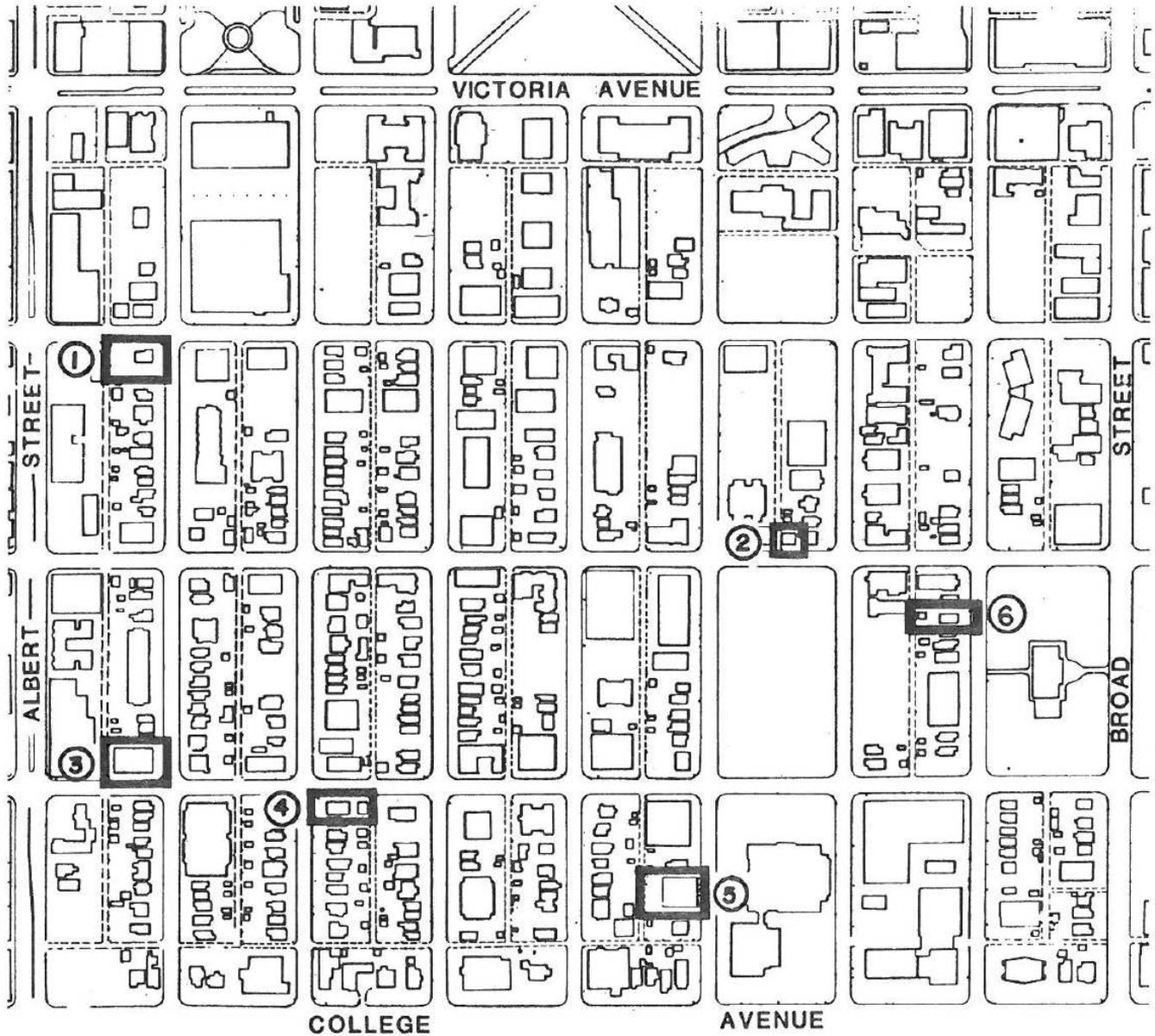
### Policy Objective

- 1) That all existing commercial office buildings designed for commercial office purposes and all land uses within residential portions of the Transitional Area be provided with a legally-conforming status.

### Implementation Recommendation

- 1) That a Specific Use Designation under Section 10.11 of the Zoning Controls, be assigned to the potentially non-conforming commercial office buildings and land uses located within the Transitional Area Residential Zone, listed in Table 3 and shown in Figure 10.

# FIGURE 10



SPECIFIC USES -

To be provided for through  
Section 10.11 of the Zoning Controls

Legend:

- ① 2104 McIntyre Street
- ② 2014 - 14th Avenue
- ③ 2270 McIntyre Street
- ④ 2305 Smith Street
- ⑤ 2332 Scarth Street
- ⑥ 2218 Rose Street



TABLE 3		
SPECIFIC USES		
Address	Building	Reason for Designation (Potential Non-Conformity)
2104 McIntyre St.	McIntyre House Apts	real estate office use in apartment block
2014 - 14th Avenue	office building	non house-form building
2270 McIntyre St.	office building	non house-form building
2305 Smith Street	Upstairs Downstairs	restaurant use
2332 Scarth St.	Teachers Credit Union	non house-form building
2218 Rose Street	Loa Sun Restaurant	restaurant use

### 3.4 INSTITUTIONAL AND PUBLIC SERVICE

The role of institutional land in a community is to accommodate public or private institutions providing a community service, such as schools, churches, community centres, day care centres, and museums. Such facilities, as permitted uses, exemplify the purpose of the Institutional Zone.

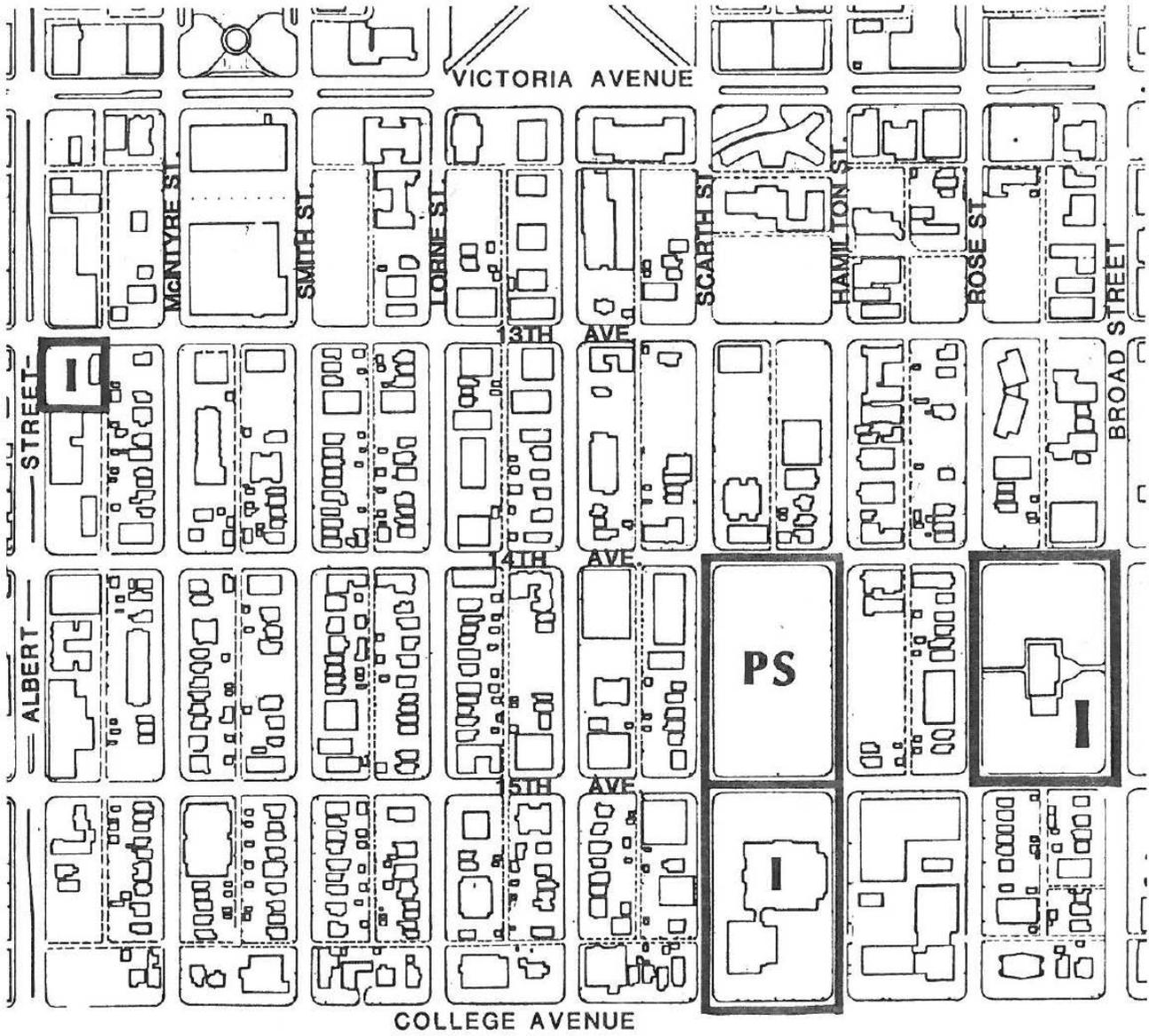
Two school buildings in the Transitional Area are Strathcona School, which is now closed, and Central Collegiate, due to be closed in 1986. The City of Regina is currently involved in discussions with the Regina Public School Board, interest groups and the general public concerning the future of Central Collegiate and the two school sites (including Central Park). However, no decisions have been made.

The appropriate future use of the Strathcona School site, as described in Section 3.2.1 of this Neighbourhood Plan, is for high-rise residential purposes.

Another consideration is the importance of an elementary school facility (not necessarily within Strathcona School) in or near the Transitional Area. If such a facility is not made available, families with small children will be deterred from moving to the Area.

If and when Central Collegiate is no longer required for educational purposes, reuse of the buildings on the site should be explored prior to any decision to demolish all or any portion of the buildings. Any alternative future uses should take into consideration that the school, particularly the oldest portion, is a structure of heritage merit. The first priority for reuse of these facilities should be to serve the social and recreational needs of the Transitional Area residents. Such uses could include, for example, a community centre, day care, or offices for non-profit community service organizations. The second priority should be for rental housing.

FIGURE 11



INSTITUTIONAL (I) AND  
PUBLIC SERVICE (PS) ZONES

Legend:

— - Zone Boundaries



If the decision is made that the institutional use of the Central Collegiate buildings is not required to meet the social, recreational, and educational needs of Transitional Area residents, then alternate land uses would be appropriate. Appropriate rezonings to provide for these land uses would be: a) College Avenue Residential/Commercial for the south portion of the site; and b) Transitional Area Residential - Medium-Rise for the middle and northern portions of the site.

These zones would reflect the proposed zoning of adjacent property and, in the case of the north approximately two-thirds of the Central Collegiate site, would serve as a necessary intermediate height interface between adjacent land uses.

The purpose of public service land is to provide areas for active or passive recreational use by the public. Parks, playgrounds, tennis courts, skating rinks and other open space facilities are examples of appropriate land use.

The most significant public service use in the Transitional Area is Central Park. This area is an invaluable open space resource used by the general public, Transitional Area residents, and students of Central Collegiate for a variety of field sports.

In summary, there is a need within the Transitional Area for: a) recreational open space; b) facilities for indoor neighbourhood-based social, cultural, and recreational activities; and c) an educational facility for elementary school age children. Discussions regarding the future of Central Collegiate and Central Park should be undertaken with these basic needs in mind.

As set out in Section 4.4 (Community and Social Issues) of this Neighbourhood Plan, a Transitional Area Community and Social Needs Study should be undertaken. The aim of the study would be to identify and prioritize the social, recreational, and educational needs of Transitional Area residents and to devise an implementation program.

### Policy Objectives

- 1) That the current institutional use of the Central Collegiate site be recognized.
- 2) That, if and when Central Collegiate is no longer required for educational purposes, reuse of the buildings on the site for the general benefit of Transitional Area residents be explored and encouraged by the City of Regina prior to any decision to demolish all or any portion of the buildings on the site.
- 3) That other existing institutional uses in the Transitional Area be recognized and provided for into the future.
- 4) That Central Park be recognized as the major open space component in the Transitional Area.
- 5) That an educational facility for elementary school age children be maintained within the Transitional Area.

- 6) That a facility to allow for an adequate level of indoor neighbourhood-oriented recreational and social activities be provided for within the Transitional Area.

#### Implementation Recommendations

- 1) That Central Collegiate be zoned Institutional.
- 2) That a proposal call be undertaken by the City of Regina to explore adaptive reuse of Central Collegiate if it is no longer required for educational purposes.
- 3) That Central Park be designated a Public Service Zone.
- 4) That the City of Regina continue to participate in discussions with the Regina Public School Board, interest groups, and the general public regarding the future of Strathcona School, Central Collegiate, and Central Park.

### 3.5 SPECIFIC PROVISIONS FOR RESIDENTIAL VIABILITY

The following recommendations set out a number of specific measures designed to support residential land use in the Transitional Area.

#### 3.5.1 PUBLIC AMENITY SPACE

The first measure proposed is a regulation designed to encourage the development of various recreational, cultural, and social facilities for the use of residents of the Area. Such facilities can foster the communal enjoyment of the neighbourhood, as well as provide an opportunity for socializing among residents.

One manner in which indoor public space can be introduced into the Transitional Area is through its incorporation into private developments. In this way, facilities can be distributed throughout the Area in a variety of forms, depending on local needs, and at the same time contribute to the unique identity of a development. There should, however, be some benefit to the developer in recognition of the provision of this public space, such as the allowance of an increased amount of floor space for private use and benefit.

#### Policy Objective

- 1) That within the Transitional Area incentives be created to encourage the provision of space enclosed within buildings (Public Amenity Space) to accommodate facilities, services, and/or general amenities for the use by the public.

#### Implementation Recommendation

- 1) That Public Amenity Space may be developed in the Transitional Area. The provision of this space is to be recognized through the allowance of an extraordinary amount of floor area in

the same development for private use and benefit. The resultant increase in floor area for such use will not be included in the calculation of either gross floor area or site coverage.

### 3.5.2 HOUSE-FORM RESIDENTIAL/COMMERCIAL FLOOR AREA PROVISION

As has been documented in this Neighbourhood Plan, the retention of house-form buildings in the Transitional Area will contribute to the character and residential viability of the Area. Such retention however, would ordinarily involve a loss of floor area from a new development because a percentage of the total allowable floor area for the site would be taken up by any remaining house-form buildings.

In recognition of the benefit to the Transitional Area of the retention of house-form buildings, it is appropriate that compensation be made for the loss of potential floor area through the retention of a house-form. Accordingly, the floor area of a house-form building should not be included in the calculation of the total allowable gross floor area of a site. This would, in effect, allow for an extra amount of floor space in a development equal to the floor space of any house-form building on the site.

#### Policy Objective

- 1) That incentives be provided to encourage the retention of house-form buildings on sites to be redeveloped within the Transitional Area.

#### Implementation Recommendation

- 1) That the retention of a house-form residential/commercial building is to be recognized through the provision of a private benefit in the form of floor space on a development site. The floor area of a house-form residential/commercial building in the Transitional Area Residential, College Avenue Residential/Commercial, and Transitional Area Service Zones is not to be included in the calculation of gross floor area.

### 3.5.3 PARKING PROVISIONS

A major concern in the Transitional Area is the predominance of parking as a land use. High levels of on-street parking detract from the residential character of the Area. Off-street surface parking is particularly disruptive to existing streetscapes and, in general, works against the residential viability of the Transitional Area.

There are three main Transitional Area parking issues which require addressing:

- a) the proliferation of surface parking lots
- b) high levels of on-street parking
- c) on-site parking requirements for commercial land use in house-form buildings

These issues are examined below.

### Surface Parking Lots

Some surface parking within the Transitional Area serves commercial developments located within the Area. This parking consists of stalls that were required under the zoning regulations at the time of building permit issuance, including parking for the accompanying use and any caveated parking. Other parking lots, which are not required under the zoning regulations, serve as "overflow" parking for land use in the downtown or elsewhere. These lots occupy land which would be used more appropriately for residential development and seriously detract from the residential character of the Area.

Surface parking in the front yards of existing buildings in the Area is also a concern. Although such parking is typically related to the principal on-site land use, it is, nevertheless, inappropriate.

### Policy Objective

- 1) That, based on the inappropriateness of off-street parking lots as a land use and the visual and aesthetic impact of such lots, within the context of this Neighbourhood Plan, the future development of non-required parking lots shall be prohibited. Such existing lots are incompatible with the intent of this Neighbourhood Plan to provide for a viable neighbourhood in the Transitional Area which is residential in land use and character.

### Implementation Recommendations

- 1) That no new principal use parking lot development be allowed in the Transitional Area.
- 2) That parking shall not be allowed in the front yard for any use in the Transitional Area, except where a driveway across a front yard provides side yard access, or where access or site limitations provide no alternative to front yard parking. Specifically, parking in the front yard shall not be permitted for any use in the Transitional Area, except where allowed in Sections 8.3.4. e), f), g) and h) of the Zoning Controls Text.
- 3) That principal or accessory parking lots in the Transitional Area shall be screened and such lots shall be integrated with adjacent landscaping and any adjacent pedestrian circulation routes.

### On-Street Parking

The high level of on-street parking in the Transitional Area is a concern, as such parking detracts from the residential character of the Area. As well, commercially-related on-street parking aggravates the existing situation for those residents of the Area who must depend on on-street parking. On this basis, it is appropriate to apply more stringent parking regulations to commercial

land use.

#### Policy Objective

- 1) That on-street parking in the Transitional Area be restricted in a manner compatible with the viability of the residential use and character of the Area.

#### Implementation Recommendations

- 1) That parking requirements for offices in the Transitional Area Residential, College Avenue Residential/Commercial and Inner City Commercial Zones be comparable to the requirements for offices elsewhere in the City (excluding the less stringent requirements for Downtown Commercial zones and for specific Major Arterial Commercial-zoned property). These parking requirements are to be one space per sixty square metres (1:60) of gross floor area.
- 2) That parking requirements for restaurants in the College Avenue Residential/Commercial and Inner City Commercial Zones be identical to the requirement for restaurants in other zones in the City. These parking requirements are to be one space per five seats (1:5).

#### On-site Parking for Commercial Uses

A major objective of this Neighbourhood Plan is to provide for commercial use in house-form buildings. However, the size and configuration of many such sites may prevent a development proposal from meeting standard parking requirements. As a result, employees or patrons of the establishments in such buildings may be required to park on-street, potentially aggravating the on-street parking situation in the Area.

However, the position taken in this Neighbourhood Plan is that, as the shortfall in parking spaces in each instance will be minimal, the undesirable effects of such a shortfall are outweighed by the contribution the retention of a well-maintained house-form building can make to the residential character of the Area. Consequently, flexibility in parking regulations to allow for commercial uses in house-form buildings is appropriate, provided these uses are limited to those which are low traffic-generating (refer to Section 3.2.1).

#### Policy Objective

- 1) That parking requirements for commercial uses in the Transitional Area be flexible in order to allow for the establishment of such uses in house-form buildings (as provided for in this Neighbourhood Plan and the Zoning Controls).

#### Implementation Recommendations

- 1) That, notwithstanding Section 8.3A.1 of the Zoning Controls, when an existing house-form building is reconstructed in the Transitional Area Residential or College Avenue Commercial/Residential Zones, no parking shall be required above and

beyond that which was required for the building and use prior to the reconstruction. However, the number of parking stalls in existence prior to the reconstruction which would contribute to meeting the parking requirements of the subsequent use must be maintained.

- 2) That the option of payment in lieu of parking space provision shall no longer be applicable to the Transitional Area.

### Other Concerns

A final concern related to parking is the possible impact of floors of parking when included in developments within the Transitional Area. A significant objective of this Neighbourhood Plan is to provide for zones of land use of compatible height (refer to Section 3.2.1). On this basis, the following recommendation is made.

### Implementation Recommendation

- 1) That parking floors be included in the calculation of the height of developments in all zones in the Transitional Area.

#### 3.5.4 SPECIAL IMPLEMENTATION AREAS

In this Neighbourhood Plan, a series of zones have been prepared in order to accommodate various types of future development within the Transitional Area. Regulations governing the height, bulk, massing and siting of the type of developments allowed in each zone are consistent with the purpose of the zone and the policies of the Neighbourhood Plan. However, several isolated existing developments do not conform to the use of the land and the proposed form of development for the site.

In the Transitional Area, the majority of such potential problems relate to building height. The solution to this situation is to provide a specific site and building height designation for each of these locations. In some cases, the existing buildings to be provided for by Special Implementation Areas are higher than the proposed maximum height of a zone or a height district of a zone. In other cases, they are lower than the maximum height limit on the zone, or district of a zone, in which they are located.

Usually, a zone provides for buildings of any height up to the maximum specified height limit of that zone. However, there are several buildings in the Transitional Area for which such a provision would be inappropriate due to the substantial contribution of these buildings to the heritage and residential character of the Area. For this reason, the contribution to the general public good of the maintenance of these structures at their existing height surpasses the public benefit that would result from the development of the sites to the maximum height. It would, therefore, be desirable for these sites to be given a height designation which would ensure the retention of the existing buildings.

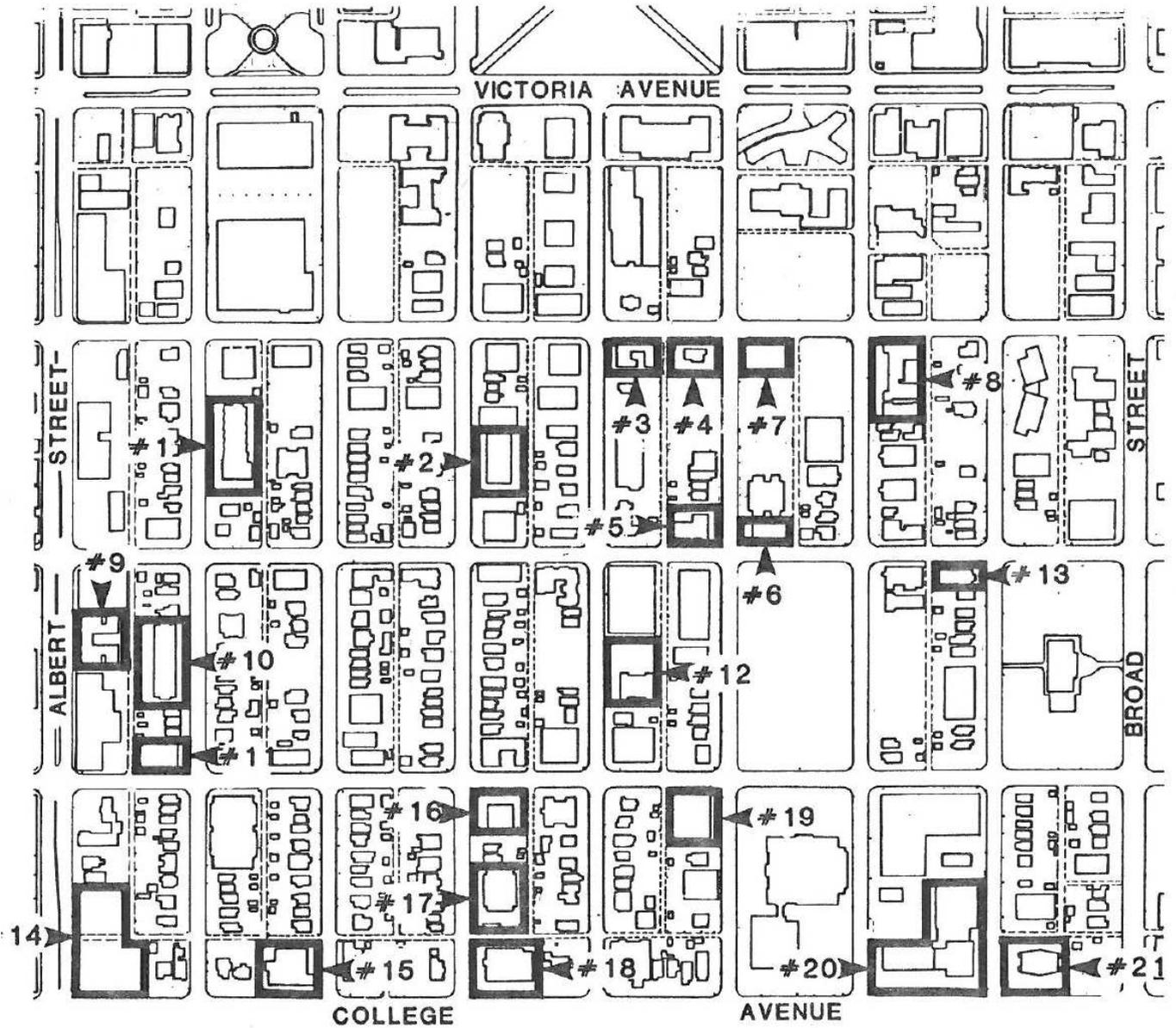
### Policy Objective

- 1) That in the Zoning Controls of this Neighbourhood Plan, the following types of building height circumstances be provided for by Special Implementation Areas:
  - a) buildings of a height more than the maximum height of the zone or the height district of a zone in which they are located.
  - b) buildings of heritage and exceptional character of a height less than the maximum height of the zone or the height district of a zone in which they are located.

### Implementation Recommendation

- 1) That the Special Implementation Areas within the Transitional Area indicated on the accompanying list and on Figure 14, be implemented with the approximate height of each such Area to be as indicated.

FIGURE 12



SPECIAL IMPLEMENTATION AREAS

Legend:

 Special Implementation Areas

#1,2,3... Area Reference Number  
Please refer to Table 4



**TABLE 4  
SPECIAL IMPLEMENTATION AREAS**

	Address	Building	Approximate Height	Zone and Bldg. Height Limit
1)	2141 McIntyre St.	The Horizon Apts.	35 m.	TAR-High-Rise District; 30 m.
2)	2153 Lorne St.	Heritage Apts.	32 m.	TAR-High-Rise District; 30 m.
3)	2105 Cornwall St.	Cornwall Court Apts.	12 m.	TAR-High-Rise District; 30 m.
4)	2102 Scarth St.	Haldane House	10 m.	TAR-High-Rise District; 30 m
5)	2104 - 14th Ave.	Chateau Apartments	13 m.	TAR-Medium-Rise District; 15 m.
6)	2024 - 14th Ave.	Linden Manor Apts.	12 m.	TAR-Medium-Rise District; 15 m.
7)	2101 Scarth St.	Financial Building (offices)	33 m.	ICC; 15 m.
8)	2105 Hamilton St.	Qu'Appelle Apts.	13 m.	TAR-High-Rise District; 30 m.
9)	2231 Albert St.	Braemar Apartments	12 m.	TAR-Low-Rise District; 10-15 m.
10)	2242 McIntyre St.	Prairie Place Apts.	29 m.	TAR-Low-Rise District; 10-15 m.
11)	2270 McIntyre St.	Office Building	15 m.	TAR-Low-Rise District 10-15 m.
12)	2249 Cornwall St.	Beacon Tower Apts.	22 m.	TAR-Low-Rise District; 10-15 m.
13)	1901-14th Avenue	Hampton House Apts.	12 m.	TAR-High-Rise District; 30 m.
14)	2315 Lorne Street	Windsor Tower Apts.	23m	TAR-Low-Rise District; 10-15m.
15)	2339 Lorne Street	The Champlain Apts.	23m	TAR-Low-Rise District; 10-15m.

**TABLE 4  
SPECIAL IMPLEMENTATION AREAS**

	Address	Building	Approximate Height	Zone and Bldg. Height Limit
1)	2141 McIntyre St.	The Horizon Apts.	35 m.	TAR-High-Rise District; 30 m.
16)	2121 - 15th Avenue	The Prince Charles Apartments	36m	TAR-Low-Rise District; 10-15m
17)	1830 College Avenue	Waverley Manor	36m	TAR-High-Rise District; 30m
18)	1800 & 1810 College Avenue		8.25m	TAR-High-Rise to 15m District; 30m

[Bylaw No.8850-ZO-B89]

### 3.5.5 DESIGN REVIEW

The physical and social environment of the Transitional Area, as it has evolved over recent years, presents a challenging planning task. The significant aspects of this environment are as follows:

- a) a continuing need for redevelopment;
- b) a well-articulated public concern with the physical appearance and impact of redevelopment on its surroundings; and
- c) an existing patchwork of land uses and building forms in the Area.

Development regulations which are explicit, but also flexible, are required to deal with these circumstances--explicit, to ensure that developers are aware of the regulations governing potential development before the start of the review process, and flexible, to allow for the detailed compromises necessary to expedite decisions which are in the general public interest.

Consequently, the introduction of a design review function in the development process is of paramount importance. The function should, however, be an advisory part of development approval, based on the subjective nature of design evaluation.

#### Objective

- 1) To ensure that new developments in the Transitional Area complement and harmonize with existing developments and streetscape near the development site.

#### Recommendation

- 1) That a Design Review Advisory Body be established to review development proposals in the Transitional Area and advise Council of the merits of such proposals from a design perspective.

## **4.0 LAND USE SUPPORT POLICY OBJECTIVES AND RECOMMENDATIONS**

The following section deals with a number of considerations which are vital to the support of the Land Use Policy and Implementation Recommendations of this Neighbourhood Plan. These topics are: 1) Buildings and Streetscapes, 2) Landscaping and Open Space, 3) Circulation and Parking, 4) Community and Social Issues, 5) Housing, and 6) Heritage.

Many of the concerns relating to these subjects are discussed in Section 1.3 (Characteristics and Issues) and addressed in Section 3.0 (Land Use) of this Neighbourhood Plan. However, there are additional aspects of each of these topics which cannot be directly addressed through the land use zones of this Plan. These additional concerns are, nevertheless, an important part of this Plan because of the prominent role they play in the support of residential land use and the general residential viability of the Transitional Area. On this basis, the following supportive Policy Objectives and Recommendations are presented.

Furthermore, there is a need to undertake specific studies of several of these supportive issues. Such studies would examine, analyze and make recommendations in order to support the land use provisions of this Neighbourhood Plan.

### **4.1 BUILDINGS AND STREETSCAPES**

Where the original buildings of the Transitional Area have been demolished or have deteriorated to the point where rehabilitation is not feasible, an appropriate approach would be infill construction compatible with the adjacent house-form buildings in height, bulk, massing, and siting.

In order to establish design criteria for compatible infill, an inventory of existing streetscapes must be prepared. This inventory could provide a basis for both general and site-specific building envelope and design guidelines that may be referred to by prospective developers. Such guidelines could also assist the review of proposed developments by a Design Review Panel, the establishment of which is discussed in Section 3.5.6 of this Neighbourhood Plan.

Inappropriate signage can also disrupt the continuity of a streetscape. For this reason, a review of signage guidelines for the Transitional Area is required to ensure compatibility with the character of the Area.

Finally, subsequent to passage of the necessary Provincial legislation, the adoption of a revised maintenance and occupancy bylaw is required by the City. A revised bylaw would provide for the higher level of private property maintenance required to support the residential viability of the Transitional Area. However, two potential consequences of this provision--the upgrading or demolition of existing low-cost housing in the Area--could cause the displacement of a substantial number of low-income residents from the Area. This represents a financial and social hardship which should be avoided.

## Objectives

- 1) To provide for the retention, maintenance and restoration of buildings in the Transitional Area which, by virtue of their individual architectural merit or contribution to the surrounding streetscape, reinforce the residential building form typified by the original buildings of the Area.
- 2) To provide for redevelopment in the Transitional Area Residential and College Avenue Commercial/Residential Zones which is compatible with the existing streetscapes of house-form buildings in the Area.
- 3) To accommodate new development, particularly in higher density areas, by allowing demolition except in cases of designated heritage buildings.
- 4) To monitor demolition applications, on a case by case review, in areas proposed for low-rise development.

## Recommendations

- 1) That the City prepare an inventory of street elevations showing existing building facades in the Transitional Area.
- 2) That design guidelines based upon existing streetscapes of house-form buildings in the Transitional Area be prepared for the purpose of illustrating building renovation, infill, and redevelopment options compatible with these streetscapes.
- 3) That signage guidelines for the Transitional Area be reviewed with a view to enacting bylaw amendments appropriate to the residential use and character of the Area.

## 4.2 LANDSCAPING AND OPEN SPACE

As previously indicated in this Neighbourhood Plan, land is needed within the Transitional Area for outdoor neighbourhood-oriented social and recreational activities (refer to Section 1.3.5). It is also appropriate to provide for a general enhancement of the environmental qualities of the Area through measures directed towards the landscaping of individual properties (refer to Section 3.2.2).

Beyond these measures, there are a variety of actions which may be undertaken to support the general amenity of the Transitional Area relating to landscaping spaces open to public view. One such significant opportunity is that associated with pedestrian circulation routes through the Area. Improved sidewalks and other possible pedestrian paths, integrated with landscaping undertaken on private property, would enhance the unique character of the Area.

In order to devise an implementation strategy for this concept, a proposal for pedestrian precinct enhancement should be developed in conjunction with the Transitional Area Circulation and Parking Study.

### Objectives

- 1) To provide open space within the Transitional Area necessary to allow for a full range of neighbourhood-oriented recreational and social activities.
- 2) To encourage the provision of private yards, the character of which will support and enhance the residential land use and nature of the Transitional Area.
- 3) To enhance the unique character of the Transitional Area, including its open space, landscaping, and street trees, through the development of landscaping complementary to an improved pedestrian walkway system through the Area.

### Recommendation

- 1) That a Transitional Area Pedestrian Precinct Enhancement Study be undertaken in conjunction with a Transitional Area Circulation and Parking Study.

## 4.3 CIRCULATION AND PARKING

Three specific aspects of circulation and parking in the Transitional Area need to be addressed:

- a) parking demand - the sources and locations,
- b) the levels and distribution of vehicular traffic, and
- c) pedestrian requirements for sidewalk improvement, as well as protection from hazardous conditions, e.g. icy sidewalks, vehicular traffic, etc.

The first matter, parking provisions, has been partially dealt with in Section 3.5.4. The need remains to examine the parking problem in the Area from a broader perspective than that of individual parking requirements for specific land uses. Before this can be done, current data on the level and distribution of street parking and its effect on adjacent land use must be obtained. Similarly, vehicular and pedestrian traffic require investigation before a set of specific proposals can be established.

One general objective which is appropriate to establish at this time is the provision for a special pedestrian linkage between the Downtown and Wascana Centre. This linkage would integrate the pedestrian circulation of these areas and complement and enhance the unique character of the Transitional Area.

## Objectives

- 1) To provide for vehicular traffic in the Transitional Area which in distribution and volume is compatible with residential land use as it evolves over time.
- 2) To more stringently regulate parking in the Transitional Area, especially parking related to non-residential uses.
- 3) To provide an environment in the Transitional Area conducive to safe and pleasant pedestrian circulation.
- 4) To integrate within the pedestrian walkway system of the Transitional Area a pedestrian linkage between the Downtown and Wascana Centre which will complement and enhance the unique character of the Area, including its streetscapes, heritage and open space.

## Recommendation

- 1) That a Transitional Area Circulation and Parking Study be undertaken to study, analyze, and make recommendations concerning vehicular circulation, vehicular parking, and pedestrian circulation. The study should examine the inter-relationships of these matters as they relate to land use and development.

## 4.4 COMMUNITY AND SOCIAL ISSUES

If the Transitional Area is to remain a viable residential community, a range of social and recreational facilities must be available to its residents. In particular, for the Area to be an attractive neighbourhood to households with children, an educational facility for elementary school age children should be easily accessible.

The land use provisions of this Neighbourhood Plan acknowledge the current existence of Central Collegiate and the Strathcona School site. In addition, provision has been made for the continued existence of Central Park and the Y.M.C.A., as well as other institutional land uses.

Further study, however, is necessary in order to identify the best methods for meeting the needs of Transitional Area residents for neighbourhood-oriented social, recreational and educational services.

Investigation of measures which will address the concern with crime in the Area is also necessary. Such measures could include: a) increased police surveillance; b) police counselling of senior citizens in the Area; and c) increased street lighting.

## Objectives

- 1) To provide for a range of neighbourhood-oriented social and recreational facilities and services in the Transitional Area.
- 2) To encourage the School Board to provide an educational facility for elementary school age children within the Transitional Area.
- 3) To address the concern with, and perception of, crime in the Transitional Area.

## Recommendations

- 1) That a Transitional Area Community and Social Needs study be undertaken to ascertain the need for social, recreational and educational services and activities in the Area and to provide recommendations for suitable facilities and programs.
- 2) That the City enter into discussions with the Regina Board of Education regarding elementary school services in the Transitional Area.
- 3) That the City review measures currently being undertaken to address the concern with, and perception of, crime in the Transitional Area.

## 4.5 HOUSING

Provision of housing is of prime importance to the residential viability of the transitional Area. The residential land use recommendations of this Plan provide for the retention and construction of housing over the major portion of the Area.

Beyond this general provision for housing units, there is a specific need to provide affordable homes to low and middle-income households. The retention, conversion and construction of housing should be aimed at meeting this need.

Furthermore, on the basis of rationale outlined in Section 1.3.6 of this Neighbourhood Plan, any displacement of residents from the Area should be minimized through efforts to secure replacement housing.

There are several means by which affordable housing can be provided in the Transitional Area. The most basic approach is to simply retain the existing housing. An important characteristic of the older existing housing in the Area is its relatively low rental rates. Lower rent for older housing stock is practicable because costs associated with construction have already been paid through rental income.

Another significant quality of older housing, in the context of this Neighbourhood Plan, is the contribution that it makes to the residential character of the Area.

As well, the retention of existing housing in apartment blocks is appropriate in the Transitional Area. Apartments represent an efficient use of residential land, as more people can be housed, on less land, in apartments than in individual houses. Also, given land values in the Area, affordable rents would more likely result from the retention of apartment blocks than from the retention of detached houses.

For these reasons, it is appropriate for housing rehabilitation funds to be made available to repair apartment blocks in the Transitional Area. The implementation of a Residential Rehabilitation Assistance Program (RRAP) would promote the rehabilitation of apartments in the Area.

Another means of providing housing in the Transitional Area is through new construction. Housing may be developed in the majority of zones in the Area, but the Transitional Area Residential Zone, in particular, provides for a variety of housing types in its Low, Medium, and High-Rise Districts. Any of these districts would be suitable for compatible private or government-sponsored housing.

Another type of "new" housing which should be encouraged is newly-created units within existing houses. Rooms or suites in an owner-occupied house have the advantage of providing affordable housing in a home-like atmosphere. This type of housing would incur little or no public expense compared with traditional forms of government-subsidized housing. Such enterprises also provide a business opportunity to small-scale, individual entrepreneurs. Another advantage of the subdivision of owner-occupied houses would be the increased level of maintenance of such rental properties, based on the concern of the owners for their own homes.

The creation of rental units in owner-occupied houses, then, should be supported through City-initiated measures, such as provision of small loans, information on remodelling and subdividing houses, and the establishment of a City-operated tenant locator/placement service.

Finally, the City is currently undertaking a Housing Study in order to obtain the data necessary to develop a housing strategy for Regina, including the Transitional Area. The completed study will attempt to identify the possible roles of the City regarding the supply of a variety of accommodations for the full range of Regina residents.

### Objectives

- 1) To promote the construction of housing units in the Transitional Area for households of a full range of age, income and lifestyle.
- 2) To promote the construction and retention of housing in the Transitional Area which is affordable to low-income households.
- 3) To minimize the displacement of existing residents from the Area as a result of the redevelopment, renovation or reuse of existing buildings.

## Recommendations

- 1) That consideration be given to the establishment of a City-sponsored program which would provide financial and advisory support to small-scale entrepreneurs interested in owning and managing a residentially-occupied subdivided house-form building
- 2) That consideration be given to the establishment of a City-sponsored "tenant locator/placement" service, the purpose of which would be to "match up" potential renters and tenants to promote a more efficient use of existing rental housing.
- 3) That the City shall request Canada Mortgage and Housing Corporation to designate the Transitional Area a Residential Rehabilitation Assistance Program (RRAP) Area.
- 4) That the City shall request the Provincial Department of Co-operation and Co-operative Development to promote and assist in the development of co-op housing in the Transitional Area.
- 5) That the City work with Canada Mortgage and Housing Corporation, Saskatchewan Housing Corporation, and any other sponsoring organization, to promote and assist in the development of public and non-profit housing in the Transitional Area.

## 4.6 HERITAGE

The preservation of the heritage of the Transitional Area is of importance to this neighbourhood and to the City as a whole. There are cultural benefits in preserving the character and history of one of Regina's oldest neighbourhoods, as well as social and economic benefits from the adaptive reuse of older buildings as offices, hostels, etc.

The heritage resources of the Transitional Area have been identified through an inventory of potential heritage property. This inventory can serve as a basis for the evaluation of future municipal heritage designations, as well as for the evaluation of the impact on the community of demolitions and alterations to potential heritage property

The preservation of the character of a neighbourhood cannot be achieved solely through the retention of individual buildings of heritage significance. A cohesive neighbourhood and streetscape is required with infill development of a scale, form, color and/or material compatible with the existing adjacent buildings. The retention and enhancement of important streetscapes within the Transitional Area is addressed in greater detail in Section 4.1.

The development of public incentives such as Federal, Provincial and Municipal tax relief and grants can greatly encourage private rehabilitation efforts.

As well, Government lending policies can assist in the preservation of the character of the Transitional Area. The rehabilitation of "Meyer House" at the corner of Scarth Street and 13th Avenue is an example of successful adaptive reuse by the Province.

The City itself can take a leading role in demonstrating the potentials of adaptive reuse by recycling its own property. The use of a proposal call which invites design concepts has the advantage of promoting the adaptive reuse project, and involves that component of the design community which chooses to participate

Finally, the heritage of the Transitional Area must be promoted if it is to be appreciated and protected. Tours and publications can inform the community at large, as well as visitors, of the heritage resources of this Area. Promotion of successful rehabilitation efforts can also have spin-off effects within the Transitional Area and surrounding Inner City neighbourhoods

### Objectives

- 1) To encourage the retention, preservation and appropriate rehabilitation of heritage buildings in the Transitional Area.
- 2) To encourage new development adjacent to heritage buildings which is compatible in form, scale, color and material.

### Recommendations

- 1) That the inventory of potential heritage property, as identified in the Appendix to this Neighbourhood Plan, be adopted as a basis for the consideration of future heritage designations by the City of Regina.
- 2) That any proposed demolitions or alterations to properties on the inventory of potential heritage property be forwarded to the City of Regina Municipal Heritage Advisory Committee for review.
- 3) That any City-owned properties of heritage significance in the Transitional Area be maintained and preserved.
- 4) That a proposal call be considered to promote the adaptive reuse of Central Collegiate if and when the facility is no longer required by the School Board.
- 5) That other levels of government be encouraged to take appropriate action to promote the preservation, improvement and utilization of heritage buildings within the Transitional Area.
- 6) That the development of private and public financial resources and incentives in the preservation, improvement, and utilization of heritage buildings in the Transitional Area be encouraged by the City of Regina.
- 7) That the Federal and Provincial governments be requested to support the objectives of this Neighbourhood Plan by leasing space in rehabilitated structures rather than in new buildings.
- 8) That the City promote the heritage of the Transitional Area and successful rehabilitation

protects through the preparation of walking tours, slide presentations and an interpretive plaque program.

## 5.0 EXCEPTIONS

The following exceptions to the policies contained herein shall be allowed. These exceptions shall be limited to the specified locations and shall be subject to the described terms:

	Building	Address	Legal Description	Development/Use to be allowed
a)	Clifton Apartments	2330 15th Ave	Lot 10, Block 431, Plan Old 33	All uses permitted in house-form commercial/residential buildings except restaurants, licensed restaurants, licensed dining rooms and licensed cocktail rooms.  [1994/9581]
b)		2236-2262 Smith	W. 1.29m of Lot 12, all Lots 13-16, both inclusive, Block 432, Plan Old 33	6 1/2 storey apartment building, to be accommodated through a Contract zone.  [Bylaw No. 8601-ZO-B88]
c)		2164 - 2170 Hamilton Street	N. 12 1/2 feet of Lot 11, all of Lot 12, and the S. 25 feet of Lot 13, Block 409, Plan Old 33	Parking lot to be accommodated through a contract zone, to be used in conjunction with the buildings at 2208 Scarth Street and 2151 Scarth Street.  [Bylaw No. 9669]
d)		2158 and 2160 Scarth Street	Lot 13, Block 408, Plan Old No. 33 Extension 35 and Lot 22, Block 408, Plan No. 101187648 Extension 36	Paved parking lot accommodated by means of a contract zone agreement, to be used by occupants of the office building at 2161 Scarth Street.  [2003-73]

## APPENDIX

Inventory of Potential Heritage Property in the City of Regina Transitional Area Highly Rated Sites					
No.	Address	Name of Important or Original Resident (Current Resident)	Date	Design	Architect or Contractor
College Avenue					
1.	1800	J. L. McKillop / G. H. Sneath Residence	1912	Arts & Craft	S.V.E.
2.	2210	F. W. Darke Residence (Helmsing-Forsberg)	1926	Jacobean	F. Portnall
3.	2310	H. Black	1921		H. Black
4.	2326	L. V. Kerr (Frances Olson)	1912		Clemesha & Portnall
5.	2424	Percy Gordon (IKOY)	1925		
6.	2520	M. McCausland (M. Shumiatcher)	1919		
Cornwall Street					
7.	2144	M. G. Howe (MacKay/MacLean)	1907- 10		
8.	2160	A. Duncan	1908	Cube	
9.	2167				
10.	2171				
11.	2177				
12.	2212 (2201 - 14th Ave.)	Bartleman Apartments	1914		S.V.E.
13.	2259	D. Woodward	1912		
14.	* 2305	Gollnick Residence	1907	Classical Revival	Hilton
15.	2313		1906		
Hamilton Street					
16.	2030-26	St. Mary's Club	1911		
17.	2105	Qu'Appelle Apartments	1928		
18.	2129	Bellevue Court	1928		
19.	2164	M. A. McPherson	1910	Craftsman	Clemesha

Lorne Street					
20.	2022-24	The Frontenac Apts.	1929	Spanish Mission	
21.	2150	E. A. McCallum	1911		
22.	2164	Walter Martin	1907-10		Walter Martin
23.	2216		1910	Queen Ann	
24.	2334	G. Palmer	1907-13	Arts & Craft	
25.	2370	McLeod - Black Res.	1927	Classical Revival	S.V.E.
McIntyre Street					
26.	2128	Harding Residence	1908-10	Arts & Craft	
27.	2138	J. S. Bartleman	1911		
28.	2204	C. Harding	1909		
29.	2310	Logan/Turgeon (Turgeon Int'l. Hostel)	1907		
30.	2363	Dr. Thomson (Laville Investments)	1926		Charles Coxall
15th Avenue					
31.	2301	Parsons (Grace Haven)	1912	Arts & Craft	
14th Avenue					
32.	2104	Chateau Apartments	1927	Chateausque	S.V.E.
33.	2024	Linden Manor	1928		S.V.E.
34.	1901	Eddy Apartments (Hampton House)	1914		S.V.E.
Victoria Avenue					
35.	1925	The Assiniboia Club	1912		S.V.E.
36.	2305	The Balfour	1929		S.V.E.
37.	2241	First Baptist Church	1912	Greek Revival	Hilton
38.	2125	Hotel Saskatchewan	1927		McDonald & Ross
Smith Street					

39.	2216	Newland/Weir	1909		
40.	2244	L. A. Thornton	1907		W. P. Gillespie
41.	2300	(Kraus Lawyers)	1910		Thomas Little
42.	2305	J. P. Brown (Upstairs/Downstairs)	1913	Cube	Mackenzie
43.	2338		1909-1 2		

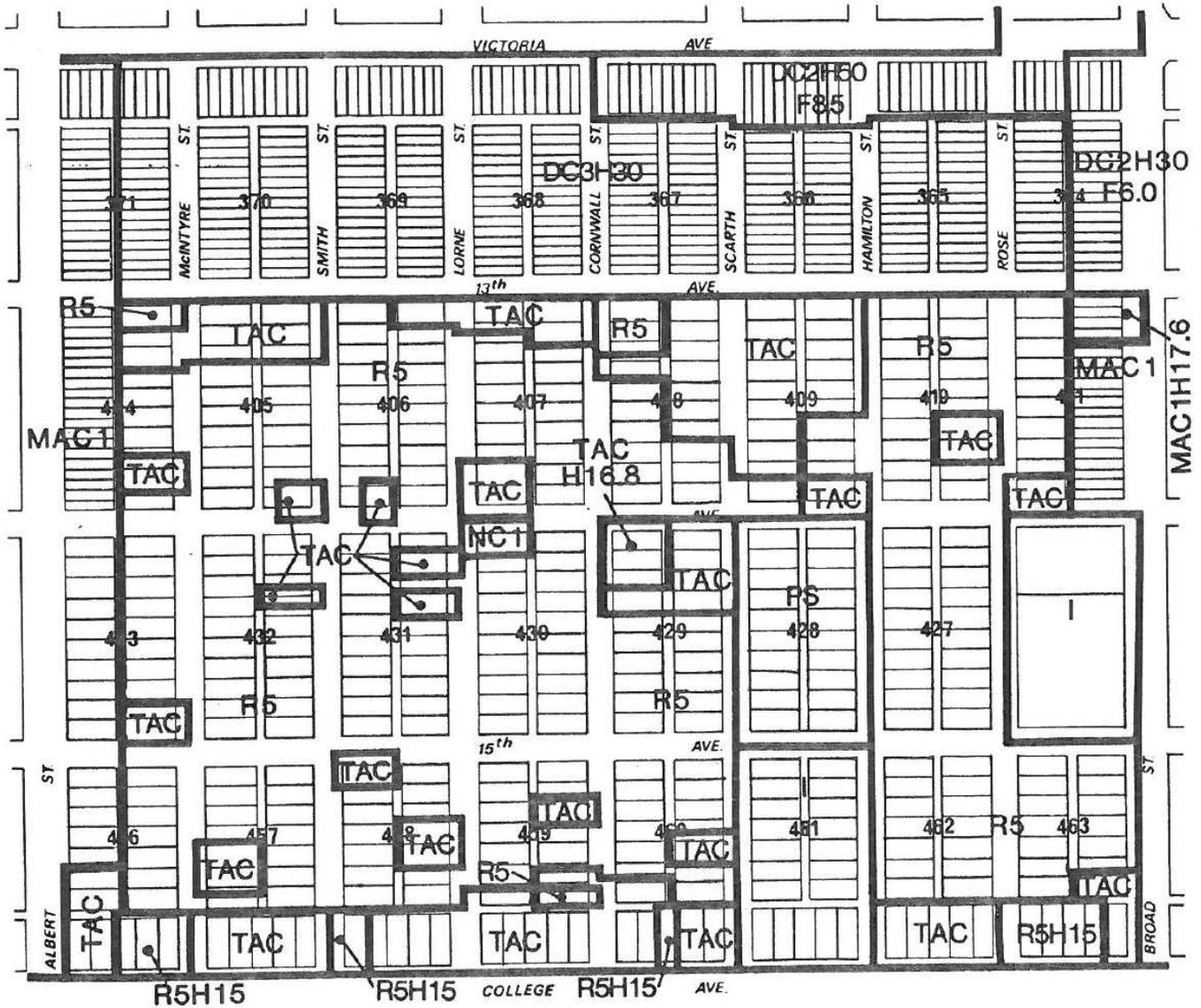
44.	2352	C. Wilson (Farm Light & Power)	1912		J. Walsh
45.	2353	J. A. Allan	1912		
Scarth Street					
46.	2049	St. Mary's (Blessed Sacrament)	1905	Gothic Revival	
47.	2076	James Duncan (Rosary Hall)	1905		
48.	2102	G. Barr Residence	1909		
49.	2331	Regina Coll. Institute (Central Collegiate)	1908		
50.	2398	T. B. Patton (Nicol Court)	1912	Classical Revival	Clemesha & Portnall
Rose Street					
51.	2266	John Weir	1911		
52.	2270		1912		
53.	2200 (2243)	Strathcona School	1910	Collegiate	
Albert Street					
54.	2231	Braemar Apartments	1928		
55.	2340	Saskatchewan Government Telephone Building	1924		S.V.E.
Date: August 20, 1982					
Abbreviations: S.V.E. - Edgar or Stan Storey and W.G. Van Egmond Architects  * Designated Municipal Heritage Property					
For more detailed information, please consult the inventory forms in the Urban Planning Department.					

Figures 13 and 14 on the following pages summarize the present and proposed zoning for the Transitional Area.

Current zoning (1993) is found in Bylaw No. 9250.

**FIGURE 13**

**PRESENT ZONING**



**LEGEND**

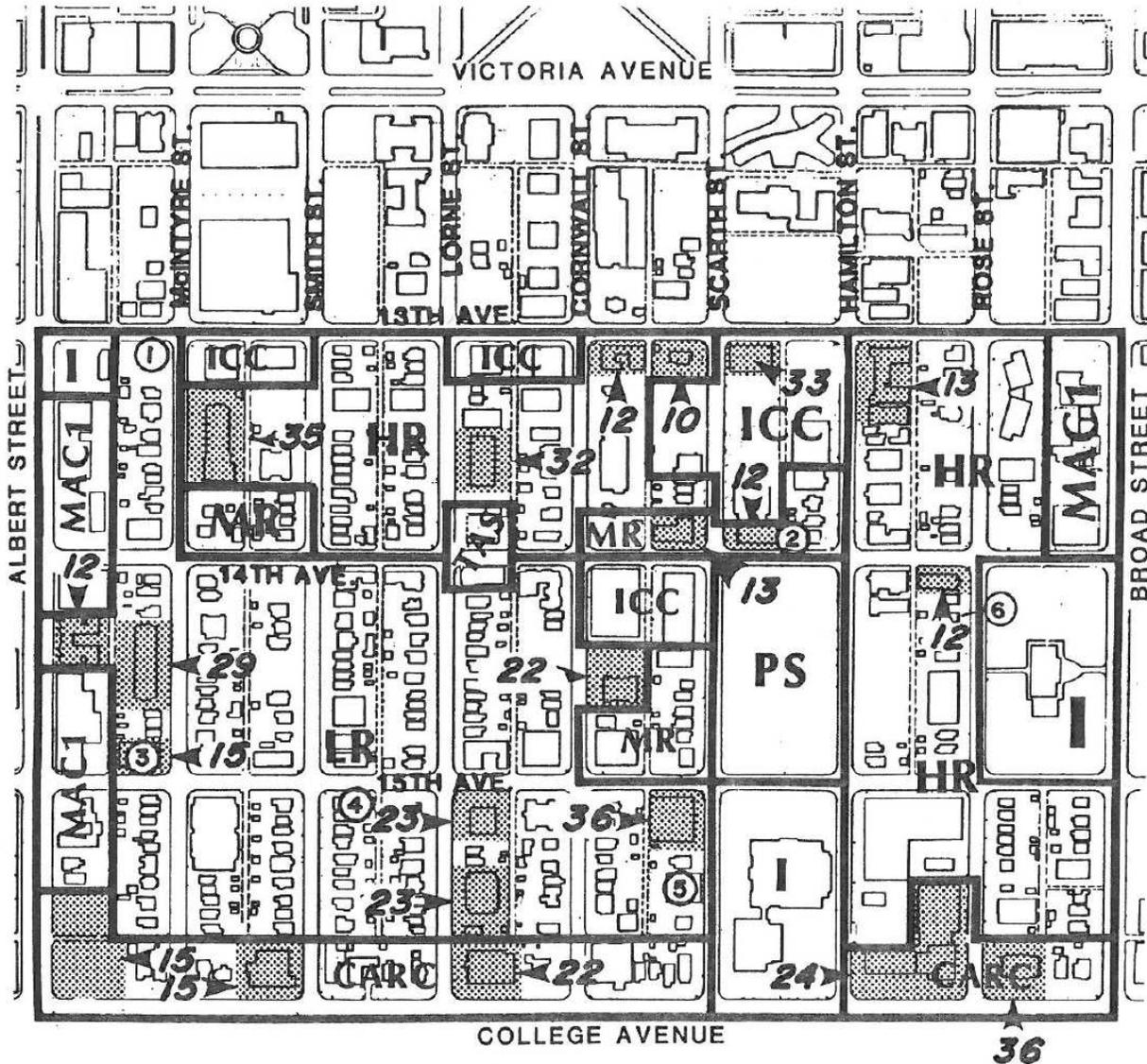
- DC - DOWNTOWN COMMERCIAL
- MAC - MAJOR ARTERIAL COMMERCIAL
- TAC - TRANSITIONAL AREA COMMERCIAL
- I - INSTITUTIONAL
- R5 - RESIDENTIAL
- PS - PUBLIC SERVICE
- H50 - 50 METER HEIGHT
- F6.0 - FLOOR AREA RATIO 6.0



SOURCE: TRANSITIONAL AREA DEVELOPMENT STRATEGY

REVISED: JUNE, 1983

# FIGURE 14\*



LAND USE ZONES (Proposed Zoning)

\* For actual zoning (1993) see Bylaw No. 9250

Legend

Transitional Area Residential

LR - Low-Rise Residential/Commercial District  
(Height = 8.25 to 15m; FAR = New infill 3.10,  
House-Form Lot infill 3.30)

MR - Medium-Rise Residential District  
(Height = 15m; FAR = 3.5)

HR - High-Rise Residential District  
(Height = 30m; FAR = 7.5)

MAC1 - Major Arterial Commercial I (15m)

ICC - Inner City Commercial (15m)

TAS - Transitional Area Service

CARC - College Avenue Residential/Commercial  
(Height = 8.25 to 15m; FAR = New infill 3.10,  
House-Form Lot infill 3.30)

I - Institutional

PS - Public Service

SPECIFIC USES:

- ① 2104 McIntyre Street
- ② 2014 - 14th Avenue
- ③ 2270 McIntyre Street
- ④ 2305 Smith Street
- ⑤ 2332 Scarth Street
- ⑥ 2218 Rose Street

▲ 22 Special Implementation Areas -  
height limit in metres





## **OFFICIAL COMMUNITY PLAN**

# **PART B.4 Regina Downtown Neighbourhood Plan**



# TABLE OF CONTENTS

<b>PART 1</b>	<b>INTRODUCTION.....</b>	<b>1</b>
1.0	Plan Approval Process .....	1
1.1	Purpose and Objectives .....	1
<b>PART 2</b>	<b>THE DOWNTOWN NEIGHBOURHOOD PLAN.....</b>	<b>3</b>
2.1	The Importance of a Great Downtown.....	3
2.2	Elements of a Successful Downtown Regina.....	4
2.2.1	Embracing the Winter City .....	4
2.2.2	A Resilient and Diverse Residential Population .....	4
2.2.3	Inviting Public Spaces.....	4
2.2.4	A Clear Identity.....	5
2.2.5	Pedestrian-Oriented.....	5
2.2.6	Appropriate Density .....	5
2.2.7	A Creative Sector Anchor .....	6
2.2.8	Accessible Movement Options.....	6
2.3	Vision and Principles .....	6
2.3.1	Vision Statement .....	6
2.3.2	Principles.....	7
2.4	Conceptual Neighbourhood Plan .....	10
2.5	Plan Policy Interpretation.....	12
2.6	Action Plan and Implementation Strategy Interpretation.....	13
<b>PART 3</b>	<b>PUBLIC REALM FRAMEWORK.....</b>	<b>14</b>
3.1	Purpose and Objectives .....	14
3.2	Creating a Successful Public Realm.....	14
3.2.1	Safety.....	15
3.2.2	Wayfinding.....	16
3.2.3	Accessibility .....	17
3.3	Streetscapes and Rights-of-Way .....	18
3.3.1	Heritage Streetscapes .....	19
3.3.2	General Streetscape Elements .....	21
3.3.3	Streetscape Typologies.....	22
3.3.4	Crosswalks .....	24
3.3.5	Transit Facilities.....	25
3.3.5.1	Transit Mall.....	25
3.3.5.2	Transit Shelters .....	26
3.3.6	Bicycle Infrastructure.....	28
3.3.6.1	Bike Lanes .....	28
3.3.6.2	Bike Parking .....	28
3.3.6.3	Cyclist Facilities for New Development.....	29
3.3.7	Public Street/Building Interface.....	30
3.3.7.1	Typical Interface .....	30
3.3.7.2	Individual Residential Units Interface .....	31
3.3.7.3	Institutional Interface.....	32

3.4	Open Spaces .....	33
3.4.1	Open Space Types .....	33
3.4.2	Civic Heart Type .....	35
3.4.2.1	City Hall Block.....	35
3.4.2.2	Library Block.....	37
3.4.2.3	Programming the Civic Heart.....	39
3.4.3	Plaza Type .....	40
3.4.3.1	City Square .....	41
3.4.3.2	Queen Elizabeth II Court.....	42
3.4.3.3	F. W. Hill Mall .....	44
3.4.4	Pocket Park Type .....	44
3.4.4.1	Pocket Parks North of Saskatchewan Drive .....	45
3.4.4.2	Train Station Park.....	45
3.4.5	Mid-block Connections and Linkages Type .....	46
3.4.5.1	Mid-block Connections .....	46
3.4.5.2	Improved Linkages to the North.....	47
3.4.5.3	Linkage to Mosaic Stadium and Evraz Place .....	47
3.5	Visual Prominence .....	49
3.5.1	Visual Prominence Types .....	49
3.5.2	Gateway Type .....	51
3.5.3	View Type .....	53
3.5.4	Landmark Frontages Type .....	54
3.5.4.1	Public Art.....	54

**PART 4 BUILT FORM FRAMEWORK ..... 56**

4.1	Purpose and Objectives .....	56
4.2	General Design Standards .....	58
4.3	Heritage Standards .....	59
4.3.1	Heritage Objectives.....	59
4.3.2	Heritage Guidelines for the Victoria Park Heritage Conservation District.....	61
4.3.3	Downtown Heritage Standards.....	63
4.4	Urban Structure .....	65
4.4.1	Character Framework.....	65
4.4.2	Precinct Character Areas.....	65
4.4.2.1	Cathedral Interface .....	65
4.4.2.2	Core Interface .....	66
4.4.2.3	Centre Square Interface .....	66
4.4.2.4	Downtown Edge Interface.....	66
4.4.2.5	Central Downtown.....	66
4.4.3	Built Form Character Areas.....	66
4.4.3.1	Grand Avenues .....	66
4.4.3.2	Cathedral/Core Neighbourhood Edge .....	67
4.4.3.3	Centre Square Neighbourhood .....	67
4.4.3.4	Urban Core .....	67
4.4.4	Frontage Condition .....	69
4.4.5	Build-to Lines and Build-to Ranges.....	69
4.4.6	Street Wall Height.....	69
4.4.7	Climate Controlled Pedestrian Linkages.....	70
4.4.8	Parking .....	71
4.4.9	Building Height and Density.....	72

4.4.9.1	Building Height .....	72
4.4.9.2	Density.....	72
4.5	Bonusing Framework .....	73
4.5.1	Bonusing Eligibility Criteria .....	73
4.5.2	Bonusable Community Amenities Evaluation .....	73
4.5.3	Bonusable Community Amenities List .....	74
<b>PART 5</b>	<b>ACTION PLAN.....</b>	<b>75</b>
5.0	Introduction .....	75
5.1	The 8 Big Moves .....	76
5.2	Action Items .....	78
5.3	Implementation Strategy .....	79
	<b>APPENDIX 1: PLAN BACKGROUND .....</b>	<b>80</b>
	<b>APPENDIX 2: STREETSCAPE TYPOLOGIES .....</b>	<b>88</b>
	<b>APPENDIX 3: DESIGN GUIDELINES FOR CLIMATE CONTROLLED PEDESTRIAN LINKAGES.....</b>	<b>98</b>
	<b>APPENDIX 4: URBAN DESIGN GLOSSARY .....</b>	<b>101</b>

## **Regina OCP – Part B**

### **Part B.4 –Regina Downtown Neighbourhood Plan**

## **PART 1 INTRODUCTION**

### **1.0 Plan Approval Process**

In the fall of 2007, Office for Urbanism, in association with UMA, Goldsmith Borgal & Company Architects, and urbanMetrics, was retained by the City of Regina to create a new downtown plan. Plan preparation included extensive community consultation, current policy context assessment, and best practices research and analysis.

On September 21, 2009 City Council considered the “Regina Downtown Neighbourhood Plan: Walk to Work” (August 31, 2009 draft) and directed the Administration to prepare a by-law amending Part G of the Regina Development Plan By-law No. 7877 (Official Community Plan). The Administration has put Council’s instructions into effect through the preparation of the Regina Downtown Neighbourhood Plan By-law.

### **1.1 Purpose and Objectives**

The purpose of the new Regina Downtown Neighbourhood Plan (the Plan) is to effectively guide future growth and strategic investment into infrastructure, development, and urban design for the next 20 years. Downtown Regina includes the area within the following boundaries: CPR railway line to the north; Osler Street to the east; 13th Avenue to the south; and Angus Street to the west, (see Figure 1.1). The Plan sets the stage for great urban living by creating a complete Downtown community; enhancing the role of the Downtown as the heart of Regina, the Capital City of Saskatchewan; and creating a clearer sense of place through strong urban design. To do so, the continued strength of the existing employment base is identified as a key asset upon which the future of Downtown Regina needs to be built.

The Plan identifies a number of strategies to direct decision-making related to infrastructure, development, programming, policy, and urban design investments that reflect the new Vision for Downtown Regina that was developed through an extensive public consultation process.

Specific objectives of the Plan are as follows:

- a) To fulfill the mandate of the official community plan Downtown policies, including Downtown’s function as a unique place with a one-of-a-kind retail area, as a residential community, as an economic centre, as an accessible place, and as a key element of city life.
- b) To determine current and future potential for development within the Downtown.
- c) To update and re-articulate the community Vision for Downtown Regina.
- d) To create a framework for development and land use with associated actions and policies for implementation, including recommendations for infrastructure and urban design enhancements.
- e) To identify a residential strategy and associated actions that consider Downtown’s relationship with existing communities.
- f) To create a 10-year public realm and open space strategy that adds to and enhances the existing public realm and open space systems.

- g) To celebrate the historical and heritage aspects of Downtown Regina through the articulation of heritage protection policies.
- h) To recommend alternative parking management approaches and transit realignments for better Downtown movement and accessibility.
- i) To create a cultural activity hub that will inspire creativity and innovation.

These objectives will be met through the Plan’s urban design guidelines and standards for physical change articulated within the Public Realm and Built Form frameworks. The Plan will be implemented through an Action Plan, which expresses the main objectives of the plan.

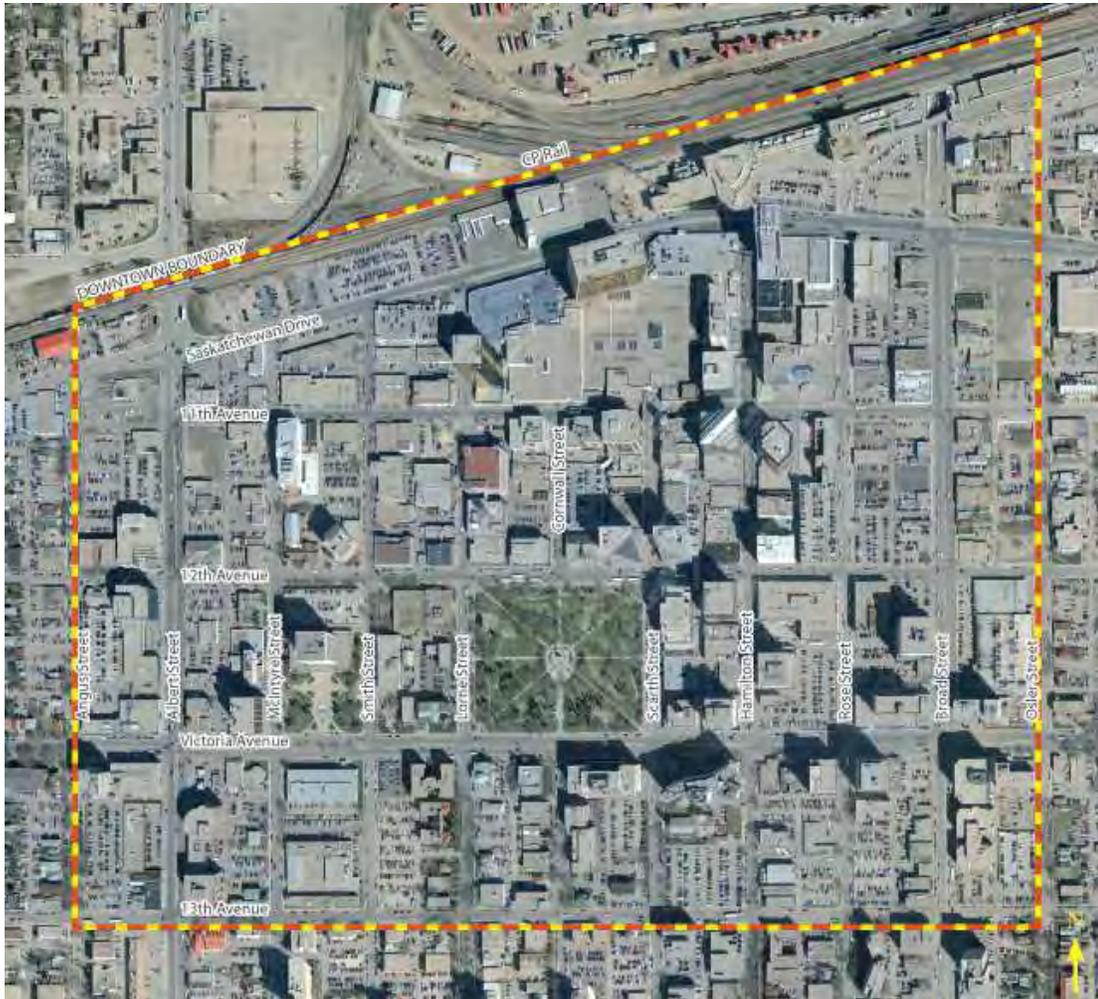


Figure 1.1: Boundaries of Downtown Regina

## **PART 2 The Downtown Neighbourhood Plan**

### **2.1 The Importance of a Great Downtown**

*“We shape our buildings, and afterwards our buildings shape us”.*

*– Winston Churchill*

Great cities have great downtowns. A great downtown is memorable and dramatic; life is played out on its streets. A great downtown is the drum that sets the rhythm of the city; there is a unique tune to every place. A great downtown draws people in; it inspires, energizes, and tells the story of the people who inhabit it - their dreams, aspirations, where they have been, and who they are becoming.

Downtown, in a multitude of ways, is the heart of the city. It is the preeminent civic, cultural, and commercial district. Urbanists, architects, sociologists, environmentalists, philosophers, and countless public intellectuals have observed that an intelligently designed downtown fosters the development of the most resilient and creative community in the city; one characterized by elements acting individually and in combination, that engender and sustain a high quality of life.

Thriving downtown areas facilitate vibrant cultural activities and commerce, attract tourists, incubate local independent businesses, accommodate a variety of lifestyle choices, make efficient use of existing municipal services and infrastructure, and offer a place for all to be. These attributes are unique to well designed downtown areas because downtowns have the necessary population density, mix of uses, variety of activities, pedestrian charm, built quality, and sense of place that enables this vitality.

In an era when we are becoming increasingly aware of the unsustainable nature of suburban, sprawling, automobile dependent environments, great downtowns offer both an ancient and a new hope: a place where we can live in safe communities that allow us to undertake all of the activities of daily life - work, school, leisure - on a smaller geographical footprint and on foot.

Downtown Regina’s opportunity is to become the great destination of Regina. By developing a truly pedestrian-oriented environment that is also unique from the rest of the city, living life on foot becomes a luxurious opportunity for all. The Regina Downtown Neighbourhood Plan offers a vision for a lifestyle that is more active and interactive; more entertaining and stimulating; more diverse and yet more identifiable as the national and international icon of the City.

## **2.2 Elements of a Successful Downtown Regina**

### **2.2.1 Embracing the Winter City**

It is possible to have active streets year-round in a Winter City. To do so it is necessary to embrace winter weather. In Winter Cities where winter is respected and celebrated, people prepare for winter by wearing proper weather protection, and by designing uses, open space systems, and forms of movement that acknowledge the need for frequent moments of reprieve from the weather.

The urban environment must comfortably accommodate people on the streets in all seasons. This can be achieved through the effective and efficient maintenance of the streets such as removing snow from all sidewalks and roads. It can also be addressed through urban design measures that mitigate wind, snow, and cold, as well as through building designs and land use planning decisions that explicitly seek to shelter people from winter conditions.

For example, providing a continuous building frontage at the edge of a street, with awnings that shelter a sidewalk, as well as multiple entrances, presents a significantly different winter condition, with fewer negative impacts, than walking through surface parking lots, which provide no shelter and provide no opportunity for reprieve. It is possible to plan to minimize these negative experiences, thereby making the Winter City less harsh.

Providing spaces that can be used for winter celebration is essential to creating a culture that uses winter to define its distinction. Flexible civic spaces that can be programmed for festivals year-round exist elsewhere. These festivals are celebrations, important tourist attractions, and cultural rituals - and they usually take place within these cities' downtowns.

### **2.2.2 A Resilient and Diverse Residential Population**

Many North American cities recognize the tremendous demand for downtown living, particularly from among the increasing numbers of young professionals, empty nesters, and students who want to live in proximity to employment, unique shops, theatres, museums, bars, and restaurants. Most thriving downtowns are comprised of such a demographic.

A downtown neighbourhood provides a stable critical mass of people who in turn provide a market for retail districts, commercial office space, entertainment venues, and recreational destinations. This critical mass should be comprised of a diverse population characterized by a range of ages and socio-economic groups, making it feasible to establish a high diversity of downtown activities, niche-markets, and service options.

To support a diverse residential neighbourhood, a variety of housing types and employment opportunities are also necessary, as are neighbourhood amenities such as public schools. The housing stock should accommodate residents from all income levels who want to live downtown at any point in their life cycle. Diverse residential neighbourhoods in proximity to the downtown will benefit from nearby shopping, entertainment, and dining options. Correspondingly, downtown areas will benefit from the supplementary influx of pedestrian traffic supplied by adjacent neighbourhood inhabitants and by transit users who are attracted to the downtown's activities, shops, and other amenities.

### **2.2.3 Inviting Public Spaces**

Designed correctly, public spaces provide opportunities for improving the quality of life for those who work, live, and visit the downtown. Public spaces inspire people to walk and to linger in the downtown. They offer opportunities for reinvestment; serve as the primary locations for civic

assembly to celebrate, protest, or mourn; accommodate a variety of seasonal events including concerts, festivals and artisan displays; provide a safe and inviting locale; and offer street level storefront activity opportunities in adjacent surrounding buildings.

#### **2.2.4 A Clear Identity**

A downtown becomes memorable when it possesses a clear visual identity; an identity that functions as a symbol of place and of city. Identity is a part of the distinction of a place, distinction that attracts people to live, work, and play. A cornerstone of placemaking is the protection and enhancement of the authentic, unique, and memorable qualities that distinguish an area and define its identity, such as heritage, natural features, and architecture.

Architectural landmarks not only contribute to creating a sense of place and history through distinctive details, materials, and spaces, they also offer opportunities for adaptive reuse and integration into the downtown's fabric. They increase economic value for residential tenants and business owners alike, and they become tourist attractions. The city's built form, expressed through the skyline, is a key part of its visual identity. The unique mix of heritage buildings in a downtown setting tell the story of a place over time, a story that is as specific and unique as the visible historic fabric.

Identity can be heightened through a distinctive wayfinding and signage strategy that connects downtown destinations and provides convenient navigation between places.

#### **2.2.5 Pedestrian-Oriented**

Walking is the most affordable, equitable, and sustainable of all forms of transportation and is essential both as a means of movement and as a form of recreation. It should be supported by the built form of the urban environment, as well as with safe and comfortable connections between downtown destinations. This will inspire people to walk.

Quality of life and community development are associated with, and directly affected by, pedestrian activity. Pedestrian-oriented urban places are critical, since they generate a lively streetscape and reason for people to interact with each other and contribute to the landscape of civic life. Local businesses and restaurants located in an urban setting rely on walk-by customers. By locating commercial amenities within walking distances, it becomes possible to shape the built environment and social infrastructure in a way that enhances pedestrian movement and in a form that ultimately reduces dependence on the automobile for short journeys.

#### **2.2.6 Appropriate Density**

In order for a range of commercial, institutional, and cultural amenities, as well as public transit, to be viable in the downtown, a critical mass of people is required. If densities are too low, businesses will not survive. If densities are too high, or inappropriately configured throughout an urban landscape, infrastructure will be insufficient and new development will detract from, rather than contribute to, the urban fabric. More specifically, if too much density is accommodated on limited sites in the short-term, many other sites that are currently "gaps" in the urban fabric will not be developed in the near term. As such, density needs to be accommodated in an appropriate form in order to create vibrant streetscapes and interesting public places.

When gaps in the urban fabric are filled, walking becomes more desirable. There is interest, amenity, and activity for the pedestrian. Distances seem shorter, weather is easier to mitigate, and the likelihood of interacting with others increases. Determining the appropriate density for any urban environment is linked to an assessment of the critical mass of people required, anticipated growth rates, and the amount of infill necessary to begin to create a continuous public realm.

## **2.2.7 A Creative Sector Anchor**

Creative sectors include industries related to the visual arts, performing arts, knowledge-based sectors (such as academia and technical professions), hospitality and tourism, and of course the commercial sector. These symbiotic industries are recognized as a key driving force for economic development in urban environments. Further, the clustering - in which people, industries, and employment opportunities and interests locate in proximity to one another - of these professions is recognized to be essential to the economic health of cities and their regions.

Creative clustering allows individuals to interact as a community and to succeed both as individuals and as a cluster. Private businesses, small entrepreneurial initiatives, cultural organizations, non-profit organizations, and individuals involved in all stages of the creative process, ranging from full time workers to freelancers, all benefit from clustering in the downtown, due to shared interests and synergies. The existence and close proximity of different kinds of creative sector contributors produce a wide range of creative and cultural goods and services, lead to innovation, and contribute to the downtown's identity.

Downtowns should strive to become anchors for the creative community, recognized by many to be the core force of growth in our future economy. The synergies and benefits of becoming a creative sector anchor are many. These include: added value for commerce and housing; job creation, retention, and expansion in desirable sectors which in turn propagate a desirable built form and sense of place; and establishing the downtown as a hub for talent and tremendous economic development potential.

## **2.2.8 Accessible Movement Options**

An important consideration for developing a complete, walkable, dense, and vibrant downtown is the improvement of transit service to truly become supportive of a more active downtown. Regular, reliable, and convenient transit service will encourage new residents to live a car-free downtown lifestyle and will enable visitors to travel downtown without automobiles, to enjoy the downtown's character, amenities, and activities on foot, and to frequent local businesses.

A key impact of improved transit will be to reduce the need for surface parking in the downtown, freeing-up existing lots to be redeveloped. The reduction of downtown surface parking lots will fill gaps in the public realm. New development will contribute to further improvement of downtown's character and physical coherence, attract new residents who in turn will support enhanced amenity, and create an increasingly vibrant environment.

## **2.3 Vision and Principles**

The Vision Statement expresses the rationale for the Regina Downtown Neighbourhood Plan, on which all directions, recommendations, and actions have been based. This is a statement espoused by the public and reflects the desired outcome of this Plan. Future Downtown developments will be reviewed for consistency with the Vision and Principles that follow.

### **2.3.1 Vision Statement**

*In 20 years, Downtown Regina will be a new complete neighbourhood with a community of people from all walks of life who thrive in an active, accessible, green and historic urban setting, and who, if they choose, are able to walk to work.*

*This neighbourhood will include families, students, older and young adults, empty nesters and professionals, and will be sustained by a strong employment, retail, and commercial base.*

*Downtown Regina will also be a cultural hub, a place where residents from across the city and tourists alike come to meet one another, to experience beauty in an urban setting, to visit galleries, to attend events, to access services, to shop at one-of-a-kind specialty retail stores and to dine at one-of-a-kind restaurants. It will be a place where entrepreneurship flourishes.*

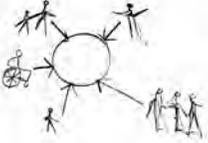
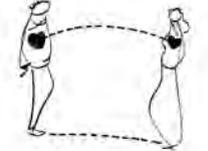
*As a result of building standards that promote environmental sustainability and a high-quality living environment, as well as urban design investments that seek to create an exceptional public realm, the Downtown, as the central place for all Reginans, will be a place of distinction and beauty.*

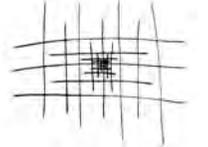


**Figure 2.1:** Conceptual Image of the Future of Downtown Regina

### 2.3.2 Principles

Twelve Principles stem from the Vision for Downtown Regina. These Principles are in keeping with the necessary elements of a great downtown and have been fundamentally informed by the public consultation process. The Principles function as a guiding framework to ensure that the Vision is clearly translated into the Regina Downtown Neighbourhood Plan’s policies and actions, and are also rooted in every one of the Big Moves. More importantly, these Principles must be taken as a whole. All of these Principles, in equal measure, must be respected to fulfill the Vision. The Principles are the most static part of the Plan and should be used to guide decision-making over the long term.

	<p><b>Principle 1: For all Regina</b></p> <p>Downtown should be integral and integrated with the city and region, a welcome social gathering place for all of Regina.</p>
	<p><b>Principle 2: A Complete, Livable Community</b></p> <p>Downtown should be a neighbourhood where people live, work, meet, stroll, shop, congregate, observe, play, and worship.</p>
	<p><b>Principle 3: Gorgeous</b></p> <p>Downtown should be a source of civic pride, with a strong identity.</p>
	<p><b>Principle 4: Connected</b></p> <p>Downtown should connect to surrounding neighbourhoods and to the activities within.</p>
	<p><b>Principle 5: Dynamic</b></p> <p>Downtown should be animated and vibrant 24 - 7 - 12. Built form should encourage small enterprises, different-scaled spaces, and a mix of uses.</p>
	<p><b>Principle 6: A Hub</b></p> <p>Downtown should be a centre of arts, culture, creativity, innovation, and knowledge and an incubator for artists and entrepreneurs.</p>
	<p><b>Principle 7: Walkable + Multi-modal</b></p> <p>Downtown should offer a built form and open space system that encourages people to walk and enables transportation options.</p>

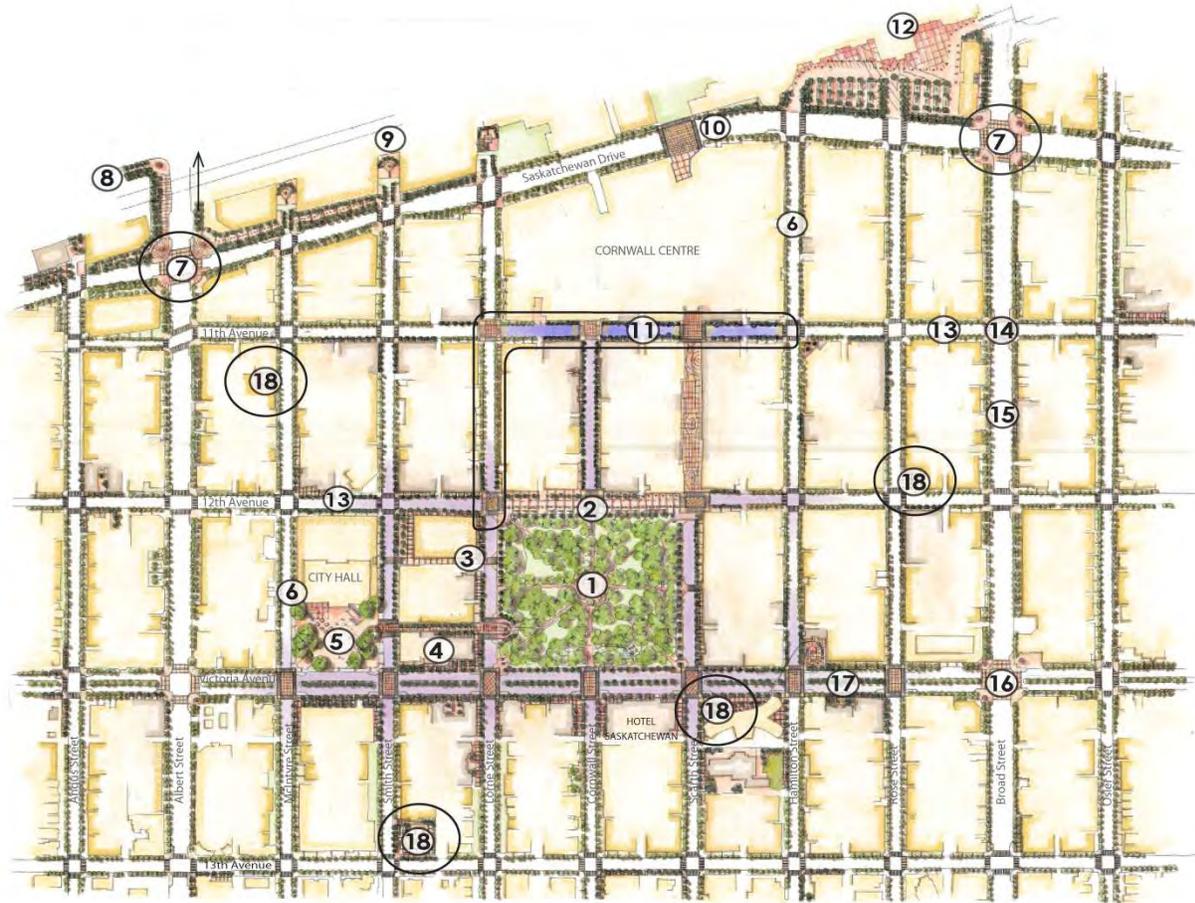
	<p><b>Principle 8: Safe</b></p> <p>Downtown should be an environment where people feel safe and welcome, providing “eyes on the street”, animation, and clear pedestrian environments.</p>
	<p><b>Principle 9: Healthy</b></p> <p>Downtown should foster healthy lifestyles and sustainable environments.</p>
	<p><b>Principle 10: Accessible, Inclusive, and Diverse</b></p> <p>Downtown should be open to all and should foster a diversity of uses, people, activities, and living choices.</p>
	<p><b>Principle 11: Adaptive Re-use</b></p> <p>Downtown should build upon its unique identity and heritage: buildings, streets, and landscapes.</p>
	<p><b>Principle 12: The Best Place to Invest</b></p> <p>Downtown Regina is, and should continue to be, the best place to invest both private and public sector dollars. New commercial developments – office, retail, and services – are welcome and will be supported.</p>

## 2.4 Conceptual Neighbourhood Plan

This Conceptual Downtown Neighbourhood Plan demonstrates one possible outcome of the Vision. It illustrates the inter-relationship between streetscape improvements, a new public open space strategy, defined new gateways, and the full build-out of currently vacant or under-built sites. (Map 1)

Conceptual Plan Key Design Moves:

- 1) Victoria Park is the focal point of the Downtown and is surrounded by active uses.
- 2) Plaza treatment extends the City Square and roads can be closed to host additional festivals and events.
- 3) Unique streetscape in heritage core (Victoria Park area) and in front of other historic buildings.
- 4) Pedestrian linkage from Queen Elizabeth II Court to Victoria Park.
- 5) Queen Elizabeth II Court animated with active edges including café spill-out, engaging summer and winter water features, and a variety of amenities.
- 6) Friendly façade treatments throughout the Downtown, particularly on all public buildings.
- 7) Gateways into the Downtown can include public art.
- 8) Pedestrian linkage to Mosaic Stadium/Evraz Place (Dewdney Avenue Corridor).
- 9) Possible small pocket parks or building features at the termini of north-south streets.
- 10) Broad sidewalks and double row of trees for Saskatchewan Drive, Broad Street, and Albert Street.
- 11) Possible new high quality transit shelters along a transit hub waiting area.
- 12) Create a train station park at the location of the historic park.
- 13) Immediate conversion to two-way east-west streets.
- 14) Pedestrian crosswalks at all Downtown intersections.
- 15) Bike lanes on key Downtown streets.
- 16) Special crosswalks at intersections along Victoria Avenue.
- 17) Reinstate grand landscaping treatment for Victoria Avenue.
- 18) New or revitalized pocket parks (shown as conceptual; locations to be determined).



**Map 1: Conceptual Downtown Neighbourhood Plan**

## 2.5 Plan Policy Interpretation

The Regina Downtown Neighbourhood Plan uses language that is both general and very specific. Where specific language is used, it is meant to give clear and unambiguous direction to both the Development Officer and the development industry.

All maps included in this plan are considered to form part of the Regina Downtown Neighbourhood Plan by-law. All figures in this plan are considered to form part of the Regina Downtown Neighbourhood Plan by-law. Should an inconsistency arise between a policy and a map or figure, the policy will take precedence. All Appendices attached to this plan are considered to be supporting information and do not form part of the Regina Downtown Neighbourhood Plan by-law. Appendices are included to provide context for the Plan's policies and to assist with policy interpretation.

All development applications within the Downtown are subject to the provisions of the Plan. Amendments will be prepared for the Downtown area in Regina Zoning By-law No. 9250 guided by the Regina Downtown Neighbourhood Plan's Public Realm and Built Form frameworks.

In order to ensure the Plan continues to meet its objectives, the Administration will provide regular reporting. Reports will consider and summarize the following Plan components:

- an overview of the Action Plan status, an update on the implementation of individual Actions, and recommendations related to emerging issues and proposed new Actions to address them; and
- implementation of the urban design review process, including proposed amendments to the process and proposed refinements to the bonusing framework and community amenities requirement.

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and must be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable features of fixed boundaries such as property lines, roads, or utility rights-of-way.

Where a purpose or rationale statement accompanies a policy, it is provided for information purposes only in order to enhance understanding of the policy. Should an inconsistency arise between the purpose or rationale statement and a policy, the policy will take precedence.

Where "must" or "shall" are used in a policy, the policy is considered mandatory. In most cases, policy standards apply to whole street blocks or entire districts. Individual development sites must comply with the standards in order to ensure the full extent of the policy direction is attained and that maximum benefit accrues to the broader area. Often, a variety of options are available in order for a development to comply with the policy standard. In other circumstances, additional development rights are available to proponents in exchange for specified community amenity contributions. It should be noted, too, that all other applicable codes and by-laws remain in force and effect.

Where "should" is used in a policy, the intent is that the policy is to be complied with to the extent possible in the specific development circumstance. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy. In such circumstances and where the proponent has demonstrated achievement of the policy intent, development can proceed without

need for Plan by-law amendment. It should be noted, too, that all other applicable codes and by-laws remain in force and effect.

Where “may” or “encourage” are used in a policy, they are provided as a guideline or suggested means of implementing the intent of the policy.

## **2.6 Action Plan and Implementation Strategy Interpretation**

In order to realize the potential of the Downtown as envisioned in the Regina Downtown Neighbourhood Plan, the key will be the successful implementation of its Public Realm and Built Form Frameworks and its Action Plan. The Action Plan’s list of projects, studies, and programs should not be interpreted as final or comprehensive. At the same time, it should be understood that the actions identified have been carefully selected in order to improve the Public Realm and set the stage for private sector investments. Additional projects and studies should also be based on these factors. Time frames for these projects will depend on City of Regina work programs and priorities as well as on the priorities of other Downtown stakeholders. Specific timing of projects and studies identified in Part 5 will in some cases be set by Council, either through reporting on specific projects or studies or through approving corporate work programs. The Action Plan list of actions serves to guide the development of future work programs.

Being a visionary, strategic, and policy document, the Plan does not include specific financial cost estimates for individual projects or initiatives. Costing will be done at the time of further reporting to Council on specific actions or initiatives or through the budget process. Funding may come from Bonusing Framework contributions, partnerships, local improvement by-laws, community revitalization levies, the operating budget, the capital budget, combinations of sources, or new yet to be determined sources.

The Action Plan details will be worked out as part of the plan implementation process.

## **PART 3 PUBLIC REALM FRAMEWORK**

### **3.1 Purpose and Objectives**

The Public Realm Framework is the general plan that defines and guides the implementation of the Regina Downtown Neighbourhood Plan with respect to the existing and potential Downtown elements that are primarily in public ownership. This includes public uses, all public open spaces, and streetscapes. The Public Realm Framework shapes the most prominent and visible aspects of the urban environment and, therefore, determines the character and the quality of the Downtown experience.

Consistent with the Vision for Downtown Regina, the purpose of the Public Realm Framework is to ensure that the quality and character of the public realm will enhance Downtown's livability, economic vitality, aesthetic quality, and pedestrian environment. The key objective of the Public Realm Framework is to develop a legible, coherent, and appealing physical environment. This is accomplished by identifying and coordinating improvements to the public realm in keeping with the Vision.

By articulating the objectives for the public realm that are necessary for bringing the long-term Vision to fruition, this framework serves as the primary guide for informing and making decisions with respect to capital improvements and strategies. The City of Regina must lead by example, creating a splendid public realm that exhibits the highest quality in design and materials. Regina's leadership must extend beyond the physical infrastructure to include regular maintenance and upkeep, programming of public spaces, and monitoring and enforcement. Together, these actions will set a high standard for Downtown public spaces, providing public benefit and inspiring private investment to follow suit.

The components that comprise the Public Realm Framework are:

- Creating a Successful Public Realm (section 3.2)
- Streetscapes and Rights-of-way (section 3.3)
- Open Spaces (section 3.4)
- Visual Prominence (section 3.5)

Each component is a strategy on its own and contains detailed guidelines and/or standards that make reference to specific locations, streets, and typologies.

### **3.2 Creating a Successful Public Realm**

#### **Introduction**

A successful public realm is and is perceived as safe, is easy to navigate, and is barrier-free. Safety, wayfinding, and accessibility improvements will enhance the Downtown for all users and will encourage still more users attracted by a successful public realm.

### 3.2.1 Safety

#### Intent

How the public realm is designed, programmed, and interfaces with surrounding streets and land uses are crucial to its capacity to attract and delight a broad spectrum of users and to ensure the Downtown is a place where people feel safe and comfortable. Accordingly, principles that build on Crime Prevention Through Environmental Design (CPTED) are to be applied to all Downtown public open spaces.

CPTED is a proactive crime prevention strategy utilized by planners, architects, police services, security professionals, and everyday users of space. It is a world-wide strategy based on common sense. CPTED advocates the proper design and effective use of the built environment to lead to reductions in the incidence and fear of crime and to overall improvements in quality of life.

#### Objectives

Building upon CPTED, design objectives for the public realm include:

- a) Provide active building frontages facing public spaces, including entrances and windows, to ensure people's "eyes" are on the space, thus enhancing the sense of safety and discouraging inappropriate behaviour.
- b) Facilitate active uses within public spaces including sidewalk patios, outdoor displays, buskers, festivals, and the like.
- c) Design the public realm to enable ease of access and egress and avoid the creation of entrapment spots that are not highly visible or well-used.
- d) Include a variety of activities and a mix of surrounding uses to facilitate constant public use and/or surveillance of the space in all hours and seasons.
- e) Ensure clear views of surrounding areas of streets and open spaces.
- f) Incorporate adequate lighting to ensure all areas of circulation, entrance, and connection are lit.
- g) Use legible signs and orienting devices such as landmarks and pathways.

#### **Policy 1:**

**THAT the City of Regina shall use CPTED principles to enhance safety in the design of public spaces in the Downtown.**

### **3.2.2 Wayfinding**

#### **Intent**

Wayfinding orients all Downtown users to ensure they are able to move with ease and confidence. All elements of the public realm and built form have the potential to contribute to this orientation. Wayfinding tools include signs, graphic communications, spatial markers, streetscape elements, building design, the street network and space planning. All elements should work together to ensure that routes are easily understood and navigated and that destinations are clear. The Public Realm Framework is designed to contribute to clear wayfinding, such as designing for visual prominence and providing unique streetscape treatments. These approaches are useful for both residents and visitors.

Of particular assistance to visitors are graphic communications, including street signs, directional signage, and maps. Downtown Regina should establish a continuity of signs throughout, with all key cultural destinations identified by signage and maps. This may require the co-ordination or redesign of signage for transit routes.

#### **Objectives**

Design objectives for wayfinding are:

- a) Ensure the built form reinforces a clearly navigable environment.
- b) Ensure street signs are easily legible for pedestrians and vehicles.
- c) Ensure building addressing is clearly seen from the street for all buildings.
- d) Design public spaces and landscapes to maintain and reinforce views of landmark buildings, public art, and open spaces.

#### **Policy 2:**

**THAT the City of Regina shall collaborate with downtown stakeholders to implement a signage and wayfinding system for Downtown Regina.**

### **3.2.3 Accessibility**

#### **Intent**

Downtown Regina should promote barrier-free accessibility for all users throughout, particularly to improve opportunities for employment and education. This includes careful attention to navigation: through smooth grading of surfaces, clear routes, and obvious wayfinding cues.

#### **Objectives**

Design objectives for accessibility are:

- a) Ground surfaces should be stable, firm, and slip-resistant and have smooth transitions in level.
- b) Circulation routes and building entrances should be barrier-free and utilize contrasting materials, textures, and/or colours for visual guidance. Locate trees, poles, benches, utilities, and other streetscape elements outside of main circulation routes.
- c) Provide flat areas at building entrances, crosswalks, transit stops, and other waiting areas.
- d) Ensure all pedestrian spaces including sidewalks, walkways, crosswalks, and open spaces are linked in a continuous network and provide connections to buildings, parking, and transit, that are also wheelchair accessible.
- e) Public spaces and wayfinding signage should be well lit at night.
- f) Encourage universal design principles for new developments and redevelopment projects.
- g) Provide extensive snow clearing to maintain surfaces for pedestrians, cyclists, strollers, and wheelchairs throughout the winter.

#### **Policy 3:**

THAT the City of Regina shall consider barrier-free accessibility in the design of public spaces in Downtown Regina to promote accessibility for all users.

### 3.3 Streetscapes and Rights-of-Way

#### Introduction

The design of streetscapes is intended to enhance the Downtown experience and nurture a culture of walking. Streets are the primary component of the public realm and supplement the open space network by providing pedestrian and green amenities. Downtown streets also function as access routes to key services for rural Saskatchewan. Maintaining Downtown permeability through the conservation of street functions is important in this regard. Streetscapes strengthen precinct and heritage area identities and reinforce visual and physical connections across the Downtown and to adjacent neighbourhoods. Buildings play an important role in shaping the character of the street and the Public Realm Framework has been designed to reinforce this relationship.

#### Intent

The use of space within the public right-of-way should reflect the importance placed on its various users and modes of movement. The Regina Downtown Neighbourhood Plan seeks to shift the culture of vehicle use in the Downtown to one focused on active transportation – walking, cycling, and transit. As a consequence, space given to sidewalks and bike lanes must be generous and consistent throughout the Downtown, such that it creates a safe environment for active transportation, validates these users, and signals the importance of these forms of movement to drivers. To achieve this, space in the public right-of-way should be reallocated.

The Public Realm Framework, as it relates to streetscapes, seeks to rebalance the configuration of streets to provide for and emphasize the primacy of the pedestrian. To realize the desired character and function of Downtown streetscapes, it will be imperative to ensure that pedestrian movement and the importance of cycling inform decisions about lane widths. Inevitably, more urban lane width standards will be required. Also, particular consideration will need to be given to transit needs, such as the integration of bus stops on streets with bulb-outs or with on-street parking.

#### **Policy 4:**

**THAT the City of Regina shall, over time, amend policies and standards to prioritize active transportation over vehicle use in the Downtown.**

### 3.3.1 Heritage Streetscapes

#### Intent

Public realm elements should bring attention to and complement the Downtown's historic buildings and landscapes. This includes a distinct public realm treatment for the Heritage Heart, the area focused around Victoria Park and Victoria Avenue (from Albert Street to Broad Street), and its heritage streetscape shown in Map 2 where there is a significant number of contiguous heritage buildings and landscapes.

A special streetscape treatment should be designed for both the Heritage Heart as a distinct district and for stand-alone heritage buildings elsewhere in the Downtown, where it can be applied to the sidewalk immediately in front of these buildings (also see section 3.3.2).

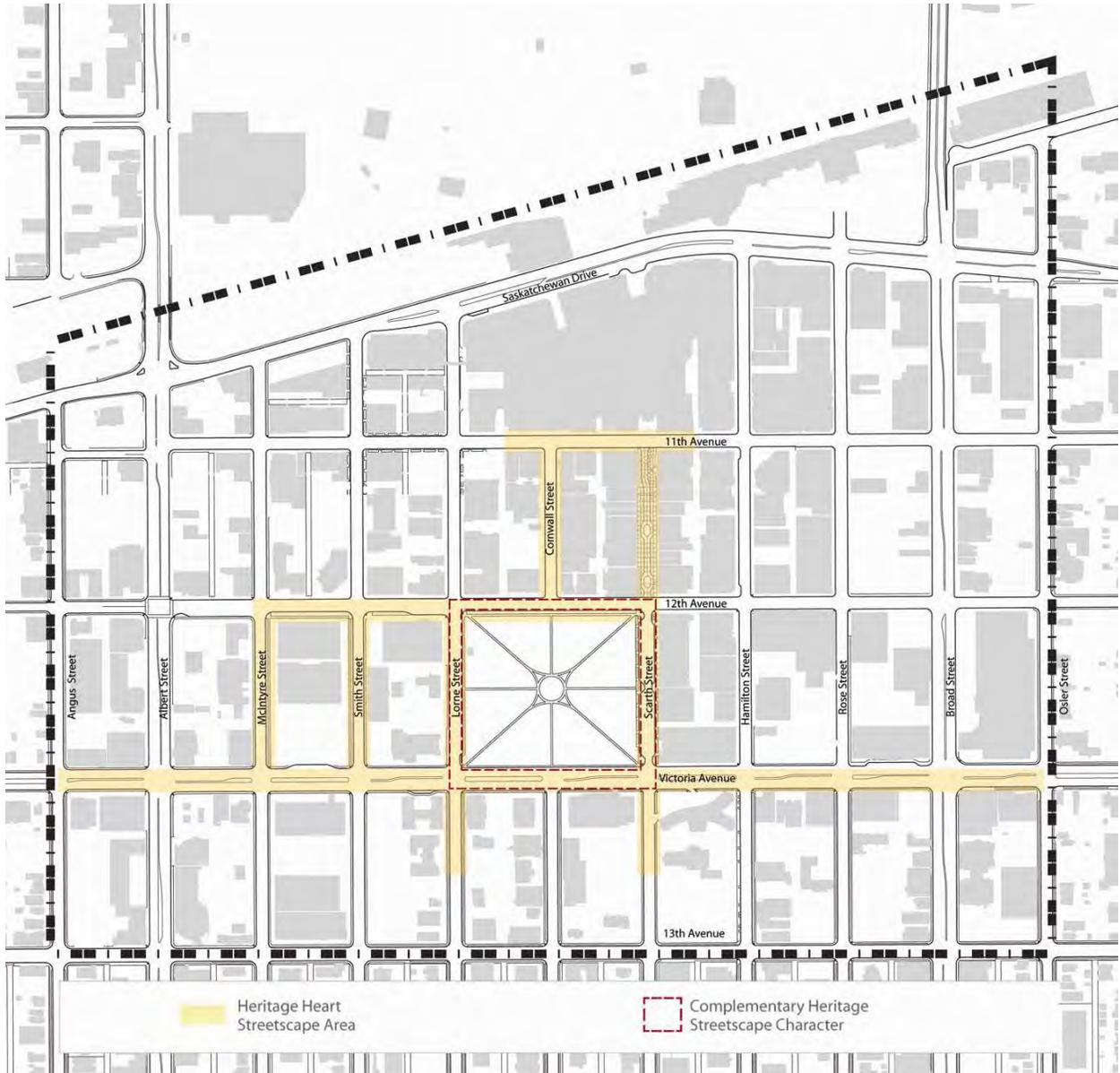
#### Objectives

Design objectives for heritage resources located along Heritage Streetscapes include:

- a) Contribute to the conservation of significant historic places and to the heritage character of the district.
- b) Create a high quality and consistent image for the Heritage Heart. This area corresponds to the core of the Downtown and the primary tourist area.
- c) Emphasize the visual prominence of heritage buildings, for example by spacing street trees further apart or locating them to emphasize special features such as entrances or architectural elements.
- d) Provide an enriched cultural environment by communicating historical information through interpretive signs and elements.
- e) Use hard vertical landscape elements such as bollards, lighting, and/or signage to define spaces such as the edge of the sidewalk in place of street trees where desirable.
- f) Emphasis should be placed on design measures that are winter friendly because vertical elements are visible and can be experienced in all seasons.
- g) Incorporate historical references into the design of hard landscape elements, for example the name of the building and its date of construction in the paving.
- h) Incorporate subtle variation in the streetscape treatment, for example by varying paving, materials, hard landscape elements, tree species, colour palette, and/or texture.

#### **Policy 5:**

**THAT the City of Regina should ensure the visual prominence of heritage streetscapes and heritage buildings in Downtown Regina through the implementation of complementary public realm improvements and the application of design standards and controls in the zoning bylaw.**



Map 2: Heritage Heart

### 3.3.2 General Streetscape Elements

#### Intent

A variety of elements – street trees, paving materials, street furnishings, signage, and others – combine with the buildings and uses that line the public realm to create a streetscape. The streetscape typologies direct how the right-of-way elements should be organized, depending on the function of the street and its role within the overall Downtown system. Direction is also provided for other right-of-way elements including: crosswalks, transit facilities, cycling facilities, and the relationship between buildings that line the street edge (particularly at street level) and the right-of-way itself.

#### Objectives

- a) As part of creating a great pedestrian realm and creating a green Downtown, trees should line all streets.
- b) As streets are renewed, sufficient space must be allocated within rights-of-way to accommodate tree growing conditions, including rooting medium, irrigation, aeration, space to grow, and access to light.
- c) Urban trees undergo high stress and tend to have shorter life spans, no matter how extensive their supporting conditions. The City of Regina should provide a high level of care and maintenance and, when necessary, replacement.
- d) Streetscape elements and materials should be of high quality, inclusive of paving, lighting, bollards, benches, waste receptacles, utility boxes, paving materials, tree grates, vending boxes, signage, wayfinding, and transit shelters, among others.
- e) These elements should be coordinated along streets to create a well-designed, cohesive, and legible public realm consistent throughout the Downtown.
- f) Streetscape elements should be used sparingly and consolidated where possible, in order to reduce clutter and create a clean, legible streetscape environment.
- g) Subtle variation in streetscape character should occur for special circumstances, such as for the Heritage Heart Streetscape Area (see Map 2).

#### **Policy 6:**

**THAT the City of Regina shall standardize streetscape elements and typologies to ensure the Downtown maintains a healthy urban forest and consists of a well-designed, legible and consistent streetscape.**

### 3.3.3 Streetscape Typologies

#### Intent

A hierarchy of streetscapes is proposed that distinguishes streets by unique characteristics. The hierarchy is intended to reinforce the original urban design functions with respect to land uses; level of pedestrian, cycling, and vehicular use; and their visual and physical connectivity to features, landmarks, and destinations.

The components that together comprise the Streetscape Typologies are:

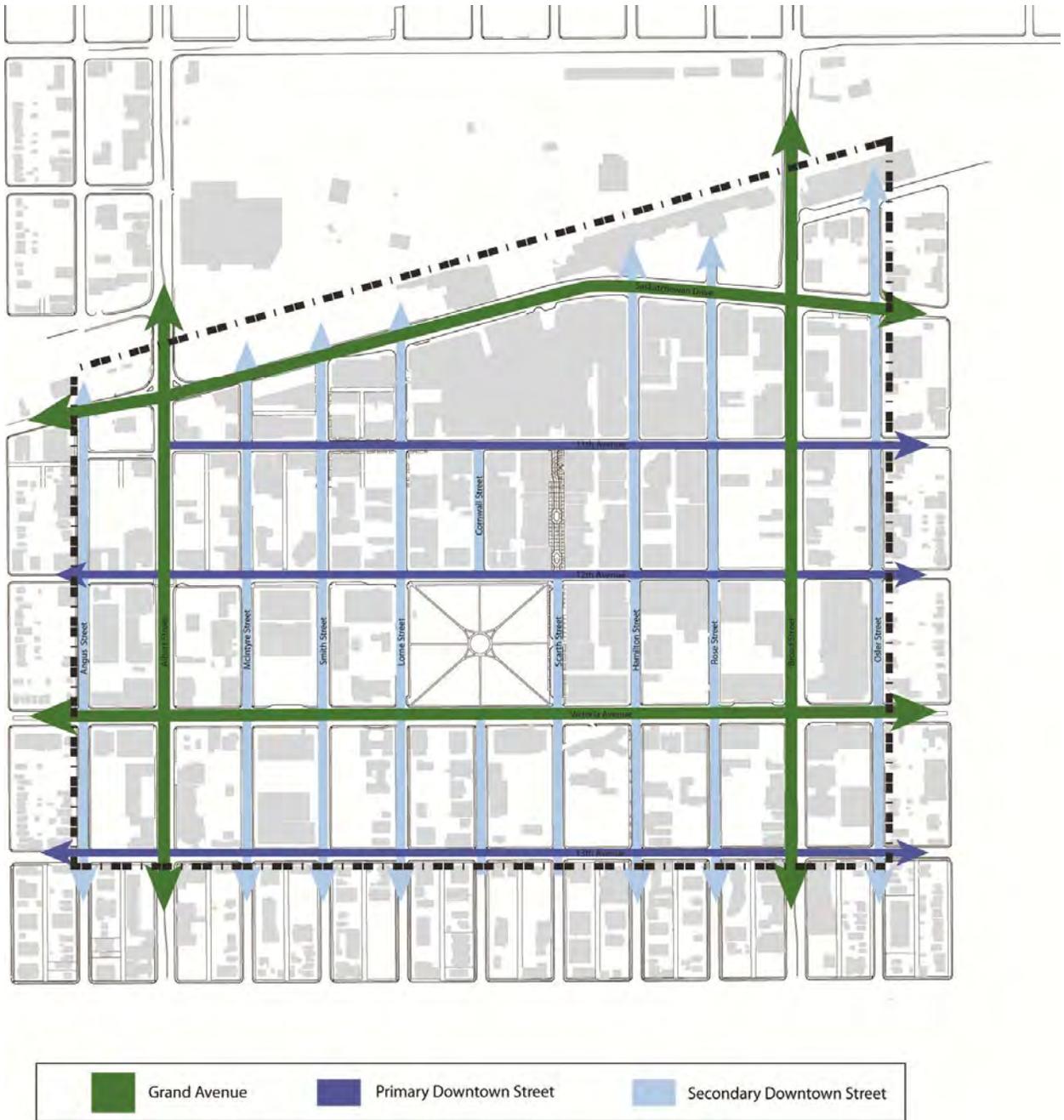
- Grand Avenues
- Primary Streets
- Secondary Streets
- Alternative Street Configurations

The Streetscape Typologies, as illustrated on Map 3, organize streets by type based on their current or planned character and function. The diagrams and descriptions in Appendix 2 represent prototypical conceptual design qualities for each streetscape type. They are not meant to illustrate particular Downtown locations; instead, they provide recommendations for the allocation of space and the look and feel of each typology.

As examples, the streetscape typologies demonstrate how the right-of-way could be allocated for various street types to be in keeping with the Vision. It is expected that these street sections will be refined, in the context of the development of alternative Downtown street standards. These streetscapes will require revised approaches to road maintenance and operational services.

#### **Policy 7:**

**THAT the City of Regina shall recognize the following streetscape typologies for Downtown streets and develop new Downtown street standards based on them: Grand Avenues, Primary Streets, Secondary Streets, and Alternative Street Configurations.**



**Map 3: Streetscape Typologies**

### 3.3.4 Crosswalks

#### Intent

Crosswalks serve two functions: the clear demarcation of a safe route for a pedestrian to cross and a traffic calming measure. Frequent crosswalks will help promote slower traffic speeds and cautious driving in the Downtown.

#### Objectives

All Downtown intersections should have crosswalks, with the following design objectives.

- a) When streets are renewed, surfaces such as stamped coloured asphalt may be incorporated as the new minimum crosswalk standard. Crosswalks should be as wide as the adjacent sidewalks or a minimum of 3 metres.
- b) Materials will need to be explored that are tolerant of snow plow equipment and extreme cold. Some testing may be required to find the most durable treatment.
- c) Crosswalks at special locations should incorporate higher quality treatments. These locations include:
  - i. The four primary Gateways (see section 3.5 and Map 6), which should have a unique treatment and wider crosswalk zone of a 6 metre minimum.
  - ii. Along Victoria Avenue, between Albert and Broad Streets, to enhance Victoria Avenue's civic presence.
  - iii. Around the City Square Project (see section 3.4.3.1) including at mid-block locations along the east and west sides.
  - iv. At all intersections near the Downtown transit mall (see section 3.3.5.1).
- d) The Grand Avenues should have sidewalk "bump-outs": widened sidewalk areas at intersections in place of on-street parking. This creates a more generous pedestrian zone and shortens the road crossing distance for pedestrians.
- e) Bollards should be incorporated into the design of bump-outs to delineate where the curb ends.
- f) Crosswalks should provide smoothly graded transitions including depressed curbs.
- g) Every intersection should have two ramps; one for each corresponding direction, rather than one ramp directed towards the centre of the intersection.

#### **Policy 8:**

**THAT the City of Regina shall, over time, upgrade crosswalks to ensure barrier-free accessibility, pedestrian safety, clarity in the design of special areas, and to encourage walking as a form of active transportation in the downtown.**

### **3.3.5 Transit Facilities**

#### **Intent**

Reduced transit time and more reliable service will encourage more people to choose transit to visit, shop, and work in the Downtown. This section provides direction on encouraging transit use through increased customer convenience, comfort, safety, and operational efficiency. The system will become more legible by being more firmly ingrained into the overall Regina transportation system, through establishing a focused Downtown transit mall and improved transit shelters at all transit stops.

#### **3.3.5.1 Transit Mall**

##### **Intent**

The conversion of the east-west Primary Streets (Map 3) to two-way traffic enables consolidation of both directions of transit along one street, which facilitates a more intuitive system, including access and transfers. Eleventh Avenue could become the primary transit mall and exchange location, although further analysis is required to ascertain the ideal location for this activity (Map 4).

Transit infrastructure provides the opportunity to emphasize the primacy of the pedestrian realm, since all transit users are pedestrians at the beginning and end of their trips. Access to and the quality of transit infrastructure should take precedence over the private automobile.

##### **Objectives**

Design objectives for the transit mall include:

- a) High quality transit shelters, of generous proportion (continuous canopy or multiple individual shelters).
- b) Locate shelters to maximize circulation space for sidewalk users, while providing sufficient space for embarking and disembarking transit users. On 11th Avenue, for example, since space is constrained, this may mean innovative shelter design (cantilevered from buildings, single pole, etc.).
- c) Partner with adjacent buildings to create highly visible, glass enclosed, heated indoor transit waiting areas. They should be large enough for seating, standing, circulation, information display, and ticket vending (minimum 2.5 metres from glass to back wall).
- d) Decorative crosswalks at all intersections to facilitate pedestrian movement.
- e) Highly visible bus lanes. Distinct paving, painting, and/or labeling for several years will help establish the priority of transit and a distinct identity.
- f) A signage and wayfinding system that identifies schedule and routing information for each transit stop or platform. Signs should be large enough to be visible within the proposed transit mall.

### 3.3.5.2 Transit Shelters

#### Intent

Transit shelters are significant elements in the public realm and an opportunity to help support Downtown's unique identity. Enhanced transit shelters will be strategically introduced into the Downtown, beginning with key locations such as the new transit mall.

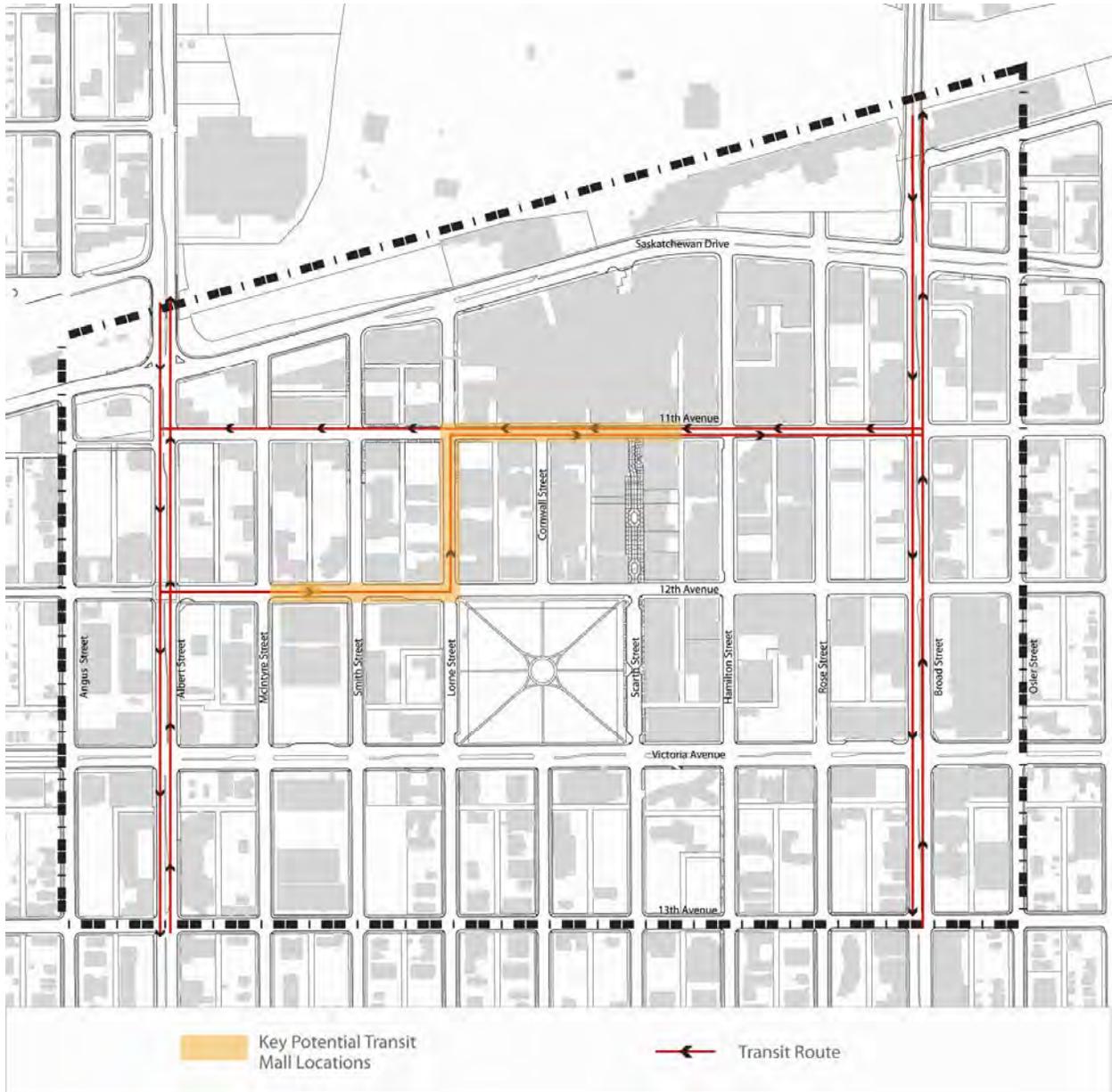
#### Objectives

Design objectives for transit shelter areas include:

- a) Create paved, barrier-free access to the shelter and transit vehicle.
- b) Provide well-designed, durable transit shelters of high-quality materials that include:
  - i. An overhead canopy that provides shelter from precipitation and sunlight.
  - ii. Highly transparent sides. Advertising should be permitted only on the side facing away from the direction of traffic.
  - iii. Seating.
  - iv. Standing room for additional persons.
  - v. The name of the transit stop or adjacent street.
  - vi. A route map and information on frequency and other service information.
  - vii. Heating.
  - viii. Night lighting.
  - ix. Adaptability to changing technologies such as display of real-time service, plug in or wireless network connections, and other media.
  - x. Maximize pedestrian circulation and waiting space, particularly where sidewalks are narrow.
- c) Provide a nearby cluster of newspaper boxes, vending machines, and waste receptacles.

#### **Policy 9:**

**THAT the City of Regina should consider developing a permanent, legible, and convenient transit mall in Downtown Regina and invest in innovative and well-designed transit shelters throughout the Downtown.**



**Map 4:** Potential Public Transit Map

### **3.3.6 Bicycle Infrastructure**

#### **Intent**

Places that thrive because people choose to move around on bikes do so as a result of a concerted strategy designed to create a cycling culture over time.

Facilitating safe and convenient cycling as a form of Downtown transportation is a key objective of the Public Realm Framework. New cycling infrastructure will need to be developed to clearly articulate the importance cycling will play to the future of the city.

#### **3.3.6.1 Bike Lanes**

##### **Intent**

Bike lanes are recommended for almost all Downtown street typologies with the exception of roadways recommended for transit lanes and Victoria Avenue because of its intended ceremonial function.

##### **Objectives**

Design objectives for bike lanes are:

- a) Bike lanes should be highly visible including bright paint on the road surface with clear lane markings, and overhead or street-side signs.
- b) Lane widths should be generous, particularly along the arterial roads, in order to create a sense of security for cyclists.
- c) Bike Boxes are recommended at intersections. These are areas where cyclists, at a red light, can advance ahead of stopped vehicles while waiting for the light to turn green. Cyclists are therefore more visible to vehicles and are prioritized as a road user. In the fullness of time, when streets are renewed, Bike Boxes should become coloured asphalt.

#### **3.3.6.2 Bike Parking**

##### **Intent**

Additional bike parking facilities should be provided throughout the Downtown, in a variety of configurations.

##### **Objectives**

Design objectives for bike parking are:

- a) Bike parking quantity should be based on the importance of the destination. Cornwall Centre and Victoria Park should have significant bike parking available in close proximity. Major office buildings should also have lots of bike parking in proximity.
- b) Bike parking should not be located in pedestrian travel zones or gathering areas. Along streets, bike racks should be located at regular intervals in line with other street furniture and street trees. Bike racks should not be located in immediate proximity to street corners and transit stops.
- c) Individual bike racks are appropriate along all streets and should be provided along retail frontages at a frequency similar to vehicle parking.

- d) Enclosed bike lockers should only be located where there is sufficient space, generally in plazas, forecourts, and parking garages. They should generally not be located along streets. Ensure they are sited where they do not obstruct sight lines, but where they can be clearly observed from surrounding streets and spaces.

### **3.3.6.3 Cyclist Facilities for New Development**

#### **Intent**

Major new Downtown developments should provide facilities for cyclists. All new parking garages should provide dedicated bicycle parking at or near the main entrance. Existing garages should be encouraged to add bike parking.

#### **Objectives**

Design objectives for cyclist facilities for new development are:

- a) For residential buildings, secure bike parking should be provided at a rate of one bike parking space for every unit.
- b) For employment uses, secure bike parking should be provided at a rate of one bike parking space to every 500 square metres of floor space. Additionally, they should provide showers and change facilities.

#### **Policy 10:**

**THAT the City of Regina should incorporate cycling lanes, bike boxes, and bike parking facilities in all infrastructure upgrades and require bicycle parking and amenities in new downtown developments through the development review process.**

### 3.3.7 Public Street/Building Interface

#### Intent

There are a variety of typologies for the interface of public streets with buildings that should occur in the Downtown. They are distinguished by the desired character of the right-of-way as well as by the adjacent use. It is important to appreciate the link between the public right-of-way and adjacent buildings. A strong public realm cannot be achieved without correspondingly quality private development. Conversely, without a legible and carefully designed public realm, the benefits of well-designed buildings may be squandered. This section provides direction for a variety of common building-to-public right-of-way interfaces.

#### 3.3.7.1 Typical Interface

##### Objectives

Design objectives for typical street/building interfaces are:

- a) A continuous sidewalk treatment generally should extend from the curb to the building edge and building access should be provided at street level (Figure 3.1).
- b) Buildings should be located to define a consistent edge to the public realm.
- c) In most cases the building will be located at the front property line, while in the case of the Grand Avenues, buildings will be set back to a build-to line to create a wider pedestrian environment (Figure 3.2 and see Map 3).



**Figure 3.1**

Typical interface along Primary and Secondary Streets with continuous sidewalk to building edge at property line.



**Figure 3.2**

Typical interface along Grand Avenues. Building is set back from edge of right of way creating a more spacious sidewalk and public realm zone. In this example, the second row of street trees is privately owned and maintained, but publicly accessible.

### 3.3.7.2 Individual Residential Units Interface Objectives

Design objectives for residential unit interfaces are:

- a) Individually accessed units are appropriate on most Downtown streets.
- b) Residential buildings should have a modest setback to accommodate a semi-private zone for steps, front landscaping, and a stoop/entrance (Figure 3.3).
- c) These elements should be designed to have an urban character with durable materials.



**Figure 3.3**

Interface along individual residential units. Individually accessed units face the street. Modest setback includes a small grade change (steps up), portico treatment, and landscape treatment.

### 3.3.7.3 Institutional Interface

#### Objectives

Design objectives for institutional interfaces are:

- a) Where there are existing institutional buildings set back from the street (for example, churches), or where significant new buildings are proposed (for example, a major public art gallery), a forecourt treatment should frame the building while providing a public amenity (Figure 3.4).
- b) The forecourt design should reinforce the street edge:
  - i. Provide landscaping that reinforces architectural features including bays in the façade. Landscaping should emphasize entrances and allow clear views of all accessible areas.
  - ii. Provide public amenities such as seating, a gathering area, art, and/or street furniture.



**Figure 3.4**

Interface along Institutional buildings. This library sets back a part of the building mass to create a seating/amenity area and a forecourt entrance.

#### **Policy 11:**

**THAT the City of Regina shall, through Zoning Bylaw No. 9250, establish development standards for frontage conditions, build-to lines and ranges, and street wall heights to ensure appropriate street and building interfaces in Downtown Regina.**

### 3.4 Open Spaces

#### Introduction

Downtown Regina is organized around its key open space: Victoria Park. This is the focal point of the Downtown and the anchor of the public space network. It is complemented by the City Square, the F. W. Hill Mall, which provides a direct linkage between the Cornwall Centre and Victoria Park. Both pedestrian-oriented spaces are destinations in their own right. Another key open space is Queen Elizabeth II Court, City Hall’s forecourt. These four spaces provide for a wide range of open space needs and amenities for current and future users.

It is imperative to note the proximity of Downtown Regina to Wascana Centre, a key Regina green space amenity that provides a diversity of parks ranging from wetlands to active areas for sports, picnicking, and entertainment. Only several blocks from the Downtown and already serving as a key area for lunchtime recreation, Wascana Centre will play an important role in the future as a public “backyard” for residents living in new urban residential neighbourhoods.

#### 3.4.1 Open Space Types

##### Intent

Downtown will benefit from the introduction of a variety of new open space types to create a complete open space network. High-quality pocket parks are proposed to complement adjacent land uses, provide foci for precincts, add amenities for an increasing Downtown population living at higher densities, and serve as catalysts for Downtown revitalization. They are supplemented by a variety of other public amenities such as mid-block linkages and a public transit mall.

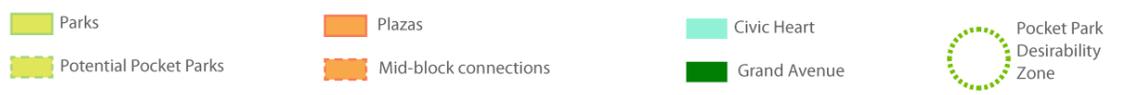
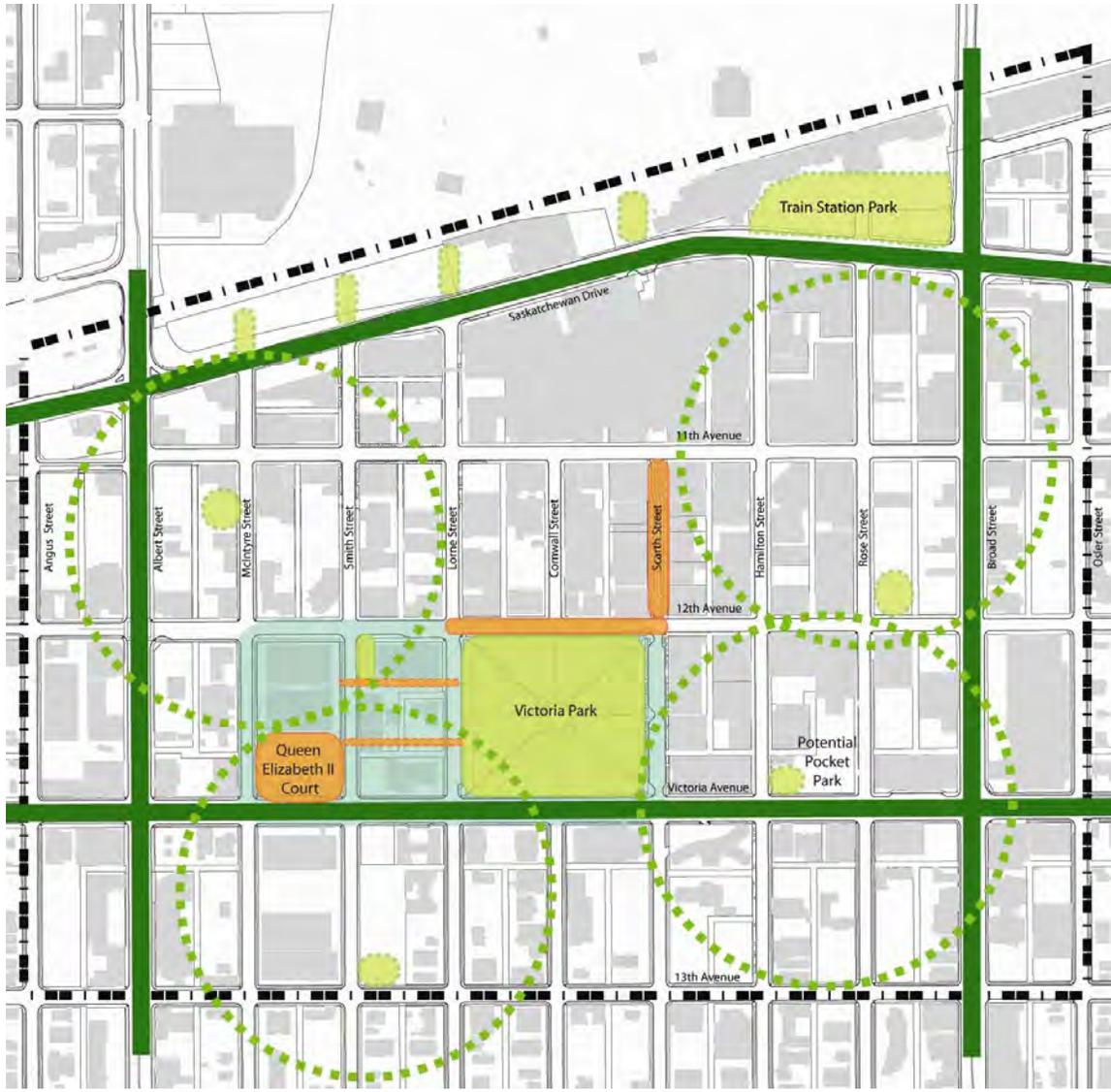
##### Objectives

Design objectives for open spaces are:

- a) These new open spaces should be implemented strategically.
- b) They may be constructed up front as catalysts or incentives to development or in conjunction with major new redevelopment projects.
- c) Public parks may be complemented by privately owned but publicly accessible open spaces, such as building courtyards or forecourts.

##### **Policy 12:**

**THAT the City of Regina shall recognize the following open space types for Downtown Regina: Civic Heart Type, Plaza Type, Pocket Park Type, and Mid-block Connections and Linkages Type.**



**Map 4: Open Spaces**

Open Space Types, illustrated on Map 5, are:

- Civic Heart Type (section 3.4.2)
- Plaza Type (section 3.4.3)
- Pocket Park Type (section 3.4.4)
- Mid-block Connections and Linkages Type (section 3.4.5)

The diagrams and descriptions on the following pages represent prototypical conceptual design qualities for each open space type. Some are site specific while others are conceptual in nature.

### **3.4.2 Civic Heart Type**

#### **Intent**

The Civic Heart has a concentration of civic uses and destinations. The public realm treatments of streetscapes and open spaces in this area should be of high quality and create a seamless pedestrian environment.

Demonstration sites provide an opportunity to consider, in a specific geographic area of the city, what change might look like in the future if it is in keeping with the Vision and Principles. Both City Hall and the Central Library are key anchors in the Civic Heart. They are public destinations that need improvement in order to fit with the Downtown Vision. As such, this area was chosen for a key demonstration site. The following comprehensive planning approach takes advantage of their proximity to one another and to Victoria Park to create a clear and distinct public and civic focal point in the city.

Together, the City Hall Block and Library Block should become a civic cluster with a unique local identity. Generally, the revitalization of these sites will create:

- a) New programmable spaces for festivals, performances, and artistic displays;
- b) increased street animation and vibrancy; and,
- c) a tremendous opportunity to develop examples of sustainable building technology and to practice good urban design.

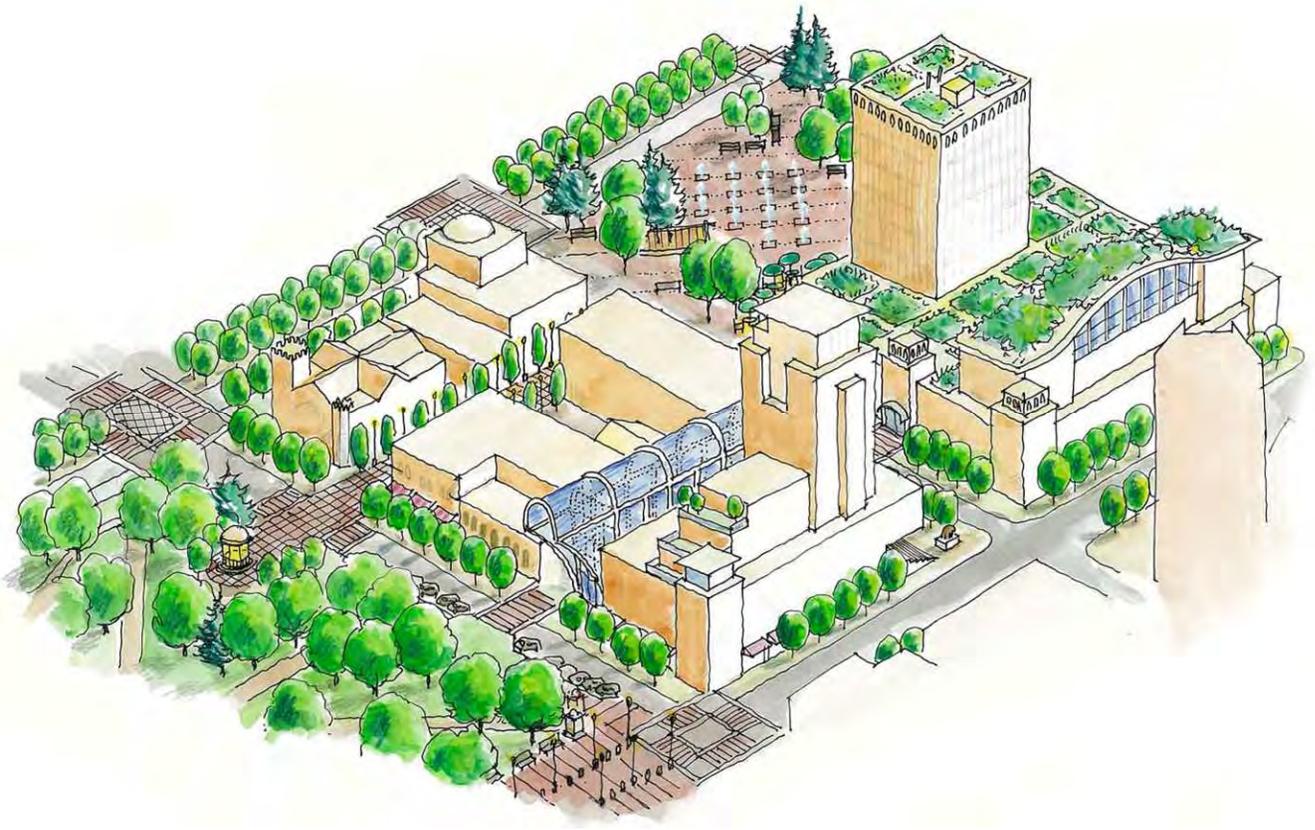
#### **3.4.2.1 City Hall Block**

##### **Objectives**

Design objectives for the City Hall Block (bounded by 12th Avenue, Smith Street, Victoria Avenue, and McIntyre Street) are:

- a) City Hall block should include a refreshed Queen Elizabeth II Court which becomes a primary gathering space for all Regina, hosting official ceremonies, concerts, and new cultural events.
- b) The mature trees should be maintained and pruned to ensure visual and physical access to the Plaza, while providing visual interest and shade for users.
- c) The City Hall cafeteria should be moved to the front of the building, such that it could be enhanced by an adjacent outdoor terrace on the Plaza and outdoor vending services that spill pedestrian activity back onto the streets.
- d) The plaza could also include a splash pad for children, an all-season water feature, comfortable outdoor seating and shelter areas, and permanent public art. These local neighbourhood scale amenities would ensure the plaza is animated at all times, becoming a true civic focal point in the heart of the Downtown.
- e) On the north half of the block, storefront street level uses should face the street. To achieve this, a 3- to 4-storey podium could be built to the street edge which would add significant new space for a possible City Hall expansion, new community services, office space, or residential uses.
- f) The podium should have a highly transparent façade appropriate to a public building, with elements showcasing sustainable building technology such as moving sun shades and green roofs.

- g) The east side of the podium could also include an entrance that is designed and aligned specifically to connect with the mid-block connection through the Library Block (see section 3.4.5 and Figure 3.5).



**Figure 3.5**  
Potential City Hall Block

### **3.4.2.2 Library Block**

#### **Objectives**

Design objectives for the Library Block (bounded by 12th Avenue, Lorne Street, Victoria Avenue, and Smith Street) are:

- a) The Library Block could respond to the popularity of the mid-block connection from Smith Street to Lorne Street with a transparent and enclosed galleria that could also become the primary entrance to the Central Library and Dunlop Art Gallery (see section 3.4.5).
- b) In addition to being a redesigned entry point, the galleria could include other activities that keep the space animated during most hours of the day with services such as small variety shops or other vendors that might cater specifically to on-site residents.
- c) The option to simply improve the landscaping treatment of this mid-block connection, which emphasizes a pedestrian priority area, is also desirable. A covered, mid-block connection, however, would be a welcome reprieve from cold weather for pedestrians crossing the Downtown during winter months.
- d) The Library Park should be maintained and enhanced with a building facade treatment that becomes a new and animated entrance and seating/reading space.
- e) This space should rotate from an indoor space in the winter to a shaded outdoor space in the warmer months. This space could also be a programmable space exclusive to the Dunlop Art Gallery, adding interest and cultural vibrancy to this side of the block. (Figures 3.6 and 3.7).



**Existing Condition**



**Summer Condition**



**Winter Condition**

**Figure 3.6**  
Library Park

In the warmer months, Library Park becomes a welcoming reading nook where library patrons will be well-sheltered by the shade of the existing trees and accompanied by permanent and dynamic art pieces of the Dunlop Art Gallery.

### **3.4.2.3 Programming the Civic Heart**

#### **Intent**

Currently, given its relatively small residential population, Downtown Regina is most successful when its public realm spaces are programmed. Regular events in the F.W. Hill Mall and City Square take advantage of the Downtown's huge daytime office population, packing these spaces with people for a variety of performances and celebrations. The Regina Farmers' Market and events such as the Folk Festival are city-wide magnets that draw residents Downtown to Victoria Park.

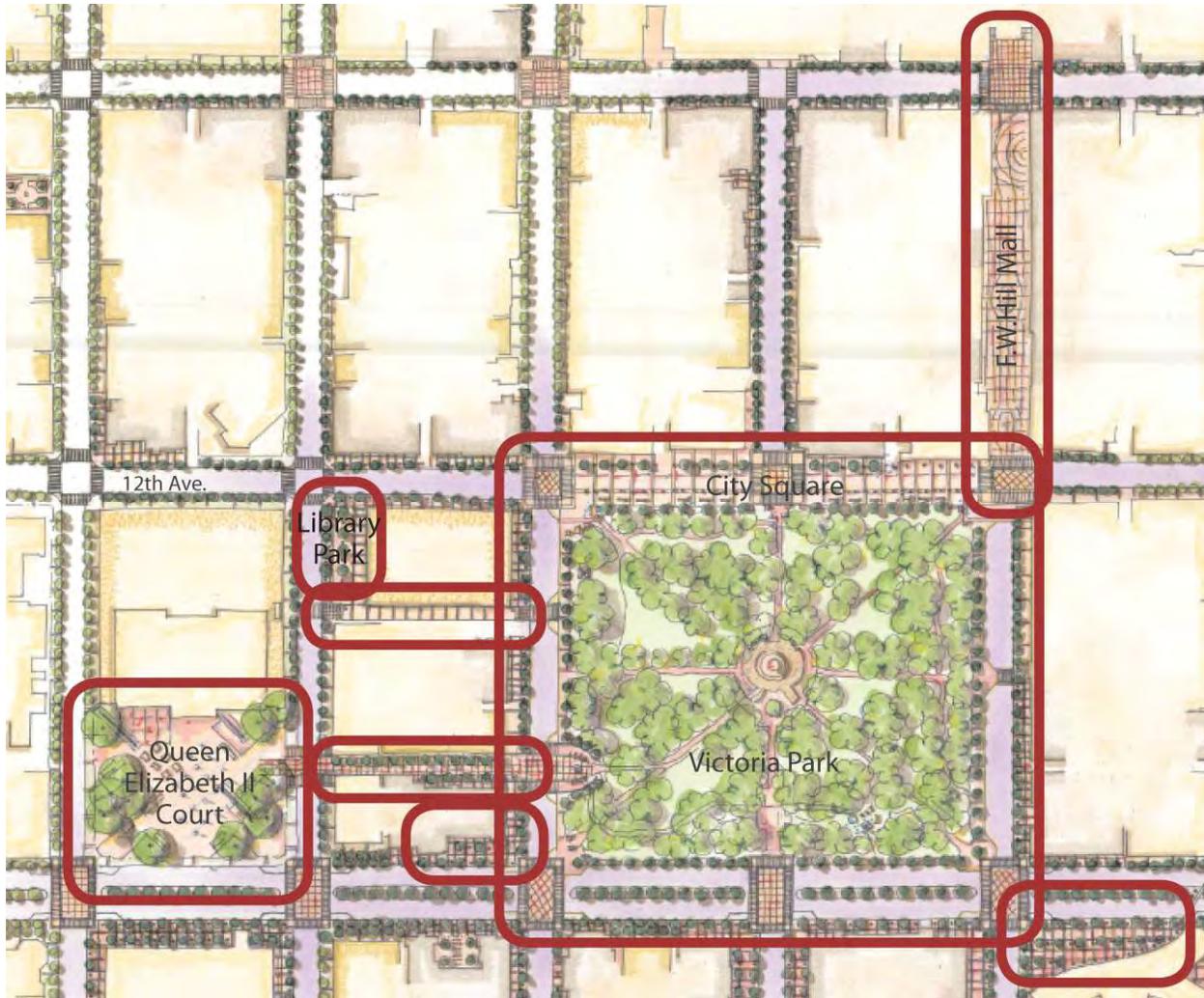
#### **Objectives**

Objectives for programming the Civic Heart are:

- a) Regular programming will continue to be an important approach to animating public realm spaces in the short term. City staff and budget resources allocations should be focused in order to ensure Civic Heart open spaces are well programmed. In fact, it has been demonstrated that regular programming is a bigger priority than the final fit and finish of an open space. Programming will be particularly important during the Plan's first five to ten years. It will establish these spaces as the cultural heart of the Downtown and will ensure they are animated, until a significant residential population begins to do this naturally.
- b) Partnering with volunteer groups, businesses, and arts organizations is an effective way to extend resources and offer more and a greater variety of programming. It will continue to be imperative to draw upon existing resources that already play an essential role in Downtown programming, such as Knox Metropolitan United Church and the Central Library.
- c) As the Downtown residential population increases, the role of programming will become less important as a strategy for public realm space animation (see Figure 3.7).

#### **Policy 13:**

**THAT the City of Regina should consider and encourage investments in the public realm of the Civic Heart, including the City Hall Block and Library Block, and events programming of these spaces as well as City Square, F.W. Hill Mall and Victoria Park.**



**Figure 3.7**

Locations for Civic Heart programming. A variety of public realm spaces, and combinations of spaces, around the Civic Heart can accommodate a wide range of programming.

### **3.4.3 Plaza Type**

#### **Intent**

Plazas are hard surface spaces often associated with civic or commercial functions. They vary in size and shape based on their location, adjacent uses, and purpose. An important component of plazas is often an open, flexible, hard surface area that can host a variety of public activities including large gatherings, performances, and outdoor cafes. Other amenities include seating, landscaping, and public art.

Plazas do not have to be large spaces; they should be furnished with the highest quality materials and elements. Storefront street, or civic/institutional are the primary uses adjacent to plazas where buildings front directly onto them. Plazas should be designed and programmed with a greater emphasis on the daily activities appropriate to their location; for example, lunchtime seating for surrounding offices. In Downtown Regina, key plazas include City Square, Queen Elizabeth II Court, and F.W. Hill Mall.

### **3.4.3.1 City Square**

#### **Intent**

Today, Victoria Park functions well as a gentle urban oasis, used on occasion for special events. It is a green space surrounded by roads on four sides. The Regina Downtown Neighbourhood Plan conceived of the City Square as a public realm space that extends to the building facades that surround it. It means the building edges and the activities they contain are part of the plaza. The goal was to transform the perception and use of the public realm space, including Victoria Park, into a public square—the City Square.

In order to kick-start Downtown change and build momentum for the Plan, a specific, identifiable, and memorable project was chosen to be undertaken immediately, even before the Plan was finished. The City Square Project was chosen based on public consultation, when the notion of Victoria Park as the heart of the Downtown emerged.

The City Square Project involved transforming a portion of 12th Avenue adjacent to Victoria Park into an urban, public square that includes the width of the street and both sidewalks, from park edge to the building faces on the north side, from Lorne Street to Scarth Street. A new space for the programming of events and festivals has been introduced in the Downtown. The street was re-graded to enhance pedestrian activity, new paving materials were introduced, and the square has its own identity - an identity that makes it welcoming to all Regina residents. Lighting elements, art, and new street furnishings have been integrated into the design to contribute to this uniqueness.

The City Square Project, with hard surfaces on its edges, will have the capacity to host an unlimited number of events, particularly the high-impact events that have been limited due to concerns over the health of the park's grass and trees.

#### **Objectives**

Objectives for the City Square Project are:

- a) Event programming will establish the public square as the place for artists, markets, festivals, performances, buskers, and all sorts of formal and informal gathering. This is part of an incremental strategy to animate the Downtown. In the future, a greater Downtown residential population will do this naturally, particularly once the City Square is firmly established in the heart of the Downtown.
- b) The City Square Project has been designed to be flexible and accommodate a range of programming. Depending on the nature and formality of the event and its size, it can take place in the park, on the sidewalks, carry over into F.W. Hill Mall, and even into Queen Elizabeth II Court.
- c) Linkages to the City Square are important. Most importantly this includes the interface between the park and the broader square, which must be visually and physically accessible.
- d) Great edges will promote the everyday use and animation of the heart of the city. Sidewalk patios, benches, public art, and other attractions are located around the edges.

- e) The Central Library is recognized as a key urban amenity - its redevelopment presents a unique opportunity to create a clear connection between the new public square and a key public destination.
- f) Implementation should involve collaboration with land owners and the Regina Downtown Business Improvement District to encourage the clustering of the kinds of uses that will best celebrate the park edges and add to the public amenity of the City Square Project (see Figure 3.7)

#### **3.4.3.2 Queen Elizabeth II Court**

##### **Intent**

Currently the plaza in front of City Hall is not as well used as it could be, due in part to the lack of active uses around it and its design – which can be characterized as a primarily visual landscape. Queen Elizabeth II Court should be transformed into an active amenity that functions as the main formal civic gathering space for the entire city, as well as a local amenity for the Downtown and surrounding neighbourhoods (Figures 3.8A and 3.8B).

##### **Objectives**

Design objectives for Queen Elizabeth II court are:

- a) Provide transparency and interaction of street level active uses, such as the City Hall cafeteria which can have an outdoor patio on the Plaza and extend city departments and programs.
- b) Provide outdoor programming and vending, if viable.
- c) Introduce the ability to host large gatherings for speeches, ceremonies, and performances - open areas and decorative paving, space for a temporary stage, infrastructure for electrical connection, lighting, sound, and so on.
- d) Include prominent public art.
- e) Ensure winter interest and animation, such as a convertible summer/winter water feature.
- f) Maintain mature vegetation wherever possible, but pruned to ensure clear sight lines throughout the plaza.
- g) Provide a map of the Downtown with amenities, attractions, and destinations identified.
- h) Include information posting for current events, public meetings, community notices, bills, and so on.
- i) Introduce amenities for day-to-day use and local amenity, such a splash pads or interactive water features, a sheltered area such as a gazebo or trellis, and seating.



**Figure 3.8A, 3.8B**

**Queen Elizabeth II Court**

An outdoor terrace to service the City Hall cafeteria brings life back to the streets during the day. This space is complemented by a permanent sculpture and a transparent at-grade façade with at-grade uses such as offices for community groups or retail.

### **3.4.3.3 F. W. Hill Mall**

#### **Intent**

F.W. Hill Mall exhibits qualities of good public spaces including pedestrian amenity, public art, storefront street level uses, and programming. Maintaining its current character and function is important for the Downtown as other public realm enhancements are undertaken. In the future, however, consideration should be given to allowing vehicular traffic through the mall, as a way to add much needed vibrancy and accessibility. Also, this area will benefit from its direct connection with City Square and Victoria Park by hosting components of the same programming and events.

#### **Policy 14:**

**THAT the City of Regina should consider and encourage investments in downtown plazas, including City Square, Queen Elizabeth II Court, and F.W. Hill Mall.**

### **3.4.4 Pocket Park Type**

#### **Intent**

Pocket Parks are intended to provide small, intimate, yet high quality open spaces for an immediate neighbourhood or catchment area. They should generally be smaller than 1,000 square metres. Their design and amenities should vary based on surrounding uses and their immediate built edges.

#### **Objectives**

Design objectives for Pocket Parks are:

- a) Include a patio seating area, particularly if there is a restaurant adjacent.
- b) Include children's play structures, particularly in residential areas, near day-cares, or near institutional uses (e.g. near the YMCA).
- c) Introduce public art (e.g. near the Dunlop Art Gallery).
- d) Ensure a healthy and abundant tree canopy is maintained or introduced.
- e) Provide seating, a shade structure, a short walking path, decorative planting, a water feature, and/or other amenities.

Downtown has been divided into four general quadrants, within which it is desirable to locate a Pocket Park. The location of the park can be flexible and should be negotiated in conjunction with a quadrant's gradual intensification. The specific locations shown on Map 5 are conceptual.

#### 3.4.4.1 Pocket Parks North of Saskatchewan Drive

##### Intent

The City of Regina should ensure that the termini of the north-south streets north of Saskatchewan Drive are, whenever redevelopment occurs, maintained in public ownership or easement to protect for the long-term re-connection of these streets to the Warehouse District. These street end locations would make excellent temporary Pocket Parks, serving new residential buildings along Saskatchewan Drive. A Pocket Park location along the Scarth Street axis would also be beneficial, coinciding with this street's important role and function in creating future linkages to the north (see section 3.4.5.2).

#### 3.4.4.2 Train Station Park

##### Intent

A public desire to reinstate the former open space in front of the train station has emerged. Design possibilities for this park are numerous and may include references to the former open space at this location. A partnership with Casino Regina will be required. The park will need to accommodate program needs of the Casino including circulation, drop-off, parking, among others. The park design should ensure that sight lines to the historic train station from Rose Street are preserved. This park has the potential to create a great Gateway to Downtown (see section 3.5.2 and Map 6) at or near the corner of Saskatchewan Drive and Broad Street and to serve as destination amenity for local residents and employees. A new, pedestrian-oriented frontage should be created on Broad Street, through landscaping and/or built form (Figures 3.9A and 3.9B).



Figure 3.9A and 3.9B

The design of Train Station Park (historically named Stanley Park) should help create a neighbourhood focus for the Grand Avenues, contribute to the Primary Gateway to Downtown, and accommodate complex functional needs.

##### **Policy 15:**

**THAT the City of Regina should consider and encourage investments in Pocket Parks in Downtown Regina. Areas of focus include the termini of the north-south streets north of Saskatchewan Drive.**

### **3.4.5 Mid-block Connections and Linkages Type**

#### **Intent**

In order to further pedestrianism in the Downtown, it is important that desirable pedestrian routes are sustained and enhanced and that opportunities to introduce key new pedestrian routes are capitalized upon. In general, pedestrians should be encouraged to walk along public streets where there are well-designed buildings, storefront street level uses, cyclists, motor vehicles, and most importantly other people. Streets are where pedestrian energy should be directed.

This section provides direction on enhancing existing or establishing new mid-block connections and improving or adding new linkages between the Downtown and its neighbouring areas to the north.

#### **3.4.5.1 Mid-block Connections**

##### **Intent**

Opportunities to increase the Downtown's pedestrian permeability should be provided wherever desirable through mid-block connections. Areas of highest density, public activity, and traditionally long block sizes (approximately 150 feet) are the most appropriate locations for mid-block connections. Two key mid-block connections have been identified which enhance the connectivity between uses in the Civic Heart, connecting Victoria Park to City Hall (see section 3.4.2 and Map 5).

Given the fine scale and frequent spacing of the Downtown's street grid, mid-block connections are generally not warranted or desired. They should only be considered when there is good reason, such as significant population infill or intensity of use, or where they will add to the pedestrian environment and not negatively impact active streetscapes.

Two mid-block connections are proposed within the Civic Heart, between Victoria Park and City Hall. These are to reinforce the key public spaces and uses in the heart of the Downtown. Both should be designed such that they have functions beyond a mid-block connection for pedestrians. In the case of the linkage north of Knox Metropolitan Church, this is as a public lane. In the case of the linkage north of the Central Library, it might be as a library/gallery galleria and/or a lobby entrance.

##### **Objectives**

Design objectives for mid-block connections are:

- a) Mid-block connections should be designed with the same built form relationships as all other public spaces, including storefront street level uses and building transparency facing onto them.
- b) Ensure sight lines are good, preferably with the ability to see the entrance and exit of the linkage at the same time. Avoid hidden or dead areas and blank façades.
- c) Ensure landscaping is high (trees) or low (ground covers) to permit clear views.
- d) Provide clear wayfinding and signage, including highly visible building entrances.
- e) Provide continuous and seamless connections to surrounding streets and spaces.
- f) Ensure the design incorporates fire safety features.

### **3.4.5.2 Improved Linkages to the North**

#### **Intent**

In the short term, linkages between the Downtown and the north must be made by the Albert Street and Broad Street railway underpasses. Currently, they are spaces designed primarily for motor vehicles and are perceived as unsafe for pedestrians and cyclists. While the underpasses should continue to function as linkages for vehicular traffic, their physical and visual environments should be improved for increased pedestrian and cycling comfort and safety.

#### **Objectives**

Design objectives for the underpasses include:

- a) Provide dedicated cycling lanes clearly separated from motor vehicle lanes by painted markings, and possibly a physical separation (grade separation and/or barrier).
- b) Provide wide, decoratively paved pedestrian sidewalks, physically separated from the roadway. Ensure they are well lit at night with no hidden areas.
- c) Provide a decorative or artistic treatment to the walls, abutments, and overpass, coordinated as part of the Gateway Treatment to the Downtown. Artwork in the CPR right-of-way needs to be coordinated with the CPR.
- d) Ensure sidewalks leading to the underpasses are landscaped consistent with the Downtown streetscape typology objectives, in order to create a continuous pedestrian experience on both sides of the underpasses.

### **3.4.5.3 Linkage to Mosaic Stadium and Evraz Place**

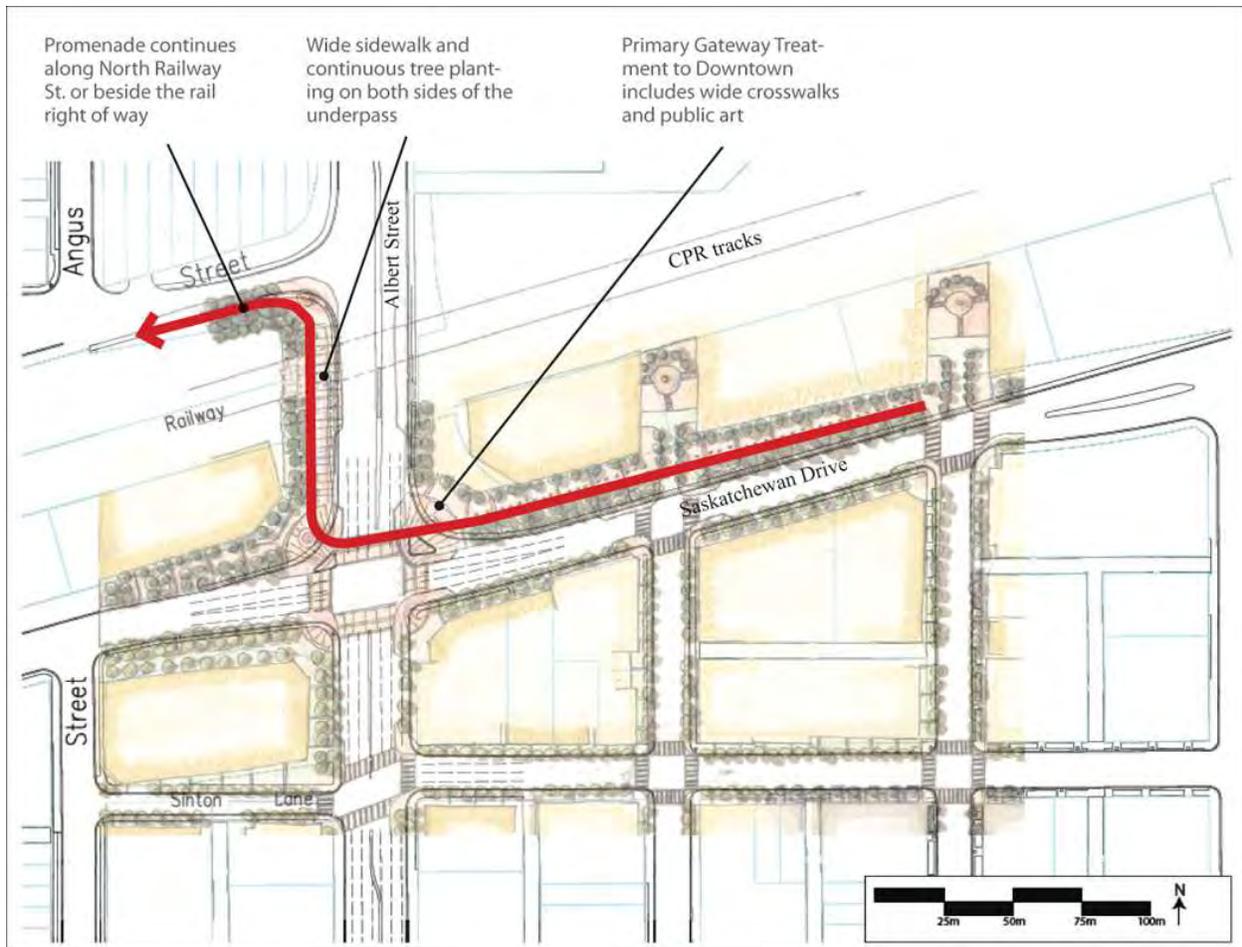
#### **Intent**

Saskatchewan Drive has a wide right-of-way west of Albert Street that can be utilized as a pedestrian promenade forming a Downtown connection to Mosaic Stadium and Evraz Place. This route should include a double-wide sidewalk in the Albert Street underpass and continue along North Railway Street, or beside the railway line, as a pedestrian promenade (Figure 3.10).

#### **Objectives**

Linkages design features should include:

- a) A double or triple row of trees.
- b) Pedestrian crosswalks across all road and driveway crossings.
- c) Street furniture including lighting, seating, and directional signage.



**Figure 3.10**

Conceptual conditions for an improved connection to the north overlaid on the existing street configuration.

**Policy 16:**

**THAT the City of Regina should consider and encourage investments in mid-block connections in specific locations in Downtown Regina, enhance the conditions of the underpasses, and create better connections to Mosaic Stadium and Evraz Place.**

## 3.5 Visual Prominence

### Introduction

Sites that are visually prominent have a greater impact on Downtown's image and character. Enhanced design should create memorable landmarks, orient pedestrians, and strengthen civic pride. The public realm and built form at these locations have a greater civic responsibility to provide the highest possible design, materials, and amenities (Map 6). Public realm and built form design should be coordinated at these locations.

### 3.5.1 Visual Prominence Types

#### Intent

Visual prominence Downtown can be created by a combination of well designed gateways, street views, and landmarks. Key Downtown intersections, junctions, existing landmarks, and street views have been strategically identified as parts of a coordinated set of opportunity sites where visual prominence should be created.

#### Objectives

Visual prominence types should:

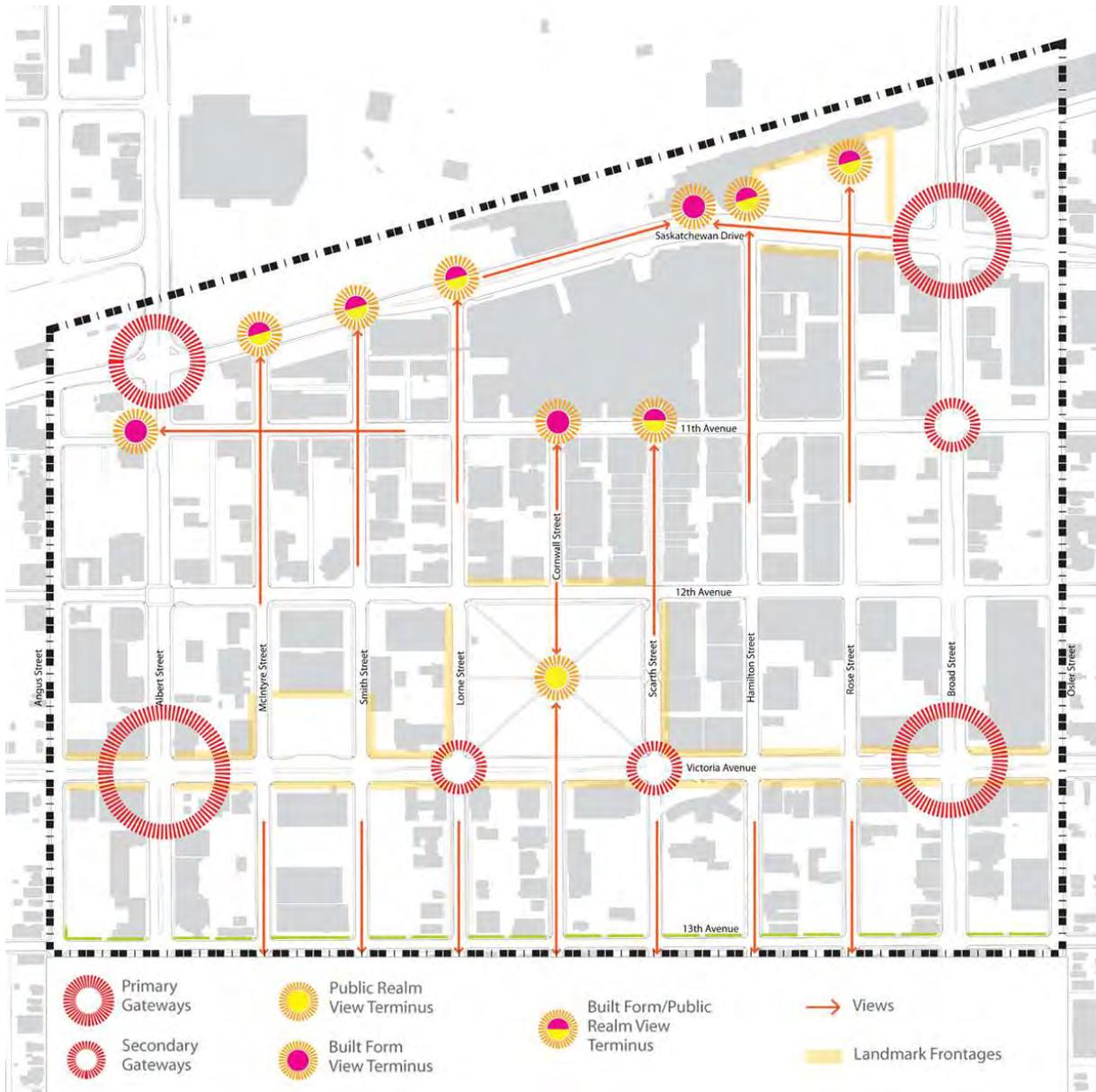
- a) Be coordinated in their design elements throughout Downtown;
- b) incorporate public art and interesting design features that create identity of place and a sense of direction Downtown; and,
- c) complement their surrounding context by relating to design elements found in adjacent and nearby buildings and/or public art, and to significance of place.

Visual prominence types include:

- Gateway Type (section 3.5.2)
- View Type (section 3.5.3)
- Landmark Frontages Type (section 3.5.4)

#### **Policy 17:**

**THAT the City of Regina shall recognize the following visual prominence types for Downtown Regina: Gateway Type, View Type, and Landmark Frontages Type.**



**Map 6**

Visual Prominence. This map shows key Downtown Gateways, important views, and Landmark Frontages. The diagrams and descriptions on the following pages represent prototypical conceptual design features for each. Some are site specific while others are conceptual in nature.

### 3.5.2 Gateway Type

#### Intent

Gateways are locations where a significant number of people enter and exit the Downtown. Gateways occur at a variety of scales including to the Downtown as a whole, to precincts, to specific streets, or to open spaces. Only primary and secondary gateways to the Downtown as a whole are shown on the visual prominence map (Map 6). Clearly defining gateway locations helps to enhance orientation, lends to a sense of place, and can generate civic pride. These locations provide key opportunities where coordinating the design of landscapes, signage, public art, and buildings can create a sense of entrance and orientation. The expression of a gateway can take on many forms (Figures 3.11 and 3.12).

#### Objectives – Primary Gateways

There are four Primary Gateways for the Downtown, located at the intersections of the Grand Avenues. Their gateway character will result primarily from coordinated streetscapes, public art, and built form. These locations have good potential for new buildings designed to create a gateway character.

Design objectives for public realm design at Primary Gateways include:

- a) Provide broad, distinctively paved crosswalks across the road surface. This is important visually and creates safer and more comfortable pedestrian crossings at these high traffic intersections.
- b) Coordinate the colour and material palette among all public realm elements (crosswalks, sidewalks, benches, lighting, etc.) and the buildings' materials.
- c) Provide distinctive vertical elements at or near the intersection, such as unique lighting, signage, columns, or tree planting.
- d) Provide public art. This can include freestanding sculpture, art treatments integrated with building design (such as a marquee or frieze), or alternative treatments (such as lighting or installation pieces).
- e) Provide a modestly larger public realm area at the intersection through subtle building sculpting and/or setback.

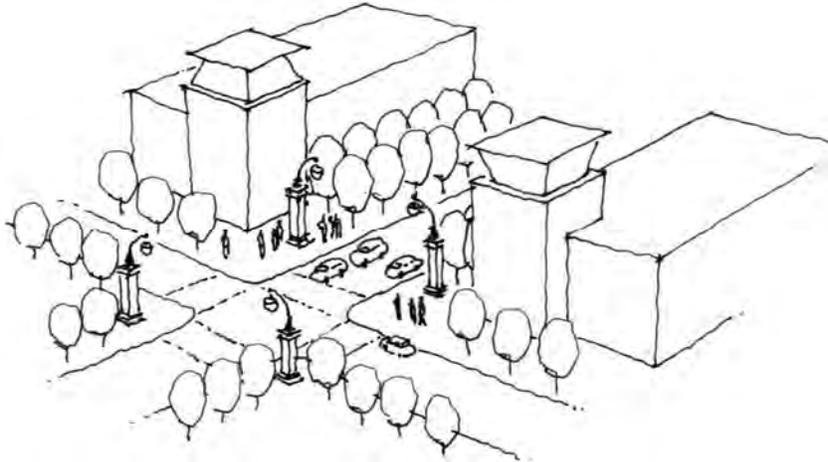
Bonusing provisions should allow for reductions in setback requirements at Primary Gateways, in keeping with the intent of the overall public realm vision.

#### Objectives – Secondary Gateways

There are two Secondary Gateways to the Downtown along Victoria Avenue on either side of Victoria Park, at Scarth and Lorne Streets. Buildings at these intersections are of landmark quality, though not in the same style. The Broad Street at 11th Avenue Secondary Gateway is an important link between the Downtown and the Heritage neighbourhood to the east.

The design objectives for public realm design at Secondary Gateways include:

- a) Enhancement through a coordinated public realm.
- b) Similar design treatments to Primary Gateways but smaller in scale and extent.



**Figure 3.11**

This example exhibits Gateway elements including crosswalks, distinctive vertical elements (decorative lighting), double row of street trees, and coordinated built form massing (corner treatment).



**Figure 3.12**

Artist's concept of Gateway treatment at Broad Street and Victoria Avenue: buildings at corners at angle with main entrances, public art, and crosswalks.

**Policy 18:**

**THAT the City of Regina consider and encourage investments in Primary and Secondary Gateways in Downtown Regina through the application of design guidelines and controls in the zoning bylaw.**

### 3.5.3 View Type

#### Intent

Views include both View Corridors and View Termini. View Corridors are long, straight streets in the Downtown and the surrounding neighbourhoods where views terminate. For example, Cornwall Street provides views to Victoria Park and Smith Street provides a view south to the Saskatchewan Legislative Building. View Corridors should be preserved and enhanced.

View Termini are features that terminate View Corridors. Appropriate public realm View Termini include parks or public art. Appropriate built form View Termini are buildings that respond with a deliberate, enhanced design response, such as a Tower, portico, or the like.

Where Regina's street grid is interrupted, a View Terminus is created. Public realm and built form elements at these locations are visible from a long distance, and must be of high visual quality. Victoria Park is the Downtown's most important View Terminus, terminating the views north and south along Cornwall Street. Future changes to Victoria Park should enhance the terminus including the view to the Cenotaph and the landscape treatment in the park. Views out of the Downtown include all streets terminating at College Avenue. Some have landmark buildings at the end, and others are terminated by Wascana Park. These views should also be preserved and enhanced.

An important strategy for the Downtown will be to provide View Termini for these same streets looking north. Many of these streets end at Saskatchewan Drive, while a few terminate at the Cornwall Centre. Where there is potential for streets to reconnect to the Warehouse District in the long term, it is recommended that no buildings be constructed impeding this opportunity. The land at the end of the streets, sufficient to continue the rights-of-way, should be dedicated to the City at the time of redevelopment and used temporarily as public parks until it is feasible to reconnect the streets at-grade.

#### Objectives

Design objectives for View Corridors and View Termini include:

- a) Create a sense of spatial enclosure through shaping of built form and/or landscaping.
- b) Provide a hard landscape element as a focal point such as low wall or fence, column, seating grouping, or public art.
- c) Ensure landscaping reinforces the view along the View Corridor, including regular planting of street trees.

#### **Policy 19:**

**THAT the City of Regina should ensure the visual prominence of View Corridors and View Termini in Downtown Regina through the application of design guidelines and controls in the zoning bylaw.**

### **3.5.4 Landmark Frontages Type**

#### **Intent**

Landmark Frontages are locations which are prominent because of their context, such as adjacency to a public open space or important street, or because of their content, such as heritage resources.

Creating Landmark Frontages increases visual interest along the street wall through contextually sensitive architectural features to building faces, and the co-ordination of streetscape features. It also contributes to creating a sense of place along streets that are of civic or public importance, and function as a welcoming face into the Downtown.

#### **Objectives**

Design objectives for Landmark Frontages include:

- a) Create visual interest and importance along Landmark Frontages through the incorporation of public art and co-ordination of streetscape elements.
- b) Ensure landscaping reinforces the view along Landmark Frontages, including regular planting of street trees.

#### **3.5.4.1 Public Art**

##### **Intent**

Downtown Regina has excellent examples of public art in a variety of contexts that enhance Downtown experiences. Public art provides an opportunity to celebrate and showcase local arts and culture, establishes a unique identity, and should contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot. Public art should be considered at a variety of scales and in diverse contexts. This includes larger installations at visually strategic locations such as the terminus of view corridors, at gateways, on prominent corners, or in public open spaces. It also includes smaller or more unexpected installations such as along sidewalks, in interior courtyards, in building entrances or lobbies, and parking lots and garages. All gateway locations and public view terminus sites identified on the Visual Prominence Map (Map 6) are candidates for public art. Public art should be incorporated in the design of Victoria Avenue, particularly its central median.

##### **Objectives**

Objectives for public art located along Landmark Frontages include:

- a) Public art may include memorials, sculpture, water features, murals, lighting, or individual art installations and may combine with building and landscape design. It may also include street furniture, utility boxes, and other elements not commonly displayed as art in a gallery setting.
- b) Public art should include pieces that serve as orienting devices for wayfinding or as focal points in public open spaces (Figures 3.13 and 3.14).
- c) The scale of a public art piece should correspond to the visual prominence of its site.
- d) Public art can also contribute to the animation of public spaces through its design and use as street furniture or other interactive uses.



**Figure 3.13 and 3.14**

Public Realm Amenity at a View Terminus can include public art, seating, and decorative streetscape furnishing.

**Policy 20:**

**THAT the City of Regina should ensure the visual prominence of Landmark Frontages in Downtown Regina through the application of design guidelines and controls in the zoning bylaw.**

## **PART 4 BUILT FORM FRAMEWORK**

### **4.1 Purpose and Objectives**

Built Form is the shape of buildings, not only individually, but as a collective. How buildings relate in terms of height, scale, and character determines the extent to which they will define the public realm – the outdoor rooms that are the streets and gathering places of the city. Buildings, through their individual beauty and idiosyncrasies, collectively define a sense of place.

The Built Form Framework is intended to shape individual buildings, one by one, to create the collective whole for Downtown Regina. The Built Form Framework works together with the Vision and Public Realm Framework to create a cohesive Downtown environment. It is primarily concerned with creating a comfortable, safe, and interesting pedestrian environment as perceived from sidewalks and public spaces, by focusing on creating a fine-grained, human scaled building fabric.

The Built Form Framework responds to and enhances Downtown Regina’s unique circumstances including the grid pattern of streets and blocks, Victoria Park and its Heritage Conservation District, numerous other historic buildings, and the role of the Downtown in Regina and in Saskatchewan.

Downtown Regina is a complex environment with a significant obligation to create a lasting legacy of the highest quality for its citizens. It is also the most organic place in Regina, continually changing, renewing, and evolving. The Built Form Framework includes design standards that shape the qualitative aspects of the built environment. Most importantly, it defines a cohesive structure and pattern for the Downtown as a whole and places it in context with its surroundings.

The framework provides policies related to the scale, character, and design of new public and private developments. While it is primarily concerned with buildings, it also influences how access, parking, and privately owned outdoor spaces should be configured. Goals of the framework include:

- a) To shape new development to respond to the Downtown’s unique existing and potential opportunities.
- b) To provide clarity and predictability in design outcomes.
- c) To provide a guide for adapting planning policies and regulations.

The framework is intended for all new Downtown buildings, including infill of vacant sites or parking lots, redevelopment of existing buildings, and additions to existing buildings, including heritage buildings. The framework sets out the intended built form outcome for all Downtown blocks. It sets out the desired condition for all sites, because some buildings will change, despite expectations, and they should do so in compliance with the broader Downtown Vision.

The Built Form Framework is composed of the following sections.

- General Design Standards (section 4.2)
- Heritage Standards (section 4.3)
- Urban Structure (section 4.4)
- Bonusing Framework (section 4.5)

Each component of the framework should be considered in concert with the others, as well with as the Regina Downtown Neighbourhood Plan Vision and the Public Realm Framework.

**Policy 21:**

**THAT the City of Regina will amend Zoning Bylaw No. 9250 to guide development to achieve the Regina Downtown Neighbourhood Plan Vision and the Public Realm Framework. The zoning bylaw shall include descriptions of the following topics:**

- **General Design Standards**
- **Heritage Standards**
- **Urban Structure**
- **Bonusing Framework**

## 4.2 General Design Standards

### Introduction

The general design standards inform the look and feel of buildings in general with a focus on creating a continuously connected network of pedestrian friendly streetscapes. Standards focus on building placement, orientation, façade design, and special conditions in the Downtown.

Design standards cannot anticipate every possible contingency. From this perspective, the standards should be interpreted with some degree of flexibility, based on the merits of individual proposals and their unique contexts and conditions. The standards collectively establish a high expectation for design. Wherever a proposed new development cannot meet one or more specific standards, it should provide exemplary compliance with other standards, not just meet minimum standards. Creative solutions that meet the intent of the Regina Downtown Neighbourhood Plan's Vision will be considered at the discretion of the Development Officer.

#### **Policy 22:**

**THAT the City of Regina shall create General Design Standards for new development in the Downtown and incorporate the standards in the zoning bylaw. The goal of these standards is to create a human scaled environment, a characteristic of all great downtowns. The City of Regina shall use these standards as guidelines when evaluating the merits of new development using the following criteria:**

- a) **Makes a positive contribution to the city, to the Downtown, and to the streetscape.**
- b) **Relates to, and builds upon, its existing context.**
- c) **Contributes to pedestrianism.**
- d) **The façade is as interactive as possible at street level, through transparency, multiple entrances, and storefront and active uses.**
- e) **Will stand the test of time.**

**Applying these standards will have the greatest positive impact on new development in the Downtown.**

## 4.3 Heritage Standards

### Introduction

Regina's historic places are diverse. They include some outstanding assets such as the virtually intact historic street and block structure, most of the original laneways, and the heart of Regina, Victoria Park. Regina also has some excellent examples of modern architecture, which are beginning to be recognized as heritage buildings - as they should be. Unfortunately, a significant number of historic places have been lost, including Train Station Park in front of the old train station and a great number of buildings. Notable among those lost buildings is the McCallum Hill building, Regina's first skyscraper at the edge of Victoria Park.

The enactment of the Victoria Park Heritage Conservation District in 1996 has protected some of the most significant remaining buildings around the park and along the F.W. Hill Mall. However, Regina has continued to lose buildings of heritage value outside of the district at an alarming rate. Today, Downtown Regina's historic places are fragmented, scattered throughout the Downtown in a non-continuous environment that is interrupted by surface and structured parking. Many new buildings are of questionable long-term value. There is a need to conserve what remain of Downtown's historic places and to ensure that new development evolves in a manner that is compatible with these resources.

#### **Policy 23:**

**THAT the City of Regina shall consolidate a set of Heritage Standards to provide a framework for the conservation of Downtown's historic places and provide guidance on managing change. Their purpose is to ensure new development makes a positive contribution towards the conservation of valuable resources, thereby leveraging these resources to achieve an increasingly successful Downtown.**

### 4.3.1 Heritage Objectives

Heritage landscapes – including Victoria Park and Victoria Avenue – should be beautiful public spaces that foster pedestrian activity and comfort. Heritage buildings should be celebrated for their unique contributions to the Downtown building stock. To do this, Downtown's historic places should be visually distinct. Public Realm and Built Form interventions to and around historic places (renovations, additions, improvements) should:

- a) Contribute to the conservation of historic places and to their heritage character.
- b) Ensure good sight lines to historic places.
- c) Provide information about them and/or orientation to them, including wayfinding cues.
- d) Create a pedestrian-friendly environment in the Downtown's Heritage Heart (Map 2).

Heritage Conservation is not only about saving old buildings; instead, it is fundamentally about enhancing the meaning of and quality of life in a specific place by maintaining its uniqueness and supporting the cultural and economic vitality that accompanies areas with strong conservation.

Areas of a city that embrace heritage as part of contemporary urban life thrive, becoming cherished places for residents to live and work, and are rewarding destinations for visitors. Regina will benefit from conservation in many ways: by increasing the identity and character of the city, by bringing the history of the city to life in tangible ways that people can experience, as well as by enhancing the Downtown's distinction.

**Policy 24:**

**THAT the implementation of the City of Regina Heritage Standards should be based on the following assumptions and process:**

- a) **When heritage value exists in a historic property, or on adjacent properties, it has been properly identified and its character defining elements determined.**
- b) **When the potential for heritage value has yet to be identified, a Heritage Impact Assessment will be undertaken by the Development Officer to determine what, if any, character defining elements require conservation.**
- c) **Heritage value may reside in buildings, structures, properties, landscapes, and/or whole districts. When the district is of significance, the subject property will need to be studied to determine if it is, or is not, part of the district.**
- d) **When heritage value has been demonstrated to exist on the site, adjacent to the site, or as part of the district, expertise in heritage conservation will be retained by the property owner to assist with the process of conservation. The resulting Conservation Plan will be used to manage the impacts of change, including: alterations to existing heritage structures and landscapes, additions to them, and the introduction of new structures and landscapes in proximity to historic places.**

**Policy 25:**

**THAT the City of Regina review the current policies and guidelines related to heritage, which include the Victoria Park Heritage Conservation District By-law. The City should adopt Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* and replace the Municipal Architectural Heritage Design Guidelines. This document provides a foundation for conservation that is useful for all contexts. Further, it is recommended that the language of municipal heritage policy be consistent with that of the federal standards. This can be accomplished incrementally, as specific heritage policies are reviewed or added from time to time.**

#### 4.3.2 Heritage Guidelines for the Victoria Park Heritage Conservation District

The existing Victoria Park Heritage Conservation District was created with a focus on Victoria Park and F.W. Hill Mall. Protecting the historic places within and surrounding these spaces that give these spaces their unique character, was an important first step (Map 7).

Forming part of the Victoria Park Heritage Conservation District By-law, the existing heritage Guidelines give authority to the City of Regina's Development Officer with respect to alterations to historic places and new development within the Victoria Park Heritage Conservation District. The Development Officer reviews all new proposals to ensure compliance with the Guidelines. The Development Officer may refer an application for a Heritage Conservation District permit to the Municipal Heritage Advisory Committee for its consideration and recommendation. The Guidelines are intended to ensure new development is compatible with the established heritage character of its immediate surroundings and with the Victoria Park area in general.

Other historic places exist just outside of the Heritage Conservation District boundaries, forming part of a contiguous heritage area. For this reason, the District boundaries ought to be studied to consider incorporating these places. This would allow the City to manage change within its Heritage Heart to ensure that all new development shares a consistent level of quality and compatibility.

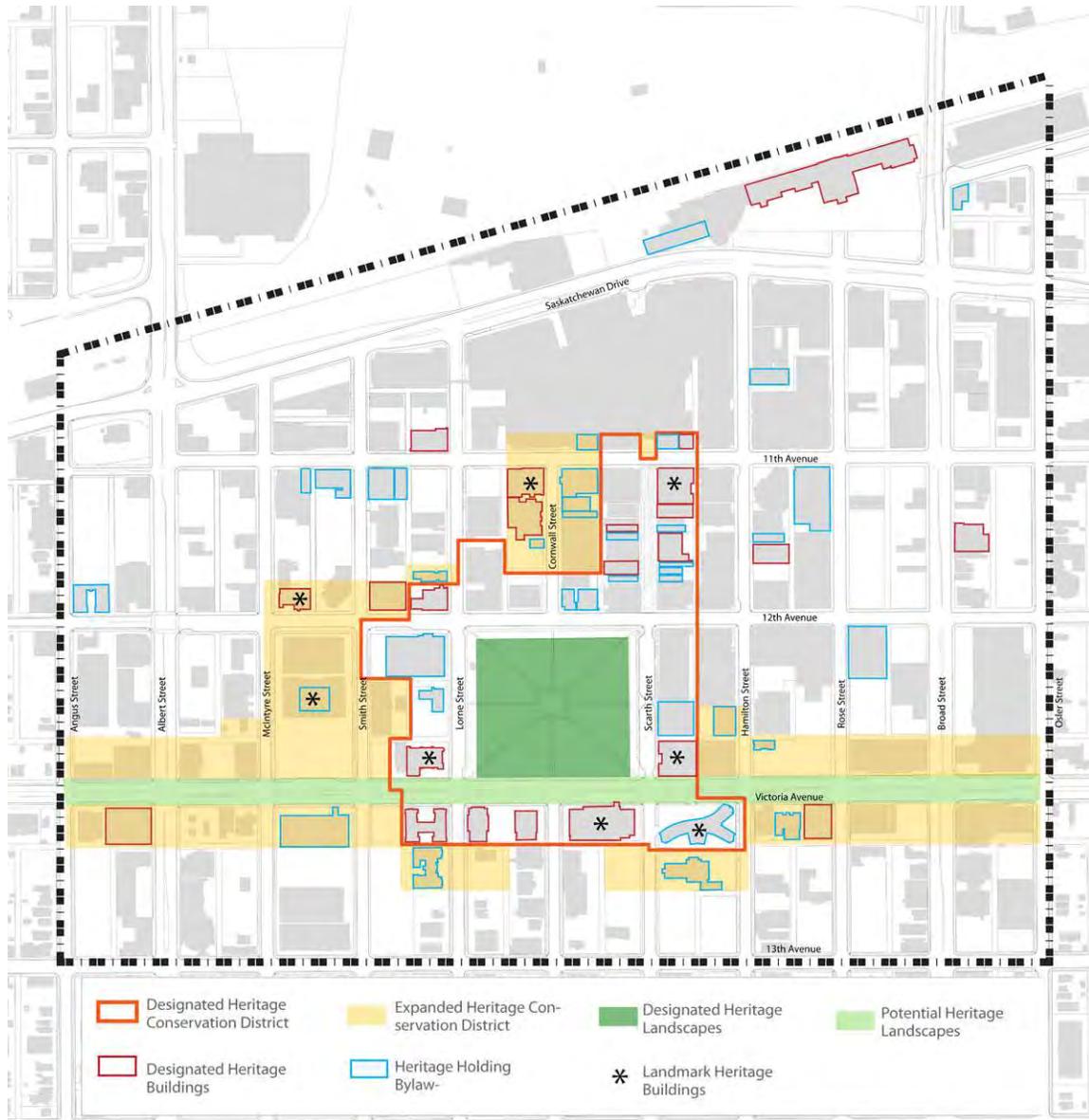
**Policy 26:**

**THAT the Victoria Park Heritage Conservation District Bylaw Guidelines and Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* should be strongly enforced, to ensure all new development is of the highest design and material quality, and is compatible with the character of the Victoria Park Heritage Conservation District. As a fundamental starting point, this means that no buildings of heritage value should be demolished. Rather, their heritage characteristics should be identified, maintained, and enhanced by new construction.**

**Policy 27:**

**THAT the City of Regina:**

- 1) Ensure the existing Victoria Park Heritage Conservation District conforms with the objectives established in section 4.3.2;**
- 2) Study and consider an expansion to the Victoria Park Heritage Conservation District to ensure the City can require new development to be consistent and contiguous with the existing heritage area. Potential expansion of the Victoria Park Heritage Conservation District should consider:**
  - a) East and west along Victoria Avenue to the edges of the Downtown, including all properties located along it.**
  - b) North along Cornwall Street to include 1840 Cornwall Street, the Royal Canadian Legion Memorial Hall, the SUMA building, the Darke Block, Merchant's Bank, and the Canada Life Assurance building.**
  - c) West to include the Saskatchewan Revenue building, St. Paul's Anglican Cathedral, City Hall and Queen Elizabeth II Court (public plaza), and the Regina Court House.**
  - d) South to include the Frontenac apartments, Blessed Sacrament Church, and the properties directly across the street from each, to ensure compatibility.**
- 3) Develop new standards or guidelines for the Victoria Park Heritage Conservation District with more explicit design direction to ensure they reflect the overall Downtown Vision.**



**Map 7**

Victoria Park Heritage Conservation District Expansion

### 4.3.3 Downtown Heritage Standards

Heritage standards serve two purposes. First, to provide a framework for future standards for the expanded Victoria Park Heritage Conservation District. Second, to provide additional direction or clarification for the existing Victoria Park Heritage Conservation District Guidelines. However, it should be reiterated that the Development Officer should interpret the existing guidelines as is seen to be fit in order to achieve the highest quality development within the District, consistent with the heritage objectives (see section 4.3.1).

While only one, larger Victoria Park Heritage Conservation District is proposed, all development and redevelopment proposals should recognize that the Downtown is a district in itself and, therefore, proposals should contribute to the overall heritage character through consistency with the Public Realm and Built Form standards.

New development outside of the Victoria Park Heritage Conservation District is to contribute to the conservation of significant historic places, where they exist. This is accomplished by addressing buildings, structures, and landscapes as they are seen from the Public Realm (i.e. from the street, from parks, plazas and open spaces, or from any other place where significant views exist). These standards presume that the integration of new development with historic places will:

- be governed by the Victoria Park Heritage Conservation District Guidelines;
- be compatible with historic places located outside the District; and
- comply with the findings of a Heritage Impact Assessment and/or other heritage policies and documentation (e.g. a Conservation Plan).

**Policy 28:**

**THAT the City of Regina will incorporate Heritage Design Standards in the zoning bylaw or in a stand-alone document to guide new development in a heritage context with respect to such aspects as street wall height, building envelopes, setbacks, street level heights, articulation and rhythm.**

## 4.4 Urban Structure

### Introduction

Urban Structure guides the shape of the Downtown as a whole, including its overall height and density, street wall heights, setbacks/build-to lines, and distinct functional and character areas. The Urban Structure builds on existing and historic development characteristics and considers linkages and interfaces with the surrounding context.

### 4.4.1 Character Framework

Downtown Regina has a simple structure: an urban core, surrounded by the Grand Avenues, with transitions to the edges (Map 8). The character of each area responds to its unique conditions and opportunities.

The Character Framework map expresses two related and overlapping ideas:

**Precinct Character:** The areas outlined in black are Precinct Areas, each characterized by a distinct combination of different uses, built forms, and landscapes.

**Built Form Character:** The coloured areas represent specific built form characteristics responding to particular streets or conditions. For example, the Grand Avenues built form character lines both sides of Albert Street, Saskatchewan Drive, Broad Street, and Victoria Avenue.

### 4.4.2 Precinct Character Areas

The edges of the Downtown today have abrupt transitions to surrounding neighbourhoods, particularly to the east, north, and west. These edges are primarily characterized by parking lots and a lack of street trees. In addition, a few tall buildings are located immediately adjacent to the Cathedral and Core neighbourhoods, creating inappropriate juxtapositions against the low-rise building fabric.

These precincts are in need of greater continuity and cohesion in the built form. This includes the need to introduce a more generous, appealing, and green public realm: regular street tree planting, site landscaping, and building setbacks to create forecourts or urban front yard landscaping. New buildings should be built in the parking lots, including a greater emphasis on new residential development. The transition shouldn't necessarily be a smooth gradation between adjacent neighbourhoods and the Downtown, but rather an intermixing of the best characteristics of each.

#### 4.4.2.1 Cathedral Interface

This Precinct Area may benefit from proximity to a neighbourhood that has become more desirable. A key goal is the continuity of residential development from this neighbourhood into the Downtown. Public realm investments in this precinct, particularly along Albert Street to help create the Grand Avenue, may assist this transformation. Building Typologies should include multiplex housing forms, low-rise, as well as mid-rise types.

#### **4.4.2.2 Core Interface**

As is the case with the Cathedral Interface, a key goal is the continuity of residential development into the Downtown from the Core neighbourhood, now referred to as the Heritage Neighbourhood. However, this area will be more flexible in character, including a mix of institutional, employment, and other uses. This reflects the mixed character of the Core neighbourhood itself, as well as better linkages in general with eastern Regina due to continuous street connections. Broad Street also has an existing height peak at Victoria Avenue. In this respect, this Precinct Area is an ideal location for facilities such as a University of Regina downtown campus or student housing. Building types will be mixed, from high-rise at Victoria Avenue to mid- and low-rise further north and south.

#### **4.4.2.3 Centre Square Interface**

Centre Square complements the Downtown with its mix of lower and higher density residential development, commercial/office development, and small businesses. The existing transition through Centre Square works well: from lower house forms in the south, to mid-rise, to higher forms near Victoria Avenue. Thus, this Precinct Area will benefit from parking lot infill with mid-rise mixed residential/commercial. The existing Centre Square policies (Transitional Area Neighbourhood Plan) are consistent with this approach.

#### **4.4.2.4 Downtown Edge Interface**

This Precinct Area forms the edge to the Canadian Pacific Railway line, to the former Superstore site, and to the inter-modal yard. The only linkages to the north are at Albert and Broad Streets. By necessity, this area will tend to orient to the south, towards the existing Downtown. Higher building forms are appropriate, consisting of both residential and commercial development. In future, this Precinct Area may become a transition area to a new, more urban development to its north (when the existing CP intermodal yard is relocated) and, therefore, should be designed to facilitate linkages. The future development would itself create appropriate transitions between the Warehouse District and the Downtown Edge precinct.

#### **4.4.2.5 Central Downtown**

Central Downtown is the heart of the city. It has a mix of uses and is the most urban condition, where buildings are built out to the property line. It is the focus of tall buildings, with a recognizable peak, and is the focus of continuous storefront retailing. Future cultural/recreational destinations should also be concentrated here.

### **4.4.3 Built Form Character Areas**

#### **4.4.3.1 Grand Avenues**

The four arterial roads that define the edge of the Downtown are intended to transform into Grand Avenues. They will be gateways into the Downtown defined by their generous public realm treatments and mid-rise buildings. Buildings along the Grand Avenues should be a little “grander” than most, in the sense that they will have careful attention focused on their quality and details. Victoria Avenue may have taller buildings along it, as well as Landmark buildings, reflecting its ceremonial character.

#### **4.4.3.2 Cathedral/Core Neighbourhood Edge**

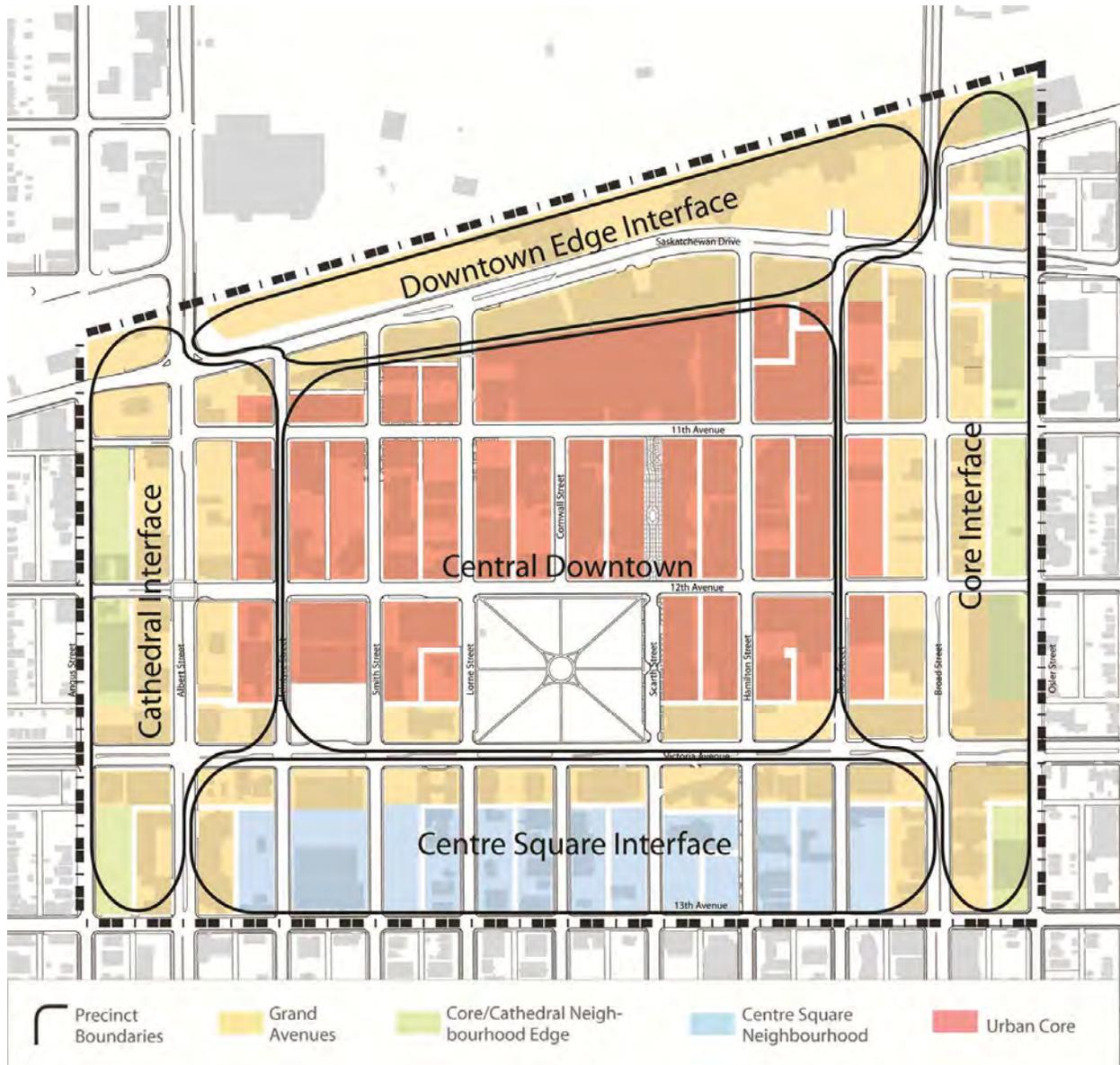
The blocks along Angus Street and Osler Street that face Cathedral and Core neighbourhoods should have buildings of a scale compatible with the adjacent low-rise neighbourhoods.

#### **4.4.3.3 Centre Square Neighbourhood**

The blocks south of Victoria Avenue (specifically, the laneway behind the blocks facing Victoria Avenue), east of Albert Street and west of Broad Street (and those that do not front onto these streets) are part of the Centre Square neighbourhood. Buildings should be designed consistent with the current policy direction for this neighbourhood as expressed in the Transitional Area Neighbourhood Plan. Commercial buildings should be low-rise in scale while residential buildings should be mid- to high-rise, forming a transition in height between the Downtown to the north and the low- to mid-rise scale of Centre Square further south.

#### **4.4.3.4 Urban Core**

All of the blocks contained by the Grand Avenues are the Urban Core. Buildings in this area will generally be located at the street edge and occupy 100% of their frontages. New buildings will tend to be built with side party walls, particularly at the podium level, in expectation of future change or infill. Buildings within the Urban Core should be granted the greatest latitude with respect to individual design expression, while creating a pedestrian scaled, legible environment consistent with the Built Form Framework.



**Map 8**  
Character Framework

**Policy 29:**

**THAT the City of Regina will adopt in the zoning bylaw an urban structure based on precinct character areas and built form character areas to guide the shape of the Downtown as a whole, including its overall height and density, street wall heights, setbacks/build-to lines, and distinct functional and character areas.**

#### 4.4.4 Frontage Condition

Storefront uses located at street level are encouraged and will be accommodated along all Downtown streets. This includes a wide range of uses such as retail stores, restaurants, galleries, and personal services such as hair salons, laundromats, and day care centres. These street-engaging uses are critical for creating a successful Downtown. They animate streets, help provide a critical mass of activities, provide neighbourhood convenience for Downtown residents, and fill the niche for one-of-a-kind stores serving the city as a whole. All new developments or significant redevelopments of Downtown buildings are encouraged to provide storefront uses at street level.

**Policy 30:**

**THAT the City of Regina will incorporate a frontage conditions in the zoning bylaw to ensure development decisions result in active and animated streets, provide a critical mass of activities and neighbourhood convenience for Downtown residents, and fill the niche for one-of-a-kind stores serving the city as a whole.**

#### 4.4.5

##### **Build-to Lines and Build-to Ranges**

The placement of buildings relative to the front property line contributes to the character of the street and sense of place. Generally, the Downtown is defined by buildings placed to the front property line. This creates an immediate relationship with the sidewalk and a consistent street wall.

Build-to line denotes a specific distance from the property line to which the street wall of all new buildings should be constructed. All new construction should be built to the build-to line. The build-to line is measured at grade.

A setback, on the other hand, denotes the minimum distance (implying a building can be located further back) from the property line at which a building should be built.

**Policy 31:**

**THAT the City of Regina will incorporate build-to lines and build-to ranges in the zoning bylaw outlining the placements of buildings relative to the front property line. This will ensure development decisions result in an enhanced character of the streets and a sense of place.**

#### 4.4.6 Street Wall Height

The first three to four storeys of buildings are the most important in defining the character of the public realm, particularly concerning the articulation, fenestration, materials, and detailing of the façades and in expressing the uses within.

The street wall is the lower portion of a building or collection of buildings that defines the street edge or public realm, typically between 3-6 storeys in height. The street wall refers to the façade portion of the building.

Above the street wall height, buildings may be subject to above-grade step backs. This ensures that the street wall is formed by buildings of comfortable pedestrian scale, while taller elements are stepped back. Above-grade step backs also alleviate wind conditions and provide more sunshine into the public realm, which result in more comfortable pedestrian experiences. Requirements for pedestrian level wind studies and solar access modelling will also assist in determining the appropriate built form mitigation techniques

**Policy 32:**

**THAT the City of Regina will incorporate restrictions in the zoning bylaw for street wall heights and standards for wind minimization and solar access in the zoning bylaw to ensure development decisions result in a comfortable pedestrian scale and experience.**

#### **4.4.7 Climate Controlled Pedestrian Linkages**

In November 1992, City Council adopted the concept of climate controlled pedestrian linkages for the downtown and approved a plan for specific locations and types of climate controlled pedestrian linkages. The plan was prepared involving input from the downtown business community, developers, heritage organizations and the general public. That plan resulted in a set of policies that guided the creation and management of the current climate controlled pedestrian linkages throughout the downtown.

The desire for comfortable pedestrian experiences in the downtown must be balanced with the goal of active downtown streets. While climate controlled pedestrian linkages are used frequently, particularly in the winter months, many linkages have their access controlled allowing only employees of certain buildings to use them. The future downtown experience for pedestrians does not envision more publicly accessed climate controlled pedestrian linkages, however, the possible negotiation of future linkages cannot be dismissed, therefore the following policy and the document titled “Design Guidelines for Climate Controlled Pedestrian Linkages” (Appendix 3) will guide any discussions around this topic.

**Policy 33:**

**THAT the City of Regina will encourage active streets and discourage the development of climate controlled pedestrian linkages subject to the following:**

- (a) No additional climate controlled pedestrian linkages shall be permitted without an amendment to this Plan following a full and appropriate public participation process.**
- (b) If a climate controlled pedestrian linkage is approved, it shall be guided by the document titled “Design Guidelines for Climate Controlled Pedestrian Linkages”.**
- (c) Notwithstanding (b), no climate controlled pedestrian linkages, either individually or in combination, shall provide a convenient connection between major retail centres which would encourage pedestrians to bypass the street level shopping environment in the downtown.**
- (d) All current, and any future, climate controlled pedestrian linkages over or under a public right-of-way shall be subject to an agreement between the City of Regina and the adjacent property owner(s) addressing all cost, design, operational and maintenance issues, and shall be consistent with the policies in this Plan and the terms of a standard agreement. The standard agreement shall address, but not be limited to, the following:**
  - i. Public access to climate controlled pedestrian linkages shall be permitted during hours agreed to by the City of Regina and the affected property owners;**
  - ii. The responsibility and all costs of operating the climate controlled pedestrian linkages (including utilities and public security) and provision of maintenance (including cleaning, repair and reconstruction shall be borne entirely by the abutting property owner(s), and shall be to the satisfaction of the City of Regina;**
  - iii. Construction shall be undertaken by the City of Regina or subcontracted by the City of Regina subject to its approval of design, construction cost estimates, and construction supervision.**
  - iv. The City of Regina may fund construction of the portion of approved climate controlled pedestrian linkages which are on or over public rights-of-way, and exempt property tax and encroachment fees for the climate controlled pedestrian linkages on or over public rights-of-way.**

[Bylaw No. 9432]

#### **4.4.8 Parking**

Parking should not be the dominant image of streets. An important goal of the Regina Downtown Neighbourhood Plan is to cultivate an image where parking, while present, goes relatively unnoticed in the streetscape. Generally, no new surface parking lots will be allowed in the Downtown that are not screened by storefront or active uses along the street. In the rare circumstances where they are accommodated (e.g. improvements to a site that currently includes a surface parking lot) exemplary parking standards must be met.

**Policy 34:**

**THAT the City of Regina will incorporate parking standards and restrictions in the zoning bylaw to ensure development decisions result in an active and animated public realm and limits the amount of visible parking from the street.**

## 4.4.9 Building Height and Density

### Introduction

Height and density standards must be implemented as complementary components. These standards will accommodate an appropriate amount of development as-of-right.

Depending on the size and configuration of any given site, development may first reach the maximum allowable density or it may first reach the maximum allowable height. As such, development will be constrained by either a density standard or a height standard, depending on site specific considerations. A small site, for example, may reach its density maximum first and, therefore, be limited by this maximum. Conversely, a large site could allocate greater amounts of density to a high-rise form and may be constrained by the height standard, rather than by the density maximum.

In order to accommodate the potential for sites to be assembled and/or developed in different ways, density bonusing can be used that can sensitively accommodate the unique circumstances of each development scenario. In specified areas, height bonusing may be considered.

Both the height and density standards will be considered maximums. Development must not exceed either, except through bonusing, where eligible. The maximum allowable height and density and the bonusing framework, in combination, will be designed to ensure that more consideration is required of developments that are larger/taller, given that they will be correspondingly more prominent and significant.

#### 4.4.9.1 Building Height

Building heights will reflect the overall Downtown Vision, which includes the goals of the Public Realm Framework and the other goals of the Built Form Framework.

#### 4.4.9.2 Density

Density permissions need to ensure that new development fills in under used or vacant sites, rather than concentrating significant development on only a few sites.

Furthermore, development alternatives and incentives become more viable in a more restrictive development context where the City can gain public amenities in exchange for bonuses on height and density.

#### **Policy 35:**

**THAT the City of Regina will incorporate building height and density standards in the zoning bylaw to reflect the overall Downtown Vision, which includes the goals of the Public Realm Framework and the Built Form Framework, and ensure new development fills in under used or vacant sites, rather than concentrating significant development on only a few sites.**

## **4.5 Bonusing Framework**

### **Introduction**

The Built Form Framework assumes the zoning bylaw will identify maximum as-of-right heights and densities for Downtown development and identify areas where additional development rights may be achieved as a bonus, in exchange for public benefit.

The Downtown Bonusing Framework is a system designed to achieve specific public benefits above and beyond those required in the Regina Downtown Neighbourhood Plan, in exchange for increased development rights.

As it is implemented, the Bonusing Framework will contribute to a rising Downtown residential population and at the same time encourage new development to contribute to the desired character, livability, and sustainability of the Downtown neighbourhood.

It must be noted that the value of public benefits achieved through bonusing will vary with the peaks and troughs of real estate development activity. Thus, it is important to bear in mind that while bonusing can be a valuable tool to encourage the contribution of Downtown amenities, bonusing is not a substitute for stable, predictable, and ongoing sources of funding to support Downtown services, development, amenities, and improvements to the public realm.

Bonusing of development proposals can only be considered with respect to the granting of additional height (see section 4.4.9.1), additional density (see section 4.4.9.2), and/or reductions to build-to lines and build-to ranges at Primary Gateways (see section 4.4.5).

### **4.5.1 Bonusing Eligibility Criteria**

All development proposals must meet the following bonusing eligibility criteria:

- a) Bonuses can only be granted: for additional height, additional density, or for reductions to build-to lines and build-to ranges at Primary Gateways as identified in the zoning bylaw.
- b) Development proposals that include bonusing must meet all Plan requirements. In particular, both the development proposal and the contributed community amenity must be in keeping with the objectives and design standards in the Public Realm Framework and Built Form Framework.

### **4.5.2 Bonusable Community Amenities Evaluation**

Proposals to contribute community amenities in exchange for development bonuses will be evaluated on the basis of the following factors:

- a) Bonusable community amenities should be selected from a community amenities list.
- b) Bonusable community amenities must be located in the Downtown.
- c) Bonusable community amenities must be enduring.
- d) Buildings have a long life; correspondingly, the resulting community amenity contribution must have a long-term effect. This means that the quality of the benefit and its long-term use must be considered priorities.
- e) Bonusable community amenities must be in keeping with the Vision and Principles of the Plan.

Community amenity contributions will be evaluated as a component of the development review process.

### 4.5.3 Bonusable Community Amenities List

Creating a list of Bonusable Community Amenities, projects and initiatives eligible in exchange for additional development rights, is an important step in adding transparency and predictability to the Downtown development process. It is also important in ensuring the benefits of a bonusing system are not diluted by community amenity contributions that produce little public benefit.

The list will reflect the community amenities that are currently considered desirable for the Downtown, in accordance with the objectives of the Plan. The list should only be considered as a guide. In the context of specific development proposals, additional new community amenities will be considered and may be added to the community amenities list at the Development Officer's discretion. To be eligible, those suggesting alternative community amenities must demonstrate the amenities are consistent with Plan objectives and are, therefore, desirable additions to the Downtown.

**Policy 36:**

**THAT the City of Regina may consider public benefits through the provision of community amenities when assessing development applications seeking additional height, additional density, or for reductions to build-to lines and build-to ranges at Primary Gateways as identified in the zoning bylaw. Provisions shall be set out in the zoning bylaw to guide negotiations of desirable community amenities.**

**Policy 37:**

**THAT the City of Regina will conduct regular reviews of the bonusing framework and community amenities requirements to ensure consistency with this plan and future community needs.**

## PART 5 ACTION PLAN

### 5.0 Introduction

The Action Plan contains a set of actions divided into five categories, which expresses the main objectives and foci of the Regina Downtown Neighbourhood Plan. Each action is derived from the initial observations of opportunities and constraints, is influenced by the extensive public consultation process that took place during the development of this Plan, and is a step towards fulfillment of the Public Realm and Built Form Frameworks. Each action should be recognized as imperative to realizing the Plan's Vision. Individual actions are grouped into five action categories:

**Leadership:** Actions relating to leadership roles necessary to begin the implementation process.

**Neighbourhood:** Actions relating to creating a Downtown neighbourhood.

**Business:** Actions relating to enhancing Downtown commercial activities.

**Culture:** Actions relating to improving cultural programming, public art, Heritage Conservation, and Downtown lifestyle marketing.

**Transportation:** Actions relating to pedestrians, cycling, transit, automobiles, and parking.

Some of the actions do not require significant capital investment. Rather, some Plan objectives will be achieved through policy changes, incentives, partnerships, and department work programs. However, in instances where significant investments in infrastructure are required, it is imperative to also consider implications for establishing new operating and maintenance budgets that may be required.

It will be a corporate responsibility to implement the Plan. The Plan will be a living document and become engrained in City department work plans, strategic planning, and operations.

## 5.1 The 8 Big Moves

Downtown Regina’s Big Moves are the driving ideas for change that form the basis for the proposed Public Realm Framework, the Built Form Framework, and the Action Plan. They are tangible concepts that bring the Vision and Principles to life. The Big Moves assimilate comments and suggestions from the public and are the justification for future actions and implementation strategies.

	<p><b>Big Move 1: Walk to Work</b></p> <p><b>A Downtown that is defined and framed by residential neighbourhoods.</b></p> <p>Regina is an exceptional place – exceptional because it bucked the trend, embraced sustainability and became one of the first medium-sized cities in Canada to provide a big-city opportunity – the opportunity to own one less car and to use active transportation as a primary way of moving about. Stop and say hello to your neighbours, grab a coffee, get some exercise, and know that you are doing something to address climate change – all as you walk to work. Downtown Regina should accommodate up to 25% of the city’s annual residential growth, creating the critical mass of people necessary for a vibrant lifestyle.</p>
	<p><b>Big Move 2: The City Square</b></p> <p><b>Victoria Park is the jewel, the organizing element of the City.</b></p> <p>Victoria Park is the city square, the community living room of the Downtown core, a place that is symbolic of “Regina the Queen City”, beautiful, active, vibrant, connected, and inspirational. It is the starting point in the city – every design move and every programmatic initiative builds on the geography of Victoria Park and emanates outwards. It is embedded within an identifiable historic district that tells the story of the city through buildings, furnishings, the character of the streets, and public art.</p>
	<p><b>Big Move 3: Pedestrians First</b></p> <p><b>All streets designed for walking.</b></p> <p>Streets for walking are streets with wide sidewalks; with pedestrian amenities such as lighting and benches; and with great buildings that interest pedestrians, make them feel safe, and offer them opportunities to take shelter from the cold and to interact with the city.</p>
	<p><b>Big Move 4: A Green Zone</b></p> <p><b>A well maintained urban forest that adds seasonal ambience and urban wildlife habitat.</b></p> <p>Every street is a warm and inviting public space lined with lush trees that bring warmth and life back into the Downtown, in all seasons. Aside from creating beautiful views, the trees offer shaded places to rest or walk under, they recharge the air, and provide friendly urban wildlife habitat. Green roofs and community gardens add a level of sustainability to the urban landscape and buildings are retrofitted for energy efficiency.</p>



**Big Move 5: A Cycling Culture**

**Cultivate and support cycling as a viable means to move about.**

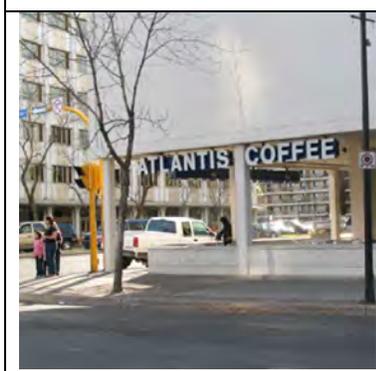
Every street has been designed with the cyclist in mind. Broad cycling paths provide a key clue: this is a great city in which to cycle. Employers encourage cyclists by providing the amenities they need, such as safe bike storage and showers, and reward them with incentives. The City hosts an Annual Bike to Work Week, closing some roads for cyclists and holding celebrations in the park.



**Big Move 6: Exceptional Public Transit**

**A Downtown that is best accessed by public transit.**

Public transit is the best motorized way to get to work and school or to shop and play. Public transit is a tool that links the city’s diverse destinations through direct routes that are as efficient as other modes of travel.



**Big Move 7: Friendly Façades**

**Existing buildings, at street level, remediated to create a lively, animated pedestrian realm.**

Following the lead of the Atlantis Coffee site, existing buildings that do not support the experience of the pedestrian will be transformed to enhance it. The Cornwall Centre, on all sides, will be opened to the street; existing parking structures will be transformed to have active uses at grade; and office buildings will have greater transparency at the street.



**Big Move 8: Festival Places**

**Create places for gathering, to allow arts and culture to flourish and to be celebrated.**

The transformed portion of 12th Avenue adjacent to Victoria Park will act as the new festival and market street that includes the width of the street and both sidewalks, from park edge to the building faces, and will contribute to a renewed concept of the City Square. Queen Elizabeth II Court will become a ceremonial space for formal events and year-round civic celebrations and, together with the City Square project, will clearly mark the festival centre and cultural heart of the Downtown.

## **5.2 Action Items**

### **Leadership**

L.1 Establish a City Centre Branch and Manager.

### **Neighbourhood**

N.1 Secure a residential pilot project Downtown.

N.2 Create a Downtown Housing Strategy.

N.3 Rezone the Downtown as a Direct Control District.

N.4 Include an urban design review step in the development permitting review process.

N.5 Reflect Downtown as a complete community in City policy.

N.6 Encourage Downtown community gardens as part of new residential projects.

N.7 Create a Downtown Urban Forest Strategy.

N.8 Encourage Downtown locations for unique community services and non-profit organization offices.

N.9 Co-ordinate existing and developing initiatives for Downtown safety and security.

N.10 Conduct a servicing and capacity review for water, wastewater, stormwater, and solid waste management in order to devise new management strategies.

N.11 Revise the Winter Maintenance Policy to prioritize the Downtown.

### **Business**

B.1 Identify clusters or blocks of uses.

B.2 Establish a permanent Farmers' Market venue Downtown.

B.3 Measure changes in employment composition, market composition, and vacant properties.

B.4 Foster a symbiotic partnership between businesses and artists.

B.5 Create a façade renewal and improvement incentives program.

### **Culture**

C.1 Create a City of Regina Cultural Plan.

C.2 Complete the City Square Project.

C.3 The City Square programming strategy.

C.4 Revise the approach to heritage management.

C.5 Establish a University of Regina presence Downtown.

C.6 Create a Signage and Wayfinding Strategy.

C.7 Create a Patio Management Strategy.

C.8 Establish a Civic Heart Revitalization Working Group.

## **Transportation**

- T.1 Study the cost and impact of converting all one-way east-west streets to two-way vehicle movement both in the Downtown and immediately south of the Downtown.
- T.2 Create alternative road standards.
- T.3 Refocus transportation planning on pedestrians.
- T.4 Prioritize cycling within transportation planning.
- T.5 Prioritize and enable the efficient operation of public transit.
- T.6 Minimize, mitigate, and control Downtown Surface Parking.

## **5.3 Implementation Strategy**

### **Introduction**

The Implementation Strategy is a document to outline the timeframe and resources required for implementing the Action Plan component of the Regina Downtown Neighbourhood Plan. In order to begin Action implementation, certain cultural, political, and financial foundations should be set. These foundations are intrinsically linked to a set of critical success factors, which determine Priority Actions. It is important that the stage be properly set for orchestrating the implementation of the recommendations in a sequenced manner. In turn, once the implementation process is underway, it must be monitored with measures of success as determined for each implementation Action. Foundations, success factors, sequencing, and success measures will be identified during the project scoping phase for each Action.

Successful implementation will depend on a variety of initiatives unfolding simultaneously. Certain actions are mutually supportive or are only possible when completed in a sequenced manner - certain contexts and foundations need to be created to successfully complete the next action. A sequencing chart will outline a recommended course of action for implementation that should result in timely completion of the actions, while accommodating some flexibility as the development context evolves.

## **APPENDIX 1: PLAN BACKGROUND**

Today, the City of Regina finds itself on the cusp of significant change. It has an unprecedented growth rate that has toppled once stable housing prices and an administration that understands the importance of investing in urban infrastructure to ensure the improvement of quality of life for all residents of the city.

Regina is also being shaped by national and global trends. As a society, we have become acutely aware that our patterns of development are adversely affecting the settlements within which we live. Sprawling auto-dependant communities are raising questions about equity, sustainability, accessibility, social inclusivity, our health, and about the best places for people to age gracefully. Across North America, walkable Downtowns and main street communities are undergoing a revival as people seek solutions to these issues. And more than ever, citizens are aware of best practices elsewhere.

Downtown Regina has historically been the economic engine of the city. Today, Downtown establishments provide over 25,000 jobs. For a mid-sized Canadian city, this concentration of employment is enviable. It results in an urban vibrancy during daylight hours that is challenging to find in similar sized Canadian cities that do not have this critical mass of people coming together five days a week. This significant clustering of employment also secures Victoria Park as an important and beautiful place to lunch in the summer and is fundamental to the success of the Regina Farmers Market, enabling a small but growing cluster of local, unique restaurants and services. Downtown is also a place for gathering, as demonstrated annually at Regina's treasured Folk Festival, and during impromptu moments such as when the Roughriders won the 2007 Grey Cup. It is a place for civic organization, for cultural activities such as the events offered at the Globe Theatre and the Central Public Library, and for entrepreneurship.

Some of the Downtown development that has occurred since the early 1990s includes the Hill Centre Tower 2, FCC Tower and Canada Life Place. These constitute nearly 10% of the downtown office stock. More recently, Hill Centre Tower 3 is now under construction and several applications have been submitted for residential, office and commercial buildings in the downtown. As well, in the last few years several buildings have been adapted for reuse such as the residential conversion of the TD building and Renaissance Plaza, and the Leader Building. Office conversions have also taken place, including the transformation of former retail spaces such as the Army & Navy and the Bay Building to office uses.

In contrast, since the creation of the 1985 Downtown Plan there has been minimal investment in the public realm. In addition, more historic buildings have been torn down to make way for new parking lots. Indeed, a full 26 per cent of the surface area Downtown is now reserved for parking. While Downtown Regina has many of the critical elements required to create a thriving Downtown, it does not yet have the critical mass of activities necessary for the Downtown to thrive beyond regular work hours. This, in turn, limits the viability of restaurants, galleries, services, cafés and niche retail. Similarly, since public spaces are empty at night and weekends, the streets do not feel safe. What is needed is a direction for Downtown development that leads to a critical mass of activity, increasing the viability of an active and safe Downtown at all times.

Great places are not created by accident. They are the result of a vision, leadership, planning, unrelenting tenacity on the part of city champions, and strategic, meaningful public investment. The Regina Downtown Neighbourhood Plan has been created to provide such direction for the next 20 years to come.

The Downtown Neighbourhood Plan celebrates Downtown Regina as a place for people to thrive. It refocuses Downtown Regina as a place of pedestrianism, heritage and culture, entrepreneurship, great urban design, environmental sustainability and as an ideal place to live. It does so by recognizing the existing employment base Downtown as the City's greatest asset, and encourages future growth that further entrenches Downtown as the economic hub of Regina.

The primary goal of the Plan is to match the employment base with great new urban housing, so people can choose to walk to work. Living and working in close proximity has a number of corollaries and spin-offs. People living Downtown will shop and eat Downtown, supporting a vibrant retail and restaurant scene. People will be on the streets at all hours, fostering a safer environment. New cultural destinations, entertainment attractions and service providers will choose to locate Downtown, where the people are. This new critical mass will bring urban vitality to Regina.

To accomplish this vision, two objectives must be met, both of which are inseparable as a strategy for growth. The first objective is to attract up to 25% of the projected residential growth for Regina to new Downtown accommodations. The goal of 2,500 to 5,000 new residents, over the course of the next 15 years, will effectively establish a Downtown neighbourhood. To attract new residents, the second objective is to create a collection of quality amenities Downtown, of the types necessary to support a thriving neighbourhood and community. Whereas the reasons people choose to live in urban environments typically include proximities to arts, culture, retail and restaurants, the most compelling reason to live in Downtown Regina, in the short term, is the opportunity to walk to work. If people are given the opportunity to walk to work, their sustained presence Downtown after working hours will soon begin to have an impact on the other kinds of amenities that are necessary to create a thriving Downtown - shops, a grocery store, galleries, a community centre and niche retail all become more viable as the population increases. In the longer term, as the Downtown population base both increases and begins to stabilize, the urban environment will become more complete and sustainable.

Improved transit service is essential to a complete, walkable Downtown. Many walking trips are made to, and from, the bus. Improving transit service Downtown will allow visitors to access Downtown, and to enjoy it on foot, as well as allowing Downtown residents to conveniently travel to the rest of the City. It will be possible to live Downtown without owning a car. As people begin to live in the Downtown, it will become more and more viable for “car share” enterprises to operate. This in turn will give more people the option to forgo car ownership, or to own one less car. Accommodating population growth through Downtown infill will also make it possible for the City of Regina to choose to reduce sprawl.

Making Downtown a great place to live requires investment: great tree-lined streets, an efficient transit system, a variety of interesting parks, new cultural destinations, neighbourhood shopping and amenities to support new residential developments. It is a circle of public and private sector investment that builds overall value. The more attractive Downtown becomes, the more people will want to live there. The more people live there, the more businesses and government will invest.

Accessible public spaces and shared amenities, in the future, will be the draw to Downtown living. People will choose to live with smaller ecological footprints in exchange for cleaner air, a high quality of life, and affordable movement options. Downtown will also provide an opportunity for a diversity of people to live in close proximity to one another.

To implement the Downtown Neighbourhood Plan, Action Plans have been generated and categorized under the themes “Leadership”, “Neighbourhood”, “Business”, “Culture”, and “Transportation”. These specify actions that are necessary to undertake to realize the Plan and are listed in order of priority. Many actions are interdependent and should be implemented together, while others are part of a sequenced or phased implementation strategy that is driven by measurable benchmarks. A signature component of the Downtown Neighbourhood Plan is the City Square project, the objective of which is to revive the idea of a city square around Victoria Park by accommodating year-round public festivals and a variety of forms of recreation.

This Downtown Neighbourhood Plan puts forth a Vision for a bold and sustainable future for the City of Regina. At the policy level, significant change is required to shift the trajectory of Downtown towards what it is seeking to become, while respecting and enhancing the current concentration of employment. The guidelines and recommendations in the Plan refocus the Downtown as a priority area for capital

investment, for the benefit of all residents, and recommend a reallocation of resources. In addition, the Plan assumes that more will be required from the private sector than has been required in the past. A series of players must come together to create a great urban environment: City staff, Council, land owners, developers, community leaders and citizens. Leadership and strategic public and private investment are now needed.

## **Plan Development Process**

To date, development of the urban context has been guided by a Downtown Plan created in 1985. It allows a mix of uses and built form types, and prioritizes efficient parking and traffic management. The Regina Downtown Neighbourhood Plan project was initiated in September 2007, when the contract was awarded to Office for Urbanism, in association with UMA, Goldsmith Borgal & Company Architects, and urbanMetrics following a competitive bidding process.

This study was organized into five phases that were framed by a public engagement process, and designed to generate a new Vision for the future of Downtown Regina in collaboration with a wide range of stakeholders. Three forums were held as an opportunity to both generate and test ideas, and to ensure that the refinement of the Downtown Neighbourhood Plan was in keeping with the overall Vision. Collaboration between the Consultant Team and City staff, through weekly and bi-weekly conference calls, site visits, exchange of information and ideas, and strategies about how to move forward with the process, were essential to shaping its success.

### **Phase 1: Project Kick-Off and Background Research**

Phase 1 commenced with a project Kick-Off meeting in September 2007 where the Consultant Team met with City staff to establish roles and review the timeline of the study. A Steering Committee of senior City staff was established, and meetings were held at strategic points throughout the process. A detailed walking analysis was undertaken to gather visual information. Policy information, past studies and base maps were thoroughly reviewed and relevant Downtown policies were extracted to inform the content development. An opportunities and constraints analysis was completed.

### **Phase 2: Visioning + Concept Plan Development**

To begin the public engagement process, a media kick-off event was held in October 2007 where the Consultant Team introduced the project with the assistance of the General Manager for Planning and Development, Jason Carlston, and Mayor Pat Fiacco. A presentation to Council was also made to encourage Council involvement moving forward. A series of stakeholder focus group sessions were held to engage key players in the process and to assess the needs and goals of various groups. Those consulted included representatives from: heritage, arts and culture, adjacent neighbourhood representatives, resident's groups, developers, land owners, various City departments, special interest groups, transportation experts, and members from the business community.

In December of 2007, "Forum 1: Downtown Planning Symposium" was held at the Royal Canadian Legion and was attended by over 200 people. The three-day event included a walking tour and a "fresh eyes" analysis presentation on the first day, Visioning Workshops on the second and third day, and a final Open House on the evening of the third day. The key concepts related to the Vision and Principles for the Downtown Plan, as well as the 8 "Big Moves", all emerged during this first Forum.

In the workshops, the Downtown was divided into five 'Demonstration Sites'. Each group of participants explored, with pen and paper, a future development scenario for one of the sites, in keeping with an overarching vision for the site. The "Big Moves" were then used to inform the development of the Downtown Concept Plan toward the end of this phase and, subsequently, the "Action Plans" (Phase 3). A newsletter outlining the outcomes of the forum was distributed broadly.

Phase 2 concluded with the January 2008 announcement of a \$1 million initial implementation project intended to visually signal change Downtown, specifically for the public realm, in the 2008 operating year. Initially branded the “WOW” project, the City Square Project was proposed to proposed redefine the function and edge of Victoria Park along 12th Avenue to recapture the historic idea of Victoria Park Square. Forum 1 identified Victoria Park as the heart of Downtown Regina, and as a key public space where memorable civic events occur year-round. Accordingly, the City Square Project involves transforming the portion of 12th Avenue along Victoria Park into a beautiful year-round programmable space with a strong pedestrian focus.

### **Phase 3: Development of Action Plans**

Following the establishment of the Vision and Principles for the Downtown Neighbourhood Plan, the Consultant Team worked towards creating the Concept Plan and Draft Action Plans along with associated implementation strategies and tools. This began to frame the recommendations and ideas generated from the background research, technical analysis, and public consultations into a plan and policy structure.

In March 2008, the Consultant Team conducted a workshop with the City Project Team specifically to address transportation planning. Furthermore, a special meeting with representatives of the File Hills Qu’Appelle Tribal Council was held to identify specific needs that ought to be recognized in the Downtown Plan, giving precedence to future actions related to making Downtown truly for all people. The project and Consultant Team also met with a representative from GBLUR Centre for Sexuality and Gender Diversity at the University of Regina to better understand the needs of this group.

In April of 2008, “Forum 2: The Downtown Plan” was held at the Knox-Metropolitan Church in Downtown Regina. The three-day forum began with a public introduction of the draft Downtown Plan, which included a concept drawing and key design moves. The public was given a variety of opportunities to question and comment on the draft Downtown Plan through a series of interactive panels, comment sheets, and during a question and answer period.

On the second and third days of the Forum, focus group sessions were held during which the draft Downtown Plan and draft Action Plans were tested with 7 different stakeholder groups: developers, business associations, community groups, environment, transportation, heritage, and arts & culture. The evolving draft Plan was also presented to City Council during a working lunch.

A key outcome of Forum 2 was a list of risks, mitigating actions and critical success factors for successfully implementing the Plan. A refined list of draft Actions, and champions for each, was also generated. A second newsletter outlining the outcomes of Forum 2 was distributed broadly.

### **Phase 4: Presentation of Action Plans**

Forum 2 identified the need to conduct further workshops to help create a Built Form Framework for Downtown. Workshops were held on June 5, 2008 with City staff, and members of the development and heritage communities, to review and refine draft recommendations. The Built Form Framework comprises a significant component of the Downtown Neighbourhood Plan and should function as a tool to guide future development to ensure that it is in keeping with the original Vision, Principles, and overall intent of the Downtown Plan.

In June of 2008, “Forum 3: Actions and Implementation” was held at the Knox-Metropolitan Church. The Consultant Team presented the overall implementation strategy which included the refined Action Plans, as categorized under the five themes of Live, Work, Play, Movement, and Leadership, to a public audience of approximately 200 people. Feedback was received during an interactive panel session and during a question and answer period.

Forum 3 provided an additional opportunity to present the refined Downtown Plan to City Council, whose enthusiasm had grown for the planning project. A media event following this meeting gave the

opportunity for City Councillors and the Mayor to speak to the press about the Plan. From July 2008 to August 2008, the Consultant Team worked towards finalizing the Downtown Plan and writing a draft report. A third newsletter was also produced which outlined the outcomes of Forum 3.

### **Phase 5: Final Downtown Plan**

A first draft of the Downtown Plan was completed in August of 2008. It was presented to the project team and Steering Committee for consideration and review. Subsequently, the Plan underwent a series of refinements and revisions as per the involvement of key stakeholder groups, the Steering Committee, and City staff. The process of refining the Plan included a series of meetings held with land owners to assess the viability and likely impacts of the proposed Built Form Framework that resulted in minor adjustments being made.

The Regina Downtown Neighbourhood Plan clarifies the future form and function of Downtown Regina for 20 years to come and identifies the strategic actions necessary to transform it into a dynamic urban centre. It defines Downtown as the heart of the City of Regina and as a valuable neighbour to its surrounding neighbourhoods. It recognizes that in order to create a great Downtown, the value of the existing employment base to the City must be leveraged; the distinct history and cultural setting of Downtown must be highlighted; civic pride must be strengthened; policies must be put in place to encourage the necessary critical mass for a mixed-use, live-work environment; and, both public and private investment will be required.

The Plan considers a complex array of factors that shape Downtown including, but not limited to the planning and policy context, the urban fabric and built form, street patterns and functions, transit and traffic systems, walking and cycling networks, general land uses, heritage, arts, culture and society, retail function, residential population, and pedestrian behaviour.

### **Conditions, Constraints, and Opportunities**

An examination of existing conditions was conducted using map analyses, photo interpretation, policy review, background document reviews, traffic modelling, and stakeholder interviews. The existing conditions analysis revealed a set of constraints towards a thriving Downtown environment as well as a set of general opportunities for improvement.

#### **Existing Conditions**

Downtown Regina is a completely urbanized area located in the centre of the City of Regina (population just below 200,000) and is surrounded by the neighbourhoods of the Warehouse District to the north, Centre Square (formerly the Transitional Area) to the south, Cathedral Area to the west, North Central neighbourhood to the northwest, and the Heritage neighbourhood (formerly Core) to the east.

Downtown Regina has a tremendous opportunity to be renewed as a pedestrianized, active, and dynamic Downtown. The walkable scale of the street grid, the availability of developable land, the beauty of Victoria Park, and the character created by numerous iconic buildings are just a few of its great foundational elements upon which to build.

The City of Regina has a dramatic presence in the prairie landscape. The carefully laid-out inner city neighbourhoods with their tree-lined streets are a testament to an environment that is both deliberate and relatively recent. Wascana Centre, with its varied and breathtaking parks, further points to a history in Regina of long-term visioning, planning, and place-making.

Downtown too has a dramatic presence. It has a well developed skyline that has continued to evolve and change over time, and a diverse assortment of modern buildings. Unfortunately, certain aspects of change have come at a cost. Whereas the Downtown of yesteryear was the heart of the city, with bustling

sidewalks and diverse businesses and institutions, today a significant amount of land is dedicated to parking cars.

Planned outward growth and suburban development over the years, into the northwest and southeast areas of the city, combined with a popularization of the automobile, drew residents out of Downtown – amenities and services followed. Consequently, rather than functioning as a once mixed-use neighbourhood with a residential population, Downtown is now largely an office/commercial area, used mainly by government and including a few hundred small businesses, shops, and restaurants. Today, Downtown employs roughly 25,000 professionals, and is home to just under 1,500 residents according to 2006 Census data. This is just 0.8% of the City of Regina’s total population.

The study area includes all parcels of land located inside of the boundaries formed by the CPR rail line north of Saskatchewan Drive, Osler Street, 13th Avenue, and Angus Street. The area includes 40 city blocks created by a rectilinear grid of streets (Figure 1.1). This area is an historic part of the city, containing many of the early elements that contributed to the identity of the Township of Regina just prior to its incorporation in 1882. Victoria Park, the rail station, and various heritage buildings such as the Hotel Saskatchewan, the Knox-Metropolitan United Church, and the Saskatchewan Power building on Victoria Avenue, are just some contributions from Regina’s rich past that shape its identity today.

### **Constraints**

a) *Engrained social patterns* – Downtown is no longer the heart of the action – people do not expect to live, to dine, or to be entertained Downtown; new development has not necessarily focused on quality; people expect to drive everywhere.

b) *Decentralized civic and cultural institutions* – Regina has not developed a critical mass of important arts, culture, and retail facilities and activities in the Downtown; rather, these amenities are scattered throughout the city and currently best accessed by driving.

c) *The railway divide* – crossings are limited and are designed for vehicles; they make poor connections between Downtown and important areas to the north (the Warehouse District and Mosaic Stadium) from which pedestrian movement into the Downtown should take place.

d) *Under-investment in the public realm* – there has been little investment in the past 20 years; past investment has been of an inconsistent character and quality.

e) *Car-oriented infrastructure* – Downtown is designed for cars: wide roads, wide lanes, one-way streets, an abundance of surface and structured parking, few pedestrian crosswalks or signals, and weak transit infrastructure.

f) *Car-oriented culture* – despite Downtown Regina’s compact and walkable scale, a car-oriented culture is evident in the travelling behaviour of those who work Downtown and in Downtown’s overall physical form. Parking structures and surface parking lots dominate views, and negatively impact the pedestrian experience.

g) *A limited residential population Downtown* - while employment uses remain strong, the limited residential population, combined with the dispersal of arts and cultural institutions throughout the city, results in a Downtown that is underutilized on evenings and weekends. This constrains the viability of the restaurants, services, and specialty retail which ought to distinguish the Downtown from other parts of the city.

## **Opportunities**

- a) *Regina as the capital city* – its role as a ceremonial and gathering centre; the focus of government; a location for regional corporate headquarters.
- b) *Concentration of government and office employment uses Downtown* – an extraordinary concentration for a city of Regina’s scale; provides a tremendous daytime population.
- c) *Diverse historic neighbourhoods* – adjacent neighbourhoods are planned on a grid, and have populations that are loyal to the Downtown and that use Downtown amenities.
- d) *Beautiful Wascana Centre* – is a tremendous recreational asset for all of Regina, but in particular for Downtown, where people living at higher densities in the future will benefit most from it.
- e) *The grid* – a compact and walkable Downtown results from an intact, well-connected, fine-grained street network.
- f) *Victoria Park* – a central oasis, just the right size for Downtown; has the potential to evolve, adding people, activity, and amenity to become the Regina’s main square.
- g) *Cultural activities* – potential to develop cultural partnerships and programs given the interest of the arts community in playing an active role in its future.
- h) *Significant opportunity areas* – Broad Street, Albert Street, and Saskatchewan Drive are today underutilized; with imagination and commitment, they can transform to places of vitality and value.
- i) *Remaining heritage* – needs to be protected and revitalized: these jewels exist only here. There is a significant stock of heritage properties that creates a distinct character in Downtown.

## **Beyond Costing the Plan: Understanding the Plan as an Economic Development Tool**

The Regina Downtown Neighbourhood Plan has three key functions relevant to understanding the costs of its implementation. Unlike a capital project, where specific costs related to project implementation are identified and detailed, the Plan functions as a Vision, a Policy Framework, and as a City Building Tool. In each of these realms, the Plan has implications for economic growth, which in turn has implications for the fiscal health of Regina.

In essence, the transformation of the Downtown is an investment in the future of Regina. Some aspects of the Plan will be implemented with minimal expense to the municipality – adopting a new policy framework, for example. Other Plan actions entail attracting investors (public, private, and institutional) who will act as catalysts for further investments. Investment in the Downtown will have an impact on the economic development of the city as a whole – it will attract private investment and tourism dollars, it will increase property values and result in a destination within the city for all Reginaans.

### **As a Vision**

The Regina Downtown Neighbourhood Plan provides a rationale for decision making, giving direction to the municipality and key stakeholders as it reinforces the Downtown’s commercial character and transforms it into a complete and walkable neighbourhood. It functions as a key tool to leverage investment from other sources, such as through the Urban Development Agreement fund and through the Bonusing Framework (see section 4.3). It will both direct public sector investment, ensuring coordination among departments as capital investments are made, as well as attract outside investment by

demonstrating the Downtown's future character, and the municipality's commitment to the Downtown as a priority. The Vision provides certainty in the Downtown's future for Council, the development industry, residents, and City staff. Certainty and a commitment to quality are critical to attracting outside investment.

### **As a Policy Framework**

The Regina Downtown Neighbourhood Plan is also a Policy Framework that specifies how the Downtown should grow and develop over the next 20 years. It shapes growth and investment by directing future decision making and instilling higher design quality requirements. Studies that will refine key ideas related to the Vision are outlined as specific actions in the Plan; they will be undertaken in sequence and in accordance with priority as funding becomes available. Many of these studies will lead to capital projects, which will then be assessed during annual budget cycles.

### **As a City Building Tool**

The Regina Downtown Neighbourhood Plan positions Downtown Regina as a local and regional destination, a draw to tourists and business, a place to invest, and a healthy place to live. Plan actions express the City of Regina's ongoing commitment and are a blueprint for Downtown growth and development such that the Plan, in its entirety, functions as a tool that: increases development potential, generates momentum, directs attention to Downtown activities, and focuses energy towards the Downtown's continued enhancement.

Plan fulfillment will enhance the Downtown's livability and thereby strengthen Regina's strategic position in relation to other cities as it competes for businesses, entrepreneurs, young professionals, and tourists, all of whom are drawn to settle, invest, and visit based on the breadth of evident quality of life opportunities.

It is this same vibrancy and attractiveness that will draw others to live in Regina, which will also drive economic growth. To locate, businesses require a stable critical mass of educated employees. To thrive, businesses require a strong consumer base. Enhanced livability and enhanced business opportunities are fundamentally entwined.

New capital investments Downtown, to be made by both the private and public sectors, will generate land value, which in turn will increase tax revenues. As the Downtown grows as the hub of the city, with animated streets and businesses all hours of the day and all days of the week, existing businesses will thrive and new businesses will be inspired to locate in the heart of the action.

Downtown development also has the potential to maximize the use of municipal infrastructure. Utility lines, roads, and lanes, are already in place and may only need minor upgrading when new developments evolve on infill greyfield and brownfield sites. There are also potential operational efficiencies to be gained in the long term. A more compact urban core minimizes operational costs for services and may lead to opportunities to offer higher levels of service in areas such as public transit, solid waste management, and snow clearance/sidewalk maintenance given the advantages of providing these services at higher densities. Over time, as the Downtown becomes increasingly diversified and as new businesses establish, real estate will become more competitive and the Downtown business economy will continue to grow, resilient to changing market conditions.

## APPENDIX 2: STREETSCAPE TYPOLOGIES

The Streetscape Typologies, as illustrated on Map 3, organize streets by type based on their current or planned character and function. The diagrams and descriptions in this appendix represent prototypical conceptual design qualities for each streetscape type. They are not meant to illustrate particular Downtown locations; instead, they provide recommendations for the allocation of space and the look and feel of each typology.

As examples, the streetscape typologies demonstrate how the right-of-way could be allocated for various street types to be in keeping with the Vision. It is expected that these street sections will be refined, in the context of the development of alternative Downtown street standards. These streetscapes will require revised approaches to road maintenance and operational services.

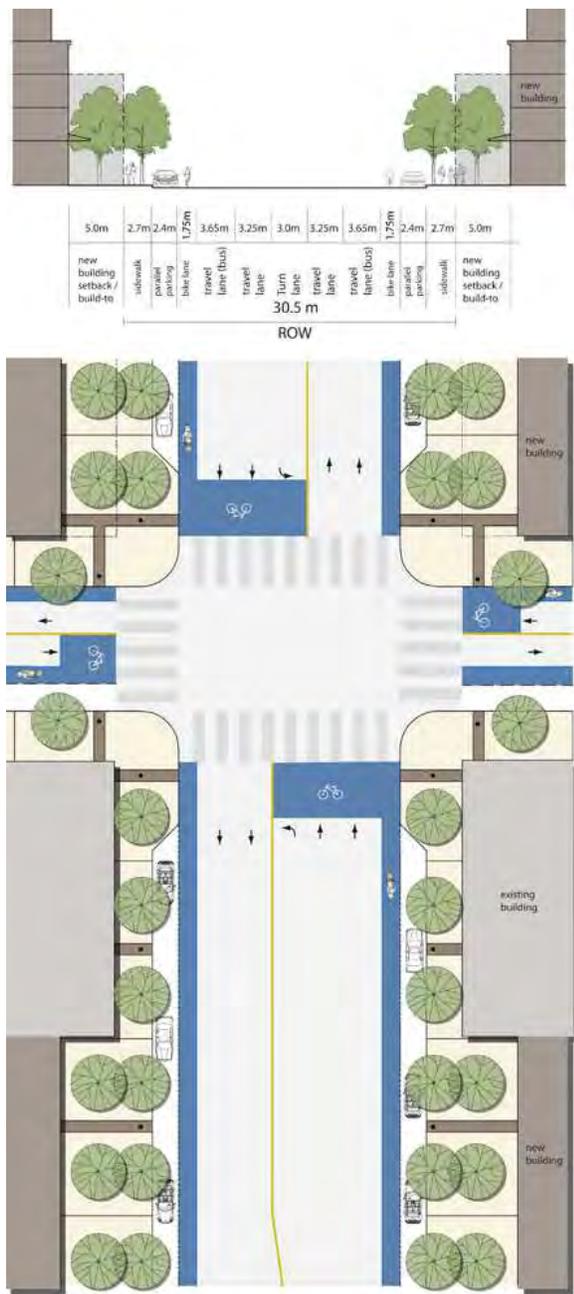
### **Grand Avenues – Albert Street, Saskatchewan Drive, Broad Street**

#### **Intent**

Albert Street, Saskatchewan Drive, and Broad Street define three of the edges or thresholds to the Downtown. Currently dominated by fast moving traffic within the right-of-way, as well as suburban character buildings and parking lots adjacent, it is intended that these streets transform into grand, tree-lined avenues edged by high quality buildings (Figure A2.1).

Features of Grand Avenues should include:

- a) Broad sidewalks with a double row of street trees on each side of the street. To help accomplish this, a 5 metre build-to line setback is proposed for new buildings.
- b) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. In a few places, this will include distinctive heritage streetscape treatment.
- c) Crosswalks at all intersections, including special crosswalks at the four Primary Gateways intersections.
- d) Permanent on-street parking. This helps buffer pedestrians from traffic and creates activity.
- e) Bump-outs of sidewalks at intersections, creating more substantial pedestrian zones and shorter road crossings.
- f) Bike lanes of 1.75 metres width, slightly wider than the minimum 1.5 metres, due to these streets' high vehicular volumes.
- g) Bike Boxes at all signalized intersections, which requires no vehicular right turns on red lights.
- h) Where left turn lanes are not required, the sidewalks on each side of the road should be expanded.



**Figure A2.1**  
Grand Avenues section

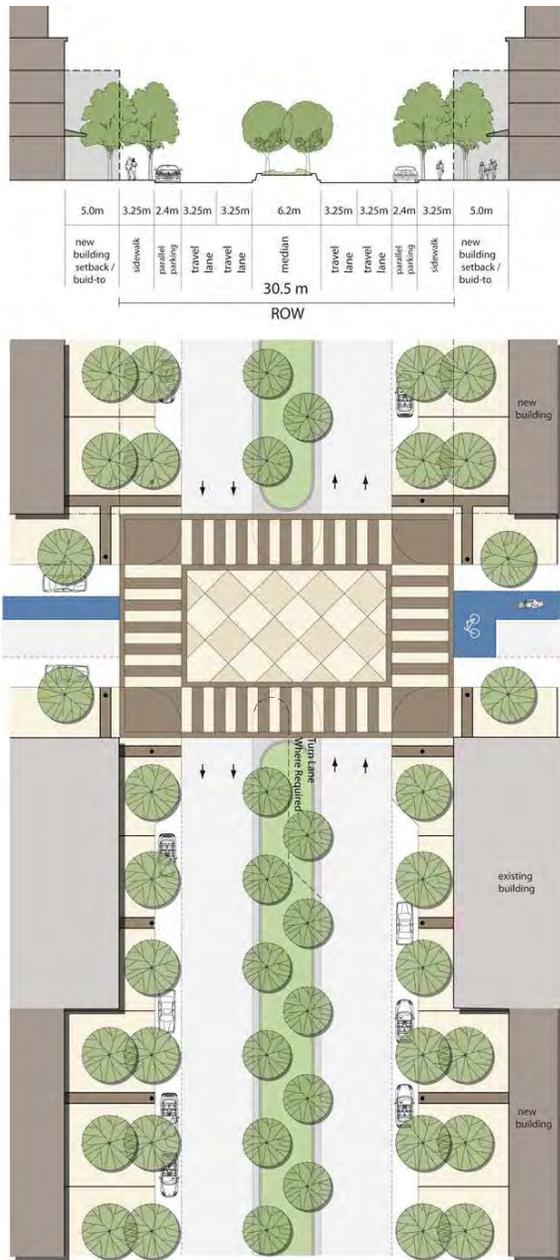
## **Grand Avenues – Victoria Avenue**

### **Intent**

Victoria Avenue is the great street of Regina, a grand civic gesture through its centre uniting many neighbourhoods, including the Downtown. Unfortunately, its character through the Downtown has eroded over time. Victoria Avenue should be restored to its former splendor as a boulevard with a special treatment through the Downtown (Figure A2.2).

Features of the Victoria Avenue Grand Avenue should include:

- a) A broad central island with a double row of ornamental trees.
- b) Broad sidewalks with a double row of street trees on each side of the street. To help accomplish this, a 5 metre build-to line setback is proposed for new buildings.
- c) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. This will include a distinctive heritage streetscape treatment through the Heritage Heart.
- d) Decorative crosswalks at all intersections between Albert and Broad Streets, inclusive.
- e) Permanent on-street parking. This helps buffer pedestrians from traffic and creates activity.
- f) Bump-outs of sidewalks at intersections, creating more substantial pedestrian zones and shorter road crossings.
- g) Left turn lanes should be minimized.



**Figure A2.2**  
Victoria Avenue section

## **Primary Streets – 11th Avenue, 12th Avenue (Angus to Osler), 13th Avenue**

### **Intent**

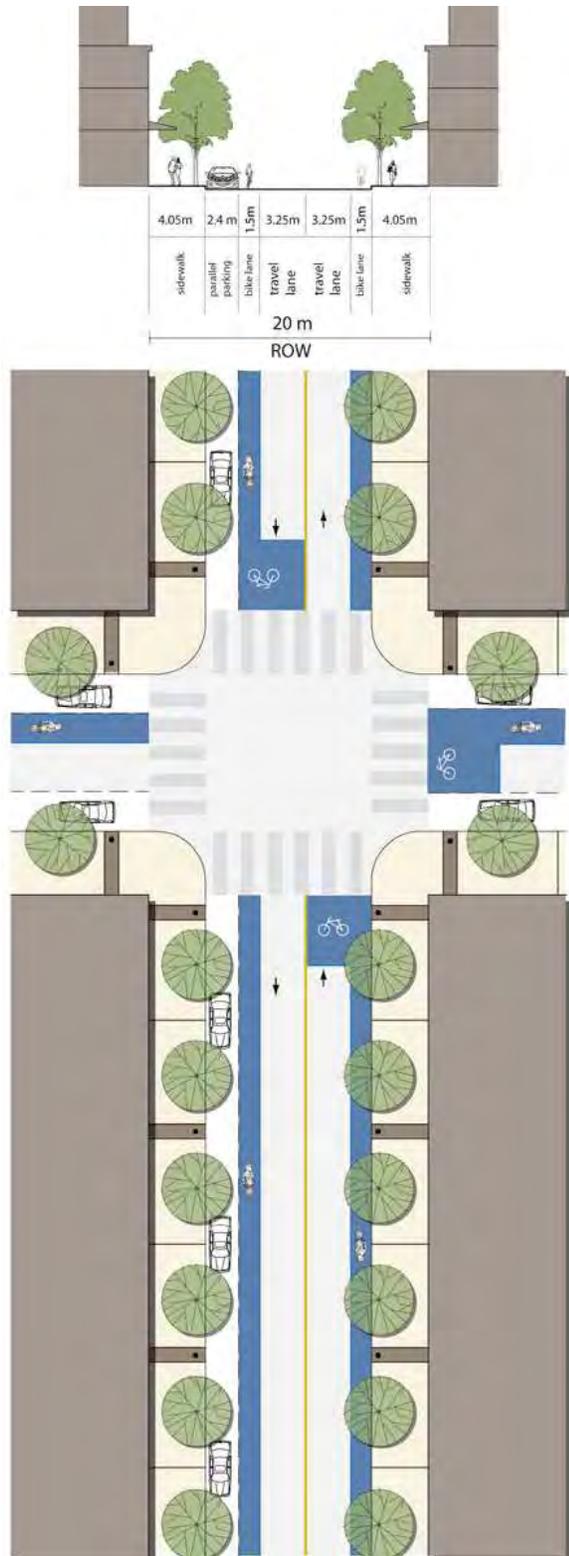
All east-west streets are recommended to be two-way through the Downtown (Figure A2.3). This creates better linkages to adjacent neighbourhoods as well as a more legible environment to navigate. Further, two-way streets better support retail vibrancy and minimize driving distances within downtown environments – since it is always possible to take a direct route. Primary Streets are active for all modes of transport, but have less vehicular traffic than the Grand Avenues, so they are the most balanced Downtown streets. Conversion of 11th and 12th Avenues occurred in June 2010. Detailed analyses will be necessary to determine feasibility and phasing of the remaining conversions.

A new Downtown transit hub is required and detailed analysis will show the best location and configuration. Bus stops on each side of the street will service transit travelling in opposite directions, and facilitate transfers across the street. Travel lanes on 11th Avenue will generally need to be 3.65 metres wide. Special streetscape treatments in this area are proposed.

12th Avenue adjacent to Victoria Park has become part of the City Square Project, a special plaza treatment designed to extend the perception and use of public space. It has a high quality treatment designed primarily as a pedestrian space, but through which vehicles may be able to pass.

Features of Primary Streets should include:

- a) Wide sidewalks with a single row of street trees on each side of the street.
- b) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. This will include a distinctive heritage streetscape treatment through the Heritage Heart.
- c) Crosswalks at all intersections, including decorative crosswalks in pedestrian priority areas.
- d) Permanent on-street parking on one or both sides of the street. This helps buffer traffic and pedestrians and creates activity. Where transit facilities are required, on-street parking should be accommodated only where possible.
- e) Bike lanes and Bike Boxes on 12th and 13th Avenues should be accommodated.



**Figure A2.3**  
Primary Street section

## **Secondary Streets**

**Angus Street, McIntyre Street, Smith Street, Lorne Street, Cornwall Street, Scarth Street, Hamilton Street, Rose Street, Osler Street**

### **Intent**

The north-south streets are envisioned to remain one-way into the foreseeable future. Given that these streets are not through streets, they have the greatest potential to focus on active transportation and a high quality pedestrian realm (Figure A2.4).

In the future, with increased intensity, particularly an expanded street retail scene and significant infill of currently vacant lots, these streets should be considered for conversion to two-way with parking in only one direction.

Features of Secondary Streets should include:

- a) Wide sidewalks with a single row of street trees on each side of the street.
- b) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. This will include a distinctive heritage streetscape treatment through the Heritage Heart.
- c) Crosswalks at all intersections, including decorative crosswalks in pedestrian priority areas and at Victoria Avenue between Albert and Broad Streets.
- d) Permanent on-street parking on one or both sides of the street. This helps buffer pedestrians from traffic and creates activity. Where transit facilities are required, on-street parking should be accommodated only where possible.
- e) Bike lanes and Bike Boxes at all signalized intersections should be accommodated.



**Figure A2.4**

Secondary Street section

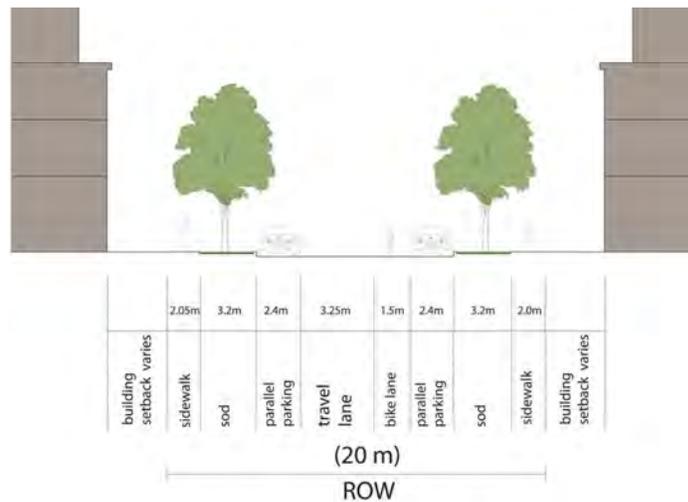
## Alternative Street Configurations

### Intent

Several streets currently exhibit features that distinguish them from the streetscape typologies (i.e. Grand Avenues, Primary Streets, Secondary Streets). In other cases, in order to complement recommended public realm improvements, specific streets should be designed in concert with these improvements.

### Secondary Streets – Blocks between Victoria Ave. and 13th Ave.

Centre Square neighbourhood's existing secondary streets have mature street trees located between the sidewalk and pavement (Figure A2.5). This is an appropriate condition in this neighbourhood, particularly given the desire to infill these streets with predominantly residential development.



**Figure A2.5**

Secondary Streets – Blocks between Victoria Avenue and 13th Avenue

**Secondary Streets – Lorne Street and Scarth Street adjacent to Victoria Park.**

Currently, Lorne and Scarth Streets have angle parking beside Victoria Park. This condition is appropriate since it provides plenty of short-term parking for the park and the animated uses around its edge (Figure A2.6).



**Figure A2.6**

Secondary Streets – Lorne Street and Scarth Street adjacent to Victoria Park

**12th Avenue – Blocks between Albert Street and Lorne Street.**

12th Avenue has a wider right-of-way through the west side of the Downtown, at 25 metres (Figure A2.7). This additional width can be utilized by providing on-street parking on both sides of the street and wider sidewalks. In front of the library (and in proximity to the City Square Project) and/or along the City Hall block, the additional width can be utilized for a generous transit stop and waiting area.



**Figure A2.7**

## **APPENDIX 3: DESIGN GUIDELINES FOR CLIMATE CONTROLLED PEDESTRIAN LINKAGES**

### **1.0 Introduction**

The purpose of these guidelines is to provide a qualitative basis for evaluating the design of approved climate controlled pedestrian linkages. They will be used by development proponents, those responsible for reviewing proposals and City Council. The guidelines are used as a standard of design from which variation is possible in specific cases where appropriate.

### **2.0 General Design Principles**

The design guidelines are based on, and consistent with, the following general design principles which respect Regina's specific context and needs:

- a) Emphasize ground level retail activity.
- b) Provide a comfortable and safe pedestrian environment within the retail core.
- c) Encourage diversity and detail in ground level climate controlled pedestrian linkages, consistent with a vital shopping environment, but unified within an overall theme.

### **3.0 Design Guidelines**

The following guidelines are applied to climate controlled pedestrian linkages:

#### **3.1 Physical Dimensions**

- a) The minimum height from the ground of above ground climate controlled pedestrian linkages over public rights-of-way shall be 4.75m (15.6 ft.).
- b) The minimum corridor width for climate controlled pedestrian linkages shall be 3.0m (10.0 ft.) except for those over rear lanes abutting parkades which shall be a minimum of 2.44m (8.0 ft.) in width.
- c) The minimum ceiling height in all climate controlled pedestrian linkages shall be 2.44m (8.0ft.).

#### **3.2 Access**

- a) Stairs shall be a minimum of 2.0m (6.6 ft.) in width. Each flight shall have a maximum vertical rise of 2.44m (8.0 ft.). The tread shall be a minimum of 28cm (.92 ft.), the rise shall be a maximum of 15cm (.49 ft.), and the product of the rise and tread shall be between 450 and 485.

- b) Access points to the street from climate controlled pedestrian linkages shall be clearly identified by the design of the entrance and the provision of standardized signage.
- c) Provision shall be made for level changes which allow easy and convenient movement of pedestrians between above ground and ground level climate controlled pedestrian linkage elements, at such strategic locations which maximize pedestrian orientation to street level shopping of Scarth Street and Hamilton Street.

### **3.3 Exterior Design**

- a) Above ground climate controlled pedestrian linkages over streets shall be as close as practical to 90° from the face of the adjacent buildings.
- b) The horizontal orientation of above ground climate controlled pedestrian linkages over streets shall be level to the greatest extent practical. Where deviation from level is necessary, the exterior design shall compensate for such deviation by maintaining level roof, deck and window lines.
- c) The exterior design and materials of above ground climate controlled pedestrian linkages over streets shall be compatible with that of the adjacent buildings. Where the adjacent buildings are of markedly different styles, the exterior design of the climate controlled pedestrian linkages shall be in keeping with one of the buildings. Priority shall be given to compatibility with adjacent buildings having heritage significance.
- d) Reflective surfaces which create glare should not be utilized.
- e) The exterior of ground level climate controlled pedestrian linkages in existing buildings should respect the original building façade and maintain or enhance compatibility with the streetscape.

### **3.4 Interior Design**

- a) The use of natural light is encouraged by the provision of substantial glazing including skylights where applicable.
- b) The minimum interior illumination levels are:
  - 21.5 lux for walkway areas
  - 10.7 lux for seating areas
  - 43 lux for entrances, stairs and ramps
- c) Doorways shall not obstruct the free flow of pedestrians within climate controlled pedestrian linkages. Doors shall be held open with magnetic stays connected to the fire alarm system, or utilize another acceptable method.
- d) Directional signage shall be provided at exits and key nodes within climate controlled pedestrian linkages.
- e) Facilities encourages on ground level climate controlled pedestrian linkages include landscaping, seating areas, and public art. The location of these facilities should maintain an

uncluttered appearance which does not detract from the provision of display windows and small scale storefronts.

- f) The interior design of ground level climate controlled pedestrian linkages in the retail area should consider the "Heritage" theme established for the Scarth Street Mall.
- g) Materials used should be durable as well as aesthetically pleasing.
- h) Climate controlled pedestrian linkages shall be appropriately insulated.
- i) Visibility from climate controlled pedestrian linkages to the street shall be provided where possible to aid the orientation of users.

### **3.5 Security and Safety**

- a) Climate controlled pedestrian linkages shall be as open and visible as possible. Blind corners and unnecessary jogs which screen areas from view should be avoided.
- b) Consideration may be given to utilizing closed circuit T.V. cameras for surveillance, especially in screened, infrequently used or other high risk areas.
- c) All adjacent uses which have direct access to climate controlled pedestrian linkages must be able to be securely closed from the linkage.

## APPENDIX 4: URBAN DESIGN GLOSSARY

**Above Grade Parking:** Vehicle parking that is above ground level, usually in a structured facility.

**Active Uses:** Land uses that result in frequent and varied forms of pedestrian activity along a building frontage, such as lingering along storefronts, entering and existing buildings, and delivering or receiving small packages.

**Adaptability:** The capacity of a building or space to be changed so as to respond to changing social, technological and economic conditions.

**Affordable Housing:** Housing which costs less than 30% of household income (CMHC definition), or, home ownership for low-income families where less than 30% of household income is spent on housing.

**Amenity:** Aesthetic or other features of a development that increase its marketability or usability to the public.

**Articulation:** Detailing of building mass, location or orientation of fenestration, and design of building elements. The “base” articulation is generally within the first three storeys of a building, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation, and material quality. The “middle” articulation is the body of the building above the base, this should contribute to the physical and visual quality of the overall streetscape. The “top” articulation generally includes the entire top portion(s) of a building involving the roof and one floor below.

**Atrium:** A fully enclosed or semi-enclosed rectangular court surrounded by a single building or between buildings that is open air.

**Back Lot Parking:** Parking that is contained behind buildings, in the middle of a block, linked yet hidden from the pedestrian’s experience of a street.

**Bay:** A part of a building marked off by vertical elements, such as columns or pilasters.

**Below Grade Parking:** Vehicular parking that is below ground level.

**Bike Box:** Delineated areas where cyclists, at a red light, can advance ahead of stopped vehicles while waiting for the light to turn green. Cyclists are therefore more visible to vehicles and are prioritized higher as road users.

**Bollards:** Vertical columns used to physically block or visually guide vehicular traffic in an area.

**Build-to Line:** Build-to Line denotes a specific distance from the property line to which the street wall of all new buildings must be constructed. The build-to line is measured at grade.

**Build-to Range:** Build-to Range denotes a specific distance range from the property line to which the street wall of all new buildings must be constructed.

**Building Typology:** The general shape, mass, and articulation of a building, categorized by type.

**Built Form:** The shape of developments including buildings, and other structures, not only individually, but as a collective. How buildings relate in terms of height, scale, and character determines the extent to which they will define the public realm.

**Civic Heart:** An open space that has a concentration of civic uses and destinations.

**Community Amenities:** A built form or public realm feature, element, or structure, that provides a desirable or favourable service or benefit to the local community, and at no cost to the community.

**Compatibility:** The size, form, and character of a building element relative to other elements around it. This may be determined by the size and proportion of windows in a building façade are usually related to one another, the spaces between them, and the scale of surrounding buildings.

**Conservation Plan:** A management plan to promote the conservation of heritage resources through the establishment of incentives and protective measures to preserve, protect, enhance, and improve existing heritage resources as well as educate and advocate for heritage conservation.

**Convertible Frontage:** Residential street level units designed so that they can be converted for retail uses, and should be designed to the standards of retail uses (i.e. building code requirements), but be authorized to have non-retail uses within them.

**Corner Treatment:** A unique built feature on a corner building that acknowledges its prominence on the street in terms of views and architectural presence. Can be achieved by adding to building articulation with elements such as a turret, or by subtracting from the building volume resulting in conditions such as recessed entrances.

**CPTED:** CPTED is Crime Prevention Through Environmental Design. It is a pro-active crime prevention strategy utilized by planners, architects, police services, security professionals, and everyday users of space. CPTED provides universal design principles relating to the improvement in natural surveillance, natural access control, territorial reinforcement (i.e. fencing), and maintenance.

**Datum Lines:** The horizontal or base line, from which the heights of points are measured.

**Density:** The floorspace of a building, or buildings, in relation to a given area of land.

**Enclosure:** The use of buildings to create a sense of defined space.

**Fine Grain:** The pattern of the arrangement and size of buildings and uses and their plots in an area, usually along a street. Fine urban grain refers to a pattern of street blocks and building sites that

is small and frequent, thereby creating a dynamic and animated urban environment for the pedestrian.

**Floor Area Ratio:** The ratio of the floor area of a building divided by the total area of the property (lot size). The ratio gives a general sense of the mass, or size, of a building.

**Gateway Treatment:** A design feature intended to signify entrance to a distinct area, usually a place where a new character or sense of identity should be recognized. Achieved through details of the built form, or through landscaping and signage.

**Gateways:** Locations where a significant number of people enter and exit Downtown. They occur at a variety of scales, including to Downtown as a whole, to precincts, or to specific streets or open spaces.

**Grand Avenues:** Gateways into the Downtown defined by their generous public realm treatments and mid-rise buildings. Buildings along these should be a little ‘grander’ than most, in the sense that they will have careful attention to the building quality and articulation.

**Green Roof:** A building feature located on the roof of buildings designed to capture rain, sequester carbon locally, provide micro-habitats for urban wildlife, and reduce urban heat. Secondary benefits include a reduction in building heat consumption and an added visual amenity. This feature typically involves covering the roof with fast-rooting vegetation such as grasses and mosses. The green roof is designed to be self-sustaining, with a waterproof membrane at the base of the roof, overlain with a rooting membrane for the vegetation.

**Heritage Conservation:** Refers to saving significant buildings (retaining parts or places that are valued for their heritage contribution), and to enhancing the meaning and quality of life in a specific place by maintaining its uniqueness, and supporting the cultural and economic vitality that accompanies areas with strong conservation.

**Heritage Impact Assessment:** A process to integrate the objectives of a heritage management plan into the planning process. The assessment is aimed at identifying the potential impacts to heritage resources of development proposals and plans, and recommending solutions to mitigate any negative impacts.

**Human Scale:** The impression of a building when seen in relation to its surroundings by a pedestrian, or the size and proportion of parts of a building or its details, that relates in a positive way to the visual and physical experience of a pedestrian.

**Infill Development:** The development of vacant parcels in urbanized or suburbanized areas, typically bringing the density of the area closer to that allowed by the existing zoning regulations.

**Landmark:** A building or structure that stands out from its background by virtue of height, size or some other aspect of design.

**Landmark Frontages:** Locations which are prominent because of their context, such as adjacency to a public open space or important street, or because of their content, such as heritage resources or public art. These are closely related to gateways.

**LEED Certification:** Leadership in Energy and Environmental Design. A system of measurement which rates new buildings (or their plans) on their level of energy use and environmental consideration. It is meant to encourage new developments to become more energy efficient and environmentally sensitive.

**Massing:** The combined effect of the height, bulk, and silhouette of a building or group of buildings.

**Mid-Block Connections:** Linkages between two streets in the middle of larger blocks. They should be designed to have uses other than as mid-block pedestrian links (i.e. laneway or library/gallery galleria).

**Mixed Use:** A mix of uses within a building, or a site, or within a particular area, possibly including employment, residential, commercial, live/work, or retail.

**Mixed Use Row House:** Units attached at sides, generally a single ownership for each unit. Can have ground level commercial uses or in some cases can be purely residential.

**Modal Split:** How the total number of journeys in an area or to a destination is split between different means of transport, such as train, bus, car, walking and cycling.

**Multiplex:** Multiple residential units within a house form building.

**Pedestrian Orientation:** The characteristics of an area where the location and access to buildings, types of uses permitted on the street level, and storefront design are based on the needs of persons on foot.

**Placemaking:** The art, and science, of making successful public places with significant local meaning. It involves the design of public space as well as the proper programming of public space. It is also considered a process whereby communities can generate a sense of ownership and belonging to a place.

**Pocket Park:** Small outdoor areas intended to provide intimate, yet high quality open spaces for an immediate neighborhood or catchment area. Generally are no larger than 1,000 square metres.

**Podium:** The lower portion of a building that defines the street edge or public realm, typically between 3-6 storeys in height. The podium refers to the overall massing of this portion of the building, and can be considered as the base of a building.

**Point Tower High Rise:** High rise buildings with a slender profile tower and small floor plates, typically less than 700m<sup>2</sup>. Often placed in areas adjacent to other tall buildings, for context and transition.

**Primary Street:** Active for all modes of transport, but have less vehicular traffic than do avenues, so they are the most balanced streets downtown. Used to move people within the downtown.

**Public Realm:** Places and spaces that are shared by the public, for use by the public, and are typically in public ownership. This includes all public open spaces, and streetscapes. It is also the most prominent and visible aspects of the urban environment that determines the character and the quality of the urban experience.

**Public/Private Interface:** The point at which public areas and buildings meet private ones.

**Rhythm:** The recurrence at regular intervals of design elements that help structure their visual character and definition. For example, a vertical line dividing buildings every 6 to 12 metres, will create a rhythm for the street that supports a pedestrian scale and intimate character.

**Right-of-Way (ROW):** A strip of land, including the space above and below the surface, that is platted, dedicated, condemned, established by prescription or otherwise legally established for the use of pedestrians, vehicles, or utilities.

**Secondary Street:** Streets used to access destinations within Downtown, rather than to access Downtown itself.

**Setback:** The minimum distance from the property line at which a building must be built.

**Slab High Rise:** Lower tower with big floor plates, typically more than 700m<sup>2</sup>. Require careful location and design due to their longer building mass.

**Stacked Row House:** One or more residential units stacked above one or more residential units.

**Step Back:** A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge. Usually articulated at the top of the podium or street wall.

**Storefront:** The face of a retail store, ground-level office, or service centre, that faces into the public realm. It usually includes an entryway into the building with windows that showcase products and services inside.

**Street Level Condition:** The way that a building is experienced at street level. Active uses (e.g. retail, public spaces); with an open and public presence (i.e. windows and doors) provide engaging ground level conditions. Blank facades result in inactive street level conditions.

**Street Wall:** The Street Wall is the lower portion of a building or collection of buildings that defines the street edge or Public Realm, typically between 3-6 storeys in height. The Street Wall refers to the façade portion of the building.

**Street Wall Elements:** The components that, taken together, give a street wall its unique character, such as recessed entries or bay windows or signage treatments or canopies.

**Surface Parking:** Parking which is at ground level and off the street (on a parcel of land).

**Third-Party Signage:** A sign that promotes a business, product, or service that is not located on or available for purchase at that site.

**Traffic Calming:** The reduction of traffic volume within an area and/or the reduction of traffic speed. This usually involves various road design strategies that physically restricts traffic into an area, and/or causes a driver to reduce speed and pay attention to pedestrian activity. Design strategies also communicate pedestrian priority with clear markings and signals on the road to both pedestrians and drivers.

**Transition:** Occurs between buildings to help create continuity and cohesiveness in a streetscape, with buildings that are beside each other, across the street from each other, or are otherwise part of a building grouping which has design elements that reference one another. Can be articulated through a wide range of design elements (i.e. overall building height, massing, setback, materials etc.)

**Transparency:** The degree of visibility through a building façade.

**Tower:** Upper portion of a building that is high in proportion to the width and length of the base.

**Urban Structure:** The shape of Downtown as a whole, including its overall height and density, street wall heights, setbacks/build-to lines, and distinct functional and character areas. It builds on existing and historic development characteristics, and considers linkages and interfaces with the surrounding context.

**View Corridor:** View Corridors are long, straight streets in the Downtown and the surrounding neighbourhoods where Views terminate.

**View Terminus:** The end point of a view corridor. Often accentuated through design elements – public art, adding/subtracting from the building mass, or landscaping.

**Walkable:** A condition of a system of routes which are barrier free, interesting, safe, well-lit, comfortable and inviting to pedestrian travel.

**Wayfinding:** Tools which orient users of an area to ensure the ability to navigate through an area. Tools include signs, graphic communications, spatial markets, streetscape elements, building design, and the street network.



**PART B.5  
Eastview  
Neighbourhood Plan**



## TABLE OF CONTENTS

Summary of Recommendations .....	i
City of Regina Map .....	iii
1.0 INTRODUCTION .....	1
1.1 Background.....	1
2.0 NEIGHBOURHOOD PARTICIPATION .....	5
2.1 Eastview Planning Advisory Committee (EPAC).....	5
2.2 Block Meetings.....	5
2.3 Public Meetings.....	5
2.4 Questionnaires .....	6
3.0 ISSUES AND RECOMMENDATIONS .....	7
3.1 Traffic .....	7
3.2 Land Use Policy Districts.....	7
3.2.1 Policy District "A" South Industrial Area.....	9
3.2.2 Policy District "B" Industrial Strips.....	12
3.2.3 Policy District "C" Low Density Residential Area.....	13
3.3 Rail Relocation [Deleted - Bylaw No. 9603].....	13
3.4 Commercial Facilities.....	13
3.5 Recreational Facilities .....	14
3.6 Park and Open Space.....	15
3.7 Community/Social Services .....	15
3.8 Utility Servicing.....	16
3.9 Historical Buildings.....	18
3.10 Transit.....	18
4.0 NIA #3 PROJECT IMPLEMENTATION PLAN .....	21
5.0 POLICY IMPLEMENTATION.....	22
5.1 Monitoring.....	22
5.2 Review .....	22

## LIST OF MAPS

Map 1	Land Use.....	3
Map 2	Zoning.....	4
Map 3	Policy Districts.....	8
Map 4	Proposed Rezoning - IA to R4A .....	10
Map 5	Deleted - Bylaw No. 9603	
Map 6	Transit Facilities .....	20

**Regina OCP – Part B**  
**Part B.5 – Eastview Neighbourhood Plan**

**SUMMARY OF RECOMMENDATIONS**

NIA Implementation (Neighbourhood Improvements in the next Five Years)

- 1) That the Traffic and Circulation Study scheduled to be finalized in summer, 1986, be implemented in 1987 in accordance with overall city transportation needs and in a manner acceptable to the residents and City Council. An amount of \$195,000 has been allocated from the NIA #3, 1987 budget for this project.
- 2) That negotiations, initiated by the Planning and Parks and Recreation Departments, begin immediately with the Public School Board for the construction of a neighbourhood centre of approximately 4,000 square feet, attached to Haultain School. An amount of \$630,000 is allocated from the NIA #3 budget for this project.
- 3) That negotiations, initiated by the Planning and Parks and Recreation Departments, begin with the Public School Board for the upgrading of the Haultain School yard (following the construction of the neighbourhood centre). An amount of \$50,000 of the NIA #3 budget is allocated for this project. The NIA funding allocation is additional to funding under joint use agreements to redevelop school sites.
- 4) That the Planning and Parks and Recreation Departments initiate negotiations with the Separate School Board for the upgrading of the St. Paul School yard. An amount of \$50,000 of the NIA #3 budget is allocated for this project. This allocation is conditional on the basis of an equitable agreement being reached between the City and the Separate School Board for project funding.
- 5) That the Planning Department initiate the redesign of Haultain Park in a way that would meet the expressed needs of the residents. An amount of \$150,000 of the NIA #3 budget is allocated for this project in 1987.
- 6) That NIA funds of \$205,000 be budgeted for walk, curb, and watermain replacement in 1986.
- 7) It is recommended that \$10,000 of the proposed NIA #3 budget be allocated for bus shelters at the following locations:

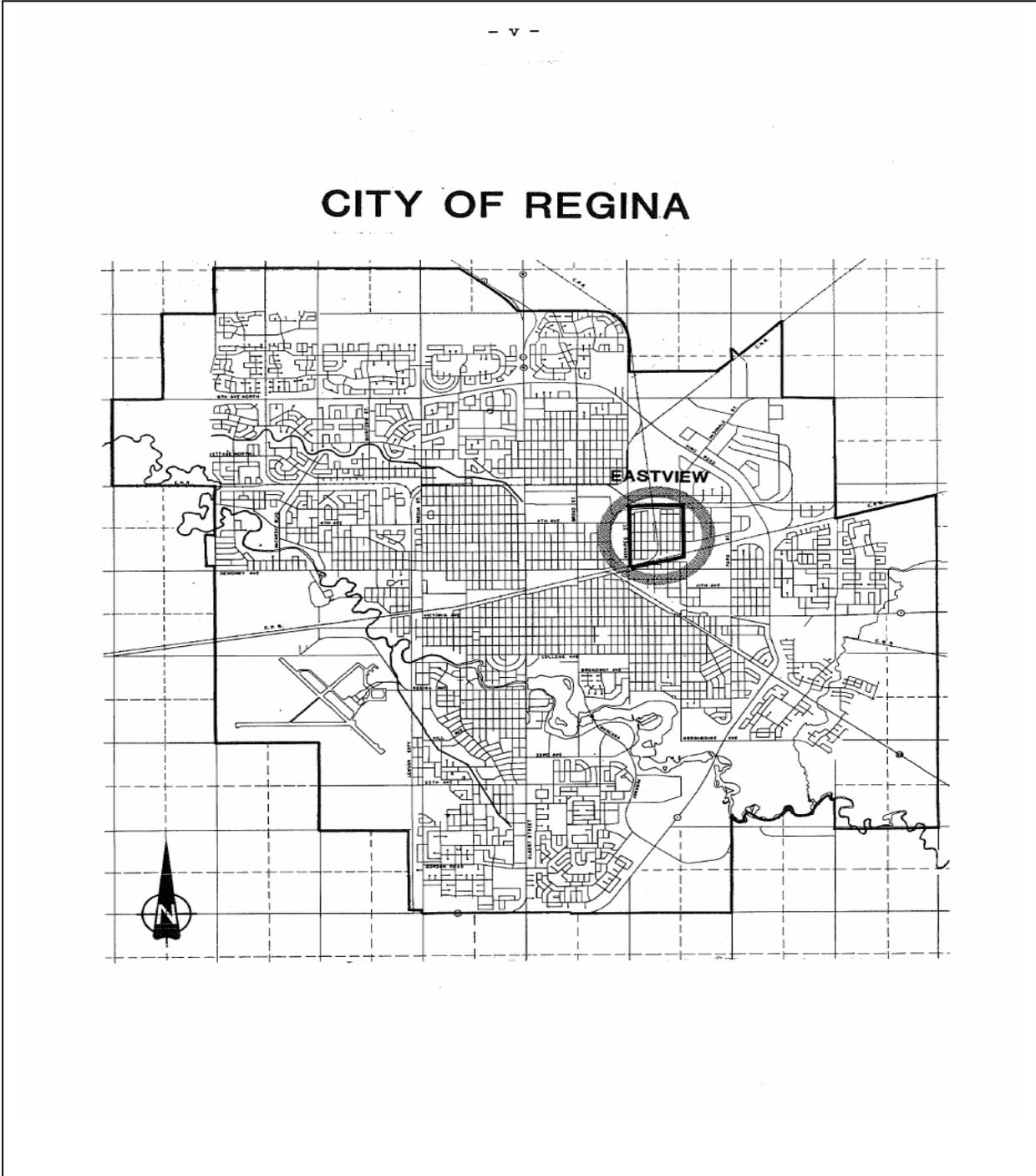
4th Avenue and Broder Street	west bound
6th Avenue and Broder Street	east bound

## Neighbourhood Plan (Long Term Directions)

- 8) The Planning Department commence a rezoning initiative when appropriate for the industrial area west of the rail tracks, south of 7th Avenue, consisting of the east 1/2 of Block 22, all of Block 23, all of Block 24, and all of Block 25 from industrial to residential zoning (R4A) (See Map 3).
- 9) The Planning Department and Buildings and Properties Department assist existing industrial operators to find more suitable industrial sites in other appropriate locations within the city.
- 10) The Economic Development Department actively seek out investment groups and developers who may be interested in participating in a comprehensive redevelopment scheme for this area.
- 11) The Buildings and Properties Department should be prepared to consider land swaps on a fair market transaction basis to aid the redevelopment process.
- 12) That the Planning Department amend the Zoning Bylaw to include landscaping and screening standards as part of the IA zone where it abuts a residential zone. The new standards will only apply to new businesses or when changes in land use occur.
- 13) That the present R3 (Residential Older Neighbourhood) Zone be maintained and no non-residential rezonings be considered for the established residential portion of the Eastview neighbourhood with the exception of the 900 block of McDonald Street.
- 14) Deleted - Bylaw No. 9603.
- 15) Deleted - Bylaw No. 9603.
- 16) The Planning and Parks and Recreation Departments encourage and provide organizational support to help the neighbourhood develop programs such as day care, play school, a community school, and neighbourhood clean-up, etc.
- 17) That a lane lighting program be considered as a long term possibility for the Eastview neighbourhood provided that all costs can be recovered through local improvement assessments.
- 18) That the Public Works and Engineering Department continue to implement the storm retention plan recommended by the 7th Avenue Drainage Area, Flood Relief Study, 1980 to help reduce basement flooding in Eastview.
- 19) That residents take action to prevent sewer backup and flooding by:
  - keeping sewer caps on when not in use or installing back up valves that close automatically when back pressure occurs;
  - draining eavestroughs onto lawns and driveways not into the domestic sewer system; and,

- by maintaining the grade of residential property away from the house towards the street or lane.

20) That 1301 Wallace Street - Tannery Co. Ltd. be added to the City of Regina Priority List of Heritage Buildings to screen against possible future demolition.



## 1.0 INTRODUCTION

On December 3, 1984, Regina's City Council approved a NIA Site Selection Report designating Eastview as the fifth neighbourhood in Regina to receive the benefits of the NIA Program, with a budget of \$1,300,000 allocated over three years beginning in 1986. Council also authorized the preparation of an Eastview Neighbourhood Plan. The Plan expresses a commitment to improving the social and physical qualities of the neighbourhood, not only in conjunction with City initiatives, but also through community-sponsored programs and activities. In recognition of the community emphasis, this Plan has been co-authored by the Eastview Community Association.

This report will:

- 1) Outline the process developed for issue identification;
- 2) Make recommendations for NIA project implementation; and
- 3) State policies for the long-range enhancement of the Eastview neighbourhood.

## 1.1 BACKGROUND

The Neighbourhood Improvement (NIP/NIA), Residential Rehabilitation Assistance Programs (RRAP), and Catch-Up programs initiated in the late 1970's were a response to deteriorating social and physical living conditions, and declining populations in the inner city neighbourhoods. The objectives of the Neighbourhood Improvement Area programs are to improve and conserve older neighbourhoods and to encourage the development of a high quality community environment with the cooperation and participation of neighbourhood residents. Resident involvement is a vital component of the NIA Program to ensure an ongoing neighbourhood response to overall planning issues affecting their neighbourhood. The NIA Program objective is to see neighbourhood improvements undertaken within four or five years. Housing stock would be upgraded through the Residential Rehabilitation Assistance Program (RRAP), while NIP/NIA funds would be allocated for the upgrading of municipal services and public utilities, and the improvement of social and recreational amenities. The Catch-Up program would replace worn out infrastructure such as walks, curbs and watermains. These programs are an ongoing demonstration of the City's commitment to the stabilization and revitalization of Regina's inner city neighbourhoods.

The City of Regina, from 1974 to 1982, has previously designated four neighbourhood improvement areas. A commitment of approximately \$5,500,000 of municipal funds, in combination with federal and provincial funds of \$2,600,000, has resulted in substantial improvements to inner city neighbourhoods, making them more liveable and attractive for residents. The RRAP Program has generated approximately \$10,000,000 in home repairs over the past decade in the inner city.

General policy objectives set out in the Inner City Neighbourhood Plan, 1984, are to improve the residential viability of the neighbourhoods and to control encroachment of non-residential uses into the neighbourhoods.

The following general Inner City objectives, which enhance the objectives of NIP/NIA, in summary are:

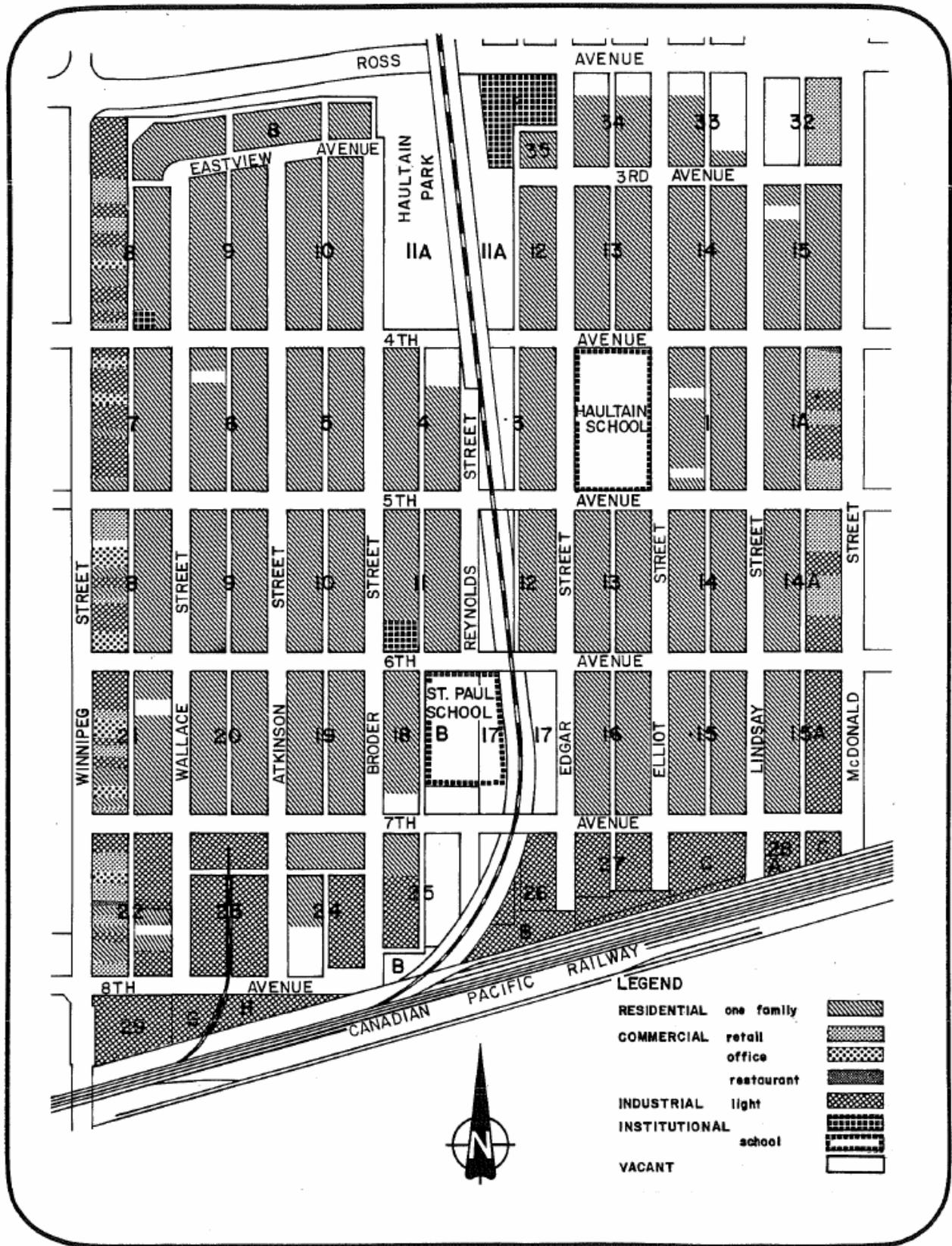
- 1) To maintain the residential stability of the neighbourhood;
- 2) To prevent encroachment of commercial, warehouse and industrial uses into the neighbourhood;
- 3) To prevent encroachment of public parking into residential areas;
- 4) To control and maintain commercial development in traditional commercial areas.

The results of pursuing objectives of NIP/NIA programs and the Inner City Neighbourhood Plan have been the development and completion of the following projects in the first four designated neighbourhoods:

- 1) Neighbourhood Community Centres
  - North Highland Community Centre
  - Albert Scott Community Centre
  - Cathedral Neighbourhood Centre
  - Core/Ritchie Neighbourhood Centre
- 2) Park and Schoolyard Redevelopments
  - 2nd Avenue North and Toronto Street Tot Lot
  - Dewdney Park and Pool
  - Grassick Park
  - Holy Rosary Park
  - Greenberg Park
  - Imperial Playground
  - Rae Street and 7th Avenue Park
  - Taylor Field Court Games
  - Victoria Schoolyard
  - 13th Avenue Closure Park (in progress)
- 3) Replacement or Upgrading of Walks and Curbs, Watermains, Pavement Recapping, Lane Paving
  - Extensive under NIP/NIA and Catch-Up programs in all four neighbourhoods.
- 4) Other Projects
  - pedestrian corridors
  - bus shelters
  - lane lights
- 5) Community Development
  - Strong, effective community associations, prepared to respond to any neighbourhood related issue have also resulted in most areas.

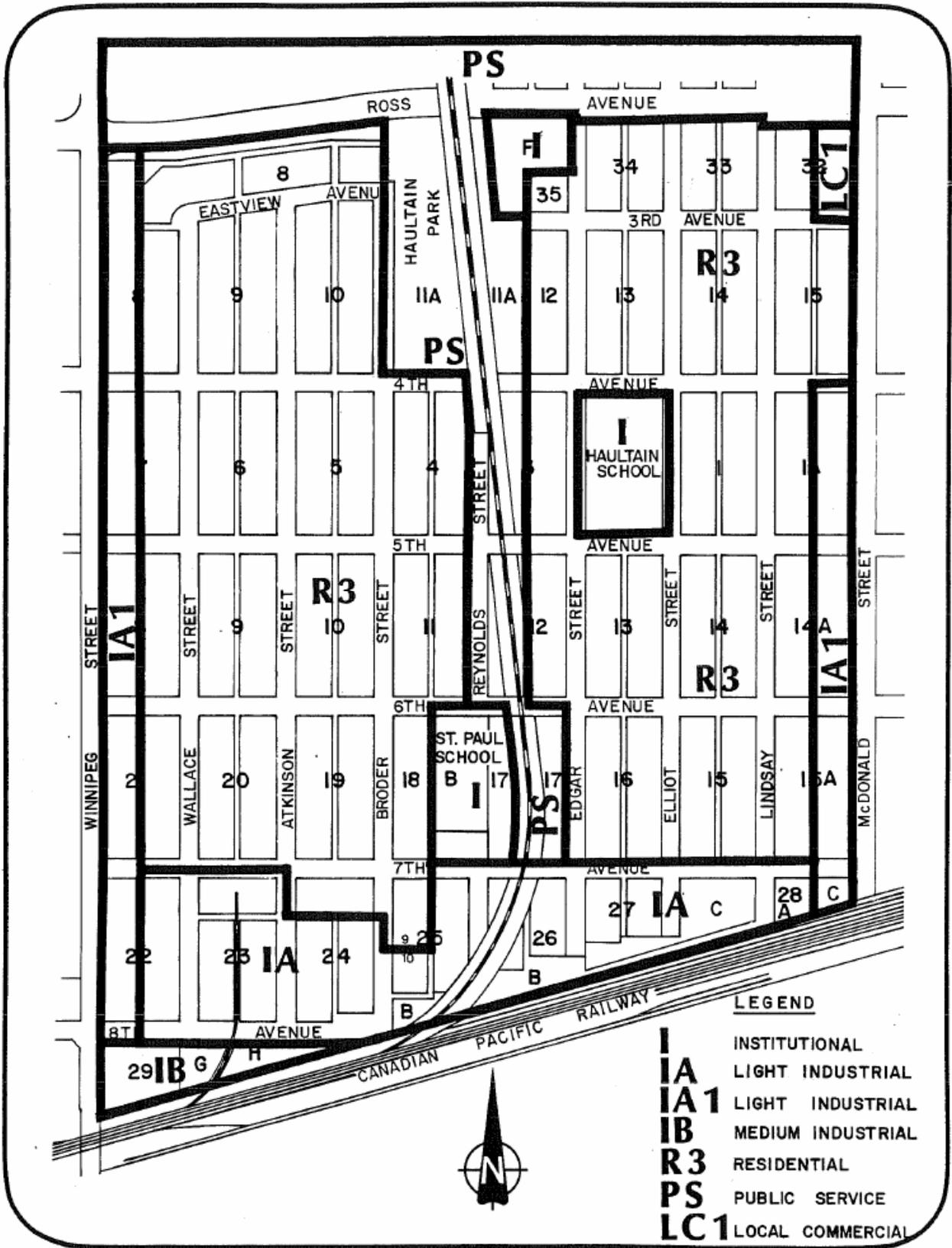
# MAP 1

## LAND USE



# MAP 2

## ZONING



Source: Planning Department, 1985

## **2.0 NEIGHBOURHOOD PARTICIPATION**

A program of neighbourhood participation began in spring, 1985 to involve residents in the planning process for the development of the Eastview Neighbourhood Plan, including the identification of issues and projects.

This input translates into community pride, a sense of ownership of the improvements which take place, and a strong community association. It creates a better understanding of the whole City process and reasons why some of their wishes cannot be complied with.

Planning Department staff made initial contact with the Eastview residents in January, 1985, at a neighbourhood public meeting. The intent of the program was outlined and a group discussion followed which identified neighbourhood issues and needs. Meetings were held with the principals of Haultain and St. Paul Schools to discuss issues and obtain names of people who might get actively involved in NIA activities. This was followed by a community newsletter, delivered to every household, describing the NIA Program and planning process.

The NIA/RRAP site office was relocated to 1025 Winnipeg Street in March, 1985 and a program of community involvement was implemented in Eastview.

### **2.1 EASTVIEW PLANNING ADVISORY COMMITTEE (EPAC)**

The purpose of EPAC is to help the Eastview community and City Administration determine and prioritize issues, and formulate recommendations based on resident input. The neighbourhood is divided into eight zones and each zone has a captain represented on EPAC. Each block has a block captain who helps the zone captain obtain input from residents and distributes information.

### **2.2 BLOCK MEETINGS**

A total of 20 block meetings were organized between April and June of 1985. About 200 households gave their opinions on how their neighbourhood could be improved. All issues and concerns raised were listed and then prioritized by the Eastview Planning Advisory Committee. These issues and recommendations form the basis for the Eastview Neighbourhood Plan. The issues and recommendations were endorsed at a public meeting held February 11, 1986 at Haultain School.

### **2.3 PUBLIC MEETINGS**

Ideas were also obtained from residents at various meetings and socials sponsored by ECA or the schools. Planning Department staff talked to many residents, noting any ideas for NIA projects or issues in the neighbourhood. These were added to the list of issues that were considered by EPAC.

## 2.4 QUESTIONNAIRES

The opinions of the students were sought in a questionnaire distributed to the schools. The students were asked questions regarding the activities and equipment that was needed for their activities. Their suggestions will be considered in the design stage of any community centre or park developments approved for Eastview.

### DEMOGRAPHIC HIGHLIGHTS

POPULATION IN EASTVIEW*				
Year	Population	Average # Per Household	# of Children 19 Yrs. & Under	# of Seniors
1976	2510	3.3	1035	200
1981	2150	3.0	815	190
% Change	-14.3%	-9.02	-21.3%	-5.0%
* Source: Statistics Canada 1976, 1981				

HOUSING				
Year*	# Dwelling Units	Condition of Residential Structures*		
			Number	%
1976	760	Good	288	45%
1981	715	Fair	222	35%
% Change	-6.0%	Poor	116	20%
* Source: Statistics Canada		* Source: City Planning Department September, 1985		

SCHOOLS				
Schools	Enrollments			
	1982-83	1983-84	1984-85	1985-86
Haultain	180	225	190	185
St. Paul	110	115	115	110
TOTAL	290	340	305	295
*Source: Principals				

The schools are physically in good condition. Both have gymnasium facilities and they provide neighbourhood open space of approximately 7.0 acres in area.

### **3.0 ISSUES AND RECOMMENDATIONS**

#### **3.1 TRAFFIC**

A major issue is the amount of truck traffic in Eastview. Truck traffic is damaging streets, houses, causing air and noise pollution, and is hazardous to pedestrian safety. The residents are concerned that hazardous materials are being transported through their neighbourhood.

Parking along Winnipeg Street and the avenues adjoining it (especially Sixth and Seventh Avenues) is obstructing access to and from Winnipeg Street and creating a potentially dangerous situation as a result of poor site lines.

A Traffic and Pedestrian Study has been commissioned by the City to address identified concerns and recommend appropriate traffic management solutions. The City Administration will be bringing forth a recommended strategy in 1986.

Recommendations:

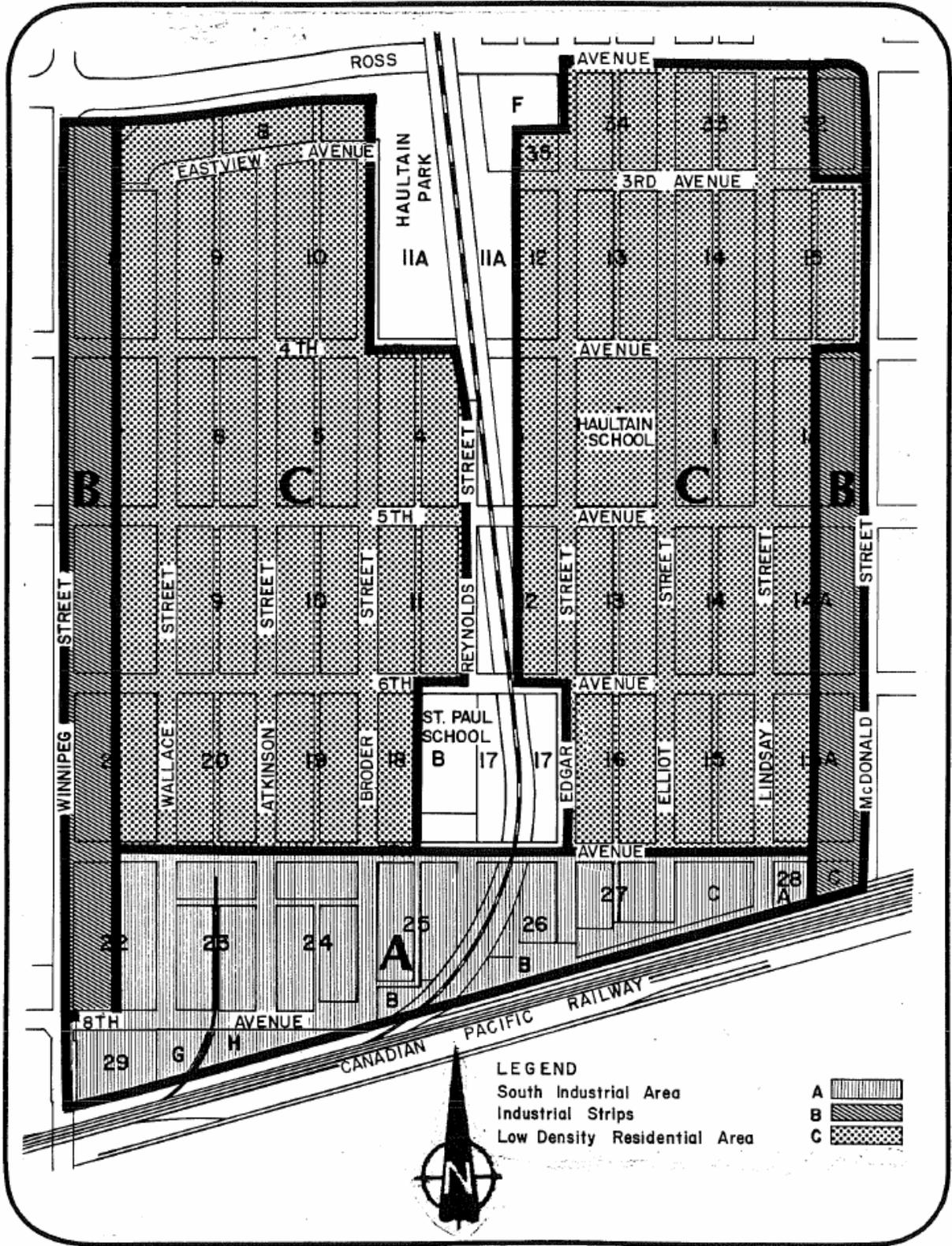
- That the Traffic and Circulation Study scheduled to be finalized in summer, 1986, be implemented in 1987 in accordance with overall city transportation needs and in a manner acceptable to the residents and City Council. An amount of \$195,000 has been allocated from the NIA #3, 1987 budget for this project.

#### **3.2 LAND USE POLICY DISTRICTS**

Eastview is a quiet residential neighbourhood located within an area which features a wide range of industrial and commercial activities. The historical evolution of the area has contributed to a physical environment which can be greatly improved through the removal of obnoxious uses, redevelopment of the rail right-of-way, and site improvements to businesses which border the area. The objective at this time is to provide a series of land use policies to address some of those issues affecting Eastview residents. Three policy districts have been identified in the Eastview Neighbourhood as shown on Map 3.

# MAP 3

## EASTVIEW POLICY DISTRICTS



Source:

### 3.2.1 Policy District "A" - South Industrial Area

This district is located south of 7th Avenue between Winnipeg and McDonald Streets and extends south to the CPR tracks.

The area is used by a wide range of industries including salvage yards, trucking operations, and engineering offices. There are several houses located in the area. Most of this area is zoned IA.

7th Avenue was identified as the principal roadway which separates the residential and industrial areas. The uses which exist in the area, greatly contribute to an image problem for the Eastview neighbourhood. The large amount of outdoor storage increases the harboring of pests and poses a potential health risk.

#### Policy Objective:

The objective for this area is to facilitate the relocation of obnoxious uses such as salvage yards to other more appropriate sites within the city and to provide for redevelopment of the area for residential use.

Redevelopment of the area cannot be undertaken immediately because concern exists with residential development in close proximity to rail lines carrying hazardous materials.

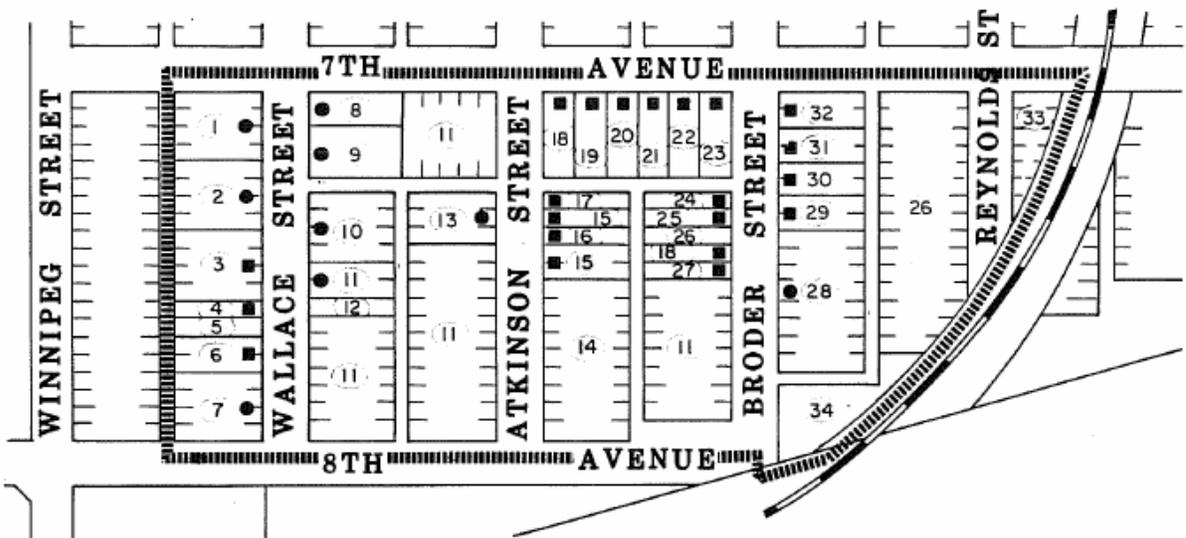
Consequently, redevelopment of the area to residential use cannot be considered until a decision is made on a Neighbourhood Plan amendment which would restrict residential development within a 300 metre area adjacent to the CPR Mainline.

If the Neighbourhood Plan amendment is not approved, the City will consider redevelopment proposals to multiple residential use on a block basis for the east 1/2 of Block 22, all of Block 23, all of Block 24, and all of Block 25. The strategy will be to rezone the subject properties to a residential zone. This will make the existing uses legally non-conforming. This action will also prohibit new industrial uses from locating in the area.

The area proposed for the rezoning includes approximately 3.9 hectares of land. There are 34 different property owners within the area, but several major parcels which could provide the redevelopment catalyst constitute a major part of the total area. These parcels (approximately 1.9 hectares) are used for salvage material storage or are vacant (See Map 4). A field survey of the area shows nine significant commercial buildings and twenty-one residential buildings (See Map 4). On an overall basis the extent of buildings in the area should not be a significant economic impediment to a major redevelopment initiative.

# MAP 4

## PROPOSED REZONING IA TO R4A



**LEGEND**

● Significant Commercial Buildings

■ Residential Buildings

▨ Area to be rezoned

**PROPERTY OWNERSHIP**

- |                                       |                           |
|---------------------------------------|---------------------------|
| 1. W. Anderson                        | 18. H. Price              |
| 2. Deausy & Co. Ltd.                  | 19. C. Scrimbit           |
| 3. B. & M. Quon                       | 20. SHC - Silversage      |
| 4. F. James                           | 21. SHC - Namerind        |
| 5. F. Albus                           | 22. D. Hudec              |
| 6. MVG Patrick                        | 23. A. Palasty            |
| 7. Artistic Autobody                  | 24. N. Supynuk            |
| 8. Central Tire & Battery             | 25. R. Wood               |
| 9. Arnold Gallinger                   | 26. City of Regina        |
| 10. Saskatchewan Trucking Association | 27. S. Brooks & M. Goldie |
| 11. Canadian Metal & Supply           | 28. Al Pring Const. Ltd.  |
| 12. Great West Builders               | 29. J. & C. Barton        |
| 13. Welldone Plumbing & Heating       | 30. N. Curtis             |
| 14. Western Metal & Supply            | 31. F. & E. Gnam          |
| 15. Leo Bourjet                       | 32. J. Balaski            |
| 16. R. Urjasz & S. Andreas            | 33. Naylor Holdings Ltd.  |
| 17. H. & B. Drysdale                  | 34. CPR                   |

During formulation of the proposed policy, information brochures were distributed to business operators in the area outlining the proposals and the lack of response on this circulation suggests an ambivalence on the part of the property owners on this matter. Personal contact with some of the principal property owners in the area has indicated that the proposal should be pursued to the formal rezoning stage.

A zoning change would only affect assessment rates if a use change would occur. For instance, the land assessment on an industrial zoned and industrial use area is \$150 per front foot while the land assessment for single family use is \$70 per front foot. If the area is rezoned and used for multi-family development the assessment rate would be \$245 per front foot. If industrial uses remain and the R4A zoning is introduced, they would continue at the industrial assessment rate of \$150 per front foot. In terms of the net effect on the assessment roll, the optimum choice would be to convert and develop the area to multi-family development.

In the long term, the Plan also proposes a change of land use from industrial to residential for the area south of 7th Avenue between Reynolds and McDonald Streets.

An opportunity exists for a replotting scheme in the area south of 7th Avenue which would involve street closures and resubdivision to create land parcels with more residential design opportunities than presently exist. This type of action would require the cooperation of all affected property owners, with the final product being the creation of sites with more site design opportunities for residential use and improved traffic movements.

#### Recommendations:

- The Planning Department commence a rezoning initiative when appropriate for the industrial area west of the rail tracks, south of 7th Avenue, consisting of the east 1/2 of Block 22, all of Block 23, all of Block 24, and all of Block 25 from industrial to residential zoning (R4A) (See Map 4).
- The Planning Department and Buildings and Properties Department assist existing industrial operators to find more suitable industrial sites in other appropriate locations within the city.
- The Economic Development Department actively seek out investment groups and developers who may be interested in participating in a comprehensive redevelopment scheme for this area.
- The Buildings and Properties Department should be prepared to consider land swaps on a fair market transaction basis to aid the redevelopment process.

### 3.2.2 Policy District "B" - Industrial Strips

These two industrial strips consist of those portions of the blocks which front onto Winnipeg Street between 8th and Ross Avenues, and McDonald Street between the CPR rail yards and 4th Avenue (See Map 3). The Fort Ignition site on McDonald Street (zoned LC-Local Commercial) north of 3rd Avenue is also included. The two strips are fairly intensively developed with a range of uses including truck depots, auto body repair shops, and wholesale/retail outlets. The two areas are presently zoned IA1.

There are approximately seven blocks in Eastview where industrial uses back onto residential rear yards. Generally, there is a considerable amount of outdoor storage associated with industrial uses which detracts somewhat from the residential environment. The situation can be improved if more attention is given to fencing by both industrial operators and resident property owners.

#### Policy Objective:

The policy for this area is to ensure the commercial/light industrial activities are compatible with the adjacent residential uses and to ensure an appropriate interface between the industrial and residential areas .

The following two options were considered in addressing this issue:

Option 1 - Rezone the IA1 areas to IP (Prestige Industrial Zoning).

The advantages of this option are that the range of industrial uses would be restricted, there would be less intense development, and outdoor storage would be prohibited. The major disadvantage is that there are a significant number of uses which would become legally non-conforming. The uses would be allowed to continue but property owners could not undertake structural alterations or additions.

Option 2 - Implement landscaping and screening standards as part of the Zoning Bylaw for the IA zone where it abuts a residential zone.

The advantages are that Option 2 will not effect existing business property values, plant expansions or changes. The principal disadvantage is that any changes would only affect new developments. Option 2 is the most reasonable solution since it has the least impact on existing properties.

#### Recommendation:

- That the Planning Department amend the Zoning Bylaw to include landscaping and screening standards as part of the IA zone where it abuts a residential zone. The new standards will only apply to new businesses or when changes in land use occur.

### 3.2.3 Policy District "C" - Low Density Residential Area

This area consists of the major residential areas of Eastview as shown on Map 3. The housing stock is predominantly single-family and some semi-detached dwellings.

#### Policy Objective:

The policy for this area is to preserve and conserve the one and two unit character of the neighbourhood.

Many of the houses are in good or fair condition with seventy-two houses having been repaired and improved through the RRAP Program as of April, 1986.

There is expressed community interest in having a low-rise senior citizen housing project constructed in the neighbourhood. A rezoning will be required to allow such a project. In the event that rail relocation occurs, vacated rail property would provide a suitable site.

The 900 Block McDonald Street is currently zoned residential. There are currently eleven houses on this block which are surrounded by industrial uses to the north, south, and east. McDonald Street is also a designated truck route. In the long term, the property owners on this block may wish to dispose of their properties and consideration should be given to changing the zoning for this block to industrial.

Preferred locations for commercial facilities to meet neighbourhood needs are and should continue to be along Winnipeg and McDonald Streets. No commercial rezonings should be considered for neighbourhood facilities within this policy district.

#### Recommendation:

- That the present R3 (Residential Older Neighbourhood) Zone be maintained and no non-residential rezonings be considered for the established residential portion of the Eastview neighbourhood with the exception of the 900 block of McDonald Street.

### 3.3 RAIL RELOCATION

[Repealed by Bylaw No. 9603]

### 3.4 COMMERCIAL FACILITIES

Residents of Eastview have identified a need for commercial services such as a post office, drugstore, and another confectionary/convenience store.

Neighbourhood based commercial facilities locate in areas where there is a large population or high-traffic areas that will make the operation viable. Demand for these services is not high enough in

Eastview to attract additional facilities.

Many existing commercial facilities along McDonald and Winnipeg Streets are in need of upgrading. (Examples: Facades, signage, painting, general clean-up and maintenance.) The ECA will contact the businesses in the neighbourhood to discuss the condition of yards and buildings. This community based action is a neighbourhood self-help effort and awareness campaign aimed towards improving the physical condition of both residential and commercial areas.

### 3.5 RECREATIONAL FACILITIES

Eastview residents raised the issue of the lack of recreational facilities, (one boarded skating/hockey rink and one sparsely developed park). Several requests were made for a city-wide facility to be located in Eastview because of the long distances they must travel to city-wide facilities.

Suggestions for an indoor or outdoor swimming pool, indoor skating rink, tennis courts, bicycle trail, or jogging track were quite common.

Due to the cost of construction and maintenance, city-wide facilities are intended to serve a population of seventeen to twenty thousand people. Given their geographic isolation, city-wide facilities are unlikely to be located in Eastview.

The neighbourhood facility most requested was a neighbourhood center. The residents were advised that free standing centers present an affordability problem, due to construction and maintenance costs. However, a center attached to an existing facility with minimal land, construction and maintenance costs, would be considered appropriate. Existing staff from other centers would be responsible for the programming, but not necessarily based in a center in Eastview.

The City recognizes that transportation is a major barrier to access of public recreation facilities. Consequently in developing a policy for neighbourhood centres, support is given to Eastview's desire to have a community based facility because of its isolated location.

The Parks and Recreation Department has indicated support for a facility attached to an existing building. The Eastview Planning Advisory Committee considers the Haultain School site to be the best location because of its centrality. A joint use agreement currently exists between the City and the School Board and the request for a facility attached to Haultain School will be raised. A site specific agreement will have to be negotiated with the School Board to cover operational aspects of a neighbourhood centre.

Recommendation:

- That negotiations, initiated by the Planning and Parks and Recreation Departments, begin immediately with the Public School Board for the construction of a neighbourhood centre of approximately 4,000 square feet, attached to Haultain School. An amount of \$630,000 is allocated from the NIA #3 budget for this project.

### 3.6 PARK AND OPEN SPACE

Eastview is lacking in adequate quantity and quality open space. For example, Haultain Park has play equipment for small children, but does not have even one bench for a parent to sit on while accompanying tots to the park.

The residents have identified, as priority projects, the upgrading of both school grounds and Haultain Park. The agreement that currently exists between the Public School Board and the City provides for the development of the grounds to a neighbourhood level standard. The proposed NIA funding will provide for a higher level of development. Students at Haultain School have designed a creative playground that will be considered in any upgrading plan.

Residents also requested that when the rail lines are removed, Haultain Park and St. Paul school yard both be extended into that area and developed as additional open space. Another suggestion is that the whole rail corridor be turned into a green strip with such amenities as a bicycle trail and jogging strip.

#### Recommendations:

- That negotiations initiated by the Planning and Parks and Recreation Departments begin with the Public School Board for the upgrading of the Haultain School yard (following the construction of the neighbourhood centre). An amount of \$50,000 of the NIA #3 budget is allocated for this project. The NIA funding allocation is additional to funding under joint use agreements to redevelop school sites.
- That the Planning and Parks and Recreation Departments initiate negotiations with the Separate School Board for the upgrading of the St. Paul School yard. An amount of \$50,000 of the NIA #3 budget is allocated for this project. The funding is conditional on the basis of an equitable agreement being reached between the City and the Separate School Board for project funding.
- That the Planning Department initiate the redesign of Haultain Park in a way that would meet the expressed needs of the residents. An amount of \$150,000 of the NIA #3 budget is allocated for this project in 1987.

### 3.7 COMMUNITY AND SOCIAL SERVICES

There are a number of community and social support services that would make Eastview a better place in which to live. This would in turn attract more families to the neighbourhood, ensuring Eastview's continued residential stability and viability.

A wide range of these activities fall into the category of neighbourhood self-help. The key to implementing

self-help programs is community organization and raising the residents' level of neighbourhood consciousness and pride in their neighbourhood.

Eastview residents have identified the following community needs:

a) Neighbourhood day care or pre-school facilities.

Currently the Eastview Community Association has implemented a play school at Haultain School in addition to the existing play school at St. Paul School. The Eastview Community Association recognizes there is still a need for day care due to the number of working mothers in the neighbourhood.

b) Establishing Haultain School as a community school.

The implementation of the community school concept rests with negotiations between the Regina Board of Education and area residents. In 1985 a submission was made by the Eastview Community Association to the Regina Board of Education, Department of Education and the Minister of Education requesting the community school.

c) Improved neighbourhood image.

Eastview has traditionally had the image of the junkyard neighbourhood. From a community perspective, this label must be removed and a sense of pride be promoted in the neighbourhood.

d) After-school programs for children.

These activities are required to fulfil a social and recreational need.

Recommendation:

- The Planning and Parks and Recreation Departments encourage and provide organizational support to help the neighbourhood develop programs such as day care, play school, a community school, and neighbourhood clean-up, etc.

### 3.8 UTILITY SERVICING

A number of streets in Eastview have had local improvement work done. The Public Works and Engineering Department has identified a number of streets in Eastview that require local improvement work that are scheduled for replacement in 1986 and beyond.

A portion of NIA funds have traditionally been committed improvement work. In Eastview, watermain, and walk and curb replacement is being undertaken on several blocks in the neighbourhood.

Storm drainage is a major problem that has affected many households in Eastview when heavy rains or spring

runoff from a quick thaw overloads the system. Storm drainage in Eastview is provided by the Ross Avenue storm channel for those properties north of 4th Avenue. The rest of Eastview is serviced by the 7th Avenue storm trunk. The 7th Avenue storm trunk extends across Regina servicing many of the older areas. The 7th Avenue Drainage Area, Flood Relief Study, 1980, (Paul Theil Report) indicated improvements are required on the 7th Avenue system. The City intends to spend 3.175 million dollars in its capital program over the next five years to improve storm drainage on the 7th Avenue system. All of these funds are not necessarily allocated to the Eastview area. Eastview has benefitted to the extent of having one surface storm retention tank installed at 7th Avenue and Reynolds Street (south of St. Paul's school.) The purpose of the tank is to receive storm water and release it into the trunks as storm flows permit.

A second problem with the storm system is that domestic and storm sewers have common manholes. Thus, when one system (e.g. storm) overflows, it goes into the other system (domestic). This has partially contributed to basement flooding. The City since 1981 has undertaken improvements in the system to reduce the problem of storm water overflowing into the domestic system through physical separation of the two drainage systems.

In many cases, the source of flooding problems begins with management of storm water on the individual's property. For example, the practice of connecting eavestroughs to domestic sewer systems should be discontinued. Storm water should be drained away from the houses and allowed to reach the catch-basins at the curb through overland routes (driveways and streets.) In some cases, road grades require improvements to provide more effective drainage to catch basins and eliminate water ponding on roadways.

The condition of streets and sidewalks is another problem affecting many households in Eastview. A public meeting was held on July 16, 1986 to discuss the problems with engineers from the Public Works and Engineering Department. A number of problems were identified by the 30 residents who attended the meeting. On August 21, 1985, a committee consisting of Eastview residents conducted a survey of all streets and lanes in the Eastview neighbourhood to identify all maintenance items that needed attention. This list was submitted to Public Works and Engineering who verified some of the problems and outlined a comprehensive maintenance program to remedy them. Repairs will be completed in the 1986 construction season.

### Lane Lighting

Lane lighting is a project that residents feel would enhance the safety and usability of their back lanes at night. They are convinced that lane lighting would discourage vandalism and increase safety for their back lanes. The City is currently investigating the possibility of installing lane lighting as a local improvement.

The City has initiated a lane lighting program in the Core neighbourhood. Before additional lane lighting will be installed in the City, the Core project will be evaluated. Additionally, legislative changes will be required to provide total project cost recovery through local improvement assessments. The City Solicitor is continuing to pursue legislative changes to have lighting covered as a local improvement. Consequently, lane lighting is not foreseen as a program which the City will be delivering in the immediate future.

Recommendations:

- That NIA funds of \$205,000 be budgeted for walk, curb, and watermain replacement in 1986.

- That a lane lighting program be considered as a long term possibility for the Eastview neighbourhood provided that the cost can be recovered through local improvement assessments.
- That the Public Works and Engineering Department continue to implement the storm retention plan recommended by the 7th Avenue Drainage Area, Flood Relief Study, 1980 to help reduce basement flooding in Eastview.
- That residents take action to prevent sewer backup and flooding by:
  - keeping sewer caps on when not in use or installing back up values that close automatically when back pressure occurs;
  - draining eavestroughs onto lawns and driveways not into the domestic sewer system; and,
  - maintaining the grade of residential property away from the house towards the street or lane.

### 3.9 HISTORICAL BUILDINGS

A heritage building survey of the Eastview neighbourhood indicates that one building of Heritage significance exists. The building is the Tannery Company Limited building located at 1301 Wallace Street. It is currently owned and operated by Central Tire and Battery Ltd.

The building has heritage significance because of its age, form of construction (post and beam), and it is a distinctive type of early industrial building in Eastview.

Recommendation:

- That 1301 Wallace Street - Tannery Co. Ltd., be added to the City of Regina Priority List of Heritage Buildings to screen against future demolition.

### 3.10 TRANSIT

The primary issue with respect to transit service is the need for more bus shelters. Four locations meet warrant requirements for shelter installation on 4th Avenue. Of these, old-style shelters are currently located at 4th Avenue and Winnipeg, and 4th Avenue and Lindsay, while a new-style shelter is currently located at 4th Avenue and Edgar. A new shelter is recommended for 4th Avenue and Broder Street. Area residents also requested that a new shelter be located at 6th Avenue and Broder Street, because riders many of whom are senior citizens living on the west side of the tracks off 6th Avenue need the protection of a shelter. The Transit Department has indicated that

the site does not meet the warrant standard. A new shelter is recommended for 6th Ave. and Broder Street to be funded through the NIA Program. The existing and proposed bus shelter sites are shown on Map 6.

Another transit issue which arose was the concern that Eastview students attending Usher, Balfour, and Miller Collegiates were in need of transportation via feeder bus to and from school. A total of 4 students from Eastview are presently attending Usher, and 80 students are currently attending Miller and Balfour Collegiates. These numbers of students do not overload buses on regular or rush-hour service; therefore, a feeder bus is not justified for the Eastview high school students.

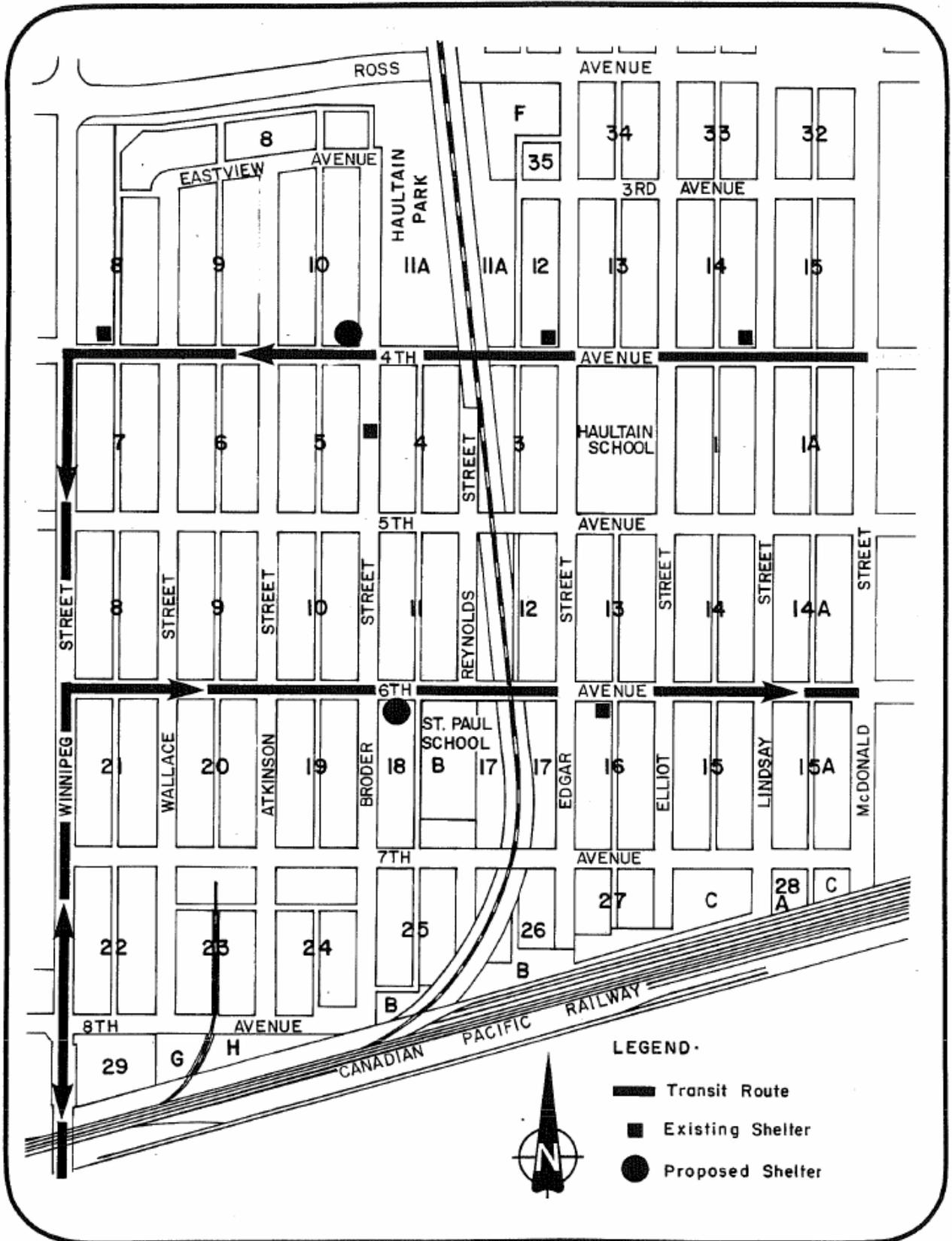
**Recommendation:**

- It is recommended that \$10,000 of the proposed NIA #3 budget be allocated for bus shelters at the following locations:

4th Avenue and Broder Street	West-bound
6th Avenue and Broder Street	East-bound

# MAP 6

## TRANSIT FACILITIES



Source:

#### 4.0 NIA #3 PROJECT IMPLEMENTATION PLAN

##### PROPOSED N.I.A. #3 BUDGET - \$1,300,000

###### Neighbourhood Centre

4,000 square feet x \$123/sq.ft.	\$495,000	
Architects fee	35,000	
Site work and furnishing	60,000	
Contingency	<u>50,000</u>	
	\$640,000	\$ 640,000

###### Local Improvements

###### 1986 Program

Watermain, Walk and Curb (one side) 400 feet of the 9 Block Atkinson Street 11 and 12 Blocks Atkinson Street 10 Block Broder Street 9 Block Elliott Street		
Residents assessed for 1/2 watermain cost		\$ 205,000
Traffic Improvements		\$ 195,000
Haultain park Redevelopment		\$ 150,000
Haultain School Yard Development		\$ 50,000
St. Paul School Yard Development		\$ 50,000
Bus Shelters		\$ <u>10,000</u>
Total of Proposed Projects		\$ <u>1,300,000</u>

## **5.0 POLICY IMPLEMENTATION**

### **5.1 MONITORING**

The land use policy proposals contained in this Plan will take time to implement since there is a legal process which must be followed. It is the City Administration's responsibility, once Council approves the policy initiatives, to move in an expeditious manner. It is appropriate therefore, to measure progress on a regular basis. Upon adoption of the Plan, the Planning Department will meet on a semi-annual basis with the Eastview Community Association and provide a status report on the land use policy changes. This will be in addition to ongoing Eastview Planning Advisory Committee meetings which will be held to obtain input on NIA projects. This process will facilitate ongoing dialogue between community leaders and City staff with the final result being the strengthening of Eastview as a viable residential community.

### **5.2 REVIEW**

A formal neighbourhood plan review is proposed five years after formal adoption of the Plan. It is felt this period will allow sufficient time for physical and policy changes to be effected. If certain initiatives are not being implemented, this process will afford the opportunity to review the Plan, consider alternative courses of action, and if necessary, formulate amendments to the neighbourhood plan.



## OFFICIAL COMMUNITY PLAN

### PART B.6 Cathedral Area Neighbourhood Plan



## TABLE OF CONTENTS

SUMMARY OF RECOMMENDATIONS .....	i – v
1.0 INTRODUCTION.....	1
1.1 Background .....	1
1.2 Study Area.....	1
1.3 Purpose of the Plan .....	1
1.4 Evolution of the Neighbourhood .....	1
2.0 COMMUNITY PROFILE.....	3
2.1 Population.....	3
2.2 Housing .....	4
2.3 Land Use and Zoning Patterns.....	5
2.4 Educational Facilities.....	7
2.5 Community and Open Space Facilities .....	9
2.6 Heritage .....	9
2.7 Municipal Services.....	11
2.8 Roadway Network .....	11
2.9 Transit.....	11
3.0 COMMUNITY INVOLVEMENT .....	13
3.1 Issue Identification .....	13
3.2 Task Force – Preparation of the Draft Plan.....	13
3.3 Cathedral Area Community Association Neighbourhood Goals.....	14
4.0 NEIGHBOURHOOD ISSUES AND POLICY RECOMMENDATIONS.....	15
4.1 Land Use and Zoning.....	15
4.1.1 Medium Density Residential District (R4A) .....	19
4.1.2 Medium Density Residential District (R4).....	20
4.1.3 Low Density Residential District (R3) .....	21
4.1.4 Low Density Residential District (R1A).....	22
4.1.5 CPR Annex Low Density Residential District (R1A).....	23
4.1.6 Mixed Residential Business District (MX).....	25
4.1.7 Albert Street Commercial District .....	25
4.1.8 Saskatchewan Drive Commercial District .....	26
4.1.9 13 <sup>th</sup> Avenue Shopping District .....	28
4.2 Traffic and Parking .....	31
4.3 Open Space and Boulevard Trees .....	35
4.3.1 Open Space .....	35
4.3.2 Boulevard Trees .....	36

4.4	Cathedral Neighbourhood Centre .....	36
4.5	Social Issues .....	37
4.6	Recreation Programming .....	39
4.7	Property and Building Maintenance and Enforcement of Bylaws.....	40
4.8	Crime and Personal Safety.....	41
4.9	Drainage and Domestic Sewer Systems.....	42
4.9.1	Drainage.....	42
4.9.2	Domestic Sewer System .....	43
5.0	IMPLEMENTATION.....	45
6.0	EXCEPTION.....	45
APPENDIX A	Questionnaire Results .....	48
APPENDIX B	Expenditure of Remaining NIA #1 Funds.....	54
APPENDIX C	Direct Control District (DCD-1) .....	55
	3100 Block of 13 <sup>th</sup> Avenue	

#### LIST OF MAPS

##### Map

1	Study Area .....	vi
2	Land Use .....	6
3	Existing Zoning – 1987 .....	8
4	Community/Open Space Facilities .....	10
5	Transit Facilities.....	12
6	Land Use Policy Districts.....	16
7	Lands Affected by Proposed Zoning Changes.....	17
8	Recommended Zoning.....	18
9	CPR Annex.....	24
10	Recommended Traffic Plan.....	34
11	Cathedral Questionnaire Response Location Map.....	47

#### LIST OF TABLES

##### Table

1	Dwelling Unit Type by Number and Percentage .....	5
2	School Enrollments.....	7

## SUMMARY OF RECOMMENDATIONS

The following is a summary of the recommendations of the Plan.

### A. LAND USE AND ZONING

#### Medium Density Residential District (R4A)

1. That the 13 metre height limitation in the R4A zone be reduced from 13 metres to 11 metres.
2. That no commercial development be permitted in this district.
3. That developers consult with the Community Association and the Urban Planning Department before submitting formal applications to the City for discretionary use approval.

#### Medium Density Residential District (R4)

4. That the following properties be rezoned from R4A to R4:
  - a) Lots 21-30, Block 315; Lots 11-16, Block 316; Lots 11-30, Block 333; Lots 11-46, Block 334; Lots 1-38, Block 335; Lots 1-13, 16-22, 26-40, Block 336; Lots 1-40, Block 337; Lots 1-18, W. 13' of 19, 22-25, Block 338; Lots E. 8' of 4, 5-10, 29-40, Block 375; Lots 1-23, 32-40, Block 376; Lots 1-10, Block 399; Lots 2-10, Block 435; Lots 1-20, Block 436; Lots 5-18, S. 33' of 19, Block 437; Lots 1-6, 8-14, Block 438; Lots 11-20, Block 439; Lots 13-19, Block 450; Lots 1-7, 13-19, Block 451; Lots 1-7, 13-19, Block 452; Lots 1-5, N. 17' of 14, 15-19, Block 453; Lots 1-5, Block 454; Plan Old 33.
  - b) Lots 1-5, 1A-5A, Block 376, Plan CE5560.
  - c) Lots 1-5, Block 499, Plan K4654.
5. That no commercial development be permitted in this district.

#### Low Density Residential District (R3)

6. That the following properties be rezoned from: (Bylaw No. 9461; 2002-13)
  - a) R4 to R3 – Lots 47, 48, 49, 5, 6, 50 and 51 (formerly Lots 1 – 8 and the W. 14' of Lot 9), Block 377; Lots 1-23, 26-40, Block 378; Lots 1-7, W. 6' of 8, 11-40, Block 379; Lots 1-23, N. 15' of 24, 29-40, Block 380; Lots 3-20, Block 395; Lots 3-10, Block 396; Lots 1-16, Block 396A, Los 1-10, Block 439; Lots 1-20, Block 440; Lots 1-18, Block 441; Lots 1-20, Block 442; Lots 1-7, 13-19, Block 447; Lots 1-7, 13-19, Block 448; Lots 3-7, 13-19, Block 449; Lots 1-7,

Block 450, Plan Old 33.

- b) R4 to R4A – Lots 1-2, Block 449; Lots 1-2, Block 396, Plan Old 33.
7. That no commercial development be permitted in this district.

Low Density Residential District (R1A)

8. That the existing R1A zoning of the district be maintained.
9. That no commercial development be permitted in this district, with the exception of Lot 11 and the North 5 feet of Lot 12, Block 332, Plan DV4420, Regina Saskatchewan (to be developed under a contract zone agreement as an off-site employees' parking lot and landscaped outdoor eating area). [1996/9814]
10. That the Henderson Terrace apartments (Lots 1-5, Block 499, Plan K4654) be rezoned to R4 – Residential Older Neighbourhood from R4A – Residential Older Neighbourhood.

CPR Annex Low Density Residential District (R1A)

11. That the existing R1A zoning of the district be maintained.
12. That the City consider a voluntary purchase program for dwellings located in flood way lands should designation occur.
13. That no commercial development be permitted in this district.

Albert Street Commercial District

15. That the existing commercial areas between College Avenue and Saskatchewan Drive along Albert Street be recognized. There shall be no further extension of commercial development into the residential neighbourhood from the lane west of Albert Street.
16. That the parking lot located on 2200 block of Angus Street (Lots 4-10, Block 434) is subject to a time limited contract which expires on August 1, 1997. The parking lot shall subsequently be redeveloped for residential purposes. (Bylaw No. 9368)

Saskatchewan Drive Commercial District

17. That the existing IA zoning be maintained.

2056 Repealed by Bylaw No. 9505.

### 13<sup>th</sup> Avenue Shopping District

19. That the existing shopping district zoned LC3 and LC1 be recognized. No extension of the commercial areas should be permitted along 13<sup>th</sup> Avenue or in the adjacent residential area.
20. That the development of a town square concept focusing on the Safeway Plaza, the west side of Robinson Street and the east side of Retallack Street as outlined in the 13<sup>th</sup> Avenue Commercial Study be encouraged.
21. That street enhancement of 13<sup>th</sup> Avenue between Angus Street and Cameron Street be maintained.
22. That SPC be approached to consider replacing overhead power lines and poles on 13<sup>th</sup> Avenue with underground service.

### B. TRAFFIC AND PARKING

1. That the City Administration and the Community Association continue to work together to improve traffic conditions in the Cathedral Area.
2. That changes in parking restrictions on north-south streets be determined on a block-by-block basis as per established City policy.

### C. OPEN SPACE AND BOULEVARD TREES

1. That the Community Services, Parks and Recreation Department work with the Community Association to develop conceptual plans and determine costs for the upgrading of both Connaught and Davin School grounds.
2. That the Community Services, Parks and Recreation Department propose to the Joint Use Development Committee that Connaught and Davin Schools be advanced on the priority list for development.
3. That Block 498A, Plan 65R31964 be rezoned from R1A to PS and be included in the open space inventory of the neighbourhood. The portion of Cameron Street between Leopold Crescent and 18<sup>th</sup> Avenue be legally recognized as a street right-of-way. That the Community Association take an active role in the identification of trees lacking in care and that they support the Community Services, Parks and Recreation Department in the maintenance and replacement of such.

D. CATHEDRAL NEIGHBOURHOOD CENTRE

1. That the Cathedral Area Community Association and the Community Services, Parks and Recreation Department establish a Neighbourhood Centre Committee to explore ways to better use the facility and to promote its availability and purpose in the Cathedral Area.

E. SOCIAL ISSUES

1. That the Cathedral Area Community Association establish a Community Program Planning Committee consisting of the Community Association, the Community Services, Parks and Recreation Department, the Social Development Unit, Regina Police Service and representatives from neighbourhood schools, churches, Native groups and senior citizen groups to:
  - a) identify community social issues,
  - b) formulate strategies and programs to address these issues,
  - c) inventory programs being offered in the community in order to determine where duplications and deficiencies in services exist.
2. That a special effort be made by the Cathedral Area Community Association and the Community Services, Parks and Recreation Department Special Initiatives Section to involve Native groups and individuals in the development of community programs and events,

F. RECREATION PROGRAMMING

1. That the Community Program Planning Committee facilitate the sharing of program information, and the discussion of joint programming and shared promotion.

G. PROPERTY AND BUILDING MAINTENANCE AND ENFORCEMENT OF BYLAWS

1. That the City work with the Community Association in the implementation of the bylaws dealing with building maintenance and untidy properties.
2. That the Community Housing Worker, employed by the City, work with tenants to find suitable housing and counsel them on housing maintenance. That the Community Association continue and expand its programs to create greater pride by area residents in their residences and develop programs to teach residents property maintenance. That the Community Association and the City encourage replacement of derelict housing stock with appropriately designed replacement housing stock.

## H. CRIME AND PERSONAL SAFETY

1. That the Cathedral Area Community Association work with the Regina Police Service to:
  - a) ensure that crime prevention is a priority in the neighbourhood;
  - b) support and expand the Neighbourhood Watch Program;
  - c) develop children's programs that reinforce respect for the law.
2. That the Cathedral Area be considered a priority if a lane lighting program is implemented by the City.

## I. DRAINAGE

1. That the Municipal Engineering Department review and consider upgrading the maintenance and monitoring program for the operation of the dikes along Wascana Creek.
2. That the Municipal Engineering Department develop a strategy for the replacement and upgrading of the storm water pipe system where required. The Department currently has a plan to review storm sewer drainage areas throughout the city.
3. That regarding of the street network (where necessary and feasible) to improve surface run-off capacity occur simultaneously with any renewal projects That new development include storm water management and ensure buildings can withstand major storm events without excessive flood damage.

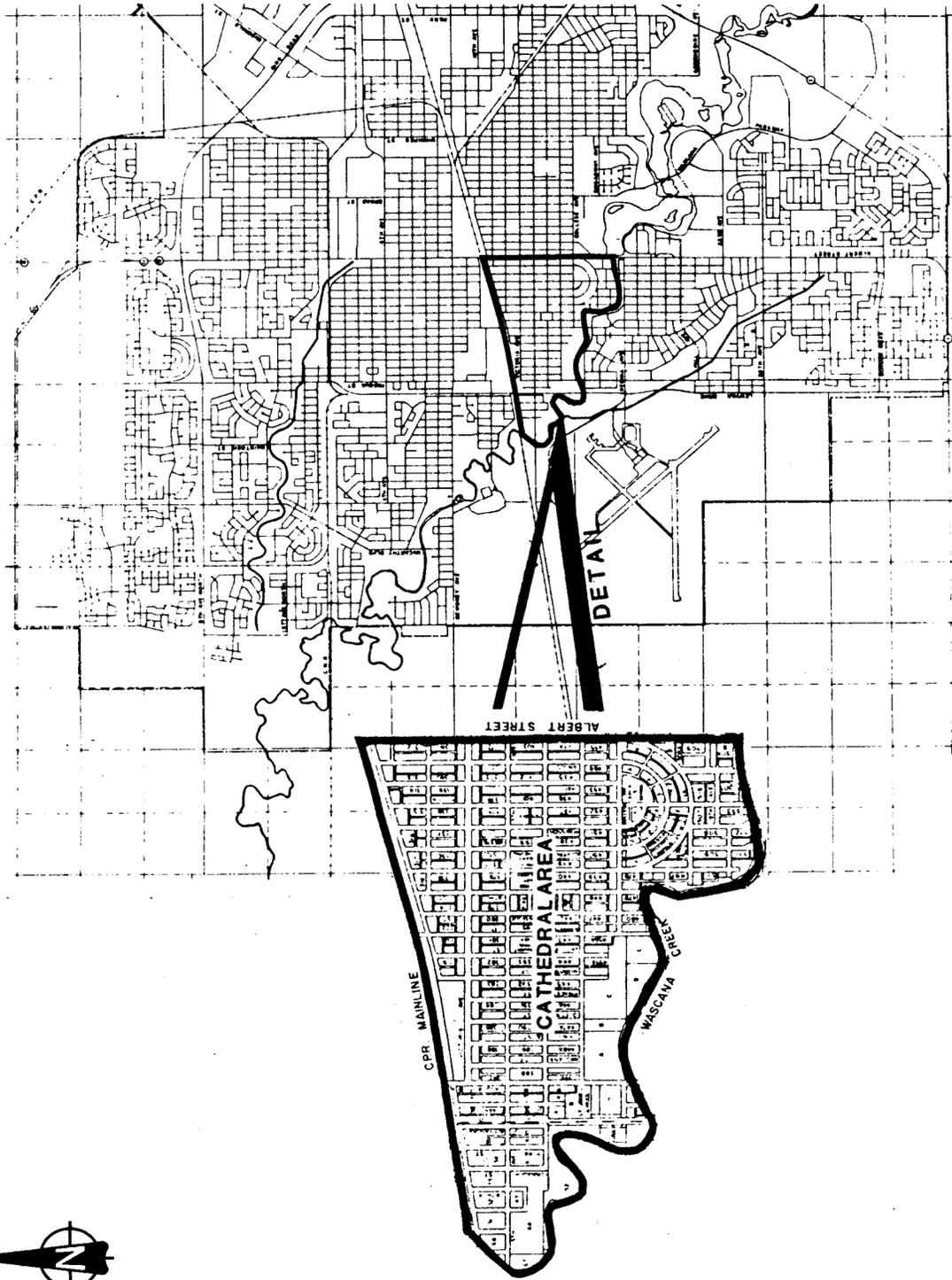
## J. DOMESTIC SEWER SYSTEM

1. That the Municipal Engineering Department identify connections between the domestic and storm water sewer systems and develop plans for their complete separation.
2. That the Municipal Engineering Department continue to monitor problems with the aging domestic sewer system and develop plans for replacement of deteriorating sections.

2056 That the Municipal Engineering Department examine options to provide relief to the Valley Trunk Sewer which passes through the area.

MAP 1

# STUDY AREA



## **Regina OCP – Part B**

### **Part B.6 – Cathedral Area Neighbourhood Plan**

#### **1.0 INTRODUCTION**

##### **1.1 BACKGROUND**

On April 8, 1987 City Council authorized the preparation of a neighbourhood plan for the Cathedral Area, one of five inner city residential communities subject to a neighbourhood plan. A previous study of this neighbourhood by the Cathedral Area Community Association was appended to the 1979 Regina RSVP Development Plan. A new neighbourhood plan is needed at this time to address current land use, zoning and social issues and to incorporate the recommendations of a recent major neighbourhood traffic study.

The Cathedral Area Neighbourhood Plan is a joint effort of the City of Regina and the Cathedral Area Community Association.

##### **1.2 STUDY AREA**

The Cathedral Area is a 235 hectare residential neighbourhood located immediately to the west of the downtown (Map 1). In fact, the blocks east of Angus Street and north of 13<sup>th</sup> Avenue are considered to be part of the downtown area. Boundaries of the neighbourhood include Albert Street on the east, Wascana Creek on the south and west and the CPR Mainline on the north. While the area is primarily residential, commercial uses define the northerly and easterly edges as well as the 13<sup>th</sup> Avenue shopping district.

##### **1.3 PURPOSE OF THE PLAN**

The purpose of the Cathedral Area Neighbourhood Plan is to:

1. Develop a strategy to help preserve and enhance the residential character of the neighbourhood.
2. Provide an opportunity for the community to articulate its goals for the neighbourhood within the context of overall City development policy.
3. Establish policies and an implementation strategy to address neighbourhood issues and concerns identified by the community.

## 1.4 EVOLUTION OF THE NEIGHBOURHOOD

The Cathedral Area was among the earlier and more affluent residential neighbourhoods to be developed in the city. By 1903 a large block of land west of Albert Street and south of Victoria Avenue had been purchased by W.H.A. Hill and the McCallums for residential development. The new neighbourhood, originally known as the West End, was first established in the blocks immediately west of Albert Street and north of College Avenue in keeping with the gridiron subdivision design imposed by the 1884 town plan. Development quickly spread further to the west and to the crescents area south of College Avenue. Although infill development has continued up to the present day, most of the neighbourhood was completed in the period between 1910 and 1929.

One of the first important buildings to locate in the Cathedral Area was Sacred Heart Academy, constructed in 1910. Two years later Holy Rosary Cathedral (which gave the neighbourhood its present name) and Westminster Presbyterian Church (now Westminster United) were completed. At one time the Cathedral Area had a firehall and a hockey rink, but these facilities were demolished and replaced by apartment buildings in the late 1950's.

The first zoning bylaw of the City in 1927 fixed the land use pattern of the neighbourhood still evident today. Saskatchewan Drive properties were zoned for industrial and commercial uses, reflecting their location adjacent to the CPR mainline. Thirteenth Avenue was zoned Business "B" from Albert Street to Argyle Street. Downtown functions were beginning to spill over into the blocks north of 13<sup>th</sup> Avenue and east of Angus Street while Albert Street was zoned for commercial strip development. The remainder of the neighbourhood was designated for residential use.

In 1949, zoning bylaw changes established the westerly boundary of the 13<sup>th</sup> Avenue business district at Cameron Street, with the exception of the north side of 13<sup>th</sup> Avenue between Montague and Argyle Streets. Subsequent zoning bylaws have not fundamentally changed the initial development pattern, except that higher density residential was designated for a large area in the easterly portion of the neighbourhood. Consequently, apartment development replaced the older housing stock in scattered locations throughout this area and in small concentrations east of Retallack Street. Parking lots serving the commercial uses along Albert Street began to become more evident along Angus Street.

By the mid 1970's the Cathedral Area suffered from a number of problems characteristic of established inner city neighbourhoods including a rapidly declining population, decreasing quality and quantity of the housing stock, increasing crime and social problems, more automobile traffic and lack of parking space. In order to address these problems, the 1979 Regina-RSVP Development Plan established general policy objectives for the inner city residential areas as follows:

1. to improve the residential viability of the neighbourhoods, and
2. to control the encroachment of non-residential uses into the neighbourhoods. Programs, including Neighbourhood Improvement Area, Residential Rehabilitation Assistance (RRAP), Catch-Up (Utility Infrastructure) and Infill Housing, were implemented to help achieve these objectives. In addition, there has been considerable private renovation of existing homes in recent years as residents have been demonstrating renewed confidence in the neighbourhood. The Cathedral Area Neighbourhood Plan is intended to continue this commitment to the neighbourhood's future as a viable residential community.

## **2.0 COMMUNITY PROFILE**

This chapter examines some of the population and housing characteristics as well as community and education facilities, municipal services, and heritage resources of the Cathedral Area.

### **2.1 POPULATION**

At the time of the preparation of the Plan, only preliminary population figures were available from the 1986 census. As a result, information on income, age groups and household composition is still based on 1981 census data. It is the view of the Community Association that the neighbourhood has undergone considerable demographic change since 1981, particularly an increase in the percentage of families with young children.

The total population of the neighbourhood declined by 32% from 10,896 in 1966 to 7,415 in 1981. In contrast, the population of Regina increased by 22.5% during the same period. The decrease in the Cathedral Area can be attributed to a large decline in occupancy rates and a reduction in the housing stock. Infill housing development since the 1981 census, however, has stabilized the neighbourhood's population. The 1986 census shows a population of 7,292, a drop of only 22. There was no increase because of continuing declining occupancy rates from 2.2 to 2.1 persons per household between 1981 and 1986.

Seniors (65 and over) form an increasing percentage of the population although their actual numbers have fallen from 1,392 (12.5%) to 1,040 (14.7%) between 1966 and 1981. The city as a whole had a much lower proportion of seniors during the same time period (7.5% in 1966 and 9.2% in 1981).

Persons 19 years and under comprised 26.1% of the Cathedral Area's population in 1981, considerably below the city percentage of 33.3%. Given the higher proportion of seniors and the lower proportion of children, it can be assumed that

the Cathedral Area population is generally older than the city average.

One person private households increased from 24.3% (883) of all households in 1966 to 39.4% (1,395) in 1981. In the city as a whole such households formed 23.9% of the total in 1981. The higher proportion of singles characteristic of the Cathedral Area is likely attributable to the large number of apartment dwelling units, the higher proportion of seniors, the availability of lower cost rental housing, and the neighbourhood's proximity to the downtown.

The percentage of lone parent families in the Cathedral Area increased from 12.1% to 17.4% of the population between 1976 and 1981 while the city percentage increased from 11.2% to 15.7%. A higher proportion of lone parent families in the neighbourhood is attributable to the lower housing and transportation costs as well as easier accessibility to the downtown and other services required by these families.

According to the 1981 census both the family and non-family incomes (average \$20,049) was considerably lower than the city average of \$25,828. The incidence of lower incomes appears to be a reflection of the large number of elderly on fixed incomes and the number of lone parent families with only one income.

## 2.2 HOUSING

Table 1 shows the changing patterns of dwelling unit types from 1966 to 1981. Over two-thirds of the housing stock is detached and duplex dwellings, similar to the city average. However, the proportion of apartments is higher than the city average while the proportion of single attached housing is lower. The loss of 241 dwelling units in the neighbourhood over the years has been greatest among apartments. It is difficult to determine what parts of the neighbourhood may have experienced the loss in apartment units. Along with the demolition of buildings such as the McCarthy Apartments on Albert Street, possibly a number of older subdivided houses have been converted back to detached dwellings. This trend would also account for the large drop in duplex units between 1976 and 1981.

Since 1981 building permit records show that the number of dwelling units has increased by 390, largely through Saskatchewan Housing Corporation's (S.H.C.) former Infill Housing Program. This program added 145 infill units (in the form of semi-detached, fourplex and townhouse units) and 144 senior citizen units to Cathedral's housing stock. There also has been a number of privately initiated apartment dwelling units developed since 1981. At the same time 71 existing housing units were demolished (partly as a result of the Infill Housing Program), resulting in a net gain of 319 units in the neighbourhood as of December 1, 1986.

The Community Association views the S.H.C.'s infill program as a positive neighbourhood influence and an example (to developers) of sensitive multiple housing projects that reflect the house-form characteristics of the Cathedral Area. In addition, the program, along with RRAP, was seen as an impetus for homeowners to renovate their dwellings.

A slight majority (54%) of the Cathedral housing stock is owner occupied, below the city figure of 64.3%. The lower ownership rates in the area result from the higher proportion of apartments that are normally rented. Since detached dwellings account for 69% of the housing stock, a significant proportion must also be rented.

Sixty-nine percent of the housing stock in the Cathedral Area was built before 1946, compared to 16.1% for the City. Of greater concern, however, is that 38.8% of the housing stock was in need of major or minor repairs compared to 21% for the City as a whole according to the 1981 census.

In response to the need to rehabilitate existing housing in the Cathedral Area RRAP was introduced in 1979. Since that date 473 units have been funded under the program representing an expenditure of \$2,190,207. Only a portion of the neighbourhood (bounded by Elphinstone Street, Saskatchewan Drive, Albert Street and College Avenue) was included in the program at that time. Since 1986 there have been no geographically defined boundaries for RRAP.

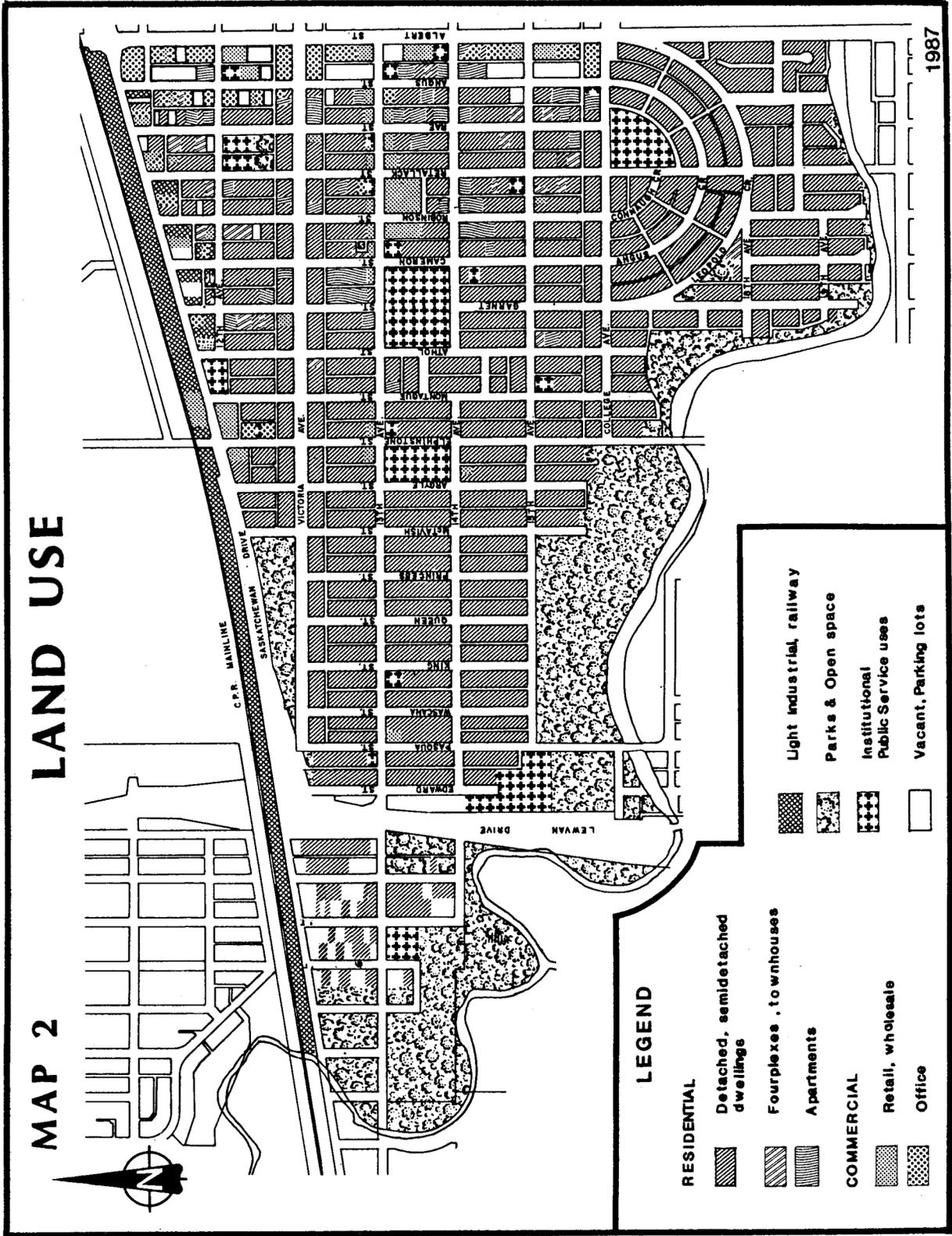
TABLE 1 DWELLING UNIT TYPE BY NUMBER AND PERCENTAGE						
Year	Single Detached	Single Attached	Duplex	Apartments	Total Units	Cathedral Units % City Units
1981 Cathedral	2,285	40	50	925	3,300	
	(69.2)	(1.2)	(1.5)	(28.1)	(100)	5.6
City of Regina	40,765	3,515	756	13,390	58,420	
	(69.8)	(6.0)	(1.3)	(22.9)	(100)	
1976 Cathedral	2,115	55	135	1,385	3,690	
	(57.3)	(1.5)	(3.7)	(37.5)	(100)	7.5
City of Regina	33,310	2,480	1,565	12,150	49,505	
	(67.3)	(5.0)	(3.2)	(24.5)	(100)	
1971 Cathedral	2,300	90	-	1,430	3,820	
	(60.2)	(2.4)	-	(37.4)	(100)	8.9
City of Regina	29,050	1,910	-	11,330	42,290	
	(68.7)	(4.5)	-	(26.8)	(100)	
1966 Cathedral	2,215	126	-	1,300	3,541	
	(60.8)	(3.5)	-	(35.7)	(100)	9.5
City of Regina	25,603	1,723	-	9,823	37,194	
	(68.8)	(4.6)	-	(26.4)	(100)	
Source: Statistics Canada, 1966, 1971, 1976 and 1981 Census						

In sum, the implementation of RRAP has added additional years to many existing houses, while S.H.C.'s infill housing program and private infill projects have increased the housing supply in the Cathedral Area.

### 2.3 LAND USE AND ZONING PATTERNS\*

The primary land use of the Cathedral Area is residential (Map 2). Detached dwellings predominate in the area south of Victoria Avenue and west of the lane between Robinson Street and Cameron Street while the remaining residential districts consist of a mixture of detached dwellings, fourplexes, townhouses and low rise apartments.

\*Note: Based on Zoning Bylaw No. 8484, 1988



**MAP 2  
LAND USE**

**MAP 2**

**LEGEND**

- |                    |                     |                                  |                  |                                   |
|--------------------|---------------------|----------------------------------|------------------|-----------------------------------|
| <b>RESIDENTIAL</b> | [Diagonal hatching] | Detached, semidetached dwellings | [Cross-hatching] | Light industrial, railway         |
|                    | [Diagonal hatching] | Fourplexes, townhouses           | [Stippled]       | Parks & Open space                |
|                    | [Diagonal hatching] | Apartments                       | [Grid pattern]   | Institutional Public Service uses |
| <b>COMMERCIAL</b>  | [Diagonal hatching] | Retail, wholesale                | [White]          | Vacant, Parking lots              |
|                    | [Diagonal hatching] | Office                           |                  |                                   |

Commercial development is concentrated in three distinct districts – along the west side of Albert Street and in portions of the east side of Angus Street – along 13<sup>th</sup> Avenue from Angus Street to the lane west of Cameron Street (plus a node at 13<sup>th</sup> Avenue and Elphinstone Street), and along the south side of Saskatchewan Drive between Angus and Argyle Streets. The Albert Street commercial area consists of a variety of office developments, gas stations, banks, retail and food stores and parking lots. Thirteenth Avenue contains a range of more neighbourhood oriented facilities including retail and food stores, doctor and insurance offices, confectionaries, restaurants and the community centre. Saskatchewan Drive contains a mixture of light industrial, commercial and residential uses, including building supplies, warehouses, auto services, and an animal hospital.

Zoning of the Cathedral Area generally reflects the land use patterns of the neighbourhood (Map 3) except a portion of the residential area. There are three residential zones – R1A and R4 – Residential Older Neighbourhood and R4A – Residential Infill Housing.

The R1A zone, located south of the lane immediately north of College Avenue and west of Elphinstone Street, is particularly restrictive in that only detached dwellings are permitted as residential uses. The R4 and R4A zones are less restrictive in that the R4 zone includes townhouses and the R4A zone includes low rise apartment dwelling units as discretionary uses. However, there are large areas zoned R4 and R4A that are mostly blocks of detached dwelling units.

Commercial uses are accommodated by four zones including D – Downtown, MAC – Major Arterial Commercial, and LC1 and LC3 – Local Commercial.

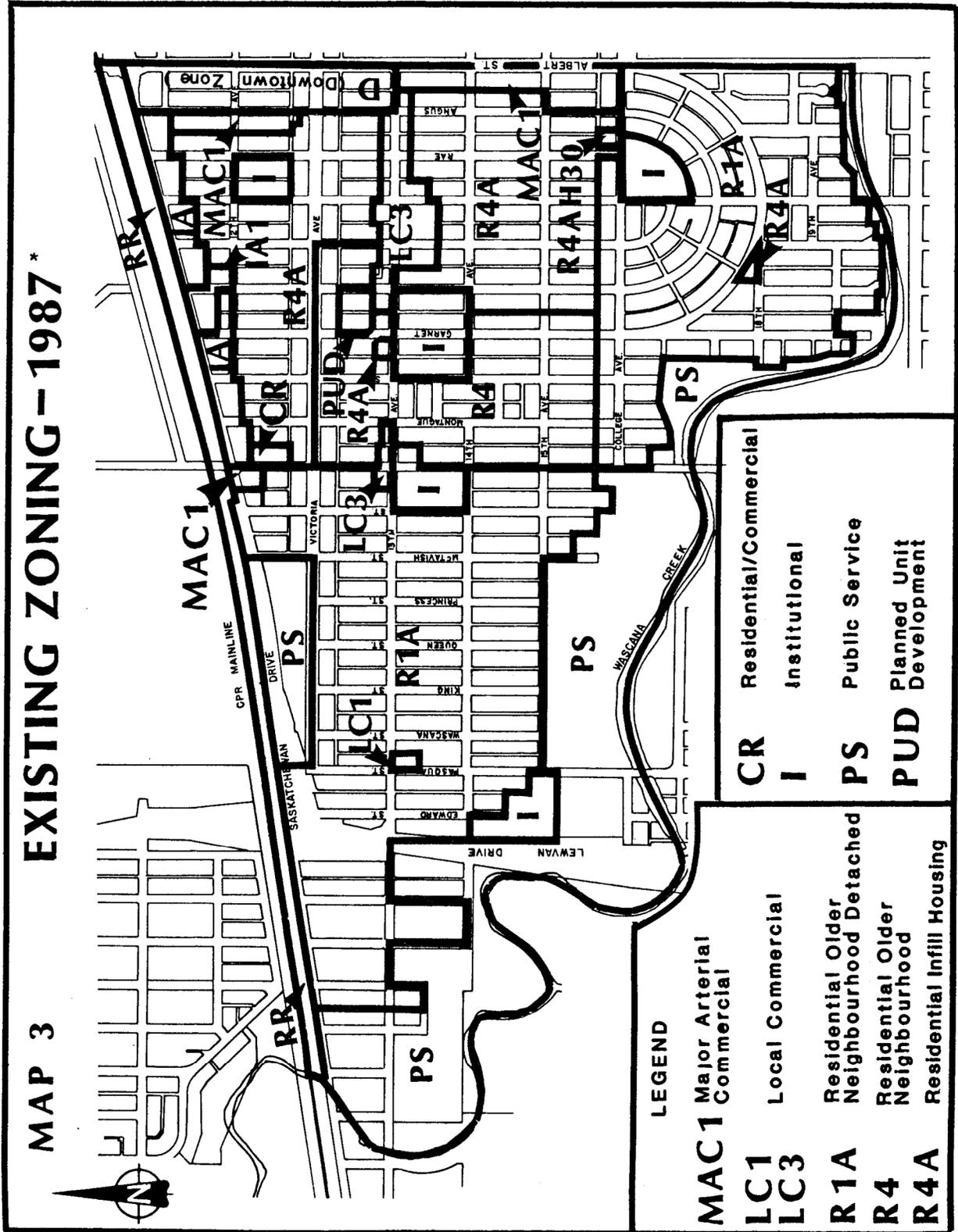
Properties along Saskatchewan Drive and adjoining streets are zoned IA and IA1 Light Industrial.

## 2.4 EDUCATIONAL FACILITIES

Four elementary schools, two public and two separate (one English, one French), are located in the Cathedral Area. The School Boards consider these schools to be stable in terms of student population and not in danger of being closed at this time. Table 2 shows regarding trends between 1981 and 1987.

TABLE 2 SCHOOL ENROLLMENTS							
SCHOOL	1987	1986	1985	1984	1983	1982	1981
Connaught	358	316	343	352	323	296	276
Davin	203	197	271	290	269	278	308
Holy Rosary	105	120	120	113	105	123	121
Ecole Monseigneur De Laval	115	81	66	61			
Sources: Boards of Education, October 1987							

# MAP 3 EXISTING ZONING - 1987\*



\* Based on Zoning Bylaw No. 8484

Two schools were closed in the last decade – Victoria School, now used by the Plains Community College as an adult education centre and St. James School (renamed Ecole Monseigneur Laval), now used as a special all French school, drawing students from across the city.

Davin School will be closely monitored if regarding falls below 120. The School Board is prepared to undertake a small renovation and repair project estimated at approximately \$375,000 or more if parents continue to send their children to Davin instead of nearby renovated schools such as Lakeview. To show their commitment to keep the school open, Davin parents have formed a committee to review the renovation proposal once it is prepared.

## 2.5 COMMUNITY AND OPEN SPACE FACILITIES

The Cathedral Area contains a number of community facilities as outlined on Map 4. Among these facilities are the Cathedral Neighbourhood Centre, Connaught Library, Neil Balkwill Civic Arts Centre, Rotary Senior Citizen Centre, schools noted earlier, churches, and parks and open spaces, most notably along Wascana Creek.

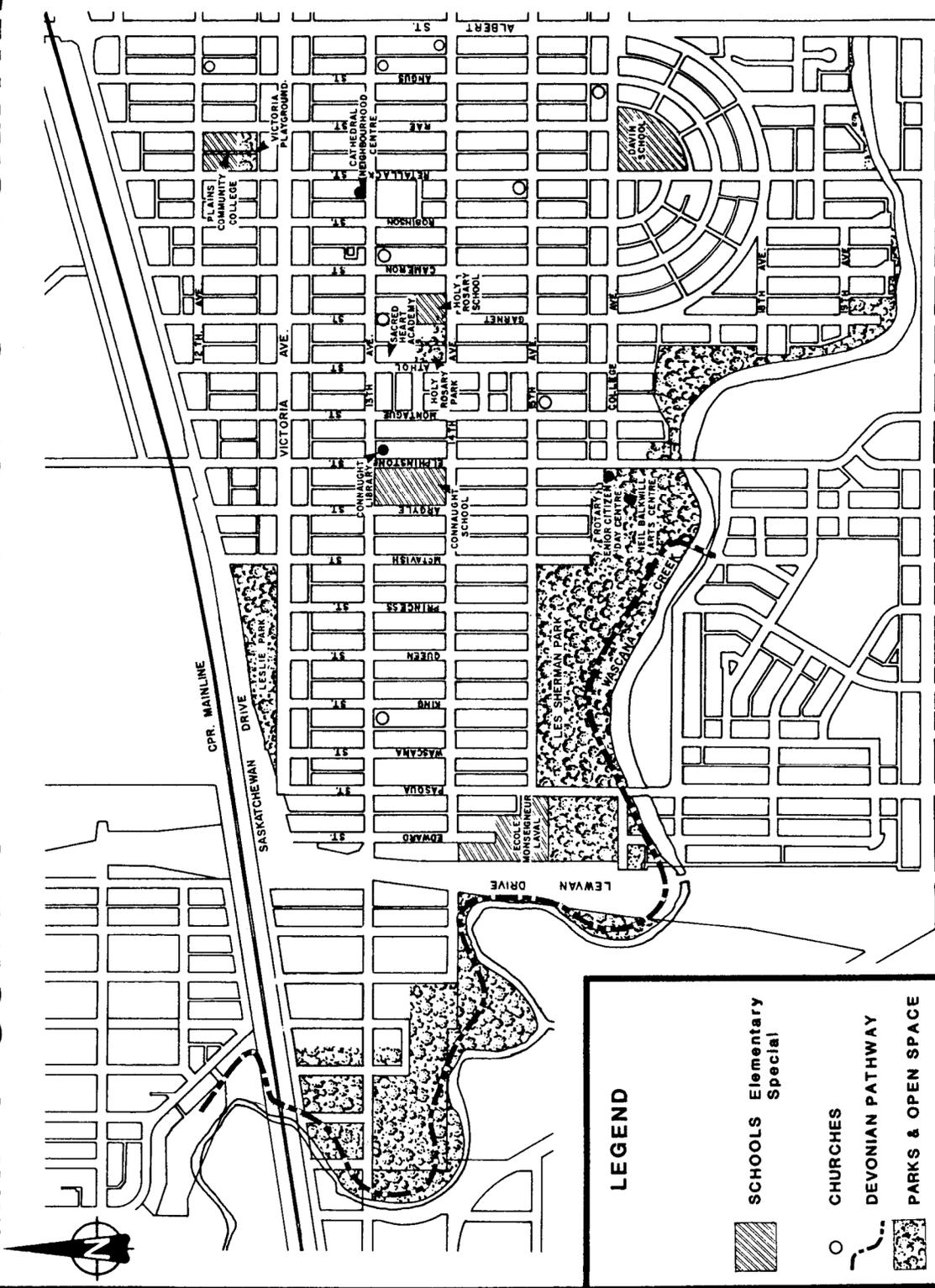
## 2.6 HERITAGE

The eastern half of the Cathedral Area neighbourhood (located between Elphinstone and Albert Streets) contains a large stock of older (1910 – 39 vintage) residential and institutional buildings, some of which have heritage significance. Of particular interest is the crescents area, located immediately south of College Avenue between Garnet and Albert Streets, and the boulevard segment of Victoria Avenue running from Angus Street to Elphinstone Street. These areas retain a considerable number of architecturally significant older residences as well as streetscapes that are original elements of Thomas Mawson's Urban Development Plan commissioned by the City in 1914. Various elements of the Mawson Plan were put into effect between 1914 and 1930. As Victoria Avenue has been under some development pressure, it should be considered for a future Heritage Conservation District.

Also of particular interest is the concentration of institutional buildings with significant heritage value that front onto 13<sup>th</sup> Avenue from Cameron Street to Elphinstone Street. These include the Holy Rosary Cathedral, The Chancery Office, Westminster United Church, Connaught School and the Connaught Library. The Connaught Library is a municipally designated heritage building. Davin School is under consideration for heritage designation.

Other municipally designated heritage buildings in the neighbourhood are the Mahan Residence (269 Leopold Crescent), Kenora Apartments (2601 – 14<sup>th</sup> Avenue), Henderson Terrace (3038-3060 – 18<sup>th</sup> Avenue), Marshall Residence (3022 Victoria Avenue) and the Wood Residence (1862 Retallack Street).

# MAP 4 COMMUNITY / OPEN SPACE FACILITIES



On the eastern periphery of the neighbourhood, an important heritage project is the restoration of the Albert Memorial Bridge and the implementation of the Albert Street Boulevard Concept Plan. The purpose of the latter plan is to preserve and improve the landscaping, enhance the aesthetic and cultural environment, improve the pedestrian environment and consider the development of a Heritage Conservation District.

## 2.7 MUNICIPAL SERVICES

As one of the earliest developed neighbourhoods in Regina, the Cathedral Area has among the oldest municipal utility services (streets, walks, curbs, watermains and sewers). In response, a major upgrading of these facilities has been undertaken in much of the neighbourhood. Between 1979 and 1986, \$645,946 was spent on local improvements.

## 2.8 ROADWAY NETWORK

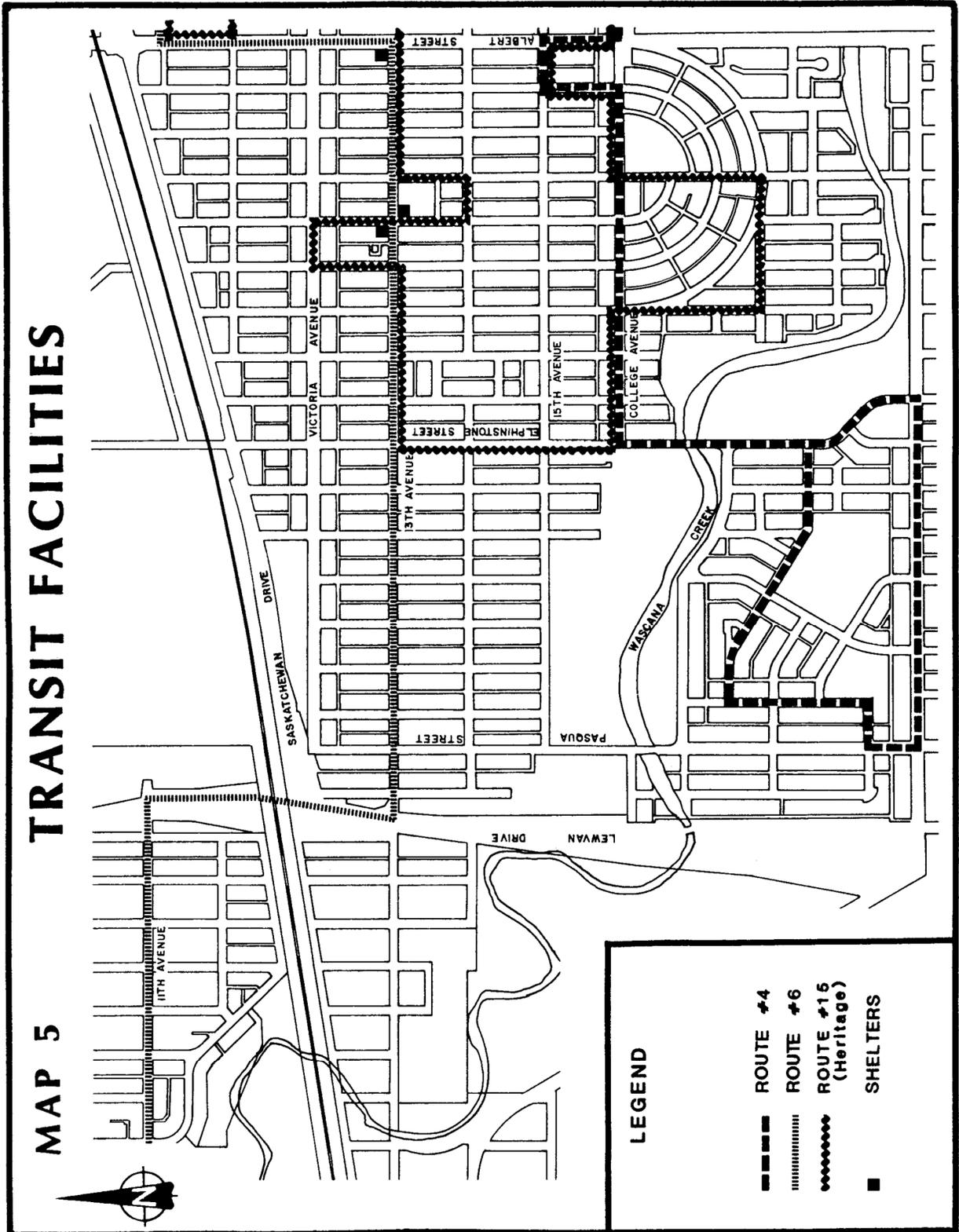
The roadway network in the Cathedral Area is based on the gridiron layout typical of older Regina neighbourhoods (Map 5). Both Wascana Creek on the south and the CPR Mainline on the north create physical barriers restricting the number of north-south roadways linking the neighbourhood to other areas of the city. Only the major north-south streets spaced 0.8 km apart (Albert, Elphinstone, and Pasqua Streets, Lewvan Drive) cross these barriers. One other exception to the grid layout is the crescent area (Leopold, Angus and Connaught Crescents), which forms a half concentric ring street pattern.

A major problem of the gridiron layout is the lack of differentiation between local and through traffic movements in a neighbourhood. For example, most of the east-west streets carry traffic from other parts of the city to and from the downtown, unnecessarily subjecting the neighbourhood to non-local traffic. The traffic management study, discussed in Chapter 4, addresses this traffic issue.

## 2.9 TRANSIT

Three bus routes link the Cathedral Area (Map 5) to the downtown. Route #4 (Normandy Heights) runs along College Avenue and also serves Lakeview. Route #6 (RCMP) runs along 13<sup>th</sup> Avenue to the RCMP barracks. The Heritage bus (Route #15) also serves the transportation needs of senior citizens in the neighbourhood. The bus shelters are located along 13<sup>th</sup> Avenue. Cathedral Area residents appear to be satisfied with the transit service in their neighbourhood as it was not raised as an issue during the issue identification process.

# MAP 5 TRANSIT FACILITIES



### **3.0 COMMUNITY INVOLVEMENT**

#### **3.1 ISSUE IDENTIFICATION**

Community involvement is an integral part of the planning process, from the initial identification of neighbourhood issues to the formulation of policies to address them. It is the residents themselves who will help to ensure the future success of the neighbourhood. Community participation in the preparation of the Plan began with the discussion and revision of the Terms of Reference. Once the terms had been agreed to and interest groups identified, the Community Planning Committee of the Cathedral Area Community Association held a special meeting with these groups to discuss neighbourhood issues. Representative from the business, native and religious communities raised concerns about the extent of the R4A zoning (which includes apartment blocks as a discretionary use), maintenance of property and enforcement of bylaws, zoning of Saskatchewan Drive, traffic management and parking, and 13<sup>th</sup> Avenue street enhancement.

As part of the issue identification process, four public meetings were held in different geographic areas of the neighbourhood to encourage participation by a wide range of Cathedral residents. Two of the meetings were well attended, one focusing on the traffic management study and the other on general issues of the neighbourhood. At the latter meeting, residents raised similar issues as the interest groups, and in addition identified a need to upgrade Connaught, Victoria and Davin school grounds, lane lighting, and the replacement of dying Victoria Avenue boulevard trees.

In addition, a questionnaire was distributed by the Community Association to all households in the neighbourhood. A total of 212 responses were received. An analysis of the results is contained in Appendix A.

In general the questionnaire respondents clearly indicated the following principal areas of concern:

- need to improve traffic and parking conditions in the neighbourhood.
- need for improved property and building maintenance and enforcement of City bylaws.
- neighbourhood crime with respect to law enforcement, prevention, and safety of both residents and property.
- commercial encroachment and existing zoning regulations.

### 3.2 TASK FORCE – PREPARATION OF THE DRAFT PLAN

Following the issue identification process the Community Association was involved in the Cathedral Area Neighbourhood Plan Task Force. In addition to the Community Association, Task Force members were the Social Development Department, Urban Planning Department, Municipal Engineering Department, Community Services, Parks and Recreation Department and the Urban Development Department. The role of the Task Force was to develop and evaluate policy options and propose a strategy to respond to the neighbourhood issues identified by the community.

Based on the recommendations of the Task Force, a draft plan was released to the community before consideration by the Regina Planning Commission. On November 17, 1987 a Public Open House attracted approximately 120 residents, most of whom supported the recommendations of the draft Plan. A few individuals were opposed to the traffic plan which had been implemented three weeks previous to the meeting.

As well as having a major input into the drafting of the Plan, the Community Association will have an ongoing role in the implementation of its recommendations.

### 3.3 CATHEDRAL AREA COMMUNITY ASSOCIATION NEIGHBOURHOOD GOALS

The Community Association also formulated neighbourhood goals to help articulate its role in the enhancement of the Cathedral Area. These goals are:

1. To help develop and monitor the implementation of land use and transportation planning policies that reflect and promote the residential stability of the community.
2. To promote an appreciation of the values of the ethnic, social, economic and age diversity within the community.
3. To be vigilant, and actively campaign for positive influences which will promote the integrity of the community.
4. To undertake new, and continue present, upgrading and enhancement projects which show tangible, long-term benefits for the community as a whole.
5. To take active steps to promote/publicize the community's character and unique qualities and attract citizens who will work to maintain them.

6. To become a better organized, united body of citizens and volunteers who promote maintenance, safety and order within the community.
7. To undertake measures to increase community property values, popularity and attractiveness.
8. To have a positive influence on the City of Regina and contribute to its future success.
9. To develop neighbourhood based social and recreation programs that address the needs of all Cathedral residents, particularly the less advantaged members of the community.

The policy objectives and recommendations establish general time frames and concrete measures to implement these community goals.

#### **4.0 NEIGHBOURHOOD ISSUES AND POLICY RECOMMENDATIONS**

The purpose of this section is to examine the neighbourhood concerns raised by Cathedral Area residents during the issue identification process. These concerns are addressed by a number of policy statements which help to support the overall objective of maintaining and enhancing the residential character of the neighbourhood.

##### **4.1 LAND USE AND ZONING**

Issue: Cathedral Area residents want land use and zoning policies that maintain the residential viability of the neighbourhood while directing non-residential development to appropriately designated locations.

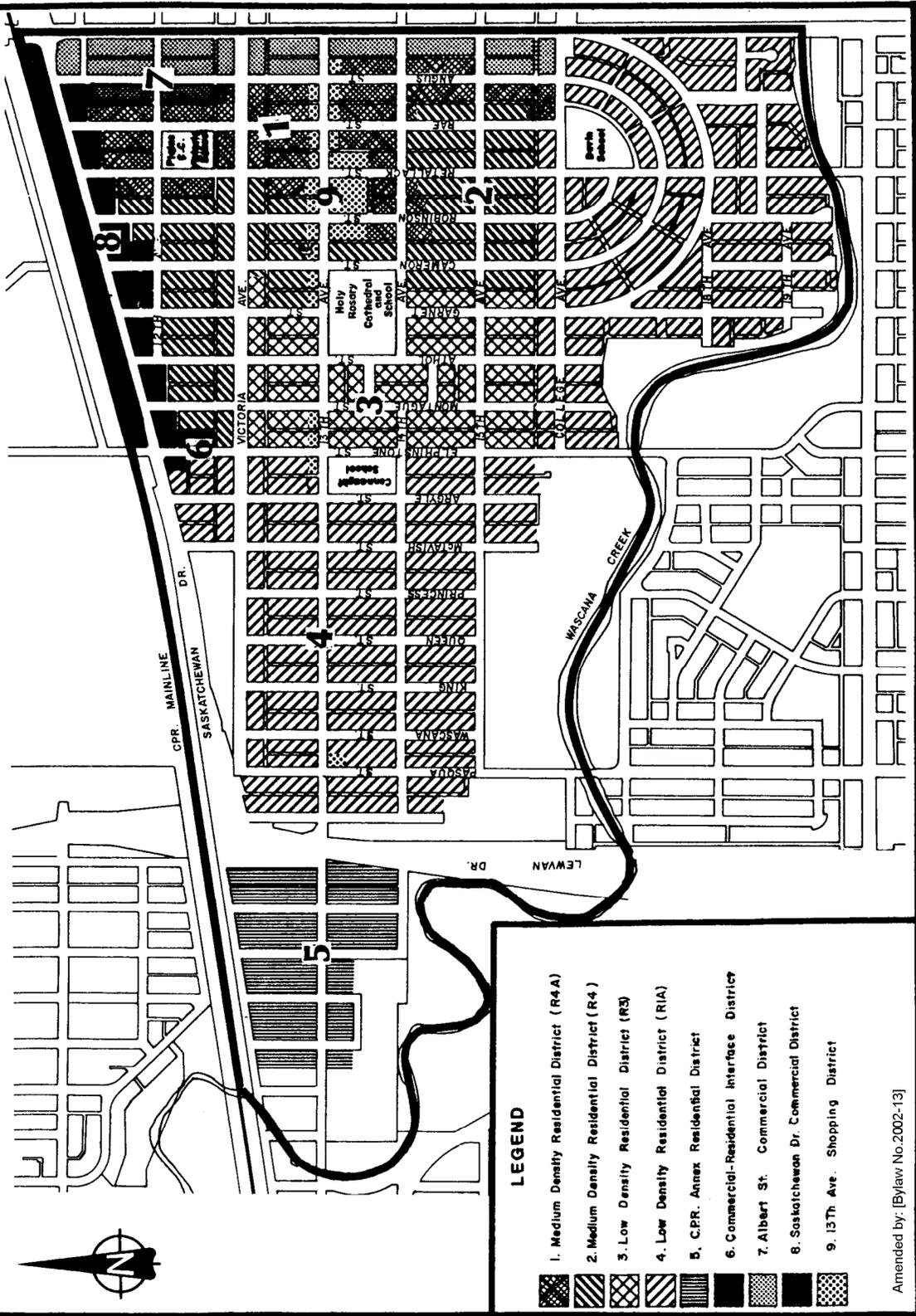
The Cathedral Area is a large neighbourhood containing a number of identifiable sub-areas having distinct land use and zoning issues. Consequently, separate land use policy districts (see Map 6) have been developed to help formulate policy statements that address the issues relevant to each district. Specific land use/zoning issues include the following:

- 1) The large area of R4A (which includes apartments as a discretionary use) zoning which is seen to act as a destabilizing influence on the lower density residential character of the neighbourhood.
- 2) Commercial encroachment into the neighbourhood and the continuing existence of the parking lots along Angus Street.
- 3) The IA/IA1 – Light Industrial zoning and land use along Saskatchewan Drive.

- 4) Appearance and extent of the 13<sup>th</sup> Avenue Shopping District.
- 5) The isolated CPR Annex area west of Lewvan Drive.

Map 7 illustrates all lands affected by the zoning changes proposed in the Plan while Map 8 outlines the recommended zoning for the neighbourhood.

# MAP 6 LAND USE POLICY DISTRICTS



1987

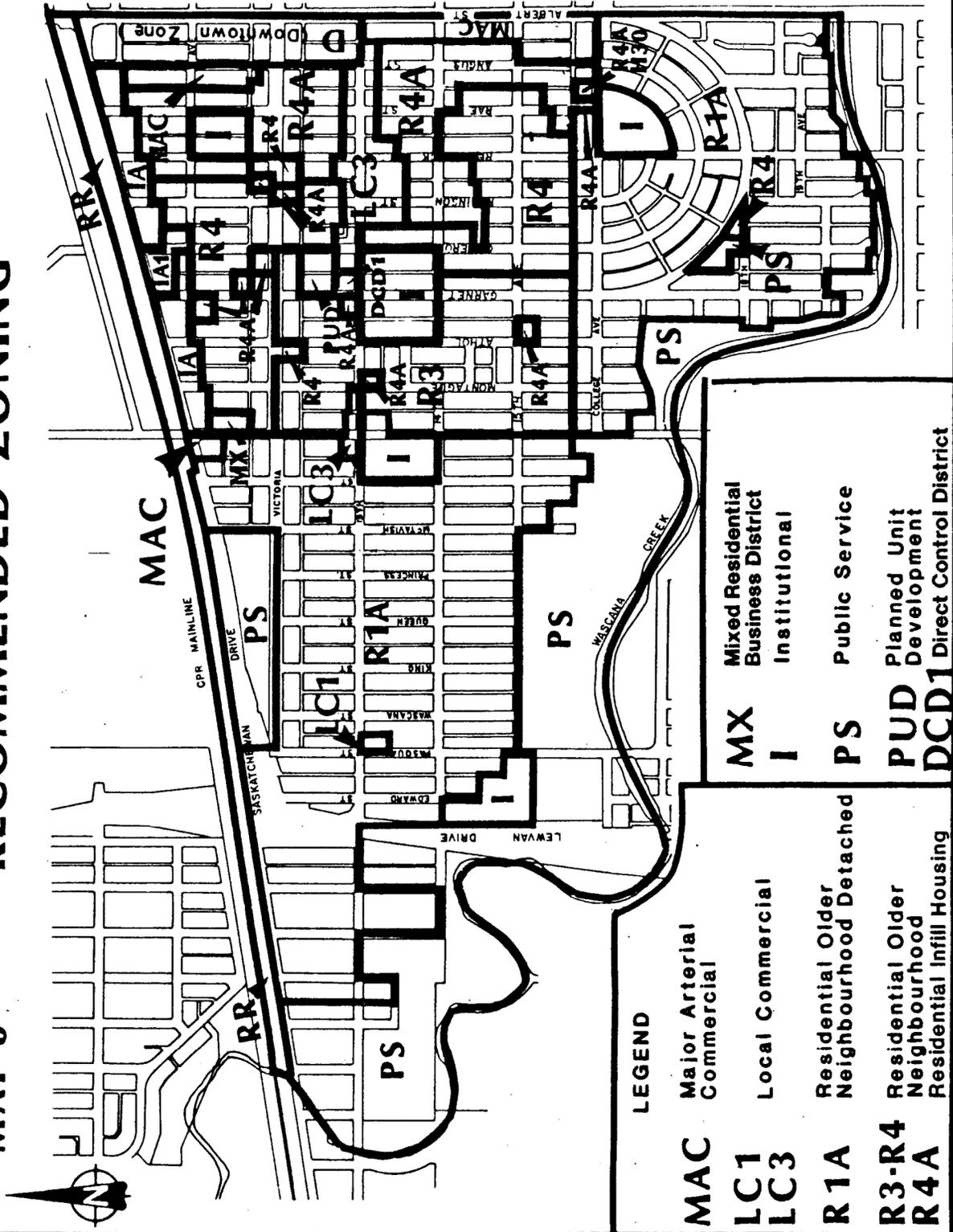


- LEGEND**
- 1. Medium Density Residential District (R4A)
  - 2. Medium Density Residential District (R4)
  - 3. Low Density Residential District (R3)
  - 4. Low Density Residential District (RIA)
  - 5. CPR. Annex Residential District
  - 6. Commercial-Residential Interface District
  - 7. Albert St. Commercial District
  - 8. Saskatchewan Dr. Commercial District
  - 9. 13th Ave. Shopping District

Amended by: [Bylaw No.2002-13]



# MAP 8 RECOMMENDED ZONING \*



\* For current Zoning, refer to Zoning Bylaw No. 9250.

#### 4.1.1 MEDIUM DENSITY RESIDENTIAL DISTRICT (R4A)

This district encompasses the easterly portions of the existing R4A – Residential Infill Housing zone located closest to the downtown. It includes a mix of low-rise apartment buildings, townhouses, fourplexes, duplexes, semi-detached dwellings, converted dwellings, and detached dwellings. Apartments tend to be concentrated along Angus and Rae Streets and on 14<sup>th</sup> Avenue east of Cameron Street, although there are a few apartment buildings scattered throughout the district.

However, the existing R4A zone includes a much larger area of the neighbourhood than is necessary to accommodate redevelopment opportunities for infill and medium density housing, (approximately 7225 front metres of property frontage). In order to maintain the lower density house-form character of most of the neighbourhood, the R4A zoning should be considerably reduced.

Blocks and properties proposed to remain zoned R4A are located close to the downtown and the 13<sup>th</sup> Avenue Shopping District, and/or have an existing concentration of apartment buildings. An appropriate location for higher density housing is close to community services and facilities. In addition, restricting apartment buildings to blocks with existing concentrations of medium density housing will preserve the integrity of other blocks that are mostly of a lower density house-form character. The proposal will reduce the amount of R4A zoning to 3325 front metres, less than half of what exists now. Of that frontage, 1190 metres is already developed as apartment uses, leaving 2135 metres for potential apartment redevelopment.

Existing apartment buildings outside of the proposed R4A area will be spot-zoned R4A to avoid making them legally non-conforming uses. Non-conformity prevents structural renovations from being undertaken although normal building maintenance can continue. It is not the intent of the Plan to create any obstacles, such as non-conformity, that discourage upgrading of existing apartment buildings.

The Community Association would have preferred to see a much larger reduction of the R4A zoned district to a very few blocks in the Cathedral Area. Most apartment building development, in its view, is insensitive to and devalues the established community, encourages property speculation, and diminishes the quality of life for nearby residents. Another concern is the box-like and massive appearance of some apartment buildings which are out of character with adjacent house-form structures. The R4 zone is seen by the Community Association to be a more appropriate means of accommodating medium density redevelopments in the form of townhouse projects similar to the type of units constructed under the S.H.C. Infill Program.

The concerns of the Community Association have been frequently voiced in many neighbourhoods of the city. City policy, however, is that provision be made for some low-rise apartment development in the inner city residential areas because of their particular location within easy walking distance of the downtown. The Development Plan specifically states that all neighbourhoods in the city should accommodate higher density new development and a mix of dwelling unit types. By this means the Cathedral Area may be home to a wide range of residents who will have a full choice of accommodation which suits their lifestyle and income level. This Plan has tried to address both the Community Association concerns and existing City policy by maintaining the R4A zoning, but substantially reducing its coverage to those blocks considered to be most appropriate for apartment development.

The Planning and Development Act, 1983 explicitly excludes the City's use of design controls regulating colour, texture or type of materials, and the architectural detail of buildings. However, building shape, size, height and setbacks can be regulated.

For example, the existing height limitation in the R4A zone, 13 metres, is greater than necessary to accommodate a 3 storey building. Reduction of the maximum height to 11 metres would still accommodate a 3 storey building, but will encourage a scale of development more in keeping with the height of the 2 ½ storey homes typical of the Cathedral Area.

Developers are encouraged to consult with the Community Association and the Urban Planning Department before submitting formal applications to the City for discretionary use approval. An informal consultation process should help produce site plans that are more sensitive to the residential character of the neighbourhood.

#### Policy Objective

- 1) To maintain the residential stability of the district while providing opportunities for medium density infill housing development.

#### Policy Recommendations

- 1) That the 13 metre height limitation in the R4A zone be reduced from 13 metres to 11 metres.
- 2) That no commercial development be permitted in this district.
- 3) That developers consult with the Community Association and the Urban Planning Department before submitting formal applications to the City for discretionary use approval.

#### 4.1.2 MEDIUM DENSITY RESIDENTIAL DISTRICT (R4)

The Medium Density Residential District incorporates the westerly and northerly portions of the existing R4A zone. Although the predominant land use is detached dwellings, there are a few scattered apartment buildings (including Davis Mews, the PUD-zoned Senior Citizen's project), duplexes and semi-detached dwellings. Several townhouse developments have been constructed in the district under S.H.C.'s infill housing program during the early 1980's.

This district is proposed to be rezoned from R4A to R4 as it contains few apartment buildings and could be downzoned to provide a transition in density from the R4A zone to the east to the proposed R3 zone to the west. The R4 zone will provide greater stability and help maintain the house-form character of the district.

##### Policy Objective

- 1) To maintain the residential stability of the district while providing opportunities for lower to medium density redevelopment.

##### Policy Recommendations

- 1) That the following properties be rezoned from R4A to R4:
  - a) Lots 21-30, Block 315; Lots 11-16, Block 316; Lots 11-30, Block 333; Lots 11-46, Block 334; Lots 1-38, Block 335; Lots 1-13, 16-22, 26-40, Block 336; Lots 1-40, Block 337; Lots 1-18, W. 13' of 19, 22-25, Block 338; Lots E. 8' of 4, 5-10, 29-40, Block 375; Lots 1-23, 32-40, Block 376; Lots 1-10, Block 399; Lots 2-10, Block 435; Lots 1-20, Block 436; Lots 5-18, S. 33' of 19, Block 437; Lots 1-6, 8-14, Block 438; Lots 11-20, Block 439; Lots 13-19, Block 450; Lots 1-7, 13-19, Block 451; Lots 1-7, 13-19, Block 452; Lots 1-5, N. 17' of 14, 15-19, Block 453; Lots 1-5, Block 454; Plan Old 33.
  - b) Lots 1-5, 1A-5A, Block 376, Plan CE5560.
  - c) Lots 1-5, Block 499, Plan K4654.
- 2) That no commercial development be permitted in this district.

#### 4.1.3 LOW DENSITY RESIDENTIAL DISTRICT (R3)

This district includes most of the lands currently zoned R4 – Residential Older Neighbourhood. The district consists predominantly of detached dwellings, although there are a few duplexes and semi-detached dwellings, townhouses, and two apartment blocks. The Plan proposes to rezone the district to R3 – Residential Older Neighbourhood to provide a further step down in density from the R4 zone located to the east and a transition to the more restrictive detached dwelling R1A zone located to the west and south. R3 zoning, which permits duplex and semi-detached dwellings, recognizes the existing low density nature of the district (with isolated apartments and townhouses spot-designated) and ensures any redevelopment will be in character with the surrounding land use. (Bylaw No. 9461)

##### Policy Objective

- 1) To maintain the low density residential nature of the district while allowing some opportunity for lower density redevelopment.

##### Policy Recommendations (Bylaw 2002-13)

- 1) That the following properties be rezoned from:
  - a) R4 to R3 – Lots 47, 48, 49, 5, 6, 50 and 51 (formerly Lots 1 – 8 and the W. 14' of Lot 9), Block 377; Lots 1-23, 25-40, Block 378; Lots 1–7, W. 6' of 8, 11-40, Block 379; Lots 1-23, N. 15' of 24, 29-40, Block 380; Lots 3-20, Block 345; Lots 3-10, Block 396; Lots 1-16, Block 396A, Lots 1-10, Block 439; Lots 1-20, Block 440; Lots 1-18, Block 441; Lots 1-20, Block 442; Lots 1-7, 13-19, Block 447; Lots 1-7, 13–19, Block 448; Lots 3-7, 13-19, Block 450; Plan Old 33.
  - b) R4 to R4A – Lots 1-2, Block 449; Lots 1-2, Block 396; Plan Old 33.
- 2) That no commercial development be permitted in this district.

#### 4.1.4 LOW DENSITY RESIDENTIAL DISTRICT (R1A)

The Low Density Residential District includes all lands presently zoned R1A-Residential Older Neighbourhood with the exception of the CPR Annex west of Lewvan Drive. The principal land use is detached dwellings, reflecting the restrictive nature of the zoning which permits only those types of dwellings as residential uses.

One exception is the Henderson Terrace townhouses located at the intersection of Leopold Crescent and 18<sup>th</sup> Avenue, zoned R4A. This zone would permit redevelopment of the site for higher density apartment units, which would be out of character with the low density nature of the district. Rezoning the property to R4 will maintain the legally conforming status of the existing use but will not permit higher density redevelopment.

The second exception is 1922 Elphinstone Street (Lot 11 and the North 5 feet of Lot 12, Block 332, Plan DV4420, Regina) which is to be developed under a contract zone agreement as an off-site employees' parking lot and landscaped outdoor eating area for the restaurant located at 1916 Elphinstone Street. The zoning of the former property would revert to its previous R1A designation, or to the zone designation then applied to the surrounding residential properties to the south and west, if operations at the existing or a subsequent restaurant at 1916 Elphinstone Street were discontinued for a period of six consecutive months. [1996/9814]

#### Policy Objective

- 1) To maintain the low density residential nature of the district.

#### Policy Recommendations

- 1) That the existing R1A zoning of the district be maintained.
- 2) That no commercial development be allowed in this district, with the exception of Lot 11 and the North 5 feet of Lot 12, Block 332, Plan DV4420, Regina, which property is contemplated as being developed under a contract zone agreement as an employees' parking lot and landscaped outdoor eating area. [1996/9814]
- 3) That the Henderson Terrace apartments (Lots 1-5, Block 499, Plan K4654) be rezoned to R4 – Residential Older Neighbourhood from R4A – Residential Older Neighbourhood.

#### 4.1.5 CPR ANNEX LOW DENSITY RESIDENTIAL DISTRICT – (R1A) (SEE MAP 9)

The CPR Annex (west of the Lewvan) is somewhat isolated from the remainder of the neighbourhood by Lewvan Drive. Land use consists of detached dwellings, separated by parcels of vacant land, and the legally non-conforming Italian Club, all zoned R1A.

No building permits are issued for new dwellings in over half the area which is located in the 1:500 flood plain, although additions to existing dwellings and garages are allowed. Designation under the Canada-Saskatchewan Flood Damage Reduction Program could further restrict improvements to existing dwellings located in the portion of the flood plain most susceptible to flooding. If designation occurs, the City should consider reviving a previous proposal to purchase (on a voluntary basis) remaining homes which are prone to flood damage.

The future Lewvan/Saskatchewan Drive interchange will eventually encompass the northeasterly portion of the CPR Annex. At that time the 13<sup>th</sup> Avenue access to the area will be removed. However, because this interchange will not likely be developed for twenty years, there is no need to consider acquisition of the affected properties at this time.

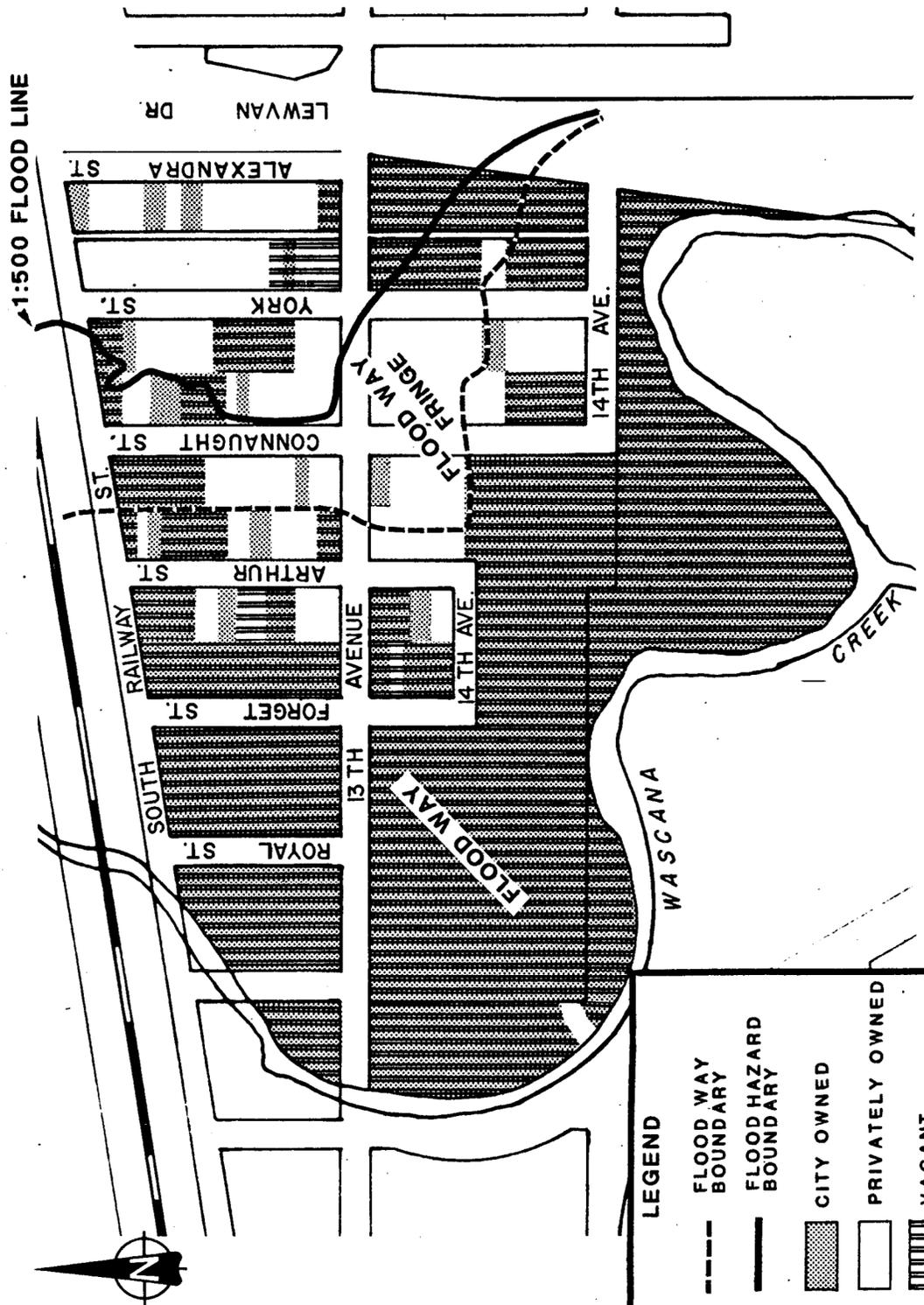
#### Policy Objective

- 1) To maintain the low density residential nature of the CPR Annex.

#### Policy Recommendations

- 1) That the existing R1A zoning of the district be maintained.
- 2) That the City consider a voluntary purchase program for dwellings located in flood way lands should designation occur.
- 3) That no commercial development be permitted in this district.

# MAP 9 CPR ANNEX-FLOOD PLAIN



1:500 FLOOD LINE

**LEGEND**

	FLOOD WAY BOUNDARY
	FLOOD HAZARD BOUNDARY
	CITY OWNED
	PRIVATELY OWNED
	VACANT

1987

#### 4.1.6 MIXED RESIDENTIAL BUSINESS DISTRICT (MX)

One area is proposed to be included in the mixed residential business district. (Bylaw No. 9250)

- 1) Lots 31-40, Block 333, 1900 Block Elphinstone Street.

These lots were rezoned from MAC – Major Arterial Commercial to CR – Commercial Residential Interface in 1987. Land use consists of small office buildings and an SPC substation.

##### Policy Objective

- 1) To provide a transition or buffer between the high traffic generating commercial and light industrial zones and the adjacent residential neighbourhood.

#### 4.1.7 ALBERT STREET COMMERCIAL DISTRICT

The easterly fringe of the Cathedral area north of 13<sup>th</sup> Avenue, with the exception of Lots 31-35, Block 312, Plan Old 33, is considered to be part of the downtown and is regulated by the provisions of the D – Downtown Zone. Major uses include the Saskatchewan Wheat Pool, Sherwood Place, Saskatchewan Place and the former Dairy Producers' Office buildings, a furniture store and the Co-op Service Station. Between 13<sup>th</sup> Avenue and College Avenue, Albert Street is zoned MAC – Major Arterial Commercial and contains a mix of retail and office uses. (Bylaw No.9072-ZO-B90)

Encroachment of commercial uses and parking lots into the residential portion of the neighbourhood is the major concern related to the Albert Street Commercial District. Such uses detract from the residential character of the neighbourhood. Existing commercial uses should be recognized, but no commercial rezonings should be permitted outside of this district.

A parking lot located on the east side of the 2200 block of Angus Street (Lots 4-10, Block 434) is subject to a time limited contract which expires on August 1, 1997. The parking lot shall subsequently be redeveloped for residential purposes. (Bylaw No. 9368)

##### Policy Objective

- 1) To prevent further encroachment of commercial uses along Albert Street and public parking areas along Angus Street into the residential neighbourhood.

## Policy Recommendations

- 1) That the existing commercial areas between College Avenue and Saskatchewan Drive along Albert Street be recognized. There shall be no further extension of commercial development into the residential neighbourhood from the lane west of Albert Street.
- 2) That the parking lot located on 2200 block of Angus Street (Lots 4-10, Block 434) is subject to a time limited contract which expires on August 1, 1997. The parking lot shall subsequently be redeveloped for residential purposes. (Bylaw No.9368)

### 4.1.8 SASKATCHEWAN DRIVE COMMERCIAL DISTRICT

The south side of Saskatchewan Drive and portions of the adjacent north-south streets are zoned IA and IA1 – Light Industrial. The major difference between the two categories is that the IA1 zone allows development on narrower, smaller lots. Development along the street consists of a mix of light industrial, commercial and residential uses. Maintenance and condition of buildings and properties varies considerably from block to block.

Saskatchewan Drive initially developed as a light industrial district because of its location adjacent to the CPR Mainline on the north. A Direct Control District has been established to regulate the land uses and development standards applicable to the north side of Saskatchewan Drive between Elphinstone Street and Albert Street. (Bylaw No. 9505)

Some of the light industrial uses along the street, such as auto body shops, small manufacturing establishments, and warehousing are not compatible with the adjacent residential area to the south. Considerable infill housing has been developed by SHC in this area to replace deteriorating housing stock. Although IA zoning is not appropriate for the long term development of the district, two other zoning options, MAC and R4A, have some drawbacks if either was implemented at this time.

MAC zoning was initially considered for the district because the Major Arterial Commercial Study recognized Saskatchewan Drive as a potential new MAC area. The types of uses allowed under this zoning category would be more compatible with the adjacent residential area, including the requirement for a landscaped buffer and screen between a MAC property and adjacent residential development.

However, MAC zoning allows development on 6 metre frontage lots, which would potentially increase the number of driveways exiting onto Saskatchewan Drive. Given the road's designation as an expressway, driveways which can conflict with traffic movements should be minimized. In addition, up to 7.5 metres depth of property along the south side of Saskatchewan Drive may eventually be required for road widening in 10 to 15 years.

Rezoning to R4A would permit redevelopment for medium density housing. However, the present orientation of the properties along Saskatchewan Drive facing the rail lines and lumber yards on the north side is not desirable for residential development. In order for residential development to be viable, the properties would have to be resubdivided and re-oriented to face the north-south streets. Consideration could be given to this option or an MX-Mixed Residential Business zoning once plans for widening Saskatchewan Drive are further advanced.

The Plan proposes that no changes to the existing IA zoning take place at this time. In addition, no rezoning to IA1 should be undertaken since this would permit development on 6 metre frontage lots with driveway access to Saskatchewan Drive.

#### Policy Objective

- (l) To encourage the long-term redevelopment of Saskatchewan Drive properties more in keeping with the residential area to the south.

#### Policy Recommendations

- (1) That the existing IA zoning be maintained.
- (2) That Parcel B Elphinstone Street to Albert Street be designated as a direct control district as follows: (Bylaw No. 9505)

- 1) Direct Control District (DCD-2)

- i) Designation

A Direct Control District shall be established for Parcel B, Plan 16074, 2600 – 3400 Saskatchewan Drive. The guidelines for the Direct Control District (DCD-2) are established herein. Regulations and development standards for the Direct Control District shall be established in the City of Regina Zoning Bylaw in accordance with the following.

ii) Guidelines for Development – Direct Control District (DCD-2)

Regulations and development standards shall be established in the Zoning Bylaw in accordance with the following guidelines:

- a) Existing businesses shall continue pending redevelopment of the sites. Major alterations and additions shall require the approval of City Council.
- b) Warehousing, freight forwarding, or other storage of hazardous materials shall not be permitted.
- c) Development shall be restricted to light industrial uses which are compatible with surrounding uses.
- d) Development shall enhance Saskatchewan Drive as a major thoroughfare and entrance to the Downtown.
- e) Outdoor storage shall generally not be permitted.
- f) Access to Saskatchewan Drive shall be restricted as identified in Zoning Bylaw No. 9250.
- g) All developments require plan and drawing approval.

#### 4.1.9 13<sup>TH</sup> AVENUE SHOPPING DISTRICT

The 13<sup>th</sup> Avenue Shopping District is comprised of three distinct commercial areas; a shopping street precinct from Angus Street to Garnet Street, including the Safeway store and businesses along Robinson Street, and commercial nodes at the intersections of 13<sup>th</sup> Avenue and Elphinstone Street and 13<sup>th</sup> Avenue and Pasqua Street. Although the district provides commercial services primarily to neighbourhood residents, it is also patronized by a significant population outside the Cathedral area. Most businesses have developed with little or no setback from the street excepting the Safeway Plaza. This arrangement has encouraged a

pedestrian orientation to the street.

In 1985, City Council approved the establishment of an LC3 – Local Commercial Shopping Street Zone based on the recommendations of the 13<sup>th</sup> Avenue Commercial Study. The purpose of the LC3 zone is to recognize the development characteristics of older neighbourhood shopping streets and to allow for infill development which relates to the existing buildings and shopping environment. The 7-11 store at 13<sup>th</sup> Avenue and Pasqua Street retains the LC1 zoning.

Among the conclusions of the 13<sup>th</sup> Avenue Study were that an opportunity exists to develop a town square concept, based around the Safeway store, parking lots, and businesses on the west side of Robinson Street and the properties on the east side of Retallack Street. Emphasis is to be placed on the consolidation of the present commercial area rather than extension of commercial uses onto abutting residential areas or extending the commercial uses along 13<sup>th</sup> Avenue. Dwelling units in the same building as a permitted or discretionary use are also included in the zone.

One of the priorities for the expenditure of the remaining NIA funds is street enhancement for the blocks between Angus Street and Cameron Street. Included in the improvements installed during the summer of 1987 are benches, garbage receptacles, and flower boxes. In addition, Saskatchewan Power Corporation (SPC) should be approached to consider moving overhead power lines and poles underground.

#### Policy Objectives

- 1) To ensure that commercial development occurs in a manner which is compatible with adjacent residential areas.
- 2) To encourage the consolidation of the existing commercial area and to prevent further commercial encroachment along 13<sup>th</sup> Avenue and into abutting residential areas.

#### Policy Recommendations

- 1) That the existing shopping district zoned LC3 and LC1 be recognized. No extension of the commercial areas should be permitted along 13<sup>th</sup> Avenue or in the adjacent residential area.
- 2) That the development of a town square concept focusing on the Safeway Plaza, the west side of Robinson Street and the east side of Retallack Street as outlined in the 13<sup>th</sup> Avenue Commercial Study be encouraged.

- 3) That street enhancement of 13<sup>th</sup> Avenue between Angus Street and Cameron Street be maintained.
- 4) That SPC be approached to consider replacing overhead power lines and poles on 13<sup>th</sup> Avenue with underground services.
- 5) That Lots 41-45, Block 377 (3100 Block of 13<sup>th</sup> Avenue) be designated as a Direct Control District (DCD-1). See Appendix C for policy details. (Bylaw No. 9461)

#### Guidelines [Bylaw 2006-1]

The following guidelines are provided to aid developers, builders, and existing property owners when considering building improvements or new construction along the 13<sup>th</sup> Avenue shopping street precinct.

- a) Architectural Design
  - i) Existing structures in sound or rehabilitable condition and of worthwhile architectural character should be reused where feasible to retain the unique character of the neighbourhood commercial district.
  - ii) The design of new buildings, building additions and alterations, and façade renovations should reflect the positive aspects of the existing scale and design features of the area. Building forms should complement and improve the overall neighbourhood environment.
  - iii) Retail buildings are encouraged to provide architectural or design features which protect the shoppers from harsh climatic elements (e.g., awnings, canopies, sheltered areas, vegetation and sheltered areas with southern exposures).
  - iv) Buildings should be constructed to provide for ground floor retail activity. Office and residential use is encouraged above the ground floor.
  - v) The shopping street precinct should have a multitude of shops lining the street to create a lively and enjoyable space. Shop fronts should be narrow to allow for variety. Where larger stores are desirable they should have minimal frontage and appropriate façades with abundant window displays to give an impression of intimacy.

b) Fronting

- i) Façades of new development should be consistent with design features of adjacent façades that contribute to the visual qualities of the neighbourhood commercial district.
- ii) To encourage continuity of retail sales and services, at least one-half of the total width of any new or reconstructed building, parallel to and facing the commercial street should be devoted to entrances, show windows, or other displays. Where a substantial length of windowless wall is found to be unavoidable, eye-level display, a contrast in wall treatment, offset wall line, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian vitality.
- iii) Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings. Mirrored, highly reflective glass or densely-tinted glass should not be used except as an architectural or decorative accent.
- iv) Where unsightly walls or adjacent buildings become exposed by new development, they should be cleaned, painted or screened by appropriate landscaping.

c) Height and Bulk

The height of a proposed development should relate to the individual neighbourhood character and the height and scale of adjacent buildings to avoid an overwhelming or dominating appearance of new structures. Transitions between high and low buildings should be provided if the proposed height exceeds twice the existing height of adjacent buildings.

d) Landscaping and Street Design

- i) Suitable landscaping can greatly enhance the image of the commercial district and contribute to establishing an identity of the shopping area. A district streetscape plan should be developed. A district streetscape plan would include design features such as the color and texture of the sidewalk and crosswalk pavement, lay-out of the sidewalk with bus bulbs and spaces for street vendors, and design and location of street furniture such as benches, bus shelters, newspaper racks and waste receptacles.

- ii) When parking is required, it should be at the rear of the buildings.
- iii) Commercial lighting should be of sufficient illumination to provide for safety and effective marketing. It should be confined to the commercial component of the site and not produce glare or spillover lighting on adjacent residential development.
- iv) Certain open uses such as parking lots should be visually screened along the street frontage and from abutting residential properties by low walls, earth berms and/or landscaping. However, the safety of the lot should not be reduced through these measures.

## 4.2 TRAFFIC AND PARKING

Issue: The most important issue for Cathedral Area residents is traffic management in the neighbourhood. Specific concerns are pedestrian safety, level of non-local traffic movements, speeding and on-street parking.

A major traffic management study was undertaken by the City in 1986-87 to examine how changes to traffic movements could improve the residential environment of the neighbourhood. The study, approved by City Council on May 26, 1987, emphasized increased operational efficiency of the bordering arterial roadways, reduced non-local traffic passing through the neighbourhood, and improved pedestrian safety.

Community input into the study included a questionnaire and public open house. There was generally strong support for most of the recommendations before their initial implementation, especially for those proposed within the area where residents lived.

Major recommendations of the study for traffic management in the Cathedral Area are illustrated on Map 10. It has been necessary to prioritize the recommendations due to the availability of funds. The Community Association identified the following measures likely to have the most significant impact on addressing traffic concerns and improving the neighbourhood environment:

- a) Reclassifying College Avenue and 15<sup>th</sup> Avenue between Elphinstone and Albert Street as local collectors by:
  - converting both avenues to two-way flow;

- closing the intersection of College Avenue and Elphinstone Street;
  - restricting College Avenue to right-turn access only at Albert Street;
  - installing diverters on 15<sup>th</sup> Avenue at Rae and Montague Streets.
- b) Improving pedestrian safety at the intersection of 13<sup>th</sup> Avenue and Elphinstone Street by intersection narrowing and centre median installation;
- c) Improving pedestrian safety in the neighbourhood through the installation of pedestrian half-signals where warranted.

The cost of implementing these traffic measures is being allocated from the remaining NIA funds for the Cathedral Area (see Appendix B). With the exception of the pedestrian half-signals, the implementation of the measures on October 25, 1987 was scheduled to be on a minimum six month temporary basis to allow monitoring and evaluation of their effectiveness. However, because of subsequent opposition by some neighbourhood residents (which had not been evident during the public review process), on December 7, 1987 Council directed that a Cathedral Traffic Task Force (consisting of 8 neighbourhood residents) be established. The mandate of the Task Force was to review the Cathedral Traffic and Parking Study and hold public meetings with neighbourhood residents. Its findings are to be presented to the Works and Utilities Committee in March, 1988.

Other proposed traffic changes were considered to be too costly to implement immediately or were viewed to be more desirable in the medium rather than the short term. These include:

- a) Traffic signals at Saskatchewan Drive and Angus Street;
- b) The extension of 11<sup>th</sup> Avenue westward from Albert Street to Angus Street;
- c) Signal phasing modifications at Elphinstone Street and Saskatchewan Drive to encourage the use of Saskatchewan Drive;
- d) A series of cul-de-sac and one-way streets south of Saskatchewan Drive to discourage short-cutting.

Revisions proposed at the Leopold Crescent intersections with Albert and Garnet Streets were not supported by the community.

With regard to on-street parking, the questionnaire revealed that the community prefers that parking restrictions be determined by established City policy (eg. 2/3 majority of residents on a block-by-block basis). Each block would determine whether to permit parking on both sides of north-south streets (excepting along bus routes and adjacent to schools) or on one side only.

#### Policy Objectives

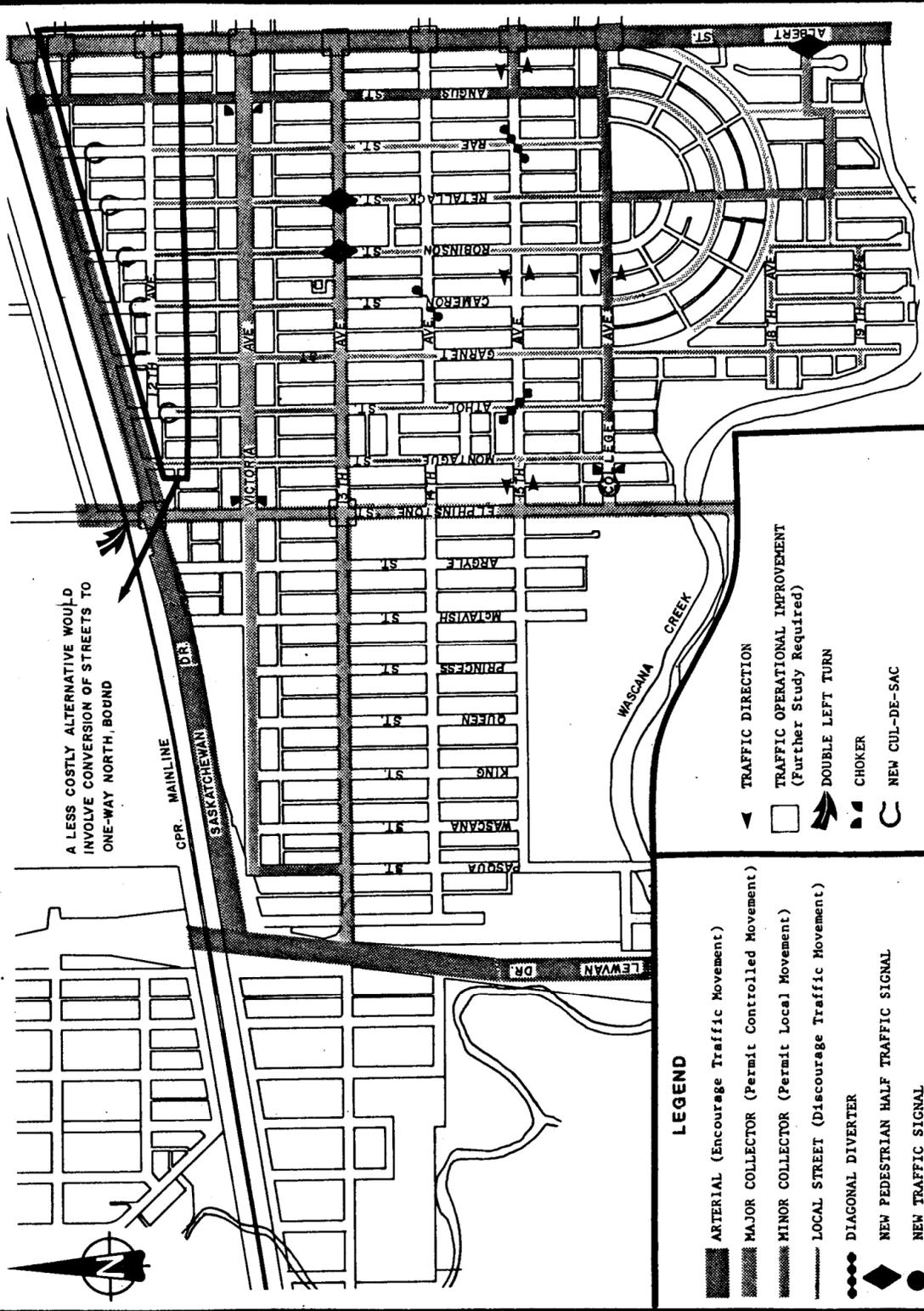
1. To enhance the residential environment of the neighbourhood by the implementation of a traffic management scheme.
2. To allow residents to determine on street parking restrictions on a block-by-block basis.

#### Policy Recommendations

1. That the City Administration and the Community Association continue to work together to improve traffic conditions in the Cathedral Area.
2. That changes in parking restrictions on north-south streets be determined on a block-by-block basis as per established City policy.

# RECOMMENDED TRAFFIC PLAN

MAP 10



SOURCE: Cathedral Traffic and Parking Study 1987

### 4.3 OPEN SPACE AND BOULEVARD TREES

Issue: Cathedral Area residents have identified a need to upgrade existing neighbourhood open spaces (specifically the elementary school grounds) and to maintain and enhance boulevard trees.

#### 4.3.1 OPEN SPACE

The 1987 Open Space Management Study identified deficiencies in both the quantity and quality of neighbourhood level open space in portions of the Cathedral Area. There are 9.29 hectares of open space, a deficiency of 2.57 hectares based on the 1981 population. Only 2.26 hectares were developed to an acceptable standard in 1987.

However, there is little vacant land available to reduce the deficiency in quantity and the purchase and development of such would be quite costly. Consequently, the study recommends the upgrading of the quality of current open space over acquisition of new space. The upgrading of the existing school grounds is therefore a feasible prospect for reducing this deficiency. Improving the quality of open space is also seen by Cathedral Area residents as a contributing factor in the use of such space and the image of the community as a whole.

In recent years NIA funds have been used to upgrade Holy Rosary School and the former Victoria School grounds. The Community Association is prepared to spend a portion of the remaining NIA funds (see Appendix B) to upgrade Connaught and Davin School grounds. Some residents also feel that the former Victoria School grounds require additional upgrading.

The Community Services, Parks and Recreation Department and the Community Association will work together to develop conceptual plans and determine costs for Connaught and Davin Schools since both school grounds are scheduled to be upgraded under the Regina Board of Education's School Site Redevelopment Program. The Community Services, Parks and Recreation Department will propose to the Joint Use Development Committee that Connaught and Davin be advanced in the priority list for development.

To help reduce the deficiency in quantity of neighbourhood open space, the Plan proposes that Block 498A, a vacant 0.33 hectare City-owned parcel located at Leopold Crescent and 18<sup>th</sup> Avenue, be rezoned from R1A – Residential Older Neighbourhood to PS – Public Service and be included in the open space inventory of the neighbourhood. The parcel was not previously subdivided for residential development due to potential drainage problems and neighbourhood opposition. The most easterly portion of the parcel is an extension of Cameron Street which links 18<sup>th</sup> Avenue and Leopold Crescent. This roadway should be legally recognized as a street right-of-way since it is used by local residents as a

convenient access to the southerly portion of the neighbourhood.

#### Policy Objective

1. To improve the quality of open space, particularly existing school sites, in the neighbourhood.

#### Policy Recommendations

1. That the Community Services, Parks and Recreation Department work with the Community Association to develop conceptual plans and determine costs for the upgrading of both Connaught and Davin School grounds.
2. That the Community Services, Parks and Recreation Department propose to the Joint Use Development Committee that Connaught and Davin Schools be advanced on the priority list for development.
3. That Block 498A, Plan 65R31964 be rezoned from R1A to PS and be included in the open space inventory of the neighbourhood. The portion of Cameron Street between Leopold Crescent and 18<sup>th</sup> Avenue be legally recognized as a street right-of-way.

#### 4.3.1 BOULEVARD TREES

The Cathedral Area Community Association feel the boulevard trees are an important aspect of the neighbourhood's character and aesthetics and are concerned with care of such by certain landowners in the area. The Community Services, Parks and Recreation Department also perceive the trees as a valuable resource in the overall enhancement and landscape of the City of Regina. Regina City Council and the Community Services, Parks and Recreation Department have identified the urban forest as a high priority with the details of maintenance and replacement to be included in the Forestry Marketing Plan.

#### Policy Objective

1. To maintain and enhance boulevard trees as a valuable landscape resource of the neighbourhood.

#### Policy Recommendation

1. That the Community Association take an active role in the identification of trees lacking care and that they support the Community Services, Parks and Recreation Department in the maintenance and replacement of such.

#### 4.4 CATHEDRAL NEIGHBOURHOOD CENTRE

Issue: Cathedral Area residents feel that the Cathedral Neighbourhood Centre could benefit area community groups and individuals more than it presently does.

The Cathedral Neighbourhood Centre was constructed to provide the neighbourhood with a facility for social and recreational programs and to provide a focal point for the community. The centre is operated by the Community Services, Parks and Recreation Department and is available for bookings and programming 24 hours a day.

The Cathedral Area Community Association office is housed within the centre and the Association utilizes the building for its program facility needs. Typical programs offered by the Community Association and affiliated groups are: playschool, art classes, ballet, gymnastics, Tae Kwon Do, fitness, calligraphy, and seniors programs such as the Jolly Hoppers, the Golden Group and the Wellness Group. The centre is also utilized by community residents for drop in activities and individual rentals.

The Community Association desires to have more input into the programming and operation of the centre to encourage new opportunities that relate particularly to program needs of Cathedral Area residents.

Involvement of the Cathedral Area Community Association is an essential part of the continuing viability of the neighbourhood centre as a community facility. To better achieve the goals of the Community Association and the various user groups there is a need to establish a Neighbourhood Centre Committee to communicate and make recommendations on Centre use, community needs and cooperative programming. Another role of this committee is to promote and identify the Neighbourhood Centre as a facility available for Cathedral Area community use and enjoyment.

##### Policy Objective

1. To ensure that the Cathedral Neighbourhood Centre meets the needs of neighbourhood residents.

##### Policy Recommendation

1. That the Cathedral Area Community Association and the Community Services, Parks and Recreation Department establish a Neighbourhood Centre Committee to explore ways to better use the facility and to promote its availability and purpose in the Cathedral Area.

## 4.5 SOCIAL ISSUES

Issue: There is a need to provide programs that serve a diverse range of social needs and interests in the community.

The existing demographic characteristics of the Cathedral Area indicate that there is a high proportion of seniors, single parent families and low income residents in the neighbourhood compared to the City as a whole. Additional effort is required to meet their special needs.

For seniors, initial indications suggest the need for seniors programs that include local dental and health care, grocery delivery, recreational programs and social events. These are in addition to neighbourhood level programs currently enjoyed by a number of seniors.

Single parent and low income families in the neighbourhood require the provision of social programs because of lack of funds or time to devote to such activities. Issues that need to be further investigated include:

1. Child Hunger

The report, “On the Breadline: Hunger in Regina” suggests that many children in the city are not getting enough to eat. Both community schools in the neighbourhood are interested in starting a breakfast and snack program for hungry students but lack of funds prevent it. Currently, the Coalition on Child Hunger is working with the school boards to address the problem and welcomes any available community support.

2. Child Care

The Neighbourhood Plan questionnaire indicated some interest in child care. Although some opportunities currently exist, further investigation is needed to verify to what extent child care is deficient in the neighbourhood.

3. After school care for latch key kids

Due to the increasing numbers of two working parent families and single parent families a program of this nature merits consideration. After school programs are currently offered on a daily basis at the Cathedral Neighbourhood Centre although this program may not address the entire need. A formalized program for after school care of latch key kids is needed beyond the existing informal drop in program.

4. Educational tutoring programs for children

Some neighbourhood residents believe that more children would benefit from programs of this type.

5. Lack of evening social and recreational opportunities for families.

6. The need for drop in centres to provide meeting places for the disadvantaged of all age groups.

Through City of Regina Special Initiatives, drop-in programs are available at the Cathedral Neighbourhood Centre. Youth Unlimited currently offers evening youth drop-ins at Davin and Holy Rosary Schools. There may be a need to provide more of the above type of activities for the disadvantaged.

7. Teen Programs

Such programs would provide teens with constructive projects to do in their free time and offer them an opportunity to develop new skills and interests. Rainbow Youth offers a teen drop-in program at Connaught School while Special Initiatives is establishing a teen drop-in at the Cathedral Neighbourhood Centre.

There is a concern that the Native community in the neighbourhood is not being reached by existing programming. Native organizations must be invited to participate in the programming process to create a vehicle for Native involvement in community events. Special efforts must be made to make the Native community feel welcome and to make them aware of what is available to them at the neighbourhood level.

These issues could best be addressed by the creation of a Community Program Planning Committee. The committee would be initiated by the Cathedral Area Community Association with assistance from the Social Development Department and the Community Services, Parks and Recreation Department and would include all interested community based organizations. The committee would be responsible for identification and investigation of social problems and the formulation of strategies for resolution of these problems.

### Policy Objective

1. To identify the social needs of community residents and ensure that programs offered by various groups in the neighbourhood are meeting those needs.

### Policy Recommendations

1. That the Cathedral Area Community Association establish a Community Program Planning Committee consisting of the Community Association, the Community Services, Parks and Recreation Department, the Social Development Department, Regina Police Service and representatives from neighbourhood schools, churches, Native groups and senior citizen groups to:
  - a) identify community social issues,
  - b) formulate strategies and programs to address these issues,
  - c) inventory programs being offered in the community in order to determine where duplications and deficiencies in services exist.
2. That a special effort be made by the Cathedral Area Community Association and the Community Services, Parks and Recreation Department Special Initiatives Section to involve Native groups and individuals in the development of community programs and events.

## 4.6 RECREATION PROGRAMMING

Issue: There is a need to improve communication among groups offering recreation programs in the neighbourhood.

The Cathedral Area Community Association and its affiliated groups offer a number of recreational programs and activities previously mentioned in the discussion of the neighbourhood centre. The Association uses not only the neighbourhood centre, but also the schools and open space within the community for the delivery of these programs. There are many other associations or organizations offering program services in the Cathedral Area. These include, but are not limited to: community schools, Boy Scouts, Girl Guides, Youth Unlimited, neighbourhood church groups, and the Community Services and Parks Department. These groups must communicate in order to determine need and to alleviate overlap of services. Communication would be facilitated initially by the Community Program Planning Committee consisting of the Community Association, the Community Services, Parks and Recreation Department, the Social Development Department and any interested neighbourhood groups to share program information and to discuss the feasibility of joint programming and shared promotion.

### Policy Objective

1. To ensure that neighbourhood recreation programs are well publicized and made available to all community residents and that duplication of service is eliminated.

### Policy Recommendation

1. The Community Program Planning Committee facilitate the sharing of program information, and the discussion of joint programming and shared promotion.

## 4.7 PROPERTY AND BUILDING MAINTENANCE AND ENFORCEMENT OF BYLAWS

Issue: The level of maintenance and repair of buildings and properties is a significant concern of Cathedral Area residents, who wish to see stricter enforcement of the City's Maintenance and Building Bylaws.

Similar to other inner city neighbourhoods, some of the Cathedral Area housing stock is in need of repair and improved property maintenance. The quality of the residential environment is dependent upon residents taking proper care of the appearance of their homes and yards. Lack of such care has been caused by a number of factors, including the age of buildings, slum landlords, blockbusting, low incomes and indifference by both tenants and resident owners about the appearance of their properties.

To address this issue the City and the Community must work together in the areas of education and bylaw enforcement. With regard to the former, residents need to acquire skills in property maintenance techniques and knowledge of available services. The Community Association has an important educational role to play and should consider expanding its role in this area as follows:

1. Develop a Property Improvement and Yard Beautification Program to assist and educate those residents unable to maintain their premises.
2. Provide volunteers and organizational support for neighbourhood clean-up drives in conjunction with the proposed Clean City Program.

Equally important is the need for the City to increase its efforts in the area of bylaw enforcement. In the past limited resources were available, but with the Maintenance Bylaw and Untidy and Unsightly Bylaw being implemented in 1987, the legal mechanisms are now in place to address the Community's concerns. A Property Standards Section of the Urban Development Department has been created to

administer these bylaws on a city-wide basis.

Initial bylaw enforcement efforts will concentrate on properties for which complaints have been received and have been evaluated as being in very poor condition, as identified in a City survey. Efforts will then focus on the areas of the city that have a concentration of poor condition properties.

#### Policy Objective

1. To improve the level of property and building maintenance in the neighbourhood.

#### Policy Recommendations

1. That the City work with the Community Association in the implementation of the bylaws dealing with building maintenance and untidy properties.
2. That the Community Housing Worker, employed by the City, work with tenants to find suitable housing and counsel them on housing maintenance.
3. That the Community Association continue and expand its programs to create greater pride by area residents in their residences and develop programs to teach residents property maintenance.
4. That the Community Association and the City encourage replacement of derelict housing stock with appropriately designed replacement housing stock.

### 4.8 CRIME AND PERSONAL SAFETY

Issue: Cathedral Area residents are concerned about property crime and personal security in their neighbourhood. Crime in the areas of law enforcement, prevention and safety was the second most important issue identified by respondents to the neighbourhood questionnaire.

Crime and personal security is an issue that is common to all residential neighbourhoods. Statistics supplied by the Regina Police Service confirm that both personal and property crime in the Cathedral Area are higher than the City average. While the Cathedral area had only 4.5% of Regina's population in 1981, it had 6.7% of the total crime committed in 1985. Personal crime was 4.9% and property crime was 7.0% of the total.

Neighbourhood residents have taken the initiative to deal with crime problems by forming a Neighbourhood Watch Program which now includes almost 1,000 households. However, other efforts can be made to help reduce the occurrence of crime in the neighbourhood. The Community Association and the Police Service need to work together to develop crime prevention strategies, including programs for children, in the Cathedral Area.

Lane lighting is a project that some residents feel would improve personal safety and reduce property crime. However, before such a project may be considered for the Cathedral Area, an evaluation of a pilot lane lighting program implemented in the Core neighbourhood is needed. Additionally, legislative changes are required to permit cost recovery through local improvement assessments. The City is pursuing legislative changes that will make lighting a local improvement. If this issue is resolved and the City decides to deliver a lane lighting program, the Cathedral Area should be considered a priority neighbourhood.

#### Policy Objective

- 1) To reduce the incidence of crime in the neighbourhood and increase the sense of personal security for Cathedral Area residents.

#### Policy Recommendations

1. That the Cathedral Area Community Association work with the Regina Police Service to:
  - a) ensure that crime prevention is a priority in the neighbourhood,
  - b) support and expand the Neighbourhood Watch Program,
  - c) develop children's programs that reinforce respect for the law.
2. That the Cathedral Area be considered a priority if a lane lighting program is implemented by the City.

## 4.9 DRAINAGE AND DOMESTIC SEWER SYSTEMS

### 4.9.1 DRAINAGE

Issue: Drainage is a concern in the Cathedral Area because of its proximity to Wascana Creek, the limited capacity and aging of the storm water sewer system, and the need to accommodate surface run-off.

Portions of the neighbourhood adjacent to Wascana Creek, particularly in the crescents and the CPR Annex, are protected from potential creek flooding by dikes. A recent consultant's study recommended improvements to the dikes to increase protection of these areas. Allowances, based on these recommendations have been included in the Five Year Capital Works Program for 1988-1992. Local drainage also collects in low-lying areas behind the dikes. Additional pumping capacity to remove this water and monitoring of the operation of the dikes should form part of any upgrading plans for the system.

The condition of the existing storm water sewer system is deteriorating, requiring more repairs and replacement. Additional capacity is also needed to reduce ponding and splashing. A strategy for the replacement and upgrading of the system where necessary needs to be developed to address these concerns. The City has engaged a consultant to investigate particular drainage problems in the crescents area. The study will be presented to City Council once it is completed late in 1987.

Surface run-off uses the street network as flow routes when the storm sewers are overloaded or clogged. Regrading of the street network in certain locations could improve these flow routes during major storms. New development should also identify areas for ponding to occur on private property and should be built to withstand storm events without excessive flood damage.

#### Policy Objective

1. To ensure proper drainage, to minimize flooding (during a major storm event) through an efficient storm water sewer system, and to upgrade Wascana Creek dikes to protect against creek flooding.

#### Policy Recommendations

1. That the Municipal Engineering Department review and consider upgrading the maintenance and monitoring program for the operation of the dikes along Wascana Creek.
2. That the Municipal Engineering Department develop a strategy for the replacement and upgrading of the storm water pipe system where required. The Department currently has a plan to review storm sewer drainage areas throughout the city.
3. That regrading of the street network (where necessary and if feasible) to improve surface run-off capacity occur simultaneously with any renewal projects.
4. That new development include storm water management and ensure buildings can withstand major storm events without excessive flood

damage.

#### 4.9.2 DOMESTIC SEWER SYSTEM

Issue: Limited capacity, aging and overloading of the domestic sewer systems has resulted in overflows into Wascana Creek and sewer backup into basements in some locations in the area.

Overloading of the domestic sewer system, which occurs at both the local and trunk levels, should be reduced. The principal cause of overloading (and overflow into the creek) is storm water entering the domestic sewer system on public or private property. The long term solution is the complete separation of the two systems where combined sewers still exist. As an initial step, connections between the two systems need to be identified and plans formulated for their separation. In addition, where aging lines are showing signs of major deterioration, plans are needed to monitor the situation and install replacements where required. Some of the preliminary planning work has already been done in the crescents area by the consultant noted in the discussion of the drainage issue.

##### Policy Objective

1. To improve the operation of the domestic sewer system in the neighbourhood.

##### Policy Recommendations

1. That the Municipal Engineering Department identify connections between the domestic and storm water sewer systems and develop plans for their complete separation.
2. That the Municipal Engineering Department continue to monitor problems with the aging domestic sewer system and develop plans for replacement of deteriorating sections.
3. That the Municipal Engineering Department examine options to provide relief to the Valley Trunk Sewer which passes through the area.

## 5.0 IMPLEMENTATION

Responsibility for implementing the Neighbourhood Plan rests with both the City of Regina and neighbourhood residents, in particular the Cathedral Area Community Association. The Social Development Department will meet on a regular basis with the Community Association to evaluate the impact of the Plan once it has been formally adopted. This process will provide an opportunity for ongoing dialogue between community leaders and City staff to ensure that the Plan continues to reflect neighbourhood goals and priorities.

Relevant City departments, most of whom participated in the Task Force to help develop the Plan, will also be required to implement its recommendations pertinent to their mandates.

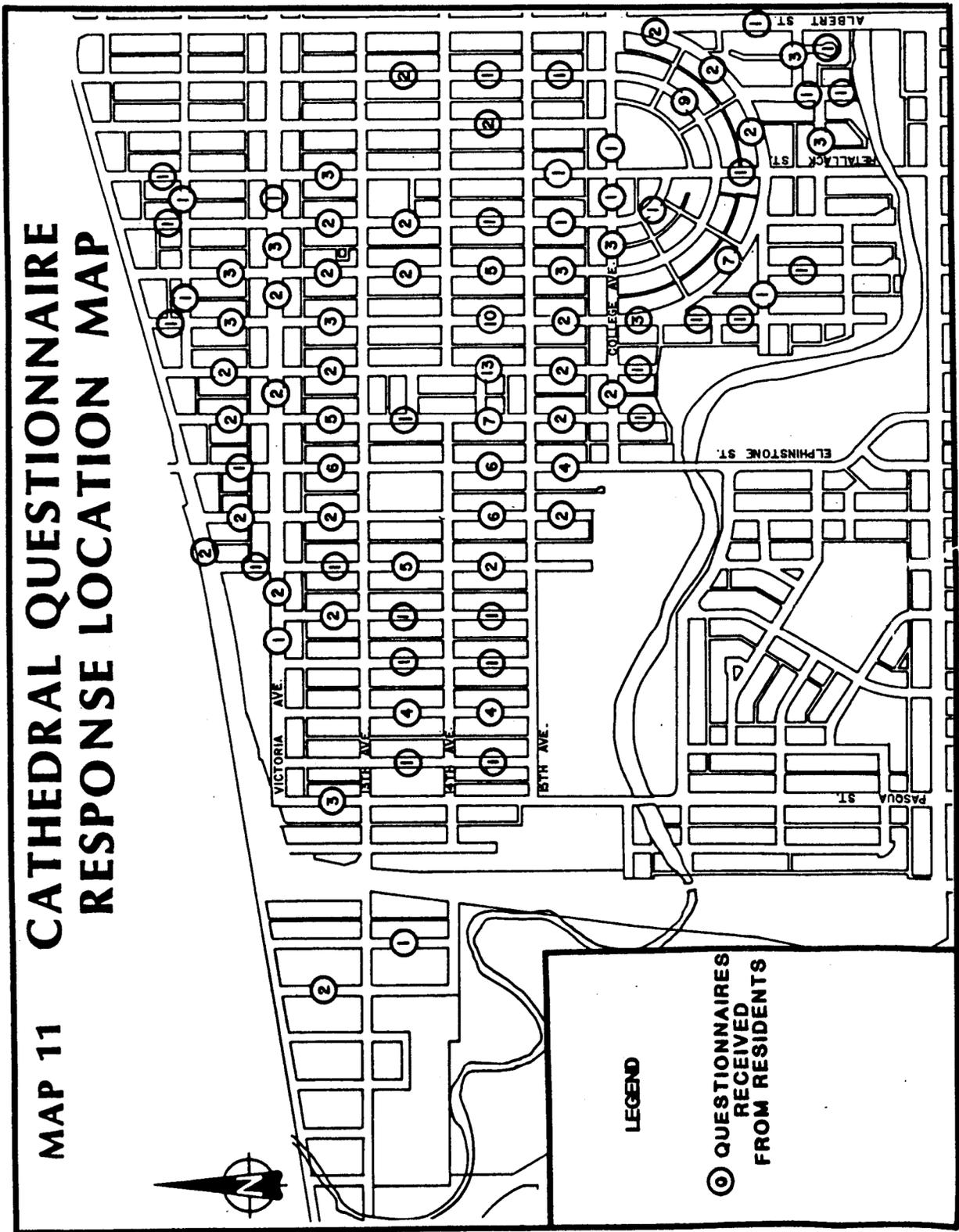
## 6.0 EXCEPTION

The exception to the policies contained in this Part shall be only as specified in this section as follows:

<b>Civic Address</b>	<b>Legal Description</b>	<b>Development Use</b>
2703 Victoria Avenue	Lot 42 Block 373 Plan 98RA28311	Personal Service Establishment within an existing house form structure, including any uses that are permitted with the R4A Zone.
3524 13 <sup>th</sup> Avenue [2004-87]	Lot 44, Blk/Par 381, Plan 101188896, Extension 21; and Lot 45, Blk/Par 381, Plan 101188896, Extension 22	LC3 – Local Commercial.
3528 13 <sup>th</sup> Avenue [2004-87]	Lot 26, Blk/Par 381, Plan DV4420 Extension 19; and Lot 27, Blk/Par 381, Plan DV4420 Extension 20	Office within an existing building and including any uses which are permitted in the R1A zone.
2152 Robinson Street [2004-97]	Lot 14 Block 399 Plan Old 33	LC3 – Local Commercial Zoning.
3301 College Avenue [2008-22]	Lot 29, Block 479, Plan No. K4654	Yoga instruction facility, Office and permitted and discretionary uses in the R1A zone.
2056 & 2066 Retallack Street [2008-60]	Lots 49 and 50, Block 375, Plan No. 98RA28311	Office space and any other occupancies which are permitted used in the

		LC3 zone.
3206, 3208, 3230, 3232 13 <sup>th</sup> Avenue [2009-7]	Lots 55-58, Block 378, Plan No. 99RA05074	Direct Control District-DCD-10 as established in <i>Regina Zoning Bylaw No. 9250</i> .
2110, 2156 and 2160 Retallack Street; 2115, 2155 and 2161 Robinson Street [2012-8]	Lots B and C, Block 400, Plan No. 60R05332, and Lots 15, 22, and portions of Lots 16 and 21, all in Block 400, Plan No. 98RA28311	Properties to be consolidated with existing commercial site and public lane to form parcel for expanded grocery store (proposed Lot D, Block 400), to be rezoned from R4A – Residential Infill Housing to LC3 – Local Commercial.
2067 Retallack Street [2014-56]	Lots 27-29 Block 374, Plan OLD33 Lots 56-57 Block374, Plan98RA28311	LC3 – Local Commercial
2059 Edward Street [2014-60]	Lots 16 and 17 Block 37, I5211	R4 – Residential Older Neighbourhood
3405 & 3431 Saskatchewan Drive [2020-71]	Lots 42 & 43, Block 333, Plan 99RA05074 and Lot 6, Block 333, Plan OLD 33	MH – Mixed High-Rise Zone

# MAP 11 CATHEDRAL QUESTIONNAIRE RESPONSE LOCATION MAP



1987

APPENDIX A  
 QUESTIONNAIRE RESULTS  
 CATHEDRAL NEIGHBOURHOOD PLAN  
 March, 1987

1.1	Where do you live in the Cathedral Area?		
	Map depicting questionnaire responses by block and street. (Attached)		
1.2	Sex		%
	Male	94	44
	Female            112	53	
	No Response	<u>6</u>	<u>3</u>
	TOTAL	<u>212</u>	<u>100%</u>
2.1	How long have you lived in the Cathedral Area?		To nearest %
	a) Less than 1 year	14	7
	b) 1 - 5 Years	60	28
	c) 6 - 10 years	36	17
	d) Over 10 years	98	46
	e) No Response	<u>4</u>	<u>2</u>
	TOTAL	<u>212</u>	<u>100%</u>
2.2	Why did you choose to live here? (Note - more than one response per person possible).		To nearest %
	a) Character of Neighbourhood	123	38
	b) Central location	84	26
	c) Neighbourhood Facilities (Library, church, Parks, Bus Service, shops, schools, etc.)	56	17
	d) Affordability of Housing	38	12
	e) Born here	15	5
	f) Chance 8	2	
	g) No response	<u>2</u>	<u>0</u>
	TOTAL	<u>326</u>	<u>100%</u>
3.1	What do you think the neighbourhood will be like in 5 - 10 years?		To nearest %
	a) Same	89	42
	b) Improved	61	29
	c) Worse	18	8
	d) More developed (Increased commercial uses, apartments, Infill housing)	12	6
	e) More Young people	7	3
	f) No response	<u>25</u>	<u>12</u>
	TOTAL	<u>212</u>	<u>100%</u>

3.2 What would you like to see? (Note - more than one response per person possible).

		To nearest %
a)	Restore older homes (renovate)	55 21
b)	Maintain character	42 16
c)	Improved property maintenance	28 11
d)	Traffic Control (less traffic)	17 6
e)	More parks and recreation facilities	16 6
f)	Maintain neighbourhood services (library, medical, schools)	13 5
g)	Restrict commercial development	12 5
h)	More owner occupied homes	11 4
i)	Local improvements (walks, curbs, lanes, watermains)	10 4
j)	Restrict number of apartments and condominiums	8 3
k)	Apartments for low, middle income and seniors	7 3
l)	Increased law enforcement (better Police protection)	7 3
m)	More small business	7 3
n)	More community involvement	3 1
o)	13th Ave. Street Enhancement	2 1
p)	Crime prevention programs (Neighbourhood Watch, etc.)	1 0
q)	No response	<u>25</u> <u>9</u>
	TOTAL	<u>264</u> <u>100%</u>

4.1 What are the three most important neighbourhood issues in the Cathedral Area?

		To nearest %
a)	Traffic and Parking	92 19
b)	Crime (Law enforcement, prevention, safety)	81 17
c)	Maintenance of Property	60 12
d)	Commercial encroachment	40 8
e)	Zoning	35 7
f)	Local improvements and maintenance	22 5
g)	Housing (Seniors, infill, etc.)	21 4
h)	Schools20	4
i)	Parks	17 4
j)	Small business development	15 3
k)	Maintain character of neighbourhood	14 3
l)	Flooding, sewers	7 1
m)	Recreation and recreational facilities	7 1
n)	Natives 7	1
o)	Heritage buildings	5 1
p)	Unemployment (low incomes)	4 1
q)	Bus Service	3 1
r)	Garbage Collection	3 1
s)	Noise	2 0
t)	Rail Relocation	2 0
u)	Seniors' services	2 0
v)	Day Care	2 0
w)	Neighbourhood Information Line	1 0
x)	No response	<u>22</u> <u>5</u>
	TOTAL	<u>484</u> <u>100%</u>

5.1	Are you satisfied with the quality and/or quantity of park space in the neighbourhood?		To nearest %
	a) Yes	144	68
	b) No	55	26
	c) No opinion	9	4
	d) No response	<u>4</u>	<u>2</u>
	TOTAL	<u>212</u>	<u>100%</u>
5.2	If no, what need to be improved?		To nearest %
	a) More and better parks	14	7
	b) Parking facilities	13	6
	c) Smaller parks on vacant lots	8	4
	d) Schoolyard upgrading	8	4
	e) Improve children's playgrounds	7	3
	f) Flowers along walkways and benches in parks	4	2
	g) Maintenance	3	1
	h) Laws on pet droppings	3	1
	i) Dikes	1	.5
	j) More outdoor rinks	1	.5
	k) Street enhancement (13th, 15th, etc.)	1	.5
	l) CPR Annex	1	.5
	m) No response	<u>48</u>	<u>70</u>
	TOTAL	<u>212</u>	<u>100%</u>
5.3	Are you satisfied with the social/recreational facilities in the Cathedral neighbourhood?		To nearest %
	a) Yes	147	69
	b) No	28	13
	c) No opinion	27	13
	d) No response	<u>10</u>	<u>5</u>
	TOTAL	<u>212</u>	<u>100%</u>
5.4	If no, what do you suggest? (Note - More than one response possible per person).		To nearest %
	a) More access to Cathedral Centre (or access to other facilities)	11	5
	b) More children's, teen's and young adult programs	8	4
	c) More family activity programs	5	2
	d) Outdoor skating rinks	4	2
	e) More children's playground facilities	3	1
	f) More social events	2	1
	g) Coffee house	2	1
	h) Supervision	2	1
	i) Activities for seniors and adults	2	1
	j) No response	<u>175</u>	<u>82</u>
	TOTAL	<u>214</u>	<u>100%</u>

6.1 Where should new apartment buildings be located in the Cathedral Area?

		To nearest %	
a)	Nowhere	50	23
b)	No opinion	36	17
c)	Where infill and redevelopment are required	20	9
d)	Albert, Angus and Rae Streets	16	8
e)	Near facilities and services	13	6
f)	North of 13th Avenue	8	4
g)	In certain areas with restrictions	8	4
h)	Along Saskatchewan Drive	8	4
i)	Along 13th Avenue	6	3
j)	Near arterials	5	2
k)	Scattered through neighbourhood	5	2
l)	No more apartments	4	2
m)	Victoria Avenue	4	2
n)	Anywhere	4	2
o)	Around existing apartment buildings	4	2
p)	Albert to Robinson Streets	2	1
q)	Between 13th Avenue and Victoria Avenue	2	1
r)	North of Victoria Avenue	2	1
s)	Just on corners	2	1
t)	West of Elphinstone	2	1
u)	In crescents	1	0
v)	No response	<u>10</u>	<u>5</u>
TOTAL		<u>212</u>	<u>100%</u>

7.1 Is new replacement housing needed in the Cathedral Area?

		To nearest %	
a)	Yes	140	66
b)	No	28	13
c)	No opinion	30	14
d)	No response	<u>14</u>	<u>7</u>
TOTAL		<u>212</u>	<u>100%</u>

7.2 If yes, what kind? (Note - More than one response per person possible).

		To nearest %	
a)	Single family, duplex	50	22
b)	Like Sask. Housing Infill (multi)	26	11
c)	Housing that maintains character	22	10
d)	Upgraded existing housing	18	8
e)	Low rise apartments	10	4
f)	Subsidized housing (Seniors, families)	8	3
g)	No response	<u>97</u>	<u>42</u>
TOTAL		<u>231</u>	<u>100%</u>

8.1 At present it is the position of the City and the Community Association that existing commercial development be recognized, but that there be no further extension of commercial development into the residential areas of the neighbourhood. What is your view?

		To nearest %
a)	Agree	171 81
b)	Disagree	26 12
c)	No opinion	7 3
d)	No response	<u>8</u> <u>4</u>
	TOTAL	<u>212</u> <u>100%</u>

8.2 Why? (Note - More than one response per person possible).

		To nearest %
a)	Agree - promote development on 13th Avenue	16 7
b)	Agree - enough commercial	16 7
c)	Agree - fine as is	14 7
d)	Disagree - a commercial/residential mix is an advantage	9 4
e)	Agree - opportunity for commercial on Saskatchewan Drive	5 2
f)	Agree - because commercial development increases traffic	5 2
g)	Agree - commercial areas designated for development	2 1
h)	Disagree - IA uses not compatible	1 1
i)	Agree - control conversion of residential to business use	1 1
j)	Agree - maintain residential	1 1
k)	No response	<u>145</u> <u>67</u>
	TOTAL	<u>215</u> <u>100%</u>

9.1 The south side of Saskatchewan Drive between Elphinstone and Angus Streets contains a mixture of retail, office, automotive repair and tradesman shops as well as residential uses. What type of uses should be located in this area? (Note - More than one response per person possible).

		To nearest %
a)	Remain as is (mixed use)	136 60
b)	Office/retail	36 15
c)	Light industrial	28 12
d)	Residential	20 8
e)	No opinion	6 2
f)	Compatible with Rail Relocation Plan	1 0
g)	No response	<u>8</u> <u>3</u>
	TOTAL	<u>235</u> <u>100%</u>

10.1 Any other comments or concerns? (Note - More than one response per person possible?.)

		To nearest %
a)	Traffic	20 9
b)	Maintain character of neighbourhood	14 6
c)	Property maintenance	11 5
d)	Local Improvements needed	8 3
e)	Crime	8 3
f)	Park improvements and maintenance	7 3
g)	Renovation and redevelopment of residential area	4 2
h)	Transit 4	2
i)	Encourage commercial on 13th Avenue and Saskatchewan Drive	4 2
j)	Commercial encroachment	4 2
k)	Parking 3	1
l)	Snow removal	3 1
m)	Control of pets	3 1
n)	Lane lighting/street lighting	2 1
o)	Paved lanes	2 1
p)	Zoning controls	2 1
q)	New garbage receptacles	2 1
r)	Schools2	1
s)	13th Avenue street enhancement	2 1
t)	New business needed	1 .5
u)	Need subsidized Seniors housing	1 .5
v)	No response	<u>123</u> <u>53</u>
	TOTAL	<u>230</u> <u>100%</u>

## APPENDIX B

### PRIORITIES FOR EXPENDITURE OF REMAINING NIA #1 FUNDS

Priority Project	Cost Estimates \$ 25,000	
1. 13th Avenue Street Enhancement		
2. Traffic Improvements (13th Ave. and South)	\$60,000	
- 3 diverters (\$20,000. each)	50,000	
- 2 pedestrian 1/2 signals (\$25,000 each)	30,000	
- 13th Ave./Elphinstone intersection mod.	60,000	
- 2 College Ave. closures (Albert & Elphinstone \$30,000 each)	<u>5,000</u>	
- Centre Median (Elphinstone & 13th Ave.)	<u>\$205,000</u>	\$205,000
3. Connaught School Yard Upgrading (\$40,000) NIA Share		20,000
4. Davin School Yard Upgrading (\$40,000) NIA Share		20,000
5. Victoria School Yard Upgrading (soccer field replacement, plantings)		15,000
6. Neighbourhood Identification Signage		<u>5,000</u>
TOTAL ALL PROJECTS		\$290,000
AVAILABLE NIA #1 FUNDS		<u>\$282,000</u>
SHORTFALL		<u>\$ 8,000</u>

\*\* Cost estimates are approximate figures only

## APPENDIX C

### DIRECT CONTROL DISTRICT (DCD-1) 3100 BLOCK OF 13TH AVENUE (Bylaw No. 9461)

#### i) DESIGNATION

A Direct Control District shall be established for Lots 41-45, Block 377, Plan AV2705, 3100 Block of 13th Avenue. The guidelines for the Direct Control District (DCD-1) are established herein. Regulations and development standards for the Direct Control District shall be established in the City of Regina Zoning Bylaw in accordance with the following:

#### ii) GUIDELINES FOR DEVELOPMENT - DIRECT CONTROL DISTRICT (DCD-1)

Regulations and development standards shall be established in the Zoning Bylaw in accordance with the following guidelines:

- a) The existing house forms (as of January 1, 1993) shall be retained. Major alterations and additions shall be approved by City Council.
- b) Commercial development on the subject properties shall be small in scale and unobtrusive.
- c) Commercial establishments shall cater mainly to local pedestrian traffic in order that the demand for parking is not excessive.
- d) A specialty shopping district that characterizes 13th Avenue shall be retained on the north side of the 3100 Block of 13th Avenue.



## **OFFICIAL COMMUNITY PLAN**

# **PART B.7 North Central Neighbourhood Plan**



## TABLE OF CONTENTS

SUMMARY OF RECOMMENDATIONS .....	i - iv
PLAN AMENDMENTS.....	v
1.0 INTRODUCTION.....	1
1.1 Background .....	1
1.2 Purpose of the Plan .....	1
1.3 Community Goals.....	1
1.4 Study Area.....	2
1.5 Community Involvement.....	2
2.0 COMMUNITY PROFILE.....	6
2.1 Population.....	6
2.2 Housing .....	6
2.3 Community Facilities .....	8
3.0 ISSUES AND RECOMMENDATIONS.....	9
3.1 Property and Building Maintenance .....	9
3.2 Personal Security and Safety .....	10
3.3 Traffic Management.....	11
3.4 Parks and Recreation.....	13
3.5 Bylaw Enforcement.....	16
3.6 Land Use and Zoning.....	17
4.0 IMPLEMENTATION AND REVIEW .....	33
APPENDIX A - Questionnaire Results .....	35

### LIST OF MAPS

Map 1	Study Area.....	3
Map 2	North Central Subdivisions .....	4
Map 3	Parks and School Locations.....	14
Map 4	North Central Generalized Land Use .....	18
Map 5	North Central Zoning (1986).....	20
Map 6	Land Use Policy Districts.....	21
Map 7	Proposed Zoning Changes.....	32

**NOTE:**

Due to the adoption of Zoning Bylaw No. 9250 on July 20, 1992, this document may contain zoning discrepancies. Refer to Part 1C, Subsection 1C.4 of Zoning Bylaw No. 9250 for zone equivalencies.

## **SUMMARY OF RECOMMENDATIONS**

Following is a summary of the recommendations presented in this report.

### Property and Building Maintenance

1. The City actively enforce and administer its bylaws dealing with building maintenance and untidy properties.
2. The Community Housing Worker, employed by the City work with tenants to find suitable housing and counsel them on proper housing maintenance, and accepted standards of residency in the neighbourhood.
3. NCCS continue and expand its programs to create greater pride by area residents in their residences and develop programs to teach residents about property maintenance.
4. NCCS promote programs aimed at upgrading existing housing and yards.
5. NCCS and the City encourage replacement of derelict housing stock with appropriately designed replacement housing stock.
6. NCCS consider developing urban lifestyle programs designed to teach residents about the opportunities and resources that exist in the city.

### Personal Security and Safety

1. The NCCS in conjunction with Regina Police Service and other neighbourhood based organizations make delivery of crime prevention an ongoing priority community program
2. The City recognize North Central as a neighbourhood which could benefit appreciably from a lane lighting program.

### Traffic Management

1. The City Administration continue its work towards improving traffic conditions in the North Central neighbourhood in conjunction with the community and other affected interest groups.
2. The North Central Traffic Study be presented to the public and affected parties when it is completed.
3. NCCS requests that the City give due consideration to noise attenuation along Lewvan Drive when a noise attenuation policy is adopted.

## Parks and Recreation

1. The City consider the upgrading of existing open space, particularly school sites, a priority over creation of new sites, and plans for upgrading open space be prepared in consultation with the community. Upgrading plans should emphasize lighting and winter use in the design.
2. The City consider providing additional developed open space areas south of Dewdney Avenue in conjunction with Taylor Field expansion, increased facility parking or through a street closure.
3. NCCS review the effectiveness of its community programming in order to serve a wider population particularly the large youth population in the neighbourhood.
4. The City Administration maintain the Albert Scott Advisory Committee with representation from various City departments and community organizations to address community concerns with respect to the operation and programming of the community centre.
5. NCCS be a participant in any planning process established related to the possible expansion of Taylor Field.
6. NCCS requests that consideration be given to using Taylor Field as a site for a wider range of athletic activities, such as track and field, soccer, and other similar activities.

## Bylaw Enforcement

1. The City of Regina direct an appropriate level of resources to bylaw enforcement, to ensure resident complaints are dealt with in an expeditious manner.
2. North Central Community Society express its concerns about the need for more traffic enforcement to the Regina Police Commission and Regina Police Service.
3. The Planning Department, in consultation with NCCS, review the appropriateness of commercial land use regulations in their neighbourhood.

## Land Use and Zoning

1. The following properties be zoned R4A - Residential Older Neighbourhood from R3 - Residential Older Neighbourhood:
  - i) 802 to 878 Angus Street.
  - ii) 902 to 978 Angus Street.
  - iii) 1002 to 1070 Angus Street.

Reason: To provide for the long term redevelopment of these areas from low to

medium density residential use.

The intention is to provide a transition between the commercial uses on Albert Street and the low density residential areas to the west, and provide for long-term redevelopment.

2. The following properties be zoned MAC - Major Arterial Commercial from R1A - Residential Older Neighbourhood Detached:

- i) 4210, 4216, 4220, 4224, 4230, 4238 Dewdney Ave.

Reason: To provide for a continuous commercial area on the north side of Dewdney Avenue between Pasqua and Edward Streets. The residential properties are currently between two commercial areas on Dewdney Ave., near the intersection of Lewvan Drive.

3. A study be undertaken of development standards of the 27 to 31 Blocks of Dewdney Avenue.

Reason: For the purpose of evaluating front yard requirements affecting future new developments.

4. The following properties be zoned MX - Mixed Residential Business from R3 - Residential Older Neighbourhood: (Bylaw No. 9250)

- i) 38 and 39 blocks of Dewdney Avenue.
  - ii) 4020, 4024, 4028, 4032, 4038 Dewdney Avenue.
  - iii) 4138 Dewdney Avenue.

Reason: To provide for the future use of this area for low rise apartments and mixed use projects.

5. The multiple housing project at 1176 Wascana Street be zoned R4A - Residential Older Neighbourhood from MAC - Major Arterial Commercial.

6. Properties currently zoned MAC - Major Arterial Commercial in the vicinity of Pasqua Street and 5th Avenue be zoned LC1 - Local Commercial.

7. The property at 1015 Pasqua Street be zoned LC1 - Local Commercial from R3 - Residential Older Neighbourhood.

Reason: Pasqua Street no longer serves as an arterial roadway. The zoning and range of potential land uses should be adjusted to reflect this change. The housing project should be rezoned to reflect its residential use. The dwelling at 1015 Pasqua Street is currently isolated between two commercial businesses, and in the long term commercial zoning is more appropriate.

8. The property along 5th Avenue between Angus and Garnet Streets currently zoned LC1 - Local Commercial be zoned LC3 - Local Commercial.

Reason: To have zoning standards in place which foster the creation of a shopping street.

9.\* The following properties be rezoned CR - Commercial/Residential Interface from MAC - Major Arterial Commercial:

i) 15 and 16 blocks of Angus Street.

Reason: The intent is to provide a transition from major arterial uses on Albert Street to the residential area to the west. The Major Arterial Commercial Study approved by City Council identified this area as being inappropriately zoned since it is not a major arterial location. While no zoning changes were recommended as part of the MAC Study, it is appropriate as part of the Neighbourhood Plan to initiate a zoning change.

\*Note:

This recommendation was not approved by the Deputy Minister of Urban Affairs on March 6, 1989. The 1500 and 1600 blocks of Angus Street will receive further study to determine appropriate zoning. (Bylaw No. 8673-ZO-B89)

## **AMENDMENTS**

City Council at its meeting on April 11, 1988 approved the North Central Neighbourhood Plan with the following additional recommendations:

1. In recognition of the importance of school facilities to the long term viability and desirability of existing neighbourhoods, the issue of school closures and possible alternative strategies be brought forward for discussion by the Joint Planning Committee of the City and School Boards.
2. In light of the declining enrollments at Scott Collegiate and the subsequent possibility of closure of the Collegiate and in consideration of the importance to the future of the North Central neighbourhood of maintaining Scott Collegiate as a vital education facility, the North Central Community Society be requested to initiate discussions with the Board of Education to identify possible options and strategies for maintaining the Collegiate.
3. That the Administration be requested to facilitate, coordinate and cooperate in the creation of Business Associations for businesses along Dewdney and 5th Avenues.
4. That Council endorse and support a long term improvement and upgrading approach to infrastructure replacement for this area.

## **Regina OCP – Part B**

### **Part B.7 – North Central Neighbourhood Plan**

#### **1.0 INTRODUCTION**

##### **1.1 BACKGROUND**

The review of the North Central Neighbourhood Plan, at this time, is a continuation of the process which started in 1979, culminating in the adoption of the North Central Neighbourhood Plan in 1980. The Plan was approved by City Council with some minor amendments but never became part of the City's Official Community Plan. The intention at this time is to review and reformulate the plan to keep it in accordance with current neighbourhood aspirations and with evolving policy directions for the City, and formally adopt the North Central Neighbourhood Plan as part of the City's Official Community Plan.

##### **1.2 PURPOSE OF THE PLAN**

The purpose of the Plan is:

- 1) To provide an opportunity for the community and the City to review the community goals in conjunction with overall City goals.
- 2) To develop a strategy for the future economic, social and physical development of the neighbourhood reflecting the community's aspirations compatible with overall City goals.
- 3) To develop policies to address emerging neighbourhood issues.

##### **1.3 COMMUNITY GOALS**

The goals for the North Central neighbourhood for the next five to seven years are:

- 1) To maintain and improve the residential character of the area and promote the neighbourhood as a desirable and safe place to live.
- 2) To implement a strategy for the overall development of the neighbourhood, recognizing its social, economic, and physical needs.
- 3) To promote the continued maintenance and upgrading of dwellings, parks, and facilities in North Central.
- 4) To develop social programs to meet the needs of the disadvantaged or unserved groups in the community.

## 1.4 STUDY AREA

The study boundaries are the CPR line on the south, Albert Street on the east, Lewvan Drive on the west, and McKinley Avenue to the north (See Map 1).

The North Central neighbourhood is comprised of four recognized smaller subdivisions including: Washington Park, Exhibition, Albert-Scott, and a portion of the Rosemont subdivision (See Map 2). The four subdivisions combined, form the larger more cohesive North Central Neighbourhood which has its edges defined by major roadways and rail lines.

## 1.5 COMMUNITY INVOLVEMENT

Community participation is an essential part of the planning process, since it is the residents' identification of issues and concerns that have helped formulate the policies and it is the residents themselves who will help ensure the future success of the neighbourhood.

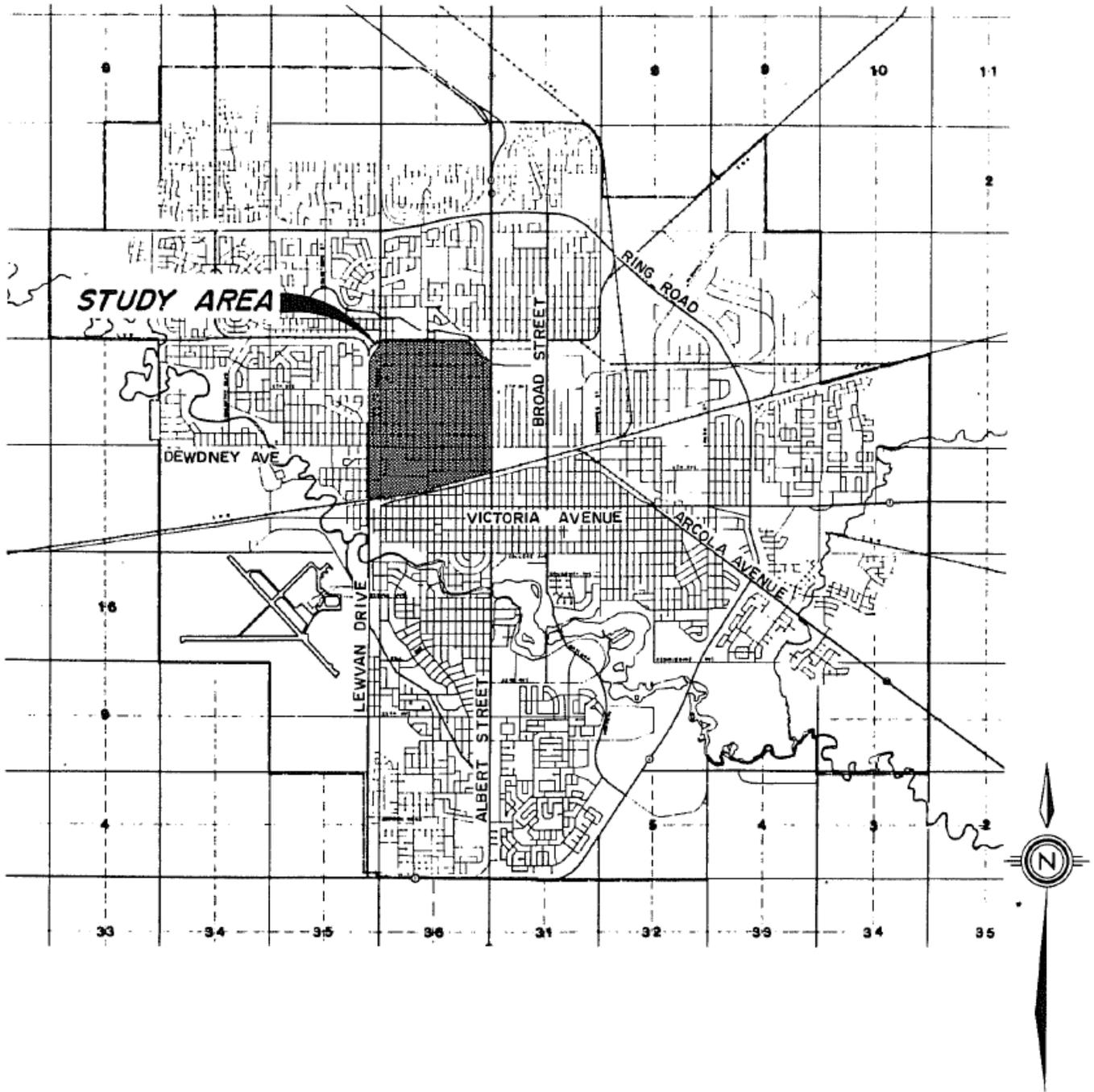
The first step in the community input process was the approval of the Terms of Reference by the North Central Community Society (NCCS) at a general meeting. The City sent out letters to interest groups identified, with input by NCCS, asking them to outline their issues and concerns. Scott Collegiate and the Exhibition Association responded noting the following:

The Scott Collegiate Administration would like to see Scott Collegiate playing fields upgraded immediately to include a paved outdoor basketball court, 200 metre track; outdoor volleyball court; and a jogging trail; as well as a paved parking lot, upgrading landscaping, and fence repair.

The Regina Exhibition Association would like to see improvements to traffic management near the exhibition grounds including the possible creation of a permanent entrance at 10th Avenue and Elphinstone Street and the establishment of an identifiable northern entrance from Dewdney Avenue.

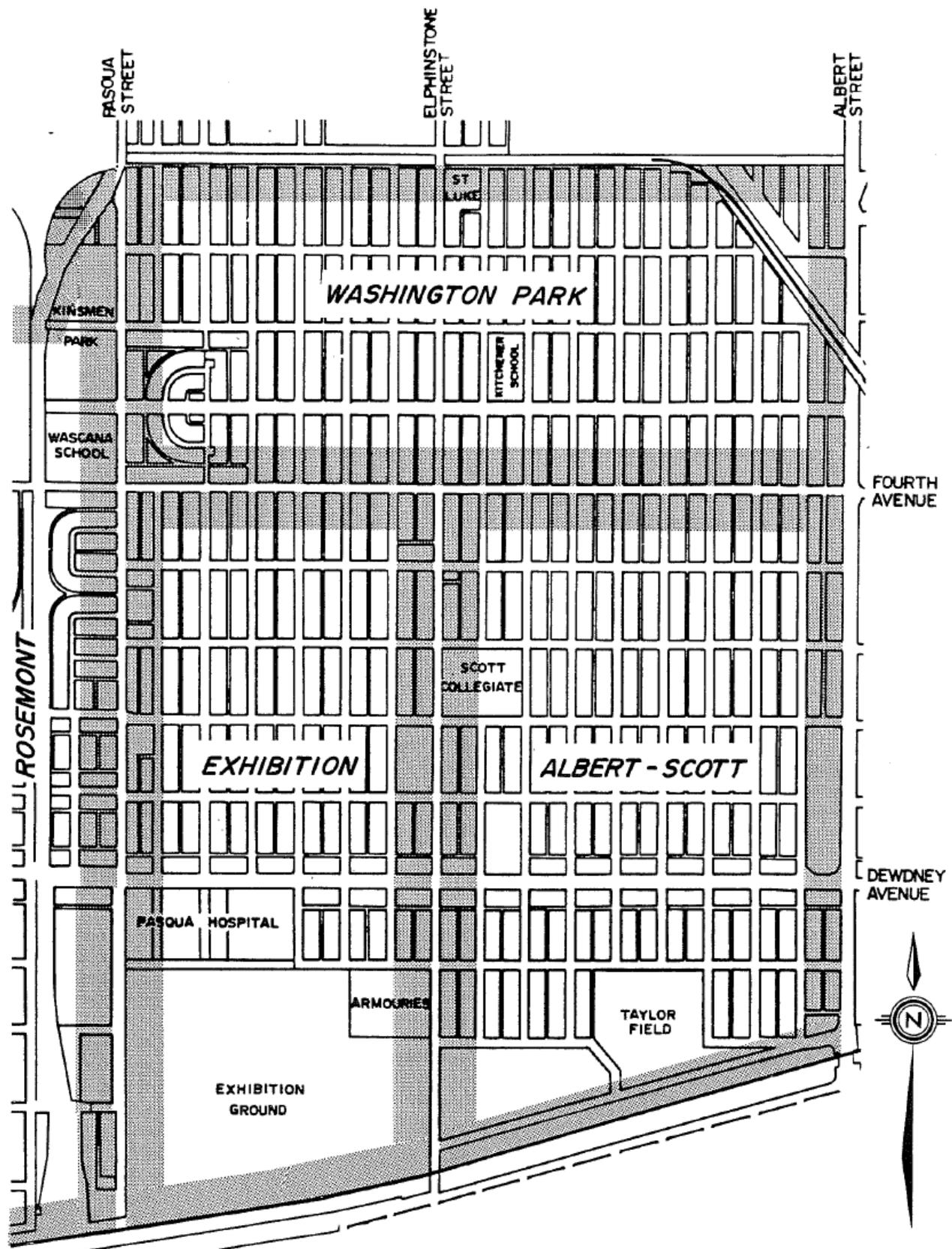
A public meeting for all interested persons was then held with a number of issues identified. People were concerned with the unsightliness of junk vehicles in yards. The open space and existing facilities for almost all the schools was felt to be in need of repair and upgrading. A major issue was the lack of maintenance for many homes in the area and weed control for properties. In addition, the need for lane lighting, especially for the areas near Taylor Field, arose. Also for the area south of Dewdney Avenue, traffic and parking were identified as concerns. Lastly, concerns were expressed that the commercial development should be concentrated in the already existing retail area. In addition to the public meeting, a questionnaire was distributed by NCCS to all households within the community. A total of 215 responses were received and the results are contained in Appendix A.

The results of the questionnaire clearly indicated the following principal areas of concern to neighbourhood residents:



# STUDY AREA

# MAP 1



# NORTH CENTRAL SUBDIVISIONS

MAP 2

- Concern about the level of building and property maintenance in the neighbourhood.
- Concern about security and safety of both residents and property.
- Concern about the level of bylaw enforcement as it relates primarily to maintenance of structures, untidy yards, and traffic violations.
- Concern about the amount of non-local traffic using local residential streets.

City staff have met on an ongoing basis with members of the NCCS Planning Committee to discuss issues raised by the community, present their views and formulate recommendations for consideration by the community and City Council.

The Neighbourhood Plan was presented to the community at a public meeting and presented in a condensed manner in the community newspaper.

Formal opportunity for public input will occur when Council considers the bylaw to include the Neighbourhood Plan as part of the City's Official Community Plan.

## 2.0 COMMUNITY PROFILE

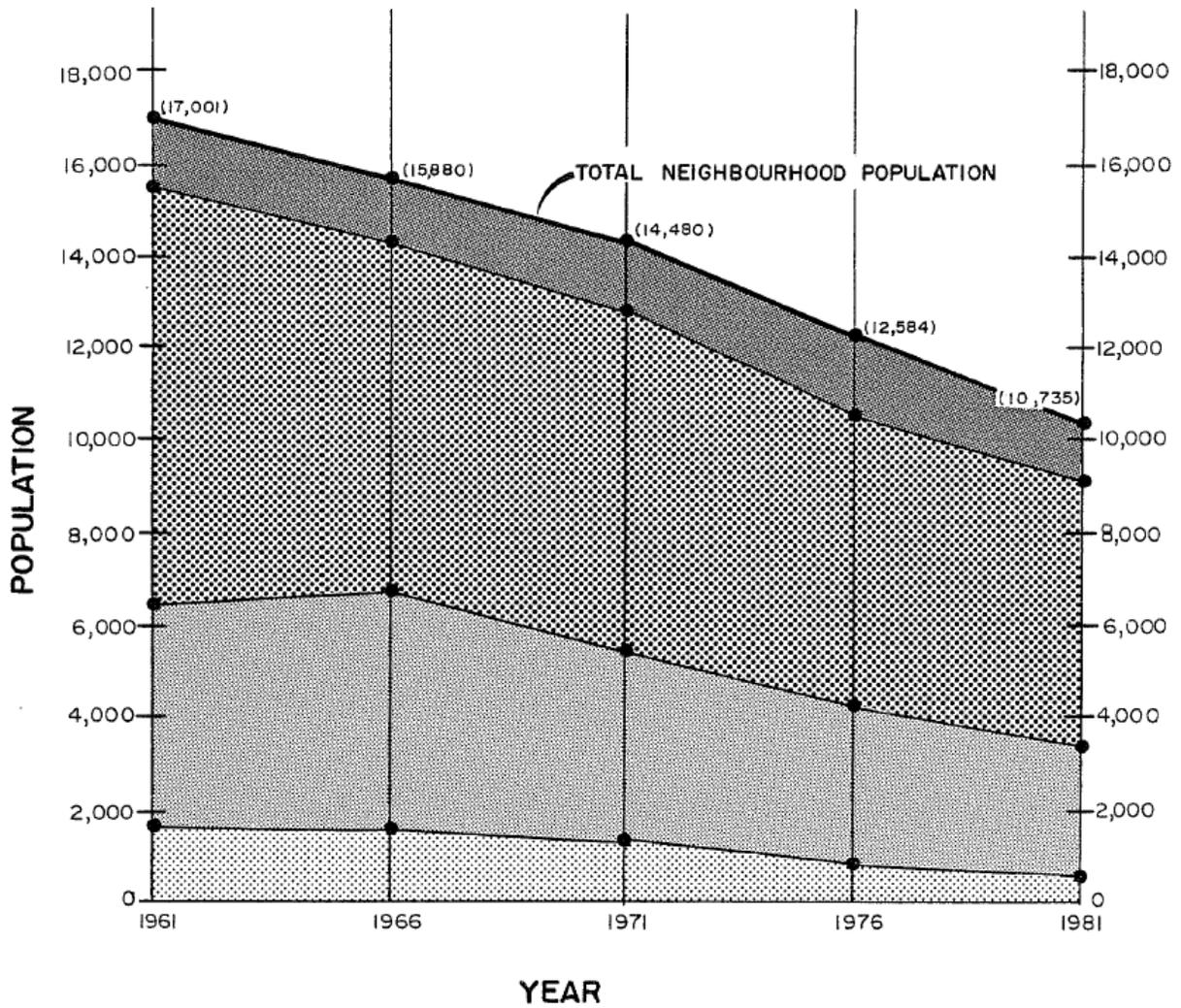
This section of the report highlights some of the population and housing characteristics and facilities in the North Central neighbourhood.

### 2.1 POPULATION

- The total population of the neighbourhood has decreased 37% from 17,000 in 1961 to 10,735 in 1981. The population of the City increased 45% from 112,176 to 164,313 during the same time period.
- The proportion of North Central's population 65 years or older increased from 8.8% (1,413) to 15.4% (1,655) between 1961 and 1981. Comparable figures for the City are 7.4% in 1961 and 9.2% in 1981.
- Persons 19 years and under comprised 36.72 of North Central's population in 1961 and 30% in 1981 compared to 39% in 1961 and 33.3% in 1981 for the City as a whole.
- The number of one person private households increased from 4.32 (188) of all households in 1961 to 26.5% (1,100) in 1981. In the City as a whole, one person private households made up 10.6% of all households in 1961 and 23.9% in 1981.
- The number of lone parent families in North Central increased from 500 in 1976 to 560 to 1981.
- The average family income in North Central in 1981 was \$20,287 compared to \$29,423 for the City as a whole.

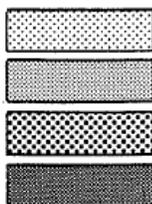
### 2.2 HOUSING

- In 1981, North Central had 4,150 dwelling units compared to 58,420 for the City as a whole.
- In 1981, 90.5% of the dwellings were single detached as compared to 70.0% for the City as a whole.
- 69.3% of the housing in North Central in 1981 was owner-occupied, slightly higher than the overall City at 64.3%.
- In 1981, 45% of the housing stock in North Central was built before 1946, compared to 16.1% for the City.
- In 1981, minor or major repairs were needed for 37.3% of the housing stock compared to 21% for the City as a whole.



## NORTH CENTRAL POPULATION (1961-1981)

**LEGEND**



**AGE GROUP**

- 0 - 4 yrs.
- 5 - 19 yrs.
- 20 - 65 yrs.
- 65 + yrs.

- The Residential Rehabilitation Assistance Program (RRAP) has resulted in 800 units being rehabilitated to a value of \$3.9 million dollars. The average expenditure for rehabilitation was \$4,916 per unit.

### 2.3 COMMUNITY FACILITIES

- North Central is served by five elementary schools and one collegiate. In 1986, St. Luke's School was closed due to low enrolments and is now used for special education programs. The other schools have exhibited fairly stable enrolments over the past five years.
- North Central has community-based and community-run library services offered by Albert Library located at Robinson St. and 8th Avenue.
- The Albert-Scott Community Centre is a facility designed to meet the needs of community based social and recreation activities.

### 3.0 ISSUES AND RECOMMENDATIONS

#### 3.1 PROPERTY AND BUILDING MAINTENANCE

Issue: The level of maintenance and repair of private buildings and condition of property is a concern to North Central residents.

Discussion:

The North Central neighbourhood's housing stock is seen by many residents as needing an extensive amount of repairs and improved yard maintenance. This situation has evolved largely as the result of a combination of factors including the age and type of original housing construction, an absentee landlord problem, and lack of concern by both tenants and resident property owners on the appearance of their houses and property.

To overcome this problem, two other elements are required; knowledge and techniques of property maintenance, and knowledge of available services. The community has had a role and should consider expanding its role in lifestyle education.

This issue is not limited to the North Central Neighbourhood but is a City wide issue. The City passed two bylaws in April, 1986 to provide the legal mechanisms to address these concerns. The two bylaws are Bylaw 8212 - A Bylaw to Regulate and Control Untidy and Unsightly Lands or Buildings and Bylaw 8211 - A Bylaw of the City of Regina to Establish and Enforce Minimum Standards of Maintenance and Repair of Buildings in Regina. A Property Standards Section of the City Administration has been created to administer these Bylaws.

In the summer of 1986 the City undertook a "sidewalk" survey of the older residential areas of the city. The exterior of 23,000 single family properties (including yards and accessory buildings) were surveyed and graded as to good, fair, poor, and very poor condition.

In the spring of 1987, City efforts were concentrated on Junked Vehicles. Later in 1987, emphasis has shifted to those properties for which complaints have been received since April, 1986 when the Bylaw was passed. Top priority will be given to the 160 properties which have been evaluated as very poor.

The final phase will entail a program of inspections and enforcement in those areas of the City where there are concentrations of poor condition properties. All properties in the chosen areas will be evaluated. The method of choosing the areas will involve input from Community Organizations.

The Residential Rehabilitation Assistance Program has resulted in improvements to the housing stock. Since the RRAP Program was introduced in the neighbourhood in 1978 up to December 31, 1986, 800 units have been rehabilitated at a total cost of 53.93 million dollars or \$4,900 per unit. Private rehabilitation and redevelopment is additional.

To further increase the level of civic pride in private property a number of suggestions are made:

- NCCS continue and expand its Property Improvement and Yard Beautification Program. The Program provides assistance to those unable to maintain their premises.
- NCCS develop and deliver community programs in the neighbourhood to teach residents how to maintain their dwellings and yards
- NCCS continue to provide volunteers and organizational support for neighbourhood clean up drives

Recommendations:

1. The City actively enforce and administer its bylaws dealing with building maintenance and untidy properties.
2. The Community Housing Worker, employed by the City work with tenants to find suitable housing and counsel them on proper housing maintenance, and accepted community standards of residency in the neighbourhood.
3. NCCS continue and expand its programs to create greater pride by area residents in their residences and develop programs to teach residents about property maintenance.
4. NCCS promote programs aimed at upgrading existing housing and yards.
5. NCCS and the City encourage replacement of derelict housing stock with appropriately designed replacement housing stock.
6. NCCS consider developing urban lifestyle programs designed to teach residents about the opportunities and resources that exist in the city.

### 3.2 PERSONAL SECURITY AND SAFETY

Issue: North Central residents are generally concerned about personal security and property protection in their neighbourhood. Residents suggested that a more visible police presence was desirable in their neighbourhoods to increase personal safety.

Discussion:

This issue is of prime importance to neighbourhood residents. Statistics supplied by Regina Police Service confirm the magnitude of the problem. The Albert-Scott portion of the neighbourhood (between Albert and Elphinstone Streets) had 3.7% of the City's population in 1981. In 1983 and 1984, this area had 6.2% of the City's crime and in 1985 it had 7.5% of the City's crimes against persons and property.

The North Central Community is already being served by a Neighbourhood Watch Program and other crime prevention programs. The programs have had problems in getting residents, particularly short term residents, actively involved on a continuous basis. Subsequently, the Community appears to need to direct more resources to publicizing and attracting volunteers to deliver crime prevention programs.

The Regina Police Service has been actively involved in community based policing. Programs using community leaders and summer students have been tried in the neighbourhood to reduce crime with limited success. Public meetings have been held but only a few interested parties attended.

Lane lighting is a project that residents feel would improve personal safety in their neighbourhood. It is also felt that it may reduce the number of property related crimes in the neighbourhood.

The City has initiated a lane lighting program in the Core neighbourhood. Before additional lane lighting will be installed in the City, the Core project will be evaluated. Additionally, legislative changes will be required to provide total project cost recovery through local improvement assessments. The City is continuing to pursue legislative changes to have lighting covered as a local improvement. Consequently, lane lighting is not foreseen as a program which the City will be delivering in the immediate future. NCCS is of the view that the area would improve appreciably as a desirable place to live if lane lighting could be introduced into the neighbourhood. Recognition should be given to establishing North Central as a neighbourhood which could benefit from lane lighting.

Specific suggestions from residents regarding police service were to be able to know and identify police officers and to introduce foot patrols into the neighbourhood. Regina Police Service have tried various experiments using foot patrols, however demand has resulted in these resources being reassigned to maintain response commitments.

In conclusion, both the neighbourhood organizations and Regina Police Service will have to evaluate their strategies for crime prevention as they apply in North Central.

#### Recommendations:

1. The NCCS in conjunction with Regina Police Service and other neighbourhood based organizations make delivery of crime prevention an ongoing priority community program.
2. The City recognize North Central as a neighbourhood which could benefit appreciably from a lane lighting program.

### 3.3 TRAFFIC MANAGEMENT

Issue: Residents are concerned about the amount of non-local traffic using local residential streets. Specific concerns are the perceived lack of traffic law enforcement (e.g. speeding) and the number of uncontrolled intersections.

## Discussion:

A variety of traffic related concerns were identified in the resident questionnaire, many of which are directly attributable to individual driving practices including speeding, traffic sign violations, and noise. High traffic volumes were cited in 222 of the responses, whereas 23% indicated no concerns on traffic matters.

The major north-south roadways in North Central are clearly defined (Lewvan Drive, Albert Street, and Elphinstone Street). The east-west roadway functions are not as clearly defined with the exception of Dewdney Avenue. For example, 7th and 4th Avenues run continuous through the neighbourhood across Albert Street and Lewvan Drive. 5th Avenue serves as a commercial street and 3rd Avenue has a wide centre boulevard, but serves primarily as a local road.

The grid system's principal advantage is that it allows considerable flexibility to residents in selecting a route to their destination. The disadvantage of course is that all roadways are local roads but can also evolve to serve a collector function. The latter situation explains resident requests for more controlled intersections and the need to redirect traffic around the neighbourhood.

Traffic conditions in the neighbourhood are also affected by the number of major facilities in the neighbourhood which have contributed to parking problems in parts of North Central.

The City's Municipal Engineering Department is in the process of studying traffic and parking conditions in the North Central Neighbourhood south of 7th Avenue. The principal study objective is to look at ways of improving traffic management in the area for the benefit of both the facilities and area residents. Community involvement is an integral part of the review which requires participation by the Exhibition Board, Pasqua Hospital, civic and community representatives.

NCCS has expressed interest in the City's Noise Attenuation Study. In particular, the community's specific concern is noise generated by traffic on Lewvan Drive and its impact on adjacent residents between Dewdney Avenue and 4th Avenue. While no decision has been made to date with respect to noise attenuation policy, NCCS requests that due consideration be given to noise attenuation along Lewvan Drive.

## Recommendations:

1. The City Administration continue its work towards improving traffic conditions in the North Central neighbourhood in conjunction with the community and other affected interest groups.
2. The North Central Traffic Study be presented to the public and affected parties when it is completed.
3. NCCS requests that the City give due consideration to noise attenuation along Lewvan Drive when a noise attenuation policy is adopted.

### 3.4 PARKS AND RECREATION

Issue: The quality of open space, particularly school sites, in North Central is a concern to North Central residents. The condition of school yards, particularly the Scott Collegiate site, is seen as a contributing factor to an unfavourable neighbourhood image, and a poor image of Scott Collegiate as an educational facility.

Discussion:

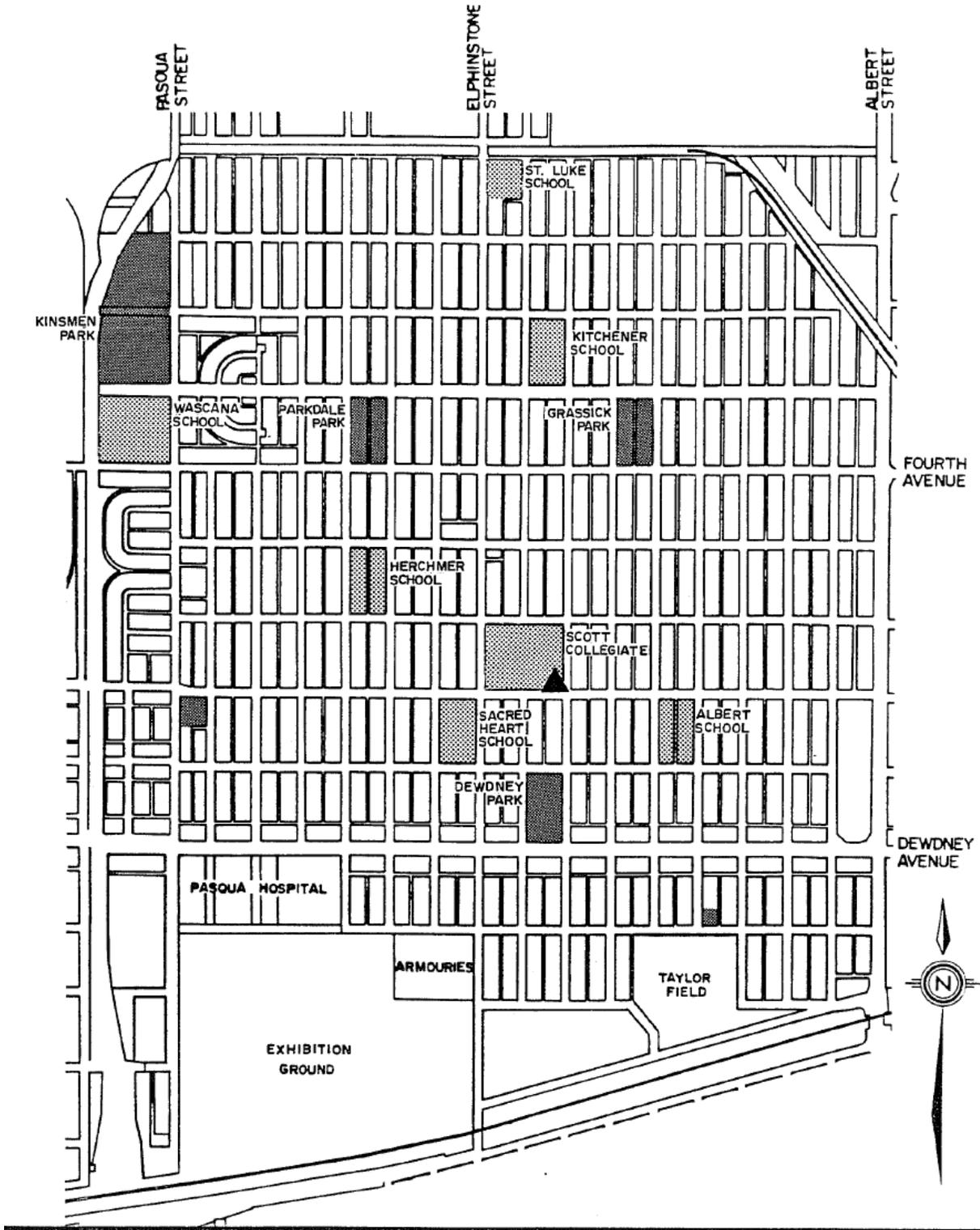
North Central has twelve major open space sites including seven school sites and five public parks including Kinsmen Park (See Map 3). A number of these parks have been constructed or upgraded in recent years including:

- Dewdney Park and Pool
- Grassick Playground
- Parkdale Park
- Taylor Field Court Games
- Robinson and 9th Playground.

The most visible area for improvement in the provision of open space from the community's perspective is improvement to existing school grounds. The City's Open Space Management Study, Phase I Public Recreational Open Space, confirmed not only a deficiency of neighbourhood open space (6.01 ha) in North Central, but also points out that of 11.17 hectares of neighbourhood space, only 3.63 hectares is developed to an acceptable standard. The study also recommends that open space upgrading be the first priority for open space development before open space acquisition.

The Regina Board of Education has initiated the School Site Redevelopment Program to upgrade existing school grounds. Under the Program, the two elementary school sites, Kitchener and Herchmer, are scheduled for upgrading in 1987 and 1988, according to work programs as of February, 1987. The Public School Board is upgrading the Albert School site as part of its reconstruction plans.

The Board of Education plans to undertake structural work to the Collegiate, tentatively scheduled for 1987-88. The proposal has been submitted to the Board of Education for approval. The possible closure of Scott Collegiate has been an emerging issue as a result of continued stable but low enrolments, combined with the apparent desire by neighbourhood students to attend collegiates offering a wider range of education programs and extracurricular activities. The upgrading and timing of the Scott Collegiate site improvement has been deferred until a decision is made on the facility upgrading. It is appropriate that site upgrading be deferred until the facility redevelopment work is completed. To ensure the continued existence of Scott Collegiate, it is important that students living in North Central attend Scott Collegiate.



## PARK AND SCHOOL LOCATIONS

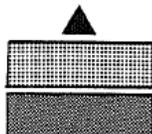
MAP 3

LEGEND

ALBERT SCOTT COMMUNITY CENTRE

SCHOOL SITES

PARK SPACE



The distribution of open space within the neighbourhood is such that most residents generally are in close proximity (within 2 or 3 blocks) to open space. The exception is the area south of Dewdney Avenue where there is limited open space. A small playground is located at Robinson Street and 9th Avenue. Consideration should be given to creating a small park in this area in conjunction with expanded major facility parking, Taylor Field expansion, or street closure.

NCCS is of the opinion that community input is essential in the park planning process to ensure that the product serves the needs of the resident population. NCCS concurs with the observation in the Open Space Management Study that park site design should be more sensitive to winter use. Additionally, NCCS places emphasis on lighting in public open spaces to extend the use in the evening hours and improve safety and security conditions.

The Albert-Scott Community Centre, adjacent and linked to Scott Collegiate, was constructed to provide a community facility for social and recreational activities and health care programs. A wide range of health services is provided by the Health Centre, including but not limited to: preventive screening, foot care clinic, yoga classes, Overeaters Anonymous, and similar types of programs. Art programs, community socials, and youth recreation programs are also delivered at the Centre.

In the past, the North Central Community Society was of the opinion that the Albert-Scott Community Centre could be run in a manner more suited to serving neighbourhood needs. Particular concerns included the operating hours of the facility and staffing levels. For example, "the facility was not open weekends, and was often closed over the supper hour, and some evenings."

Since the Community Services and Parks Department believes in the role of the community in influencing community centre hours, usage and programming, several initiatives have occurred to address the community's concerns. Changes have been made to extend the centre hours and ensure the availability for community use. Also, the Albert-Scott Community Centre Advisory Council has been re-established with the mandate to ensure there is effective and cooperative use made of space and improve the effectiveness of centre operations.

NCCS would like to see a continuation of the current practice of integrating the Dewdney Park and Territorial Building site as one comprehensive site, although it has two owners. Cooperative management of the site has contributed to its value to the community.

The park space at 7th Avenue and Pasqua should be maintained as permanent open space to meet the needs of residents in the area.

The Albert Library, community based and operated, provides not only library resource services, but children programs (films, crafts, storytelling, etc.), and adult programs (calligraphy, films, cooking demonstrations, knit-a-round, moccasin-making, etc.). Youth Unlimited in 1986 provided after-school programming ("Think Tank") three nights a week at the Library.

The neighbourhood survey indicated that residents were generally satisfied with social and recreational facilities and programs (60% were satisfied, 13% not satisfied, 27% no opinion). The community may, however, consider continuously reviewing the effectiveness of its program

publicity in order to service a wider population base, particularly the large youth population in the neighbourhood.

The uncertain status of Taylor Field expansion is a concern to the North Central residents. NCCS position on the matter is that decisions may be made on the future of the facility without consulting the community. NCCS requests that they be an active participant in any Taylor Field expansion plans. NCCS would also like consideration given to using Taylor Field as a site for other athletic competitions, such as track and field, soccer, and other similar activities.

#### Recommendations:

1. The City consider the upgrading of existing open space, particularly school sites, a priority over creation of new sites, and plans for upgrading open space be prepared in consultation with the community. Upgrading plans should emphasize lighting and winter use in the design.
2. The City consider providing additional developed open space areas south of Dewdney Avenue in conjunction with Taylor Field expansion, increased facility parking or through a street closure .
3. NCCS review the effectiveness of its community programming in order to serve a wider population particularly the large youth population in the neighbourhood.
4. The City Administration maintain the Albert Scott Advisory Committee with representation from various City departments and community organizations to address community concerns with respect to the operation and programming of the community centre.
5. NCCS be a participant in any planning process established related to the possible expansion of Taylor Field.
6. NCCS requests that consideration be given to using Taylor Field as a site for a wider range of athletic activities, such as track and field, soccer, and other similar activities.

### 3.5 BYLAW ENFORCEMENT

Issue: There is a general concern that the City has a large number of bylaws, but to date little emphasis has been placed on bylaw enforcement. The City has given consideration to the creation of a Bylaw Enforcement Unit.

#### Discussion:

Concerns were expressed about the City's lack of bylaw enforcement on matters such as unsightly properties, abandoned vehicles, and vehicular traffic violations such as speeding. This concern is not specific to North Central but is a city-wide issue which appears to be growing. The impact on the neighbourhood is that the area is perceived as a less desirable place to live.

The City Administration is aware of the need to direct more resources to bylaw enforcement. Consideration is being given to the creation of a centralized bylaw enforcement unit.

NCCS is concerned that present commercial use regulations do not adequately address or provide for community input on matters which affect their neighbourhood. Specifically, concern exists about outdoor display of merchandise in front yards, electronic game establishments (arcades), second hand stores, pawn shops, and similar types of uses.

Recommendations:

1. The City of Regina direct an appropriate level of resources to bylaw enforcement, to ensure resident complaints are dealt with in an expeditious manner.
2. North Central Community Society express its concerns about the need for more traffic enforcement to the Regina Police Commission and Regina Police Service.
3. The Urban Planning Department, in consultation with NCCS, review the appropriateness of commercial land use regulations in their neighbourhood.

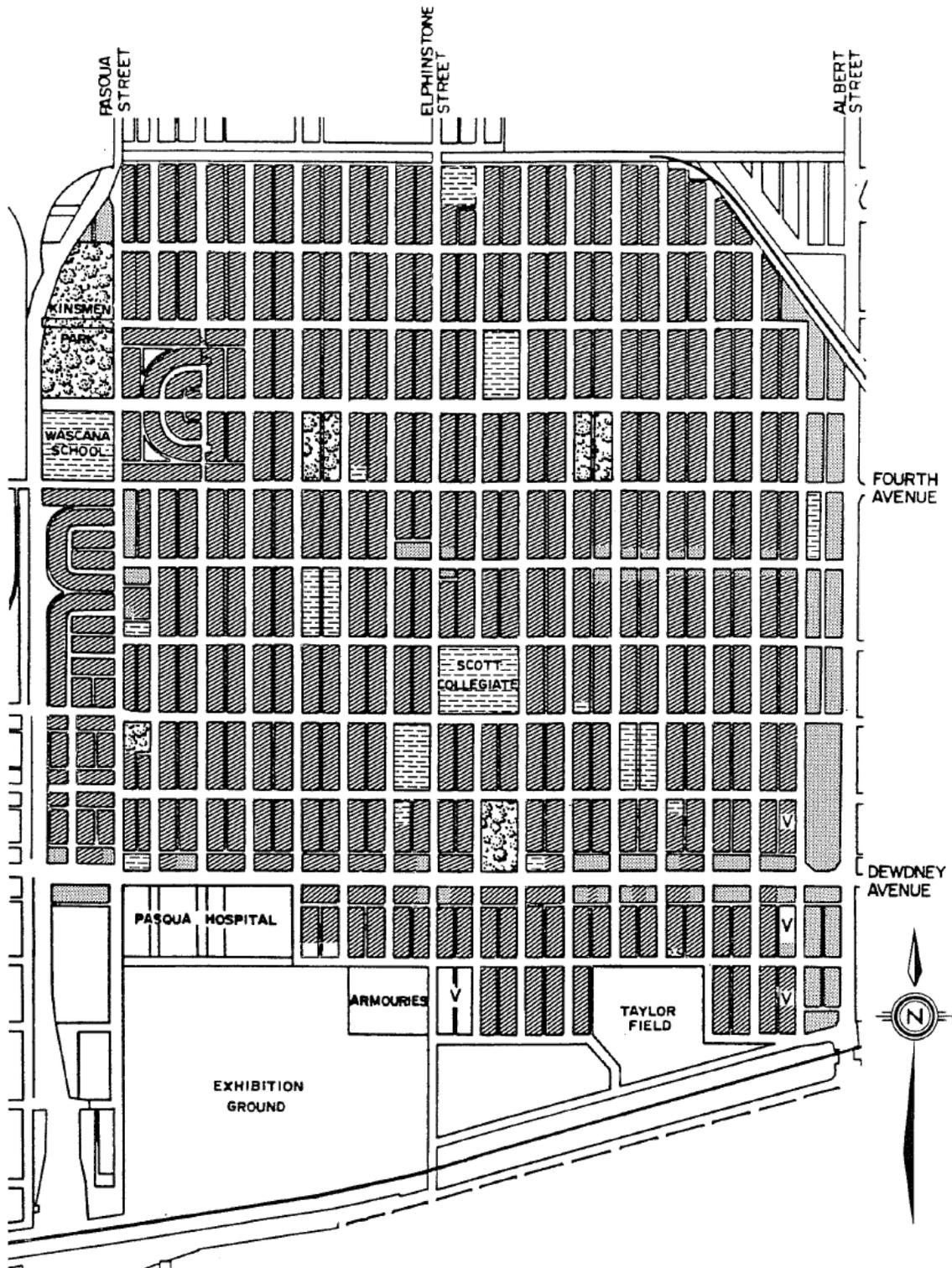
### 3.6 LAND USE AND ZONING

Issue: The NCCS wants to clarify community desires with respect to land use policy and zoning with the purpose of maintaining the residential viability of the neighbourhood while accommodating non-residential activities in appropriate locations.

Discussion:

The land use of North Central is predominantly residential single detached dwellings with several dispersed low-rise apartments (See Map 4). The area is bordered by railway tracks to the north and south and by commercial development to the east along Albert Street. As well, major strips of commercial development occur along Dewdney and 5th Avenues to Cameron Street and along Pasqua Street between 4th and 6th Avenues. A multiple unit housing project at Pasqua Street and 5th Avenue is the most significant new land use in North Central. Commercial development along Albert Street and Dewdney Avenue consists of a variety of restaurants, car lots, gas stations, repair shops, banks, doctors offices and confectioneries. Along the 5th Avenue strip there is a range of retail, banking, confectionery, grocery, gas station and medical services as well as a laundromat and day care center.

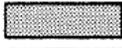
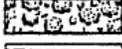
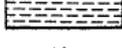
Other major land uses include the Exhibition Grounds, Lawson Aquatic Center, Field House, Taylor Field, Pasqua Hospital, playgrounds, an outdoor swimming pool, and seven school sites.



# NORTH CENTRAL GENERALIZED LAND USE

MAP 4

LEGEND

- RESIDENTIAL 
- COMMERCIAL 
- PARKS 
- INSTITUTIONAL 
- VACANT 

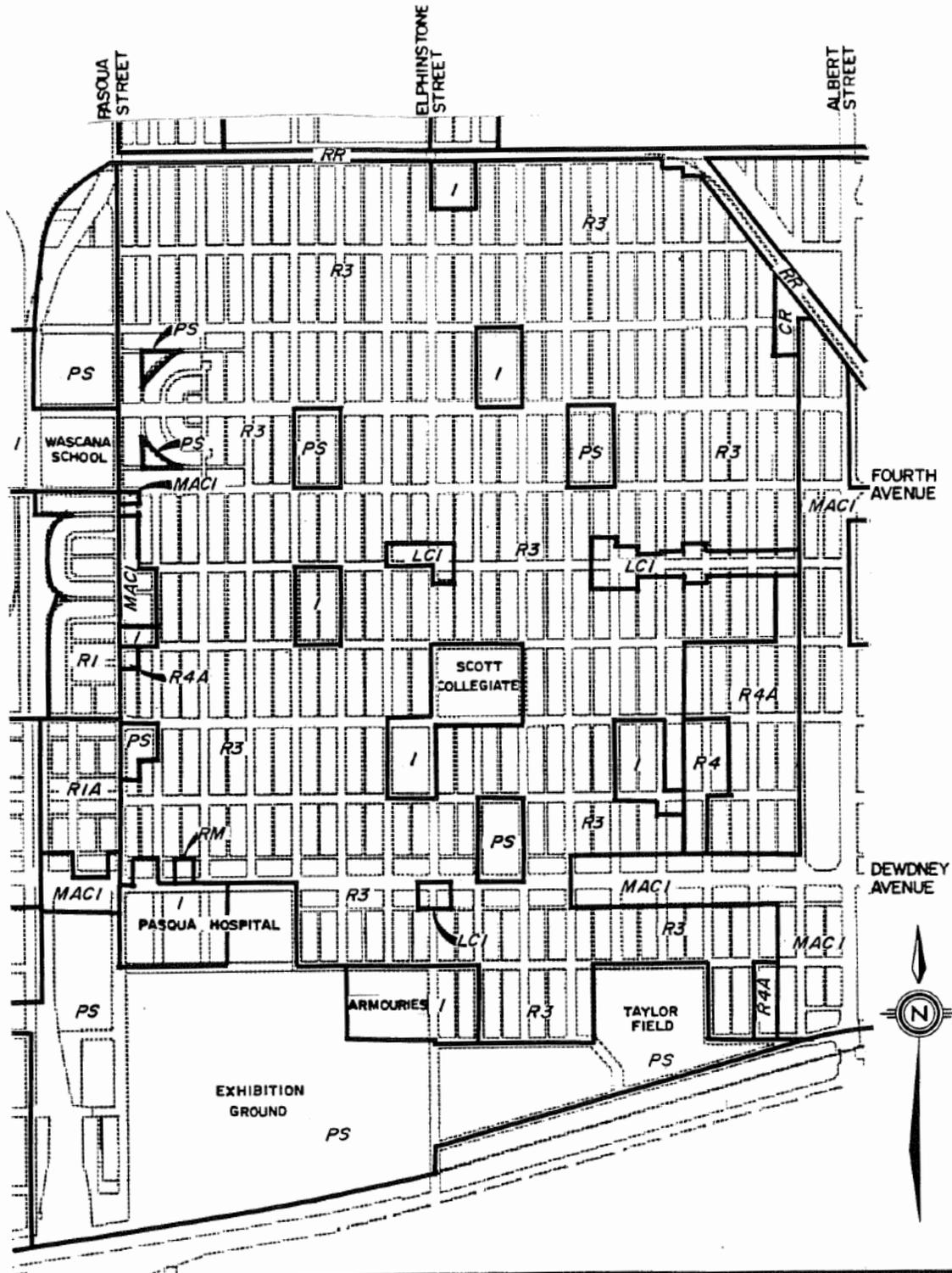
The land use zones of North Central (See Map 5) reflect the land use patterns of the neighbourhood. North Central is predominantly zoned R3 - Residential Older Neighbourhood, whose purpose is to stabilize older, low density residential areas. There are also various pockets of R4 - Residential Older Neighbourhood and R4A - Residential Older Neighbourhood (the largest continuous area is between Angus Street and Robinson Street and Dewdney Avenue to 6th Avenue). These zoning designations are much the same as R3 except discretionary uses of these areas include low-rise apartments and townhouse developments.

Commercial areas are zoned either MAC1 - Major Arterial Commercial which includes the eastern boundary of the neighbourhood between Albert and Angus Streets, the strip along Dewdney Avenue between Albert and Garnet Streets and the parcel at 5th Avenue and Pasqua; or LC1 - Local Commercial which is applied to 5th Avenue between Angus and Cameron Streets and smaller parcels at major intersections such as 5th Avenue and Elphinstone Street and Dewdney Avenue and Elphinstone Street.

Since North Central covers approximately 170 blocks, a number of land use policy districts have been developed (See Map 6) with the purpose to clearly present land use policy in that they:

- 1) Reaffirm the overall goal of maintaining, and improving, the North Central neighbourhood as a place to live, work and play.
- 2) Provide the opportunity for land use changes in locations which complement the overall development objectives for North Central.

The policies are generally a reaffirmation of present thinking. The land use policies are outlined below and shown on Map 6.



## NORTH CENTRAL ZONING (1986)

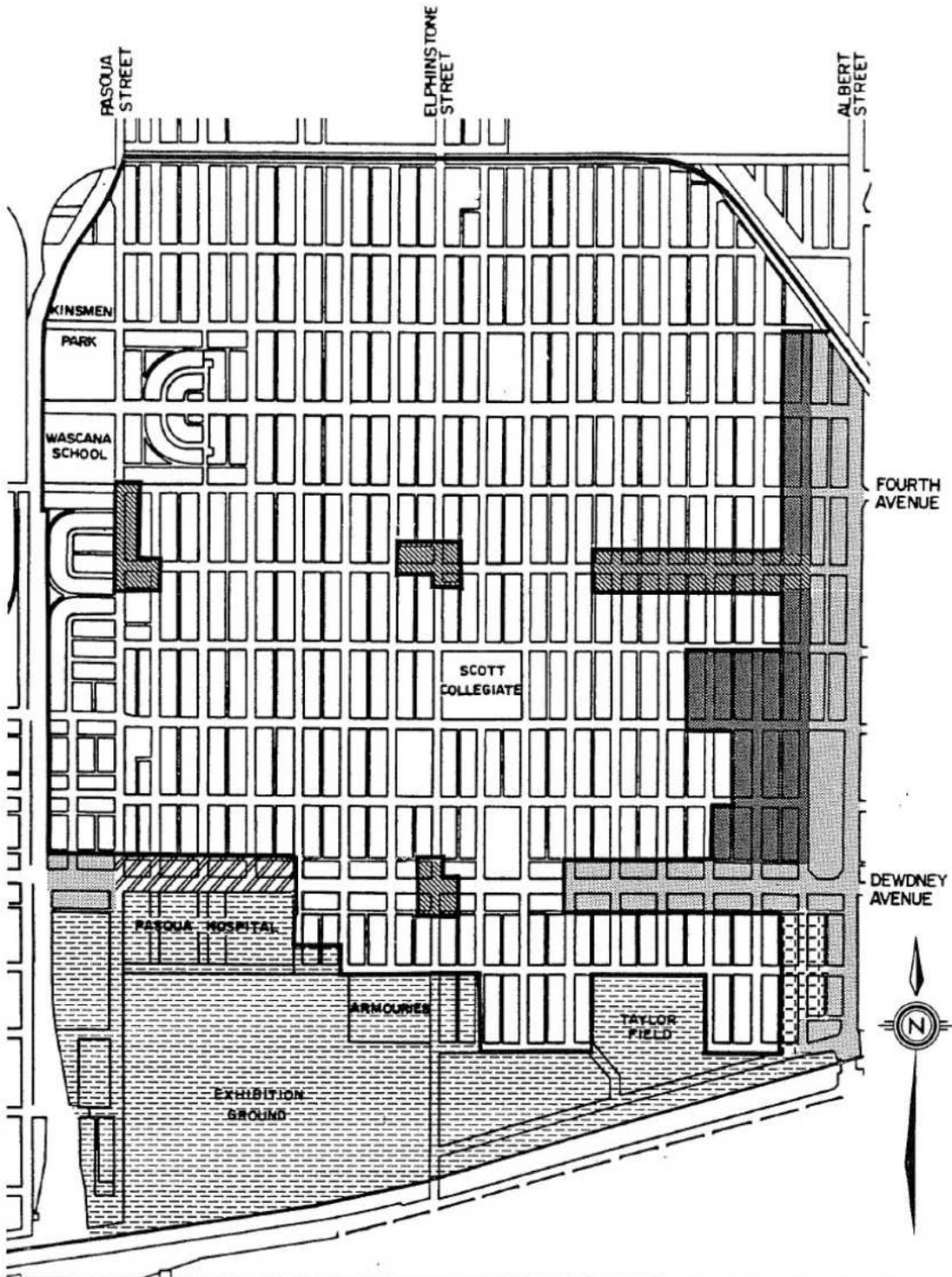
## MAP 5

### LEGEND

- RM - RESIDENTIAL MIXED USE
- CR - COMMERCIAL RESIDENTIAL INTERFACE
- I - INSTITUTIONAL
- PS - PUBLIC SERVICE
- LC1 - LOCAL COMMERCIAL
- MAC1 - MAJOR ARTERIAL COMMERCIAL

(For detailed regulations, please consult the  
City of Regina Zoning Bylaw)

R1, R1A, R3, R4, R4A - RESIDENTIAL ZONES

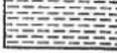


# LAND USE POLICY DISTRICTS

## MAP 6

**LEGEND**

- LOW DENSITY RESIDENTIAL DISTRICT 
- MEDIUM DENSITY DISTRICT 
- ALBERT STREET - DEWDNEY AVENUE COMMERCIAL DISTRICT 
- PASQUA HOSPITAL BUSINESS DISTRICT 

- LOCAL COMMERCIAL DISTRICT 
- ANGUS STREET MIXED USE DISTRICT  \*
- MAJOR FACILITIES - INSTITUTIONAL DISTRICT 

\*Not approved by the Deputy Minister of Urban Affairs on March 6, 1989. (Bylaw No. 8673)

### 3.6.1 POLICY DISTRICT A - LOW DENSITY RESIDENTIAL DISTRICT

#### General Intent

To maintain the low density residential nature of the neighbourhood by encouraging and requiring maintenance of existing houses and providing for redevelopment to one and two unit dwellings.

#### Existing Land Use

The principal use in the area is detached dwellings.

#### Residential Use

Family housing is provided in this area. Special purpose housing (e.g. senior housing) is expected to locate in the neighbourhood. Specific projects should be dealt with on a rezoning basis. Such housing projects should be smaller scale, low rise in form and contribute to an improved residential environment.

An ongoing issue near Pasqua Hospital has been the conversion of one and two unit dwellings into multiple units. This practice is illegal and necessitates regular enforcement of the zoning regulations. The community supports the current zoning regulations in effect. The matter of converting existing dwellings to multiple units is a matter which must be addressed as a city-wide concern.

#### Commercial Use

With the exception of the E.40 feet of Lot 10, Block 93, Plan Old 33 (a contract zone for an antique store) commercial uses should not be extended into the established residential precinct. (Bylaw No. 9147)

#### Urban Design Context

The residential area should continue to have the traditional building setbacks with low density single and two unit dwellings. Tree-lined boulevards should remain and continued efforts are required to maintain and upgrade the public open areas.

#### Recommendation

No zoning changes are recommended for this area.

### 3.6.2 POLICY DISTRICT B - MEDIUM DENSITY RESIDENTIAL DISTRICT

#### General Intent

To provide a residential area which features a mixture of low and medium density housing types in close proximity to arterial roadways and transit service. The area provides a land use transition between the high activity commercial areas and the low density residential area.

#### Existing Land Use

The principal use in the area is detached dwellings with only a few apartment buildings.

#### Residential Use

A mixture of low rise apartments and low density housing is proposed.

#### Commercial Use

Commercial use is not appropriate for this area.

#### Urban Design Context

The established residential setbacks should be maintained with relatively low site coverage for new development. Ground access units are preferred where multiple projects are proposed. Townhouses and medium density (walk-up) apartments are acceptable.

#### Recommendation

The following properties be zoned R4A - Residential Older Neighbourhood from R3 - Residential Older Neighbourhood:

- i) 802 to 878 Angus Street.
- ii) 902 to 978 Angus Street.
- iii) 1002 to 1070 Angus Street.

Reason: To provide for the long term redevelopment of these areas from low to medium density residential use. The intention is to provide a transition between the commercial uses on Albert Street and the low density residential areas to the west and provide for long term redevelopment.

### 3.6.3 POLICY DISTRICT C - ALBERT STREET - DEWDNEY AVENUE COMMERCIAL DISTRICT

#### General Intent

To provide for a wide range of commercial activities normally located along arterial roadways. This district should not be extended beyond the area identified.

#### Existing Land Use

A wide range of commercial uses are located in this district. Recent trends indicate that the area will be developed in a more intense manner than in the past.

#### Residential Use

Residential uses are not proposed for this area.

#### Commercial Use

Commercial uses should serve both the travelling public and the residents of the city at large, and should be located on major arterials. Along Dewdney Avenue, commercial uses should be concentrated in the existing defined commercial area, with no extensions to be considered westward or onto flanking residential streets.

#### Urban Design Context

Commercial uses should be oriented towards the major arterials, be low-rise in nature and accommodate parking for the volumes of traffic that are attracted to the use. Parking areas should be landscaped in a manner to ensure that this area is attractive given that the arterial roadways are gateways to the City, and sympathetic to the fact that they border on residential properties where appropriate front yard landscaping should be coordinated with bus stop and shelter locations.

NCCS has expressed concerns about the MAC development standards as they apply to the 27 to 31 Blocks of Dewdney Avenue. In particular, building setbacks from Dewdney Avenue vary between old, new, and residential buildings. NCCS's position is that in the long-term the development standards should require a more uniform building setback. It is appropriate that this investigation be undertaken as a follow-up study to the neighbourhood plan.

#### Recommendations

1. The following properties be zoned MAC - Major Arterial Commercial from R1A - Residential Older Neighbourhood Detached:
  - i) 4210, 4216, 4220, 4224, 4230, 4238 Dewdney Ave.

Reason: To provide for a continuous commercial area on the north side of Dewdney

Avenue between Pasqua and Edward Streets. The residential properties are currently between two commercial areas on Dewdney Avenue, near the intersection of Lewvan Drive.

2. A study be undertaken of development standards of the 27 to 31 Blocks of Dewdney Avenue with the purpose of evaluating front yard requirements affecting future new developments.

### 3.6.4 POLICY DISTRICT D - PASQUA HOSPITAL BUSINESS DISTRICT

#### General Intent

To direct hospital related ancillary uses to the area consisting of four block faces on the north side of Dewdney Avenue immediately north of Pasqua Hospital between Pasqua and Princess Streets. No extensions north of the lane for commercial purposes should be allowed. Redevelopment should consist of mixed residential, commercial and office space usage in a low rise form (two to four stories). Mixed use development with main floor office/retail and upper floor residential is the preferred building form.

#### Residential Use

Residential usage can be expected to be apartment accommodation.

#### Commercial Use

Office and retail space in this area can be expected to meet the ancillary service needs created by the presence of Pasqua Hospital. Medical clinics, medical offices, pharmacies and similar types of uses are appropriate.

#### Urban Design Context

A high quality streetscape environment should be created with buildings built close to the Dewdney Avenue property line, enclosed or underground parking provided, quality landscaping, bus stop and shelter upgrading, and lighting with the objective to maintain and develop a functional linkage with the hospital. The treed boulevard should be maintained and improved. Vehicular access from Dewdney Avenue should be minimized.

#### Recommendation

The following properties be zoned MX - Mixed Residential Business from R3 - Residential Older Neighbourhood. (Bylaw No. 9250)

- i) 38 and 39 blocks of Dewdney Avenue.
- ii) 4020, 4024, 4028, 4032, 4038 Dewdney Avenue.
- iii) 4138 Dewdney Avenue.

Reason: To provide for the future use of this area for low rise apartments and mixed

use projects.

### 3.6.5 POLICY DISTRICT F - LOCAL COMMERCIAL DISTRICTS

#### General Intent

To provide for several commercial areas within the neighbourhood to primarily meet the day to day shopping requirements of area residents. Four areas have been identified: Pasqua Street and 5th Avenue, 5th Avenue and Elphinstone Street, the 5th Avenue Commercial Strip and Elphinstone Street and Dewdney Avenue.

#### i) Pasqua Street and 5th Avenue

Commercial uses should be limited to the area fronting 5th Avenue between Wascana Street and Pasqua Street. Uses should be limited to those generally required by the immediate neighbourhood. As such, consideration should be given to change the zoning from MAC to another more appropriate designation. In addition, the housing project located immediately south of the 5th Avenue businesses should also be rezoned from MAC to a residential designation.

#### Recommendations

1. The multiple housing project at 1176 Wascana Street be zoned R4A - Residential Older Neighbourhood from MAC - Major Arterial Commercial.
2. Properties currently zoned MAC - Major Arterial Commercial in the vicinity of Pasqua Street and 5th Avenue be zoned LC1 - Local Commercial.
3. The property at 1015 Pasqua Street be zoned LC1 - Local Commercial from R3 - Residential Older Neighbourhood.

Reason: Pasqua Street no longer serves as an arterial roadway. The zoning and range of potential land uses should be adjusted to reflect this change. The housing project should be rezoned to reflect its residential use. The dwelling at 1015 Pasqua Street is currently isolated between two commercial businesses, and in the long term, commercial zoning is more appropriate.

#### ii) Elphinstone Street and 5th Avenue/Elphinstone Street and Dewdney Avenue

These sites should be maintained for local commercial purposes only and with the exception of the E.40 feet of Lot 10, Block 93, Plan Old 33 (a contract zone for an antique store), no extensions beyond those already commercially zoned lots should be considered. (Bylaw No. 9212)

#### Recommendation

No zoning changes are recommended.

iii) 5th Avenue (Angus Street to Garnet Street)

Consideration should be given to encouraging a local shopping street with both public transit and pedestrian orientation. Developments should be built up to or near the 5th Avenue property line, with all commercial uses oriented towards 5th Avenue. Mixed use developments should be encouraged to maintain a residential element.

The older commercial buildings along the street are built close to the sidewalk with many sites 50 feet deep from 5th Avenue. In some instances, the commercially zoned property extends deeper. At Cameron Street and 5th Avenue, for example, three commercial sites are 100' in depth.

To achieve the creation of a pedestrian-oriented shopping street served by public transit, future developments should exhibit the following characteristics:

- i) Buildings should be built up to or near the 5th Avenue property line.
- ii) Commercial activity (entrances, display windows, signage) should be oriented onto 5th Avenue.
- iii) Commercial frontage should be as continuous as possible.
- iv) Mixed-use projects are encouraged.
- v) Preferred locations for parking are in rear yards.
- vi) The design of new buildings, building additions or alterations should reflect the existing scale and design features of the area. Building forms should complement and improve the overall neighbourhood environment.

The shopping street at this time should consist only of land used for and zoned for commercial and ancillary type uses. Emphasis is placed on concentrating commercial activity in the established commercial precinct, rather than extending it along 5th Avenue or deeper into the residential area. As a guideline, new commercial uses should not extend greater in depth than 50 feet from 5th Avenue. Sites which presently are of greater depth than 50 feet should not be extended further into the residential area.

Recommendations

It is recommended that:\*

- 1) the property along 5th Avenue between Angus and Garnet Streets, with the exception of Lots 11 and 12, Block 91, Plan Old 33, (a contract zone for a service station), currently zoned LC1 - Local Commercial be zoned LC3 - Local Commercial; and

- 2) the south 24.98 feet of Lot 9, Block 90, Plan Old 33 and the north half of Lot 19, Block 111, Plan Old 33 be rezoned from R3 - Residential Older Neighbourhood to LC3 - Local Commercial.

Reason: To have zoning standards in place which foster the creation of a shopping street. (Bylaw No. 9212)

\*Rezoning to LC3 was approved May 8, 1989 (Bylaw No. 8809)

### 3.6.6 POLICY DISTRICT G - ANGUS STREET MIXED USE DISTRICT (10TH AVE. TO DEWDNEY AVENUE)\*

#### General Intent

To provide a transition between major arterial commercial uses and low density residential uses. The future uses should complement the abutting uses. In addition, they should be low traffic generating to reflect the limited capacity of Angus Street.

#### Existing Land Use

The area includes limited detached dwellings, apartments, retail businesses, and automotive uses including a muffler shop and a commercial bus operation.

#### Residential Use

The residential uses should be of a medium to high density to help act as an interface. Multiple unit development should consist of apartments or units in mixed use buildings.

#### Commercial Use

Commercial uses should be low traffic generating and generally be limited to daytime operations, such as offices, to reduce the potential impact on the abutting residential neighbourhood. The uses should not be exclusively intended to accommodate neighbourhood oriented services, but should provide for a more gradual transition between higher density arterial commercial uses and medium density residential. Consideration should also be given to encouraging mixed-use buildings, with commercial limited to the main floor.

#### Urban Design Context

This area should allow for a mixture of buildings and use types with appropriate landscaping and minimal outdoor storage.

#### Recommendation

The following properties be rezoned CR - Commercial/Residential Interface from MAC - Major Arterial Commercial:

- i) 15 and 16 blocks of Angus Street.

Reason: The intent is to provide a transition from major arterial uses on Albert Street to the residential area to the west. The Major Arterial Commercial Study approved by City Council identified this area as being inappropriately zoned since it is not a major arterial location. While no zoning changes were recommended as part of the MAC Study, it is appropriate as part of the Neighbourhood Plan to initiate a zoning change.

\*Note: Section 3.6.6 was not approved by the Deputy Minister of Urban Affairs on March 6, 1989 (Bylaw No. 8673-ZO-B89).

### 3.6.7 POLICY DISTRICT H - MAJOR FACILITIES - INSTITUTIONAL DISTRICT

#### Major Facilities/Institutional Subarea

##### General Intent

To provide for the existence of these major City wide facilities within the defined area while minimizing the impact of the facilities on the adjacent neighbourhood with particular reference to traffic movements and parking conditions during major events.

This area includes the Exhibition Grounds, Pasqua Hospital, Armouries Building, Taylor Field, Lawson Aquatic Centre, Field House.

##### Urban Design Context

The buildings are large with considerable parking areas. Perimeter site treatment (tree-planting, fencing, lighting, and signage) should be undertaken in a manner sensitive to an area abutting a residential neighbourhood. Entrance and exit points should be clearly marked, permanent, and integrated appropriately into the overall traffic system. With rail relocation, major access points to these facilities should be from Saskatchewan Drive.

##### Recommendations

No zoning changes are recommended for this area except for the establishment of a Direct Control District to regulate the land use and development standards applicable to Lot 1, Block A, as follows: (Bylaw No. 9505)

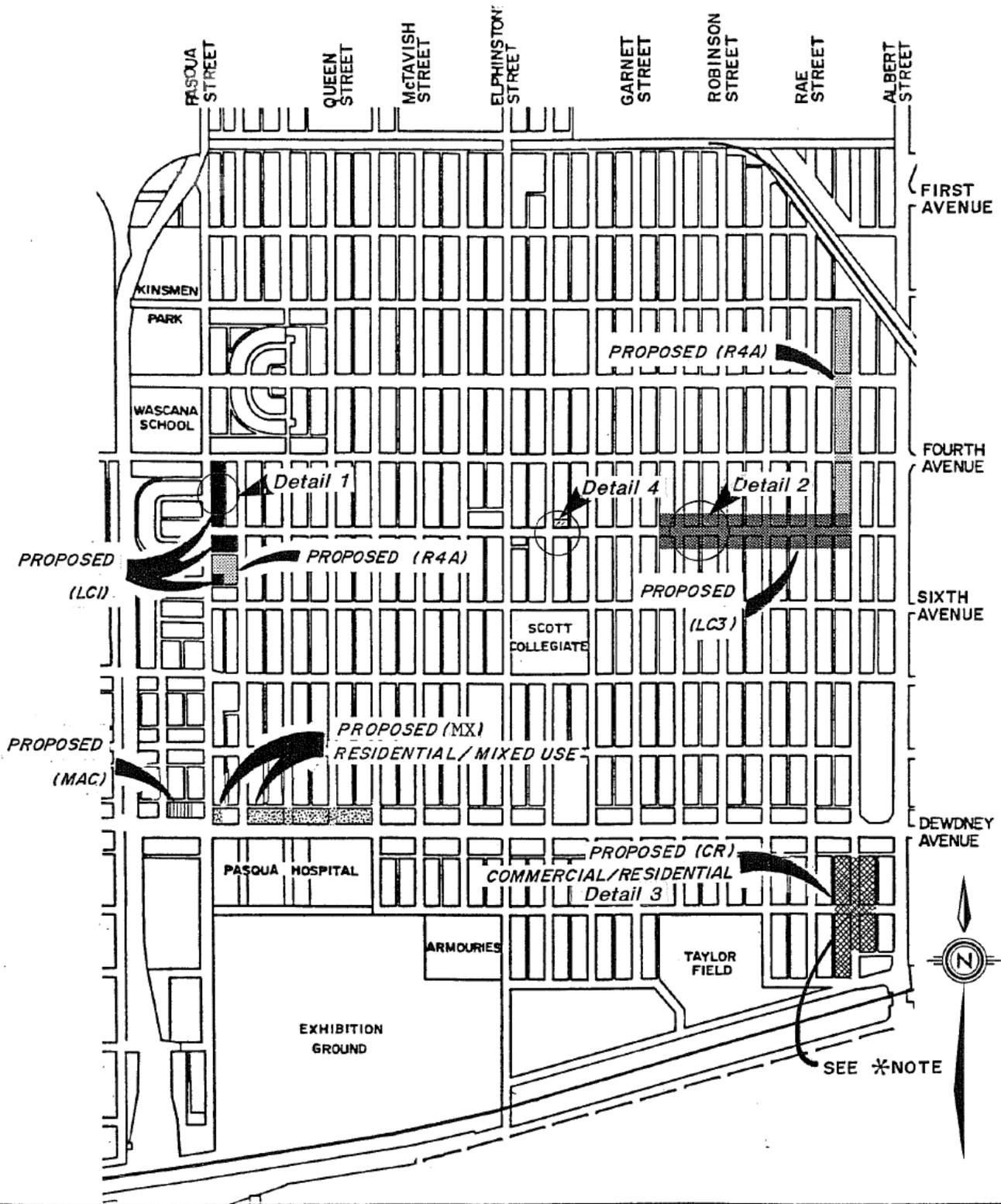
1) Direct Control District (DCD-2)

i) Designation

A Direct Control District shall be established for Lot 1, Block A, Plan 16074, Elphinstone Street and North Railway Street. The guidelines for the Direct Control District (DCD-2) are established herein. Regulations and development standards for the Direct Control District shall be established in the City of Regina Zoning Bylaw in accordance with the following.

ii) Guidelines for Development - Direct Control District (DCD-2)

- a) The existing businesses shall be permitted to continue. Major alterations and additions shall require the approval of City Council.
- b) Warehousing, freight forwarding or other storage of hazardous materials shall not be permitted.
- c) Development shall be restricted to light industrial uses which are compatible with surrounding uses.
- d) New development shall enhance Elphinstone Street and North Railway Street as an entrance to the major institutional/recreational/athletic facility area of Regina.
- e) Outdoor storage shall not be permitted.
- f) Redevelopment of the site will be subject to soil contamination reports and site remediation as required.
- g) All developments require plan and drawing approval.



## PROPOSED ZONING CHANGES

For detailed description of the proposed changes please refer to Section 3.6 of this report or the Summary of Recommendations.

**MAP 7**

\*NOTE: This Recommendation was not approved by the Deputy Minister of Urban Affairs on March 6, 1989. The 1500 and 1600 Blocks of Angus Street will require further study to determine appropriate zoning.

(Bylaw No. 8673-ZO-B89)

#### **4.0 IMPLEMENTATION AND REVIEW**

Responsibility for implementing the Neighbourhood Plan rests with both the City of Regina and the neighbourhood, in particular the North Central Community Society. Upon adoption of the Plan, the Social Development Department will meet on an annual basis with NCCS to measure progress. This process will provide the opportunity for on-going dialogue between community leaders and City staff with the final result being the strengthening of the North Central Community.

City departments will be required to implement recommendations of the Plan pertinent to their mandate.

## APPENDIX A

The results of the neighbourhood questionnaire distributed by NCCS are provided below:

### North Central Neighbourhood Plan Identification of Issues and Concerns

1. Are you satisfied with the social/recreational or senior citizens' facilities in your neighbourhood? Does the Albert-Scott Community Centre meet your neighbourhood needs?

Yes:	128
No:	28
No opinion:	<u>59</u>

TOTAL	<u>215</u>
-------	------------

If no, what do you suggest?

Do not use facilities:	5
Not aware of services or activities available:	8
Need activities for seniors:	4
Need senior citizens centre:	5
Need senior citizens housing:	3
Need supervised activities for children and adolescents:	3
Need outdoors programs and activities	4
Need more recreation facilities:	4
Unable to walk to existing facilities:	3
Day care centre:1	
No response: (Not included in Total)	<u>75</u>

TOTAL	<u>40</u>
-------	-----------

2. a) Do you feel your neighbourhood is a safe place to live?

Yes:	77
No:	129
No Opinion:	<u>9</u>

TOTAL	<u>215</u>
-------	------------

If no, why?

High incidence of break and entry, theft, vandalism, etc.:	62
Lack law enforcement by police:	10
Racial tension:	20
Too many alcohol and drug abusers:	8
Too many low income families in rental houses:	11
Dogs and cats running at large:	5
Too much traffic:	18
Poor lighting:	8
Too many youths and adults on the streets at night:	16
Slum houses:	2
No Response: (Not included in Total)	<u>92</u>

TOTAL	<u>160</u>
-------	------------

b) How could it be improved?	
Stiffer penalties for law breakers:	8
Improved police protection:	60
Implement neighbourhood watch program:	21
Improved garbage receptacles:	3
Stricter maintenance of property bylaw:	13
Training program on home maintenance:	3
Improved screening of tenants:	7
Lights in lanes:	12
Better street lighting:	9
Rumble strips, signs, etc.:	7
Restrict parking: 1	
No response: (Not included in Total)	<u>93</u>
TOTAL	<u>144</u>

3. Are you satisfied with the quality and/or quantity of park land/open space in your neighbourhood?

Yes:	138
No:	48
No opinion:	27
No response: (Not included in Total)	<u>2</u>
TOTAL	<u>213</u>

If no, what could be improved?

More park space:	22
Spend less on parks and recreation:	5
More quality park development:	7
Existing park space is adequate:	4
Supervision of park space:	2
Improve school grounds:	1
Use of parking lots for recreation when not in use:	10
Location of park spaces is poor:	59
Police surveillance to ensure child safety:	65
Control of dogs and dogs owners:	3
Poor lighting:	1
Maintenance:	10
No response: (Not included in Total)	<u>159</u>
TOTAL	<u>65</u>

4. Currently, commercial development within your neighbourhood is restricted to a few locations (i.e. along 5th Avenue from Albert - Cameron, Dewdney from Albert - Garnet). Should commercial development continue to be restricted?

Yes:	137
No:	41
No opinion:	<u>37</u>
TOTAL	<u>215</u>

Comments:

No need for commercial development:	57
More commercial development:	15
More commercial development in selected areas:	18
More small neighbourhood commercial development:	8
Need for neighbourhood grocery stores:	4
Other:	4
No response: (Not included in Total)	<u>109</u>
<b>TOTAL</b>	<b><u>106</u></b>

5. What is your opinion on the major facilities in your neighbourhood? (i.e. Lawson Aquatic Centre, Regina Exhibition Association, Pasqua Hospital, Taylor Field). How do they affect you?

Enjoy use of:	13
Convenient for use:	35
Don't use, not affected:	6
Poorly maintained:	4
Noise:	29
Cause parking problems:	39
Traffic problems:	25
Facilities good:	63
Enough or too many or too expensive:	8
No opinion:	27
No response: (Not included in Total)	<u>9</u>
<b>TOTAL</b>	<b><u>249</u></b>

6. a) What concerns, if any, do you have about traffic in your neighbourhood?

Too much traffic:	49
Parking:	20
Safety of pedestrians:	12
Noise:	12
Speeding, accidents, traffic violations:	69
Incompetent drivers:	1
Heavy trucks on neighbourhood streets:	6
None:	51
Bicycles using sidewalks:	1
Too many cats and dogs:	1
No response: (Not included in Total)	<u>13</u>
<b>TOTAL</b>	<b><u>222</u></b>

b) Could traffic movements be improved in your neighbourhood?

Yes:	119
No:	31
No opinion:	53
No response: (Not included in Total)	<u>11</u>
<b>TOTAL</b>	<b><u>203</u></b>

How?

Enforce traffic laws:	44
Provide for resident parking ON street:	2
Improve traffic access to major roads:	15
Redirect traffic around neighbourhood:	13
Controlled intersections:	31
Yield or stop signs:	9
Restrict parking: 8	
Restrict heavy trucks to truck routes:	9
No improvements needed:	2
Don't know:	5
No response: (Not included in Total)	<u>93</u>

TOTAL 138

7. What other concerns do you have about your neighbourhood?

Safety:	10
Crime:	13
Dogs and cats running at large:	16
Maintenance of property:	79
Parking: 7	
Noise:	19
Natives: 13	
Use of new garbage receptacles:	6
Large trucks using neighbourhood streets:	2
None:	24
Sewer backup:	4
Traffic:	5
Junk cars, litter, dirty streets:	7
Neighbourhood becomes slum or ghetto:	10
Local improvements needed:	11
Lack of schools: 1	
No response: (Not included in Total)	<u>28</u>

TOTAL 227

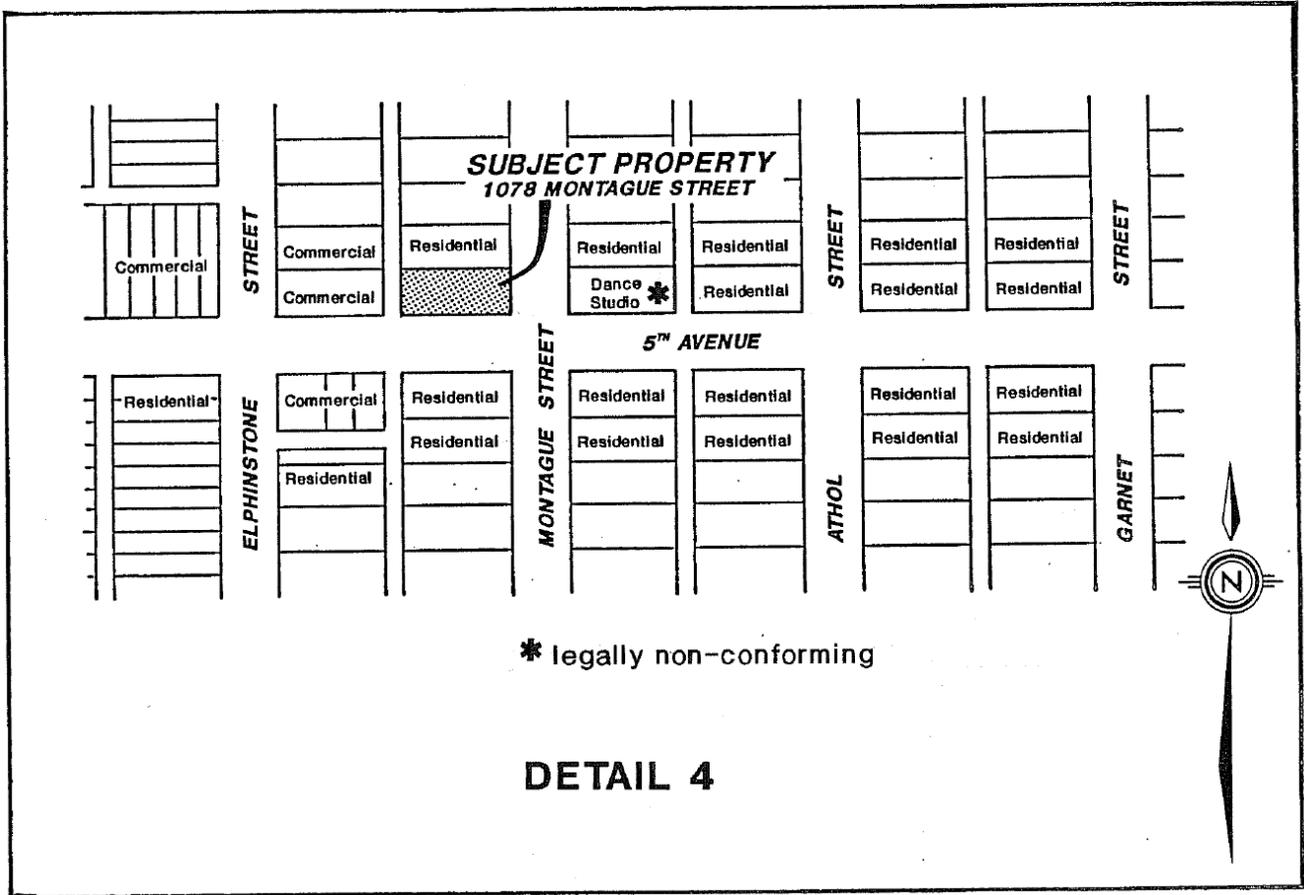
8. What do you think your neighbourhood will be like in 5-10 years?

Slum, ghetto:	33
Same as present:	29
Get worse, decline:	33
Decent place to live:	10
Improve:	16
Dirty neighbourhood:	3
Don't know:	39
No response: (Not included in Total)	<u>52</u>

TOTAL 163

What would you like to see?

Crime reduction:	5
More parks space:	4
Better residential neighbourhood:	18
Better maintenance of property:	59
Reduced racial tension:	12
More commercial development:	3
Less commercial development:	3
No more commercial development:	2
Benches at bus stops and improved bus service:	3
Better traffic control:	4
More police protection:	5
More young families:	5
Mix of age and ethnic groups:	5
More local improvements:	3
Home repair programs:	2
No response: (Not included in Total)	<u>96</u>
<b>TOTAL</b>	<b><u>133</u></b>





## OFFICIAL COMMUNITY PLAN

# PART B.8 Core Area Neighbourhood Plan

City of Regina



**TABLE OF CONTENTS**

Context..... 1

Issues and Objectives..... 1

Policies..... 2

    Housing..... 2

    Open Space..... 3

    Neighbourhood Shopping Area ..... 3

    Traffic ..... 3

Implementation ..... 4

    Zoning..... 5

    Exceptions ..... 5

Appendix A..... 8

**LIST OF MAPS**

Map 1 ..... 2

Map 2 ..... 4

Map 3 ..... 7

**Regina OCP – Part B**  
**Part B.8 – Core Area Neighbourhood Plan**

**Context**

The *Design Regina Plan*, under the authority of *The Planning and Development Act, 2007* (as amended) provides for the adoption of neighbourhood plans to address specific issues affecting individual neighbourhoods. This Neighbourhood Plan is prepared to address issues affecting the Core Neighbourhood, also known as Heritage Neighbourhood.

**Issues and Objectives**

The Core Neighbourhood is one of the oldest residential areas in Regina. Issues and concerns requiring attention are:

- a) aging housing stock
- b) declining population
- c) lack of adequate open space
- d) through traffic on local streets
- e) street prostitution

This Plan has been prepared in response to these concerns and their impact on the quality of life in the neighbourhood, as expressed by the community through ongoing consultation including a series of public meetings.

**The goal of this Plan is to improve the Core Neighbourhood by enhancing its viability as a residential neighbourhood.**

The objectives of this Plan are:

- a) to improve the overall quality of housing in the Core Neighbourhood by promoting the upgrading of existing housing stock and supporting sensitively designed redevelopment projects;
- b) to enhance community based recreation to meet the needs of Core Neighbourhood residents;
- c) to encourage the revitalization of 11th Avenue as a neighbourhood shopping precinct;
- d) to minimize the impact of through traffic on local residential streets;
- e) to reduce the impact of street prostitution on the residential viability of the neighbourhood.<sup>1</sup>

---

<sup>1</sup> While this is an important objective to be acknowledged, it cannot be resolved strictly through this Plan under the authority of The Planning and Development Act, 1983.

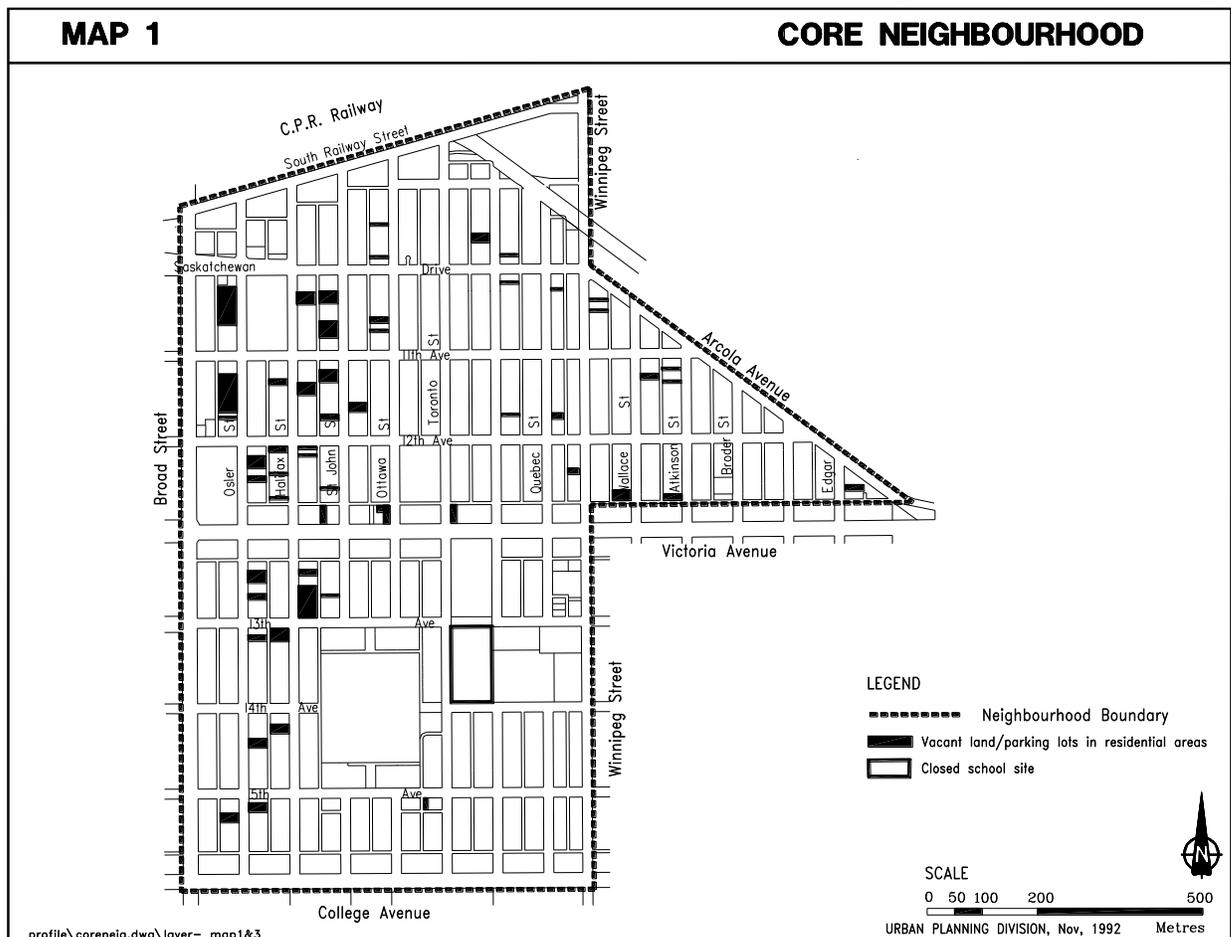
# Policies

## Housing

This policy is intended to address the declining population and need for residential improvements in the Core Neighbourhood. A positive climate for investing in infill housing and renovations will be facilitated by zoning changes which reflect the predominantly low rise residential character of the area, and that direct higher density redevelopment activity to the most appropriate areas adjacent to the downtown core. Potential residential infill sites (see Map 1) are primarily within the area designated for higher density residential development (see Map 2).

Other initiatives (e.g. residential infill development) may contribute to improvement of the residential character and enhance the stability of the Core Neighbourhood.

1. THAT infill housing, both private and public, shall be encouraged in the Core Neighbourhood through the application of zoning standards which reinforce the primarily residential nature of the area.
2. THAT opportunities to facilitate development of infill housing and general residential improvement be identified and encouraged through promotion, voluntarism and the coordination of mutually supportive initiatives of individuals, service and government organizations, private industry and other interest groups.



### Open Space

Resources are not available to acquire and develop parkland to fully address the previously identified shortage of open space in the Core Neighbourhood. This policy is therefore intended to direct the limited available resources from the Neighbourhood Improvement Area (NIA) Program to the area north of Victoria Avenue where the deficiency is greatest.

3. THAT the City of Regina shall continue to seek opportunities to upgrade park space in the Core Neighbourhood with priority given to open space north of Victoria Avenue.

### Neighbourhood Shopping Area

Improvements have been made to support the role of 11th Avenue as a multi-ethnic shopping area in the Core Neighbourhood, including the restoration of Old No. 1 Firehall, instituting 2-way traffic and streetscape enhancement including murals and Chinese street signs. The policies in this Plan reinforce these initiatives by establishing compatible zoning and suggesting complementary actions which can be undertaken by the business community.

4. THAT The City of Regina shall apply zoning standards which ensure that continuous retail frontage is provided on 11th Avenue.
5. THAT the 11th Avenue business community should be encouraged to develop a marketing plan for 11th Avenue in keeping with the multi-cultural character of the area. This may be achieved through formation of an Association or a Business Improvement District (BID) in consultation with the Core Community Group.

### Traffic

This policy is intended to enhance the role of the area as a residential neighbourhood by limiting the impact of through traffic to properties on arterial roadways.

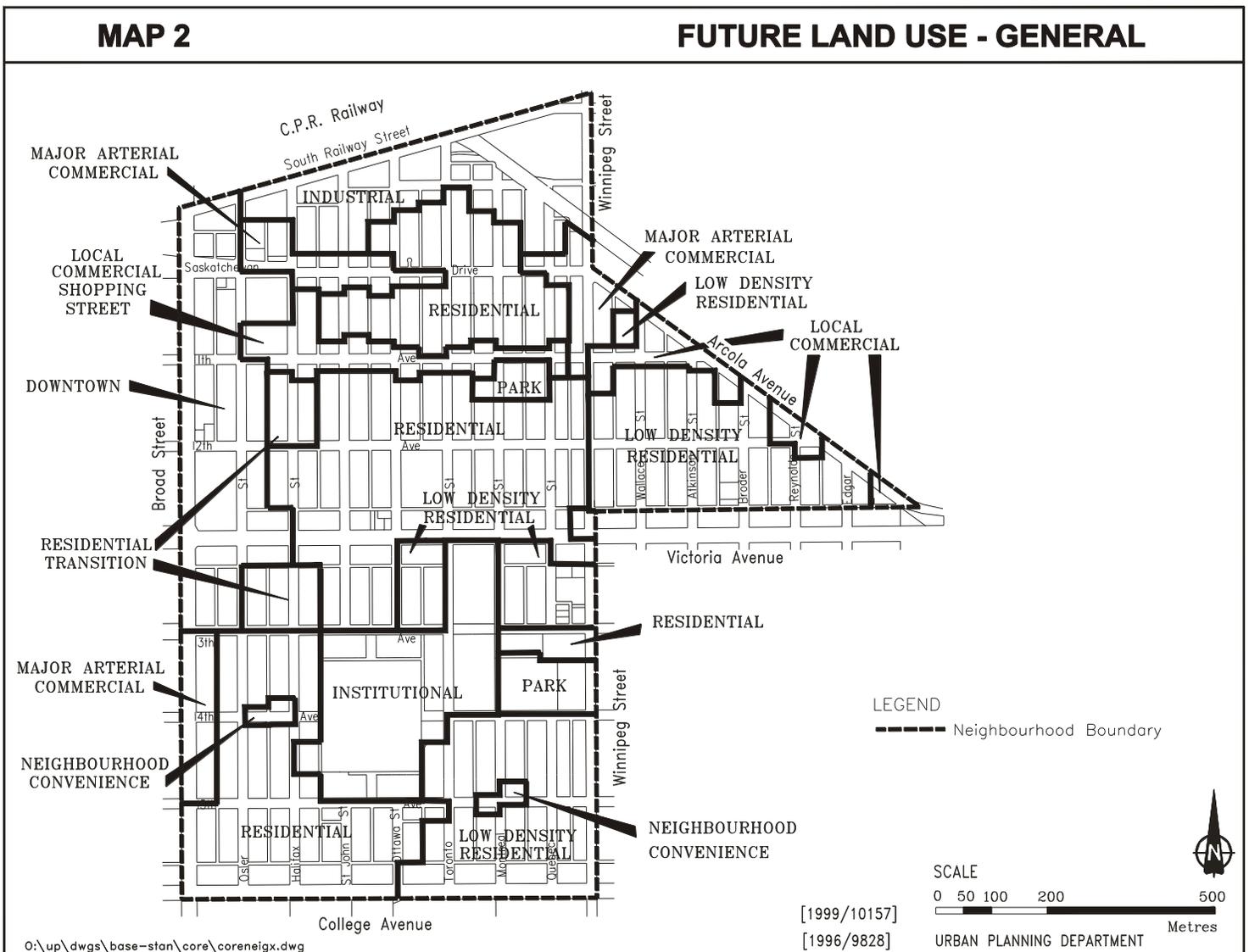
6. THAT Saskatchewan Drive, Victoria Avenue and College Avenue shall be identified as the east-west arterial roadways, and Broad Street and Winnipeg Street shall be the north-south arterial roadways. 11th Avenue is a commercial street and shall provide good vehicular access to support the businesses located there. Future traffic plans should examine measures for limiting through traffic on local streets.

## Implementation

The Core Neighbourhood is diverse in terms of its land use and zoning. The conflicts among some uses, including commercial and industrial uses adjacent to residential areas, have contributed to the weakening of the residential nature of the area.

To enhance the area there is a need for zoning to:

- a) direct residential redevelopment to those areas most suitable in terms of location, existing land use and life expectancy of existing housing stock;
- b) encourage the rehabilitation and continuance of existing family oriented housing stock while providing for redevelopment with similar types of housing;
- c) introduce more appropriate commercial zoning on sites adjacent to residential areas.



Zoning

7. THAT The Zoning Bylaw shall regulate development in the Core Neighbourhood in a manner which is compatible with the general character of the land use areas shown on Map 2 and as described in Table 1 - Land Use and Zoning.
8. THAT the Zoning Bylaw shall be amended as shown on Map 3. The specific amendments to the Zoning Bylaw are described in Table 1 - Land Use and Zoning.

Exceptions (2005-11)

9. The exceptions to the policies in this Part are only as follows:

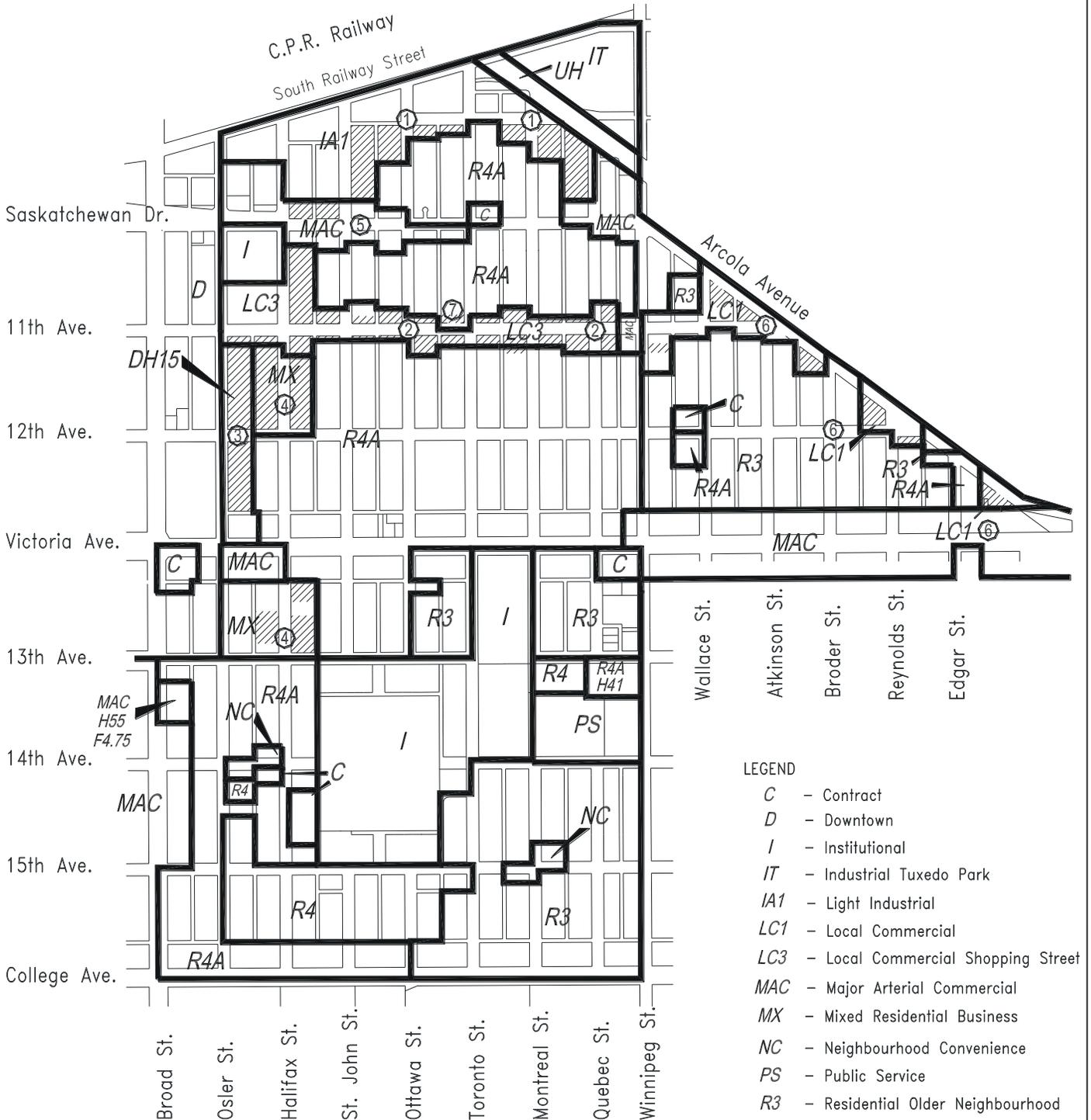
Building	Address	Legal Description	Use to be Allowed
a) Office building	2323 Broad Street	Lot 32, Block 464 Plan 101169109 Ext. 201 and Lot 3, Block 464, Plan Old 33	Office building and accessory parking
b) Commercial Building	1510 12th Avenue and 1872 St. John Street	Lots 21-24, Block 301, Plan No. OLD33	MX – Mixed Residential Business
c) Existing Residence	1636 College Avenue	Lot 8, Block 465, Plan Old 33, Ext. 0 as described on Certificate of Title No. 90R24816	A specialty Medical Clinic to accommodate a maximum of four medical specialists
d) Future Commercial Use [2020-9]	1525 South Railway Street 1550 Saskatchewan Drive 1630 St. John Street 1625 Halifax Street 1631 Halifax Street 1647 Halifax Street	Lots 29-42, Block 248, Plan OLD33 Lots 4-10, Block 248, Plan OLD33, Lot A, Block 248, Plan 100299056	Future mixed commercial and residential

<b>TABLE 1 - FUTURE LAND USE AND ZONING</b>			
<b>LAND USE AREA</b> (see Map 2)	<b>EXISTING GENERAL CHARACTER</b>	<b>PROPOSED REZONING</b> (see Map 3)	<b>RATIONALE</b>
1. Industrial	Predominantly industrial storage, automotive repair, salvage and warehousing uses.	MAC - Major Arterial Commercial to IA1 - Light Industrial	To recognize existing light industrial uses and rectify inappropriate location for MAC zoning on non-arterial street.
2. Local Commercial Shopping Street	Restaurants, retail stores, personal service, offices.	MAC - Major Arterial Commercial to LC3 - Local Commercial *The properties at 1769 to 1777 Quebec Street may remain zoned MAC to permit the existing repair shop, but rezoning to LC3 is to be undertaken if the repair shop use is terminated.	To reinforce development of a pedestrian oriented local shopping street and rectify inappropriate location for MAC zoning on non-arterial street.
3. Downtown	Restaurants, service uses, hotels, offices, parking, hostel.	MAC - Major Arterial Commercial to DH15 - Downtown	To recognize existing commercial and residential uses and rectify inappropriate location for MAC zoning on non-arterial street.
4. Residential Transition	Detached houses, commercial uses, vacant development sites.	a) MAC - Major Arterial Commercial to MX - Mixed Residential Business  b) R4A - Residential Infill Housing to MX - Mixed Residential Business  c) NC - Neighbourhood Commercial to MX - Mixed Residential Business	To establish a transitional district between the Downtown and residential neighbourhood which reflects an appropriate mix of commercial and residential uses.
5. Major	Automotive	IA1 - Light Industrial	To provide consistent zoning

<b>TABLE 1 - FUTURE LAND USE AND ZONING</b>			
Arterial Commercial	sales, detached houses.	to MAC - Major Arterial Commercial	for commercial uses along a major arterial street.
6. Local Commercial	Repair, office and warehousing uses.	IA1 - Light Industrial to LC1 - Local Commercial * The property at 1905 Reynolds Street may remain zoned IA1 to permit existing artist's studio, but rezoning to LC1 is to be undertaken if artist's studio use is terminated.	To establish commercial zoning which is compatible with the adjacent residential neighbourhood.
7. Residential	Detached housing, apartments, vacant development sites.	MAC - Major Arterial Commercial to R4A - Residential Infill Housing	To recognize an existing group care facility and rectify inappropriate location for MAC zoning on non-arterial street.

# MAP 3

# PROPOSED ZONING



**LEGEND**

- C* - Contract
- D* - Downtown
- I* - Institutional
- IT* - Industrial Tuxedo Park
- IA1* - Light Industrial
- LC1* - Local Commercial
- LC3* - Local Commercial Shopping Street
- MAC* - Major Arterial Commercial
- MX* - Mixed Residential Business
- NC* - Neighbourhood Convenience
- PS* - Public Service
- R3* - Residential Older Neighbourhood
- R4* - Residential Older Neighbourhood
- R4A* - Residential Infill Housing
- RR* - Railway
- UH* - Urban Holding

Properties proposed to be rezoned

Reference to Land Use Area in Table 1

Regina OCP - Part B

Part B.8 - Core Area Neighbourhood Plan

Page 8 of 9

SCALE

0 50 100 200 500



Metres

## **Appendix 'A'** **Neighbourhood Profile**

**Note: This profile is based on the 1986 Census of Canada. The 1991 Census information will be used to update the profile when it becomes available.**

- The 1986 total population was 5,295, a loss of 6.0% since 1981. This is less than the 8.9% decline experienced between 1976 and 1981, and future projections are for stable population of approximately 5,100 until the year 2001.
- The Core Neighbourhood has 1,015 senior citizens (65+). Senior citizens comprise 19.2% of the neighbourhood's population. Senior citizen population is 9.2% city wide.
- 24.5% of the Core Neighbourhood's population was comprised of children (19 and under), compared to the city average of 30%.
- The Core Neighbourhood's population had an average of 2.1 persons per household, while the city average was 2.7.
- Almost half (47.8%) of the households in the Core Neighbourhood are one-person households, which was twice as high as the city-wide average.
- In the Core Neighbourhood, 23.5% of all families were lone-parent families, as compared to 13.5% for the city overall.
- The total average family income in the Core Neighbourhood was \$21,047, or 42% less than the city-wide average family income of \$36,555.
- The incidence of low-income families in the Core Neighbourhood was 41.3%, more than twice the 16.4% average for the city.
- 47.1% of the housing units in the Core Neighbourhood were apartments or townhouses, compared to 30.4% for the city overall.
- 36.3% of Core residents lived in owner-occupied dwellings, compared to 65.7% city wide.



## **OFFICIAL COMMUNITY PLAN**

### **PART B.9**

# **Fleet Street Business Park Secondary Plan**

City of Regina



**Regina OCP – Part B**  
**Part B.9 – Fleet Street Business Park Secondary Plan**

**1. INTRODUCTION**

**1.1. Background**

This secondary plan provides policy direction for the development of a new industrial park in the northeast sector of the city. Referred to as the “Fleet Street Business Park”, this industrial development will occupy lands legally described as Section 34; Portions of Section 27-Twp. 17-Rge. 19 (the “plan area”). The City of Regina’s Official Community Plan (OCP), approved by the Province in 2014, recognizes a portion of the plan area (SW portion) as suitable for near-term development, utilizing existing servicing capacity. Beyond this initial phase(s), off-site upgrades to water, wastewater and transportation infrastructure are required to facilitate development.

The Fleet Street Business Park is recognized as an important future employment area that will accommodate a significant portion of the city’s mixed (light to medium scale) industrial market demand. As an extension of the Ross Industrial Park, the Fleet Street Business Park lands form part of the core industrial area in the city’s northeast sector.

**1.2. Site Context**

The plan area for the Fleet Street Business Park comprises approximately 325 hectares of land, and is located in the northeast sector of the City, between Fleet Street and Prince of Wales Drive (west-east) and between Highway 46 and the main CPR corridor (north-south). Lands to the west of the plan area comprise the existing Ross Industrial Park, which is a mature employment area, and fully built-out. The city landfill is located to the north of the plan area, and lands to the east consist of agricultural lands in the RM of Sherwood. Beyond the south boundary of the plan area, which is framed by the CN and CPR rail corridors, is the residential neighbourhood of Glencairn.

**Figure 1 – Fleet Street Business Park - City Context**

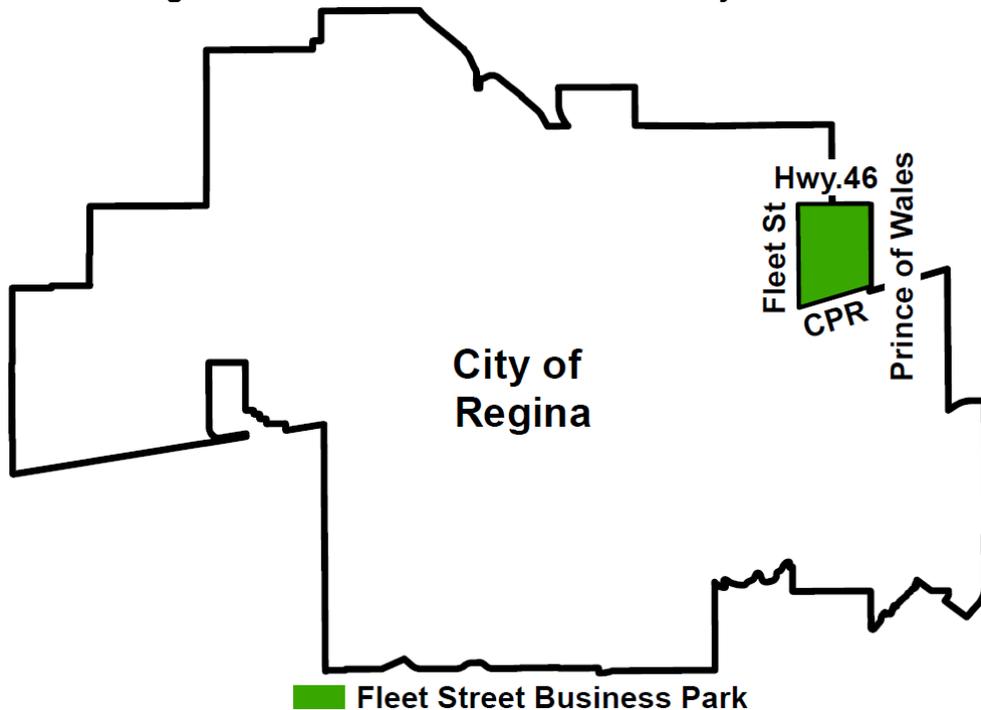
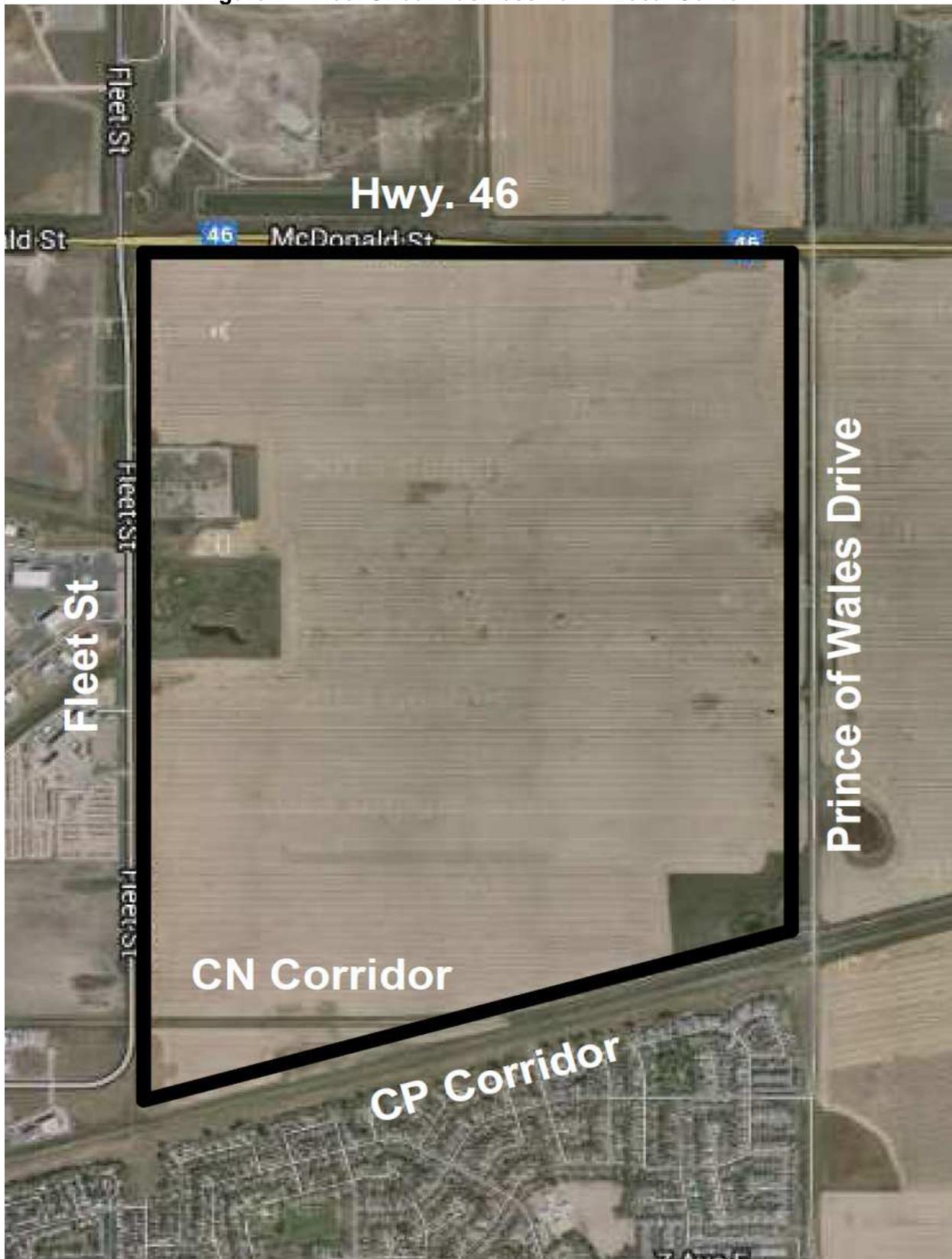


Figure 2 – Fleet Street Business Park - Local Context



### 1.3. Project Vision

It is intended that the Fleet Street Business Park will evolve into a contemporary, fully serviced, master-planned industrial park. The Fleet Street Business Park should include modern building design and infrastructure elements, including street lighting, transit facilities, pedestrian infrastructure and landscaping, and will offer a variety of lot sizes in a mixed-industrial context.

### 1.4. Objectives

- a) Enhance the economy and prosperity of the city and region by supporting opportunities for light and medium industrial development.
- b) Protect the natural environment by limiting development over the high sensitivity aquifer areas and by prohibiting heavy industrial development.
- c) Facilitate the development of a well planned and designed industrial park that includes ample landscaping; opportunities for transit and active transportation mobility; a commercial hub that provides opportunities for retail/ service amenities.
- d) Support a street and lot pattern that allows for a variety of lot sizes, which can change over time to cater to shifting market demand and user needs.
- e) Ensure compatibility between uses; mitigate offsite impacts that may potentially affect adjacent residential neighborhoods.
- f) Ensure appropriate integration with adjacent lands through transportation networks; drainage systems and utility infrastructure.
- g) Support a high level of transportation accessibility by staging improvements to the transportation network over time, as the plan area evolves.
- h) Stage development in a manner that supports the efficient and cost effective provision and installation of infrastructure.

## 2. **SITE DESCRIPTION**

### 2.1. Topography

The topography of the plan area is relatively flat across the southern half; however, the land climbs to the northeast across the northern portion of the property. Total relief over the site is approximately 10 metres. Soils within the plan area are expected to be typical Regina clay; although, no broad based soil investigations have been conducted as part of the secondary plan process. A benefit of these soil conditions is that there is a lower chance of seepage of any potential hazardous materials into underlying soil layers.

### 2.2. Natural Features

The plan area has been subject to agriculture production and has few natural features remaining. A drainage swale traverses the plan area from the northeast corner to a point on the west side. In terms of sub-surface hydrology, the plan area sits atop three aquifer sensitivity zones: low, medium, high. Generally, the north portion of the plan area is within a high sensitivity aquifer area; the mid portion of the plan area is within a medium sensitivity aquifer area; the south portion is in a low sensitivity aquifer area.

Respect for the high sensitivity aquifer area, affecting the north portion of the plan area, will be a significant consideration. The City's standards relating to the installation and construction of infrastructure, pilings and foundations must be adhered to. Furthermore, grading plans shall be submitted demonstrating how the soil removal in the high sensitivity areas can be minimized. Measures to avoid contamination in the high sensitivity aquifer area may be required, including the treatment of stormwater runoff; the containment and monitoring of storage tanks, etc.

### 2.3. Built Features

There are numerous built features present which act as possible constraints to development within the plan area. More specifically, the subject lands have several aboveground and underground physical features and infrastructure elements, including:

- SaskPower substation located immediately east of Fleet Street in the southwest portion of the northwest quarter of Section 34.
- Overhead electrical transmission lines running in a north-south direction along the east property line of Fleet Street throughout the length of the property.
- SaskPower overhead transmission line running in a northwest to southeast direction across the entire width of the property from Fleet Street to Prince of Wales Drive.
- Enbridge Pipeline and Wascana Energy rights-of-way running in a northwest to southeast direction adjacent to the aforementioned SaskPower right-of-way from Fleet Street to Prince of Wales Drive.
- City of Regina underground utility easements running in a southwest to northeast direction from Fleet Street to Highway 46.
- City of Regina utility easement extending in a southwest to northeast direction across the site, providing services for the Provincial Correctional Centre.
- A parcel adjacent to Fleet Street in the northwest corner of the southwest quarter of Section 34, previously containing a golf driving range and pitch and putt facility.
- A few small parcels of land in the extreme southeast corner of the plan area.
- A natural drainage swale running in a northeast to southwest direction from the extreme northeast corner of the property toward Fleet Street and draining into an existing City of Regina drainage channel.
- A CPR and CN rail corridor that traverses the south boundary of the plan area, resulting in one isolated parcel.

### **3. DEVELOPMENT PLAN**

#### **3.1. Land-Use Plan**

##### **3.1.1. Overview**

The Fleet Street Business Park will include, primarily, a mix of industrial land-uses; however, heavy industrial development will not be permitted. An appropriate range of industrial land-uses includes prestige industrial, light industrial and medium industrial. The south portion of the plan area, abutting the CN rail corridor, may be suitable for a small-scale intermodal development, centering on the transfer of goods from rail to truck, if it can be demonstrated that off-site impacts affecting the Glencairn neighbourhood can be kept to a minimal and acceptable level. The plan area may also include a small-scale commercial node, located along Fleet Street, which provides basic amenities and services to employees, patrons and the travelling public.

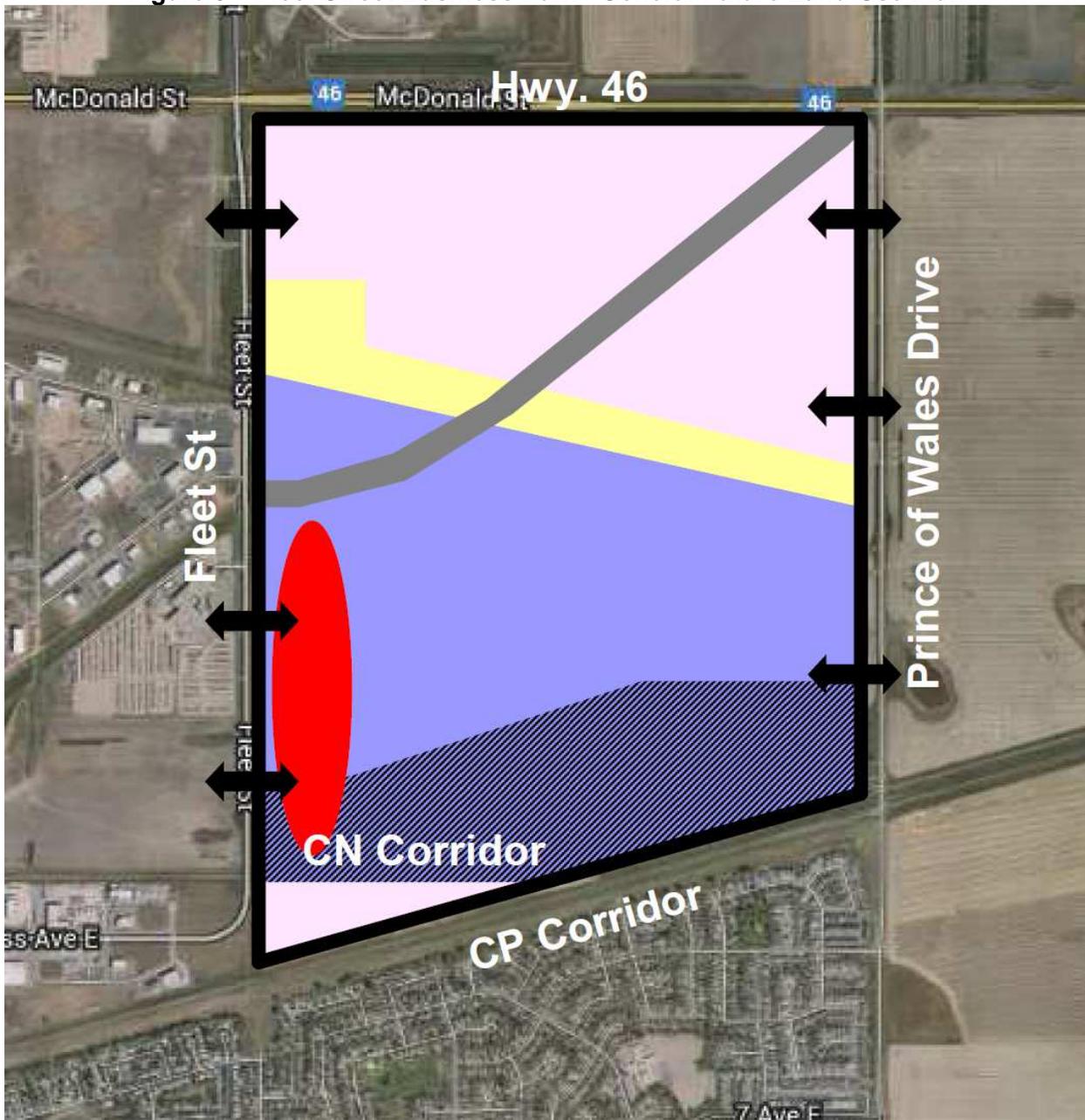
The plan area is generally well suited and positioned for a mix of industrial development; however, the north portion of the plan area does lie atop a high sensitivity aquifer area. The construction of development, infrastructure and site grading must take into consideration the high sensitive aquifer conditions.

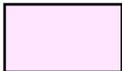
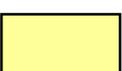
##### **3.1.2. Policies**

- a) The distribution and type of land-use within the plan area shall be in accordance with an approved concept plan, which forms part of Appendix A (Section 5.1) of this plan.
- b) Concept plans shall be used to guide future land-use, zoning and subdivision, and shall be in general accordance with the conceptual distribution of land-use illustrated through Figure 3 (General Future Land-Use Plan) of this plan.
- c) The medium industrial district, as shown conceptually on Figure 3 (General Future Land-Use Plan) of this plan, is intended to accommodate development that generally corresponds to the City's medium industrial (IB) zone; however, the following types of land-use shall not be permitted: the warehousing or processing of hazardous materials or wastes; salvaging or recycling facilities (excepting enclosed).
- d) The rail service district, as shown conceptually on Figure 3 (General Future Land-Use Plan) of this plan, is intended to accommodate intermodal, distribution and logistics-oriented development associated with the rail corridor; however:
  - i. Should rail service development not be undertaken, the City may allow light or medium industrial in this area without an amendment to this Plan being required;
  - ii. The City, through the Zoning Bylaw, may establish regulations that control off-site nuisance issues, such as lighting, hours of operation, land-use, operations;
  - iii. Development or land-use associated with the servicing or maintenance of rail cars shall be prohibited.
- e) The commercial service district, as shown conceptually on Figure 3 (General Future Land-Use Plan) of this plan, is intended to accommodate commercial retail and services that benefit employees and patrons of the industrial park, as well as the travelling public, with the following provisions:
  - i. Large-format retail will be prohibited;
  - ii. Hotels/ motels will be limited to two (total) hotels or motels only, which do not exceed three stories in height.

- f) Concept plans prepared for the north half of Section 34 shall include grading plans, which identify the relevant topographical features and demonstrate how grading can occur while minimizing the removal of topsoil over the high sensitivity aquifer area.
- g) As a prerequisite for rezoning and development approval, affecting the fragmented parcel located between the CPR and CN rail corridors, a strategy, satisfactory to the City, must be provided relating to site access, which takes into consideration a potential realignment of Fleet Street, as well as utility servicing.

Figure 3 – Fleet Street Business Park - General Future Land-Use Plan



Light Industrial		Commercial Service	
Medium Industrial		Drainage Channel	
Rail Service		Utility Corridor	

## 3.2. Open Space Plan

### 3.2.1. Overview

The potential for public parks and recreation elements is limited due to the location of the plan area, as well as major transportation corridors (i.e. rail corridors), which sever the plan area from adjacent residential. Furthermore, there are few opportunities to provide open space linkages through the plan area, which contribute to a broader active transportation network. The plan area is encumbered by a rail corridor to the south, an existing industrial park to the west and the city landfill to the north.

Due to the primary function of the plan area as an industrial park, and due to connectivity issues, the City will generally not support the development of public parks. However, opportunities, in the future, for pathways within the proposed utility corridors may be considered. Two major utility corridors will exist in the plan area (SaskPower corridor and a drainage channel corridor), and the City may consider constructing pathways in these locations, in the future, should sufficient demand exist. Open space will generally be in the form of municipal and private utility parcels, which accommodate land for drainage and utility routing. These utility spaces should be landscaped, and should contribute in an aesthetically positive way to the overall development of the plan area.

### 3.2.2. Policies

- a) The City will not support the development of public parks in the plan area, and shall claim all municipal reserve potential as cash in lieu of land.
- b) Land intended to accommodate public drainage facilities (e.g. detention ponds and conveyance channels) should be claimed as municipal utility parcels.
- c) The City shall not accept environmental reserve dedication within the plan area due to the absence of natural features.
- d) The City may consider, in the future, construction of public pathways within utility corridors, should sufficient demand exist and a maintenance strategy be identified.
- e) Municipal utility parcels should include appropriate landscaping and contribute to the overall development in an aesthetically positive way.
- f) The construction of gateway landscaping and signage adjacent to prominent entranceways, and tree planting along all public streets, is encouraged.
- g) Landscaping, in the form of tree and shrub plantings, shall be established along the entire southern and northern periphery of the plan area in order to provide screening between the proposed industrial development and adjacent existing developments.
- h) The City shall not accept ownership or maintenance responsibility for corridors that are principally used to accommodate utilities not owned by the City.

### 3.3. Transportation Plan

#### 3.3.1. Overview

The plan area is framed by important transportation corridors on all sides; however, there are limitations. Fleet Street, which abuts the west side of the plan area, has limitations due to traffic issues (congestion) associated with Ring Road intersections. Furthermore, Fleet Street is severed by the CPR corridor, which further limits access to the plan area. Prince of Wales Drive provides access along the east periphery of the plan area, but will eventually require widening and upgrades. McDonald Street, which transitions to Highway 46, along the north edge of the plan area, also has limitations due to traffic issues (congestion) associated with the McDonald Street-Ring Road intersection. Development, beyond Phase I, will require a strategy for improving the transportation network and providing improved access to the plan area.

Within the plan area, the street network will include one main east-west arterial (Redbear Avenue) connecting Fleet Street with Prince of Wales Drive within the south portion, and a system of local and collector roads. Pedestrian infrastructure will be provided along collector roadways and along the east-west arterial. Sidewalks are especially important along transit corridors and along the east-west arterial, which can serve as an active transportation, multi-modal corridor. Transit service will be phased into the development over time, ultimately evolving into a safe and convenient network system.

The exact location and configuration of local streets, transit routing, etc, shall be identified through the concept plan process. Furthermore, through future concept plans, or concept plan amendments, traffic modeling shall be included that demonstrates impacts on city-wide systems and traffic impact assessments shall provide a strategy for undertaking necessary upgrades to the transportation network. Potential capital improvements are outlined in Appendix B (Section 5.2).

#### 3.3.2. Policies

- a) The location and type of roads and transit service within the plan area shall be in accordance with an approved concept plan, which forms part of Appendix A (Section 5.1) of this plan.
- b) Concept plans shall be used to guide the development of transportation infrastructure within the plan area, and shall identify the location of: local, collector and arterial streets; transit routes and stops; and, where applicable, pedestrian and cycling infrastructure; road widening areas; signalized intersections, etc.
- c) The concept plan prepared for Phase I of the development shall identify an initial development stage of this phase (Phase IA), which does not include more than 20 hectares of net developable land. The City may prohibit further rezoning and development beyond Phase IA if it is determined that the additional development will require major upgrades to the city's transportation infrastructure.
- d) As a prerequisite for rezoning and development approval, for each stage of Phase I, and for additional phases beyond Phase I, a traffic impact assessment must be submitted that demonstrates, to the City's satisfaction: the performance of the proposed internal street network; impacts on city-wide transportation networks; required upgrades (both on-site and off-site) resulting from increased traffic.
- e) Traffic impact assessments may be required to include a strategy acceptable to the City of Regina for upgrading Fleet Street, Prince of Wales Drive, Ross Avenue and Ring Road (e.g. rail corridor crossings; widening; signalling; surface upgrades, etc.).

- f) A primary east-west arterial (Redbear Avenue), which connects Fleet Street with Prince of Wales Drive, shall be constructed through the south portion of the plan area in accordance with the following requirements:
  - i. The full width of the arterial shall be constructed within Phase I as part of the Phase IA development;
  - ii. The City will require the extension of Redbear Avenue to Prince of Wales Drive as part of the Phase IA development; however, it can be limited to two lanes within the boundaries of Phase II. Phase II will require the full construction of the arterial to its ultimate design solution (defined below);
  - iii. The ultimate design of the arterial will include: four travel lanes plus turn lanes; a landscaped median with trees; multi-use pathway with landscaped boulevard (one side); sidewalk (one side);
  - iv. Construction and funding responsibilities shall be determined through subdivision (servicing agreement) process.
- g) Direct access to Highway 46, from the plan area, will be prohibited; access to Fleet Street and Prince of Wales Drive will be limited.
- h) All collector roadways should include sidewalks on at least one side; on transit routes, sidewalk location shall correspond with transit direction and stop locations.
- h) Transportation upgrades may be in accordance with the capital improvement plan outlined in Appendix B (Section 5.2) of this plan; however, the City shall determine exact infrastructure requirements through the subdivision and development process.
- i) Beyond Phase I, the City may consider an alternate transit service for the northeast industrial area, including the possibility of feeder routes.
- j) A main transit hub shall be established as part of the commercial hub, as part of Phase I, which includes a waiting pad, shelter, bench, landscaping.

### 3.4. Water Servicing Plan

#### 3.4.1. Overview

The primary connection point for water servicing will be the 860 mm diameter feeder main near the intersection of Fleet Street and Ross Avenue. Other sections of smaller diameter line are also available within Fleet Street further to the north (in the vicinity of Emmett Hall Road) and connections will be made to complete looping of the system.

Previous studies have determined that the plan area will form part of a new pressure zone. The “Pre-design Report Pressure Zone Study” prepared by AECOM for the City in December 2009 suggested options for additional reservoir and pumping capacity in the northeast sector. One of these options indicated a site along the east side of Fleet Street, north of the SaskPower substation. An alternate location was near the intersection of Prince of Wales Drive and Highway 46.

It is recognized that Phase 1 of the Fleet Street Business Park should not trigger the need to implement an additional pressure zone. However, any further development beyond Phase I will require a re-evaluation of an additional pressure zone. In the interim, it is conceivable that some of the initial users may require individual booster pumps (privately owned and operated) until the new pressure zone is implemented.

### 3.4.2. Policies

- a) Concept Plan(s) shall identify the configuration and location of water servicing networks within the plan area; impacts on the city-wide systems; strategies for undertaking the necessary upgrades to ensure an appropriate level of service.
- b) The City should monitor how the build-out of Phase I affects the water pressure and level of service of affected properties outside of the plan area.
- c) The City encourages developers to utilize water conservation measures, such as on-site water re-use, low consumption technologies, drought tolerant landscaping, etc.
- d) As a prerequisite for development beyond Phase I, the additional NE sector pressure zone should be implemented and activated, or an analysis must be submitted demonstrating that an appropriate city-wide level of service can be maintained without the need for activation of an additional pressure zone.
- e) As a prerequisite for subsequent phases of development (beyond Phase I), the developer will be expected to demonstrate, through the concept plan process:
  - i. How, based on revised water modelling and analysis, water service can be delivered while ensuring adequate pressure and fire flows;
  - ii. How the proposed development will effect the existing city-wide distribution system under a “peak hour demand” condition;
  - iii. What impacts additional development will have on city-wide systems, as well as a capital improvement strategy satisfactory to the City.

### 3.5. Wastewater Servicing Plan

#### 3.5.1. Overview

The outlet for sanitary sewer is a 300 mm diameter main in Emmett Hall Road, approximately one block west of Fleet Street. The northern third of the plan area will drain by gravity to the west and south along the Fleet Street right-of-way, while the southern and eastern two-thirds of the plan area will drain by gravity to a point near Fleet Street and the storm channel, and then carried by a lift station to the receiving line in Emmett Hall Road. The Emmett Hall Road line connects with the North Channel Sub-Trunk, which then connects to the McCarthy Trunk. Effluent is carried to the McCarthy Boulevard Pumping Station and then pumped to the wastewater treatment plant.

The *Northeast Serviceability Study* (AECOM 2012) indicates that the receiving network does not have the capacity to handle peak sanitary flows that will be generated in the plan area. Notably, the intervening segment between the McCarthy Trunk and the plan area (i.e. the North Channel Sub-Trunk and Emmett Hall Road extension), have capacity limitations. The *Northeast Serviceability Study* identified four options for providing wastewater services and to offset capacity limitations. These options include parallel upgrades, in-line storage, or a combination of both.

The City recognizes that Phase I of the plan area can be readily serviced with some in-line pipe storage and a new lift station. In-line pipe storage will be managed through a new oversized pipe (approximately 360 m of 3000 mm diameter pipe) located within the Fleet Street right-of-way. Details of this storage facility will be determined during the design process. The lift station will be designed initially to accommodate Phase I, but will have the capability to expand when additional phases of the plan area are approved.

Within the plan area, there is an existing 150 mm (6") forcemain that serves the Regina Provincial Correctional Centre, which is located north of the intersection of Highway 46 and Prince of Wales Drive. The forcemain discharges into an existing 200 mm (8") wastewater sewer on Fleet Street, approximately 90 m south of Emmett Hall Road. It is assumed that the existing forcemain, through the plan area, will be decommissioned and that the Correction Centre will be connected to new infrastructure within the plan area.

### 3.5.2. Policies

- a) Concept Plan(s) shall identify the configuration and location of wastewater servicing networks within the plans area; impacts on the city-wide systems; strategies for undertaking the necessary upgrades to ensure an appropriate level of service.
- b) In order to manage peak flows and downstream capacity limitations, the City may consider mitigation measures such as in-line storage through oversized pipes.
- c) Infrastructure developed for Phase I shall be designed to accommodate subsequent phases of development.
- b) The developer will be expected to undertake measures to reduce or eliminate inflow and infiltration.
- c) As a prerequisite for subdivision and servicing agreement approval, the developer will be required to demonstrate:
  - i. That the capacity, design flows and storage requirements associated with the proposed wastewater infrastructure meets the City's requirements;
  - ii. The specific available downstream capacity and downstream improvements that may be required to accommodate the proposed development.

### 3.6. Stormwater Plan

#### 3.6.1. Overview

The lands in the northeast sector of the city drain southwest, into the North Storm Channel, which then flows through the city before discharging into Wascana Creek, west of Courtney Street. Due to capacity constraints in the North Storm Channel, and additional run-off that will be generated by industrial development, a considerable volume of storage is required within the plan area to attenuate the stormwater runoff from the plan area and agricultural lands further east. Capacity issues with the North Storm Channel are highlighted by flooding events during heavy rainfall events, which occur at the location where the channel intersects Fleet Street.

In order to control runoff, the *NE Serviceability Study* (AECOM 2012) recommends that, within the plan area, the North Storm Channel be extended (following the location of an existing swale); an "agricultural bypass ditch" be constructed along the south portion; a specified amount of detention be accommodated via detention ponds. It is recognized that the proposed channel and ditch will accommodate drainage from lands beyond the plan area as well, and the exit-flows from these systems must be controlled in order to address the capacity issues associated with the North Storm Channel. Importantly, flows from the North Storm Channel, within the plan area, must be limited to a designed development release rate to 3.0 L/s/ha by limiting culvert capacity (e.g. replacing the existing twin 1350 mm culverts with twin 500 mm culverts).

It is recognized that the North Storm Channel extension must serve as both storage for accommodating agriculture flows and conveyance, and must account for a fairly significant drop in grade. The City expects that any development will be predicated on a design solution for the North Storm Channel extension, which demonstrates an effective stormwater management strategy and a reasonably cost effective plan for ongoing maintenance and operation. Ultimately, the drainage systems within the plan area should be in accordance with the recommendations of the NE Serviceability Study, unless the City provides an exemption.

### 3.6.2. Policies

- a) Through the subdivision planning and servicing agreement process, the developer shall demonstrate how the required amount of detention can be accommodated.
- b) Should there be a significant discrepancy between the detention solution identified through the subdivision planning and servicing agreement process and the approved concept plan, an amendment to the concept plan will be required as a prerequisite for development approval.
- c) Concept Plan(s) shall identify the configuration and location of stormwater servicing networks within the plan area and shall identify a strategy for managing stormwater runoff that is in conformity with the recommendations of the *Northeast Serviceability Study* (AECOM 2012) and any applicable City standards or guidelines.
- d) The capacity and location of stormwater detention and conveyance facilities shall generally be in accordance with the recommendations of the *Northeast Serviceability Study* (AECOM 2012).
- e) Measures to control the flow of stormwater runoff into the North Storm Channel, west of Fleet Street, shall be undertaken in accordance with the recommendations of the *Northeast Serviceability Study* (AECOM 2012).
- f) Notwithstanding policies 3.6.2 c, d, e, the City may consider proposed solutions that differ from the recommendations of the *Northeast Serviceability Study* (AECOM 2012), should the proposed solutions be deemed acceptable to the City and substantiated through analysis.
- g) The City may require the developer to provide a tie-in connection, through the minor stormwater system, to accommodate the fragmented parcel located between the CPR and CN rail corridors, as part of Phase I.

## **4. IMPLEMENTATION PLAN**

### **4.1. Phasing and Concept Plans**

#### **4.1.1. Overview**

The phasing plan recognizes issues and limitations with existing infrastructure capacity, and the need to defer future phases until the requisite infrastructure investments are undertaken. It is further recognized that a portion Phase I can be accommodated in the near-term using existing infrastructure; although, some improvements are required (e.g. lift station and some in-line storage for wastewater). Within the plan area for Phase 1, storm water management, extension of North Storm Channel and an “agriculture bypass ditch” along the south portion will be required. Development beyond Phase I will require: a strategy for undertaking the required infrastructure upgrades; an amendment to Part A of the Official Community Plan; an approved concept plan or concept plan amendment.

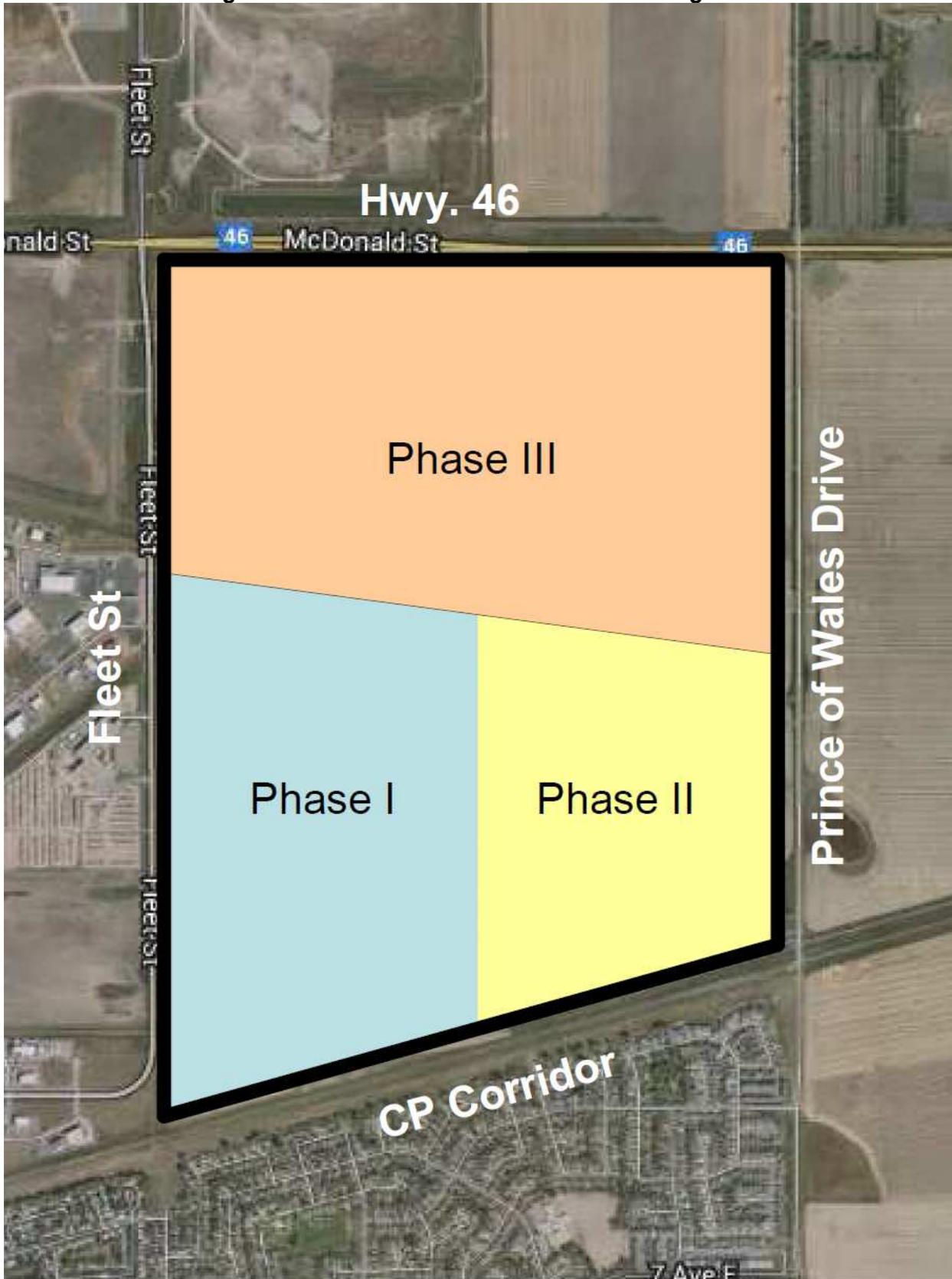
A concept plan, which provides a detailed solution for land-use and servicing, shall be approved as a prerequisite for rezoning and subsequent development. The City may accept either separate concept plans for each phase, or one concept plan that is subjected to ongoing amendments, as each additional phase is brought online. Although the concept plan shall address a spectrum of land-use and servicing issues, only the land-use plan and circulation plan shall be subject to approval. Concept plans may be adopted and amended by resolution, in accordance with Section 44 of the *Planning and Development Act, 2007*, and will be appended to this Plan.

#### **4.1.2. Policy**

- a) Phasing of development, beyond Phase I, shall generally occur in accordance with Figure 4 – Fleet Street Business Park – Phasing Plan; however, the City may accept an alternate phasing plan without an amendment to this plan being required.
- b) Notwithstanding any other policy of this Plan, the City shall not approve a concept plan to accommodate development beyond Phase I until:
  - i. A strategy for undertaking the required infrastructure upgrades is prepared;
  - ii. An amendment to the Official Community Plan, Part A, is undertaken, which provides the requisite policy support.
- c) As a prerequisite for rezoning and subsequent development, for each phase, a concept plan or concept plan amendment shall be prepared, which provides a detailed solution for land-use and servicing, including a capital improvement plan that outlines all required on-site and off-site infrastructure upgrades required to accommodate the particular development phase.
- d) The concept plan prepared for Phase I of the development shall identify an initial development stage (Phase IA) of this phase, which does not include more than 20 hectares of net developable land. As a prerequisite for development beyond Phase IA, the City may require a concept plan amendment to identify additional stages.
- e) Notwithstanding Policy 4.1.2(c), only the land-use plan and circulation plan associated with a concept plan shall be subject to approval; however, the City expects all pertinent servicing elements to be addressed as part of submission and background information.

- f) Notwithstanding any other policy in this plan, a concept plan shall not be required to accommodate the development of the fragmented parcel of land located between the CPR and CN rail corridors.
- g) The City may accept either separate concept plans for each phase, or one concept plan that accommodates all phases through the concept plan amendment process.
- h) Concept plans may be adopted and amended by resolution, and shall form part of this Plan, in accordance with Section 44 of the *Planning and Development Act, 2007*.

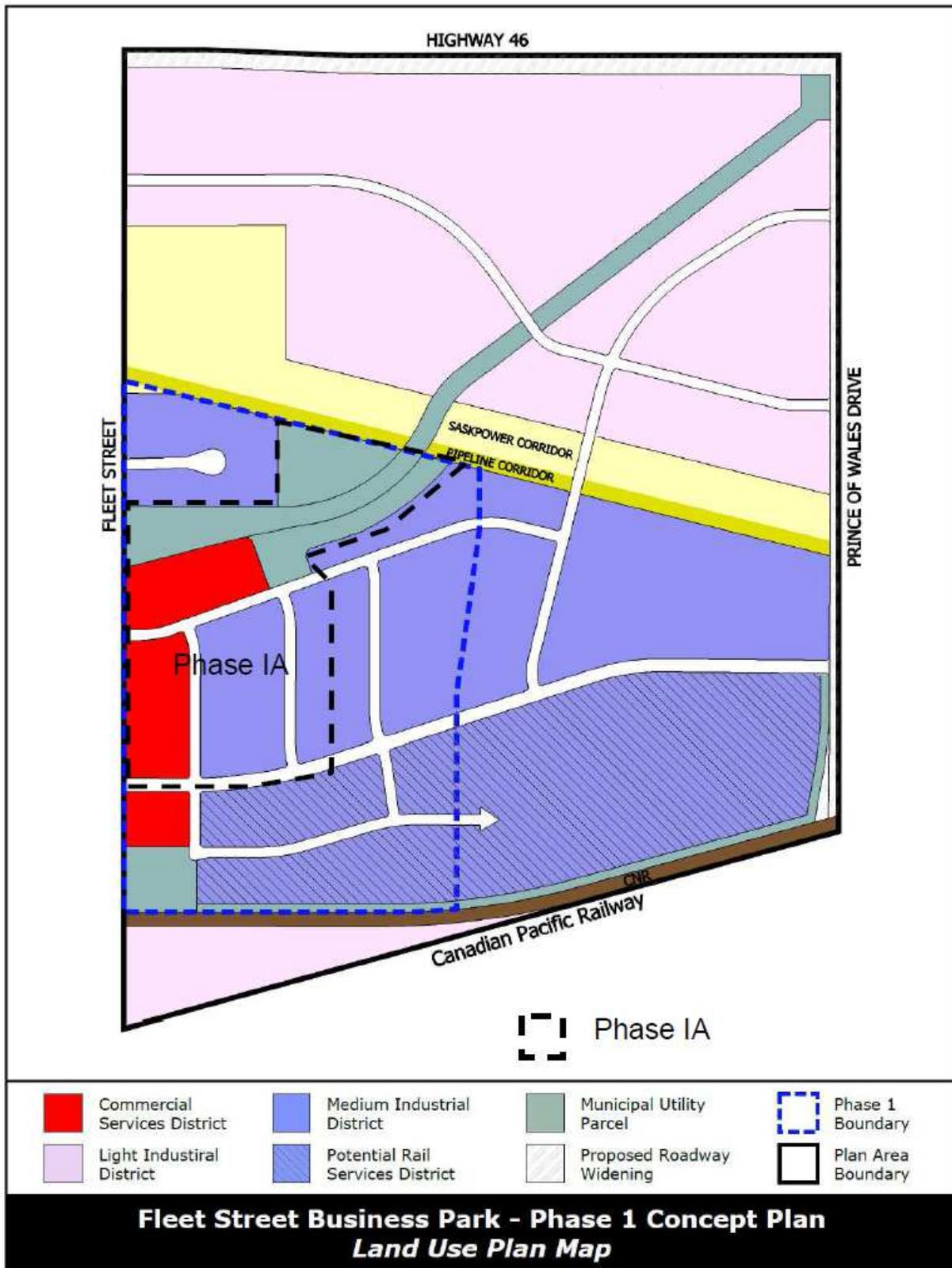
Figure 4 – Fleet Street Business Park - Phasing Plan



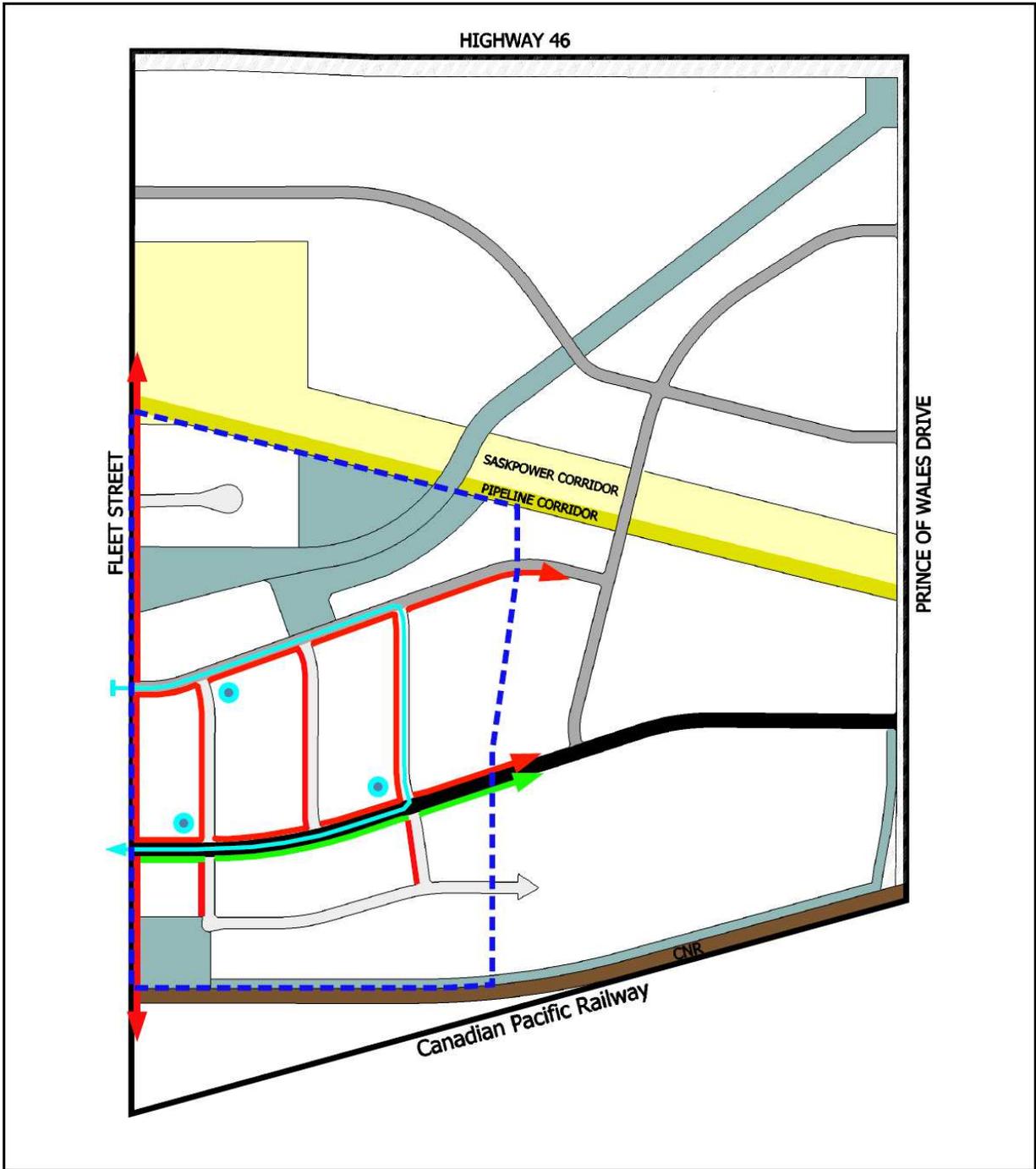
**5. APPENDICES**

5.1. Appendix A - Concept Plans

## Fleet Street Business Park Phase I Concept Plan – Land-Use



Fleet Street Business Park Phase I Concept Plan – Circulation



	Sidewalk		Arterial Roadway		Municipal Utility Parcel		Phase 1 Boundary
	Pathway		Collector Roadway		Proposed Roadway Widening		Plan Area Boundary
	Phase 1 Transit Route		Local Roadway				
	Transit Stop (Conceptual Location)						

**Fleet Street Business Park - Phase 1 Concept Plan**  
**Circulation Plan Map**

5.2. Appendix B - Capital Improvements (Transportation)

<p><b>Phase IA</b></p>	<ul style="list-style-type: none"> <li>▪ Add exclusive eastbound right turn lane at Ross Avenue &amp; Southbound Ramp.</li> <li>▪ Widen Fleet Street to four lanes between Ross Avenue and Mid E-W Connector;</li> <li>▪ Optimize signal timing and lane adjustments at north and southbound ramps at Ross Avenue and Ring Road;</li> <li>▪ Install traffic signals at:             <ul style="list-style-type: none"> <li>○ Fleet Street &amp; South E-W Connector;</li> <li>○ Fleet Street &amp; Mid E-W Connector; and</li> <li>○ Prince of Wales Drive &amp; South E-W Connector (when warranted);</li> </ul> </li> <li>▪ Upgrade traffic signals at Fleet Street &amp; McDonald Street.</li> <li>▪ Designate two southbound right turn lanes at Ross Avenue &amp; Northbound Ramp/Sioux Street.</li> <li>▪ Construction of the east-west arterial to four lanes within Phase 1 plan area and to two lanes within Phase II plan area; however, Phase 2 right-of-way sufficient to accommodate full design cross section (4+ lanes with median and pedestrian infrastructure) will be dedicated as a condition of Phase 1 subdivision.</li> <li>▪ Prince of Wales Drive shall be upgraded from Jenkins Drive to the E-W connector.</li> </ul>
<p><b>Subsequent Phases</b></p>	<ul style="list-style-type: none"> <li>▪ Construction of the east-west arterial to its ultimate design cross section;</li> <li>▪ Widen Fleet Street to 4 lanes from Mid E-W Connector to McDonald Street;</li> <li>▪ Install traffic signals at:             <ul style="list-style-type: none"> <li>○ Fleet Street &amp; Ross Avenue;</li> <li>○ Fleet Street &amp; Turvey Road;</li> <li>○ Fleet Street &amp; North E-W Connector;</li> <li>○ McDonald Street &amp; Prince of Wales Drive; and</li> <li>○ Prince of Wales Drive &amp; North E-W Connector;</li> </ul> </li> <li>▪ Provide dual eastbound right turn lanes at Prince of Wales Drive &amp; South E-W Connector;</li> <li>▪ Widen to two southbound through lanes on Prince of Wales Drive midway between Mid E-W Connector and South E-W Connector;</li> <li>▪ Provide dual northbound left lanes at Prince of Wales Drive &amp; South E-W Connector;</li> </ul>

	<ul style="list-style-type: none"><li>▪ Provide additional eastbound right lane (totaling 2) at Ross Avenue &amp; Southbound Ramp;</li><li>▪ Provide additional westbound left turn lane (totaling 2) at Ross Avenue &amp; Southbound Ramp;</li><li>▪ Construct additional southbound right turn lane at Ross Avenue &amp; Northbound Ramp;</li><li>▪ Widen Ross Avenue bridge to accommodate additional westbound left turn lane at Ross Avenue &amp; Southbound Ramp if feasible and as part of a planned bridge replacement;</li><li>▪ Widen Ross Avenue to provide additional westbound through (totaling 3) and exclusive westbound right turn lane at Ross Avenue &amp; Northbound Ramp if feasible;</li><li>▪ Extend Fleet Street across the CPR tracks to the south for non-truck traffic only.</li></ul>
--	---



## **OFFICIAL COMMUNITY PLAN**

### **PART B.10**

## **Former Diocese of Qu'Appelle Neighbourhood Plan**



## Regina OCP – Part B

### Part B.10 - Former Diocese of Qu'Appelle Neighbourhood Plan

#### 1) Background

The former Diocese of Qu'Appelle site was designated in 1980 as a Provincial Heritage Property and has played a significant role in Regina's and Saskatchewan's past. In 1912 and 1914, the Anglican Church of Canada purchased the property from the Province of Saskatchewan for education and missionary activities across southern Saskatchewan. Constructed between 1912 and 1926, the five buildings – St. Cuthbert's House, St. Chad's College, Anson House, Bishop's Court, and Harding House – were designed by the prominent architects Brown and Vallance, Story and Van Egmond, and Francis Portnall, and bear a close resemblance to the original buildings of the University of Saskatchewan in Saskatoon. The elaborate landscape plan for the grounds, patterned after the Union Jack flag, complemented the stately nature of the buildings and reflected the British heritage of the Anglican Church.

The centrally-located site is situated on the southeast corner of Broad Street and College Avenue, and is adjacent to the General Hospital Area and Centre Square neighbourhood, both of which contain numerous historically significant buildings that date from the early 1900s. The Diocese site is home to a few of the many heritage buildings that front onto College Avenue, including the former Normal School (Teachers College) constructed in 1913, the former Regina College dating from 1912, and several restored residences.

The 8.19 hectare site is surrounded by low to medium density residential uses to the north, a high school and seniors' residence to the east, Wascana Centre (containing park and institutional uses) to the west, and a mix of commercial, recreational and institutional uses to the south.

The portion of the site south of the existing heritage buildings is presently vacant, and infill development on this site offers the potential to create a new inner city development that respects the value of the site's heritage buildings as well as the character of the site and the surrounding neighbourhood.

The site is a strategic location in terms of achieving the purposes of the *Design Regina Plan*, including:

- enhancement of the downtown area through increased residential population and compact urban form that can facilitate efficient use of infrastructure and transportation systems;
- ensuring the conservation, restoration and reuse of Regina's heritage resources;
- fostering cultural appreciation through the innovative reuse of heritage buildings and the preservation of historic streetscapes and other historic sites and structures;
- achieving a mix of housing types and densities;
- encouraging infill development to minimize the need for annexing additional land on the periphery of the city;
- encouraging the revitalization and redevelopment of inner city residential neighbourhoods;
- promoting energy conscious land development practices and development of an energy efficient urban form;
- safeguarding the natural environment and improving the quality of the man-made environment;
- encouraging the review of the design of new development in relation to its development context, particularly in areas identified as having special design characteristics or constraints; and

- encouraging the adaptive reuse of heritage properties through zoning relaxations.

This neighbourhood plan will assist in ensuring that these purposes are achieved.

## 2) Goal

The overall goal of this secondary plan is to establish the optimum design and relationship of uses for the entire site, which includes:

- the conservation and reuse of the existing heritage buildings;
- the provision of complementary amenity areas and a pedestrian-oriented form that will integrate and enhance the site in its relationship with the surrounding community; and
- the development of an urban fabric that places priority on the pedestrian and reflects a degree of urbanity while respecting the open atmosphere of the site.

## 3) Land Use and Development Form

### *Objectives*

- To ensure that development of the site complements, links, and forms part of surrounding residential neighbourhoods, the Broadway Avenue commercial precinct, and adjacent lands within Wascana Centre.
- To assist with the retention of the heritage buildings by allowing for a wide range of adaptive reuse opportunities.
- To ensure that a mix of uses and densities are developed to accommodate and promote pedestrian activity, and to serve as a place-making function.

### *Policies*

- a) Land Use Policy Areas include a Low-Density Residential Policy Area, Medium-Density Residential Policy Area, Mixed-Use Policy Area, Heritage Policy Area, and two High-Rise Residential Policy Areas. They are illustrated on Map 1.
- b) The required degree of flexibility and the need for site-specific considerations shall be achieved through the application of a Direct Control District (DCD) zoning designation to the site, and if required, Contract Zoning designations to smaller, individual sites that contain heritage buildings.
- c) While a variety of housing types shall be allowed in the Residential Policy Areas – including detached, semi-detached, townhouses, and apartment buildings – multi-unit residential development shall be the predominant land use since it is the highest and best use for this site. As such, individual parcels shall be configured to allow for a range of building forms and densities.
- d) The provision of rental accommodation, affordable housing and housing for seniors is encouraged.
- e) Buildings within the Mixed-Use Policy Area may contain a mix of residential, live/work and commercial uses. Commercial uses shall be small in scale and local in nature, and confined to the ground floor of the mixed-use buildings. Uses such as restaurants and small-scale retail will provide services for residents on the site and in surrounding areas, and serve as a place-making function. Except for the existing heritage buildings and home occupations, no other commercial development shall be allowed outside of this Policy Area.
- f) Vehicle-oriented commercial uses such as drive-in or drive-through businesses, fast food outlets, gas bars, service stations, and convenience stores are inappropriate for the site and shall be prohibited as part of the DCD zoning designation.

- g)** Development at the intersection of Broad Street and College Avenue (the northwest corner of the site) is encouraged, and shall be at a scale that is compatible with existing development on the north side of the intersection and the nearby heritage buildings. Development should enhance the function of this intersection as an important gateway to the adjacent neighbourhoods and Downtown.
- h)** Density on the site shall be as follows:
- |  |                                      |
|--|--------------------------------------|
| Low-Density Residential Policy Area    | < 25 dwelling units per net hectare  |
| Medium-Density Residential Policy Area | 25-50 dwelling units per net hectare |
| High-Rise Residential Policy Area      | >50 dwelling units per net hectare   |
- i)** The maximum height of the buildings along Broad Street Area shall be 13 metres to comply with the guidelines in the Wascana Centre Master Plan for development on the periphery of Wascana Centre.
- j)** Building height and massing surrounding heritage buildings shall not overpower the existing heritage buildings and shall ensure they maintain their prominence. Increased heights and density shall be allowed in areas of the site that will not interfere with views to the heritage buildings but will benefit the overall density of the development.
- k)** High-rise buildings (i.e. greater than 13 metres in height) shall be located within the site's interior, away from College Avenue and Broad Street, and in designated areas on Map 1.
- l)** All buildings – with the exception of the towers – shall be no higher than four stories.
- m)** A wide range of commercial, institutional, and residential adaptive options for the five heritage buildings will be accommodated through zoning, in order to assist in their reuse and restoration. Examples of possible uses are identified in Table 1, and are based on an appropriateness of occupancy of the buildings relative to their size and footprint, discussions with various stakeholder groups, and a review of tangible market material. Greater detail concerning the reuse of these buildings is provided in the October 2000 final report of the Former Diocese of Qu'Appelle Property Development Study conducted by Saunders Evans Architects.
- n)** Notwithstanding Policy e), standalone commercial development shall be allowed in Low-Density Residential Policy Area at the discretion of Council.

**Table 1: Possible Reuse Options for the Heritage Buildings on the Former Diocese of Qu'Appelle Site**

<b>Building</b>	<b>Reuse Options</b>
St. Cuthbert's (Synod House)	continued use as offices of the Synod-Anglican Diocese of Qu'Appelle
St. Chad's College	inter-faith chapel, seniors' lodge/enriched living facility, banquet and reception facility, private school/academy
Anson House	small office, interpretive centre, centre for artists' guild (studio), thematic shop (books, antiques), museum, Montessori school, day care facility, detached dwelling
Bishop's Court	bed and breakfast, small corporate office, hospice, Ronald McDonald House, detached dwelling
Harding House	hostel, multi-unit residence, restaurant, health/fitness centre

#### 4) Urban Design

##### *Objectives*

- To foster a sense of place that borrows strongly from the heritage buildings and the urban fabric of adjacent neighbourhoods.
- To create a safe, walkable environment that elevates the enjoyment and status of pedestrians through the application of neo-traditional planning and design principles.
- To significantly reduce vehicular dominance.
- To ensure design incorporates important environmental considerations, including energy conservation.

##### *Policies*

- a) Urban design codes as prepared by Jenkins and Associates Architecture & Town Planning Inc. shall be established as the development standards for the Direct Control District (DCD).
- b) Except for College Avenue, buildings shall be built up or close to the sidewalk in order to establish an urban character, enhance the pedestrian experience, improve streetscape aesthetics, and bring activities closer to the sidewalk. Standards vary between Policy Areas.
- c) Short frontage widths and regularly spaced entry points shall be provided in mixed-use and multi-unit residential buildings for increased surveillance and an active streetscape.
- d) All buildings and primary entrances shall be oriented toward adjacent streets to define the streetscape, reinforce pedestrian activity and promote a sense of continuity. Main entrances shall not be oriented to the interior of blocks or to parking lots.
- e) Attached garages with access from the street, and front yard parking, shall be prohibited unless it is impractical to provide rear access. In those situations where rear access is not practical, garage design shall aim to reduce the dominance of the garage on the streetscape. Map 1 illustrates how rear yard access may be accommodated.
- f) A distinct street enhancement style shall be developed to address the decorative treatment of features such as paving, sidewalks, landscaping, lighting, street furniture and tree grates, and shall be provided by the developer through a servicing agreement with the City of Regina.
- g) Designated spaces for public art shall be incorporated into the concept plan and considered in the design of buildings, streets and open spaces.
- h) The design of public spaces, parks, pathways, buildings and parking areas shall incorporate the principles of Crime Prevention Through Environmental Design (CPTED) to ensure a safe and secure environment. In this respect, the building and site design should include solutions which encourage “eyes on the street” through placement of windows, porches, balconies, reduced setbacks and street level activities.
- i) In order to reduce fossil fuel consumption and greenhouse gas emissions, buildings shall be designed to optimize the effects of solar exposure and reduce overshadowing effects on surrounding buildings and public spaces.

## 5) Heritage

### *Objectives*

- To support the preservation of significant heritage buildings and landscaping without unduly restricting the area of new development.
- To ensure that all new development is sympathetic to heritage elements on the site.
- To ensure that architectural styles and materials used in the construction of new building façades and roofs are complementary to the original buildings.
- To ensure that new development enhances the quality of the streetscapes on College Avenue and Broad Street, and is sympathetic to heritage architectural elements in adjacent neighbourhoods.

### *Policies*

- a) In order to ensure that new development on the site is complementary to heritage elements and adjacent neighbourhoods, an Architectural Control District (ACD) shall be established for the site. The ACD will ensure that development responds to the existing heritage buildings and defining character of the adjacent properties.
- b) The ACD shall be implemented through the use of architectural, material and color codes that will complement the design of the heritage buildings on the site as well as the defining character of the General Hospital and Centre Square neighbourhoods.
- c) The majority of new development shall occur outside of the Heritage Policy Area.
- d) Visual corridors and physical connections between and among the heritage buildings, in groupings and/or in sequence, should be maintained and reinforced. This involves the provision of generous parcels to contain each heritage building and in order to avoid view obstructions and crowding, and thereby maintain the integrity of its setting.
- e) Any new development along College Avenue frontage shall minimize negative impacts on significant landscape features.
- f) The architectural styles and materials used in the construction of new building façades and roofs that are to be complementary to the original buildings shall be listed in the ACD.

## 6) Landscaping and Open Space

### *Objectives*

- To provide landscaped open areas that are conducive to pedestrian use, safety, and enjoyment, and that will provide focal points for vistas to significant heritage features on the site.
- To ensure that planting in the general areas of the existing buildings and along College Avenue is preserved wherever possible, while allowing some flexibility for development to occur.
- To provide for landscaped buffers and other areas of landscaping in keeping with the general ambience of the existing development on the site.
- To encourage the incorporation of urban agriculture into the site design in order to reduce energy consumption, enhance quality of life, strengthen social networks, increase amenities and aesthetics, contribute to local food security, reflect the Core Neighbourhood Sustainability Action Plan process, and address public interest in urban agriculture given its former use on the site.

### ***Policies***

- a) A landscape plan shall form part of the Concept Plan and will protect and maintain as much of the existing site landscaping as possible, particularly along the College Avenue frontage, while addressing the age and condition of individual plantings and the need to simplify and open up areas that have experienced overgrowth.
- b) The landscape plan shall retain any substantial planting areas, especially where they contribute to the overall heritage significance of the site, as may be determined by the Provincial Heritage Branch. To the extent possible, the integrity of the major grove plantings, located northeast and northwest of St. Chad's College, should be protected. Plantings on public property (e.g. street trees, hedges) shall be retained, but may also be replaced or enhanced where appropriate.
- c) Mature trees and their root systems shall be protected during construction through the use of appropriate techniques and processes, including barricades, fencing and on-site consultations.
- d) The area shown as "Public Open Space" on the Map 1 shall be dedicated as a Municipal Reserve.
- e) Crime Prevention Through Environmental Design (CPTED) principles shall be employed in the design of landscaped and open spaces.
- f) In general, landscaped areas that are conducive to pedestrian use and enjoyment should also provide focal points for vistas to heritage features. The tower block of the former St. Chad's College building has been identified as an element of major significance in this regard.
- g) Parking areas shall generally be buffered by landscaping, while adhering to CPTED principles.
- h) Urban agriculture could be incorporated into new development as a means to reflect previous use of the site and related community values, and to help meet a number of environmental and social objectives. Urban agriculture may be developed in the following ways:
  - i) Provision of space and water access for community gardens and/or a allotment gardens, wherever it is most feasible;
  - j) Provision of edible landscaping, which includes the planting of fruit or nut-bearing trees/shrubbery into new required landscaping; and
  - k) Provision of raised beds for gardening along sidewalks.

## **7) Transportation and Circulation**

### ***Objectives***

- To focus on the pedestrian rather than the vehicle as the primary user of the site.
- To ensure parking is concealed, and roadways and vehicular access points are designed in a pedestrian-oriented manner.
- To ensure suitable vehicular access to the site and internal site circulation, which will provide the greatest opportunity for marketing and sale of the site through subdivision as may be required.
- To ensure safe, efficient, and enjoyable pedestrian access and circulation through the entirety of the site.

### ***Policies***

- a) A cohesive pedestrian network shall be shown on the concept plan, which shall include the provision of pedestrian connectivity and circulation routes in both public and private spaces.
- b) Pedestrian movement shall be facilitated between College Avenue, Broad Street and the southeast corner of the site in order to allow for pedestrian access through the site from adjacent neighbourhoods. Pedestrian connections along College Avenue should invite pedestrians to get a closer look at the heritage buildings.
- c) Safe and direct pedestrian connections to bus stops and shelters shall be provided.
- d) All streetscapes shall be pedestrian-friendly and not dominated by vehicular access points.
- e) Public sidewalks shall be provided on both sides of all internal streets.
- f) Pedestrian connections shall be developed in accordance with Crime Prevention Through Environmental Design (CPTED) principles, which includes the overlooking of sidewalks and streets from adjacent buildings.
- g) A safe and attractive pedestrian connection shall be provided near the southeast corner to accommodate pedestrian movement to and from destinations further to the south, including the Broadway Avenue commercial precinct.
- h) The site layout shall maintain the opportunity for establishing a direct roadway connection between Broadway Avenue and the southeast corner of the site. This would require further study, and would necessarily involve acquisition of a portion of the Balfour Collegiate property from the Public School Board.
- i) Street tree planting shall occur along both sides of all streets to soften the street environment and enhance the pedestrian experience.
- j) The site layout shall minimize the amount of paved surfaces, including streets, while maintaining efficient vehicular access and circulation.
- k) On-street parking should be provided on both sides of all internal collector streets and generally on one side of local streets to increase parking opportunities and to serve as a traffic-calming measure. Exceptions may occur to help preserve existing trees or for traffic safety reasons.
- l) All off-street parking shall be underground or enclosed, except for a minimal amount of parking stalls which shall be situated in rear yards or in the interior of lots, behind buildings and screened from the street. Parking standards shall be established as part of the DCD zoning for the site.
- m) As a general rule, vehicular access to properties shall be afforded via the rear or side yard.
- n) At-grade, indoor parking on the ground floor of buildings shall be prohibited unless it is concealed behind habitable spaces. All other parking for multi-unit residential developments shall be provided underground.
- o) Parking shall not be permitted in front yards.
- p) Total site planning with respect to on-site (shared) parking and traffic circulation is encouraged for parcels encompassing the Mixed-Use Policy Area on the west side of the property.
- q) Vehicular access and on-street parking shall be prohibited for 30 metres from the intersection at Broad Street and College Avenue, to ensure internal functions are safe for pedestrians and drivers.
- r) Traffic islands and centre medians should not be incorporated into the design of public streets.

- s) In order to create a more pedestrian-oriented environment, street widths shall be designed to no greater than minimum standards, which will be determined after the completion of a Site Impact Transportation Study.

## 8) Phasing

### *Objectives*

- To ensure that site services and utilities are provided in accordance with the City of Regina's requirements.
- To ensure development proceeds in a timely and logical manner, and is complimentary to the reuse and restoration of the heritage buildings.

### *Policies*

- a) The reuse and restoration of existing buildings shall be concurrent with the development of new buildings.
- b) Phasing of services shall occur from west to east to help reduce front-end costs related to the sanitary sewer system and storm drainage. While there may be some flexibility in phasing approaches, the design of the entire system must occur at the beginning of the project.

## **Map 1: Concept Plan for the Former Diocese of Qu'Appelle Property**

The overall site configuration and land use districts shown on this map are generally consistent with the concept plan proposed for this site by the owner. The detailed depiction of buildings, parking areas and driveways is for illustrative purposes to show an option for development which is in keeping with the policies in this Concept Plan. Variance from the buildings, parking and driveways as depicted in this map will be considered through the normal development review and approval process (i.e. concept plan, *Zoning Bylaw*, discretionary use approval, development permit), and will be approved where in keeping with policies of this Structure Plan.

# MAP 1: CONCEPT PLAN FOR THE FORMER DIOCESE OF QU'APPELLE PROPERTY





## **OFFICIAL COMMUNITY PLAN**

### **PART B.11**

## **Lakeview/Albert Park Neighbourhood Plan**



## **Regina OCP – Part B**

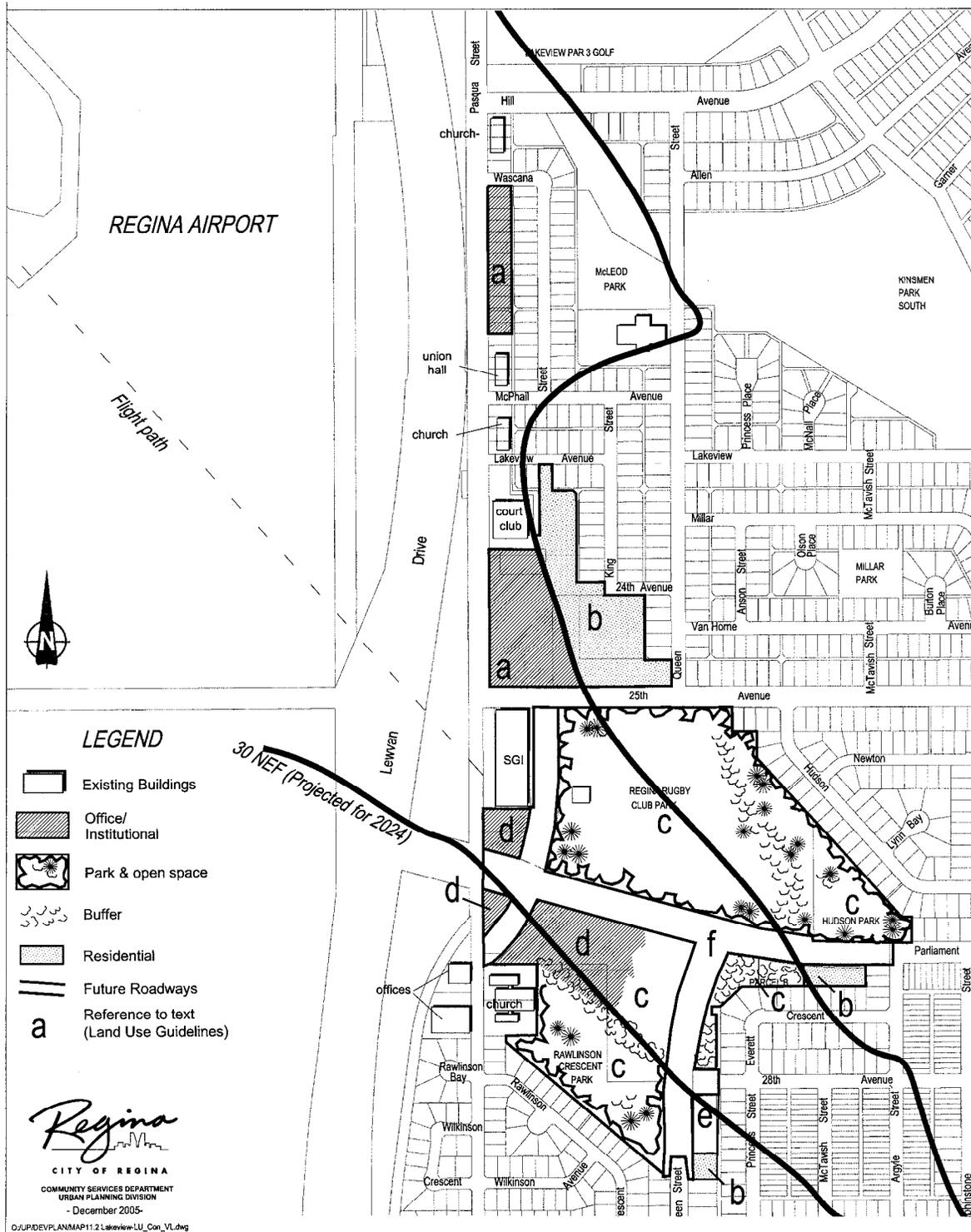
### **Part B.11 – Lakeview/Albert Park Neighbourhood Plan**

Interest in development of vacant lands near the Regina Airport in Lakeview and Albert Park has highlighted the need for a plan to guide the orderly development of this area. A public opinion survey was conducted which provided information and confirmed that development of vacant lands is the single significant planning issue in Lakeview/Albert Park.

The areas north, south and east of the vacant lands in Lakeview/Albert Park consist of stable low-density residential development and related neighbourhood parks and schools. Lewvan Drive and the Regina Airport are located to the west. Development along Pasqua Street is constrained for residential development by airport noise, and includes non-residential uses such as offices, recreational uses and churches.

At the time areas in Lakeview and Albert Park were being developed in the 1950s and 1960s, vacant lands were retained to protect aircraft approach routes to the Regina Airport. Over time, development of offices, the Regina Court and Fitness Club, rugby fields and churches have occurred at the edges of the vacant lands. These developments were reviewed individually to determine their suitability. This Plan provides for a more coordinated approach, based on the following general planning considerations.

# MAP 1: LAND USE CONCEPT FOR VACANT LANDS IN LAKEVIEW/ALBERT PARK



## 1) General Planning Considerations

The following general planning considerations are applied to:

- a) respect airport operations and prohibit residential infill development in high noise areas exceeding 30 NEF projected for 2024 as shown on Map1;
- b) ensure compatibility of new infill development with existing residential neighbourhoods in terms of use, development form and adequate buffering;
- c) reflect existing and approved plans for parks and for roadway extensions; and,
- d) generate revenue from the sale of surplus City-owned lands.

## 2) Land Use Guidelines

The following land use guidelines shall apply to the infill development of the respective areas shown on Map 11.2:

### a) Area a): Prestige Office, Institutional, or Limited Service and Retail Uses:

- buffer from houses via landscaping and setback of buildings.
- maximum 2 storey height.
- architectural control through agreements for sale to ensure compatible design.
- access from Pasqua Street.
- consult with Transport Canada regarding possible electronic navigation equipment interface.
- Limited Service and Retail Uses consistent with General Planning Considerations above be considered for 3775 and 3725 Pasqua Street (being Lots 1 and 2, Block E, Plan No. 101879860).

### b) Area b) Residential – Single Family Housing:

- Development Plan policies permit new housing only where aircraft noise is less than the 30 NEF projected for 2024 as shown on Map1.

### c) Area c) Open Space:

- develop in consultation with Community Associations and South Zone Board.
- buffer passive park areas (Hudson Park and Rawlinson Crescent Park) via landscaping from athletic fields and prestige office developments.
- maintain linkage between park areas by ensuring common frontage on both sides of Parliament Avenue.

### d) Area d) Prestige Offices:

- office development guidelines are as per a) above.
- access from Parliament Avenue or Pasqua Street.
- contingent upon extension of roadways.
- minimum building setback, 120m from back of lots on Rawlinson Crescent.

e) Area e) Vacant Land

- development subject to further review of uses compatible with adjacent housing.
- Area f) Parliament Avenue and Queen Street Extension
- approved roadway plans, development subject to the availability of capital funding.

**3) Policies And Implementation**

- a) That vacant lands identified on Map 1 be developed consistent with the Land Use Guidelines of this Plan.



## **OFFICIAL COMMUNITY PLAN**

### **PART B.12**

## **General Hospital Area Neighbourhood Plan**



## **Regina OCP – Part B**

### **Part B.12 – General Hospital Area Neighbourhood Plan**

#### **1) Goal**

The goal of this neighbourhood plan is to strike a balance between enhancing the viability of the residential community while enabling the hospital to meet the needs of the Regina Qu'Appelle Health Region in accordance with its mandate to provide tertiary health services to residents of Regina and southern Saskatchewan.

#### **2) Objectives**

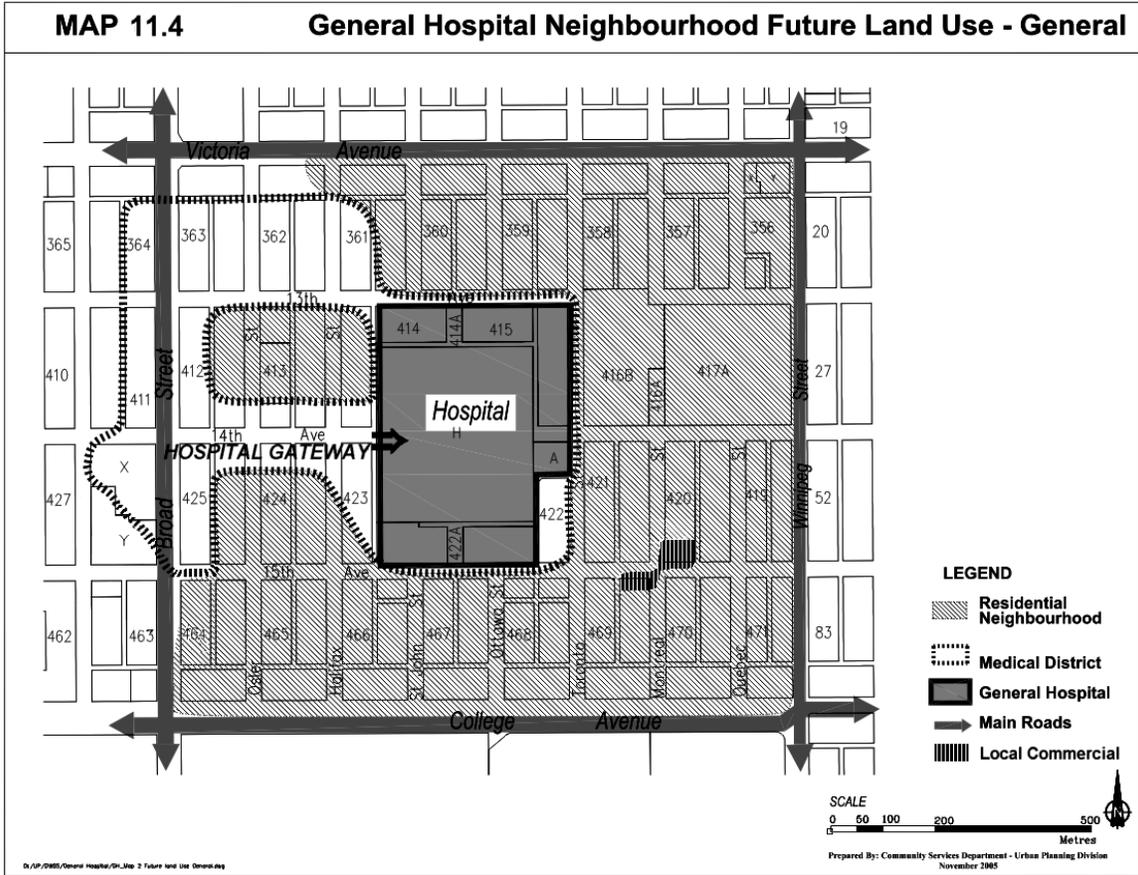
The following objectives have been developed to address the specific needs of the General Hospital area:

- a) To direct the location of future medical related development to locations consistent with preservation of the residential character of the area;
- b) To enable the redevelopment of the former St. Joseph school site for residential use;
- c) To minimize the parking impacts generated by General Hospital staff and visitors;
- d) To improve traffic circulation in the area by finding better ways to direct hospital related traffic to their appropriate destinations; and
- e) To improve the interface between the hospital and adjacent residential properties.

#### **3) Medical District**

This plan proposes the creation of a Medical District to provide guidance for the location of hospital expansion and other medical related uses (e.g. medical offices, clinics and short term accommodations for hospital visitors) that may be proposed in the future. These uses will be directed to locations that are primarily non-residential at the periphery of the area, and will therefore not jeopardize the viability of the existing residential community.

The Medical District is shown on Map 11.4. This area is comprised of the Regina General Hospital, and a range of commercial, mixed uses and vacant lots. The lands within the medical district are zoned institutional (I), commercial (MAC, NC, D, C), or mixed use (MX). Most medical uses such as doctor's offices and clinics are accommodated within these zones, in addition to the other permitted residential and commercial uses which are allowed. However, future rezoning applications for land uses which are not currently accommodated such as medical laboratories in the MX zone would be considered on a case by case basis. Off-site parking for the hospital may be considered on the site at the northeast corner of 13<sup>th</sup> Avenue and Halifax Street, but not elsewhere.



This plan preserves future growth options for the hospital on their existing site, expanding the building onto the adjacent Block 422, and construction of standalone medical facilities elsewhere in the Medical District.

- a) That future medical related uses be directed to the Medical District shown on Map 11.4.
- b) That there be no encroachment of medical related land uses into the residential neighbourhood as shown on Map 11.4.
- c) Exceptions to the policies in this Part are only as follows:

Building	Address	Legal Description	Use to be Allowed
Existing Residence	1636 College Avenue	Lot 8, Block 465 Plan Old 33, Ext. 0 as described on Certificate of Title No. 90R24816	A specialty Medical Clinic to accommodate a maximum of four medical specialists.

**4) Hospital Access**

The General Hospital is located in the centre of the neighbourhood, and does not have direct access to arterial streets such as Broad Street, Victoria Avenue, College Avenue and

Winnipeg Street. Hospital traffic therefore impacts on the local residential streets within the neighbourhood.

This plan proposes to enhance the portion of 14th Avenue between Broad Street and the General Hospital as the gateway for visitors to the hospital, in order to direct visitor traffic to the main entrance, while limiting traffic on residential streets. In order to implement the gateway concept, co-operation between the City, Core Community Association and the Regina Qu'Appelle Health Region will be required. An example of the type of elements that may be considered is shown on Map 11.5. Supporting the gateway function for 14<sup>th</sup> Avenue will mean that priority be given for some municipal services (snow removal and landscaping). Existing emergency routes would be maintained and are appropriately marked.

- a) That a Hospital Gateway be established as part of the Medical District, along 14th Avenue using banners, signs, street furniture and architectural cues to direct visitors to the General Hospital.
- b) That emergency routes as shown on Map 11.6 be recognized as the preferred routes for emergency vehicles

#### **5) Former St. Joseph's School Site**

This plan recognizes and anticipates the reuse of the former St. Joseph's school site as shown on Map 11.6 on Toronto Street for residential redevelopment.

- a) That the former St. Joseph's school site accommodate medium density residential development.

#### **6) Parking**

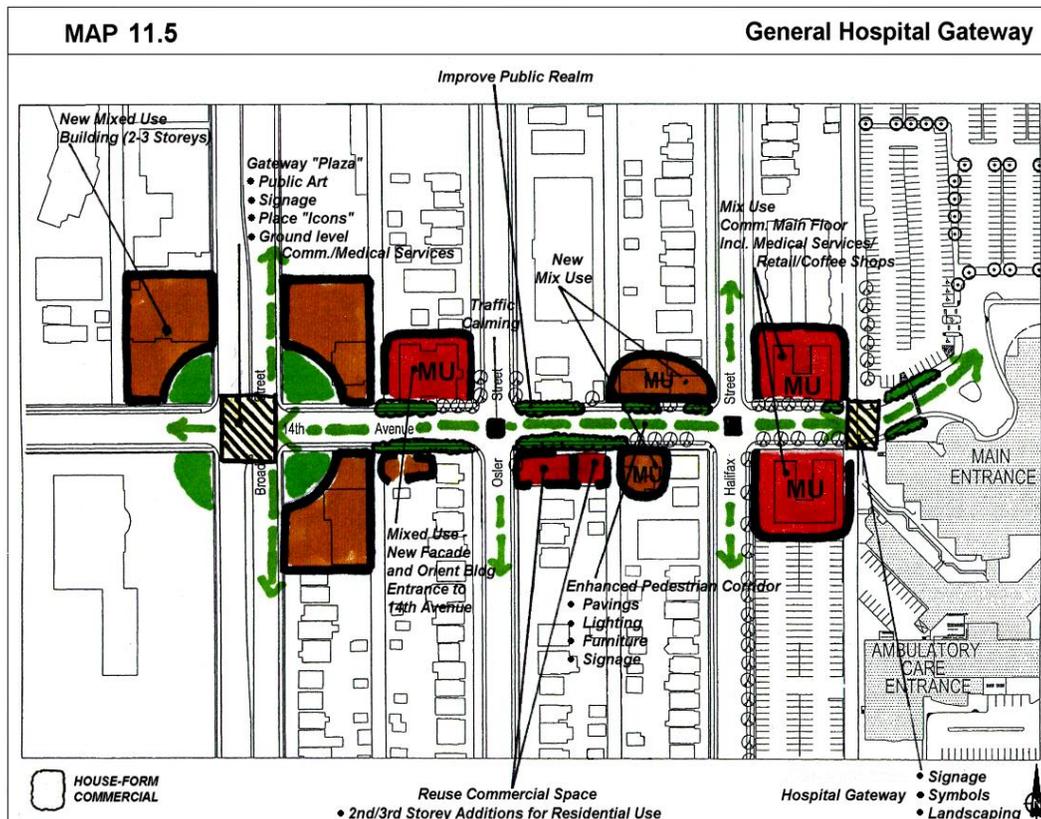
On-street parking in the neighbourhood is an issue affected by insufficient on-site parking for hospital staff and visitors as well as downtown users. On-street parking can be managed through parking enforcement and the residential parking permit system. The provision of an off-site hospital parking lot on the northeast corner of Halifax Street and 13<sup>th</sup> Avenue can be considered. Applications for off-site parking lots elsewhere in the Secondary Plan area are impractical or detrimental to the residential area and will not be considered.

- a) That sustained rigorous enforcement of parking near the General Hospital be maintained to discourage long term staff and visitor parking on the streets.
- b) That the Regina Qu'Appelle Health Region be encouraged to increase the supply of available off street parking for hospital employees and visitors within the Medical District as shown on Map 11.4.
- c) That the City's residential parking permit program be promoted in this neighbourhood.

#### **7) Hospital/Residential Interface**

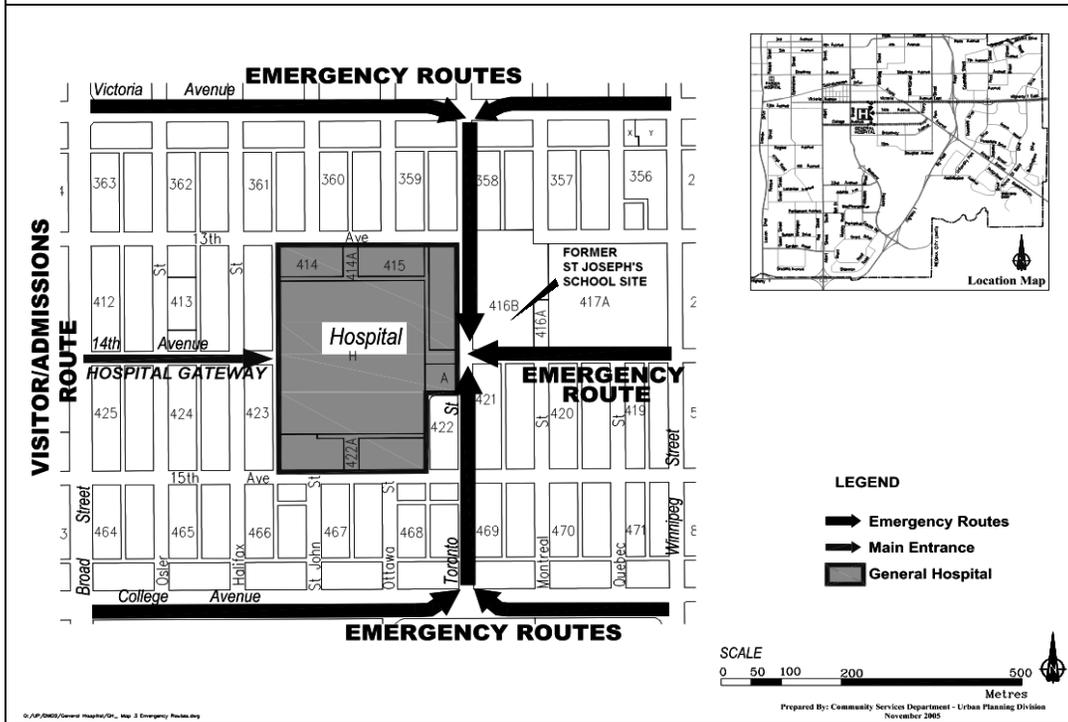
This plan recognizes the need to improve the interface between the hospital and the adjacent residential properties to enhance the residential character of the neighbourhood. A sample of landscaping opportunities identifying some possible landscape enhancements was prepared by the city and reviewed with the Regina Qu'Appelle Health Region (Map 11.7). If any additional development occurs on the hospital site, these enhancements would form the basis of a landscape plan. Development in Block 422 would require high standards of landscaping to ensure compatibility with the houses facing this site on Toronto Street.

- a) That the Regina Qu'Appelle Health Region be encouraged to install consistent fencing, paving and landscaping around the perimeter of the hospital site.
- b) That the Regina Qu'Appelle Health Region be encouraged to recognize and replace informal pathways throughout the site with pedestrian pathways.
- c) That the Medical District, which includes lands directly abutting the hospital on the west side of Toronto Street will require high standards of landscaping to ensure compatibility with the nearby residential uses.



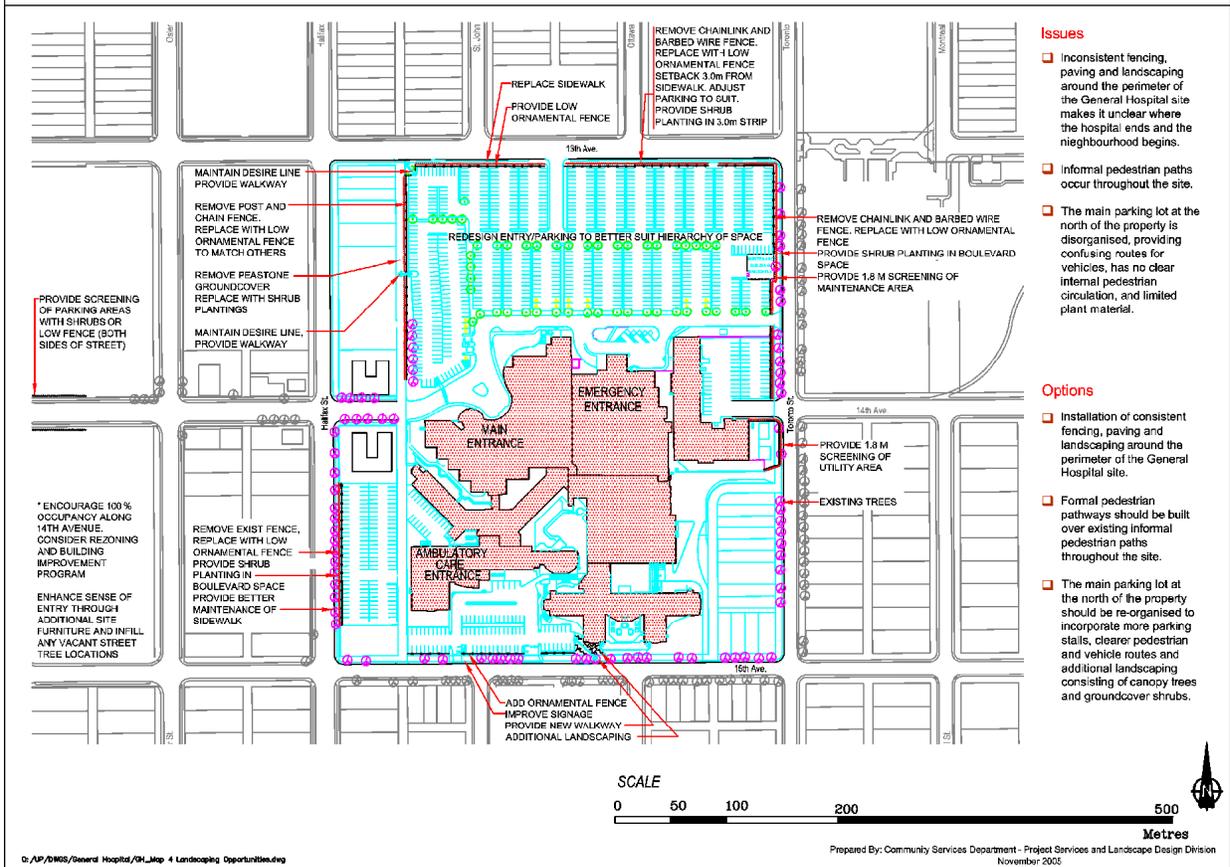
MAP 11.6

Visitor/Admission and Emergency Routes



# MAP 11.7

# Landscaping Opportunities





## **OFFICIAL COMMUNITY PLAN**

### **PART B.13**

## **Warehouse District Neighbourhood Plan**



## **Regina OCP – Part B**

### **Part B.13 – Warehouse District Neighbourhood Plan**

#### **BACKGROUND**

The Warehouse District is defined as the area bounded by the Canadian Pacific Railway (CPR) yards, 4th/Ross Avenue, Albert Street and Winnipeg Street (Map 1).

This area is unique in containing many multi-storey warehouses built prior to the 1930's. Rail line spurs that once crossed the area have been removed or abandoned, excepting the line connecting the Canadian National Railway (CNR) to the Canadian Pacific Railway (CPR) yards, and the tracks located adjacent to 4th Avenue. Newer development is interspersed throughout, particularly along Albert, Broad and Winnipeg Streets.

Historically, development of the Warehouse District complemented the CPR station and freight yards. The need to serve the surrounding farming community also encouraged the development of farm machinery and implement dealerships in the District. Other commercial enterprises followed, strengthening Regina's position as an important wholesale and distribution centre. Simpson's and Eaton's established mail order facilities in the Warehouse District during World War I. A rise in the trade and business activity of Regina contributed to Eaton's converting a portion of its mail order operations into a retail outlet in 1926. During the same period, sale of farm equipment grew to great proportions enhancing the operations of implement dealers in the District. In 1928, the General Motors assembly plant began its operations. Economic depression during the 1930s resulted in general commercial and industrial stagnation until the onset of World War II.

The post-World War II period saw economic resurgence generated primarily by improved agricultural practices and a growing demand for farm produce. This prosperity provided a solid base for Regina's economy and growth. Up until the mid- 1950s, the Warehouse District remained the focus of local industry. However, rapid population growth and a need for land for industrial development resulted in the establishment of Ross Industrial Park to the northeast.

The role of the Warehouse District in Regina's development has changed considerably since its early formative period. Rail dominance gave way to the car and truck as the primary means of transportation of goods and people to, from and within Regina. Suburban residential growth, coupled with the decentralization of retail, warehousing and industrial land uses, diminished the importance of the Warehouse District.

More recently, many new businesses representing a great diversity of land uses have become established in the Warehouse District. Its central location and the low cost of rental space are identified as primary reasons for locating in the District.



## PLANNING CONTEXT

The *Design Regina Plan* provides for the adoption of secondary plans.

Current conditions providing a new context for the area's development include:

- the new *Design Regina Plan* adopted in 2013 which identifies the need for the preparation of a concept plan for this area;
- The Planning and Development Act, 2007 and The Heritage Property Act which provide for municipal authority to apply design controls or guidelines as may be warranted in an area;
- changing economic circumstances;
- recognition of Dewdney Avenue as "Saskatchewan's Heritage Street" to promote cultural appreciation, tourism and economic development;
- the potential for development of some of the lands associated with the existing C.P. Rail yards;
- the emergence of a cultural, arts, entertainment and hospitality area having a focus on Dewdney Avenue.

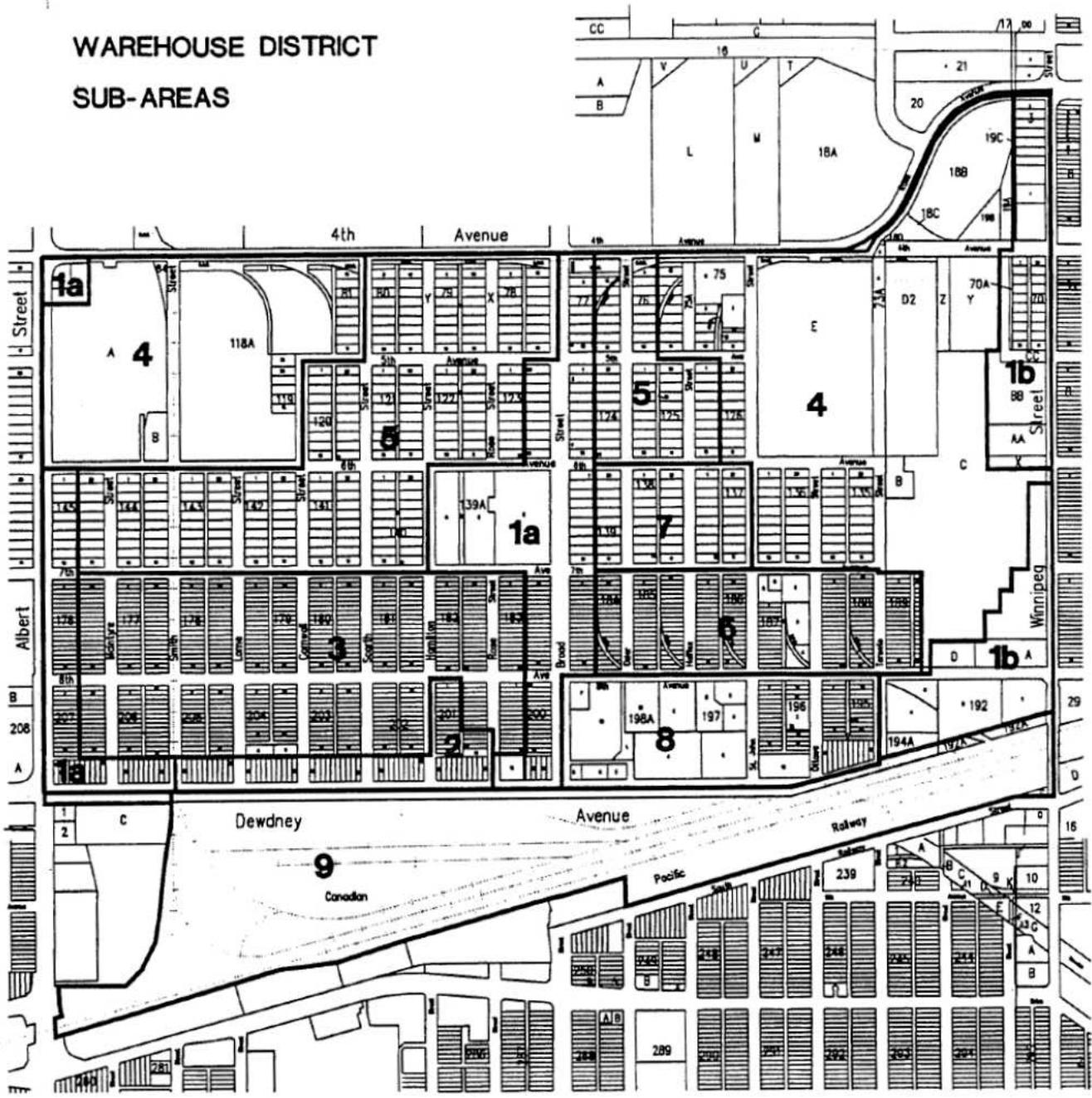
## SUB-AREAS

The Warehouse District consists of approximately 80 city blocks occupied by nearly 600 businesses on over 400 individually owned properties. Sub-areas having common land use characteristics can be categorized as shown on Map 2 and described as follows:

<u>Sub-Area</u>	<u>Description</u>
1a	High Traffic, Newer Development, Retail/Service Uses
1b	High Traffic, Service/Office/Industrial Uses
2	Historic Dewdney Avenue Streetscape, Multi-Storey Warehouse Buildings, Limited Parking, High Traffic, Adaptive Reuse (Mixed Commercial/Industrial, Entertainment)
3	Diverse Mix of Commercial/Industrial Uses, Small/Old Buildings on Small Sites, Limited Parking
4	Industrial, Large Sites, Storage/Maintenance (eg. City and Sask Power Yards)
5	Industrial/Commercial Mix, Large Sites, Outdoor Storage
6	Industrial/Commercial Mix, Limited Retail/Service Use
7	Historic Multi-Storey Warehouse Buildings, Adaptive Reuse (Retail Specialization - eg. Furniture Sales)
8	Industrial, Large Sites, Large Buildings, Public Utilities

In recognition of this diversity, smaller, more manageable sub-areas will be defined with concept plans prepared and adopted accordingly. Definition of sub-areas and plan preparations will occur in consultation with businesses and property owners, and through the formation of citizen advisory committees. This will assist in identifying differences between areas in terms of issues, strengths and weaknesses, which will lead to more specific action/s for each, as appropriate. However, common goals will link sub-areas of the Warehouse District which share similar characteristics. Planning based on this approach will provide a greater chance for the successful development and implementation of more focused initiatives.

# WAREHOUSE DISTRICT SUB-AREAS



## LEGEND

### SUB-AREAS

- 1a Albert/Broad Street Strip Development
- 1b Winnipeg Street Strip Development
- 2 Dewdney Avenue (Albert Street to Broad Street)
- 3 Small Business Commercial Core
- 4 Land Extensive Industrial
- 5 Industrial Commercial Transition (1)
- 6 Industrial Commercial Transition (2)
- 7 Warehouse Commercial
- 8 Industrial
- 9 C.P.R. Lands

k:\ware\priority.dwg

city of  
**Regina**  
Planning & Building Department



**MAP 2**  
Not To Scale

## **1.0 AREA 1 - DEWDNEY AVENUE AND ENVIRONS**

Based on consultation with a citizen advisory committee, Area 1 (bounded by Dewdney Avenue/C.P. Rail, 8th Avenue, Albert Street and Broad Street - Map 3) was defined as the first priority for Plan preparation.

### **1.1 GENERAL LAND USE**

Dewdney Avenue provides a distinctive streetscape representing an historic era in Regina's urban development. The street offers almost continuous frontage of large old buildings, typically multi-storey and of masonry construction. Several properties are listed in the City's Heritage Holding Bylaw as potential municipal heritage properties. Two properties, the Ackerman Building (2128/32 Dewdney Avenue) and the Campbell, Wilson and Strathdee Warehouse (2206 Dewdney), have been designated as municipal heritage properties.

Historically, buildings on Dewdney Avenue were used primarily for wholesaling and warehousing. Some wholesale and warehouse activities continue on the street, but retail, office, entertainment, and residential condominium uses are becoming increasingly evident. The adaptive re-use of historic structures is creating a distinctive commercial precinct along Dewdney Avenue.

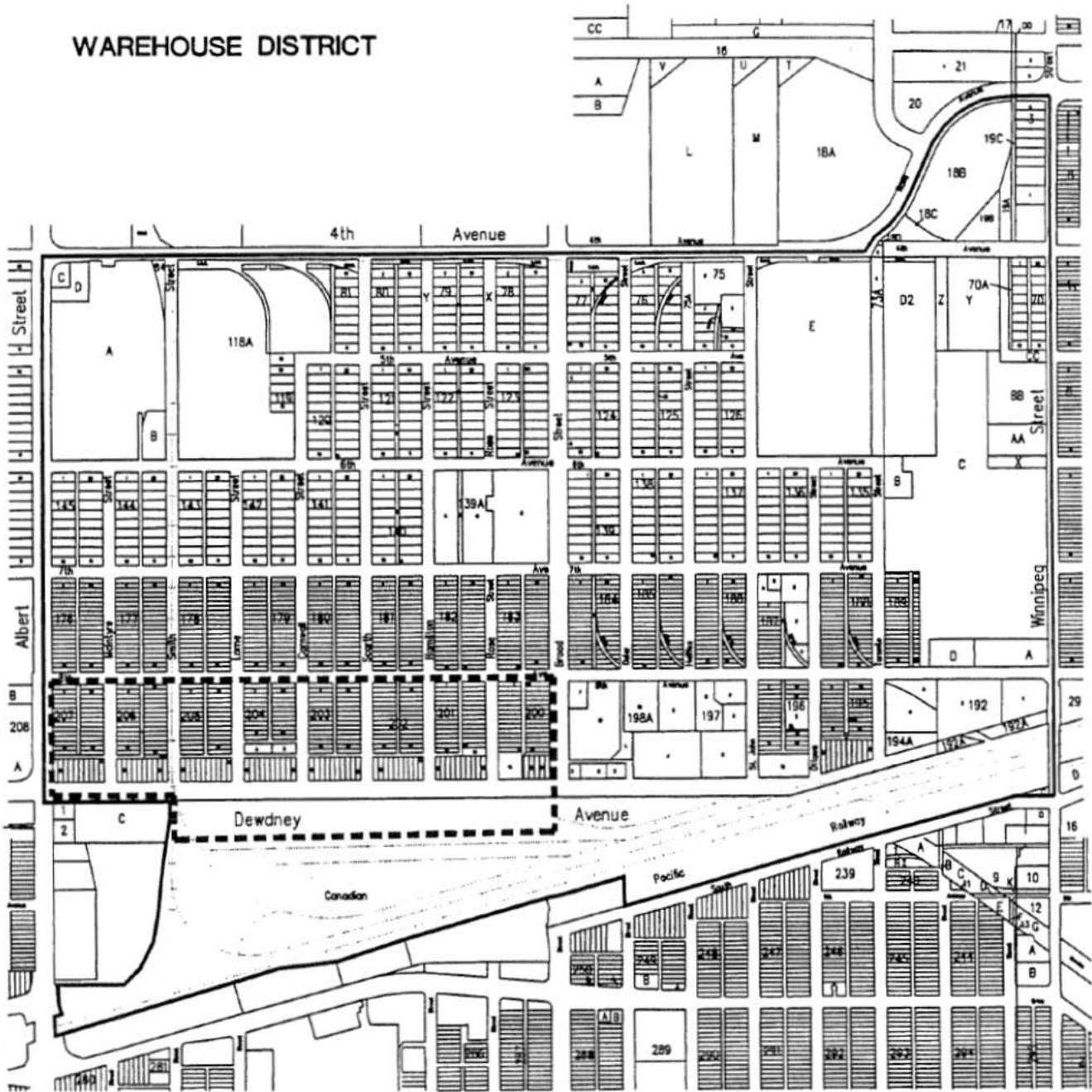
Land use immediately to the north of Dewdney Avenue is characterized by a wide variety of smaller sized commercial enterprises many of which occupy older, one-storey buildings located on fully developed and often small sites.<sup>1</sup> Many businesses have indicated that competitive pricing of space for sale or lease attracted them to the area.

Approximately seven single detached residential buildings are located in the area on Cornwall and Lorne Streets, and are generally in poor condition. Given the surrounding commercial/industrial development, these few remaining single detached residences will likely be redeveloped to more compatible uses. However, residential condominiums are being developed on the upper floors of the old warehouses on Dewdney Avenue.

---

<sup>1</sup> Newer development has occurred on properties fronting Albert and Broad Streets on the edges of Area 1.

# WAREHOUSE DISTRICT



## LEGEND

 Area 1

city of   
**Regina**  
 Planning & Building Department

  
**MAP 3**  
 Not To Scale

## 1.2 OPPORTUNITIES AND CONSTRAINTS

A special development theme is emerging in Area 1 with arts, entertainment and hospitality establishments locating there. A dynamic mix of uses amid architecturally prominent and historic buildings contributes to this uniqueness. These characteristics, combined with a central location and association with Regina's downtown area, offer opportunities for enhancement. The location of a major casino at the VIA Rail Station site furthers the potential for development relating to tourism, culture and general hospitality.

In addition to arts, entertainment and hospitality, many other commercial and light industrial uses are currently operating in Area 1 north of Dewdney Avenue. These businesses contribute to the area's diversity.

While the area's historical development provides a unique setting, these same features present constraints to its use and development. The adaptive reuse of many older buildings is not always economically viable as more current building code regulations may require substantial building alterations. Sites are almost fully developed leaving little opportunity to provide off-street parking for patrons and employees. Convenient pedestrian access from the downtown is restricted by the C.P. Rail yards. Some businesses have expressed concern that business taxation is excessive and affects their on-going viability.<sup>2</sup> Competition from home-based retailers (eg. arts/crafts "cottage" industries) offers a further challenge to small business development in the area.

## 1.3 ISSUES

Several specific issues have been identified as concerns in Area 1.

### 1.3.1 Organization and Identity

While the area's physical uniqueness may be leading to the emergence of cultural, arts and entertainment activities, there is no organization to identify, coordinate and promote common interests.

### 1.3.2 Built Environment

While the City has been renewing streets, sidewalks and underground services, all needs have not been fully addressed. Dewdney Avenue, the area's potential showcase street, is in need of renewal.

Varying levels of property maintenance also contribute to some unsightliness in the area. Proximity to the C.P. Rail yards provides an abrupt interface between the prominent warehouse architecture and the rail marshalling yards and freight terminals immediately to the south.

---

<sup>2</sup> While this concern is noted, it cannot be resolved through this Plan under the authority of The Planning and Development Act, 1983.

### 1.3.3 Parking and Traffic Safety

The adequacy of on- and off-street parking in the area requires consideration. The availability of on-street parking is limited by extensive driveway crossings which serve area businesses. Customer traffic combines with truck service/freight deliveries to create traffic conflicts.

Off-street parking is limited, partially due to many sites being fully developed prior to the widespread use of the private automobile. In order not to stifle the adaptive re-use of older buildings, associated off-street parking requirements are reduced.<sup>3</sup> Parking and traffic congestion have been intensified as a result. Estimates indicate that required off-street parking is deficient by 50 - 75 % if normal development standards are applied.

Some under-developed or vacant lands are being used for parking but in a relatively uncontrolled/haphazard manner. In particular, the south side of Dewdney Avenue is used for parking, encouraging uncontrolled pedestrian crossings to/from businesses located on the north side.

Poor lighting in parts of the area also contributes to the concern for pedestrian safety.

## 1.4 GOAL AND OBJECTIVES

A unique commercial environment is evolving in Area 1. Its on-going development may be enhanced by:

- emphasizing arts, entertainment and hospitality including a focus for artisans (ie. production, display, sales);
- retaining a mix of compatible commercial and industrial land uses;
- providing unique residential living opportunities (eg. mixed residential/commercial use of upper floors of historic warehouse buildings);
- encouraging specialty shops offering hand crafted items;
- providing opportunities for special events/festivals;
- improving its image and creating a distinctive identity associated with its role(s) in local history.

These attributes may be best cultivated within a safe and pleasant environment.

### Goal

**The goal of this Plan is to encourage the development of a unique commercial area which includes arts, entertainment and hospitality as part of its development.**

---

<sup>3</sup> In the WH - Dewdney Avenue Warehouse Zone parking requirements are reduced by 50 %. Further reductions are often granted by the Development Appeals Board upon appeal by developers. Payment in-lieu of actual parking provision is also an available option, albeit one that is seldom used.

## Objectives

The objectives of this Plan (Area 1) are:

- a) to coordinate area interests which would facilitate business/cultural development and property improvement;
- b) to encourage the adaptive re-use of historic buildings and physical development/redevelopment which is sensitive to the area's historic character;
- c) to improve pedestrian and vehicular traffic safety/access;
- d) to encourage commercially-oriented light industrial development; and
- e) to maintain existing stable and compatible industrial uses.

## 1.5 POLICIES AND IMPLEMENTATION

### 1.5.1 Organization to Promote Common Interests

In order that common interests can be established and advanced, a formal organization is required. This organization would be best constituted by representatives from the area's businesses and cultural organizations. Initially, an association could be formed to assist in meeting this Plan's objectives in addition to fostering other mutually beneficial interests. Other forms of organization such as a Business Improvement District may become viable and effective in the future, perhaps incorporating other businesses and interests of the larger Warehouse District as a whole.

1.5.1.1 THAT the property owners and businesses be encouraged to:

- a) form an appropriate organization to coordinate area interests relating to:
  - promotion and marketing,
  - business/cultural development,
  - physical maintenance and enhancement, and
  - accessibility and parking.
- b) initiate the establishment of a Business Improvement District in order to plan and initiate improvements in the area.

### 1.5.2 Built Environment

Area 1 derives much of its uniqueness from the built environment, particularly along Dewdney Avenue. Prominent historic architecture dating from the period 1910 to 1930 provides a distinctive heritage streetscape contributing to Dewdney Avenue's identification as "Saskatchewan's Heritage Street".

Presently, there are no general standards or guidelines in place to assure that the architectural characteristics that define the streetscape are maintained in future development. Further, the pedestrian streetscape lacks the identity and appeal required to complement the historic avenue.

In order to encourage a heritage theme, preserve the distinctive architectural character of prominent historic properties, and enhance the related pedestrian streetscapes with regard to urban design, landscaping, lighting and signage, development guidelines are required. These guidelines may be implemented through designation of an Architectural Control District pursuant to The Planning and Development Act, 1983.

- a) THAT a Capital Works Program be initiated to affect sidewalk enhancements along Dewdney Avenue to improve the pedestrian environment consistent with the historic character of Dewdney Avenue and should include both hard and soft forms of landscaping. A heritage theme should characterize enhancements and provide a common basis for future extension along the rest of Dewdney Avenue (outside of Area 1) in its development as Saskatchewan's Heritage Street.
- b) THAT C.P. Rail and associated intermodal transport facilities be encouraged to improve and develop their properties in a manner which is sensitive to the development and enhancement of Dewdney Avenue as Saskatchewan's Heritage Street and unique commercial area.
- c) THAT the following guidelines be established for consideration in the development of properties in the WH - Dewdney Avenue Warehouse Zone (Zoning Bylaw No. 9250), including the alteration and maintenance of buildings, structures and landscapes:

General

- i) New development should enhance or complement the common design features of the existing and related historic structures and streetscape with regard to:
  - architectural detail, both structural and ornamental;
  - building facing materials, including colour, texture and design;
  - placement of windows and doors;
  - height;
  - scale, proportion and massing;
  - roof shape and pitch;
  - building setbacks and orientation to property lines; and
  - landscaping of yards and pedestrian walks.

- ii) New development located adjacent to a designated Municipal Heritage Property or a property listed on the Heritage Holding List (Schedule "A" to Bylaw No. 8912-HR-B89) should incorporate building materials that are compatible with those of the subject heritage property(ies) with regard to type, colour and texture.
- iii) A use proposed for an existing building should be compatible with the building's structure such that only minimal alterations are required to the building's exterior. The removal or alteration of any historical materials or features should be avoided whenever possible.
- iv) Careful consideration should be given to the placement of mechanical equipment in order to maintain the visual integrity of the architectural characteristics that are appropriate to the WH - Dewdney Avenue Warehouse Zone.

#### Rehabilitation

- v) Exterior design alterations to existing buildings should be consistent with the building's original architecture and period of construction.
- vi) Distinctive stylistic features and examples of skilled craftsmanship should be preserved and treated sensitively. Where repair or replacement of such features is required, materials and design should match the original as much as possible.
- vii) Cleaning of building exteriors should be undertaken to minimize damage to surfaces and architectural features.
- viii) Rehabilitation of existing properties having minimal or limited historic architectural qualities should be undertaken in a manner which relates to and respects the design elements of neighbouring properties of greater significance and the general historic streetscape.

#### Landscaping and Lighting

- ix) New street furniture including, but not limited to, light standards, benches and trash receptacles, shall be of a design that complements the historic character of the WH - Dewdney Avenue Warehouse Zone.
- x) New light standards shall be of a scale and lighting intensity so as to enhance the pedestrian environment.

#### Signs and Awnings

- xi) Signs should be designed to complement the building to which they will be attached with regard to the size, typeface, graphics and materials used for the sign.
- xii) No sign should be of a size or situated in such a manner as to conceal any significant architectural features of a building.
- xiii) Signs shall be limited to the identification of the business being carried out on the premises.
- xiv) Repealed. [Bylaw 2001-98]
- xv) Indirect lighting or neon tube lighting are preferred to back- lit fluorescent sign illumination. When back-lit fluorescent signs are used:
  - only the lettering should be lit;
  - the background of the sign should be a dark or subdued colour that blends in with the building; and
  - light intensity should not conflict with pedestrian-level street lighting.
- xvi) The size and shape of awnings should be compatible with the sizes and shapes of windows and other architectural features.
- xvii) Colours of awnings should be compatible with the colour of the building on which they are situated.
- xviii) Awnings should be installed within masonry openings in a manner that does not obscure details in the masonry or distort the architectural features of the building.

### 1.5.3 Traffic Management

Pedestrian and vehicular traffic conflicts occur partially due to uncontrolled pedestrian street crossings. Proper provision of off-street parking is lacking in the area. Extensive driveway crossings and unrestricted physical access to properties in some locations have reduced the availability of on-street parking and have contributed to disruptive traffic movements.

- a) THAT off-street public parking be encouraged to develop at suitable locations, particularly in the area north of Dewdney Avenue.
- b) THAT on-street taxi loading zones be established at locations selected in consultation with area businesses.



## **OFFICIAL COMMUNITY PLAN**

# **PART B.14 Westerra Neighbourhood Plan**





# Westerra

Where life finds balance

## Executive Summary

Westerra is located in the west area of the City of Regina on lands annexed from the Rural Municipality of Sherwood No. 159. The Plan Area is bounded by Dewdney Avenue to the north, Courtney Street to the east, Pinkie Road to the west and the Canadian Pacific Rail line to the south (See **Figure 1: Location and Context Plan**). The Neighbourhood Plan Area includes approximately +/- 199.84 hectares (+/- 493.79 acres) of land.

At full build out, the neighbourhood plan area will house approximately 7,500 residents in a complete community consisting of a range of housing, commercial and employment uses. Westerra shall be an area where residents daily needs can be met and where access to employment and retail land uses are supported by pedestrian, transit, cycling and road connections.

The Neighbourhood Plan (NP) implements policy identified within **Design Regina - The Official Community Plan Bylaw No. 2013-48 (Design Regina OCP)** and has been informed by the City's sustainability priorities. The NP has been developed through careful and ongoing consultation with the City, landowners, the general public, school boards, builders and other key stakeholders. The NP establishes the broad land use and servicing expectations for the plan area which will be used to direct the preparation of subsequent concept plans, land use and subdivision applications.



## Neighbourhood Plan

Prepared for:

Westerra Development Corp.

Harvard Developments Inc.

Forster Projects Inc.



Prepared by: Brown & Associates Planning Group



## Project Team:

Project Engineers  
WSP



Transportation Consultants  
MMM Group



Risk Assessment and Analysis  
Bercha Group Limited

Retail Impact Assessment  
MXD Development Strategists

Geotechnical Investigation &  
Environmental Site Assessment  
Ground Engineering

# Table of Contents

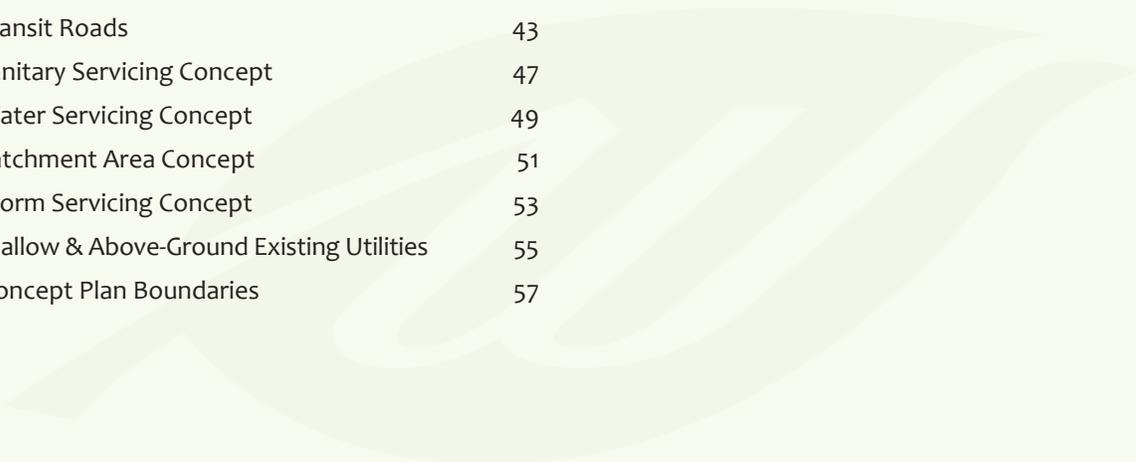
<b>1.0 Introduction</b>	<b>1</b>	<b>4.0 Transportation</b>	<b>39</b>
1.1 Background	1	4.1 Overview	39
1.2 Site Context	1	4.2 Road Network Hierarchy	42
1.3 Plan Area Ownership	2	4.3 Public Transit	44
1.4 Regulatory Framework and Compliance	4	<b>5.0 Servicing Strategy</b>	<b>45</b>
<b>2.0 Site Inventory &amp; Analysis</b>	<b>7</b>	5.1 Wastewater Collection System	45
2.1 Topography	7	5.1.1 Existing Conditions	45
2.2 Natural Features and Existing Conditions	7	5.1.2 Proposed Development	45
2.3 Development Constraints	12	5.1.3 Timing of Capital Improvements	46
2.3.1 Wells, pipelines and utilities	12	5.2 Water Servicing	48
2.3.2 Regina International Airport	14	5.2.1 Existing Conditions	48
2.3.3 Canadian Pacific Railway Line	16	5.2.2 Proposed Development	48
2.3.4 Adjacent Industrial Uses	16	5.2.3 Timing of Capital Improvements	50
<b>3.0 Community Design &amp; Land Use</b>	<b>19</b>	5.3 Stormwater Management	50
3.1 Westerra Vision	19	5.3.1 Existing Conditions	50
3.2 Alignment with Design Regina: The Official Community Plan Bylaw No. 2013-48	20	5.3.2 Proposed Development	52
3.3 Design Principles	21	5.3.3 Timing of Capital Improvements	54
3.4 Land Use Overview	22	5.4 Shallow and Above-Ground Utility Servicing	54
3.5 Residential	24	<b>6.0 Implementation</b>	<b>56</b>
3.5.1 Low-Density Residential	25	6.1 Phasing	56
3.5.2 Medium-Density Residential	26	6.2 Concept Plans	56
3.5.3 Live Work Residential	26		
3.5.4 High-Density Residential	27		
3.6 Urban Centre	27		
3.7 Main Street Retail	28		
3.8 Community Retail	29		
3.9 Large Format Retail	29		
3.10 Business Park	30		
3.11 Civic Uses	32		
3.11.1 Potential School Site	32		
3.11.2 Emergency Services Facility	32		
3.12 Parks and Open Space	33		
3.12.1 Pathways and Trails	33		
3.12.2 Municipal Reserve	36		
3.12.3 Municipal Buffer	37		
3.12.4 Municipal Utility Parcel(s)	38		
3.12.5 Environmental Reserve	38		

# Figures

Figure 1 - Location and Context Plan	1
Figure 2 - Legal Description & Ownership of Plan Area	3
Figure 3 - Design Regina OCP Policy Context	5
Figure 4 - Site Context and Natural Features	8
Figure 5 - Local & Regional Transportation Network	10
Figure 6 - Community Infrastructure	11
Figure 7 - Land Use and Development Constraints	13
Figure 8 - NEF Contours and Height Limitations	15
Figure 9 - Land Use Transition Buffer	18
Figure 10 - General Land Use Concept	23
Figure 11 - Business Park - Residential Interface	31
Figure 12 - Parks, Pathway and Open Space Network	35
Figure 13 - Transportation Network	41
Figure 14 - Transit Roads	43
Figure 15 - Sanitary Servicing Concept	47
Figure 16 - Water Servicing Concept	49
Figure 17 - Catchment Area Concept	51
Figure 18 - Storm Servicing Concept	53
Figure 19 - Shallow & Above-Ground Existing Utilities	55
Figure 20 - Concept Plan Boundaries	57

# Tables

Table 1 - Plan Area Ownership	2
Table 2 - Neighbourhood Plan Land Use Statistics	22
Table 3 - Residential Density & Population Projections	24
Table 4 - Open Space System & Potential Facilities	34
Table 5 - Municipal Reserve Requirements and Proposed Dedication	37
Table 6 - Peak Wastewater Flows Based on Land Use and Anticipated Density	45
Table 7 - Wastewater Flows from Outside Sources	46



# 1.0 Introduction

## 1.1 Background

The purpose of this Neighbourhood Plan (NP) is as follows:

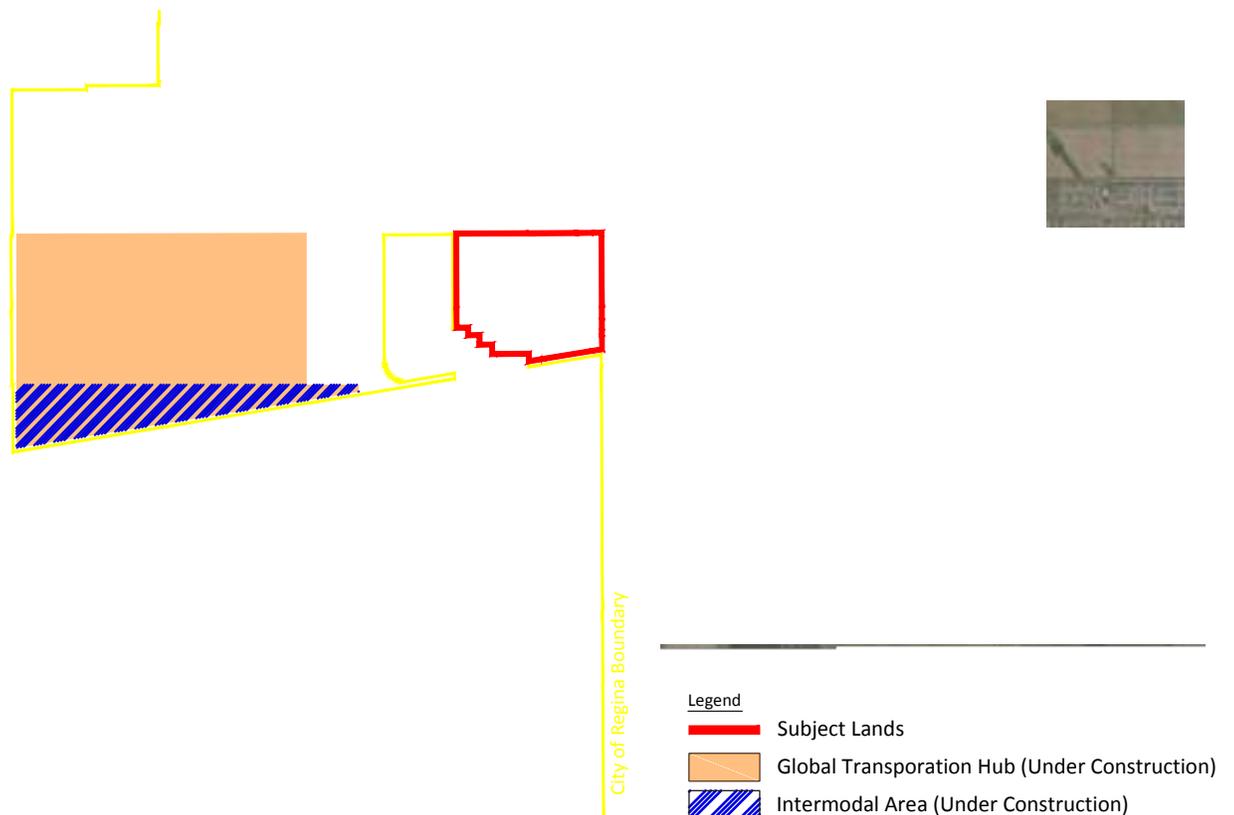
- To implement the policies contained in the *Design Regina OCP* and, in doing so, provide a framework for future development of the plan area that reflects the City's aspiration to be a sustainable, vibrant, inclusive and attractive community
- To guide and direct the preparation and the approval of subsequent Concept Plans, Land Use Amendment and Subdivision applications within the plan area.

To accomplish this purpose, the Neighbourhood Plan contains development objectives, a land use concept and policies that will ensure the NP is achieved over time.

## 1.2 Site Context

The NP applies to a defined area referred to as “Westerra” and is outlined on **Figure 1: Location and Context Plan**. The plan area is located approximately 6.5 km from downtown Regina and serves as a western gateway for the City. Westerra is located in a strategic location in proximity to the Global Transportation Hub. The area is bound by Dewdney Avenue to the north, Pinkie Road to the west and Courtney Road to the east. The CPR rail line forms the southern boundary of the Plan area. The surrounding land use context includes the Dieppe neighbourhood to the northeast, the RCMP training centre to the east, the Regina International Airport to the southeast and the Sakimay First Nations to the west. There are existing industrial uses situated to the southwest of the plan area which are situated in the RM of Sherwood No. 159.

**Figure 1 -** Location and Context Plan



### 1.3 Plan Area Ownership

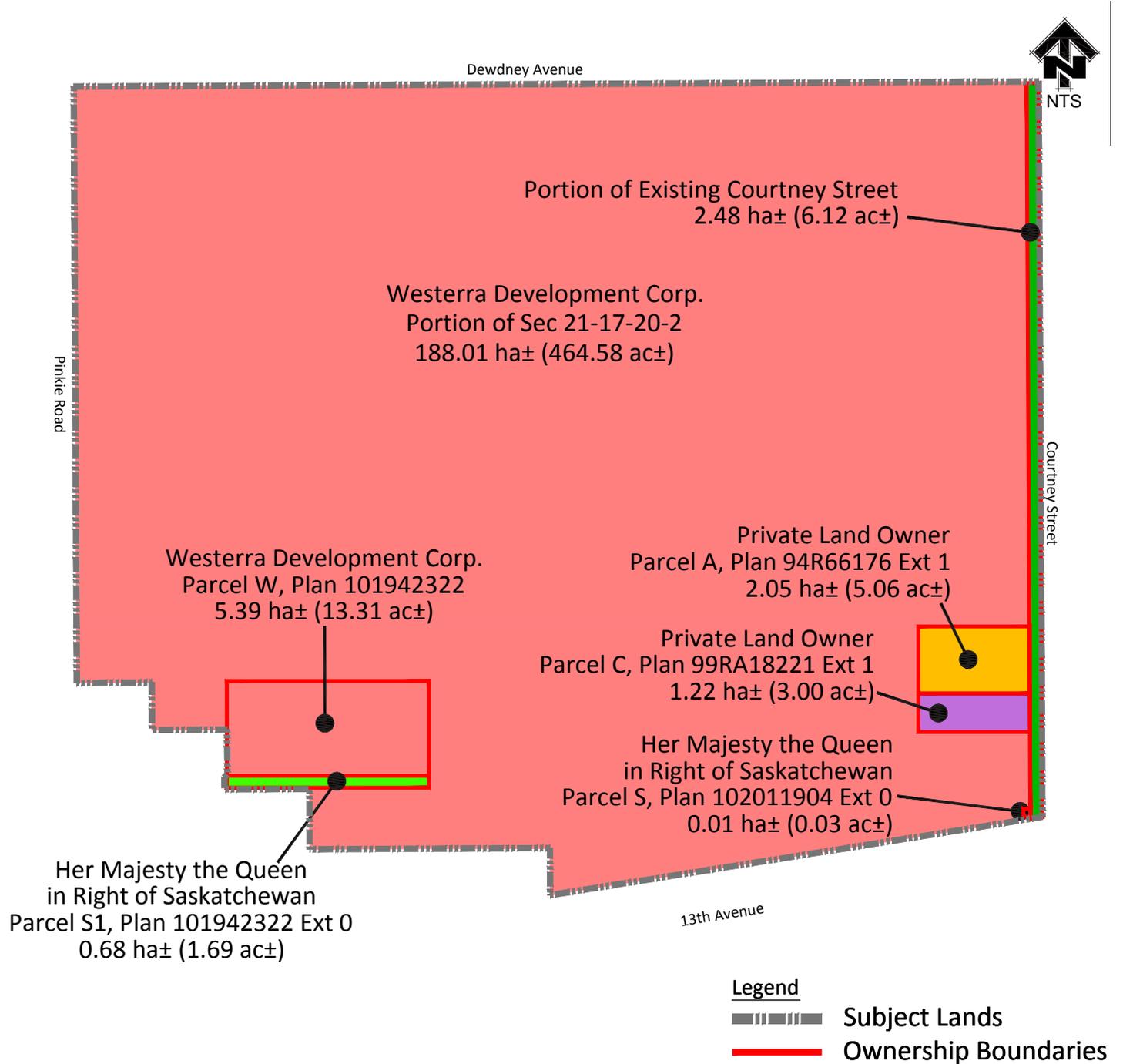
The NP area is comprised of approximately +/- 199.84 hectares (+/- 493.79 acres) consisting of a variety of legal parcels of land. The majority of the plan area is owned by Westerra Development Corp. A summary of the legal land holdings and ownership of the plan area is outlined in **Table 1: Plan Area Ownership** and **Figure 2: Legal Description and Ownership of Plan Area**.

**Table 1 - Plan Area Ownership**

LANDOWNER	LEGAL DESCRIPTIONS	AREA (HA)	AREA (AC)	% OF PLAN AREA
Westerra Development Corp.	Pt. Sec. 21-17-20-2	188.01	464.58	94.08%
Westerra Development Corp.	Parcel W Plan 101942322	5.39	13.31	2.70%
Private Landowner	Parcel A Plan 94R66176 Ext 1	2.05	5.06	1.02%
Private Landowner	Parcel C Plan 99RA182221 Ext 1	1.22	3.00	0.61%
Her Majesty the Queen in Right of Saskatchewan	Parcel S Plan 102011904 Ext 0	.011	.03	0.01%
Her Majesty the Queen in Right of Saskatchewan	Parcel S1 Plan 101942322 Ext 0 – Existing Legal Roadway - General Road -- Closure and Consolidation Assumed	0.68	1.69	0.34%
Her Majesty the Queen in Right of Saskatchewan	Existing Legal Roadway - Courtney Street-- Partial Closure and Consolidation Assumed	2.48	6.12	1.24%
	<b>Total</b>	<b>199.84</b>	<b>493.79</b>	<b>100%</b>

The subject lands were annexed to the City of Regina as part of the planning and construction of the Global Transportation Hub. These annexed lands form a well-defined growth corridor between the built up area of the City of Regina, the airport and the Global Transportation Hub. The *Design Regina OCP* has identified the plan area for future urban development and envisions a mixed-use area that supports a live-work environment including a range of housing options, regional commercial, local commercial, non-manufacturing industrial and employment uses.

**Figure 2 - Legal Description and Ownership of Plan Area**



## 1.4 Regulatory Framework and Compliance

### ***Design Regina OCP***

The NP must be consistent with other policy documents approved by Council, including but not limited to *Design Regina OCP* in accordance with the *Planning and Development Act, 2007*.

This NP has been prepared in accordance with the policy direction contained in *Design Regina OCP*. The *Design Regina OCP* establishes two levels of planning instruments for new areas in the city involving the initial preparation of a 'Neighbourhood Secondary Plan' for new neighbourhoods of approximately 200 hectares or more, followed by the preparation of 'Concept Plans' on a phased basis within the Neighbourhood Plan area. The Secondary Plan (Neighbourhood Plan) will be adopted by bylaw and appended to the *Design Regina OCP*.

Westerra contains approximately +/- 199.84 hectares (+/- 493.79 acres) of land and proposes a new mixed – use area. Therefore a Neighbourhood Plan (NP) is required to be prepared in accordance with the *Design Regina OCP*. The NP, in turn, contains a phasing plan that provides direction for the preparation of more detailed “Concept Plans” (CP). Concept plans shall be developed and submitted as required to provide further detail required to rationalize detailed zoning, subdivision and development applications.

Under the *Design Regina OCP*, the Westerra lands have been designated as a priority growth area and a “New Mixed-Use Neighbourhood.” As shown on **Figure 3: Design Regina OCP Policy Context**, Dewdney Avenue to the north is identified as an ‘Express Transit Corridor.’ The *Design Regina OCP* also shows an ‘urban centre’ straddling Dewdney Avenue with lands to the north of Westerra. Under the official community plan, new mixed use neighbourhoods are intended to be complete communities that are inclusive and provide a mix of all land uses to allow residents to live, work and play in their own community. These mixed use neighbourhoods are to be a location for intensification of land uses and are required to be developed at a minimum gross population density of 50 persons per hectare (pph). A concept plan is required for all new neighbourhoods and the Guidelines for Complete Neighbourhoods as contained in the *Design Regina OCP* must be observed.

This Neighbourhood Plan has been prepared in accordance with the *Design Regina OCP* requirements for a secondary plan for new or mixed-use neighbourhood areas and demonstrates overall conformity with the official community plan. Westerra is a plan for an integrated mixed - use community complete with residential uses of varying densities, commercial, open space and business park uses. Located along Dewdney Avenue, the plan calls for the creation of intensive and well defined main street as a central hub/entrance into the community which is supportive of the City’s desire to develop Dewdney as ‘Express Transit Corridor,’ and to support the development of an ‘urban centre’ in this area. Anchoring the main street retail area, medium to high density residential development is envisioned. The plan area is linked by an interconnected road network and supported by a parks and open space system providing passive and active recreational opportunities throughout the community.

### ***City of Regina Zoning Bylaw No. 9250***

Lands within the proposed neighbourhood are currently zoned Urban Holding District under the current Zoning Bylaw. The lands are also subject to the City of Regina’s Zoning Bylaw Regina Airport Noise Attenuation Overlay Zone. Prior to subdivision and eventual development of the lands, the developer will apply for zoning bylaw amendment consistent with the approved Concept Plans to harmonize with this Neighbourhood Plan and the *Design Regina OCP*.

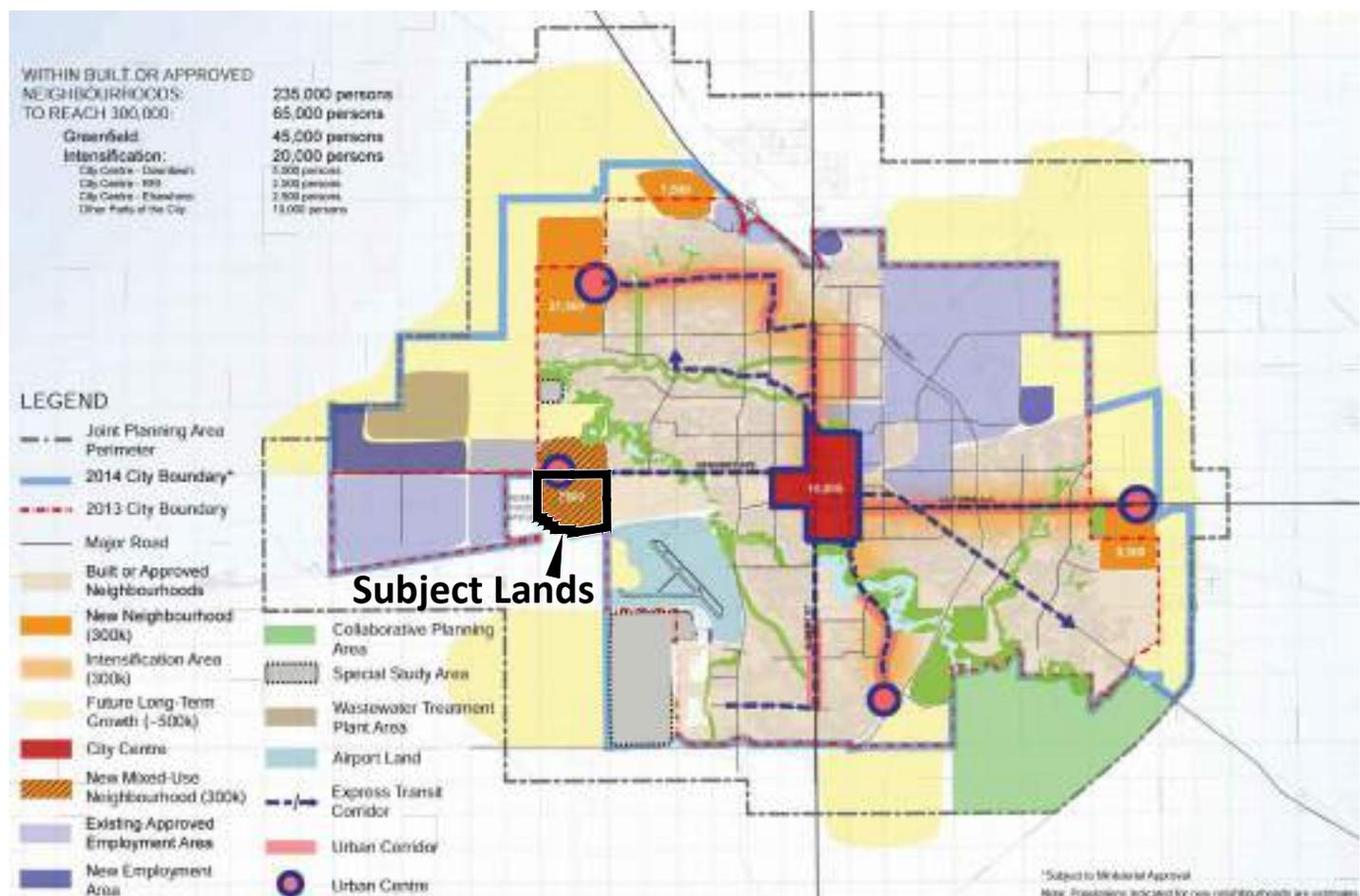
### ***Regina Airport Zoning Regulations (Aeronautics Act)***

Under the Government of Canada Aeronautics Act, the Westerra lands are within the boundaries of the *Regina Airport Zoning Regulations* administered by the Regina Airport Authority and enforced by Transport Canada. These Regulations are under Federal jurisdiction. These Regulations apply certain height and other building restrictions to structures within an area affecting the flight path and other operations of the airport. All future development within Westerra shall comply with both applicable municipal and federal regulations for development in proximity to airports and should comply with applicable provisions of *Land Use in Vicinity of Airports Guidelines (TP 1247E)* as published by Transport Canada.

### ***Timeframe of the Plan***

This NP is future-oriented and establishes the overall pattern for how Westerra is to be developed over an extended period of time. Development is expected to occur over the next 10-20 years. However, the exact timing of the build out of Westerra remains subject to market demand and other factors.

**Figure 3 - Design Regina OCP Policy Context**



Source: Design Regina - Official Community Plan 2013

### **Map Interpretation**

Unless otherwise specified within the NP, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing property lines, existing roads or existing utility rights-of-way.

The precise location of land use boundaries will be evaluated and determined by City Administration at the time of concept plan, rezoning and subdivision application. Where adjustments are made as a result of further delineation through the concept plan process an amendment to the maps within this NP shall not be required.

### **Policy Interpretation**

In the interpretation of the policies within this plan, the word 'shall' outlines mandatory compliance. 'Should' policy statements demonstrate that compliance is encouraged and recommended. However, 'should' statements may not always be practical and flexibility is provided in such circumstances. 'May' statements indicate no obligation to undertake what is proposed, but implies that the approving authority shall give due consideration to the policy.

### **Amendment of the Plan**

Where required, an amendment to the NP shall be held in accordance with the *Planning and Development Act, 2007*. If an amendment to the NP is proposed by an applicant, the applicant must submit the justification and information necessary to support the amendment.

### **Monitoring of the Plan**

The policies within the NP will be monitored in relation to development activity. Where necessary, the policies will be amended either generally or in response to a specific issue.

---

# 2.0 Site Inventory & Analysis

## 2.1 Topography

The high point of the subject lands is in the southeastern portion of the site and the general topography of the area leads to drainage running to the southwest and northeast portions of the site. This is illustrated on **Figure 4: Site Context and Natural Features**. Drainage to the northeast flows through the existing ditch and culvert with an outlet to Wascana Creek. Drainage to the southwest flows towards Pinkie Road.

## 2.2 Natural Features and Existing Conditions

As shown in **Figure 4: Site Context and Natural Features**, there is little tree cover and natural habitat present with the exception of a tree farm located to the southeast of the subject property. The area contains cultivated land with some low areas and drainage paths throughout. Existing conditions were identified as part of the planning process and informed the development of the secondary plan. Bounded by Dewdney Avenue to the north, Courtney Street to the east, Pinkie Road to the west and the CPR line to the south, the area is relatively flat with a few low areas and drainage paths. As shown in **Figure 4: Site Context and Natural Features**, currently the site is cultivated with little to no vegetation. The subject site contains two country residential subdivisions to the southeast which are under separate ownership as well as one (1) undeveloped 15 acre vacant parcel which is situated to the north of the undeveloped extension of General Road.

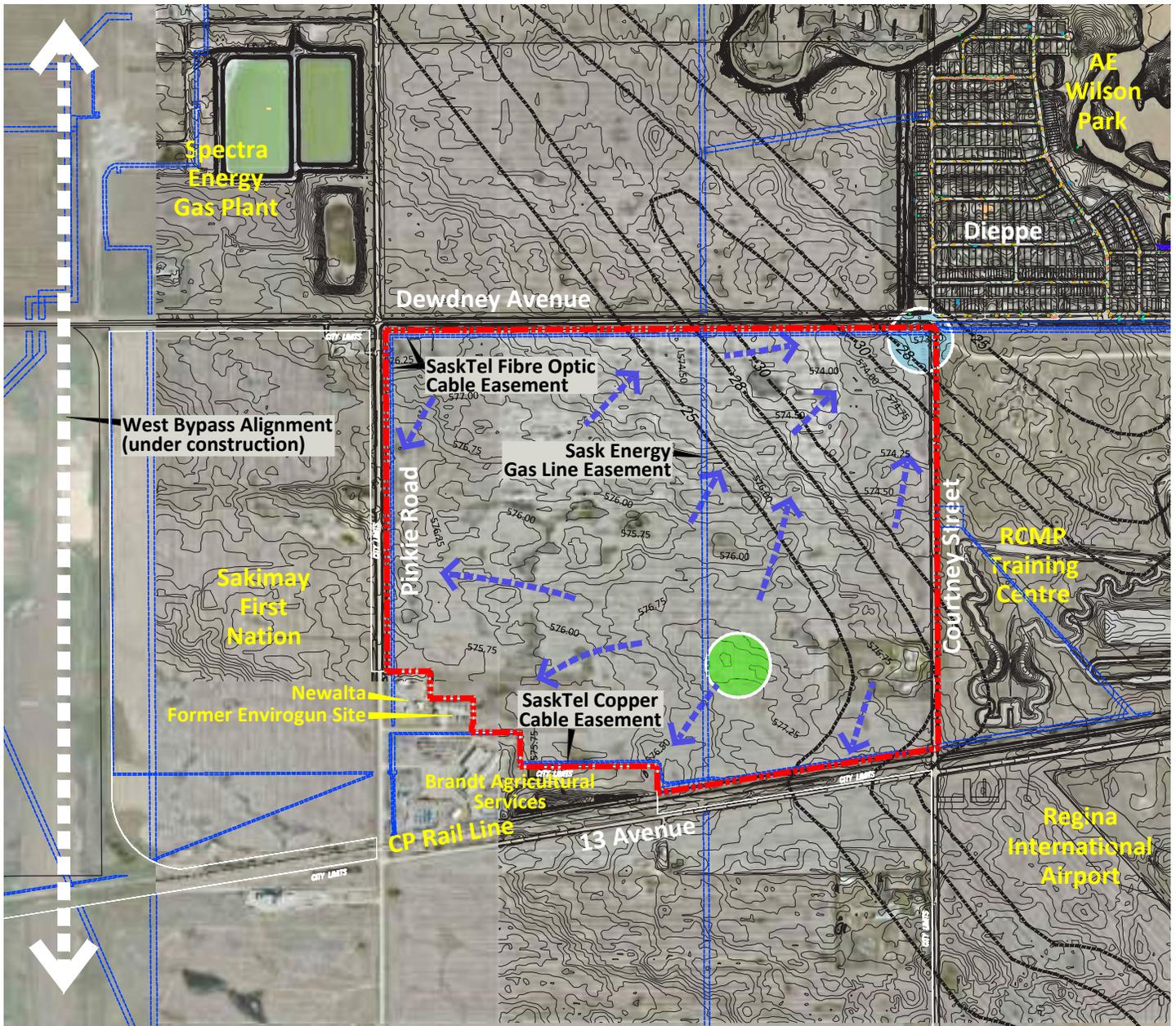
### ***Environmental Site Assessment***

As part of the due diligence process in acquiring lands within the plan area, two (2) phase one environmental site assessments were commissioned by Westerra Development Corp. and completed in September 2013. Based on the results of these initial Phase one assessments, one (1) phase two site assessment was completed to examine the potential for contaminant migration from above ground storage tanks on industrial land situated adjacent to the plan area in the southeast corner. The results of these assessments and subsequent follow up investigations have concluded that the risk of soil and/or groundwater contamination stemming from historical uses on the properties within the plan area and adjacent uses is low and that no further investigative analysis is warranted. Copies of the environmental site assessments have been provided to the City of Regina under separate cover.

### ***Geotechnical Conditions***

In support of this Neighbourhood Plan, a geotechnical assessment was completed. The geotechnical investigation consisted of the drilling of 28 test holes throughout the plan area to examine subsurface soil conditions and geotechnical conditions to arrive at development recommendations. The analysis found no significant geotechnical constraints to the development of residential, commercial and industrial uses envisioned for Westerra. In addition, the analysis provided a series of considerations relative to the construction activities and requirements for future development. These requirements shall be considered as the implementation of the project proceeds. A copy of the geotechnical assessment has been provided to the City of Regina under separate cover.

**Figure 4 - Site Context and Natural Features**



**Legend**

-  Subject Lands
-  NEF Contours
-  Surface Drainage Arrow
-  Approximate Low Point
-  Approximate High Point
-  Contours (0.25m Interval)

## **Transportation Network**

As illustrated in **Figure 5: Local and Regional Transportation Network**, existing transportation infrastructure in proximity to the plan area consists of the bounding roads -- Dewdney Avenue, Pinkie Road and Courtney Street. The *Design Regina OCP* has identified the Westerra lands as a potential transit node. Courtney Street and Pinkie Road are shown as potential future arterial roads under the *Design Regina OCP*. A potential urban expressway is shown traversing west towards the highway south of the subject area. Potential railway grade separation intersections are indicated at Pinkie Road and Courtney Street. The West Regina Bypass is located to the west of plan area.

The Province is moving forward with the construction of the West Bypass to further strengthen the regional transportation infrastructure network for the GTH including connections to the TransCanada and Highway 11. This Province - led initiative will help alleviate traffic congestion within the city by diverting truck traffic off of local streets. Preparation of this NP has been undertaken in consideration of the existing and future local and regional transportation network as outlined in the *Design Regina OCP*.

## **Global Transportation Hub**

The Global Transportation Hub (GTH) is a development that has important implications for the subject lands. The GTH is rapidly developing with the relocation of Canadian Pacific's (CP) Intermodal Facility (IMF) from downtown Regina. The Global Transportation Hub (GTH) consists of an intermodal terminal and industrial expansion - all part of the Asia-Pacific Gateway and Corridor initiative. The location of this facility in proximity to the Regina bypass and Dewdney Avenue will influence transportation movements and conditions on the roadways in proximity to Westerra.

## **Heritage Resources**

The Plan area has been subject to a prolonged history of agricultural disturbances. In support of this Neighbourhood Plan, an application for Historical Resource Clearance was submitted to the Province. Historical Resource Clearance was obtained and no Historical Resource Impact Assessment is required.

## **Community Infrastructure**

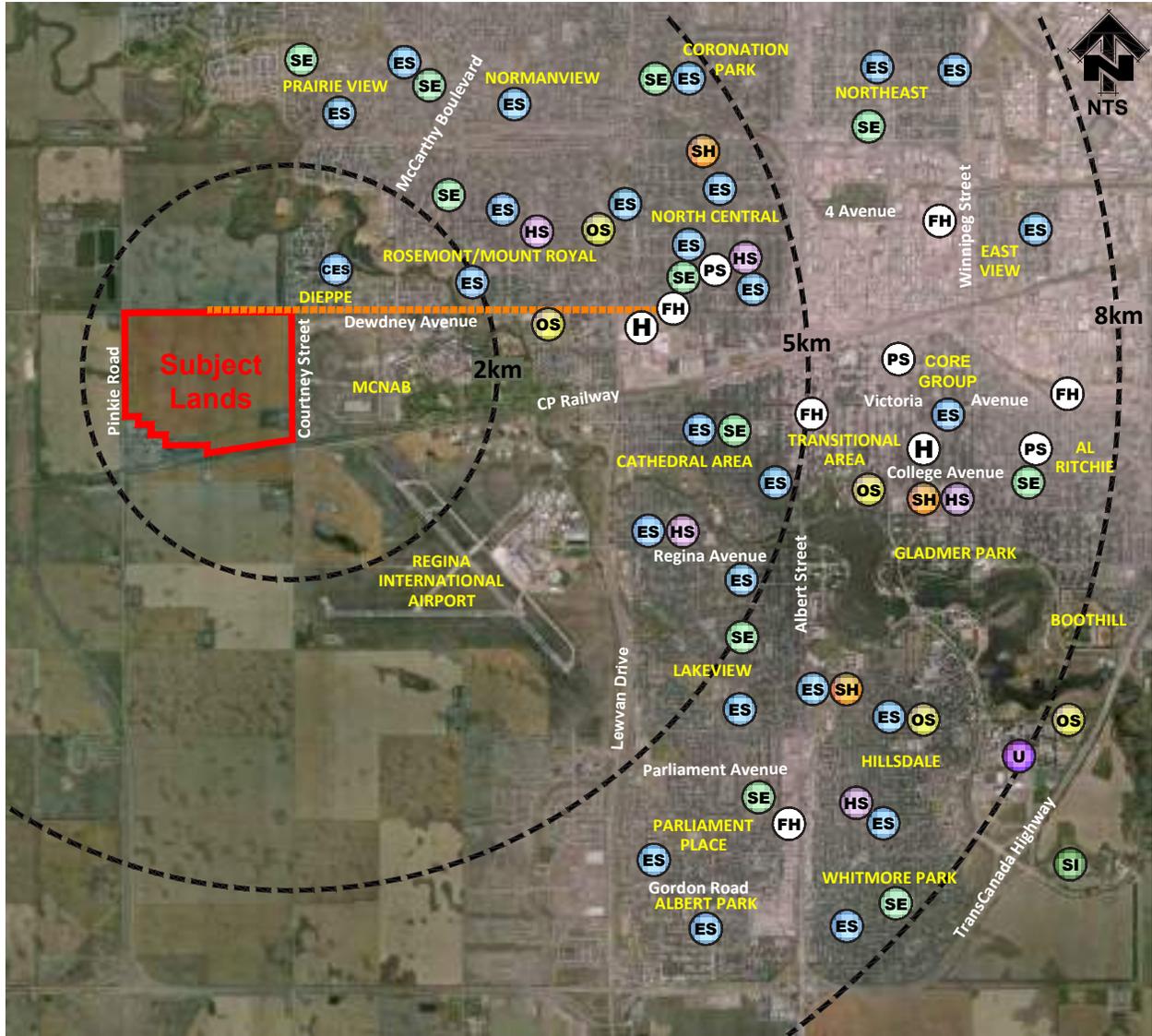
The majority of community infrastructure is located to the east of the plan area and includes several activity centres mainly along Elphinstone Street and a hospital and library. The nearest existing fire stations are in the North Central and Walsh Acres/ Lakeside neighbourhoods which are approximately 4.5 km from central portion of Westerra. In the event of an emergency requiring fire response prior to the construction of an additional fire hall in Westerra, the plan area is anticipated to be served by the existing City fire hall at 3855 Dewdney Avenue. The estimated emergency response time from this facility to Westerra is approximately 7 minutes as the fire-hall is situated approximately 4.5 km from the planned main street entrance to Westerra.

There is a police station located in downtown Regina and one in the North Central area. It is anticipated that police service would be provided to Westerra from the North Central station. The plan area is also expected to be served by the Ambulance base located at Albert Street and Dewdney Avenue. The hospital and library are located in the North Central neighbourhood. Aside from a public elementary school in the Dieppe neighbourhood which has been recently closed there are no schools within half a mile of the subject area. The location of major community infrastructure and proposed emergency access route from the existing fire hall to Westerra is outlined in **Figure 6: Community Infrastructure**.

**Figure 5 - Local and Regional Transportation Network**



**Figure 6 - Community Infrastructure**



- |   |  |
|---|--|
|  Fire Hall                         |  Separate Elementary School                     |
|  Police Station                    |  Separate High School                           |
|  Hospital                          |  Other School                                   |
|  Public Elementary School          |  University of Regina                           |
|  Public Elementary School - Closed |  SIAST  |
|  Public High School                |  Emergency Response Route<br>±4.5km / ±7 Minute |

## 2.3 Development Constraints

The surrounding land uses include agricultural uses, smaller scale development along Dewdney Avenue and the residential neighbourhood of Dieppe to the northeast as shown on **Figure 4: Site Context and Natural Features**. Land uses located to the west of the plan area include the Sakimay First Nations and an area of existing industrial use. Directly to the north, the site is bordered by privately held land and to the east by the RCMP training centre. Located to the northwest, the wastewater treatment plant and lagoon have development setbacks that must be respected; residential development must be 1600 metres from a lagoon or sewage treatment plant. Development in Westerra is located outside of this setback area.

As part of the planning process, a risk assessment assessing the potential risk posed by the Spectra Energy Facility, adjacent Newalta operations, and the SaskEnergy gas line to the proposed development and residential uses was completed. The findings have concluded that the plan area is suitable for urban development purposes subject to consideration of specific mitigation measures. These recommended mitigation measures, coupled with feedback from the City of Regina have informed the preparation of this NP. A summary of land use constraints that have directed and informed the development of this NP are outlined on **Figure 7: Land Use and Development Constraints** and **Figure 8: NEF Contours and Height Limitations**.

### 2.3.1 Wells, pipelines and utilities

In terms of wells, pipelines and utilities, there are no known operating wells or sour gas pipelines within the plan area. As illustrated by **Figure 7: Land Use and Development Constraints**, the NP area includes a number of rights of way which require consideration as part of the NP. Development of buildings within the existing registered rights of way is not permitted and all future development of land must respect the encumbrances and development restrictions as registered on title. These restrictions shall carry forward to any subdivided lands which include the existing rights of way.

A natural gas pipeline operated by SaskEnergy bisects the NP area on a north – south axis and supports the City’s natural gas distribution system. Based on an updated risk assessment completed in support of this NP (submitted under separate cover), there are additional constraints associated to the development of lands in proximity to this pipeline beyond the immediate registered right of way. These additional development constraints are summarized as follows:

- Residential density within 60 metres of the pipeline structure is restricted (low-medium density, max. 50 upnh)
- Residential density housing forms within 60 metres of the pipeline restricted to ground oriented housing
- Future surface development (i.e. buildings) must not encroach on registered pipeline right of way
- Potential schools facilities and structures must be setback 60 metres from the pipeline structure

These constraints have been considered in the development of this Neighbourhood Plan. Lands situated within 60 metres of the SaskEnergy pipeline have been identified as a “Special Development Area” and policy has been identified to help ensure that future development within the special development area complies with the recommendations of the updated risk assessment.

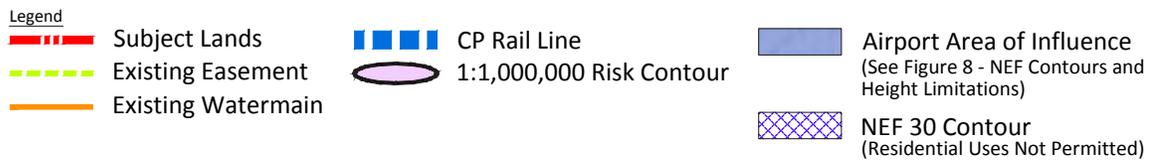
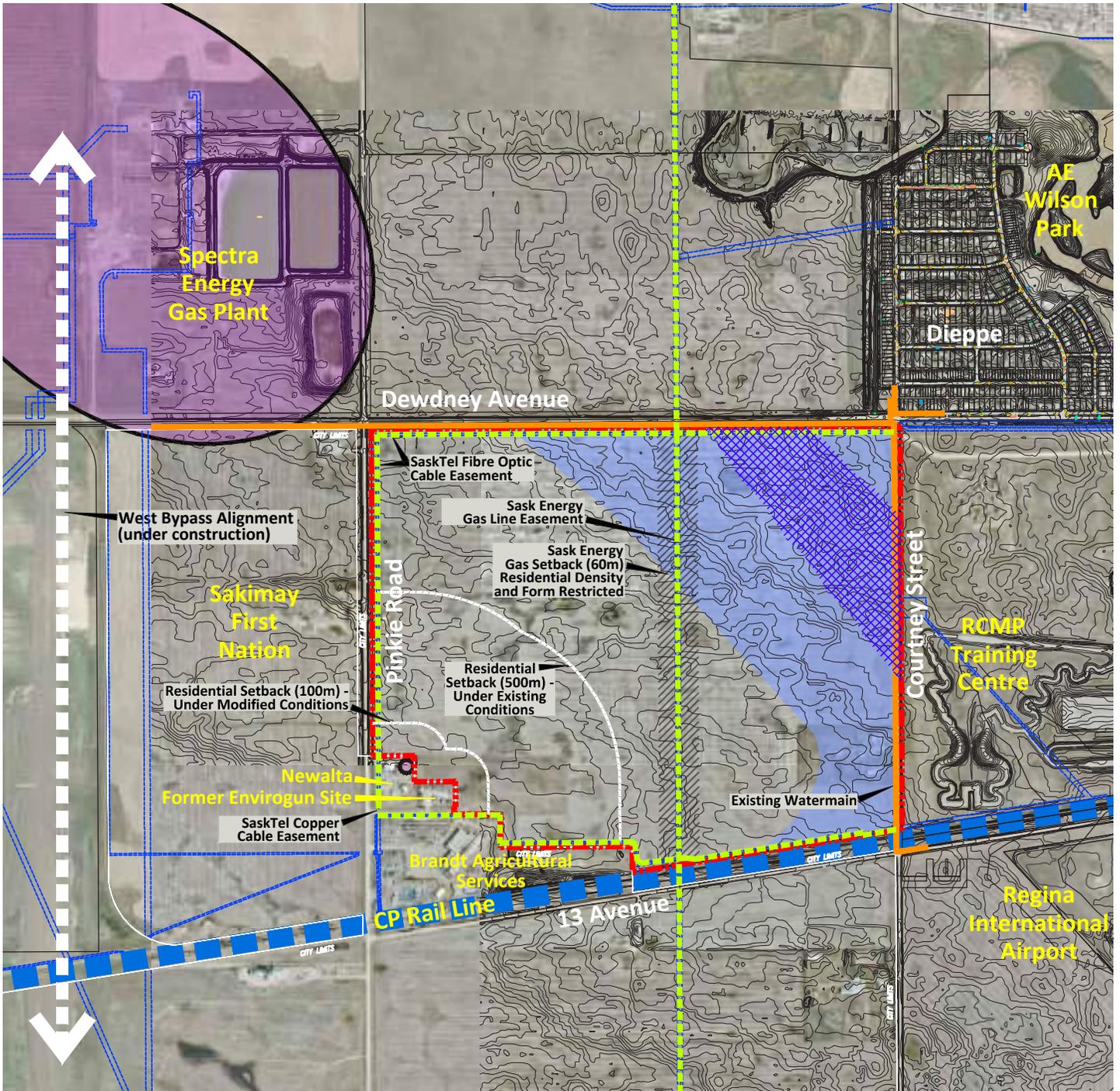
Other utility considerations include an easement for an electrical distribution line along the west side of the plan area that is no longer required and is being discharged. Buried telecommunication lines run along the north, west and south borders of the Plan area and are contained within 7.5 metre rights – of – way. The NP has been designed in consideration of existing easement arrangements. These easements have been integrated within the parks and open space system where appropriate. Encumbrances will carry forward onto new parcels of land through the subdivision process including development restrictions related to the easement. These encumbrances will need to be considered by end users of the land when developing and forming detailed building and development proposals.

#### POLICIES:

**2.3 .1 (a) Lands situated within 60 metres of the centerline of the SaskEnergy pipeline facility as shown on Figure 7: Land Use and Development Constraints shall be considered as a special development area and shall have development regulated as follows:**

- i. Residential density shall be restricted to a maximum of 50 units per net hectare.**
- ii. Residential housing forms shall be restricted to ground oriented housing forms.**

**Figure 7 - Land Use and Development Constraints**



### **2.3.2 Regina International Airport**

Westerra is located in close proximity to the Regina International Airport and benefits from economic and transportation synergies. The safe operation of the airport as well as the well being of city residents is paramount. It is the role of land use planners to avoid the creation of land use conflicts. As such, several regulations and guidelines at the federal, provincial and municipal jurisdictional level have been established to guide development and activity so as not to interfere with the safe operation of the airport.

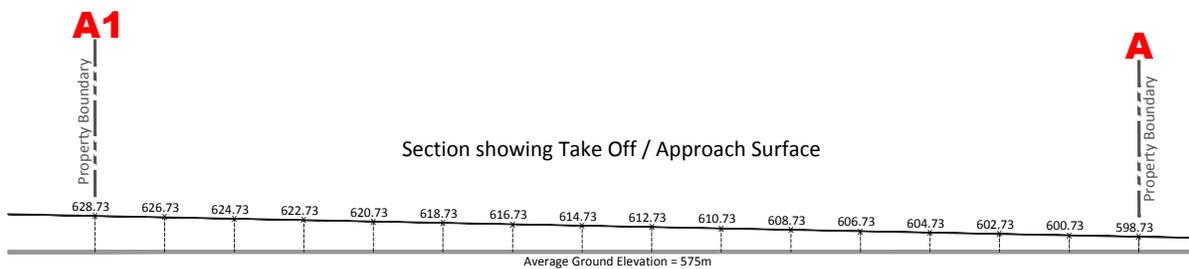
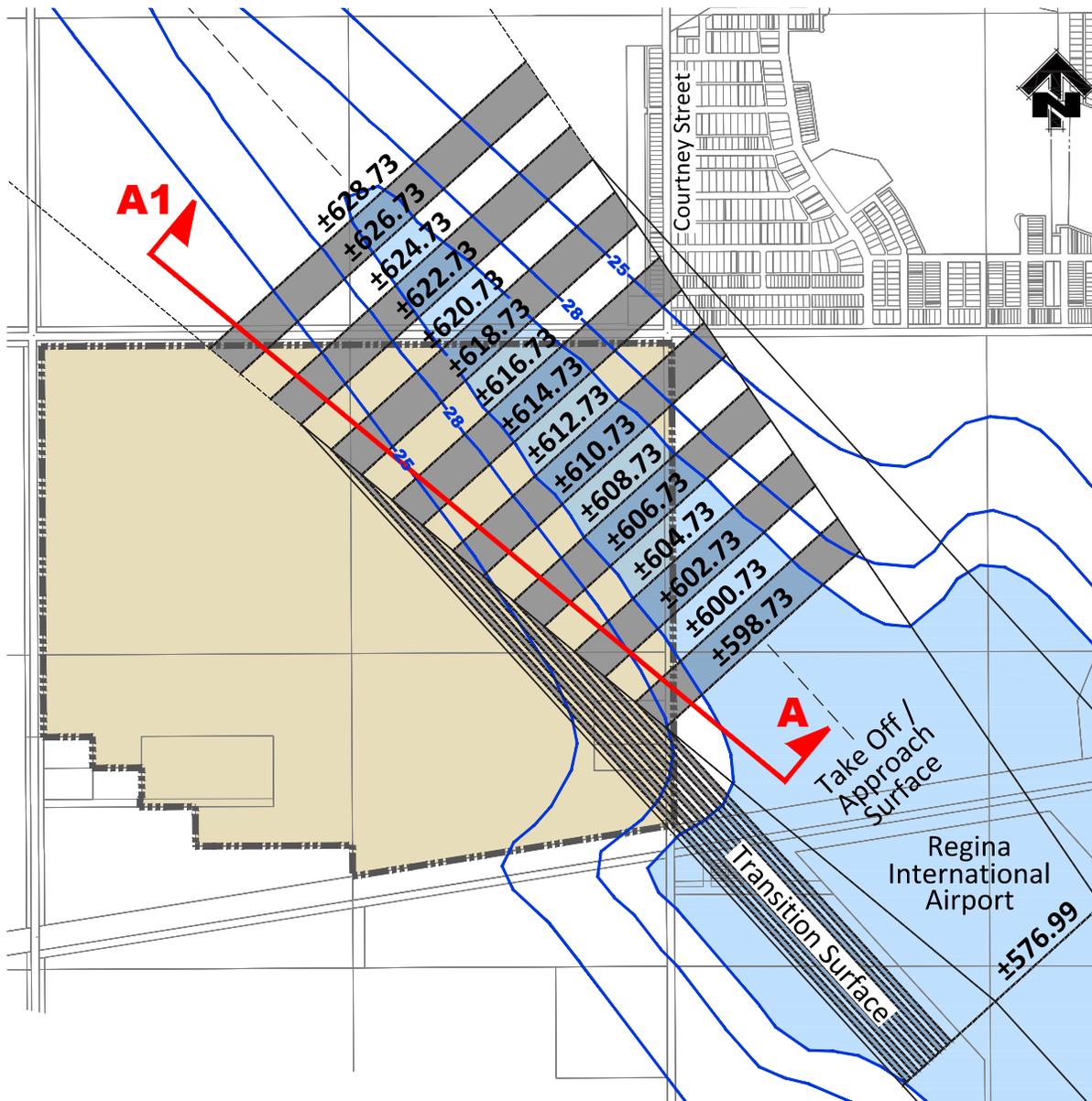
The proximity of the plan area to the Regina International Airport presents some development constraints for portions of the plan area. These development constraints are primarily situated in the northeast corner of the plan area and relate to potential noise impacts and height restrictions. Portions of the the northeast corner of the plan area are contained within the Noise Exposure Forecast (NEF) 30 contour for the airport, within which residential development is not allowed. With residential development restricted in this area, the NEF contours have informed the location of the proposed business park land use within this portion of the plan area. Another impact that will influence the building form is the height restriction related to the flight path of airplanes associated with take off/approach and transitional surfaces. It should also be noted that storm pond facilities are another consideration and the area must be designed so as not to encourage waterfowl that could interfere with the operations of the airport. The NP has been developed in accordance with these constraints and future development shall remain fully compliant with all airport related development restrictions. A summary of the NEF and height limitation development constraints in relation to the plan area is outlined in **Figure 8: NEF Contours and Height Limitations**.

#### **POLICIES:**

- 2.3.2 (a) All applications for land use redesignation, subdivision and development permits shall have due regard for the safe and efficient operation of the Regina International Airport.**
- 2.3.2 (b) Residential development shall not be permitted on those lands contained within the Noise Exposure Forecast contour of 30 or greater as outlined on Figure 8: NEF Contours and Height Limitations.**
- 2.3.2 (c) Residential building construction within the 25-30 NEF contours must comply with all applicable Federal and Provincial regulations regarding noise attenuation.**
- 2.3.2 (d) In order to support the safe operations of aircraft, retention stormwater ponds or stormwater channels shall be prohibited within the neighbourhood plan area.**
- 2.3.2 (e) Permanent or temporary development of lands in Westerra shall adhere to all applicable legislation regarding the Regina International Airport inclusive of the City of Regina Zoning Bylaw and the Regina Airport Zoning Regulations.**
- 2.3.2 (f) Permanent or temporary development of lands in Westerra should consider all applicable provisions of Land Use in the Vicinity of Airport Guidelines (TP 1274E) as published by Transport Canada.**
- 2.3.2 (g) Where determined appropriate by the approving authority, concept plan, redesignation, subdivision and development permit applications should be referred to the Regina Airport Authority, NAV Canada and Transport Canada for comment.**

# Figure 8 - NEF Contours and Height Limitations

Source: Adapted from the Regina Airport Zoning Regulations, July 1, 2009 and City of Regina Noise Exposure Forecast Data



- Legend**
- Subject Lands
  - NEF Contours
  - NEF Contour 30 (Residential Uses Not Permitted)
  - Height Limitations

### **2.3.3 Canadian Pacific Railway Line**

The Canadian Pacific Railway (CPR) Line borders a portion of the south boundary of the plan area. This transportation infrastructure serves an important role in the Global Transportation Hub initiative. Land use compatibility through attention to site design and best management practices must be considered to ensure compatibility between the existing CPR line and the development of the plan area. As such, adherence to best practices and sound planning principles in terms of setbacks and mitigation measures have and will continue to be implemented as development occurs in proximity to the existing CPR railway.

In this regard, residential land uses in the south portion of the plan area, in proximity to the existing CPR railway will be sufficiently setback from the existing CPR right of way boundary. A municipal buffer and local roadway is envisioned to help separate residential land uses from active rail operations and to help mitigate against potential impacts from existing railway operations such as noise and vibration. A conceptual overview of this land use transition buffer is outlined in **Figure 9 - Land Use Transition Buffer**. It is anticipated that the proposed municipal buffer would include a berm, landscaping treatment and local pathway system.

#### **POLICIES:**

- 2.3.3 (a) Residential Land uses shall be setback a minimum of 40 metres from the existing CPR rail line right of way boundary.**
- 2.3.3 (b) The City shall require the dedication and construction of a municipal buffer abutting the CPR corridor that is in general accordance with the conceptual illustration outlined in Figure 9 Land Use Transition Buffer , and the following minimum requirements:**
- I. A minimum overall width of 40 metres;**
  - II. A landscaped berm sufficient to provide safety and noise attenuation;**
  - III. Landscaping and a pathway constructed along north side of the berm;**
  - IV. A safety fence constructed along the rail corridor property line.**
- 2.3.3 (c) The berm situated within the proposed municipal buffer as detailed in Figure 9 - Land Use Transition Buffer shall be constructed prior to any residential occupancy of land within Phase 2 as shown in Figure 20 - Concept Plan Boundaries.**
- 2.3.3 (d) Adequate pedestrian crossings and measures to prevent trespass from the proposed municipal buffer to the CPR rail right of way shall be considered and implemented where possible in coordination with CPR.**

### **2.3.4 Adjacent Industrial Uses**

Situated to the southwest boundary of the Neighbourhood Plan area is an existing industrial area situated in the Rural Municipality (RM) of Sherwood No. 159. At present, this industrial area contains a range of industrial uses including Newalta and Brandt.

Newalta is located immediately adjacent to the southwest boundary of the plan area. Based on discussions with the City and operator of the Newalta Site, it is understood that Newalta operation is involved in the management and processing of oil field waste and associated by-products. The site adjacent to Newalta contains a facility which is now closed but was previously operated by Envirogun as a waste processing facility. The third site is operated by Brandt, which occupies a large portion of the existing industrial area. The existing Brandt operation is an active agricultural equipment manufacturing plant with large portions of their site dedicated to outdoor storage of equipment.

Based on the existing land uses occurring on the Newalta site and the previous use of the former Envirogun site, the City has identified that under the Hazardous Substances and Waste Dangerous Goods Act, future residential development within Westerra should be setback 100 metres from hazardous waste facilities with indoor storage and 500 metres from hazardous waste facilities with outdoor storage. The extent of the current residential setback requirement in relation to the plan area is shown on **Figure 7: Land Use and Development Constraints**.

In response to this development constraint, residential land uses within 500 m of the existing Newalta and the former Envirogun site cannot be realized under these existing development conditions. The ultimate development of residential lands within this current setback area cannot occur until such time as the current operations of the Newalta site change to reduce or nullify the current 500 m setback requirement. A change in current industrial activities could include the conversion of outdoor processing activities to indoor processing activities or the complete decommissioning of operations. Should existing operations cease, provincial approvals relative to decommissioning and reclamation of both sites may be required. This provincial process involves decontamination, reclamation, monitoring and management of the affected area.

**Figure 7: Land Use and Development Constraints** has identified the portions of the plan area impacted by the current 500 metre residential setback requirements. The setback area and supportive policy recognizes that under the existing development conditions of the Newalta and former Envirogun site that future residential land uses in the setback area cannot be realized until such time as the operations within the Newalta and former Envirogun site are modified (i.e. conversion to indoor storage) or terminate (i.e. facilities are no longer in operation).

When residential development within this portion of the plan area is able to proceed, to ensure the compatibility of future residential uses with existing Brandt operations and the potential light industrial use of the Newalta site and former Envirogun site, a 40-60 metre municipal buffer with a 5 metre high berm along the southern boundary of the Neighbourhood Plan area as shown in **Figure 9 – Land Use Transition Buffer** is proposed. The provision of this municipal buffer with berm would provide a consistent treatment of lands along the entire southern boundary of the plan area and provide a logical land use transition area between the existing CPR lands and future residential development and existing industrial area and future residential development.

**POLICIES:**

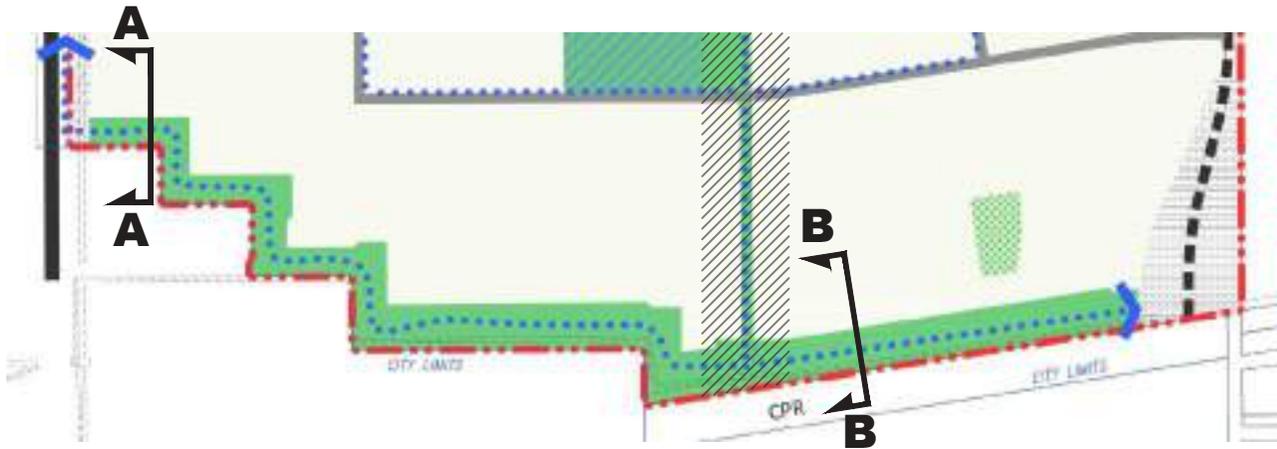
**2.3.4 (a) Where residential is proposed adjacent to existing industrial lands, the City, at its discretion, may require:**

- I. A landscaped buffer, or**
- II. In the case of indoor storage of hazardous waste, adjacent to proposed residential, a 100 metre setback distance in addition to a landscaped buffer (within the setback), or**
- III. In the case of outdoor storage of hazardous waste, adjacent to proposed residential, a 500 metre setback distance in addition to a landscaped buffer (within the setback), or**
- IV. Any combination of buffering and separation that the City may require to ensure land-use compatibility.**

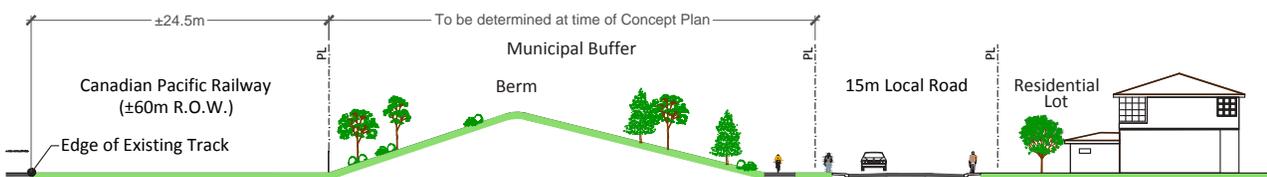
**2.3.4 (b) Notwithstanding any other policy of this Plan, the City will not approve a concept plan or rezoning of the Phase III lands, as identified on Figure 20 - Concept Plan Boundaries, unless it can be demonstrated, to the City's satisfaction, that there are no adjacent land-uses or operations (e.g. outdoor storage of hazardous waste material) that might render the Phase III lands as inappropriate for residential development.**

**2.3.4 (c) Through the concept plan process, the City may require, at its discretion, the submission of a noise impact/attenuation study in order to determine appropriate setbacks from adjacent land uses associated with potential noise impacts (i.e. railways, RCMP operations, industrial operations). The results of the noise impact/attenuation study should further inform setback requirements and mitigation measures necessary to ensure land use compatibility.**

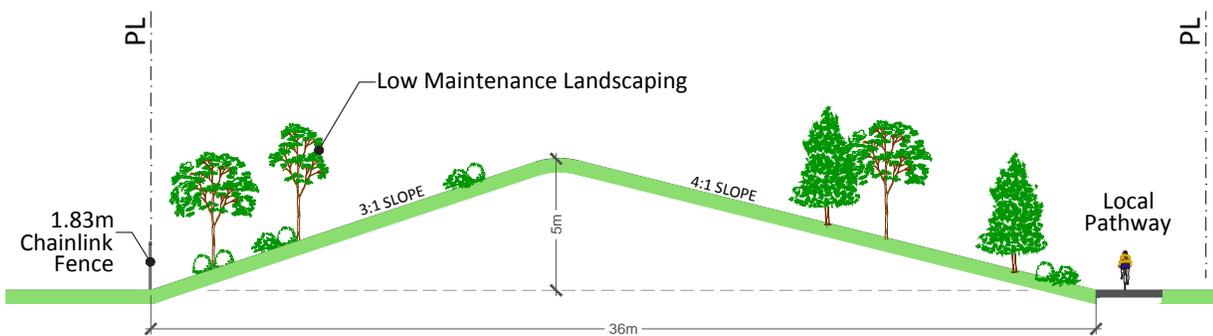
**Figure 9 - Land Use Transition Buffer**



Section A - Residential and Future Light Industrial Interface Treatment  
NTS



Section B - Residential and CPR Railway R.O.W. Interface Treatment  
NTS



Berm Detail  
Scale 1:250

# 3.0 Community Design & Land Use

## 3.1 Westerra Vision

Building on the recent success and completion of the *Design Regina OCP* and guidelines for complete neighbourhoods, “Westerra” represents a complete community within the City of Regina. A variety of employment and commercial land uses are integrated throughout the plan area to meet both regional and local needs. Neighbourhoods are well connected and include defined focal points, a range of housing options are supported by a connected roadway network and parks and open space system supportive of passive and active recreational opportunities. The vision statement from the *Design Regina OCP* defines Regina as a sustainable community where people live in harmony. Complete communities provide choice and opportunities to get around easily. The Westerra Neighbourhood Plan builds upon the City’s vision.

*“The year is 2030. Westerra is fully developed and has established itself as dynamic neighbourhood that is evolving and vibrant. Westerra contributes to the City of Regina’s reputation as an attractive, sustainable and inclusive community within the Region. The main street retail area of Westerra has become a key element of its identity and sets it apart from any other community. Westerra’s mix of land uses, choice and ease of getting around solidifies the neighbourhood as the prime environment to achieve an overall balanced lifestyle.*

*Westerra contains several thriving neighbourhoods each with its own individual focus, which altogether contribute to an overall vibrant complete community. The north contains a bustling main street with a mix of uses along with regional shopping. A business park area in the northeast provides employment for Westerra residents and the city, while diversifying the municipal tax base. The far northeast corner features an open space that functions as a detention pond as well a buffer between the business park area and adjacent residential area to the northeast. A greenway links all areas of the neighbourhood on a diagonal axis to the regional Devonian Pathway system.*

*The central area contains residential development of varying densities characterized by an open space system and future potential school site and a smaller field that incorporates the stormwater management system to the west. The residential area transitions through another linear open space to an open space buffer strip along the south. At the entrances of the community are features that create a sense of arrival for residents, and distinguish the area from adjoining areas.”*

## 3.2 Alignment with Design Regina: The Official Community Plan Bylaw No. 2013-48

The Vision and Design Concept for Westerra relates to and supports the City of Regina’s Vision and Community Priorities as established during the Design Regina process and the formation of *Design Regina: The Official Community Plan Bylaw No. 2013-48*.

### **Design Regina OCP Vision Statement**

“Regina will be Canada’s most vibrant, inclusive, attractive, sustainable community, where people live in harmony and thrive in opportunity.

- **VIBRANT** – Young people and creative spirits are inspiring dynamic neighbourhoods and an exciting Downtown, all of which feature first-rate facilities for health, wellness and artistic expression.
- **INCLUSIVE** – Our community welcomes people. We live the values of respect and trust and celebrate the strength that comes from our diversity.
- **ATTRACTIVE** – Residents and visitors choose Regina because it is clean, green, lively, friendly, affordable and fun!
- **SUSTAINABLE** – People forge a balance between the economic, social, environmental and cultural dimensions of their decisions by serving as stewards of the resources we share and by demonstrating leadership.
- **HARMONY** – Empathy and understanding come from, and lead to, being safe in our homes and neighbourhoods; building strong social networks throughout the community creates synergy and sense of belonging.
- **OPPORTUNITY** – The entrepreneurial spirit powers Regina as a centre of success where research, innovation and excellence abound.”

CITY OF REGINA COMMUNITY PRIORITIES	
• Develop complete neighbourhoods	• Create better, more active ways of getting around
• Embrace built heritage and invest in arts, culture, sport and recreation	• Promote conservation, stewardship and environmental sustainability
• Support the availability of diverse housing options	• Achieve long term financial viability
• Foster economic prosperity	• Optimize regional cooperation

### 3.3 Design Principles

In accordance with the approved priorities of *Design Regina OCP*, Westerra has been planned as a mixed – use, complete community based on the principles of smart growth and sustainability. The concept of an urban centre anchored by an express transit corridor have been assessed and integrated into the plan area for Westerra.

Key design principles embodied in the Neighbourhood Plan include:

- **LAND USE DIVERSITY** – Westerra contains a wide range of residential and non-residential land uses strategically situated and oriented throughout the plan area to meet regional and local land use needs and requirements.
- **HOUSING MIX** - A wide range of housing product and housing density will be offered in Westerra to support a diverse population and allow residents to remain in the community as they move through various stages of their life-cycle. Anticipated housing will range from low to high density residential development and include single detached residential, attached housing forms, seniors housing and apartment units.
- **CONNECTIVITY** - The street network will provide multiple access points into and out of the community to ensure integration of Westerra with surrounding development and the regional transportation system. A comprehensive system of sidewalks, multi-use pathways, greenways, and local/ regional pathways will support pedestrian circulation within the community and to major recreational amenities including Wascana Park. Strong physical connections between community facilities and amenities will promote and support interaction amongst residents and activate key corridors in Westerra.
- **COMMUNITY PLACES** – Westerra will offer a wide range of passive and active recreational opportunities and community gathering places through the distribution of its parks and open space system. A strategically situated potential school site shall serve as the anchor of the reserve network and the integration of reserve dedication with greenways shall provide strong recreational linkages throughout the community.
- **COMMUNITY THEME AND DESIGN QUALITY** - Forming the western gateway into the City of Regina, Westerra will maintain a high standard of architectural design and quality. Community theme and branding shall be expressed through the design details of improvements to the public realm including but not limited to lighting, signage, and street furniture throughout the community. The architectural integrity and standard of private realm development may be maintained throughout the community via the preparation and developer led administration of architectural control and design guidelines and where necessary, the preparation and adoption of direct control land use districts.

### 3.4 Land Use Overview

Westerra is planned as a complete community consisting of a full range of residential, commercial and business park land uses. An open space system providing both amenity sites and supporting the proposed stormwater management system has been integrated throughout the plan area. A series of interconnected collector, arterial and local roads provide several access points from within the community to the surrounding perimeter roads and to adjacent neighbourhoods. The general land use concept for Westerra is outlined in **Figure 10: General Land Use Concept**.

**Table 2 - Neighbourhood Land Use Statistics** provides an overview of the land use statistics for the Neighbourhood Plan. These statistics have been calculated in order to provide clarity and direction with regards to anticipated land use yields, residential density and population projections.

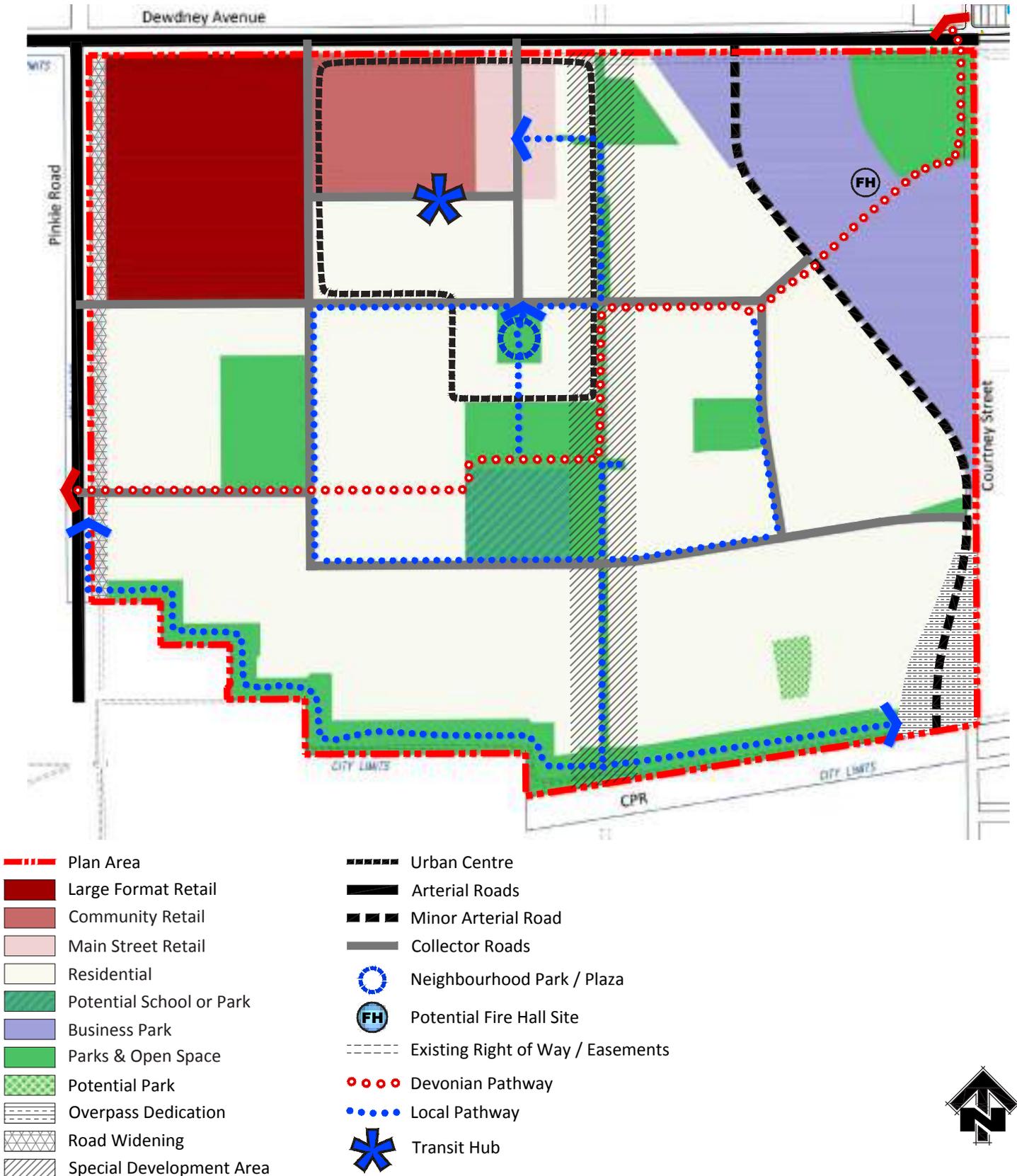
**Table 2 - Neighbourhood Plan Land Use Statistics**

LAND USE	AREA HECTARES	AREA ACRES	PERCENTAGE OF PLAN AREA
Low Density Residential	41.72	103.09	20.9%
Medium Density Residential	24.10	59.55	12.1%
High Density Residential	14.56	35.98	7.3% %
Live – Work Residential	1.20	2.96	0.6%
Large Format Retail	15.97	39.47	7.99%
Community Retail	7.34	18.13	3.67%
Main Street Retail	2.79	6.89	1.40%
Business Park	12.80	31.64	6.4%
Potential School on Municipal Reserve (MR)	3.00	7.41	1.50%
Municipal Reserve (MR)	13.60	33.59	6.80%
Municipal Buffer (MB)	8.98	22.20	4.50%
Municipal Utility Parcel (MUP)	1.71	4.22	0.85%
Municipal Walkway(s)	0.02	0.04	0.01%
Courtney Overpass ROW Dedication	2.21	5.46	1.11 %
Pinkie Road Widening ROW Dedication	2.90	7.17	1.45%
Roads (Minor Arterial, Collector, Local, Alleys)	46.95	115.99	23.49 %
<b>Total</b>	<b>199.84</b>	<b>493.79</b>	<b>100%</b>

**POLICIES:**

- 3.4 (a) **The location and type of land use, open space, park features and transportation networks shall be in conformity with an approved concept plan which is in general compliance with this Neighbourhood Plan.**
- 3.4 (b) **Notwithstanding policy 3.4.(a), minor variances to the generalized land use concept introduced at the time a concept plan, rezoning and/or subdivision application is submitted shall not require an amendment to this Neighbourhood Plan.**

**Figure 10 - General Land Use Concept**



### 3.5 Residential

Under the *Design Regina OCP*, new residential areas are required to achieve a minimum gross population density of 50 persons per gross hectare. Based on the City requirements and the general land use concept, the minimum population target for Westerra is summarized as follows:

GROSS DEVELOPABLE RESIDENTIAL AREA (HA)	CITY POPULATION INTENSITY TARGETS	MIN. POPULATION REQUIREMENTS
146.23 ha	50 persons per gross hectare **	7,312

**Figure 10 - General Land Use Concept** has identified those portions of Westerra envisioned for future residential development. At full build out, the population of Westerra is estimated to be approximately 7,464 persons based on projected land use yields, density targets and population per household estimates. This population projections equates to approximately 51.05 persons per gross hectare \*\*. A summary of anticipated residential density and population projections is outlined in **Table 3 - Residential Density and Population Projections**:

**Table 3 - Residential Density and Population Projections**

RESIDENTIAL LAND USE	NET AREA (HECTARES)	DENSITY (UPNH)	NUMBER OF UNITS	POPULATION PER UNIT	POPULATION PROJECTIONS
Low Density Residential	41.72	25	1,043	3.0	3,129
Medium Density Residential	24.10	42	1,012	2.1	2,126
Live Work Residential	1.20	42	50	2.1	106
High Density Residential	14.56	85	1,238	1.7	2,104
<b>Total</b>	<b>81.58</b>	<b>n/a</b>	<b>3,343</b>	<b>n/a</b>	<b>7,464</b>
<i>Population of 7,464 equates to 51.05 persons per gross hectare **</i>					

\*\* For this plan, density and population numbers correspond to land reserved for residential areas only (including local commercial, but excluding employment areas, restricted areas etc.).

The purpose of these policies is to provide for a range of housing types within Westerra that provide for choice and diversity to meet market demand while accommodating different economic levels, backgrounds and stages of life. The predominant housing form in Westerra will be single-detached dwellings. Multi-unit and innovative housing will be located throughout the Plan area to help achieve density requirements. Appropriate interface areas will be provided along with gradients in density to provide for transition and compatibility between the various uses.

**POLICIES:**

- 3.5 (a) Single-detached dwellings shall represent the predominant residential housing form in the community.**
- 3.5 (b) Multi-dwelling residential development shall be located throughout the area predominantly in locations that support transit and mixed use development.**
- 3.5 (c) Multi-dwelling residential development should be sensitive to the context of adjacent development and have a strong street presence.**
- 3.5 (d) In addition to single-detached dwellings and multi-dwelling development, alternative forms of housing shall be encouraged and supported within the community in order to meet the needs of different lifestyles and to support the delivery of affordable housing.**
- 3.5 (e) Alternative forms of housing may include, but are not restricted to: secondary suites; live-work housing; laneway housing and mixed-use housing.**

### **3.5.1 Low-Density Residential**

The majority of residential development in Westerra will be low – density residential development in the form of single detached residential housing with an anticipated density of approximately 25 units per net hectare. Low density residential development is envisioned mainly in the central and southern half of community. Laned product will be made available in appropriate locations along with a variety in lot sizes and dimensions.

**POLICIES:**

- 3.5.1 (a) The predominant use of land within the low density residential area shall be single-detached residential uses.**
- 3.5.1 (b) The density target for low-density residential development should be approximately 25 units per net hectare.**
- 3.5.1 (c) Secondary suites may be permitted within the low density residential area where determined to be compatible and appropriate.**
- 3.5.1 (d) The general categories of uses identified shall be refined through the land use districts applied to the residential area.**

### **3.5.2 Medium-Density Residential**

Medium density residential will form the second largest category of residential land use in the community. Medium density is similar in overall impact and visual appearance to low – density development but consists of various types of ground oriented multi-family housing forms such as semi-detached, row – housing and certain mixed – use developments. Anticipated density for medium density residential development is 42 units per net hectare.

Medium – density residential development is envisioned to be situated in proximity to collector roadways to keep traffic out of the low – density areas and to support planned transit routing. Notwithstanding, this type of development falls within the middle of the density continuum and can be easily integrated with the lower – density areas on a limited basis without negative impacts. The nuanced features of medium – density development housing forms and the ability to blend with areas of low – density enhances the mixed – use character of the community.

#### **POLICIES:**

- 3.5.2 (a) The predominant use of land within the medium density residential area shall be multi - dwelling development including single detached housing with secondary suites, single detached housing with laneway housing, semi-detached housing, row – housing style and appropriate mixed use developments.**
- 3.5.2 (b) The following types of uses may be permitted within the medium density residential area where determined to be compatible and appropriate: Single detached dwellings containing two (2) dwelling units; duplexes; triplexes; fourplexes; row – houses; townhomes.**
- 3.5.2 (c) The density target for medium-density development should be approximately 42 units per net hectare.**
- 3.5.2 (d) The general categories of uses identified shall be refined through the Land Use Districts applied to the medium – density residential area.**

### **3.5.3 Live Work Residential**

A small portion of the future residential area is envision for future live - work residential uses. The intent of the live work residential area is to support a transition from main street retail / mixed use area to centralized open space and predominantly residential areas in the south portion of the plan area. This classification will permit the development of medium density housing forms in conjunction with limited business, office or limited retail functions. The anticipated density of the live work residential area is 42 units per net hectare. The proposed blocking of the live work area, road network and alley configuration will support on street parking and rear unit access which could be utilized to meet visitor parking requirements. The joint tenure and smaller scale of live work buildings between residential and business use will help differentiate the live work area from the main street area and which may consist of mixed retail and residential uses and will define the character of the entrance to Westerra from Dewdney Avenue.

#### **POLICIES:**

- 3.5.3 (a) Live/work building units may be considered for development within the urban centre, between the proposed main street and the neighbourhood park/urban plaza.**
- 3.5.3 (b) The predominant use of land within the live work area shall be medium residential development with optional small scale business, office or retail functions which are secondary to the primary residential use of the building.**
- 3.5.3 (c) The density target for live work residential development should be approximately 42 units per net hectare.**
- 3.5.3 (d) The general categories of uses identified shall be refined through the Land Use Districts applied to the medium – density residential area.**

### 3.5.4 High-Density Residential

High density development in Westerra shall generally consist of multi – family development typically characterized by smaller units and higher – rise developments (four stories and less) such as apartments and mixed – use developments. High density residential development is envisioned to be situated near entryways into the community, along collector roadways and transit routes and in immediate proximity to the urban centre. High density residential development in Westerra could potentially accommodate seniors housing when located in proximity to transit, services and amenities. Anticipated density for high density residential development is 85 units per net hectare.

**POLICIES:**

- 3.5.4 (a) Higher density residential development shall be generally directed to those lands and surrounding areas identified as the urban centre and along the major roadways and transit corridors identified to support the development of the NP area.**
- 3.5.4 (b) The predominant use of land within the high density residential area shall be apartments (four stories and less) and mixed – use developments where appropriate.**
- 3.5.4 (c) Notwithstanding policy 3.5.4 (b) higher density buildings greater than four stories in height may be permitted within the urban centre where minimum parking requirements are located within the building.**
- 3.5.4 (d) High density residential development shall be separated from low density development through the utilization of transitional land uses such as such as medium residential density uses and/or the utilization of landscaping, fencing and other buffering techniques identified as part of a site development plan for high density development.**
- 3.5.4 (e) The density target for high density development should be approximately 85 units per net hectare.**
- 3.5.4 (f) The general categories of uses identified shall be refined through the land use districts applied to the high – density residential area.**

## 3.6 Urban Centre

Consistent with the direction set out in the City of Regina Official Community Plan, Westerra envisions the creation of a lively, activated urban centre as a key component of its land use and development framework. In the most general sense, the purpose of the urban centre is as follows:

- To create a daily shopping, living and employment focus for the surrounding area; and
- To provide a wide range of retail goods and services serving Westerra and the surrounding area.

For the purposes of this Neighbourhood Plan, the urban centre is generally considered to consist of a portion of the community retail area, main street area, live work residential and medium - high density residential areas situated in the north central portion of the plan area. The location of medium to high density development in proximity to the urban centre has been undertaken to activate and support these varying scales of retail and employment uses and to support this area as the main focal point of Westerra.

**POLICIES:**

- 3.6 (a) The use of land in the urban centre should include: a main street retail area; high density residential; a community retail area; live/work residential; medium density residential; local commercial services; civic and recreational uses; urban plaza and a transit hub.**
- 3.6 (b) Public uses and accessory uses may also be allowed within the urban centre where determined to be compatible and appropriate.**

- 3.6 (c) The general categories of uses identified shall be refined through the land use districts applied to the urban centre at the time of a land use bylaw amendment application.
- 3.6 (d) The urban centre should be designed and developed as a compact, mixed-use pedestrian oriented environment.
- 3.6 (e) Vertical mixed use development of residential uses with retail uses within the urban centre should be encouraged.
- 3.6 (f) Local/neighbourhood office and medium scale office may be allowed within the urban centre, in accordance with the office policies of the *Design Regina OCP*.
- 3.6 (g) The gateway to the urban centre situated at the intersection of Dewdney Avenue and the proposed main street should be framed by buildings with a form and character which respects their gateway function and provides significant aesthetic amenity to Dewdney Avenue .
- 3.6 (h) Within the urban centre area as shown on Figure 10: General Land Use Concept, a centrally located urban plaza should be developed to serve as a key focal point for the plan area and provide a location for passive and active recreational opportunities, outdoor civic activities, arts/ culture events and leisure. Key elements of the plaza may include: public art, fountain(s), hard surfacing, performance area, etc.
- 3.6 (i) The City may amend the Zoning Bylaw in order to ensure that appropriate standards and regulations are enacted, which will implement the policies of this Plan relating to the design and function of the urban centre.

## 3.7 Main Street Retail

The central access point into Westerra is intended to be formed and characterized by a main street retail land use and built form. Served by angled parking and characterized by a well landscaped and defined central median, the main street retail area is envisioned to be fine – grained, street – level small format retail uses with pedestrian and vehicular access from the street. Where possible, vertically mixed-use buildings with residential uses situated above retail shall be encouraged. The built form of the main street retail area is anticipated to be approximately 1-2 storeys in height which will provide definition of this area as the centre of Westerra and also establish a sense of enclosure to the pedestrian environment. The pedestrian environment is key in this type of retail use and attention to architectural and urban design details shall remain paramount. Residential density and intensity is envisioned to cluster around the main street retail area, which is intended to support and activate this proposed land use.

### POLICIES:

- 3.7 (a) The use of land in the main street retail area may include: civic and recreational uses; small format retail; mixed use retail/residential; mixed use retail/office/employment; local commercial services, entry features; and one or more bus transit stops.
- 3.7 (b) The predominant use of land in the main street retail area shall be smaller-scale retail uses and employment or residential uses located in mixed use buildings fronting onto the central main shopping street.
- 3.7 (c) Pedestrian use shall be priority when designing streetscape features such as store fronts, sidewalks, walkways, etc.
- 3.7 (d) The general categories of uses identified shall be refined through the land use district applied to the main street retail.

## 3.8 Community Retail

The community retail area will primarily accommodate medium scale commercial uses that cater to the daily needs of local residents. A secondary use within the community retail area may include high density residential development located within the south and/or east boundaries of the community retail area.

Community retail falls within the middle range of the retail continuum and blends well with main street retail on the eastern edge and large format retail on the western edge. As such, the community retail serves as a transition between the main street commercial uses to the east and the large format retail to the west. The commercial uses are located along Dewdney Avenue for maximum exposure to traffic and to create the conditions for a transit hub. Commercial traffic can easily travel from the community retail area to the large – format retail area to the west. The addition of strategically placed high density residential development within this area will further strengthen the urban centre and serve as an appropriate transition to medium density residential uses to the south of these lands.

Community retail uses might include small to medium scale commercial uses such as banks, pharmacy, liquor store, grocery store, restaurants, hotels, and personal services such as hair salons. Accessory uses to the community retail area are envisioned to include parking areas, pedestrian walkways and plazas where appropriate. Pedestrian features should be integrated into the design of the community retail area to support safe pedestrian circulation and promote and enhance linkages and connections to surrounding development including adjacent residential areas and the proposed main street retail area.

### **POLICIES:**

- 3.8 (a) The use of land in the community retail area may include: community retail (e.g. grocery stores, restaurants, hotels, shops and services); plazas and walkways; office and other employment related uses; civic and recreational uses; local commercial services; one or more bus transit stops and high density residential (at the south and/or east boundaries of the community retail).**
- 3.8 (b) Should the City require the development of a central transit hub facility in proximity to the community retail area, the master site development plan of the community retail area should support synergy between the transit hub and the adjacent community retail uses.**
- 3.8 (c) Public uses and accessory uses may also be allowed within the community retail area where determined to be compatible and appropriate.**
- 3.8 (d) The general categories of uses identified shall be refined through the land use districts applied to the community retail area.**
- 3.8 (e) As a prerequisite for rezoning and subdivision approval, a master site development plan shall be submitted, pertaining to the proposed community retail area, which shows the general location of: building footprints; landscaping and lighting; parking; access; pedestrian connections; traffic signals and markings; transit facilities; etc.**

## 3.9 Large Format Retail

The large format retail area will serve as a regional draw that benefits from high visibility, large traffic volumes and convenient access from Dewdney Avenue and Pinkie Road. Large format retail typically includes larger format stand – alone structures with parking sufficient to accommodate a regional trade market. Large format retail building forms typically involve single story, large footprint, buildings and are usually located on a single site. They are also typically operated as part of a chain store. Larger volumes of traffic are anticipated to visit the large format retail and accordingly it is situated at a major intersection with two access points off of Dewdney Avenue and Pinkie Road.

### **POLICIES:**

- 3.9 (a) The predominant use of land in the large format retail area should be larger format retail commercial uses that serve as a regional commercial draw and support the development of the large format retail, community retail and main street areas.**

- 3.9 (b) The following additional uses may be allowed in the large format retail area where determined to be compatible and appropriate: plazas and walkways; public uses, and accessory uses.
- 3.9 (c) The general categories of uses identified shall be refined through the land use districts applied to the large format retail area.
- 3.9 (d) As a prerequisite for rezoning and subdivision approval, a master site development plan shall be submitted, pertaining to the proposed large format retail area, which shows the general location of: building footprints; landscaping and lighting; parking; access; pedestrian connections; traffic signals and markings; transit facilities; etc.

## 3.10 Business Park

The purpose of the business park area is to accommodate light industrial uses, office uses and other employment generating land uses within a comprehensively developed business park format. The business park has been strategically located in the north east portion of Westerra to address the land use constraints associated with the Regina International Airport, specifically lands with the NEF contour of 30 or greater.

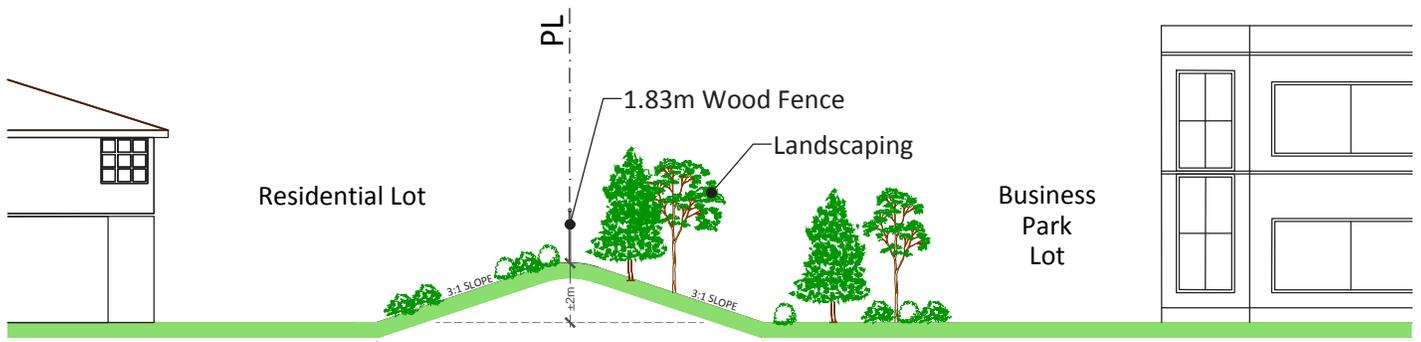
The business park area is situated between residential uses to the southwest and municipal reserve uses to the northeast. As part of the generalized land use concept, provisions have been made to establish a greenway connection through the business park area to connect with the parks and open space system proposed for Westerra with the Dieppe community to the north. It is anticipated that this greenway connection, coupled with the proposed municipal reserve network shall provide passive and active recreational opportunities.

In order to establish a consistent and appropriate interface between the proposed business park and the adjacent residential uses, the City may require the construction of a landscaped berm, which is located on private lots and is privately owned and maintained. A conceptual overview of the proposed berm treatment is outlined in **Figure 11: Business Park - Residential Interface**. It is anticipated that once constructed, all obligations to maintain the landscaped berm shall be the responsibility of residential and business park lot owners.

### POLICIES:

- 3.10 (a) Land uses within the business park area should generally correspond with the City's Prestige Industrial zone; however, the City may consider other appropriate uses, such as:
  - I. Office development, in accordance with the Official Community Plan (Part A)
  - II. Light industrial development located on lots within the interior of the business park area;
  - III. Research and development;
  - IV. Compatible and appropriate commercial development.
- 3.10 (b) The general categories of uses shall be refined through the land use districts applied to the business park area.
- 3.10 (c) In order to achieve a high quality, fully serviced employment area for Westerra and surrounding area, the business park area shall provide for an integrated sidewalk, walkway, pathway and greenway system to accommodate transit stops, pedestrian connectivity, and building linkages.
- 3.10 (d) In order to ensure compatibility with the adjacent residential areas, the business park should be designed to provide a well-defined interface and transition to the adjacent residential areas.
- 3.10 (e) Notwithstanding any other policy herein, the City shall not require the construction of the buffer described in Figure 11 - Business Park - Residential Interface, unless authorized by the Zoning Bylaw; however, the landowner(s) are encouraged to undertake the buffer construction as a private development.

**Figure 11 - Business Park - Residential Interface**



## 3.11 Civic Uses

Civic uses are addressed in *Design Regina OCP* in terms of culture, health and safety and social needs. Civic needs have been assessed for Westerra in consultation with the appropriate agencies and provided for accordingly in the NP. In addition to providing high level guidance to civic uses within the NP area, the NP also provides a framework for the parks and open space system.

### 3.11.1 Potential School Site

Institutional needs have been assessed for Westerra in consultation with the appropriate agencies and provided for accordingly in the NP. The school authority has indicated the potential need for a school site in the area and the Plan has been designed to incorporate this use along with connections to the parks and open space system. Should a school not be required on this land, the alternative would be park space.

#### POLICIES:

- 3.11.1 (a) **A site for a potential school shall be reserved, as generally shown on Figure 10 - General Land Use Concept; however, through the concept plan process, the City shall work with the school authorities to determine the need for, specific location of, and size of the school site.**
- 3.11.1 (b) **The concept plan that applies to the proposed school site shall include a street and park configuration that will allow the school site to transition to an appropriate park area should the school not be required.**
- 3.11.1 (c) **Portions of the potential school site intended for building and development purposes shall not be situated within the following areas:**
- **Those lands situated with the NEF 30 or greater noise forecast contour of the Regina International Airport**
  - **Those lands situated within 60 metres of the natural gas pipeline situated in the SaskEnergy gas line easement**
  - **Those lands situated within 75 metres of the CPR right of way**
- 3.11.1 (d) **Notwithstanding any other policy of this Neighbourhood Plan, should the City and the school authority determine that a potential school site is not required, the concept plan which includes the potential school site may allow for those portions of the potential school site identified for building and development purposes to allow for park uses without an amendment to this plan, or any applicable concept plan, being required.**

### 3.11.2 Emergency Services Facility

The planning for a future fire hall location within Westerra has been requested by emergency services personnel during the preparation of this Neighbourhood Plan. **Figure 10 - General Land Use Concept** has identified the approximate location of a future fire hall which would have good access and be compatible with adjacent land uses. The exact location and size of this site will be determined at the time of zoning and subdivision.

In the event of an emergency requiring fire response prior to the construction of an additional fire hall in Westerra, the plan area is anticipated to be served by the existing City fire hall at 3855 Dewdney Avenue. The estimated emergency response time from this facility to Westerra is approximately 7 minutes as the fire hall is situated approximately 4.5 km from the planned main street entrance to Westerra. The main Police station located in downtown Regina is expected to provide police service to the area. The plan area is also expected to be served by the Ambulance base located at Albert Street and Dewdney Avenue.

#### POLICIES:

- 3.11.2 (a) **Specific needs and location of an additional Emergency Services site shall be identified at the time of zoning and subdivision under consultation with local emergency services personnel.**

## 3.12 Parks and Open Space

The City of Regina Open Space Management Strategy was adopted in October 2007 with five main objectives. Firstly to make sure the city's open spaces are planned with maximum flexibility to accommodate multiple uses. Secondly the intent is to ensure that planning for park space is incorporated into the overall planning process and to ensure that the municipal open space system is coordinated and linked in a comprehensive manner throughout the city.

The open space system for Westerra has been designed to support the stormwater management requirements of the NP as well as to provide recreational and amenity space to residents and visitors. In general terms, the open space system consists of both municipal reserve, municipal buffer dedications and municipal utility parcel(s). Efforts have been undertaken to consider the linkages and relationship between these open space elements.

The parks and open space system has been designed to provide ease of access to the majority of future residents of Westerra. A five minute walking radius standard was utilized to distribute the parks throughout the plan area. The form and function of park dedication and the parks programming should be established at the time of the concept plan, zoning and subdivision.

### **POLICIES:**

- 3.12 (a) The parks and open space system for Westerra should consist of a combination of municipal reserve, municipal buffer(s) and municipal utility parcel(s).**
- 3.12 (b) A minimum of 10% for gross residential areas and 5% for gross non residential areas within the plan area should be devoted to municipal reserve; however, the City shall first deduct, from the gross area, land use elements that qualify, in accordance with the Planning and Development Act, 2007, for municipal reserve exemption.**
- 3.12 (c) Municipal reserve (park spaces) should:**
- **Be centralized to support neighbourhood activities**
  - **Be highly visible to address CPTED issues and concerns**
  - **Be accessible and strategically located**
  - **Serve as a terminus or place making function where appropriate**
  - **Support linkages between the Devonian pathway and the Dieppe neighbourhood**
  - **Be designed for year round use where possible**
  - **Be designed to be accessible to the physically disabled**
- 3.12 (d) The configuration of the Westerra Open Space Network is generally shown on Figure 12: Parks, Pathway and Open Space Network but shall be confirmed at the concept plan, zoning and subdivision stage to the satisfaction of the City of Regina.**
- 3.12 (e) Programming for the Open Space areas shall take place at the Concept Plan, Zoning and/or Subdivision Stage.**
- 3.12 (f) As a condition of subdivision approval for each phase of development, the Developer shall provide a public open space amenities plan, prepared by a qualified professional, to detail the specific type and location of public open space dedication, including an illustration and description of proposed grading, plantings, and/or improvements anticipated therein, to the satisfaction of the City.**

3.12 (g) All improvements proposed within a public open space shall be provided by the Developer and maintained by the City of Regina, as per a subdivision and development agreement established at the subdivision stage to the satisfaction of the City of Regina.

3.12 (h) Where parks are intended to accommodate stormwater:

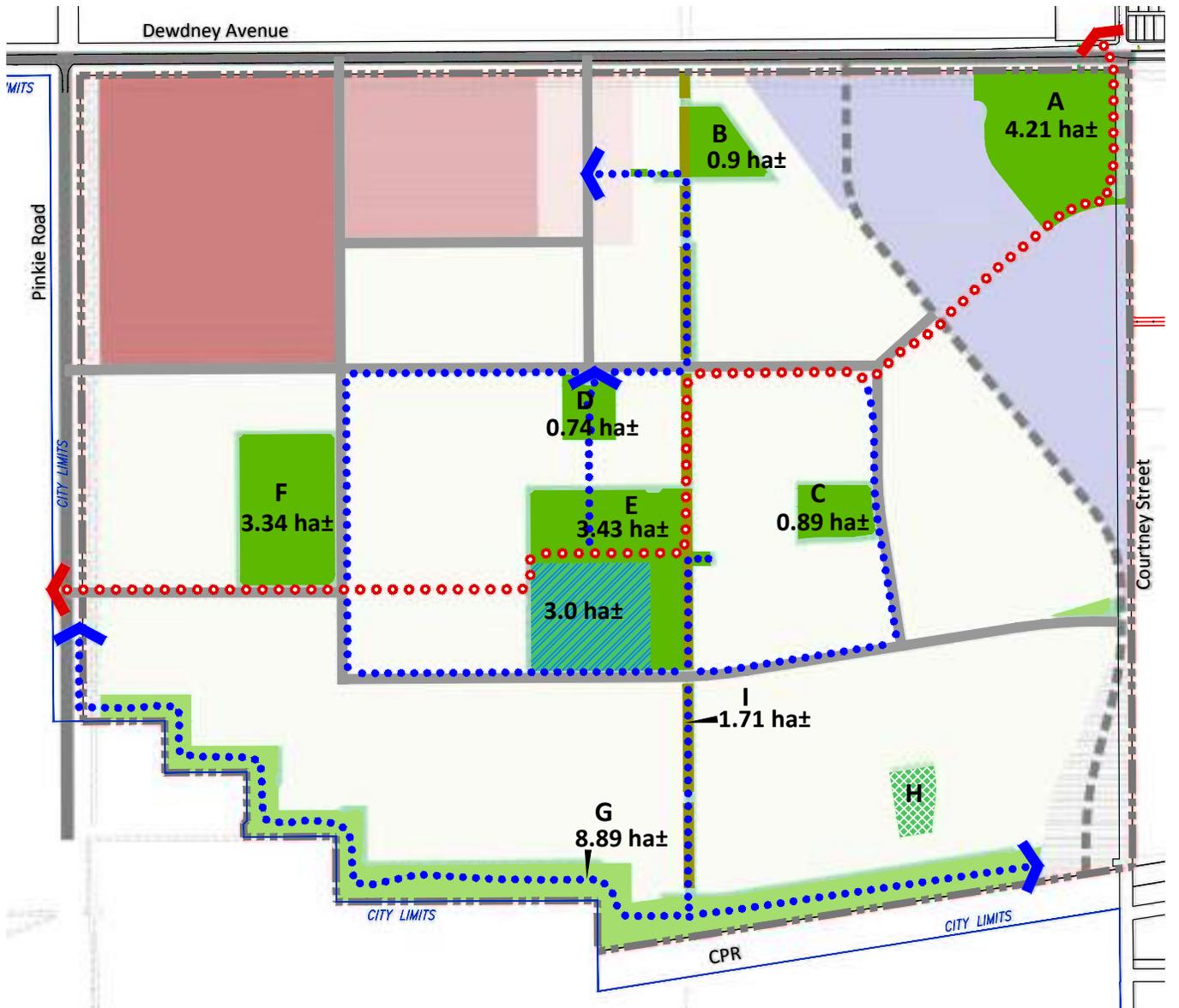
- I. The parks shall be designed to support active recreation as the primary use;
- II. A design solution and drainage study shall be submitted by the developer, at the subdivision stage, demonstrating to the City’s satisfaction how stormwater can be accommodated without detracting from the viability of the park as an active recreation space.

**Table 4 - Open Space System and Potential Facilities**

AREA	TYPE	POTENTIAL FACILITIES	AREA (HECTARES)	AREA (ACRES)
A	Municipal Reserve	Neighbourhood Park that supports multi-purpose sports fields and play areas.	4.21	10.40
B	Municipal Reserve	Neighbourhood Park, Playfield, and Playground	0.90	2.22
C	Municipal Reserve	Neighbourhood Park, Playfield, and Playground	0.89	2.20
D	Municipal Reserve	Urban Park/Plaza, soft and hard landscaping improvements, local pathway	0.74	1.83
E	Municipal Reserve	Neighbourhood Park that supports a multi-purpose sports field and/or school site and play area	6.43	15.89
F	Municipal Reserve	Neighbourhood Park that supports multi-purpose sports fields and play areas.	3.34	8.25
G	Municipal Buffer	Landscaped Berm, Fencing, Local Pathway	8.89	21.97
H	Potential Municipal Reserve	Neighbourhood Park and playground	0.00	0.00
I	Municipal Utility Parcel	Linear Park, Pathway	1.71	4.23
<b>Total</b>			<b>27.11</b>	<b>66.99</b>

An overview of the proposed municipal reserve network is outlined in **Figure 12: Parks, Pathway and Open Space Network**. A summary of the major open space areas within the Neighbourhood Plan, classification type and intended programming is outlined in **Table 4 - Open Space System and Potential Facilities**. It is anticipated that the detailed programming of reserve lands shall be provided at the time of concept plan, land use and subdivision application and developed in consideration of all overall facility requirements based on forecast population and in consultation with the City of Regina parks department. Where appropriate, reserve lands may be utilized in part to support the development of community gardens within Westerra.

**Figure 12 - Parks, Pathway and Open Space Network**



**Legend**

- Plan Area
- Municipal Reserve
- Municipal Buffer
- Municipal Utility Parcel
- Potential School on MR
- Potential MR
- ○ ○ ○ Devonian Pathway
- ● ● ● Local Pathway



### 3.12.1 Pathways and Trails

Local and regional pathway systems will be provided throughout the NP area as an amenity for residents as shown in **Figure 12: Parks, Pathway and Open Space Network**. Local and regional pathways will promote a healthy environment, active living and social interaction.

The regional pathway system has been designed to link into the regional Devonian pathway system within the Dieppe community to the northeast. A greenway following a northeast diagonal axis transitioning between the residential and the business park area will be implemented as part of the road network in accordance with the City of Regina's policies regarding same.

#### POLICIES:

- 3.12.1 (a) **A network of linear open space and pathways should be established generally in conformance with Figure 12: Parks, Pathway and Open Space Network.**
- 3.12.1 (b) **Internal pathways and open spaces shall be illustrated in a Concept Plan for each area of development, and shall provide links to the overall NP pathway system identified in Figure 12: Parks, Pathway and Open Space Network.**
- 3.12.1 (c) **As shown on Figure 12, pathways shall be designed and implemented as part of the Westerra road network to supplement and support the proposed open space network, local and regional pathway system.**

### 3.12.2 Municipal Reserve

The purpose of these policies is to outline the future dedication of municipal reserve land in order to meet the educational and recreational needs of Westerra. As outlined on **Figure 12: Parks, Pathway and Open Space Network** proposed municipal reserve dedication is situated throughout the plan area to support a range of amenity spaces, passive and active recreational opportunities for residents and visitors to Westerra. Based on the provisions of the *Planning and Development Act*, the total amount of municipal reserve owing (residential and non-residential) based on the land use plan for Westerra is +/- 16.59 hectares. It is anticipated that this number will be refined and confirmed as concept plan, land use and subdivision applications proceed. An overview of municipal reserve requirements and proposed municipal reserve dedication is outlined on **Table 5 - Municipal Reserve Requirements and Proposed Dedication**.

#### POLICIES:

- 3.12.2 (a) **The location, size and use of municipal reserve space shall generally be in accordance with Figure 12: Parks, Pathway and Open Space Network, Table 4 - Open Space System and Potential Facilities and Table 5 - Municipal Reserve Requirements and Proposed Dedication; however, the exact location, size and use of municipal reserve shall be determined at the concept plan stage and finalized at the subdivision stage.**

**Table 5 - Municipal Reserve Requirements and Proposed Dedication**

	± HECTARES	± ACRES
<b>Total Plan Area</b>	<b>199.84</b>	<b>493.79</b>
Less Courtney Overpass Right of Way Dedication and Purchase	2.21	5.46
Less Regional Roadways (Courtney Street as Minor Arterial)	4.58	11.31
Less Pinkie Road Right of Way Dedication and Purchase	2.90	7.17
Less Municipal Utility Parcel lands	1.71	4.22
<b>Gross Developable Area (for municipal reserve calculation purposes)</b>	<b>188.44</b>	<b>465.63</b>
Gross Residential Area of GDA	143.50	354.60
MR outstanding (10 % Gross Residential Area)	14.35	35.46
Gross Non - Residential Area of GDA	44.93	111.03
MR outstanding (5 % Gross Non – Residential Area)	2.25	5.55
<b>Total Municipal Reserve Requirement (Residential and Non - Residential)</b>	<b>16.59</b>	<b>41.01</b>

\*Additional municipal reserve will be dedicated in phases 2 and 3 to ensure requirements of the PDA are met.

### 3.12.3 Municipal Buffer

Municipal buffer dedication is intended to provide a buffer to prevent land use conflicts. In the Westerra NP, the southern boundary of the plan area has been carefully designed to accommodate a sensitive interface alongside the residential development and the CPR line and adjacent industrial area to the south. This will qualify as municipal buffer dedication (MB) and has been incorporated to form part of the parks and open space system. This buffer will be designed and constructed to include a landscaped berm, pathway and perimeter fence as shown in **Figure 9 - Land Use Transition Buffer**. As such, this buffer serves to transition between land uses but also supports the recreational needs of residents. The Plan proposes to dedicate +/- 8.89 hectares of municipal buffer. At the time of detailed design, the municipal buffer may be constructed in accordance with the specifications outlined in the Guidelines for New Development in Proximity to Railway Operations and also in consideration of any future noise impact/attenuation studies completed in advance of Phase 3.

**POLICIES:**

- 3.12.3 (a) **The location, size and use of municipal buffer space shall generally be in accordance with Figure 12: Parks, Pathway and Open Space Network and Table 4 - Open Space System and Potential Facilities; however, the exact location, size and use of municipal buffer shall be determined at the concept plan stage and finalized at the subdivision stage; furthermore, a municipal buffer along non-railway lands shall be at the discretion of the City.**
- 3.12.3 (b) **The design and configuration of the proposed municipal buffer should be in general accordance with Figure 9- Land Use Transition Buffer.**

### **3.12.4 Municipal Utility Parcel(s)**

Municipal utility parcel dedication is intended for lots and/or corridors that provide an exclusive public utility function. For the purposes of this plan, portions of the SaskEnergy pipeline right of way have been identified for future dedication as a municipal utility parcel. Although dedicated for utility purposes, it is intended that these lands will also serve part of the overall parks and open space system by accommodating pathway, and landscaping improvements as permitted by the existing encumbrances registered on title. Where portions of the pipeline have not been identified within a future municipal utility parcel, the registered right of way and associated encumbrances shall carry forward on to subdivided lands. All future development of lands encumbered with the right of way shall comply with the development restrictions as outlined in these encumbrances.

#### **POLICIES:**

- 3.12.4 (a) The location, size and use of municipal utility parcels shall generally be in accordance with Figure 12: Parks, Pathway and Open Space Network and Table 5; however, the exact location, size and use of municipal utility parcels shall be determined at the concept plan stage and finalized at the subdivision stage.**
- 3.12.4 (b) The location and amount of municipal utility parcel dedication shall be detailed at the time of a concept plan, zoning and subdivision application.**
- 3.12.4 (c) Where permissible by registered encumbrances, municipal utility parcels may include trail and landscaping improvements to support passive and active recreational opportunities and pedestrian/bicycle circulation throughout the NP area.**
- 3.12.4 (d) All future development of lands encumbered by a right of way plan and an accompanying right of way agreement shall comply with the terms of the registered agreement and consult with the registered encumbrance holder in the preparation of site development plans.**
- 3.12.4 (e) Where underground services cannot be accommodated in the back of private lot(s) when abutting designated public space, underground services may be located within a strip of land, dedicated as a municipal utility parcel, abutting the designated public space.**

### **3.12.5 Environmental Reserve**

There are no lands that are eligible for the purpose of the dedication of environmental reserve (ER) land in accordance with the provisions of the *Planning and Development Act*. No significant natural features are present within Westerra, such as wetlands and watercourses. As such, no land has been dedicated as environmental reserve.

# 4.0 Transportation

## 4.1 Overview

**Figure 13: Transportation Network** provides an overview of the transportation concept to support the ultimate development of Westerra. The proposed road network provides for multiple all directional access and egress points to Dewdney, Pinkie and Courtney Street in accordance with City standards and requirements. In support of the Neighbourhood Plan, a comprehensive traffic impact assessment has been completed (submitted under separate cover) to identify immediate and long term improvements to the transportation network necessary to support the implementation of Westerra.

The traffic impact assessment has informed the road network classification for the NP area and provided detailed and technical summary of required improvements to support the phased development of the NP area.

Key findings and recommendations of the traffic impact assessment are as follows:

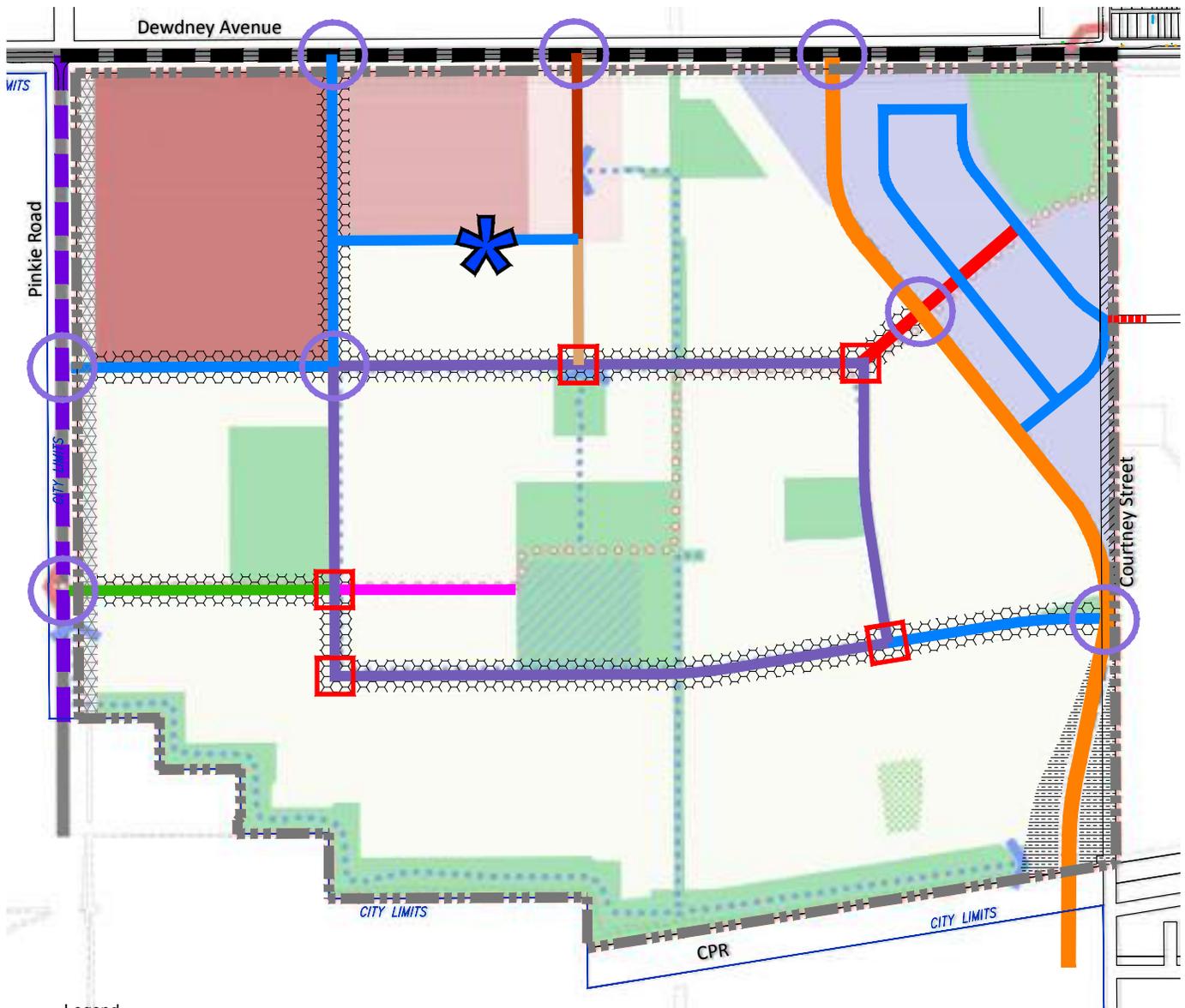
- Dewdney Avenue will require a four-lane cross-section as part of the first phase of development.
- Several intersection treatments, particularly left-turn bays entering and exiting the development will be required along Dewdney Avenue in order to efficiently service the site.
- Pinkie Road and Courtney Street are expected to operate relatively well with a two-lane cross-section at the Phase 1, Year 2020 forecast horizon, however will require an upgrade to a four-lane cross-section by the Year 2040 forecast horizon.
- It is recommended that Pinkie Road and Courtney Street be widened as required based on traffic growth and the need for additional north-south capacity in West Regina.

### **POLICIES:**

- 4.1 (a) **A maximum of two (2) all directional access points to Pinkie Road, three (3) all directional access points to Dewdney Avenue, and two (2) all directional access points to Courtney Street shall be provided to support the ultimate development of Westerra.**
- 4.1 (b) **The location and function of major transportation infrastructure shall generally be in accordance with Figure 13 Transportation Network; however, the exact location and function of major transportation infrastructure shall be determined at the concept plan stage and finalized at the subdivision stage.**
- 4.1 (c) **Land dedication for potential road widening and overpass requirements shall generally be in accordance with Figure 10 - General Land Use Concept. Land dedication requirements shall be confirmed at time of concept plan, redesignation and subdivision.**
- 4.1 (d) **Roadway and intersection improvements shall be undertaken in a phased and staged manner as warranted by traffic impact assessments accompanying concept plan submissions.**
- 4.1 (e) **Noise Impact/Attenuation studies may be required at the time of zoning and subdivision of residential lands adjacent to Courtney Street, Pinkie Road and Dewdney Avenue in order to determine if and when an interface treatment between adjacent residential lands and the roadway is required.**
- 4.1 (f) **Visual screening and sound attenuation measures such as sound walls should be incorporated into the design of roads where required by a noise impact study. Sound walls should be located on private property.**

- 4.1 (g) Major roadways should connect to existing and planned roads within the City and the RM of Sherwood No. 159 in order to ensure that a coordinated regional network is achieved.
- 4.1 (h) A traffic impact assessment shall be required to accompany concept plan applications in order to confirm internal road network requirements, and appropriate intersection treatments with the external roadway system.
- 4.1 (i) Concept plans prepared for the south portion of the plan area, abutting the CPR corridor, shall identify the location(s) and footprint(s) pertaining to any grade separated rail crossing that may be required.

**Figure 13 - Transportation Network**



**Legend**

-  Subject Lands
-  Arterial
-  Expressway Arterial
-  33.0m Minor Arterial
-  33.0m Main Street Collector
-  ±31m Main Entrance Collector w/ Varying Greenway
-  25.0m Collector with Greenway
-  25.0m Live-Work Collector
-  23.5m Collector - Inner Loop with Pathway
-  22.0m Collector
-  21.0m Local with Greenway

-  Signalized Intersection
-  Potential Roundabout Location
-  Transit Hub
-  Portion of Existing Courtney Street to be closed 0.93 ha± (2.31 ac±)
-  Overpass Dedication
-  Road Widening
-  Portions of Collector Roadways requiring 14.8m Travel Width

Note: The City, at its discretion, may allow variations to the ROW widths without an amendment to the Neighbourhood Plan being required.

## 4.2 Road Network Hierarchy

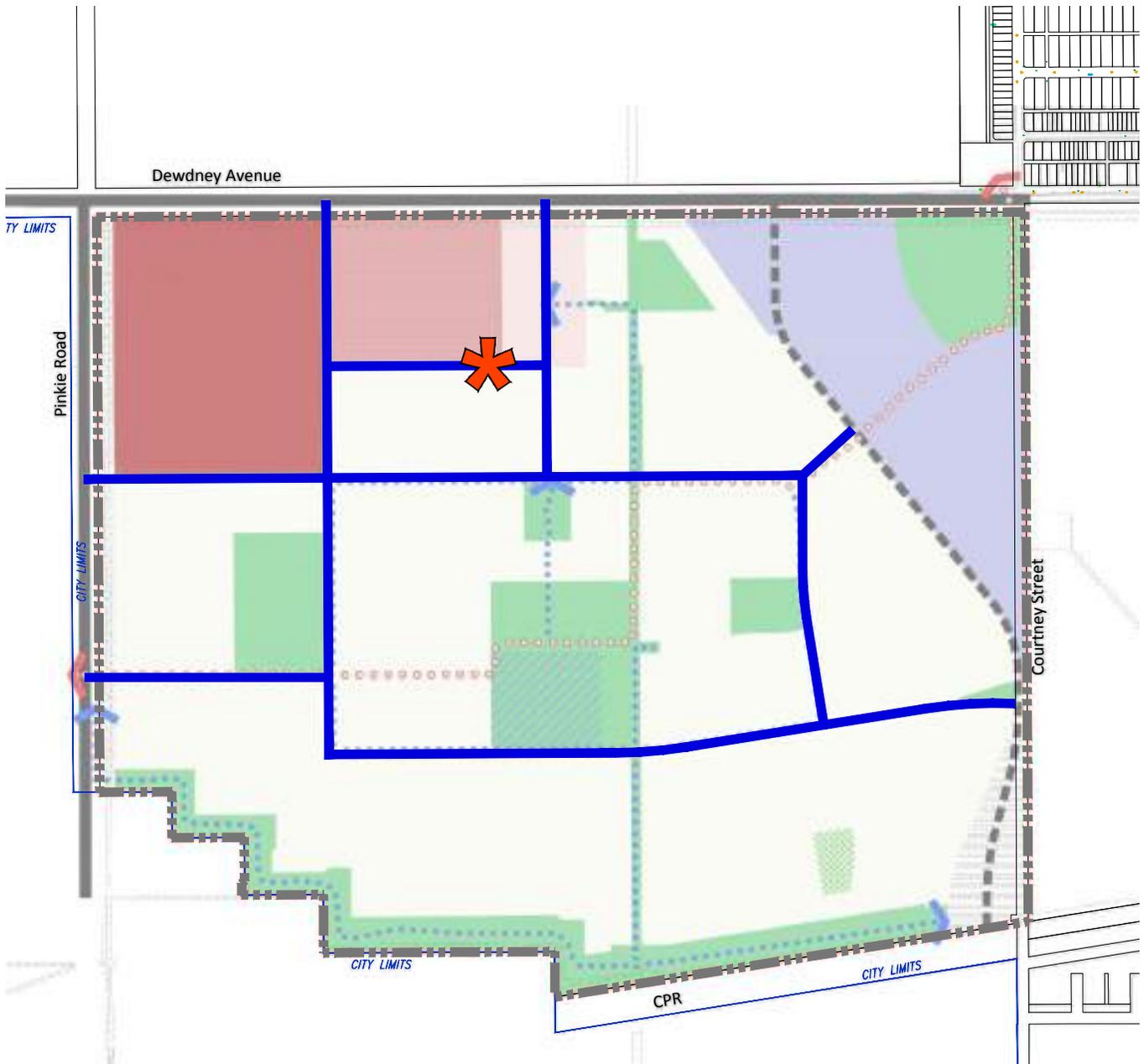
Section drawings of the proposed road network hierarchy shall be confirmed at the time of a concept plan, zoning and subdivision application submission. Roadway sections proposed have been designed to accommodate pedestrian and cyclists requirements to support efficient pedestrian and cycling circulation throughout the plan area. Specifically, a number of roadway sections includes multi-use pathways for the joint use of pedestrians and cyclists.

The proposed road network provides a layout that balances the needs of vehicle, cycling and pedestrian traffic in a safe and efficient manner. In this regard, the internal roads (i.e. collector and local roads) should facilitate connectivity and achieve a high quality neighbourhood environment. Connectivity results from a network design with multiple and parallel routes that disperse vehicle traffic flows and encourage walking, particularly for shorter destination and casual walking trips. A quality neighbourhood environment is achieved through a streetscape containing trees and sidewalks, together with on-street parking and uniform building setbacks and facades. These measures are considered integral to the achievement of a sustainable community design.

### **POLICIES:**

- 4.2 (a) **Collector streets within the proposed internal road network are shown on Figure 13:Transportation Network, however, the final configuration of the collector network may be subject to minor amendments at the time of a concept plan, zoning and subdivision application without an amendment to this plan being necessary at the discretion of the City.**
- 4.2 (b) **The layout of the collector streets should accommodate effective transit routing.**
- 4.2 (c) **The layout of the local streets shall be detailed at the time of concept plan submission and should provide for multiple routing options throughout the NP area.**
- 4.2 (d) **The layout of the local streets should ensure direct and efficient connections between the residential areas in the Plan and other origin/ destination points.**
- 4.2 (e) **The internal road network and block pattern shall be comprised of interconnected streets that are based on a modified or traditional grid development pattern.**
- 4.2 (f) **Final road design cross sections may be subject to minor amendments at the time of a concept plan, zoning and subdivision application without an amendment to this plan being necessary.**
- 4.2(g) **The easternmost north-south major roadway should include the following:**
  - I. **Pedestrian and cycling infrastructure;**
  - II. **A landscaped centre median and boulevards;**
  - III. **A design speed and function sufficient to accommodate active transportation; multiple intersections.**
  - IV. **A right of way sufficient to accommodate a four lane road with landscaped median and pedestrian infrastructure.**
- 4.2 (h) **Roundabouts may be provided as traffic control and calming devices at intersections within the internal road network, as determined appropriate.**
- 4.2 (i) **Where appropriate, City roadway design standards may be adjusted or modified to accommodate the provision of a green-way or bike-way.**
- 4.2 (j) **The City shall ensure that municipal infrastructure (e.g. roadway overpasses) does not exceed airport related height restrictions.**

**Figure 14 - Transit Roads**



**Legend**

-  Subject Lands
-  Roads accommodating potential future transit routes
-  Transit Hub

## 4.3 Public Transit

The purpose of these policies is to provide for efficient public transit service at the point in time where population growth and transit demand makes the provision of local public transit feasible. Roads that will potentially accommodate transit have been identified within the community and marked on **Figure 14: Transit Roads**.

### POLICIES:

- 4.3 (a) Roads identified on Figure 14: Transit Roads will be constructed to support potential future transit routing; however, the City may allow other route options without an amendment to this Plan being required.
- 4.3 (b) The City may require the construction of a transit hub facility, in accordance with the following requirements:
  - I. The precise location of the transit hub shall be identified through the concept plan process, but shall be located within the urban centre, in close proximity to the main street area, community retail area, and high density residential uses;
  - II. The transit hub may include the following elements: an area sufficient to accommodate at least three buses concurrently; a heated and enclosed shelter; a passenger drop off area; benches and waste receptacles; landscaping, lighting, and bicycle facilities.
  - III. At the City's discretion, the land reserved for the transit hub may be dedicated at the time of subdivision as Municipal Utility Parcel; the land should be sufficient in size to accommodate a modest shelter (e.g. a heated bus shelter of approximately 20 by 30 feet in area).
- 4.3 (c) Transit bus routing and road alignments should ensure that dwelling units are located within a convenient walking distance from a transit stop.
- 4.3 (d) Transit stops should be located to serve multi-dwelling residential projects and activity centres (such as neighbourhood nodes) and achieve walking distance requirements as set out by the City of Regina.
- 4.3 (e) Transit stops should be capable of accommodating suitable amenities such as benches, shelters, and bicycle racks.
- 4.3 (f) The final location and design of transit stops and amenities shall accompany detailed plans and specifications which follow concept plan, zoning and subdivision approval.
- 4.3 (g) The design and configuration of the transit system and associated improvements to support the development of the NP area shall be undertaken in consultation with the City of Regina.

# 5.0 Servicing Strategy

As part of the preparation of the Westerra Neighbourhood Plan, an analysis of servicing requirements to support the phased development of Westerra was completed. The following section provides an overview of the approach to deliver water, sanitary, stormwater and utility infrastructure to support the development of Westerra. An overview of existing conditions, the servicing requirements to accommodate the proposed development and the timing of major capital improvements necessary to deliver municipal servicing is provided.

## 5.1 Wastewater Collection System

### 5.1.1 Existing Conditions

The existing sanitary sewer system in the vicinity of Westerra consists of a shallow 200mm sewer main that serves the residential properties on Dewdney Avenue east of Courtney Street. This main is not of sufficient depth to provide any service to Westerra. In addition, there is minimal available capacity in the trunk sewer downstream and limited capacity at the McCarthy Boulevard pumping station. Consequently, sanitary sewer service for the Westerra Subdivision must be provided by a new pumping station and forcemain that conveys flows to the dual 1050mm McCarthy Boulevard pumping station forcemains approximately 1.6km north of Dewdney Avenue.

### 5.1.2 Proposed Development

The preliminary wastewater collection system layout is shown in the Sanitary Servicing Concept diagram in **Figure 15: Sanitary Servicing Concept**. In this concept, wastewater flows are conveyed via a gravity collection system to a new sanitary trunk to be constructed through the centre of the development area. This trunk would discharge at the sanitary pumping station along the west edge of the subdivision. The maximum estimated sanitary sewer flows were calculated using the Harmon formula and the “high” population density targets identified in the land use statistics. A summary of the calculated peak flows are indicated in the table below (**Table 6 - Peak Wastewater Flows Based on Land Use and Anticipated Density**).

**Table 6 - Peak Wastewater Flows Based on Land Use and Anticipated Density**

	SUMMARY OF LAND USE			SANITARY SEWER DEMANDS		
	Area		Pop Density	Pop	Av Flow	Peak Flow
	ac	ha	ppl/ha	ppl	L/cd	L/s
Low Density Residential	98.34	39.80	75.00	2985	225	36.45
Medium Density Residential	50.94	20.62	88.22	1819	225	22.15
Live/Work Residential	3.28	1.33	87.971	117	225	1.61
High Density Residential	42.54	17.22	144.48	2488	225	26.93
Commercial	64.83	26.24	70.00	1837	454	41.26
Business Park	31.65	12.81	35.00	448	454	12.53
						<b>140.93</b>

In consultation with City of Regina staff, it is understood that the City prefers to adopt a regional approach to municipal infrastructure whenever practical. As such, depending on the timing of development in the vicinity of Westerra, the future lift station may need to be expanded to accommodate flow from external sources such as the Sakimay lands west of Pinkie Road, private development north of Dewdney Avenue to Wascana Creek and east of Pinkie Road. In addition, it may be advantageous to the City to redirect the existing 100mm private forcemain that serves the Brandt Agricultural Products facility located at the southwest corner of this development area.

Although little information is currently available regarding development plans for these external areas, the following assumptions have been made in order to calculate estimated flows that might need to be accommodated by the future sanitary pumping station.

**Table 7 - Wastewater Flows from Outside Sources**

	<b>SAKIMAY</b>	<b>NORTH OF DEWDNEY</b>	<b>BRANDT</b>
<b>Approximate Size (ha)</b>	120	233	15
<b>Assumed Land Use</b>	Industrial	Residential	Industrial
<b>Assumed Density (p/ha)</b>	25	85	25
<b>Estimated Peak Flow (L/s)</b>	83.43	193.66	11.60

### 5.1.3 Timing of Capital Improvements

As there are currently no sanitary sewer mains in the vicinity of Westerra with the depth or capacity to manage additional flows, the new sanitary pumping station and forcemain are critical capital improvements that must be completed prior to occupancy of any new buildings in this subdivision. Although it is the City's desire to accommodate flows external to this development area with this pumping station, very little information is readily available on the planned land use or timing of development in these neighbouring properties. As such, the wet well and pumps should be designed to be constructed in phases and expanded as needed for future developments. Further, the forcemain from this lift station should either be oversized during the first phase of development or be twinned at a future date when additional capacity is required.

**POLICIES:**

- 5.1.3 (a) **The wastewater collection system to service the plan area shall be designed adequately and efficiently to address all required wastewater requirements.**
- 5.1.3 (b) **The wastewater collection system should be in general accordance with Figure 15: Sanitary Servicing Concept; however, refinements to the sanitary servicing concept may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.**
- 5.1.3 (c) **Portions of the plan area may be set aside as a municipal utility parcel to accommodate the location and construction of a sanitary pumping station and/or forcemain requirements.**
- 5.1.3 (d) **The developer may be required to enter into a servicing agreement with the City outlining obligations and responsibilities relating to the design and construction of a lift station, forcemain, and wastewater collection system. Where appropriate, such agreement may include financing and cost recovery provisions which are acceptable to both the developer and the City.**
- 5.1.3 (e) **The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for wastewater servicing, which identifies network routing; capital improvements; a pre-design of the sanitary pump station and force-main and solutions for providing an appropriate level of service both within the development and beyond.**
- 5.1.3 (f) **As future development proceeds within the plan area, weeping tile discharge into the sanitary sewer system shall be prohibited.**



## 5.2 Water Servicing

### 5.2.1 Existing Conditions

Water service in this part of the city is available via the trunk main that currently feeds the Global Transportation Hub. This trunk runs adjacent to the subject property along Courtney Street from the CPR crossing to Dewdney Avenue as a 750mm diameter main. It then changes to a 600mm diameter main and follows Dewdney Avenue west towards the GTH.

### 5.2.2 Proposed Development

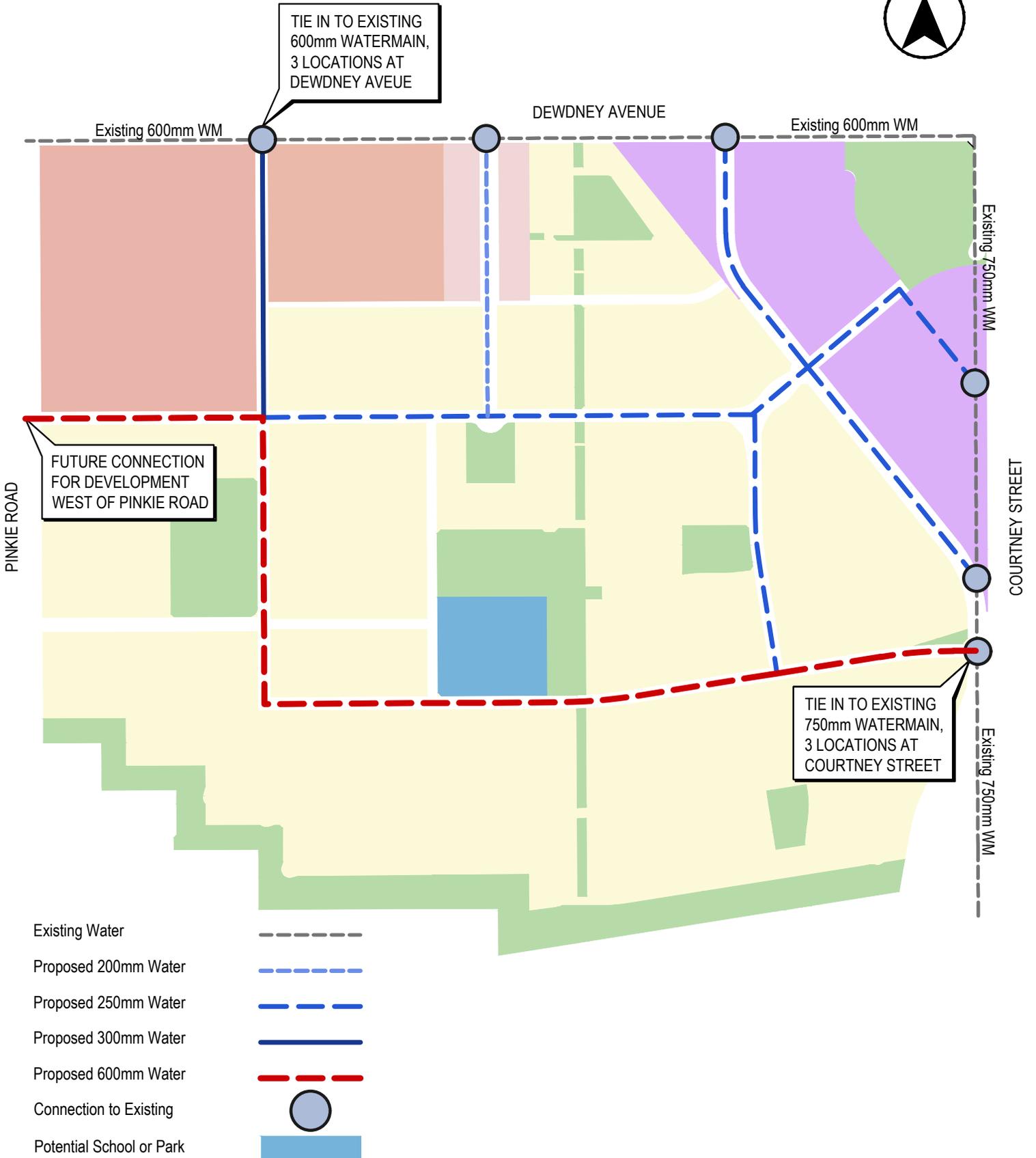
Water service will be provided to this development as shown in the water servicing concept that is included in **Figure 16: Water Servicing Concept**. The following connections to the existing trunk main are proposed:

1. 300mm feeder loop connected to 600 mm trunk at Dewdney
2. 250mm distribution loop to provide Level 3 service to prestige industrial lands connected to the 750mm trunk at Courtney Street and once to the 600mm trunk at Dewdney Avenue
1. **200mm distribution main to provide looped service for the main street retail and live/work residential land use areas connected to the 600mm trunk at Dewdney Avenue**
2. 600 mm trunk main from Courtney Street to Pinkie Road to provide service to future development to the west

In order to support the variety of land uses contained within the proposed development, the water distribution system will need to satisfy Level 1, 2, and 3 fire flow requirements. As such the system was modelled in WaterCAD under the 90L/s, 150L/s and 250L/s fire flow scenarios in addition to the peak day and peak hour demand scenarios. The proposed system was modelled using the City of Regina WaterCAD model for the 235,000 population demand criteria.

The fire flow analysis for full build-out of the subdivision indicates sufficient capacity exists to serve Westerra. Further, the resulting demand for the land use identified within the Westerra Concept Plan was modelled in the City-wide WaterCAD model under the 235,000 population demand criteria. A review of the 90 L/s fire flow scenario for the pre-development condition indicates 271 node failures. Once the Westerra demand is added to the model, there are 274 node failures. Further analysis using Peak Hour demand shows 405 of 4188 (9.7% of the system) nodes falling below the minimum pressure criteria of 269.4 kPa in the existing system compared to 593 failures post-development (13.7% of the system). The average pressure drop after full build-out of Westerra during Peak Hour demand is 4.1kPa.

**Figure 16 - Water Servicing Concept**



### **5.2.3 Timing of Capital Improvements**

The existing water mains along Courtney Street and Dewdney Avenue have sufficient capacity to provide water service to this subdivision. Consequently, no significant capital improvements shall be required within the water distribution system during the initial stages of development. In the future, if a grade-separated crossing of the CPR is required for Courtney Street, a portion of the 750mm water main may need to be re-aligned such that it is not within the footprint of the crossing.

#### **POLICIES:**

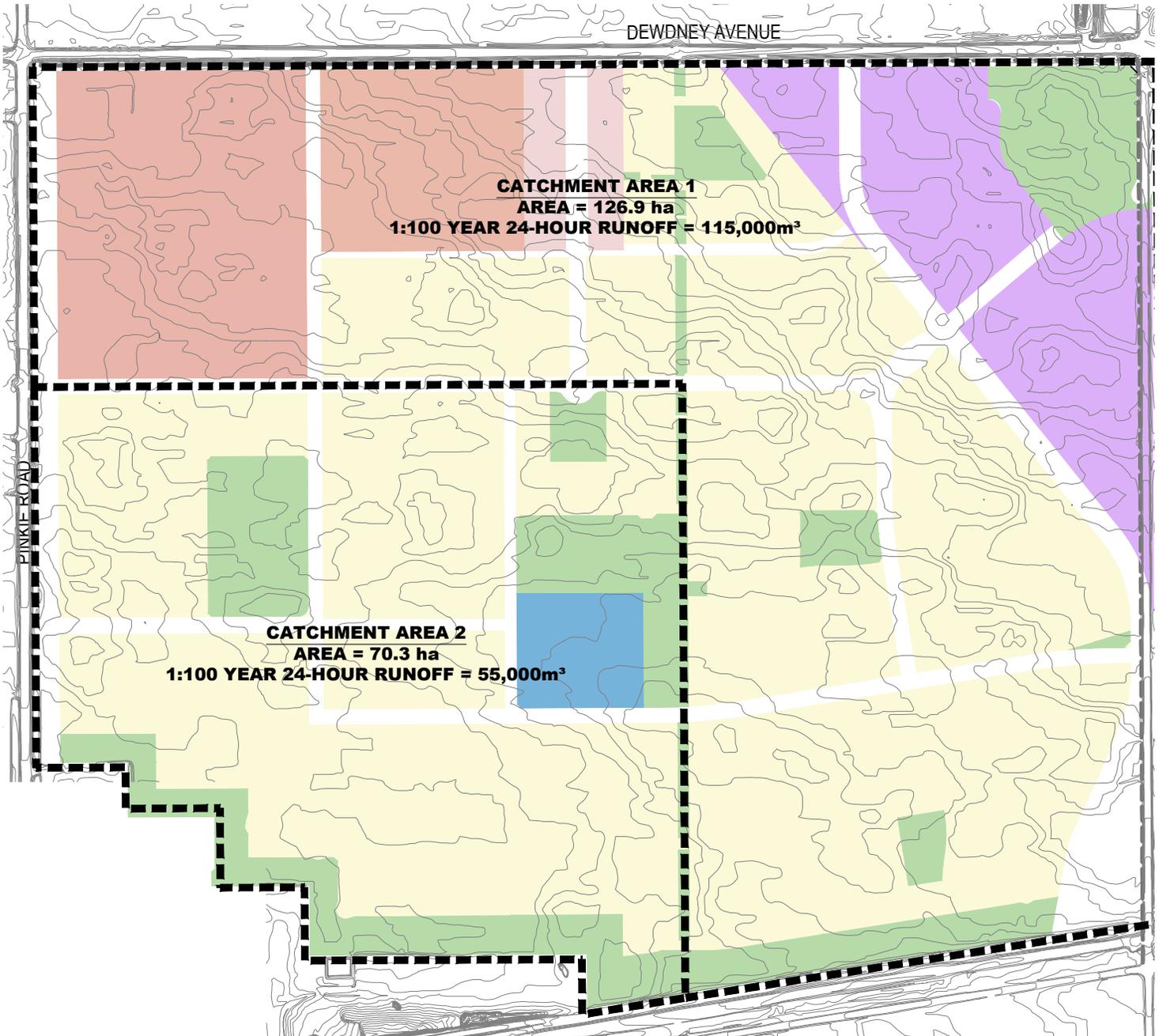
- 5.2.3 (a) The water system to service the plan area shall be designed adequately and efficiently to address water servicing and fire flow requirements.**
- 5.2.3 (b) The water system should be in general accordance with Figure 16: Water Servicing Concept; however, refinements to the water servicing concept may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this Neighbourhood Plan.**
- 5.2.3 (c) The developer may be required to enter into a servicing agreement with the City outlining obligations and responsibilities relating to the design and construction of water servicing system. Where appropriate, such agreement may include financing and cost recovery provisions which are acceptable to both the developer and the City.**
- 5.2.3 (d) The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for water servicing, which identifies network routing; capital improvements and solutions for providing an appropriate level of service both within the development and beyond.**
- 5.2.3 (e) The 600 mm trunk main from Courtney Street to Pinkie Road has been oversized at the request of the City; therefore, direct service connections shall be allowed from any future residential lots that have frontage on this oversized pipe corridor.**

## **5.3 Stormwater Management**

### **5.3.1 Existing Conditions**

The subject property is currently cultivated farmland separated into two major catchment areas that are separated by a high point that runs diagonally through the area from northwest to southeast. Runoff in the northeast catchment area flows to the 2400mm X 2400mm box culvert through Dewdney Avenue then north to Wascana Creek via the Courtney Street Drainage Ditch. The second catchment area drains to the southwest corner of the property, south along Pinkie road with the final outlet at the Grand Coulee Drainage Ditch. The area is relatively flat with an average grade of 0.5% from the centre to the edges of the property.

Figure 17 - Catchment Area Concept



Potential School or Park



### 5.3.2 Proposed Development

The City of Regina's stormwater management strategy follows the urban dual drainage concept whereby the minor (pipelined) system conveys flows generated by the 1 in 5 year storm event and the major (surface) system manages flows generated by the 1 in 100 year event. The City of Regina requires that for all new developments, the stormwater management system be designed to manage flows generated by the 24-hour 1:100 year design storm. Stormwater flows for this development were modelled using PCSWMM and the 1:100 year 24 hour City of Regina design storm. Results of this simulation are summarized as follows:

- **Catchment Area #1 – 126.9 Hectares, 100 year 24 hour runoff = 115,000m<sup>3</sup>**
- **Catchment Area #2 – 70.3 Hectares, 100 year 24 hour runoff runoff = 55,000m<sup>3</sup>**

The preferred option for management of stormwater flows is to drain both catchment areas through the northeast outlet to Wascana Creek. During the 2001 Courtney Street Drainage Ditch Improvement project, this outlet was designed and upgraded to manage peak stormwater flows of 15 m<sup>3</sup>/s. Consequently this channel has sufficient capacity to contain the runoff from future development in the vicinity. In order to implement this strategy, a deep storm trunk would be constructed from the west detention pond to the east detention pond.

Preliminary design of the minor system for Westerra shows that a storm trunk starting at the southwest boundary of the property and draining towards Dewdney Avenue by gravity will result in an invert elevation that is 1.60m below the south invert of the Dewdney Avenue culvert. As such, three options have been reviewed to convey flows to the outlet at Wascana Creek:

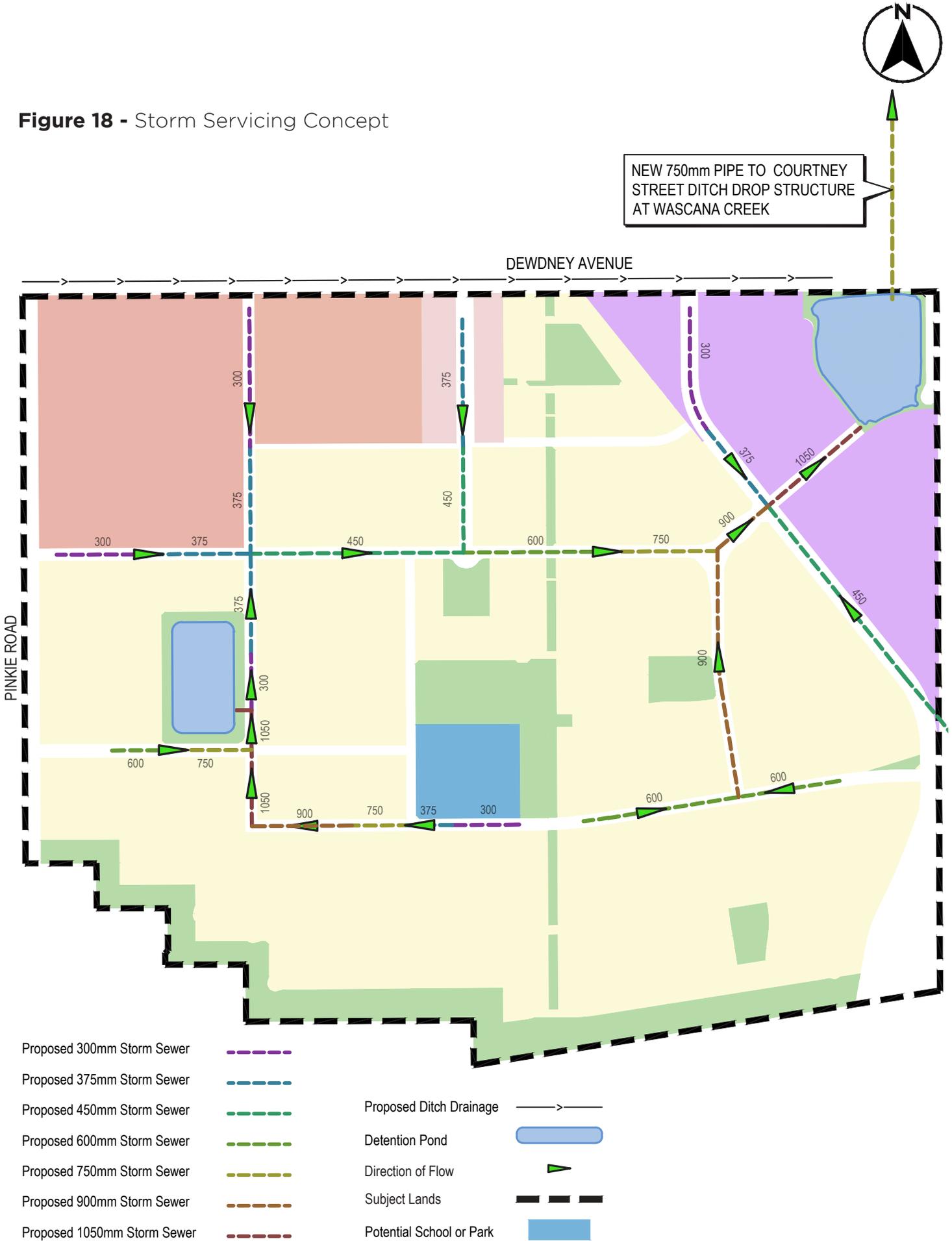
**Option #1 – A stormwater lift station, located in the northeast corner of the proposed development, could drain the detention pond directly to the Dewdney Avenue culvert then be conveyed to Wascana Creek via the existing Courtney Street ditch.**

**Option #2 – Deepen the Courtney Street drainage ditch and lower the Dewdney Avenue Culvert.**

**Option #3 – Construct a new gravity sewer in the right of way for the Courtney Street drainage ditch that connects to the existing drop structure at Wascana Creek.**

A preliminary analysis of these options indicates that Option #3 is the preferred method of conveying stormwater flows to Wascana Creek as it is the least expensive to construct and results in the lowest long term operations/maintenance costs. An overview of the proposed stormwater servicing concept is outlined in **Figure 17- Catchment Area Concept and Figure 18 - Storm Servicing Concept.**

**Figure 18 - Storm Servicing Concept**



### 5.3.3 Timing of Capital Improvements

As there is no piped collection system in the vicinity of Westerra, construction of the northeast detention pond and outlet to Wascana Creek will need to coincide with the first phase of development. In order for discharge of the west catchment across Pinkie road to proceed, the drainage ditch through the Sakimay lands from the west Regina by-pass to Pinkie road would be required prior to progressing with any development in the west catchment area. Consequently, draining the entire property to the northeast is a more attractive approach.

#### POLICIES:

- 5.3.3 (a) **The stormwater management system to service the plan area shall be designed adequately and efficiently to address all necessary stormwater management requirements.**
- 5.3.3 (b) **The stormwater management system should be in general accordance with Figure 17: Catchment Area Concept and Figure 18: Storm Servicing Concept; however, refinements to the stormwater management plan may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.**
- 5.3.3 (c) **Stormwater discharge from Catchment Area # 2 as shown on Figure 17- Catchment Area Concept should be directed to the outlet at the northeast corner of the property.**
- 5.3.3 (d) **The developer may be required to enter into a servicing agreement with the City outlining obligations and responsibilities relating to the design and construction of stormwater servicing system. Where appropriate, such agreement may include financing and cost recovery provisions which are acceptable to both the developer and the City.**
- 5.3.3 (e) **As a prerequisite for subdivision approval, a detailed stormwater solution and analysis for all of Phase I shall be prepared by the developer, and submitted to the City, which demonstrates, to the City's satisfaction, the requirements, location and design of stormwater detention and conveyance.**
- 5.3.3 (f) **The requirements for further stormwater analysis outlined in Policy 5.3.3 (e) shall also apply to other subsequent phases of development.**

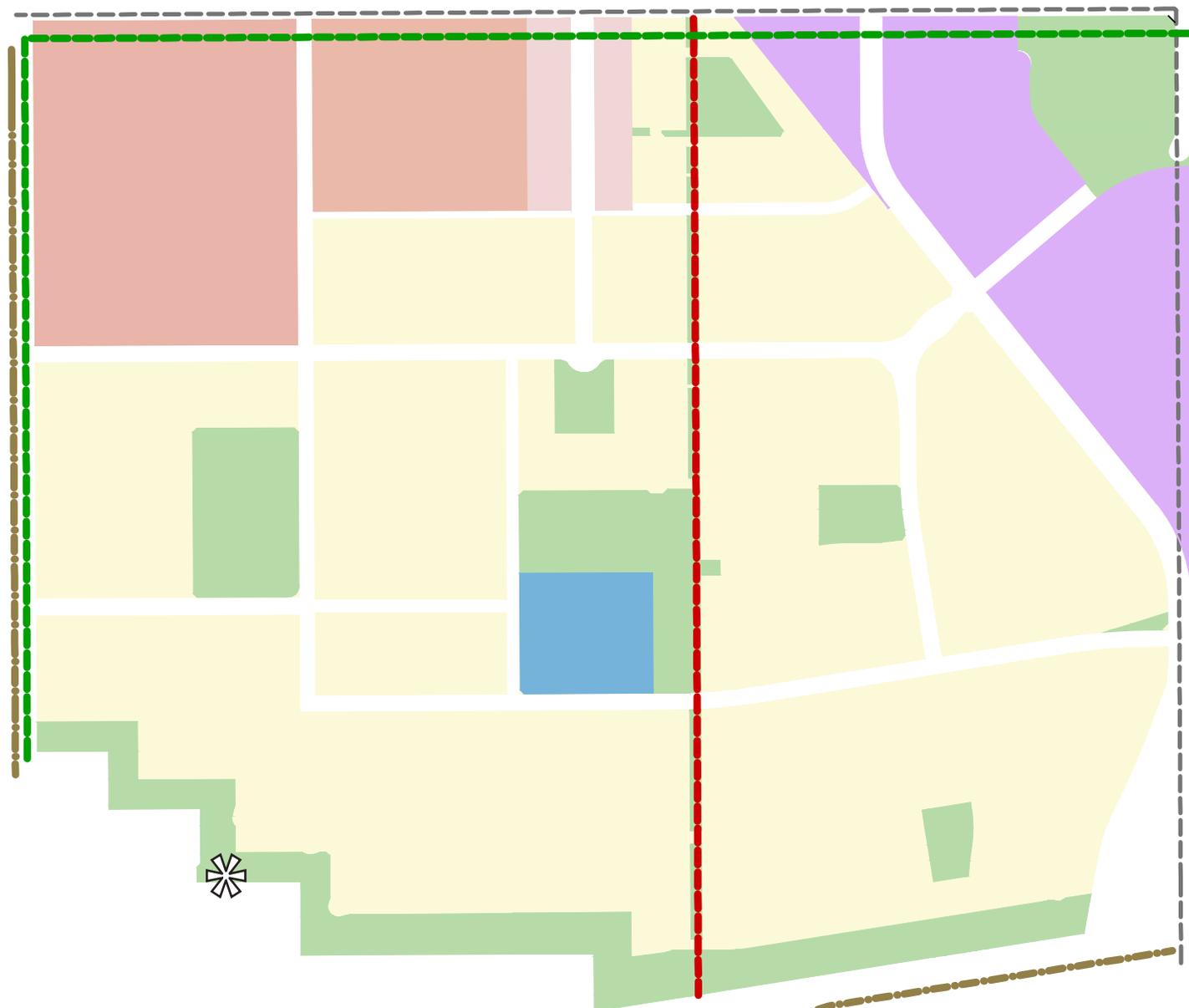
## 5.4 Shallow and Above-Ground Utility Servicing

Existing power, gas, and telecommunications infrastructure in the vicinity of Westerra is shown on the Existing Utility Diagram in **Figure 19 - Shallow and Above-Ground Existing Utilities**. During preparation of this plan, all existing shallow utilities were exposed with hydro-vac equipment and located via GPS survey. Once a proposed plan of subdivision is created for Westerra, it will be forwarded to the utility corporations for their use in detailed design of the necessary infrastructure to serve this property. Stakeholder meetings held with the utility corporations have confirmed that adequate capacity exists within their systems to provide service to the land use proposed for the Westerra Subdivision.

**Figure 19 - Shallow and Above-Ground Existing Utilities**



DEWDNEY AVENUE



- Existing SaskTel Line 
- Existing Gas Line 
- Overhead Power Lines 
- Existing Watermain 
- Potential School or Park 
- Potential Future Cell Tower 

---

# 6.0 Implementation

## 6.1 Phasing

Development in Westerra will occur in phases based upon logical planning units and the efficient extension of municipal infrastructure. The phasing of development will also be supported by the provision of community services and amenities and influenced by market absorption of units. The completion of specific capital improvement projects may be required prior to or concurrent with additional phases proceeding. Phases of planning for Westerra will generally follow the boundaries as shown in **Figure 20: Concept Plan Boundaries**.

### POLICIES:

- 6.1 (a) **Planning phases for Westerra should generally follow the concept plan areas as outlined in Figure 20: Concept Plan Boundaries.**
- 6.1 (b) **Notwithstanding 6.1 (a), 6.2 (a) and Figure 20: Concept Plan Boundaries, Concept Plan boundaries may be adjusted without an amendment to this Plan being required.**
- 6.1 (c) **Concept plan submissions shall include detailed phasing plans to help direct and guide rezoning and subdivision applications and the logical extension of municipal services and infrastructure.**

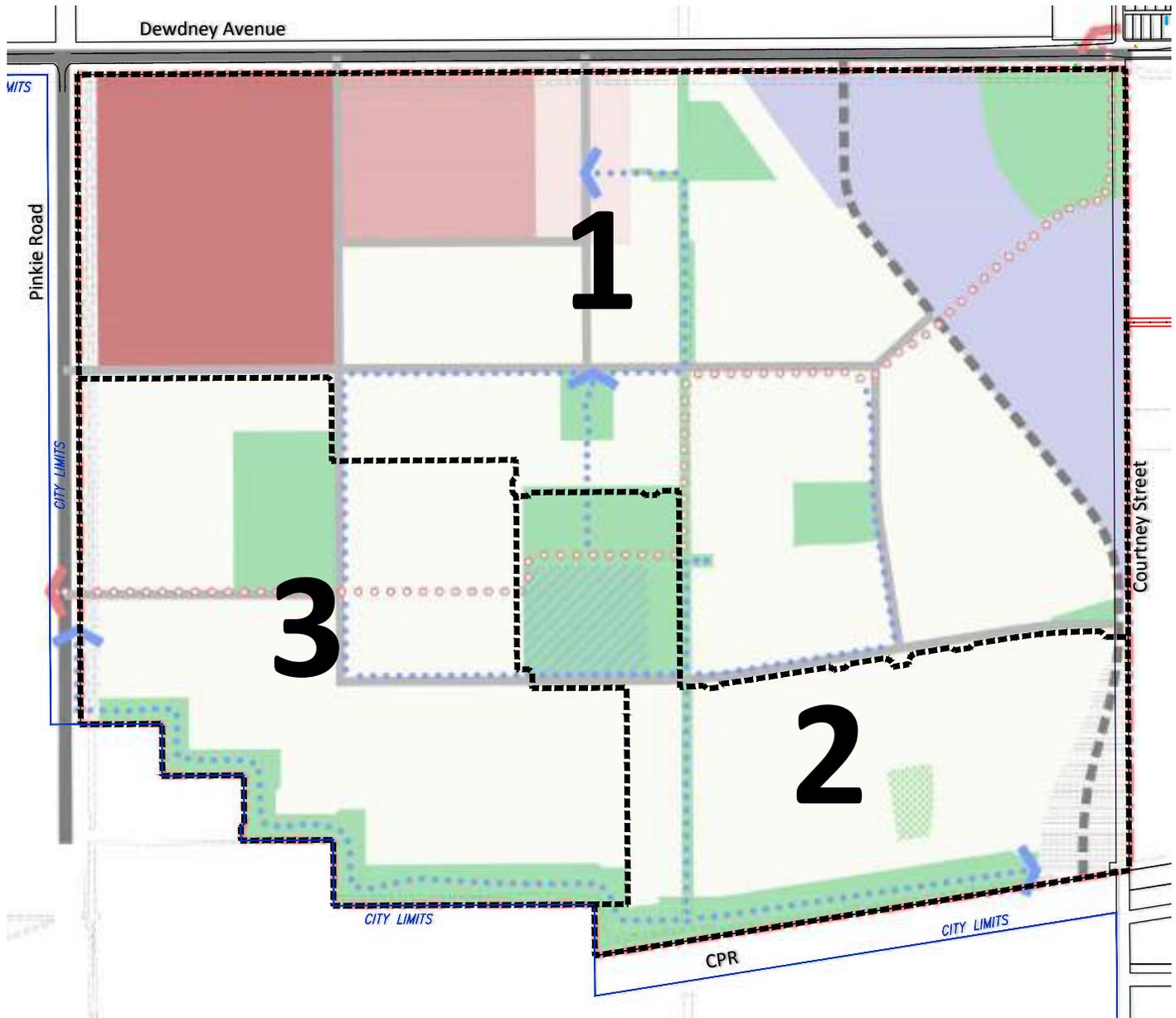
## 6.2 Concept Plans

To advance development on the subject lands, a Concept Plan must first be prepared in accordance with the *Design Regina OCP* to bridge the gap between the planning and servicing considerations for the full build out of the plan area and the more detailed level of planning and servicing for each phase. The purpose of a Concept Plan is to provide for more detailed planning on a smaller scale within the overall Neighbourhood Plan. Concept Plans are based on infrastructure considerations and planning logic. Concept Plans have been defined based on logical and sequential access points into the community and to provide key infrastructure and generally follow the phasing boundaries referenced in **Figure 20: Concept Plan Boundaries**.

### POLICIES:

- 6.2 (a) **As a prerequisite for rezoning approval, a concept plan shall be prepared and approved for the applicable areas as outlined in Figure 20: Concept Plan Boundaries.**
- 6.2 (b) **The location and type of land use, residential density and development intensity, open space, park features and transportation networks shall be in conformity with an approved concept plan, which is in general compliance with this Neighbourhood Plan.**
- 6.2 (c) **Notwithstanding Policy 6.2(a) and 6.2(b), the City may approve a rezoning, without a concept plan being required, for public uses, utility or transportation infrastructure, or any other use at the City's discretion.**
- 6.2 (d) **Where the location and type of land use, open space, or transportation and servicing networks illustrated in a proposed concept plan varies from this Neighbourhood Plan, the City may approve the concept plan, with the proviso that:**
  - I. **The variation is deemed by the City to be minor in nature;**
  - II. **The variation does not directly conflict with a particular policy statement; and**
  - III. **The proposed concept plan substantially conforms with this Neighbourhood Plan.**
- 6.2 (e) **Concept plans shall contain, for each applicable phase, a detailed land use plan, and detailed circulation plan (road and street networks, transit routes, pedestrian and cycling routes, where applicable).**

**Figure 20 - Concept Plan Boundaries**



Legend

■■■■■■■■ Concept Plan Boundaries



**Westerra**

---

Neighbourhood Plan



# OFFICIAL COMMUNITY PLAN

## PART B.15 Tower Crossing Secondary Plan



# TABLE OF CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>4</b>
1.1	BACKGROUND .....	4
1.2	SITE CONTEXT .....	4
1.3	PROJECT VISION .....	6
1.4	GOALS AND OBJECTIVES.....	6
1.5	OFFICIAL COMMUNITY PLAN CONFORMITY .....	6
<b>2</b>	<b>SITE ANALYSIS.....</b>	<b>7</b>
2.1	TOPOGRAPHY .....	7
2.2	NATURAL FEATURES .....	7
2.3	BUILT FEATURES.....	8
2.4	ENVIRONMENTAL OVERVIEW.....	8
2.5	HERITAGE RESOURCES .....	9
2.6	RETAIL IMPACT ANALYSIS .....	9
<b>3</b>	<b>LAND USE STRATEGY .....</b>	<b>10</b>
<b>3.1</b>	<b>COMMUNITY DESIGN .....</b>	<b>10</b>
3.1.1	OVERVIEW .....	10
3.1.2	POLICY .....	10
<b>3.2</b>	<b>RESIDENTIAL .....</b>	<b>10</b>
3.2.1	OVERVIEW .....	10
3.2.2	POLICY .....	10
<b>3.3</b>	<b>COMMERCIAL.....</b>	<b>11</b>
3.3.1	OVERVIEW .....	11
3.3.2	POLICY .....	11
<b>3.4</b>	<b>CIVIC/INSTITUTIONAL .....</b>	<b>12</b>
3.4.1	OVERVIEW .....	12
3.4.2	POLICY .....	12
<b>3.5</b>	<b>OPEN SPACE/RECREATION.....</b>	<b>13</b>
3.5.1	OVERVIEW .....	13

3.5.2	POLICY .....	13
<b>4</b>	<b>SERVICING STRATEGY.....</b>	<b>16</b>
<b>4.1</b>	<b>TRANSPORTATION.....</b>	<b>16</b>
4.1.1	OVERVIEW .....	16
4.1.2	POLICY .....	16
<b>4.2</b>	<b>WATER .....</b>	<b>19</b>
4.2.1	OVERVIEW .....	19
4.2.2	POLICY .....	20
<b>4.3</b>	<b>WASTEWATER .....</b>	<b>24</b>
4.3.1	OVERVIEW .....	24
4.3.2	POLICY .....	25
<b>4.4</b>	<b>STORM WATER .....</b>	<b>28</b>
4.4.1	OVERVIEW .....	28
4.4.2	POLICY .....	28
<b>5</b>	<b>IMPLEMENTATION .....</b>	<b>33</b>
<b>5.1</b>	<b>PHASING/ STAGING.....</b>	<b>33</b>
5.1.1	OVERVIEW .....	33
5.1.2	POLICY .....	33
<b>5.2</b>	<b>CONCEPT PLANS.....</b>	<b>34</b>
5.2.1	OVERVIEW .....	34
5.2.2	POLICY .....	34
<b>6</b>	<b>APPENDICES .....</b>	<b>37</b>
<b>6.1</b>	<b>APPENDIX A – APPROVED CONCEPT PLANS</b>	
	APPENDIX A.1 – PHASE I CONCEPT PLAN - LAND USE	
	APPENDIX A.2 – PHASE I CONCEPT PLAN - CIRCULATION	
<b>6.2</b>	<b>APPENDIX B – NON-BINDING INFORMATION</b>	
	APPENDIX B.1 – POTENTIAL TRANSIT ROUTE	
	APPENDIX B.2 – POTENTIAL STREET CROSS SECTIONS	
	APPENDIX B.3 – POTENTIAL CHUKA BOULEVARD AND DEWDNEY AVENUE INTERSECTION	

## TABLES

TABLE 1: PEAK WASTEWATER FLOWS .....	24
--------------------------------------	----

## FIGURES

FIGURE 1: REGIONAL CONTEXT MAP .....	5
FIGURE 2: LOCAL CONTEXT MAP .....	5
FIGURE 3: SITE TOPOGRAPHY .....	7
FIGURE 4: NATURAL FEATURES .....	8
FIGURE 5: GENERAL FUTURE LAND-USE PLAN.....	15
FIGURE 6: TRANSPORTATION SERVICING NETWORK .....	18
FIGURE 7: WATER SERVICING CONCEPT TOTAL DEVELOPMENT.....	22
FIGURE 8: WATER SERVICING CONCEPT PHASE I .....	23
FIGURE 9: SANITARY SERVICING CONCEPT TOTAL DEVELOPMENT.....	26
FIGURE 10: SANITARY SERVICING CONCEPT PHASE I .....	27
FIGURE 11: STORM SERVICING CONCEPT TOTAL DEVELOPMENT MAJOR SYSTEM ...	30
FIGURE 12: STORM SERVICING CONCEPT TOTAL DEVELOPMENT MINOR SYSTEM .	31
FIGURE 13: STORM SERVICING CONCEPT PHASE I MINOR SYSTEM .....	32
FIGURE 14: PHASING PLAN.....	36

# 1 INTRODUCTION

## 1.1 BACKGROUND

The intent of this Secondary Plan is to provide a policy framework for directing land-use, transportation and utility servicing for lands located north of Victoria Avenue, on the east periphery of the City (Figure 1). The “Tower Crossing Secondary Plan” envisions and supports a development that includes commercial, residential and potential mixed-use land-uses. The commercial element will consist mainly of large-format retail that, considering its location and proximity to Victoria Avenue/ Highway 1, will cater to a local and regional customer base. Residential development will occur primarily in the north portion of the Plan area.

It is expected that all subsequent concept plans, rezoning and subdivision will be in conformity with this Secondary Plan. Concept plans, which provide a detailed solution for land-use and servicing, will be prepared for each development phase, and will be appended to this Secondary Plan. Combined, the policies of this Secondary Plan and the subsequent concept plans will help ensure that Tower Crossing evolves into a well-designed development, which is in conformity with the guiding policies of the City’s Official Community Plan (OCP).

## 1.2 SITE CONTEXT

The Plan area is approximately 116.2 hectares in size and is located immediately north of Victoria Avenue, on the City’s east periphery (N1/2 of Section 23-Twp. 17-Rge. 19). The Plan area is bounded by Victoria Avenue to the south, Tower Road to the east, Range Road 2192 to the west and Dewdney Avenue to the north (see Figure 2). The south portion of the Plan area is comprised of existing and defunct highway-oriented commercial development; the north portion is comprised mainly of agricultural land and an existing farmstead. The Plan area was annexed into the City from the RM of Sherwood in 2014.

The Plan area is located along the primary highway-commercial development corridor of the City, and forms part of a major gateway into the City. Existing land uses, located adjacent to the Plan area, include large-format retail, commercial service, hotels and gas bars. The lands directly south of the Plan area (south of Victoria Avenue) are also intended for commercial development. The Plan area, therefore, forms part of a larger commercial district and gateway, and will contribute to the growing market demand for commercial retail and services within the city and region.

Figure 1: Regional Context Map

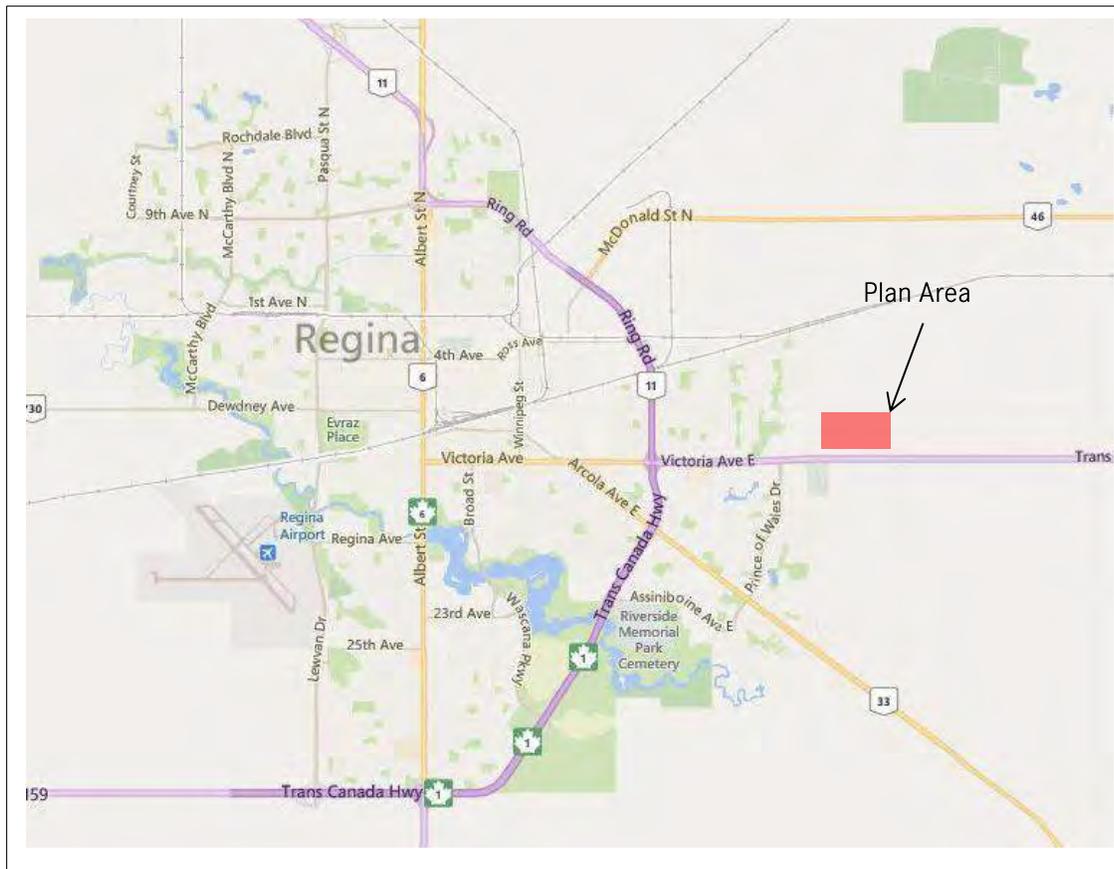


Figure 2: Local Context Map



### 1.3 PROJECT VISION

The Plan area will provide a collective integration of land uses (commercial, retail, residential, civic and accommodations) that will promote economic, social and environmental sustainability consistent with the OCP. Major commercial developments will serve as the area’s economic foundation, with mixed-use and residential developments at a scale conducive to efficient land use. The development will embrace its regional function as a future transit node and regional gateway, and will facilitate the harmonious reconciliation of its core uses with the preservation of natural features, civic and cultural amenities.

This Plan area envisions the development as a “landmark commercial hub” that would grow in importance to both the expanding City and the outlying rural residents. A commercial anchor will provide the development with a solid economic foundation that will also facilitate strategic and orderly future population growth in the residential portions of the development, and beyond.

### 1.4 GOALS AND OBJECTIVES

Key goals and objectives of this Plan are to:

- Preserve ecological and key natural features such as existing watercourse corridors.
- Design the development holistically, by enabling adequate pedestrian, cycling and vehicular connectivity to and from major arterial commercial areas.
- Provide sufficient road connections to the surrounding arterial roads at safe locations to efficiently distribute site traffic, to minimize circuitous travel, and to accommodate the early implementation of transit service.
- Phase development to coincide with the provision of servicing and transportation infrastructure.
- Incorporate sustainable elements in the planning of the new community. This would include protection of the natural environment, consideration of cultural and social amenities.
- Provide adequate active recreational space and recreational facilities within an integrated park system.
- Provide for efficient use of planned water and sewer services within an overall development servicing strategy.

### 1.5 OFFICIAL COMMUNITY PLAN CONFORMITY

This Secondary Plan supports a land-use and phasing strategy that conforms to the OCP. Notably, this Secondary Plan supports commercial development, as a phasing priority, adjacent to Victoria Avenue. Commercial development will incorporate design features that support active transportation, integration with adjacent residential areas and a high quality public realm, in accordance with OCP policy. This Secondary Plan also identifies land for future residential development, and includes a strategy for ensuring that the phasing and timing of development is in accordance with the general guiding policies of Part A of the OCP relating to growth development and phasing.

# 2 SITE ANALYSIS

## 2.1 TOPOGRAPHY

The Plan area is located within the physiographic division known as the Qu'Appelle Sub-Basin, and is characteristic of low-lying, flat terrain. The lands slope gently to the southwest. A high point of 585 m.a.s.l is located in the central portion of the site, with a low point of 580 m.a.s.l in the southwest. (Figure 3)

Figure 3: Site Topography

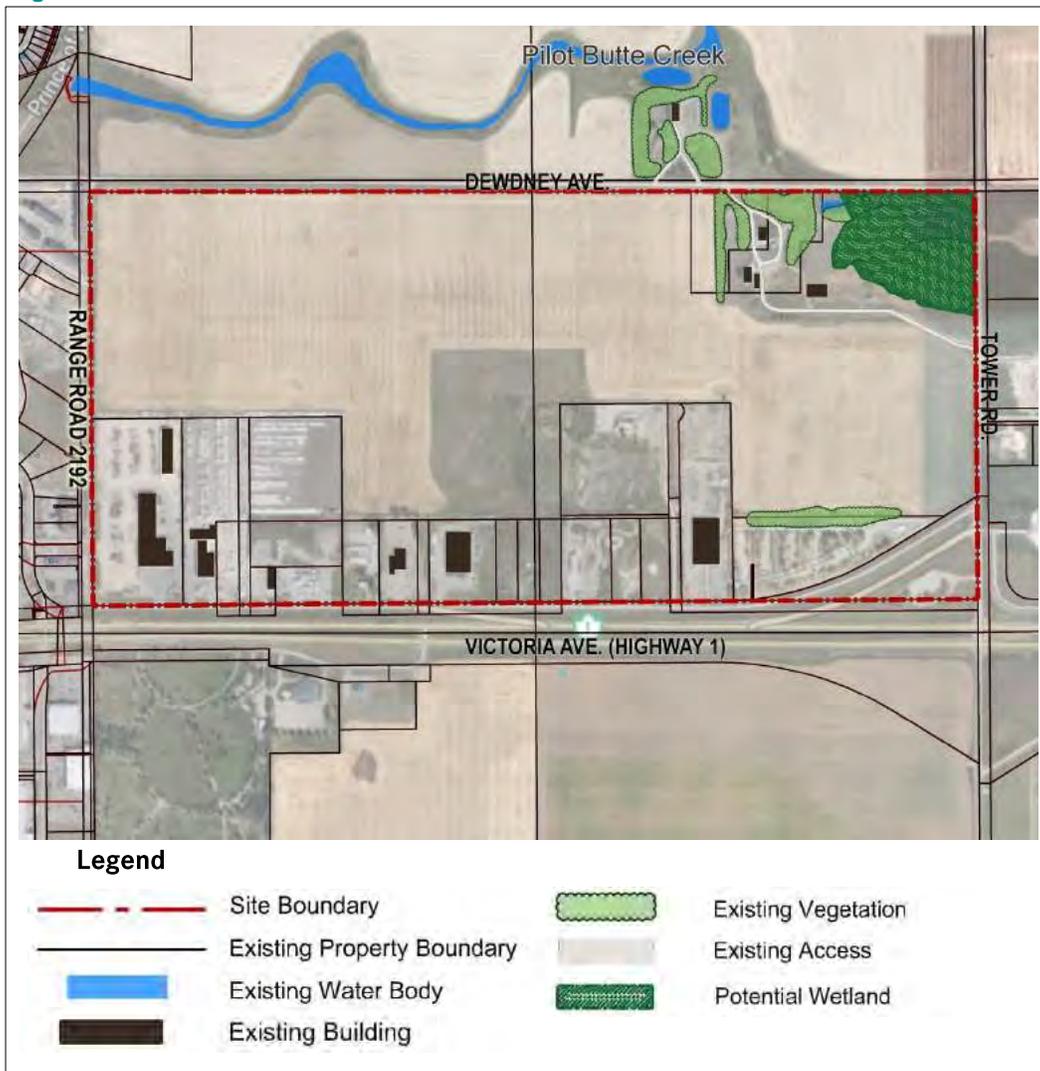


## 2.2 NATURAL FEATURES

The majority of the site is undeveloped agricultural land used for crop cultivation. A geotechnical site investigation indicated soils are typically moist and silty, underlain by glacial clay till deposits. The investigation also indicated instability concerns related with potential swelling and subsidence of clay fill. Due to the possibility of the shifting of grade-supported structures in these areas, reconstruction of the fill could be considered where development will occur.

A meandering creek and surrounding wetland exists in the northeast corner of the property, connecting with Pilot Butte Creek north of Dewdney Avenue (see Figure 4).

Figure 4: Natural Features



## 2.3 BUILT FEATURES

Built features exist in the southern portion of the Plan area. These include existing low-rise commercial buildings, quonsets and canopies, parking areas and gravel-surfaced driveways. Remnants of a pre-existing waterpark also lie within the area. An existing farmstead is located in the northeast portion.

Several existing 50 mm water mains run throughout the site area which services the existing uses in the southern portion. These lines tie into existing trunk lines along the existing Dewdney Ave and Range Road 2192. Private sanitation systems exist within the southern portion.

## 2.4 ENVIRONMENTAL OVERVIEW

A high level desktop review of the Plan area was conducted to assess the environmental conditions on-site. There are two properties examined within the Plan area that are potentially an environmental concern:

- a) Parcel B, Plan FS2354
- b) Parcel D, Plan 61R01031

Prior to any further development, proper testing for soil and/or water contamination should be conducted throughout the Plan area with specific attention to the currently developed commercial sites in the area's southern portion. In addition, an examination of water table levels, and a classification of the potential wetland/waterbody in the northeast corner should be conducted.

The Plan area is situated at the southern edge of the Upper Condie and Lower Regina Aquifer areas, with a water level approximately 9m below ground level. Development within the Plan area should consider the ecological sensitivities of these aquifers. Prior to development, additional testing to identify potential impacts on these areas should be carried out.

## 2.5 HERITAGE RESOURCES

A heritage resource impact assessment conducted in December of 2014 did not identify any heritage resources. There are no concerns with the project proceeding as proposed, relating to heritage resources.

## 2.6 RETAIL IMPACT ANALYSIS

A retail impact analysis was conducted by Colliers International, to understand the potential retail demand for eastern Regina between the 2014 and 2024 timeframe horizon. Based on population and income growth forecasts for areas surrounding the Tower Crossing Site, Colliers predicts residents in the area will generate an estimated \$982.6 million in retail spending by 2024. This equates to an estimated growth in retail floorspace demand of over 1.9 million square feet. With this projected retail demand, this Plan area, as well as lands to the south of Victoria Avenue, has the potential to accommodate retail development in the future.

# 3 LAND USE STRATEGY

## 3.1 COMMUNITY DESIGN

### 3.1.1 *Overview*

Overall community design should be focussed around the holistic development of a community that is interconnected with its surrounding urban systems and networks, is open and accessible to multiple modes of transportation, is sensitive of natural features, and creates a high-quality public realm.

### 3.1.2 *Policy*

- 3.1.2.1 The multi-use pathway will be a destination-based pathway system that will be developed to link parks, open space, recreational facilities, residential areas and commercial destinations; however where practical, and where the standard multi-use pathway is not feasible or desirable, on-street greenway connections with minimal driveway crossings should be used to connect pedestrian destinations.
- 3.1.2.2 Transit routes should efficiently and effectively circulate throughout the Plan area to provide access to and from surrounding areas.
- 3.1.2.3 Future developments should be adequately landscaped in a manner that contributes to a sense of place, utilizes native vegetation species (where applicable), and is aesthetically pleasing.
- 3.1.2.4 A mixed-use transition and/or landscaping area should be considered to help facilitate a gradual interface between the commercial area and future residential area.

## 3.2 RESIDENTIAL

### 3.2.1 *Overview*

This Secondary Plan supports residential development in three potential scenarios: future residential neighbourhoods; mixed-use areas; flex zones. The Residential Area, as shown on Figure 5 - General Future Land-Use Plan, will accommodate future residential neighbourhoods that are developed in accordance with the policies of OCP – Part A, this Plan and a detailed concept plan. Identified Mixed-Use areas and Flex Zone areas are other potential locations for residential. Considering the conspicuous location/ amount of commercial development, ensuring well designed, accessible and pedestrian-oriented neighbourhoods will be an objective of this Plan.

### 3.2.2 *Policy*

- 3.2.2.1 Pending conformity with the policies and/or growth plan of Part A of the City's OCP, respecting phasing/ timing of growth, and concept plan approval, the City may consider approving residential development within the identified Residential Area, Mixed-Use Area and Flex Zone Areas, as shown on Figure 5 - General Future Land-Use Plan.
- 3.2.2.2 The location and type of residential and mixed-use development shall be in accordance with an approved concept plan, which is in general accordance with this Secondary Plan.

- 3.2.2.3 Within the identified Residential Area, land-uses may include: residential, schools, parks and open space; any other appropriate land-uses, as determined by the City.
- 3.2.2.4 Within the identified Mixed-Use Area, land-uses shall include higher density residential, and may include: schools, parks and open space, smaller-scale commercial (e.g. 2700m<sup>2</sup> or less), civic, institutional; any other appropriate land-use, as determined by the City.
- 3.2.2.5 Within the identified Flex Zone Areas, land-uses may include any, or all, of the following: higher density residential, commercial, civic, and institutional.
- 3.2.2.6 Notwithstanding any other policy of this Plan, the City may allow the identified Mixed-Use Area to consist solely of residential development and associated land-uses (e.g. school, parks, etc.).
- 3.2.2.7 Notwithstanding any other policy of this Plan, the City will not allow residential development within the identified Cell B Flex Zone Area until the Mixed-Use Area is substantially built-out, as determined by the City.
- 3.2.2.8 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified Residential Area in order to accommodate public infrastructure and facilities without a concept plan being required, and prior to Phase II approval.

### 3.3 COMMERCIAL

#### 3.3.1 *Overview*

At the time this Plan was adopted, the Plan area included commercial development along the Victoria Avenue corridor that was rural highway commercial in nature and was substantially developed at a time when the land was within the jurisdiction of the RM of Sherwood. The historic/ existing land use was developed somewhat sporadically and with only limited services. In order to recognize the changing market and servicing expectations, it is the intent of this Plan to transition the southern part of the Plan area from its past/ current configuration to an orderly, well planned and full serviced commercial area.

The proposed Commercial Area will be oriented towards uses suitable alongside arterial roadways, such as Victoria Avenue. It will accommodate commercial retail and services, hotels, food services, etc., for both the local and regional population and the travelling public, and will serve as a commercial hub on the City's eastern fringe.

#### 3.3.2 *Policy*

- 3.3.2.1 The location and type of commercial and mixed-use development shall be in accordance with an approved concept plan, which is in general accordance with this Secondary Plan.
- 3.3.2.2 Within the identified Commercial Area, land uses may include: commercial retail and services generally associated with, or optimally located by, arterial roadways; any other appropriate land-use, as determined by the City.
- 3.3.2.3 Within the identified Mixed-Use Area, land-uses shall include higher density residential, and may include: schools, parks and open space, smaller-scale commercial (e.g. 2700m<sup>2</sup> or less), civic, institutional; any other appropriate land-use, as determined by the City.
- 3.3.2.4 Within the identified Flex Zone Areas, land-uses may include any, or all, of the following: higher density residential, commercial, civic, and institutional.

- 3.3.2.5 Commercial uses abutting the east-west arterial road which separates the general commercial land uses from the future residential land uses, as shown on Figure 5 - General Future Land-Use Plan, should screen parking, loading and outdoor storage areas from view, from the perspective of the abutting east-west arterial, through site, building design and/or landscaping.
- 3.3.2.6 Within the Commercial Area, specific rezoning applications shall not:
- I. Be approved unless a strategy for providing adequate transportation and utility services can be demonstrated for the proposed development(s), including any required off-site upgrades.
  - II. Be approved unless it can be demonstrated, through an analysis of the land (e.g. environmental site assessment; geotechnical assessment), that the property is suitable for the proposed development.
  - III. Extend beyond the “planning cell” boundaries shown on Figure 14 – Phasing Plan.
  - IV. Be approved where the proposed development will, in the estimation of the City, result in an unsatisfactory level of service, either within the Plan area or elsewhere in the city, for traffic management or utilities.

## **3.4 CIVIC/INSTITUTIONAL**

### **3.4.1 Overview**

Appropriate forms of civic and institutional development within the Plan area include: schools and places of worship within the Residential Area; general institutional within the Mixed-Use Area; fire halls, etc. Civic and institutional development should be optimally sited, relative to its particular form and intensity, in order to enhance pedestrian accessibility and community design, and should take advantage of shared parking with commercial development where possible and appropriate.

### **3.4.2 Policy**

- 3.4.2.1 General institutional (e.g. libraries, places of worship, schools, etc.) may be considered for development within the identified Mixed-Use Area; schools and places of worship may be considered for development within the identified Residential Area.
- 3.4.2.2 As a prerequisite for concept plan approval, pertaining to the identified Residential Area, an assessment of potential civic needs shall be undertaken.
- 3.4.2.3 The provision of land for schools shall be in accordance with any applicable municipal or provincial law or policy.
- 3.4.2.4 Civic and institutional development should be optimally sited and located to support and enhance pedestrian and transit accessibility and, where appropriate, to frame key focal areas, such as intersections, neighbourhood hubs or intersecting view planes/ site lines.
- 3.4.2.5 Where possible and appropriate, civic and institutional development should locate adjacent to appropriate commercial development in order to share parking and provide land-use synergies.
- 3.4.2.6 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified mixed-use area in order to accommodate civic and institutional uses prior to residential approval, where it can be demonstrated that:

- I. The proposed development can be supplied with an adequate level of services.
- II. The site is a suitable location for the proposed use.
- III. The development will not impede the eventual full-build-out of the Mixed-Use Area.

## 3.5 OPEN SPACE/RECREATION

### 3.5.1 *Overview*

Open space will generally be in the form of City parks, which are designated through the subdivision process as municipal reserve. For the identified Commercial Area, the City may either direct the municipal reserve allotment to the Residential Area, or claim cash-in-lieu of land. If open space is required to accommodate storm water from the Phase I Commercial Area, then the City may consider locating this open space in the Phase II Residential Area.

Parks will generally be directed to the Residential Area; therefore, an open space strategy will be identified as part of the concept plan process for this future development area. In addition to municipal reserve, the City and/or developer will assess the potential for environmental reserve designation pertaining to the potential wetland site in the NE corner of the Plan area.

### 3.5.2 *Policy*

- 3.5.2.1 As a prerequisite for concept plan approval, pertaining to the identified Residential Area, an assessment of potential open space and recreation needs shall be undertaken.
- 3.5.2.2 Multi-Use pathways should be incorporated into the Plan area in accordance with Appendix A.2 – Phase I Concept Plan - Circulation; further assessment of pathway locations shall be undertaken through the concept plan process pertaining to the Residential Area.
- 3.5.2.3 With respect to land identified for commercial development, the City may, where applicable, either claim cash-in-lieu of municipal reserve or have it deferred to the Residential Area.
- 3.5.2.4 Through the concept plan process pertaining to the Residential Area:
  - I. The City will assess the potential for environmental reserve designation pertaining to the potential wetland site in the NE corner of the Plan Area.
  - II. An open space strategy, for the Residential Area, shall be identified, including an outline of how the municipal reserve dedication was calculated.
- 3.5.2.5 Where parks are intended to accommodate storm water:
  - I. The parks shall be designed to support City of Regina recreational sport programming and other active recreation as the primary use.
  - II. A combined park and drainage facility design solution and drainage study shall be submitted by the developer, as a prerequisite to subdivision approval demonstrating, to the City's satisfaction, how the storm water facility can be accommodated without detracting from the viability of the park as a space for programmed sports and active recreation.

- 3.5.2.6 Open spaces should be integrated into a comprehensive system with linkages to parks, pathways, facilities (where applicable) and the Pilot Butte Creek.
- 3.5.2.7 The City may allow the transition of parcels, which were originally reserved for storm water purposes, to municipal reserve/ parks, or hybrid park/ detention areas, should the intent of the open space policies of this Plan be adhered to and satisfied, and at the City's discretion.
- 3.5.2.8 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified Residential Area in order to accommodate a dog park or storm water detention pond without a concept plan being required, and prior to Phase II approval.
- 3.5.2.9 A zone level dog park shall be built within the Phase II Residential Area, and must first be considered within the western-most combined park & drainage facility.
- 3.5.2.10 All open space shall be designed to meet accessibility standards.
- 3.5.2.11 The City shall claim municipal reserve or cash in lieu of municipal reserve for all land in the Plan area, in accordance with *The Planning and Development Act, 2007*.
- 3.5.2.12 Notwithstanding Policy 3.5.2.11, the City shall not claim municipal reserve where it can be demonstrated that municipal reserve dedication does not apply (e.g. where existing subdivisions were previously subjected to municipal reserve dedication).

Figure 5: General Future Land-Use Plan



LEGEND

-  Plan Area Boundary
-  Proposed Commercial
-  Proposed Residential
-  Proposed Mixed Use
-  Proposed Flex
-  Proposed Arterial Road - 40m ROW
-  Proposed Arterial Road - 30m ROW
-  Proposed Collector Road- 24m ROW
-  Potential Wetland (ER)
-  Future Potential Stormwater Pond
-  Future Highway ROW

Scale 1 : 10,000  
 0 50 m 150 m 250 m



# 4 SERVICING STRATEGY

## 4.1 TRANSPORTATION

### 4.1.1 *Overview*

The Plan area will transition from a development scenario focusing, primarily, on one service road, abutting Victoria Avenue, to a fully integrated urban development framed by a grid, or modified grid, street network. The service road, which, historically, provided primary access, will be phased out over time. The main access into the Plan area will be through the proposed Chuka Boulevard extension, which will connect to Arcola Avenue and eventually extend to lands north of the Plan area and north of Pilot Butte Creek. Chuka Boulevard will assume the form of an arterial roadway, through the commercial area, and should include cycling and pedestrian infrastructure along its full length. A future right-in, right-out intersection will allow access into the Plan area at the interface of Victoria Avenue and Kennedy Street.

Roads and pedestrian infrastructure will be phased-in as needed to support development proposals and utility services, recognizing that the full build-out may depend on the timing of individual landowners and redevelopment proposals. As a component of the concept plan process for the future Residential Area, a circulation Plan will be prepared for the residential portion of the Plan area.

As part of the future regional transportation strategy for the City, Saskatchewan Ministry of Highways and Infrastructure is considering the widening of Tower Road to accommodate a possible 101m right of way, and/or a highway interchange, connecting Victoria Avenue with Tower Road. Until the direction, and location of the potential widening and interchange can be confirmed, development should not occur within the widening and interchange rights-of-way, beyond uses for which it is currently zoned.

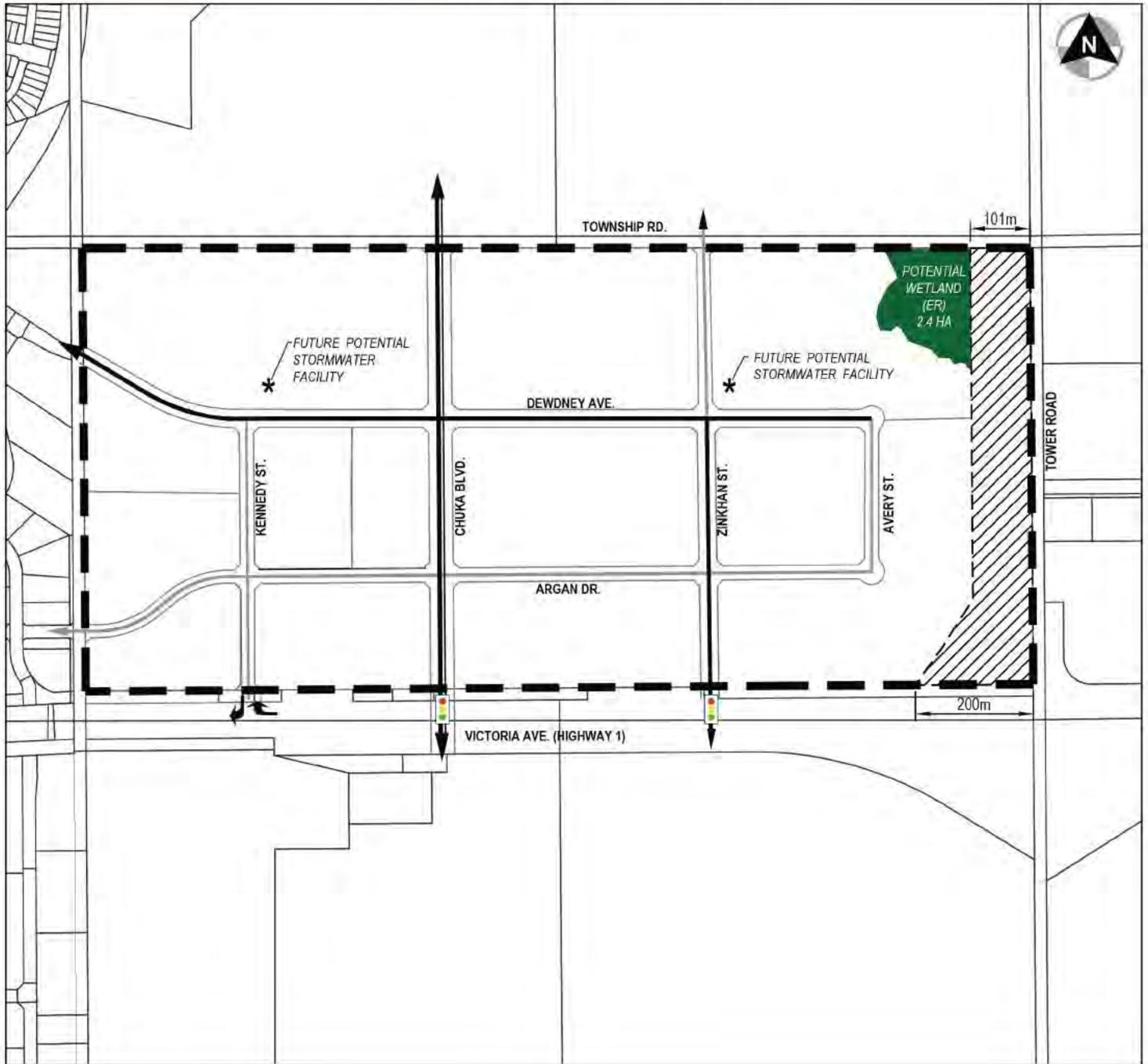
Due to the proximity of the future interchange to the Zinkhan Street, it was identified that there might be a weaving concern from the southbound off-ramp of the Victoria Avenue and Tower Road interchange to the westbound left turn lane of Zinkhan Street and Victoria Avenue. Based on a weaving analysis completed by the City, it has been determined that any weaving concerns could be addressed through either ramp design or signal control (i.e. no right turns on red lights). As such, the Zinkhan Street and Victoria Avenue intersection will be permitted to operate as a full intersection.

### 4.1.2 *Policy*

- 4.1.2.1 The location and function of major transportation infrastructure shall generally be in accordance with Figure 6 – Transportation Servicing Network; however, the exact configuration and function of major transportation infrastructure shall be determined at the concept plan stage and finalized at the subdivision stage and/ or detailed design stage.
- 4.1.2.2 The location of streets and pedestrian and cycling infrastructure shall be in accordance with an approved concept plan, which is in general accordance with this Secondary Plan.
- 4.1.2.3 The City may require the preparation of a traffic impact assessment to support any proposed rezoning application.

- 4.1.2.4 The east-west arterial, separating the Commercial Area from the Residential Area, shall include street trees, landscaped boulevards/ medians as well as pedestrian and cycling infrastructure.
- 4.1.2.5 Township Road will remain as a local road, however:
- Through the preparation of a secondary plan or concept plan for the applicable lands, Township Road may be re-classified to an alternate road standard.
  - Land within the Plan area shall be reserved for a potential Township Road “fly over”, across Tower Road.
- 4.1.2.6 Until the configuration and location of the potential future Tower Road interchange and related road widening can be confirmed, as shown on Figure 6 – Transportation Servicing Network, development cannot occur in the eastern portion of the Plan area, within the potential future road widening rights of way, beyond uses for which it is currently zoned.
- 4.1.2.7 The existing service road in the southern portion of the Plan area shall be decommissioned at such time when it is no longer required to provide access to existing properties within the Phase I area, as determined by the City.
- 4.1.2.8 Access to the Plan area at the intersection of Victoria Avenue and Kennedy Street should be controlled via a right-in/right-out access.
- 4.1.2.9 Access to the Plan area at the intersection of Victoria Avenue and Zinkhan Street should be a controlled full-access intersection.
- 4.1.2.10 Prior to subdivision approval, a Transportation Impact Assessment (TIA) for the Phase I area shall be submitted, which provides a solution satisfactory to the City, for internal traffic management, including safe and efficient movement of:
- Vehicles, including lane configuration, intersection design, signalization and traffic control.
  - Pedestrians and cyclists, including traffic calming (where required), pedestrian crossings, sidewalk location and design, etc.
  - Transit, including route and stop locations, etc.

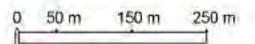
Figure 6: Transportation Servicing Network



**LEGEND**

-  Plan Area Boundary
-  Proposed Arterial Road - 40m ROW
-  Proposed Arterial Road - 30m ROW
-  Proposed Collector Road- 24m ROW
-  Potential Wetland (ER)
-  Future Potential Stormwater Pond
-  Future Highway ROW
-  Proposed Right-In and Right-Out Only Intersection
-  Proposed All-Directional Signal Controlled Intersection

Scale 1 : 10,000



## 4.2 WATER

### 4.2.1 Overview

#### Existing Conditions

Water servicing near the proposed development site is available via an existing 1961 asbestos cement 300 mm water main. This existing water main is located in Township Road running west to east. Additional water servicing near the proposed development is available via an existing 2002 PVC 300 mm water main, ending at Range Road 2192 running west to east in the north Highway 1 ditch.

#### Proposed Development

Water services may be provided to this development as shown in the water servicing concept total development shown on Figure 7. For total development, the following connections to existing water mains are proposed:

1. 400 mm feeder loop connected to the existing 300 mm water main where the proposed Zinkhan Street intersects the existing Township Road.
2. 300 mm feeder main connected to the existing 300 mm water main where the proposed Chuka Boulevard intersects Township Road.
3. The 400 mm feeder loop connection between the existing 300 mm water main on Township Road, and the existing 400 mm water main on Prince of Wales Drive.
4. The 400 mm feeder loop connected to the existing 400 mm water main where the proposed Dewdney Avenue intersects the existing Range Road 2192.
5. 300 mm feeder main connected to the existing 300 mm water main at the intersection of the existing Range Road 2192 and the existing North Service Road.
6. 200 mm distribution main connected to the existing 150 mm water main at the intersection of the proposed Argan Drive and the existing Range Road 2192.

The Tower Crossing water system was modelled in WaterCAD. The model was integrated into the 235,108 Population City of Regina Base Model, provided by the City of Regina. The Tower Crossing water system was modelled in WaterCAD under the Peak Hour, Peak Day, and Peak Day + Fire Flow Scenarios. Within the Tower Crossing development, all nodes satisfy the Level 1, Level 2 and Level 3 City of Regina fire flow design criteria. The addition of the Tower Crossing development to the base City of Regina 235,108 WaterCAD model produces 10 additional nodes, located outside of the proposed development, that fall below the City of Regina fire flow design criteria. This represents a 3.7% increase in nodes that fall below the City of Regina fire flow design criteria. These nodes are located throughout the central, southern, and eastern quadrants of Regina. The nodes that fall below the City of Regina fire flow design criteria are all supplied by a 150mm or smaller diameter water main. Current standards do not allow fire hydrants to be connected to mains less than 200mm in diameter.

The Peak Day demand and the Peak Hour demand scenario produce pressure deficiencies within the City of Regina, prior to the development of Tower Crossing. Due to pressure deficiencies in the existing City of Regina water system, individual developments in Tower Crossing may require privately owned booster pumps until an eastern water pressure solution is constructed and online. Upon the completion of Tower

Crossing, the average pressure drop of nodes that fall below the City of Regina pressure design criteria is within the range of 2.8-4.1 psi. The location and magnitude of the pre development vs post development nodes that fall below City of Regina design criteria can be found in the supplemental Servicing Report.

The Southeast Serviceability Study (2012) states that the addition of the second pressure zone cannot satisfy the City’s design criteria in terms of pressure and fire flow for future growth scenarios in the northeast, south, and southeast areas of the City for a population of 195,000. The report states that the high elevations and long distances from existing pumping stations are the main cause for system deficiencies. Constructing new feeder mains alone is insufficient to address the deficiencies. The recommendation of the Southeast Serviceability Study (2012) and the Second Pressure Zone Hydraulic Study and Preliminary Design Report is to construct an additional pumping station to provide the required third pressure zone. To account for the lack of the third pressure zone, the Secondary Plan zoning strategy will be such that individual “cell” development will be analyzed and approved on a case by case basis to ensure the impact on existing neighborhoods are kept to an acceptable level.

### **Timing of Capital Improvements**

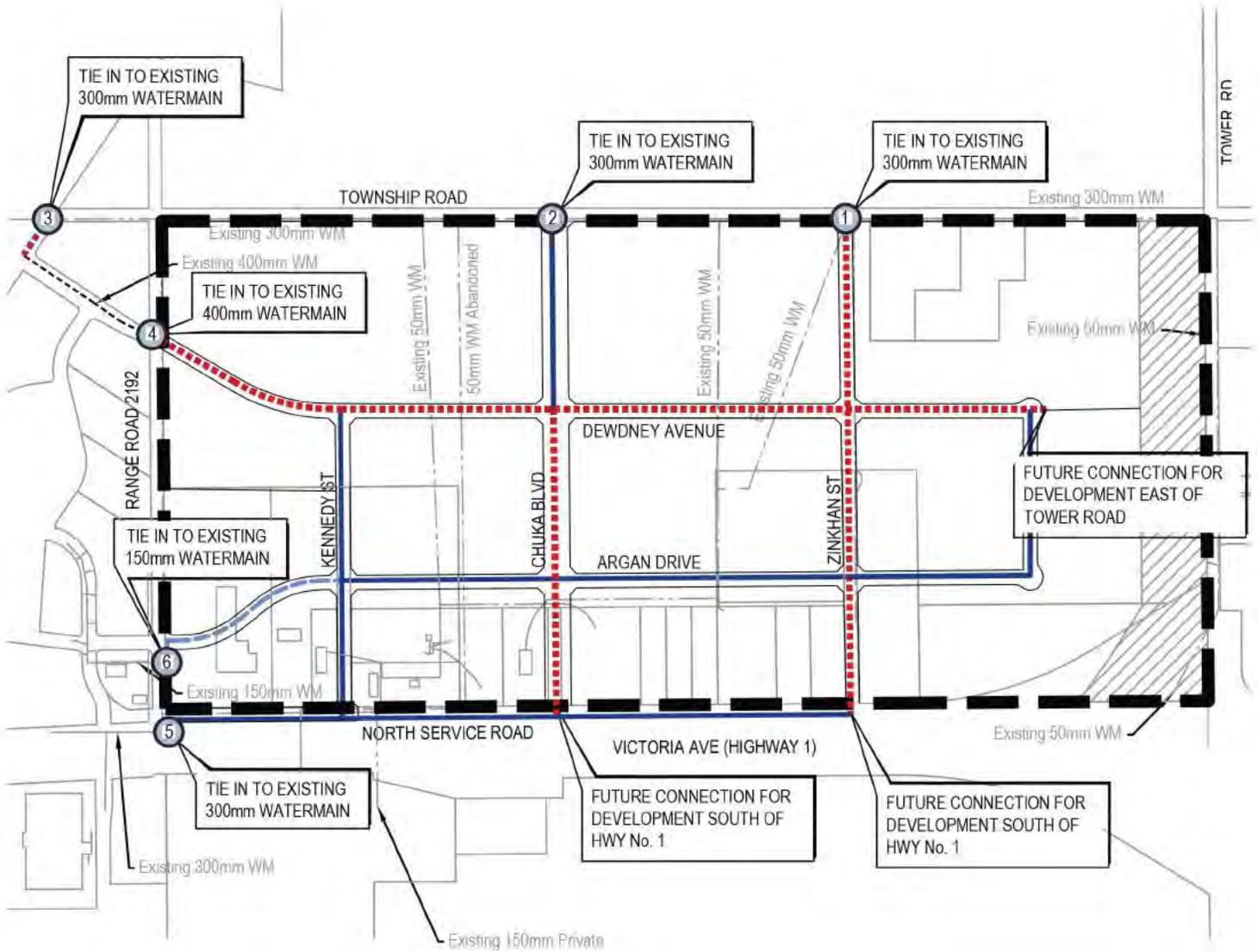
The *Southeast Serviceability Study* (2012) recommends two north-south water system connections crossing Victoria Avenue to the south of this development: One at Chuka Boulevard and one at Tower Road. Due to the fact that Tower Road is the location of a potential future interchange the second crossing should occur at Zinkhan Street. As the City will require these connections between Tower Crossing and the proposed development on the south side of Victoria Avenue (Highway 1) it may be the responsibility of the first developer “in the ground” to extend the required stubs to the Victoria Avenue right-of-way and the responsibility of the second developer(s) to construct the crossings and complete the connections.

## **4.2.2 Policy**

- 4.2.2.1 The overall water system should be in general accordance with Figure 7: Water Servicing Concept – Total Development.
- 4.2.2.2 The Phase I water system should be in general accordance with Figure 8: Water Servicing Concept – Phase I; however, refinements to the water servicing concept may take place at the time of subdivision and/ or detailed design stage without an amendment to this Secondary Plan being required.
- 4.2.2.3 The Phase II water system shall be determined through the concept plan process pertaining to the identified Residential Area; however, refinements to the water servicing concept may take place at the time of subdivision and/ or detailed design stage without an amendment to the applicable concept plan being required.
- 4.2.2.4 The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for water servicing, which identifies network routing; capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 4.2.2.5 Infrastructure shall be sufficiently sized and include the appropriate stubs to accommodate adjacent development outside of the Plan area, as required by the City.
- 4.2.2.6 Existing connections from the 300 mm water main on Township Road to developments within the Plan area should be disconnected via cut and cap at the main. New services will be provided to the existing developments within Tower Crossing via the proposed water distribution network.

- 4.2.2.7 Until such time as the requisite infrastructure improvements are undertaken (e.g. new pressure zone), landowners, within the Plan area, shall be encouraged to register caveats on the titles of new lots, which indicate the existence of potential water pressure deficiencies.
- 4.2.2.8 Level 3 Fire Flow requirements shall be satisfied within all commercial development areas.

Figure 7: Water Servicing Concept Total Development



**Legend**

- Existing Water
- Proposed 200mm Water
- Proposed 300mm Water
- Proposed 400mm Water
- Subject Lands
- Connection to Existing - Node referred to in Section 4.2.1 1
- Proposed Development

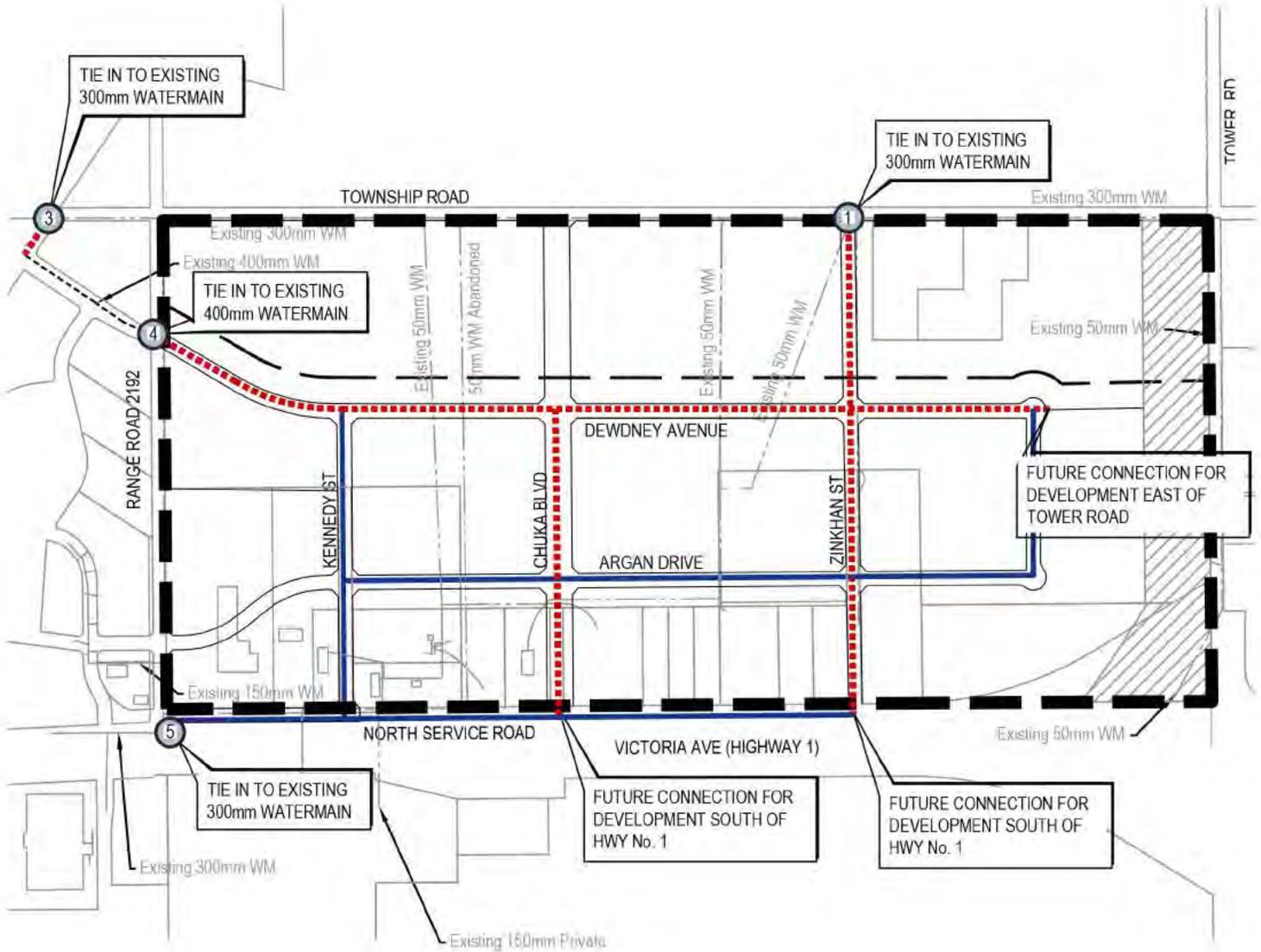
IF THIS BAR IS NOT 25 mm LONG, ADJUST YOUR PLOTTING SCALE.

ORIGINAL SCALE: 1:10000



25 mm

Figure 8: Water Servicing Concept Phase 1



**Legend**

- Existing Water
- Proposed 200mm Water
- Proposed 300mm Water
- Proposed 400mm Water
- Subject Lands
- Connection to Existing - Node referred to in Section 4.2.1 1
- Proposed Development
- Phase 1 Boundary

IF THIS BAR IS NOT 25 mm LONG, ADJUST YOUR PLOTTING SCALE.

ORIGINAL SCALE:  
1:10000



25 mm

## 4.3 WASTEWATER

### 4.3.1 Overview

#### Existing Conditions

Wastewater servicing near the proposed development site is available via an existing 525 mm sanitary sewer main. This existing sanitary sewer main is located northwest of Range Road 2192 and Township Road intersection as shown on Figure 9 – Sanitary Servicing Concept Total Development. Wastewater servicing near the proposed development is also available via an existing 375 mm sanitary sewer main, located near the Argon Drive and Range Road 2192 intersection. Both of these trunks discharge to the trunk on Prince of Wales Drive, which ultimately discharges into the Arcola Avenue trunk. However, the 375mm sanitary main was installed with inadequate depth to allow for a gravity connection from Tower Crossing. A pump station is essential to allow for the conveyance of these flows. The 525 mm sanitary sewer main is located closer to the proposed pump station, than the smaller 375mm sanitary main.

#### Proposed Development

The preliminary wastewater collection system layout is shown in Figure 9 – Sanitary Servicing Concept Total Development. The Phase I wastewater collection system is shown on Figure 10. In this concept, wastewater flows are conveyed via a gravity collection system to a wastewater storage facility and pump station. The wastewater storage facility will allow for off-peak wastewater pumping preventing overloading the existing City of Regina wastewater system. The pump station would convey the Tower Crossing wastewater to an existing 525 mm sanitary sewer trunk via 250mm force main. The existing 525 mm sanitary sewer trunk is located northwest of Range Road 2192 and Township Road. The storage and pump facility may have to be decommissioned in the future, should downstream upgrades eventually allow for gravity conveyance. A summary of the calculated peak flows are indicated in the table below.

Inflow from weeping tiles and foundation drains will be pumped to the surface, and not to the underground wastewater or stormwater sewer systems. Wet weather inflows will be limited to the 21,000 L/ha/day allowance as stated in the City of Regina Development Standards Manual. As per the City of Regina Development Standards Manual, the wastewater detention volume shall be sized to provide a minimum of 12 hour wet weather flow volume and be designed with odor control measures. To mitigate sanitary system overflows from the storage facility, the storage volume will be calculated during the detail design. During detailed design emergency measures will be established, with the approval of the City and the Government of Saskatchewan, to manage sanitary system overflows.

#### Timing of Capital Improvements

Currently there are no sanitary sewer mains within the proposed Tower Crossing development. As a result, the new sanitary sewer pump station, storage facilities, and force main are critical capital improvements that must be completed prior to occupancy of any facilities in the development. The pump station and storage facilities can be designed, constructed, and expanded in phases to meet capacity requirements as phases are completed for the proposed development.

Table 1: Peak Wastewater Flows

Land Use	Total Area (ha)	Pop.	Density	Peak Flow Factor	Average Flow (L/cd)	I/I (L/s)	Peak Flow (L/s)
Residential	39.7	5240	132.00	3.226	225	9.649	53.67
Commercial	56.1	3647	65.00	3.369	454	13.635	78.19
Institutional	3.9	195	50.00	4.152	454	0.948	5.20
<b>Total:</b>							137.07

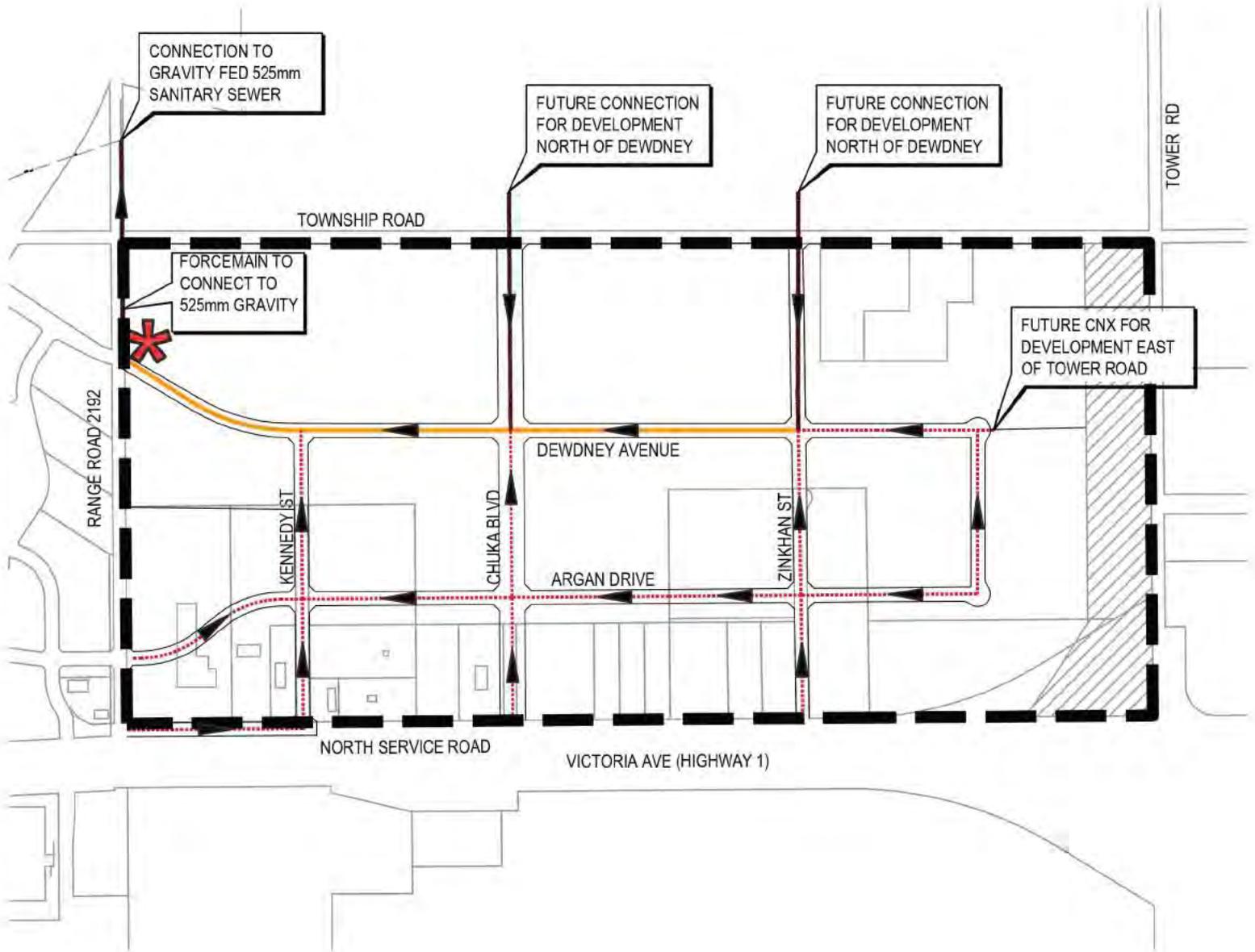
\*Constants used for Harmon equation: F=225(res) 454(commercial) L per capita per day, K=86400 seconds per day.

\*\*Population densities for Residential, Commercial, and Institutional Based on Regina DSM and Regina Zoning Bylaw No. 9250

### 4.3.2 *Policy*

- 4.3.2.1 The overall wastewater system should be in general accordance with Figure 9 - Sanitary Servicing Concept Total Development.
- 4.3.2.2 The Phase I wastewater system should be in general accordance with Figure 10 - Sanitary Servicing Concept Phase I; however, refinements to the sanitary servicing concept may take place at the time of subdivision and/or detailed design stage without an amendment to this Secondary Plan being required.
- 4.3.2.3 The Phase II wastewater system shall be determined through the concept plan process pertaining to the identified Residential Area; however, refinements to the wastewater servicing concept may take place at the time of subdivision and/or detailed design stage without an amendment to the applicable concept plan being required.
- 4.3.2.4 The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for wastewater servicing, which identifies network routing; capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 4.3.2.5 Infrastructure and land dedicated shall be sufficiently sized and designed to accommodate adjacent development outside of the Plan Area, as required by the City.
- 4.3.2.6 A sanitary stub is to be provided on the west side of Tower Road for future servicing to the existing development to the east of Tower Road.
- 4.3.2.7 Existing private sanitary systems within the Plan area shall be decommissioned and reconnected to the proposed wastewater sewer system, pursuant to City requirements.

Figure 9: Sanitary Servicing Concept Total Development



**Legend**

- Proposed 200mm Sanitary Sewer ..... (red dotted line)
- Proposed 250mm Sanitary Sewer ——— (black solid line)
- Proposed 300mm Sanitary Sewer ——— (yellow solid line)
- Lift Station & Storage Facilities \* (red asterisk symbol)
- Direction of Flow ▲ (black arrowhead symbol)
- Subject Lands - - - - - (black dashed line)

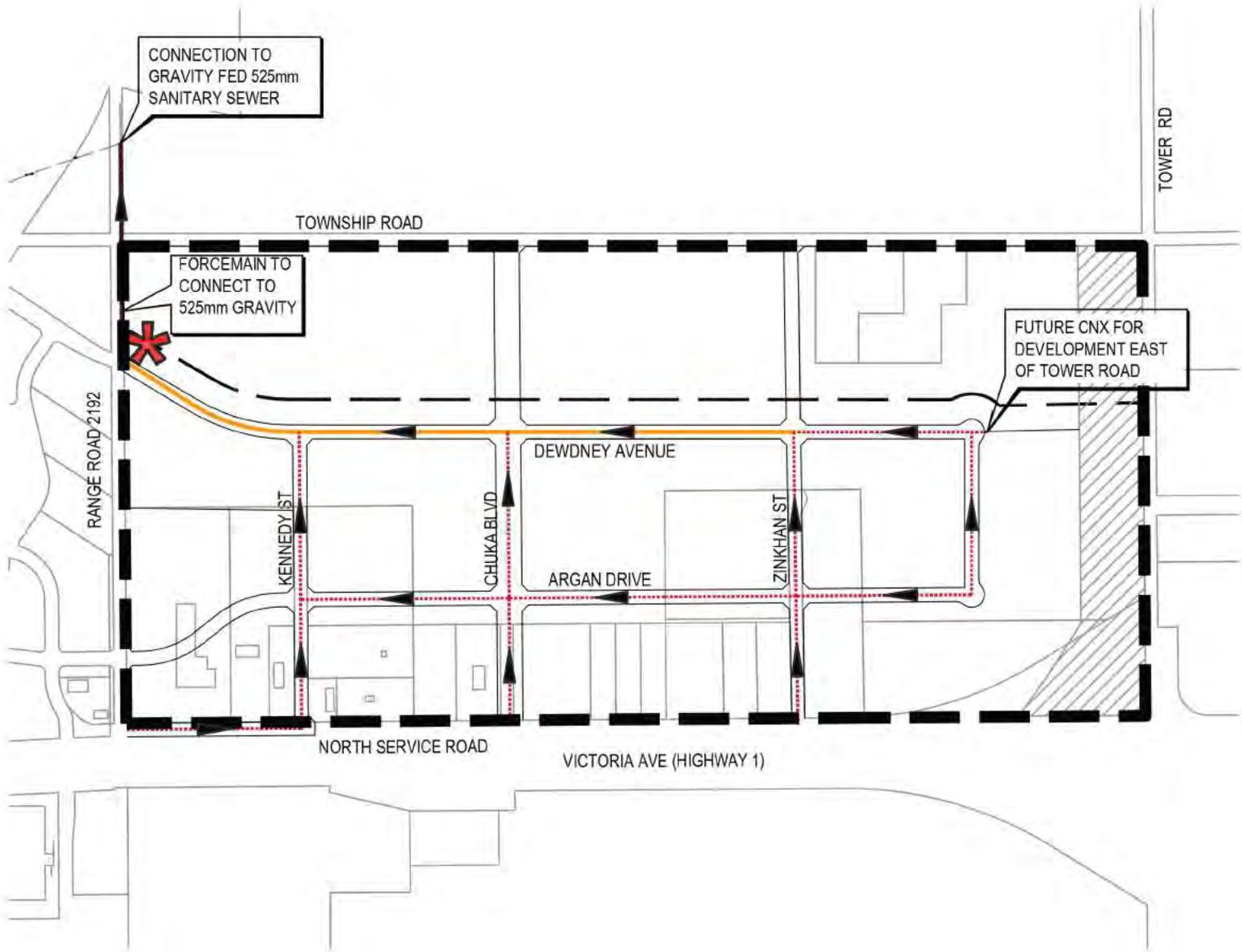
IF THIS BAR IS NOT 25 mm LONG. ADJUST YOUR PLOTTING SCALE.

ORIGINAL SCALE: 1:10000



25 mm

Figure 10: Sanitary Servicing Concept Phase I



**Legend**

- Proposed 200mm Sanitary Sewer
- Proposed 250mm Sanitary Sewer
- Proposed 300mm Sanitary Sewer
- Lift Station ✱
- Direction of Flow
- Subject Lands
- Phase 1 Boundary

IF THIS BAR IS NOT  
25 mm LONG, ADJUST  
YOUR PLOTTING SCALE.

ORIGINAL SCALE:  
1:10000



25 mm

## 4.4 STORM WATER

### 4.4.1 *Overview*

#### **Existing Conditions**

The Plan Area is currently cultivated farmland combined with existing commercial sites. The general topography is such that a gentle slope exists from the northeast to the southwest portion of the site as shown on Figure 11 – Storm Servicing Concept Total Development Major System. A small ridge exists running north to south near the proposed Zinkhan Street. Runoff from the existing site ultimately drains into Pilot Butte Creek.

#### **Proposed Development**

The City of Regina's storm water management strategy follows the urban dual drainage concept whereby the minor (piped) system conveys flows generated by the 1 in 5 year storm event and the major (surface) system manages flows generated by the 1 in 100 year event. The City of Regina requires that for all new developments, the storm water management system be designed to manage flows generated by the 24-hour 1:100 year design storm. Storm water flows for this development were modelled using PCSWMM Professional 2D and the 1:100 year 24 hour City of Regina design storm. Based on these simulations, the post development 24 hour 1 in 100 year runoff volume is summarized as follows:

- Catchment Area #1 – 64.8 Hectares, 100 year 24 hour runoff = 70,200m<sup>3</sup>
- Catchment Area #2 – 53.7 Hectares, 100 year 24 hour runoff = 57,600m<sup>3</sup>

Two detention ponds will be required for the proposed development site – one detention pond per catchment area as shown on Figure 11. Both detention ponds will drain north at a controlled release rate to Pilot Butte Creek. As stated in the 2012 Southeast Serviceability Study Final Report prepared by AECOM, the allowable release rate into Pilot Butte Creek shall be limited to 2.3 L/s/ha. The overall minor system is shown on Figure 12, and the Phase I minor system is shown on Figure 13.

#### **Timing of Capital Improvements**

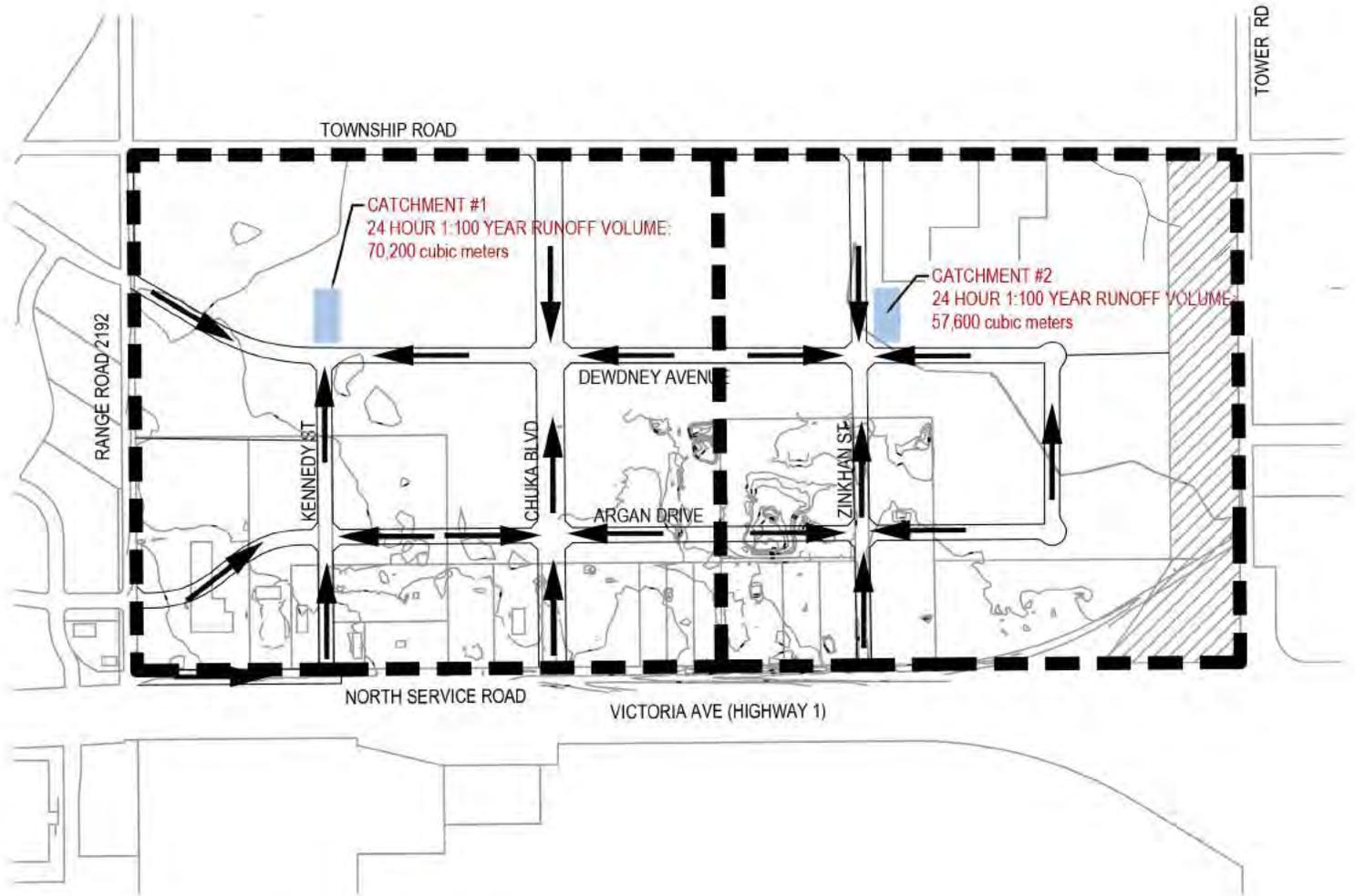
Currently there are no storm sewer mains within the proposed Tower Crossing development. As a result, construction of both detention ponds and outlets to Pilot Butte Creek are critical components that must be constructed in conjunction with the minor storm system.

### 4.4.2 *Policy*

- 4.4.2.1 The overall storm water system should be in general accordance with Figure 11 - Storm Water Servicing Concept Total Development Major System.
- 4.4.2.2 The Phase I storm water system should be in general accordance with Figure 13 - Storm Water Servicing Concept Phase I; however, refinements to the storm water servicing concept may take place at the time of subdivision and/or detailed design stage without an amendment to this Secondary Plan being required.
- 4.4.2.3 The Phase II storm water system shall be determined through the concept plan process pertaining to the identified Residential Area; however, refinements to the storm water servicing concept may take place at the time of subdivision and/ or detailed design stage without an amendment to the applicable concept plan being required.

- 4.4.2.4 The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for storm water servicing, which identifies a grading plan, network routing, capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 4.4.2.5 Infrastructure shall be sufficiently sized to accommodate adjacent development outside of the Plan area, as required by the City.
- 4.4.2.6 The City may allow the construction of detention ponds within Phase II lands, including an outlet to Pilot Butte Creek, prior to Phase II concept plan approval, in order to accommodate Phase I storm water, with the proviso that the detention ponds be landscaped to the satisfaction of the City and fully funded by the developer.
- 4.4.2.7 All required Federal, Provincial and Municipal regulatory approvals shall be obtained for ponds discharging into Pilot Butte Creek.

Figure 11: Storm Servicing Concept Total Development Major System



**Legend**

Stormwater Facility (Approximate Location)



Direction of Overland Flow



Catchment Boundary



Pilot Butte Creek  
(Within Development Area)



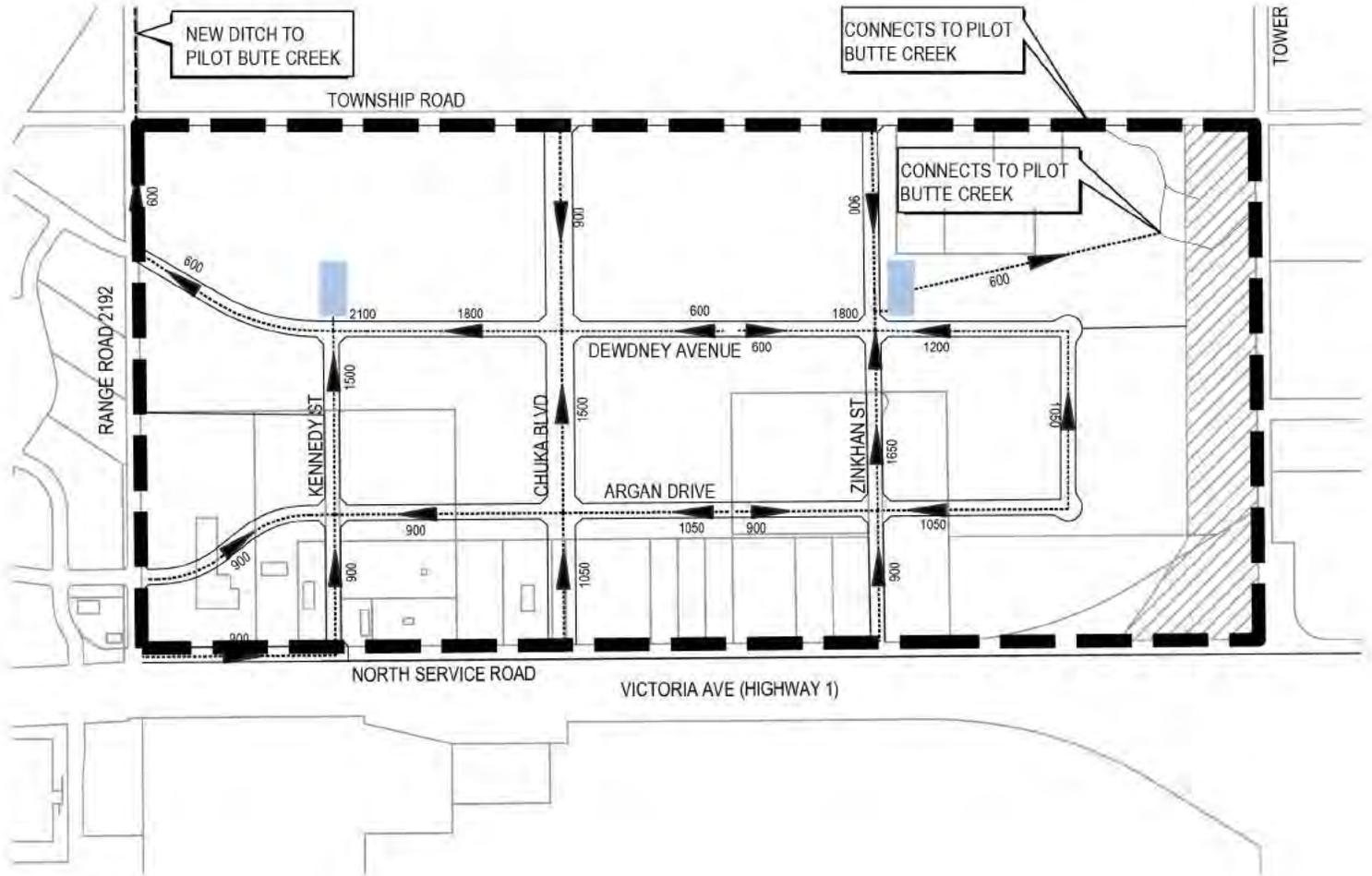
IF THIS BAR IS NOT  
25 mm LONG, ADJUST  
YOUR PLOTTING SCALE

ORIGINAL SCALE:  
1:10000



25 mm

Figure 12: Storm Servicing Concept  
Total Development Minor System



**Legend**

- Proposed Storm Sewer - - - - -
- Proposed Ditch Drainage - - - - -
- Stormwater Facility (Approximate Location)
- Direction of Flow
- Subject Lands
- Pilot Butte Creek (Within Development Area)

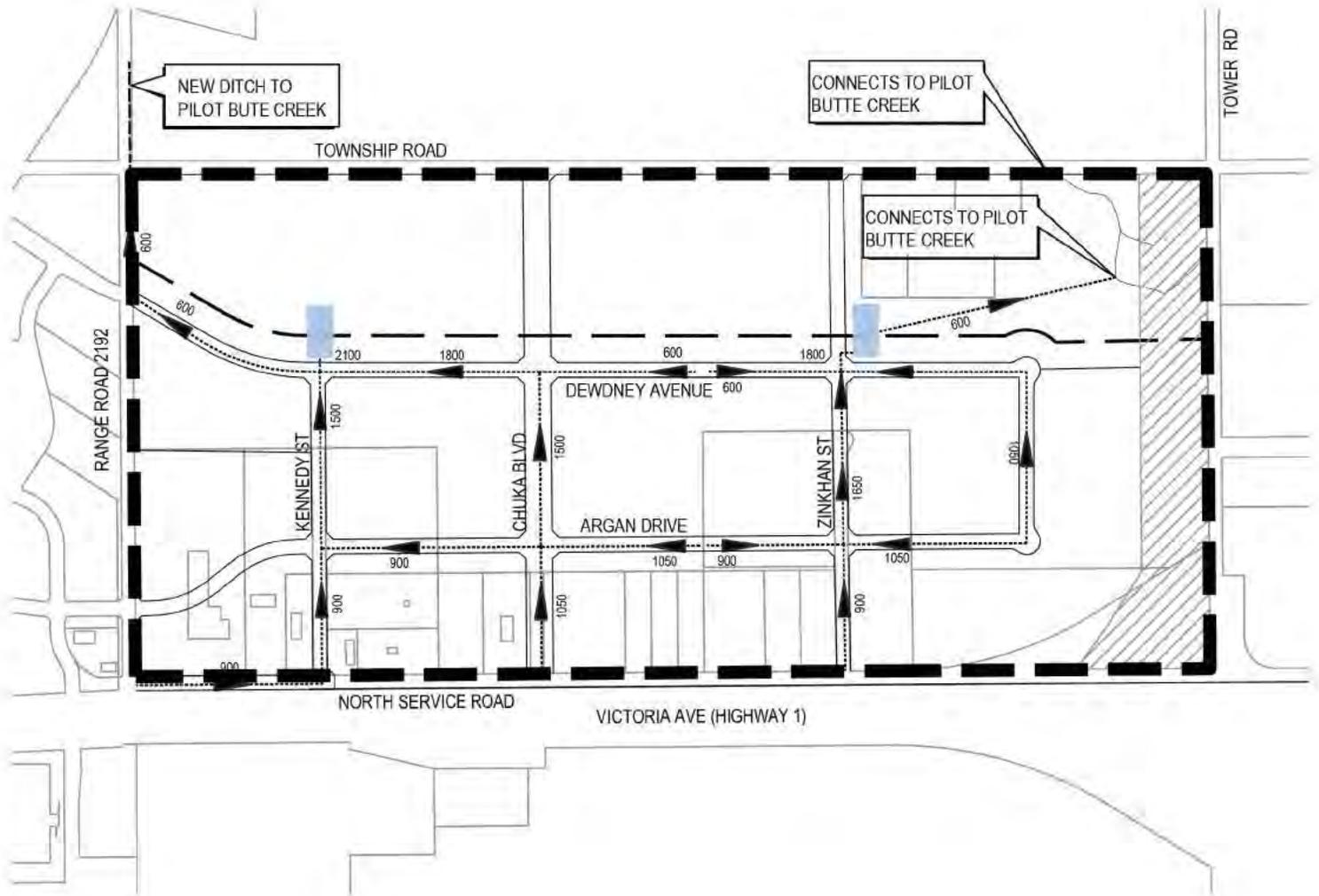
IF THIS BAR IS NOT  
25 mm LONG, ADJUST  
YOUR PLOTTING SCALE

ORIGINAL SCALE:  
1:10000



25 mm

Figure 13: Storm Servicing Concept Phase I  
Minor System



**Legend**

- Proposed 300mm Storm Sewer - - - - -
- Proposed Ditch Drainage - - - - -
- Stormwater Facility (Approximate Location) [Blue Bar]
- Direction of Flow ▶
- Subject Lands [Thick Dashed Line]
- Pilot Butte Creek (Within Development Area) [Thin Solid Line]
- Phase 1 Boundary [Thick Dashed Line]

IF THIS BAR IS NOT  
25 mm LONG, ADJUST  
YOUR PLOTTING SCALE

ORIGINAL SCALE:  
1:10000



25 mm

# 5 IMPLEMENTATION

## 5.1 PHASING/ STAGING

### 5.1.1 *Overview*

This Secondary Plan contemplates two primary phases: Phase I, which applies to the Commercial Area (including Mixed-Use and Flex Zone areas), and Phase II, which applies to the future Residential Area. The Commercial Area is regarded as the priority area for development and phasing; the Residential Area may be considered for development following conformity with the OCP- Part A (e.g. Growth Plan and applicable policies) and an approved concept plan. Staging of development within Phase I shall generally be in accordance with the redevelopment initiatives prompted by landowners, and will be contingent on the provision of services.

### 5.1.2 *Policy*

- 5.1.2.1 Phasing within the Plan area shall be in general accordance with Figure 14 - Phasing Plan.
- 5.1.2.2 Pending conformity with the policies and/or growth plan of Part A of the City’s OCP, respecting phasing/timing of growth, and concept plan approval, the City may consider approving residential development within the identified Residential Area, Mixed-Use Area and Flex Zone areas, as shown on Figure 5 - General Future Land-Use Plan.
- 5.1.2.3 The preferred staging of residential development is from west to east, following a continuous pattern.
- 5.1.2.4 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified Residential Area in order to accommodate public infrastructure and facilities without a concept plan being required, and prior to Phase II approval.
- 5.1.2.5 Notwithstanding any other policy of this Plan, the City will not allow residential development within the identified Cell B Flex zone area until the Mixed-Use Area is substantially built-out, as determined by the City.
- 5.1.2.6 Within the Commercial Area, specific rezoning applications shall not:
- I. Be approved unless a strategy for providing adequate transportation and utility services can be demonstrated for the proposed development(s), including any required off-site upgrades.
  - II. Be approved unless it can be demonstrated, through an analysis of the land (e.g. environmental site assessment; geotechnical assessment), that the property is suitable for the proposed development.
  - III. Extend beyond the “planning cell” boundaries shown on Figure 14 – Phasing Plan.
  - IV. Be approved where the proposed development will, in the estimation of the City, result in an unsatisfactory level of service, either within the Plan area or elsewhere in the city, for traffic management or utilities.

- 5.1.2.7 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified Mixed-Use Area in order to accommodate institutional uses prior to residential approval, , where it can be demonstrated that:
- I. The proposed development can be supplied with an adequate level of services.
  - II. The site is a suitable location for the proposed use.
  - III. The development will not impede the eventual full-build-out of the Mixed-Use Area.
- 5.1.2.8 Prior to the approval of a plan of subdivision, all detailed technical analyses of servicing networks (including water, waste water, storm water and transportation) will have to be completed, to the satisfaction of the City.
- 5.1.2.9 Proposed new street names referenced throughout the Plan are non-binding and will be confirmed or revised at the subdivision stage.
- 5.1.2.10 The information contained in Section 6.2 (Appendix B) of this Plan is for illustrative purposes only and shall be considered non-binding.

## 5.2 CONCEPT PLANS

### 5.2.1 *Overview*

Concept plans are land-use planning instruments used by the City to provide direction, through detailed illustrations, respecting the specific location of land-use (types, densities, etc.), open space and utility, transportation and community services. Concept plans must be in accordance with the City's OCP, including this Secondary Plan. It is anticipated, that a concept plan will be prepared for each development phase, as shown on Figure 14 - Phasing Plan, and will be appended to this Secondary Plan (the Land-Use Plan and Circulation Plan, only, pertaining to each concept plan).

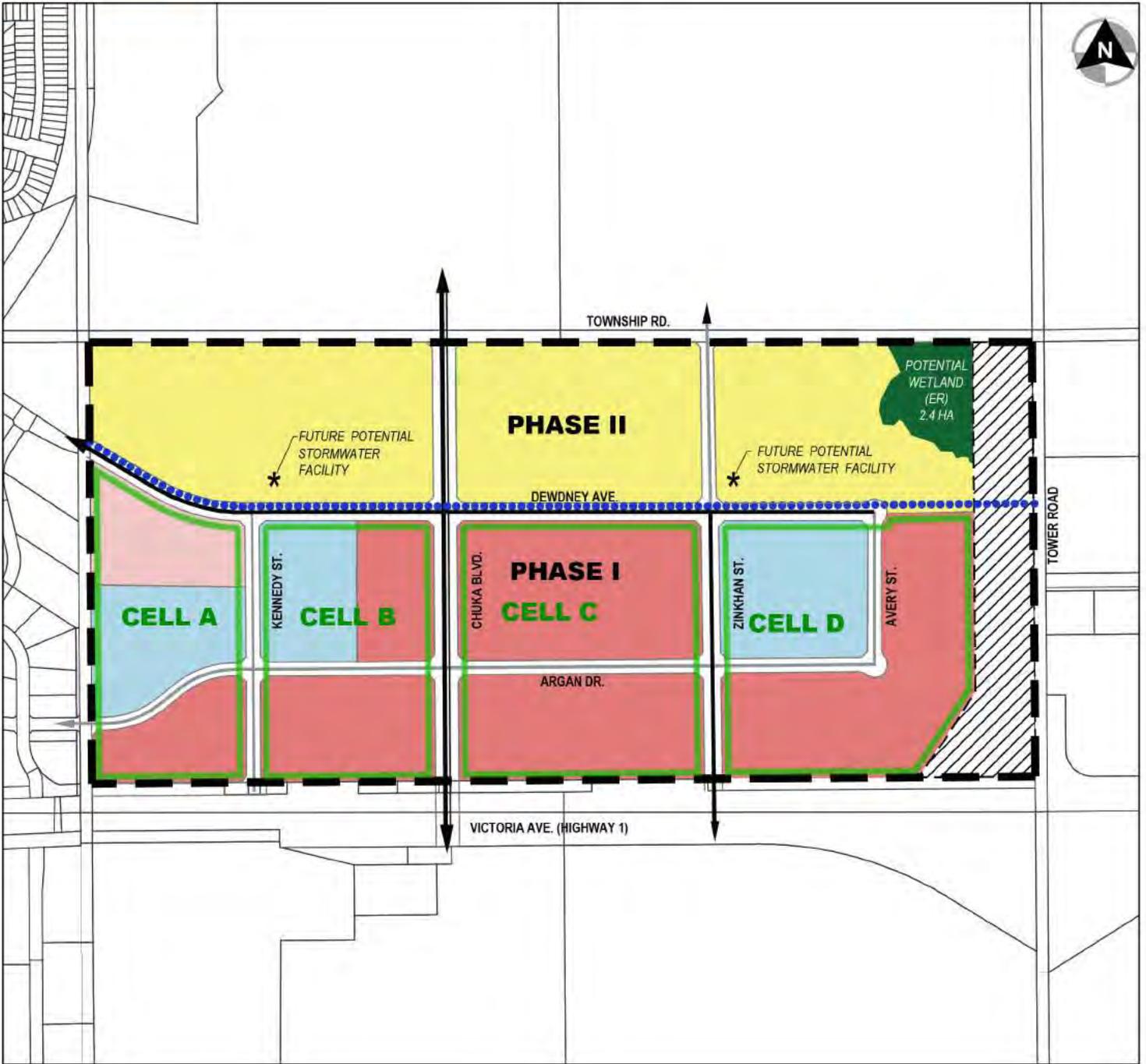
### 5.2.2 *Policy*

- 5.2.2.1 As a prerequisite for rezoning approval, a concept plan shall be prepared and approved, except where exceptions are made to this requirement within this Plan.
- 5.2.2.2 Concept plan boundaries should generally follow the phasing boundaries shown on Figure 14 - Phasing Plan.
- 5.2.2.3 The location and type of land use (including residential density, where appropriate), open space, park features and servicing networks shall be in conformity with an approved concept plan, which is in general compliance with this Secondary Plan, except where exceptions are made to this requirement within this Plan.
- 5.2.2.4 Where the location and type of land use, open space or servicing networks illustrated in a proposed concept plan varies from this Secondary Plan, the City may approve the concept plan, with the proviso that:
- I. The variation is deemed by the City to be minor in nature.
  - II. The variation does not directly conflict with a particular policy statement; and

III. The proposed concept plan substantially conforms to this Secondary Plan.

- 5.2.2.5 Concept plans may be adopted or amended by resolution, in accordance with the *Planning and Development Act, 2007* (as amended) and shall be appended to this Secondary Plan and binding upon applicable rezoning and subdivision applications.
- 5.2.2.6 Concept plans which form part of this Secondary Plan shall contain, for each applicable phase, a detailed land use plan, and detailed circulation plan (road and street networks, transit routes, pedestrian and cycling routes, where applicable).

Figure 14: Phasing Plan



**LEGEND**

- Plan Area Boundary
- Proposed Commercial
- Proposed Residential
- Proposed Mixed Use
- Proposed Flex
- Proposed Arterial Road - 40m ROW
- Proposed Arterial Road - 30m ROW
- Proposed Collector Road- 24m ROW

- Potential Wetland (ER)
- Future Potential Stormwater Pond
- Future Highway ROW
- Phasing Boundary
- Planning Cell

Scale 1: 10,000  
 0 50 m 150 m 250 m



# 6 APPENDICES

## 6.1 APPENDIX A – APPROVED CONCEPT PLANS

*Appendix A.1 – Phase I Concept Plan – Land Use*

*Appendix A.2 – Phase I Concept Plan – Circulation*

## 6.2 APPENDIX B – NON-BINDING INFORMATION

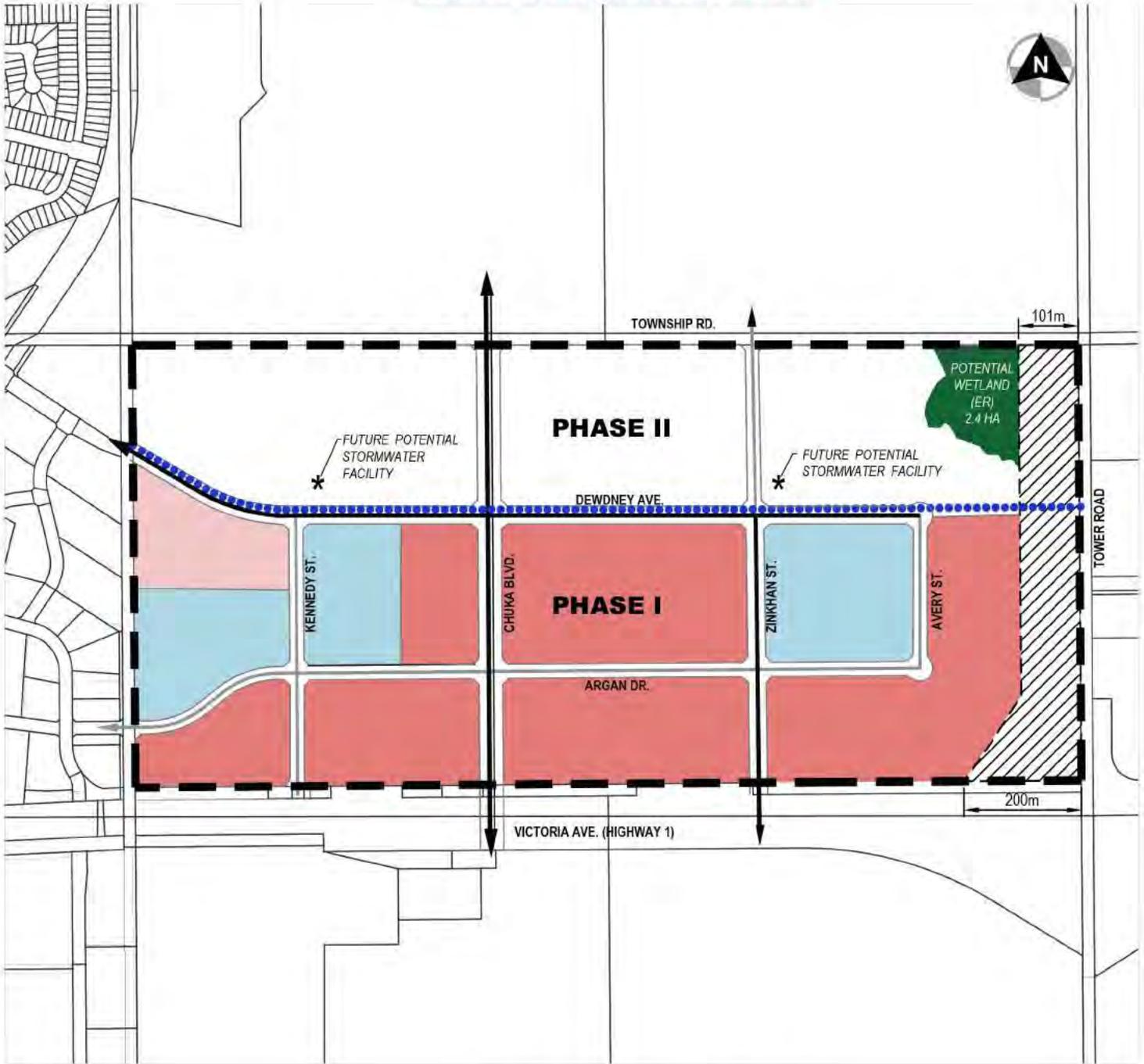
*Appendix B.1 – Potential Transit Route Plan*

*Appendix B.2 – Potential Street Cross Sections*

*Appendix B.3 – Potential Chuka Boulevard and Dewdney Avenue Intersection*

**APPENDIX A – APPROVED CONCEPT PLANS**

Appendix A.1; Phase I Concept Plan - Land Use



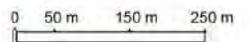
**LEGEND**

-  Plan Area Boundary
-  Proposed Commercial
-  Proposed Mixed Use
-  Proposed Flex
-  Proposed Arterial Road - 40m ROW
-  Proposed Arterial Road - 30m ROW
-  Proposed Collector Road - 24m ROW
-  Proposed Phasing Boundary
-  Potential Wetland (ER)
-  Future Potential Stormwater Pond
-  Future Highway ROW

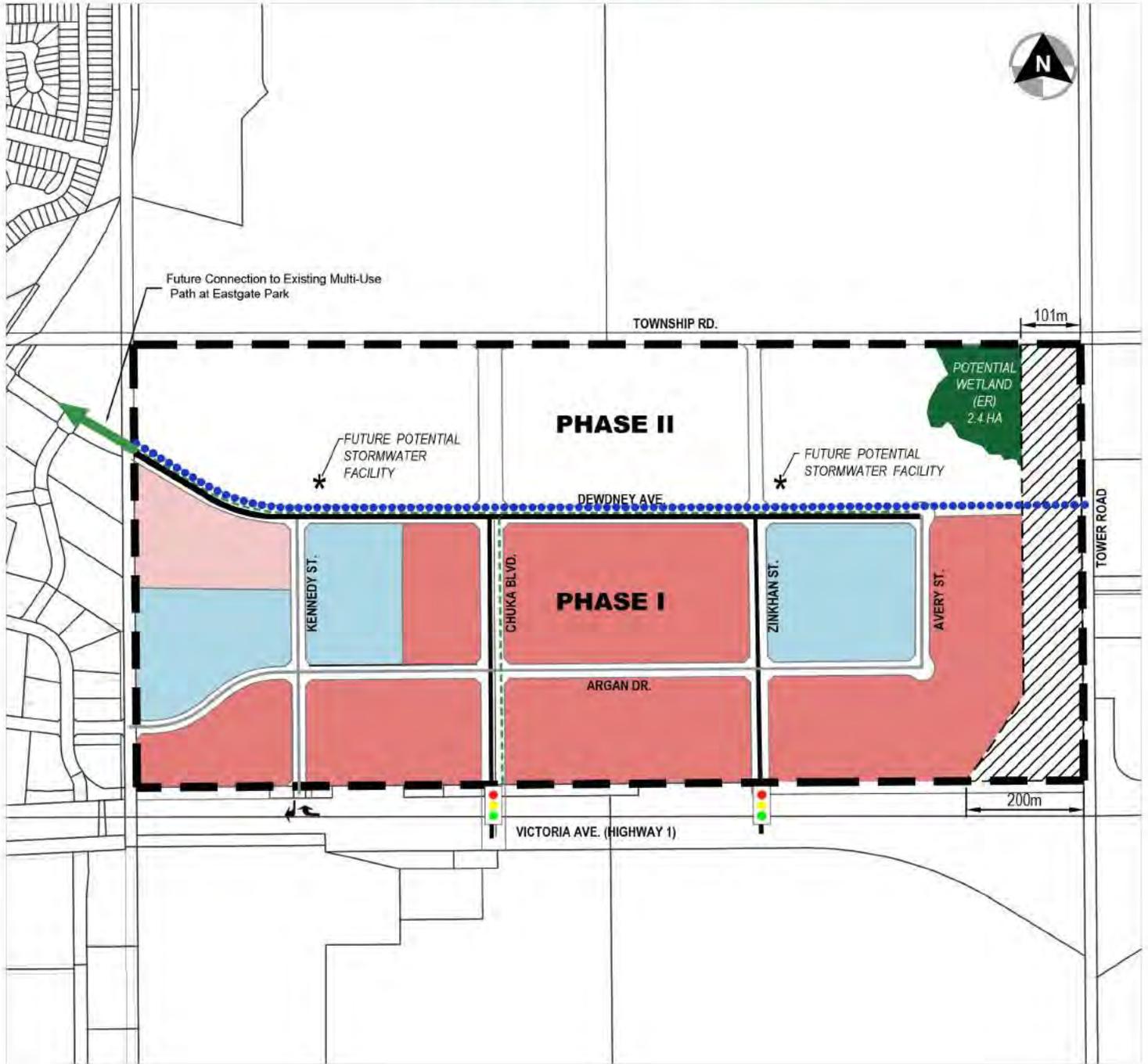
**Phase I Land Use Composition Table**

	Area in ha	% of Total Phase 1 area
<b>Undevelopable Area</b>		
Future Highway ROW	5.3	7.1%
<b>Developable Area</b>		
Commercial	46.9	63.1%
Mixed Use	3.9	5.2%
Flex	8.6	11.6%
Road ROW	9.6	12.9%
<b>Total Area</b>	<b>74.3</b>	<b>100.0%</b>

Scale 1 : 10,000

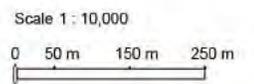


Appendix A.2: Phase I Concept Plan - Circulation



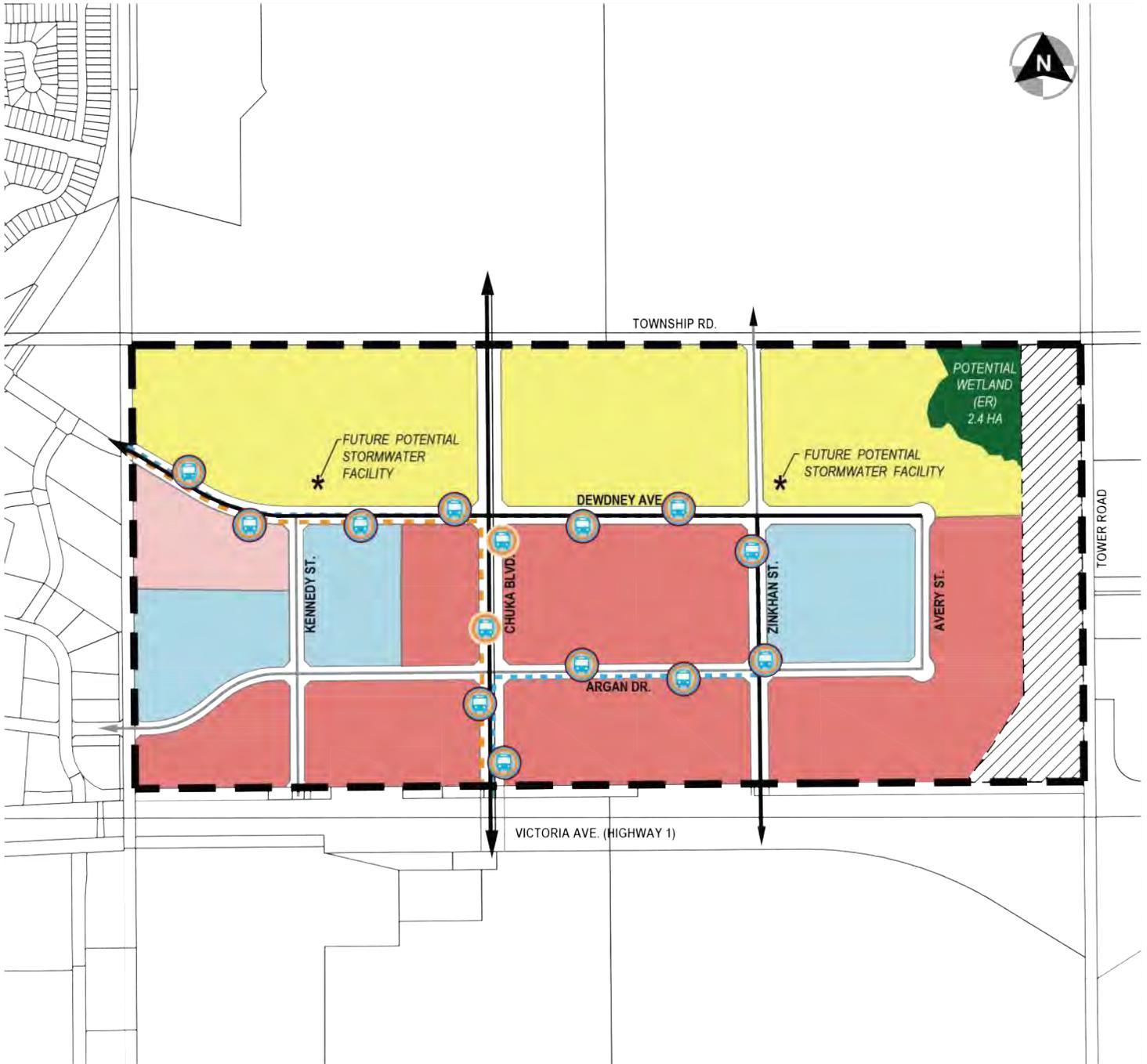
LEGEND

-  Plan Area Boundary
-  Proposed Commercial
-  Proposed Mixed Use
-  Proposed Flex
-  Proposed Arterial Road - 40m ROW
-  Proposed Arterial Road - 30m ROW
-  Proposed Collector Road- 24m ROW
-  Proposed Phasing Boundary
-  Proposed Greenway
-  Potential Wetland (ER)
-  Future Potential Stormwater Pond
-  Future Highway ROW
-  Proposed Right In and Right Out Only Intersection
-  Proposed All-Directional Signal Controlled Intersection



**APPENDIX B – NON-BINDING INFORMATION**

## Appendix B.1: Potential Transit Route



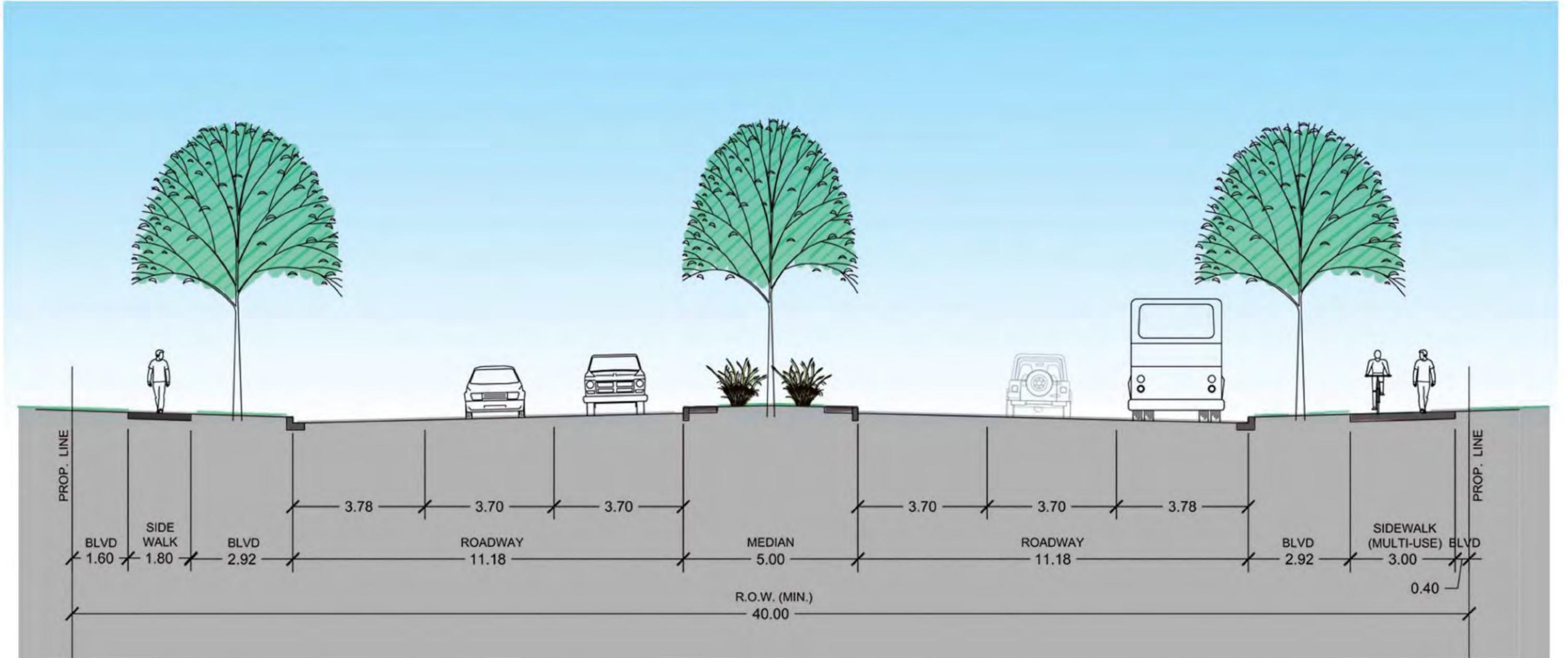
### LEGEND

- |  |                                  |   |                                    |
|--|----------------------------------|---|------------------------------------|
|  | Plan Area Boundary               |  | Potential Wetland (ER)             |
|  | Proposed Commercial              |  | Future Potential Stormwater Pond   |
|  | Proposed Residential             |  | Future Highway ROW                 |
|  | Proposed Mixed Use               |  | Proposed Phase 1 Transit Route     |
|  | Proposed Flex                    |  | Proposed Phase 2 Transit Route     |
|  | Proposed Arterial Road - 40m ROW |  | Temporary Bus Stop ( Phase 1 only) |
|  | Proposed Arterial Road - 30m ROW |  | Transit Stop (Phase 2 Completion)  |
|  | Proposed Collector Road- 24m ROW |   |                                    |

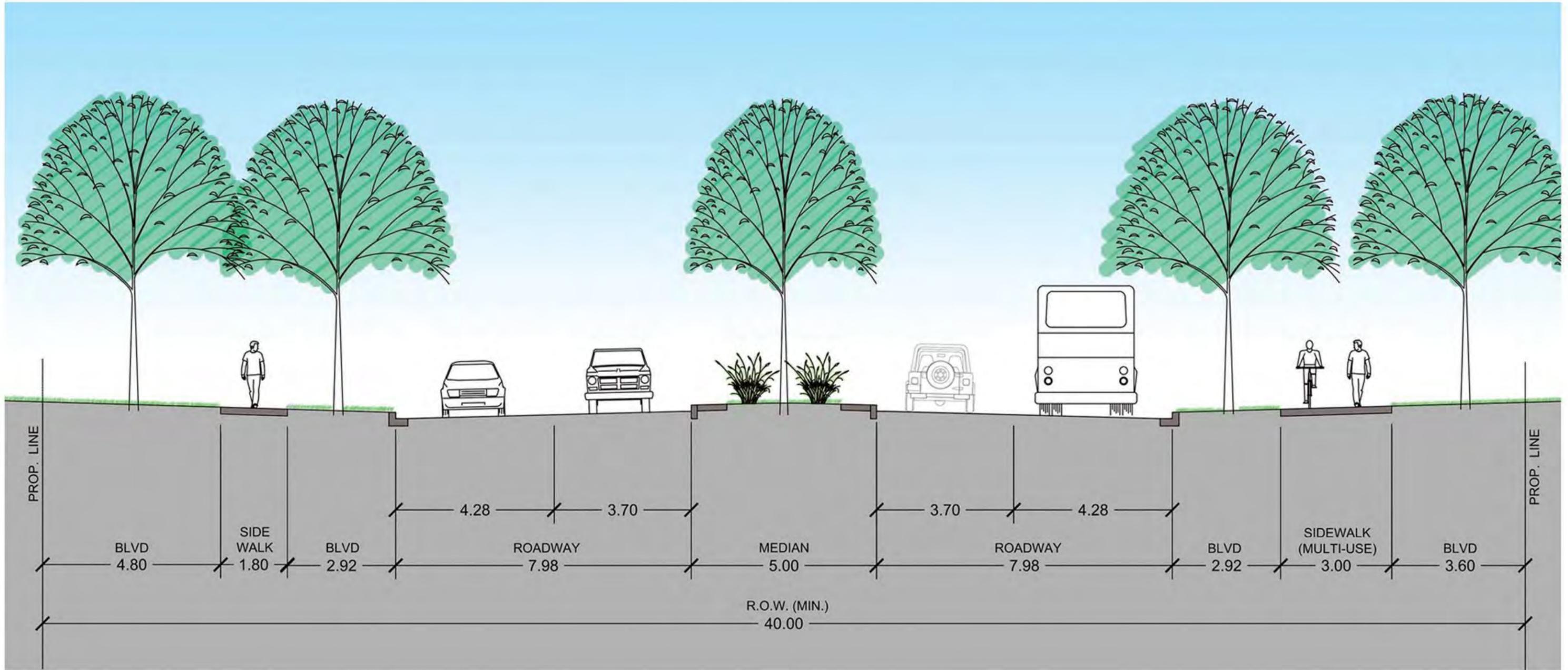
Scale 1 : 10,000



## Appendix B.2: Chuka Boulevard (Commercial Area)

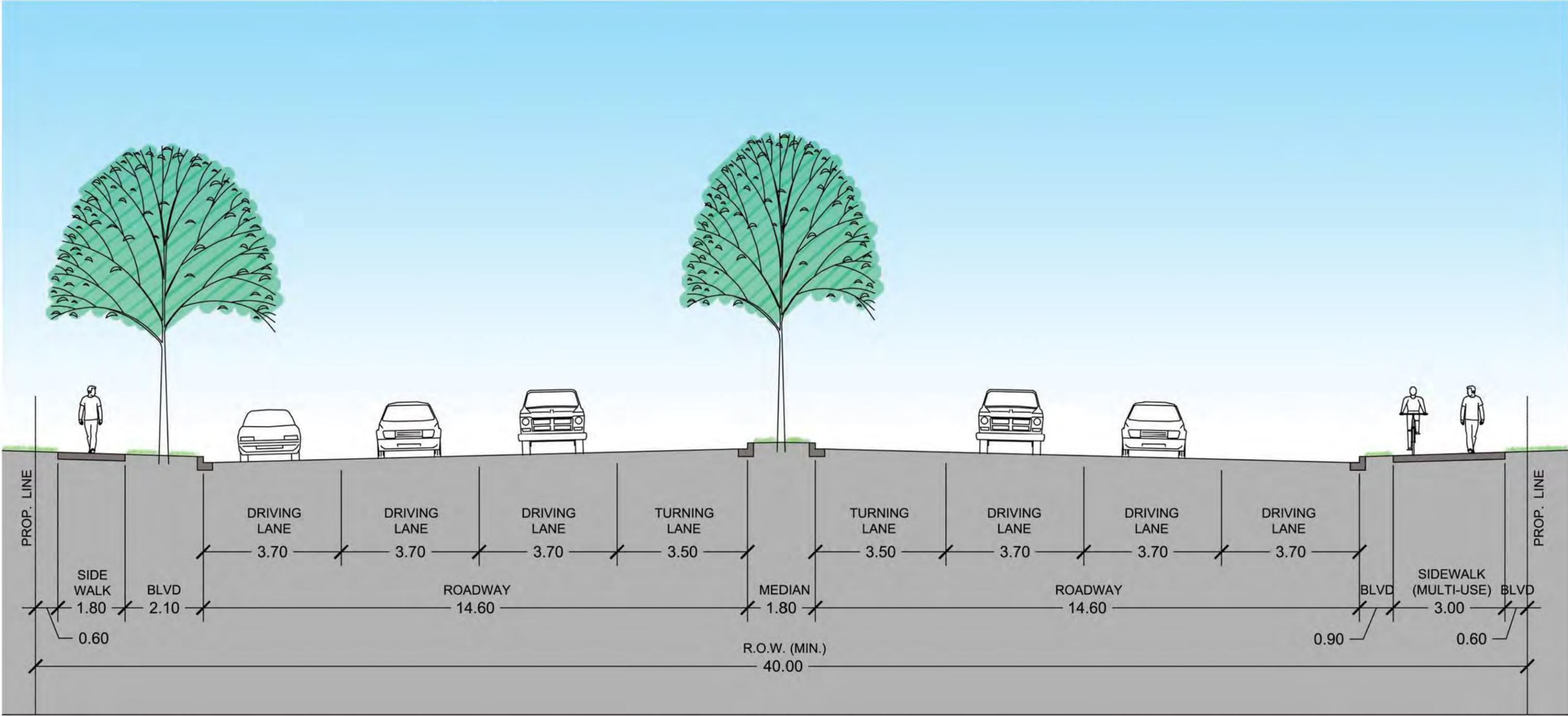


## Appendix B.2: Chuka Boulevard (Residential Area)



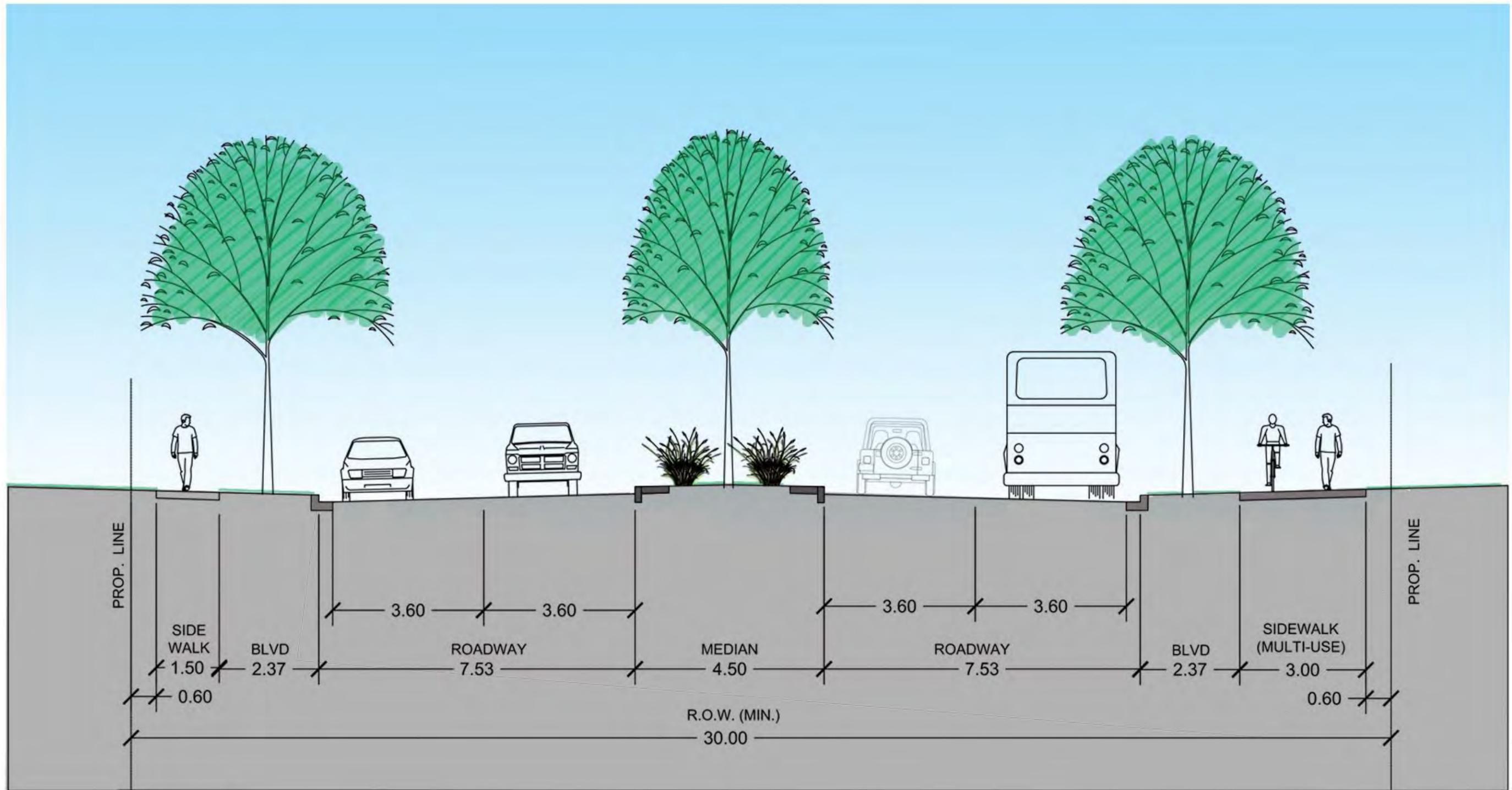
**PRELIMINARY**

Appendix B.2: Chuka Boulevard (Commercial Area Near Intersection)

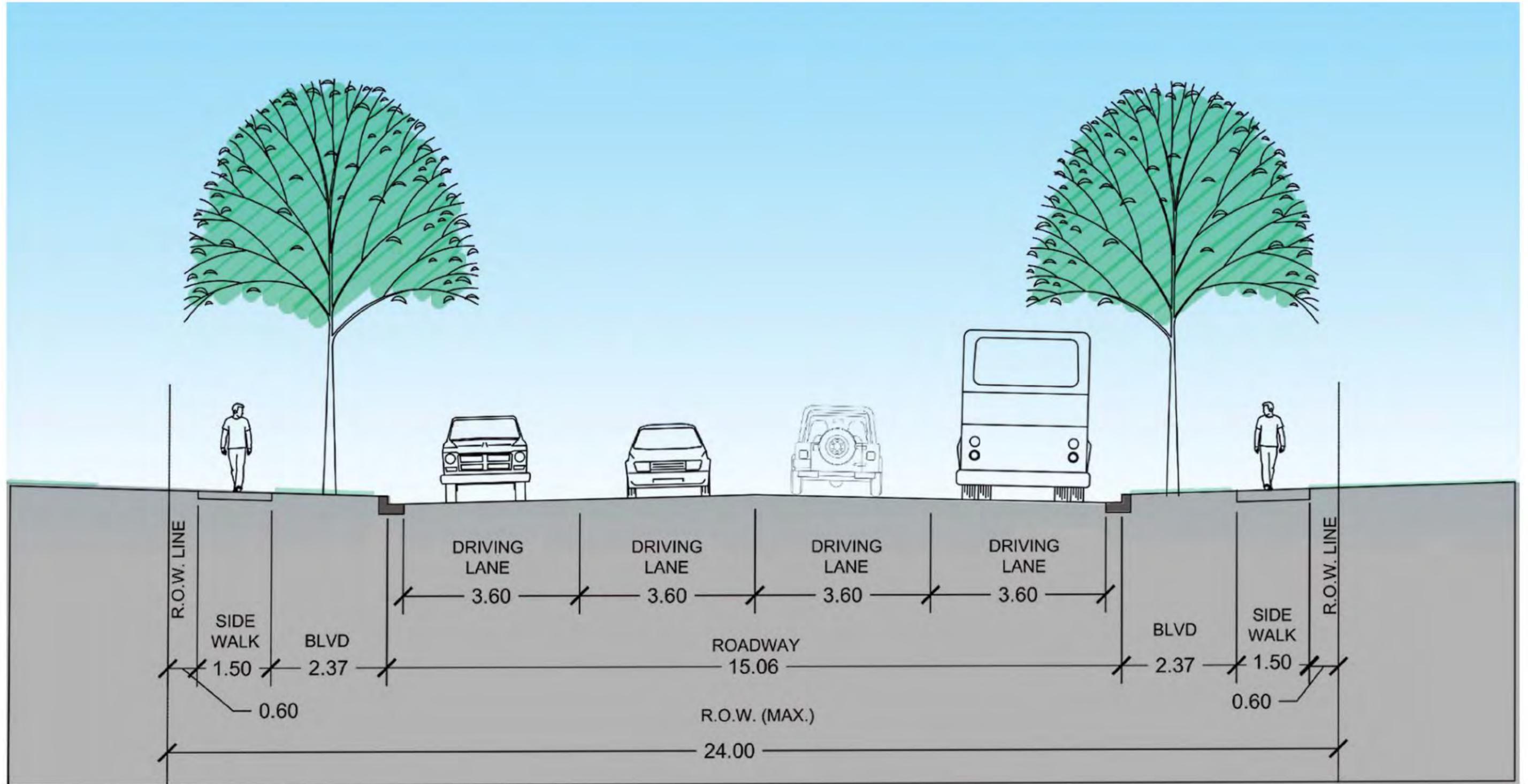


**PRELIMINARY**

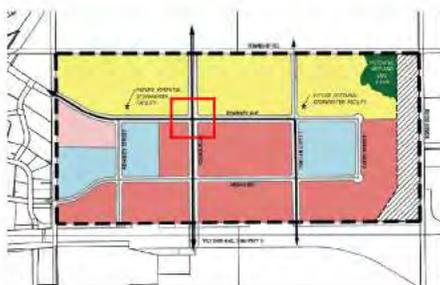
## Appendix B.2: Minor Arterial Roads



## Appendix B.2: Collector Roads



Appendix B.3: Potential Chuka Boulevard and Dewdney Avenue Intersection



- Plan Area Boundary
- Proposed Commercial
- Proposed Residential
- Landscaping
- Potential Pathway

Scale 1 : 2000





## **OFFICIAL COMMUNITY PLAN**

### **PART B.16**

## **Southeast Regina Neighbourhood Plan**



**Prepared for:** The City of Regina

**Submitted by:** Aurora Retail Corp.  
Dream Development  
Chuka Creek Developers  
City of Regina  
Long Lake Investment  
Nanaksar Gurdwara Gursikh Temple

**Prepared by:** B&A Planning Group

# *Southeast Regina*

## *NEIGHBOURHOOD PLAN*

# Table of Contents

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
1.1	Background	1
1.2	Location	1
1.3	Land Ownership	3
1.4	Regulatory Framework	5
<b>2.0</b>	<b>Attributes &amp; Constraints</b>	<b>9</b>
2.1	Plan Area Conditions	9
2.2	Surrounding Area Conditions	13
2.3	Constraints	19
<b>3.0</b>	<b>Vision &amp; Design Principles</b>	<b>23</b>
3.1	Vision Statement	23
3.2	Design Principles	24
3.3	Land Use Concept	25
3.4	Neighbourhood Plan Statistics	29
<b>4.0</b>	<b>Community &amp; Neighbourhood Framework</b>	<b>31</b>
4.1	Communities & Neighbourhoods	31
4.2	Neighbourhood Area	34
4.3	Commercial Area	36
4.4	Mixed-Use Area	37
4.5	Light & Medium Industrial	38
4.6	Prestige Industrial Area	39
4.7	Greens on Gardiner Expansion Area	40
4.8	Chuka Creek Corridor	41
4.9	Urban Centre	42
4.10	Neighbourhood Hub	43
4.11	Chuka Boulevard	44
4.12	Potential Interchange Area	45
4.13	Gateway Areas	46
4.14	Interface Areas	48

<b>5.0</b>	<b><i>Community Amenities</i></b>	<b>49</b>
5.1	School Sites	49
5.2	High School Site	51
5.3	Zone Park	53
5.4	Neighbourhood Parks	54
5.5	Linear Stormwater Detention Facility	55
5.6	Ball Park Facility	56
5.7	Emergency Response Station	56
5.8	Municipal Reserve Requirements	57
<b>6.0</b>	<b><i>Mobility</i></b>	<b>59</b>
6.1	Pedestrian and Bicycle Circulation	59
6.2	Transit Network	61
6.3	Internal Road Network	63
6.4	Regional Road Network	67
6.5	Provincial Road Network	68
6.6	Road Closure Areas	69
<b>7.0</b>	<b><i>Servicing</i></b>	<b>71</b>
7.1	Water Servicing	71
7.2	Stormwater Management	74
7.3	Wastewater Collection System	77
7.4	Shallow Utility Servicing	83
<b>8.0</b>	<b><i>Implementation</i></b>	<b>85</b>
8.1	Development Phasing	85
8.2	Concept Plan Boundaries	87
8.3	Intermunicipal Coordination	88
8.4	Neighbourhood Plan Interpretation	90
Appendix A	Non-Binding Information	91

# List of Figures & Tables

## FIGURES

F1	SE Regina Neighbourhood Plan Context	2
F2	Plan Area Ownership	4
F3	City of Regina 2014 Boundary Alteration	7
F4	Design Regina OCP - Growth Plan	8
F5	Existing Natural Conditions	11
F6	Completed ESA's and Geotechnical Assessments	12
F7	SE Regina Adjacent Land Uses & Community Amenities	14
F8	Existing Transportation Context	16
F9	Design Regina OCP Transportation Network	18
F10	Land Use & Development Constraints	20
F11	Land Use Concept	26
F12	Community & Neighbourhood Boundaries	32
F13	Gateway and Interface Areas	47
F14	Southeast Regina Community Amenities	52
F15	Pathways & Corridors	60
F16	Potential Transit Roads	62
F17	Road Network	65
F18	Potential Traffic Signal Locations	66
F19	Future Road Closure Areas	70
F20	Water Servicing Concept	72
F21	Stormwater Management Concept	75
F22	Existing Sanitary Infrastructure	78
F23	Wastewater Catchments & Sanitary Servicing Concept	80
F24	Shallow Utilities Servicing	84
F25	Development Phasing Boundaries	86
F26	Concept Plan Boundaries	89

## TABLES

T1	Land Use Concept Overview	27
T2	Neighbourhood Plan Land Use Statistics	29
T3	Population & Job Statistics	30
T4	Municipal Reserve Requirements	57
T5	Road Hierarchy & Right-of-Way Requirements	63
T6	Tie-In Locations & Pipe Sizes	71
TA1	Proposed Development Sub-Catchments	92
TA2	Storage Drainage Requirements for Sites 1+2	93
TA3	Storage Requirements for Linear Detention SWMF From Areas Draining Directly to SWMF	93
TA4	Storage Requirements for Linear Detention SWMF from Areas with a Controlled Release Rate to the SWMF	93
TA5	Storage Requirements for Sites 14-19 Draining to Chuka Creek	94

# Executive Summary



## Input

The Southeast Regina Neighbourhood Plan (SENP) provides a planning policy framework to guide the future development of 690 hectares of land within Southeast Regina. Significant inputs into development of the SENP have included:

- Extensive stakeholder consultation and engagement
- Retail Market Study
- Phase 1 and Phase 2 Environmental Site Assessment(s)
- Biophysical Review
- Historical Resource Inventory
- Transportation Impact Assessment
- Servicing Study
- Geotechnical Assessment(s)



## People

Developing a Neighbourhood Plan involves balancing community, landowner, City, and other stakeholder interests within the objectives and principles of the Design Regina Official Community Plan (OCP). Many meaningful conversations occurred with the following stakeholders:

- The project team
- The landowner group
- City of Regina Administration
- Community Associations
- The general public
- School Boards
- The Province of Saskatchewan
- Regional Municipalities of Sherwood and Edenwold





# Process

In order to create a meaningful and effective framework for a complete community, collaboration and sharing of knowledge was essential in the development of the Southeast Regina NP. This SENP was undertaken with significant stakeholder and public engagement and included:

- 1 full-day design workshop with all stakeholders
- 2 stakeholder workshops
- Over 800 conversations with various stakeholder groups
- Over 30 meetings with plan area landowners
- 2 online stakeholder surveys
- 4 stakeholder newsletters
- 2 open houses
- Project website updates



# Output

The SENP sets the planning and development framework for a complete community. The key goals of the SENP are to:

- Support the creation of a complete community that provides opportunities to live, work, and play.
- Ensure new neighbourhoods integrated with and complement existing neighbourhoods.
- Provide a diverse range of employment opportunities and lifestyle services that are accessible to all residents.
- Develop a well-connected network of streets to encourage all modes of transportation.
- Create neighbourhoods with a distinctive character and sense of place.
- Create open spaces that are meaningful, compatible, and appeal to a variety of users.



# 1.0

# Introduction

## 1.1 Background

The purpose of the SENP is as follows:

- Implement the policies contained in the *Design Regina Official Community Plan Bylaw No. 2013-48 (OCP)*, and in doing so, provide the link between the OCP and the future development of the plan area.
- To guide and direct the preparation and approval of subsequent concept plans, land use amendment and subdivision applications within the plan area.

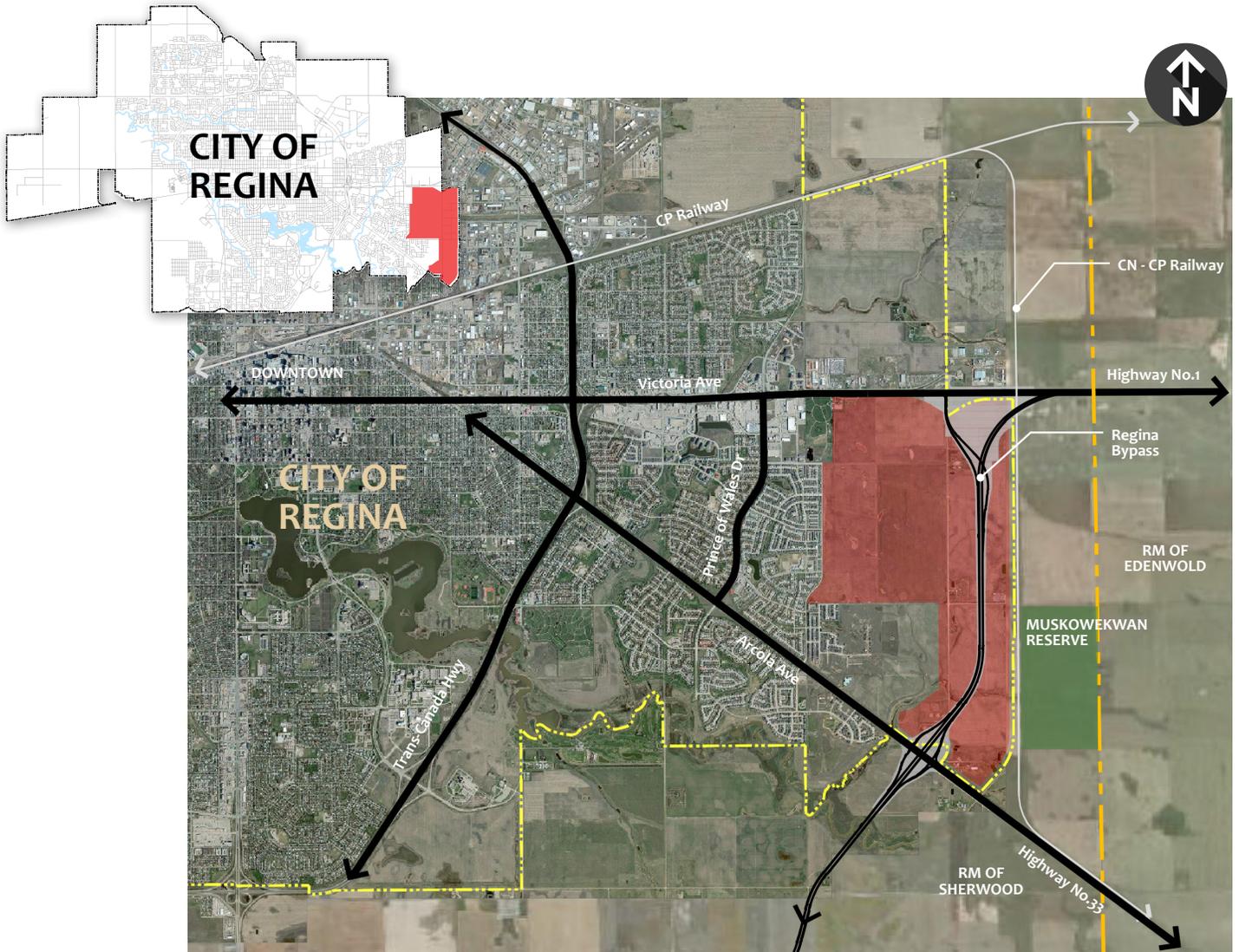
To accomplish this purpose, the SENP contains development objectives, a land use concept, and transportation and servicing frameworks which will ensure the SENP policy directives are achieved over time.

The key considerations for the SENP boundary included the 'Growth Plan' in the City of Regina's Official Community Plan (OCP), the potential to service developments, and the need to undertake a coordinated planning approach for lands located on the east side of the city.

## 1.2 Location

The plan area is located in the southeast sector of the City of Regina on the eastern boundary of the city limits. The area is bordered by Victoria Avenue to the north, Primrose Green Drive and Arcola Avenue to the south, Woodland Grove Drive to the west, and the CN-CP rail line and RM of Sherwood to the east. The plan area is adjacent to the existing neighbourhoods of Windsor Park and Woodland Grove to the west and The Greens on Gardiner and The Creeks to the southwest.

F1 | SE Regina Neighbourhood Plan Context

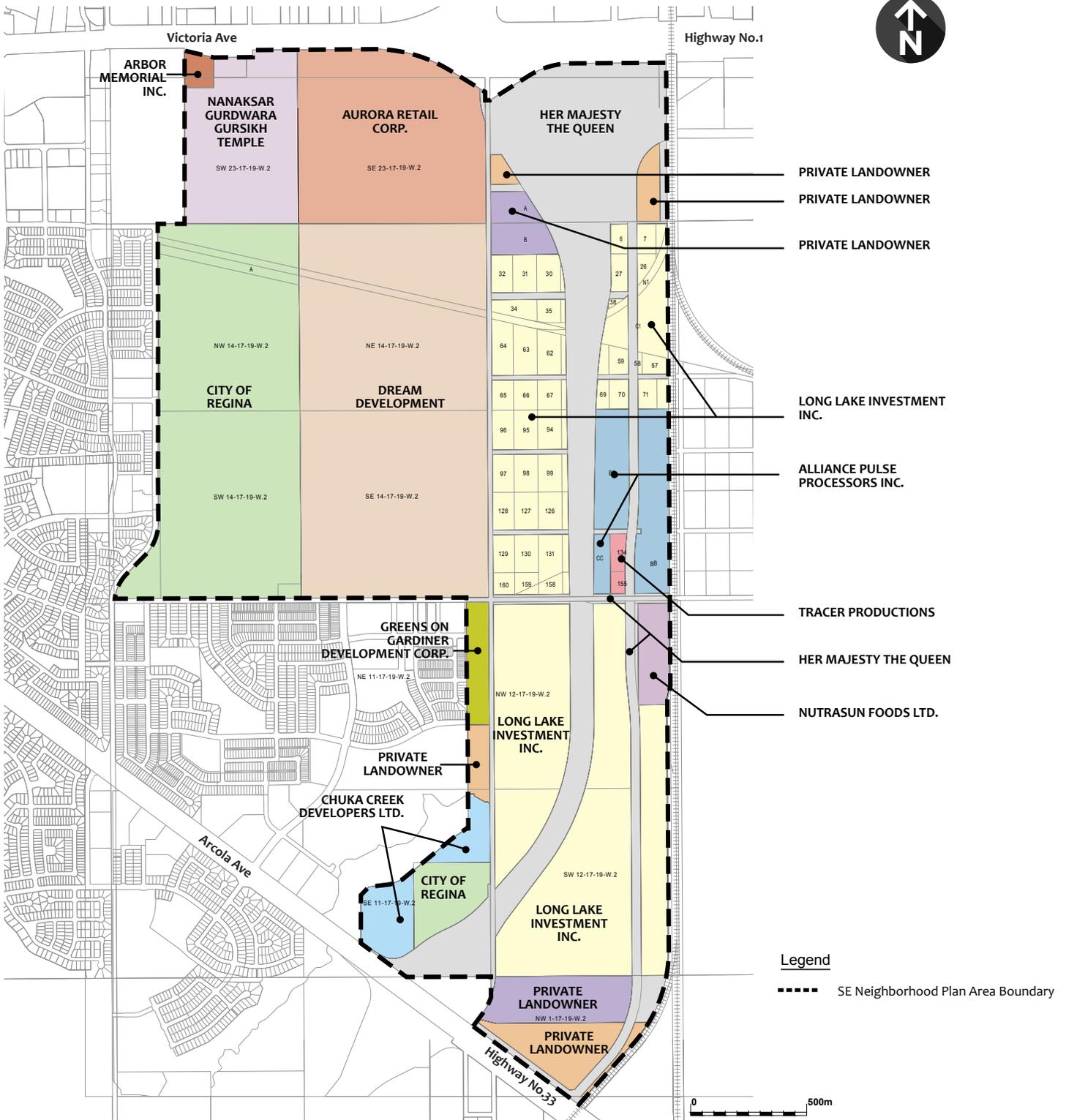


- Legend**
- SE Neighbourhood Plan Area
  - City of Regina Boundary
  - RM of Sherwood/Edenwold Boundary

## 1.3 Land Ownership

The NP area is comprised of approximately +/- 690.4 hectares (+/- 1705.9 acres) of land. The plan area is owned by 18 different landowners with a variety of legal parcels and ownership areas. A summary of plan area ownership is detailed in **Figure 2: Plan Area Ownership**.

F2 | Plan Area Ownership



## 1.4 Regulatory Framework

### Design Regina OCP - Bylaw No. 2013-48

The SENP must be consistent with other policy documents approved by the City of Regina, including but not limited to the Design Regina OCP.

The OCP establishes two levels of planning required for new areas in the city; a secondary plan forms part of the OCP as a sub-area and is required to provide comprehensive policy governing land-use, servicing, and design solutions for a particular area. A neighbourhood plan (NP) is a type of secondary plan that applies to identified existing, new, or mixed-use neighbourhoods of approximately 200 hectares or more. As such, the SENP will be adopted by bylaw and form part of the Design Regina OCP. Following or concurrent with the SENP approval, the preparation of concept plans may occur within the SENP area.

The SENP area contains approximately +/- 690.4 hectares (+/- 1705.9 acres) of land and proposes a new neighbourhood area, therefore a NP is required to be prepared in accordance with the Design Regina OCP. The NP, in turn, contains direction relative to future concept plan boundaries and requirements. Concept plans shall be developed and submitted to provide further detail required to rationalize land use amendment, subdivision and development permit applications.

The 2014 annexation between the City of Regina and the RM of Sherwood altered the City's eastern boundary and incorporated additional lands into the City and the NP area. The relationship of the SENP area to the January 2014 annexation is shown in **Figure 3: City of Regina 2014 Boundary Alteration**.

The relationship of the plan area to the Design Regina OCP is detailed in **Figure 4: Design Regina OCP - Growth Plan**. Under the OCP, a portion of the plan area is identified within the "Built or Approved Neighbourhoods" area which have been earmarked to accommodate future City growth up to 235,000 people and are considered by the City as a priority growth area. The 235K area has an existing concept plan identified as "The Towns" which was approved by Council in 2008. Concurrent with the SENP, the Towns Concept Plan has undergone amendments to align with the SENP.

The remaining lands within the NP are designated as "New Neighbourhood (300K)" and "Future Long-Term Growth (500K)" intended to accommodate future City population growth to 300,000 and 500,000 respectively. The OCP also identifies an "Urban Corridor" and "Urban Centre" straddling Victoria Avenue.

The OCP requires new neighbourhoods to be designed and planned as complete neighbourhoods, where residents of all ages, abilities, and backgrounds can access daily necessities, employment opportunities, transportation choices, and enjoy lifestyle choices within an adaptable urban environment. The SENP demonstrates conformity with the OCP, by establishing a future vision and direction for a complete community inclusive of residential and non-residential uses of varying intensities, employment lands, and a comprehensive parks and open space network.

### Regina Zoning Bylaw No.9250

Lands within the SENP are currently zoned Urban Holding District. Prior to subdivision and development of the lands, a zoning bylaw amendment shall be required. Future zoning bylaw amendments shall be evaluated for consistency with the OCP, the SENP and corresponding concept plans.

## Timeframe of the Plan

This NP is future-oriented and establishes the overall pattern for how the Southeast Lands are to be developed over an extended period of time. Development is expected to occur over the next 20 years. However, the exact timing of the build out of the NP remains subject to market demand and other factors.

## Map Interpretation

Unless otherwise specified within the NP, the boundaries or locations of any symbols or land use areas shown on a map are approximate only, not absolute, and will be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads or existing utility rights-of-way.

The precise location of land use boundaries will be evaluated and determined by City administration at the time of concept plan, rezoning and subdivision applications. Where adjustments are made as a result of further delineation through the concept plan process, an amendment to the maps within this NP shall not be required.

## Policy Interpretation

In the interpretation of the policies within this plan, the word 'shall' outlines mandatory compliance. 'Should' policy statements demonstrate that compliance is encouraged and recommended. However, 'should' statements may not always be practical and flexibility is provided in such circumstances. 'May' statements indicate no obligation to undertake what is proposed, but implies that the approving authority shall give due consideration to the policy.

Policy numbering within this plan coincides with the section or subsection numbering that immediately proceeds the policy.

## Use Interpretation

To provide general direction to the intended use and development of areas throughout the NP area, the document references land uses that may require interpretation. Within this NP, when specific land uses are mentioned, please refer to the City of Regina's OCP and/or Zoning Bylaw for further clarification. While the NP provides broad policy direction relative to the intended use and development of an area, the ultimate definition and approval of land uses shall be further delineated at the concept plan stage and implemented via zoning, subdivision and development approvals.

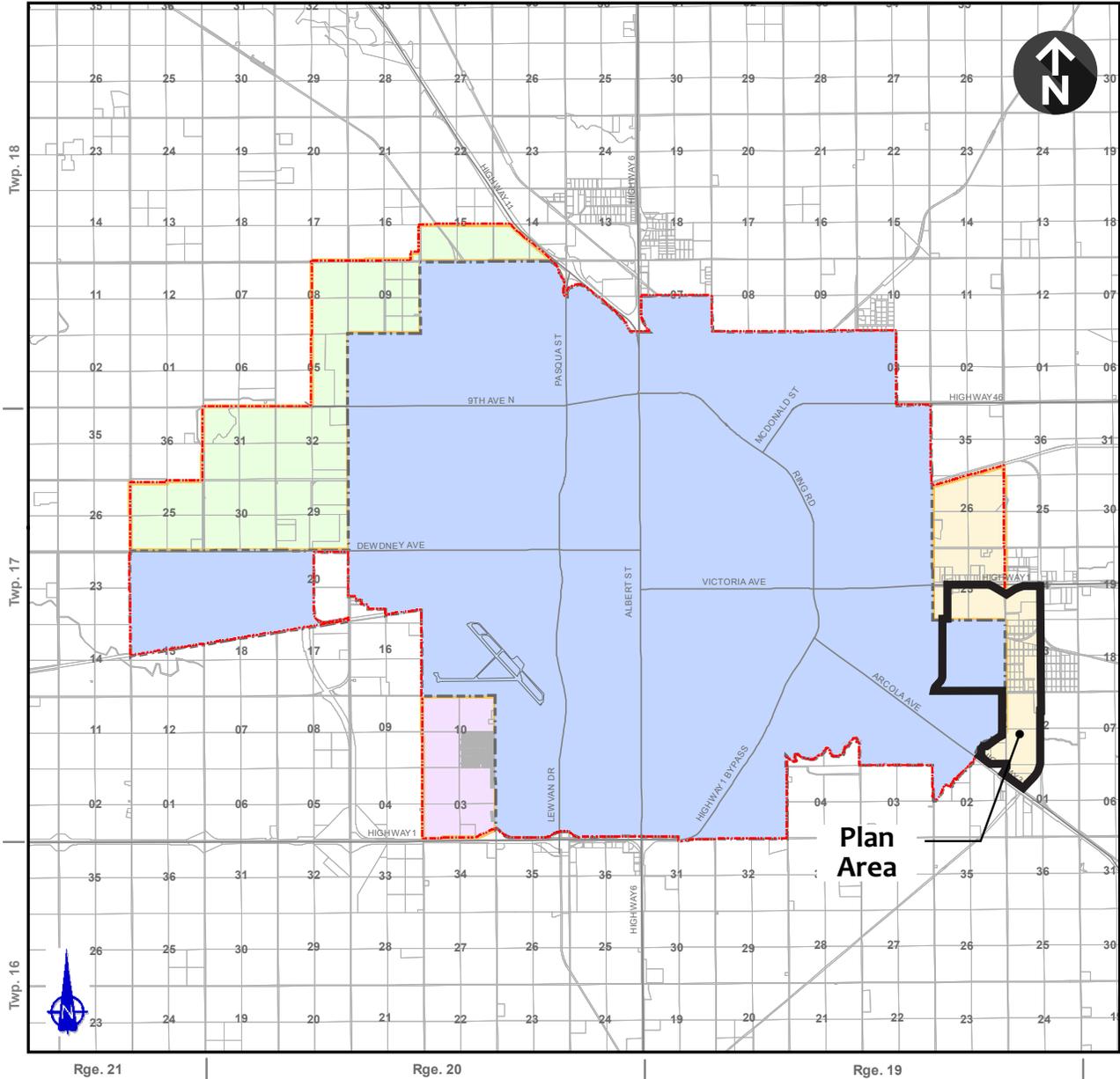
## Amendment of the Plan

Where required, an amendment to the NP shall be held in accordance with the Planning and Development Act, 2007. If an amendment to the NP is proposed by an applicant, the applicant must submit the justification and information necessary to support the amendment.

## Monitoring of the Plan

The policies within the NP will be monitored in relation to development activity. Where necessary, the policies will be amended either generally or in response to a specific issue.

# F3 | City of Regina 2014 Boundary Alteration



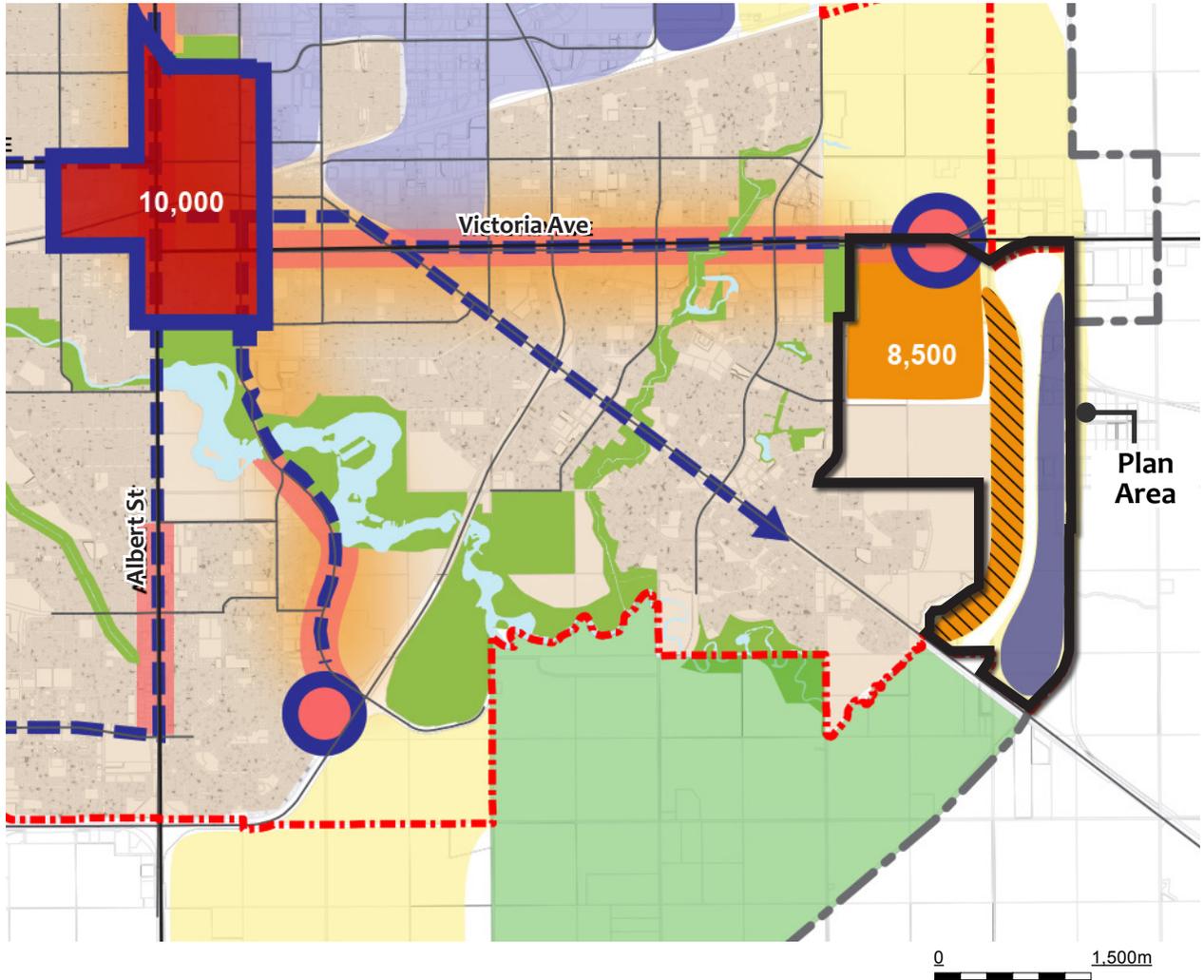
**Legend**

**Annexation Areas:**

- East
- Southwest
- West/ Northwest
- 2013 City of Regina Boundary
- Current City of Regina Boundary



F4 | Design Regina OCP - Growth Plan



Legend

- Joint Planning Area Perimeter
- 2014 City Boundary\*
- 2013 City Boundary
- Major Road
- Built or Approved Neighbourhoods
- New Neighbourhood (300k)
- Intensification Area (300k)
- Future Long-Term Growth (~500k)
- City Centre
- New Mixed-Use Neighbourhood (300k)
- Existing Approved Employment Area
- New Employment Area
- Collaborative Planning Area
- Special Study Area
- Wastewater Treatment Plant Area
- Airport Land
- Express Transit Corridor
- Urban Corridor
- Urban Centre

# 2.0

# Attributes & Constraints

## 2.1 Plan Area Conditions

### 2.1.1 Existing Land Use and Development

The SENP area is comprised of predominantly agricultural lands for crop production. Other uses include residential farmyards, a former greenhouse site, Pacer’s Baseball Park, existing light industrial uses, and institutional facilities.

### 2.1.2 Historical Resources

No known archeological sites have been identified within the plan area and the likelihood of intact archeological sites is low due to cultivation or impacts by previous development. However, there is heritage potential for native prairie habitat adjacent to Chuka Creek. At the time of concept plan submission, an HRIA will be required for lands adjacent to Chuka Creek in SE11-17-19 W2M and SW 12-17-19 W2M.

### 2.1.3 Natural Features

The topography of the SENP is relatively flat with little topographic relief. The plan area has little natural vegetation or tree cover with the exception of existing residential yards. The high point is located in the northeast portion of the site and drainage runs to the south and southwest. Chuka Creek is the lowest point within the plan area. Surface drainage is collected in seasonal drainage channels that drain to Chuka Creek and subsequently to Wascana Creek.

**Figure 5: Existing Natural Conditions** illustrates the site topography and notable natural features of the plan area.

A Biophysical Review of the SENP area was completed by Stantec Consulting Ltd in January 2015. Based on this review, there are a number of identified wetlands within the plan area. The majority of wetlands are Class 1-3 based on the Stewart and Kantrud Classification. Eleven wetlands were classified as Class 10 dugouts. Based on this initial review, the assessment has recommended that further analysis on Class 3 wetlands and Chuka Creek should be completed prior to development, as part of an Environmental Self Assessment, to confirm wetland classification and potential of these wetlands to support sensitive species or species at risk.

## Policies

- 2.1.3(a) As a prerequisite for concept plan approval, the City may require further analysis of potential wetlands, and may require that important wetlands be dedicated as Environmental Reserve (ER) at the time of subdivision.

## 2.1.4 Environmental Conditions

Phase I and Phase II Environmental Site Assessments (ESAs) have been completed for a portion of the plan area as detailed in **Figure 6: Completed ESA's and Geotechnical Assessments**. Recommendations from the ESA reports indicate environmental impacts have been detected within the South 1/2 of Section 14, which requires remediation prior to development. Proof of site remediation for impacted lands shall be required at the concept plan stage.

### Policies

- 2.1.4(a) Prior to development, Phase I Environmental Site Assessments should be submitted concurrently with each concept plan submission within the SENP area.
- 2.1.4(b) Prior to development, Phase II ESAs may be required by the City of Regina based on the results of Phase I ESAs, and should be submitted concurrently with each concept plan submission within the SENP area.
- 2.1.4(c) Environmental impacts identified within the South 1/2 of Section 14 shall be remediated prior to development.

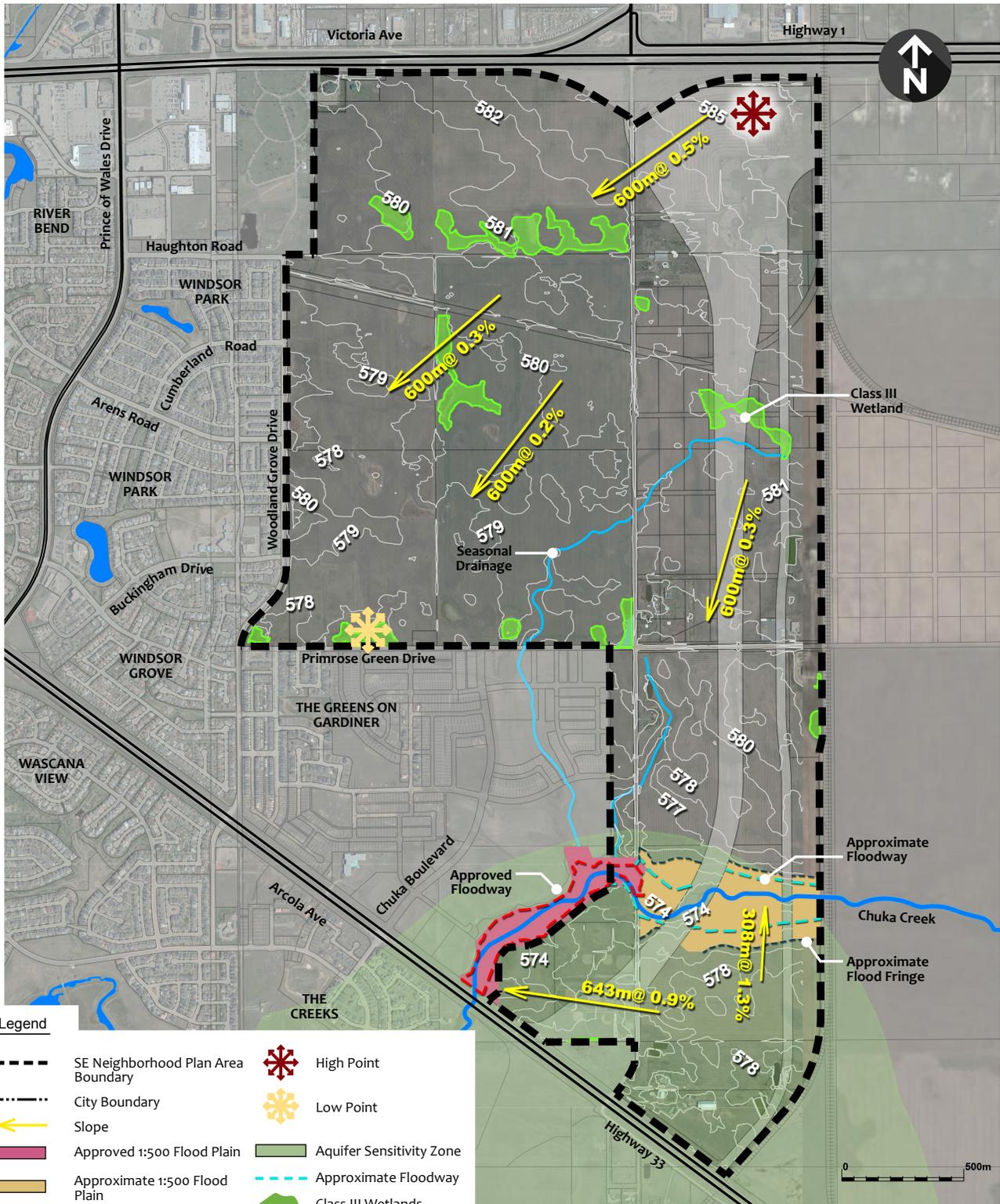
## 2.1.5 Geotechnical Conditions

Geotechnical Assessments have been completed for a portion of the plan area. The geotechnical assessments examined subsurface soil conditions, groundwater levels, and overall geotechnical conditions to arrive at development recommendations. The analysis found no significant geotechnical constraints to the development of residential, commercial, and industrial uses envisioned for the SENP lands. The analysis provided a number of considerations relative to the construction activities and requirements for future development. These considerations shall be considered at the time of implementation and development.

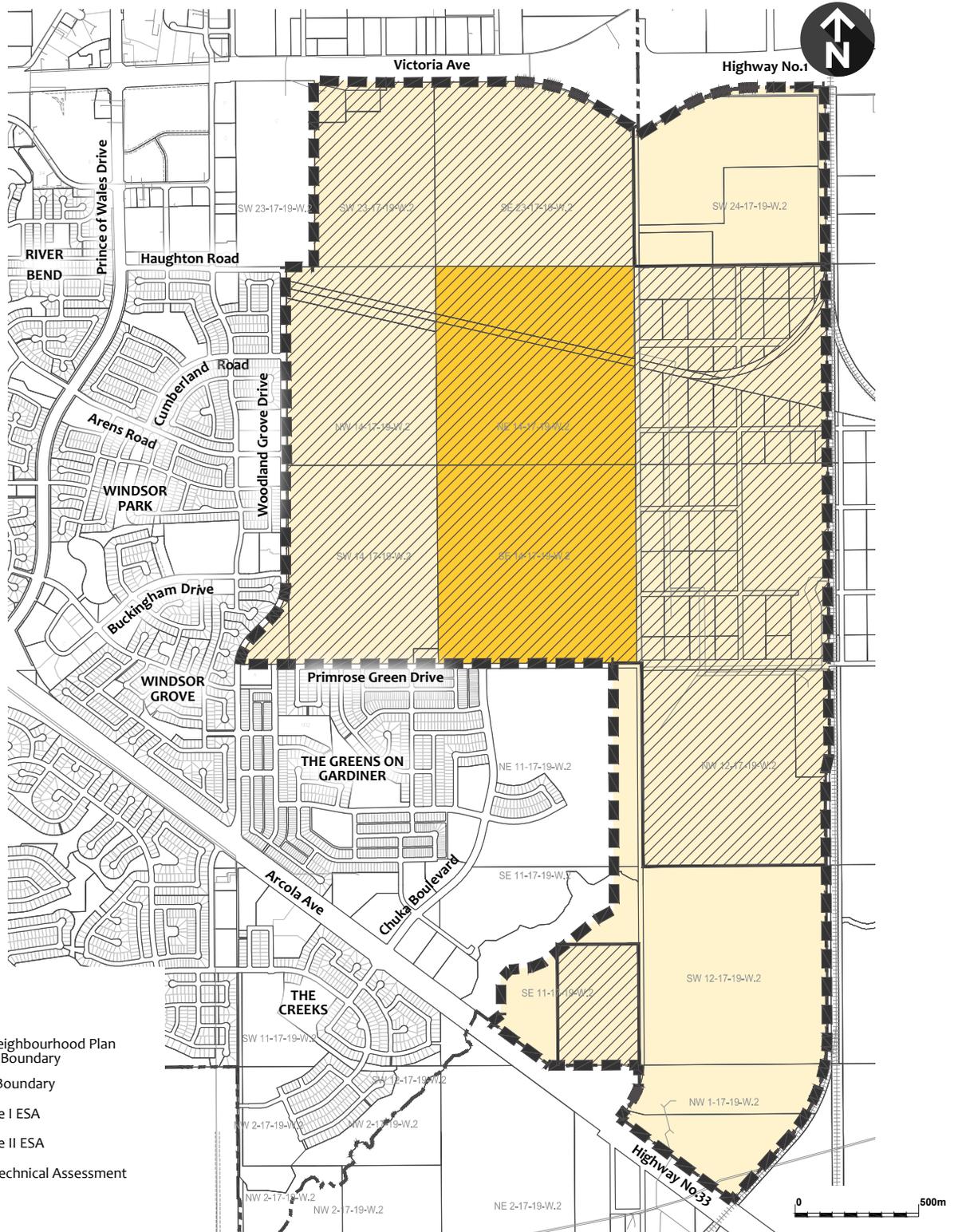
### Policies

- 2.1.5(a) Prior to development, Geotechnical Assessments should be completed and submitted concurrently with each concept plan submission within the SENP area
- 2.1.5(b) Development within the SENP area should comply with the recommendations stemming from completed Geotechnical Assessments unless waived by the City of Regina.

# F5| Existing Natural Conditions



F6| Completed ESA's and Geotechnical Assessments



## 2.2 Surrounding Area Conditions

### 2.2.1 Adjacent Land Uses & Community Infrastructure

The SENP area is well-positioned in the southeast sector of Regina to accommodate forecast population growth over the next 20 years. With established and fully developed neighbourhoods to the west of the plan area and the Greens on Gardiner neighbourhood to the southwest approaching the final stages of development, the development of the SENP will represent contiguous growth within the city of Regina.

As illustrated in **Figure 7: Southeast Regina Adjacent Land Uses & Community Amenities**, the plan area is within close proximity to existing community and regional amenities and services. Regional retail, hospitality, and other commercial services are located west of the plan area within the Victoria Avenue urban corridor. This area is the largest and busiest commercial corridor in Regina, offering a variety of services to both residents of the City and surrounding region. Development of the subject lands along Victoria Avenue provides the opportunity to extend the existing urban corridor.

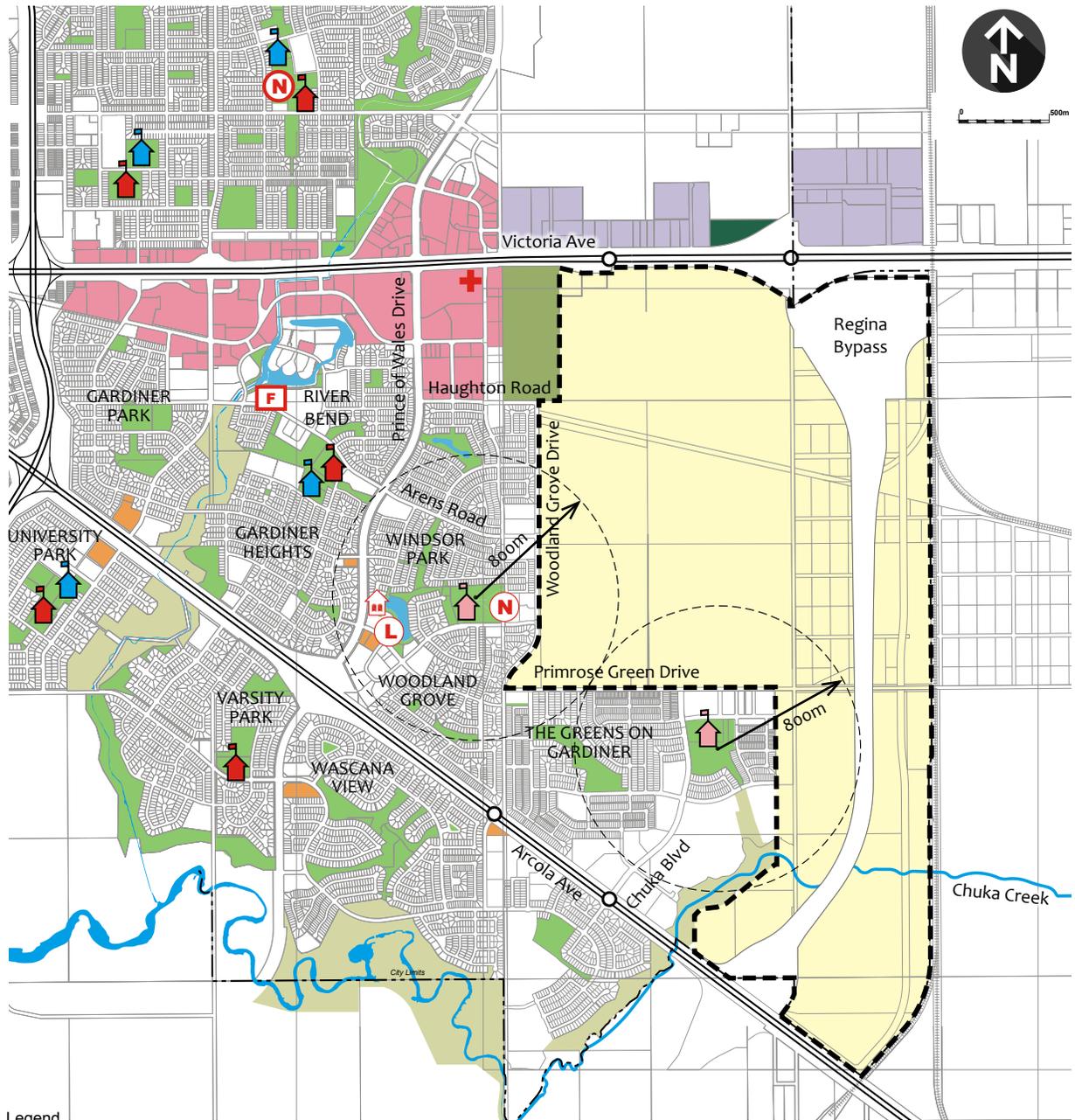
Neighbourhood hubs in adjacent communities include the Sandra Schmirler Leisure Centre/Regina Public Library, the Arcola East Community Centre, and other open space features that act as neighbourhood focal points. The Sandra Schmirler Leisure Centre is a community destination facility that serves as a hub of activity within the Arcola East community, providing recreation opportunities, multi-purpose and meeting spaces, and cultural activities. The Arcola East Community Centre is a neighbourhood recreation centre that provides a gymnasium, multi-purpose room and crafts room and is intended to serve local residents.

The nearest existing public and separate schools are located in the neighbourhood of Windsor Park and a proposed joint public and separate elementary school shall be located in the Greens on Gardiner neighbourhood.

The nearest existing fire station is located within the neighbourhood of Riverbend. This fire station is located approximately 2.5 km from the central portion of the SENP area. The fire station at 2700 Arens Road will service the fire response needs for the SENP prior to the construction of an additional emergency response station within the subject lands. The location of a future additional emergency response station within the plan area will remain subject to further analysis and discussions between the City of Regina and plan area landowners at the time of future concept plan submissions.

The location and type of the existing transportation network, land uses and community infrastructure has helped guide the preparation of the SENP land use concept and development vision.

F7 | Southeast Regina Adjacent Land Uses & Community Amenities



Legend

- |  |   |   |
|--|---|---|
| <ul style="list-style-type: none"> <li>--- SE Neighborhood Plan Area Boundary</li> <li>- - - City Boundary</li> <li> Public Elementary School</li> <li> Separate Elementary School</li> <li> Joint Public/ Separate Elementary School</li> <li> Sandra Schmirler Leisure Centre</li> <li> Neighborhood Centre</li> </ul> | <ul style="list-style-type: none"> <li> Library</li> <li> Fire Station</li> <li> Medical Clinic</li> <li> Memorial Gardens Cemetery</li> <li> Regional Retail/ Hospitality Uses</li> <li> Light Industrial &amp; Service Commercial</li> <li> Campground</li> </ul> | <ul style="list-style-type: none"> <li> Local/ Neighbourhood Commercial</li> <li> Residential Uses</li> <li> Open Space/ Parks</li> <li> Environmental Reserve</li> <li> Stormwater Facility</li> <li> Water Course</li> <li> 800m ("as the crow flies")</li> </ul> |
|--|---|---|

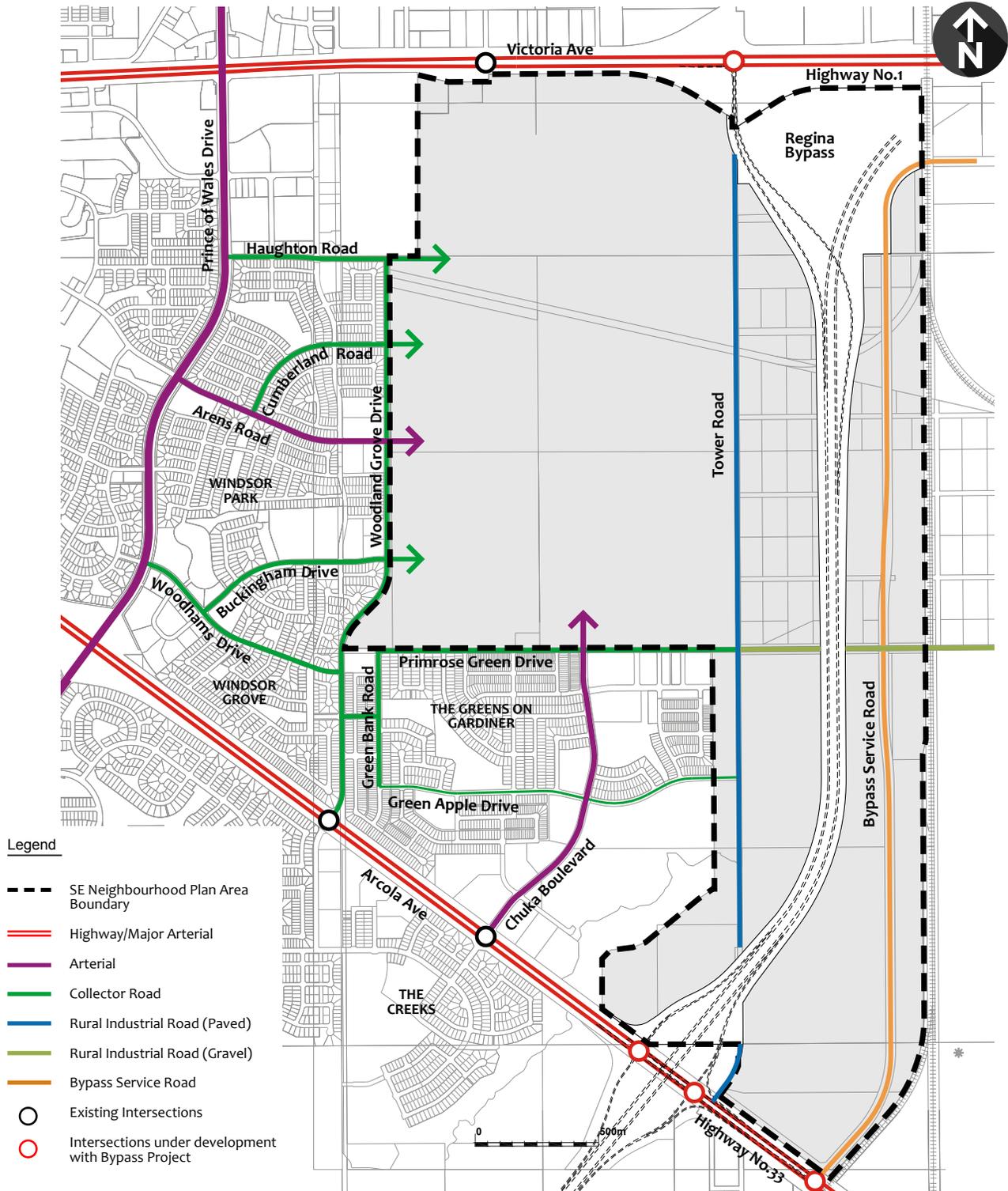
## 2.2.2 Existing Transportation Network

As illustrated in **Figure 8: Existing Transportation Context**, the existing transportation network in relation to the plan area consists of the boundary roads of Victoria Avenue to the north, Arcola Avenue and Primrose Green Drive to the south and Woodland Grove Drive to the west. Direct access to these roadways will connect the plan area to the regional road network and support the efficient movement of residents to and from the plan area.

In addition to these major boundary road conditions, there are a number of east - west roadways which have the potential to support development within the plan area including Haughton Road, Cumberland Road, Arens Road, Buckingham Drive and Primrose Green Drive. These roads will provide access points to and from the SENP lands and provide the connection and integration with surrounding neighbourhoods and existing commercial areas. An important north-south connection into the NP area will be the extension of Chuka Boulevard, which is presently under development within the Greens on Gardiner community.

Aside from these boundary conditions, the plan area is currently bisected by Tower Road which has been recently upgraded to handle heavy truck traffic associated with the existing agricultural processing operations. Additional existing developed roadways include Township Road 252 which is developed to a local industrial standard and provides access to existing agri-industrial operations and includes a constructed crossing over the CN-CP rail line and connections to adjacent lands situated in the RM of Sherwood No. 159 and the RM of Edenwold.

F8 | Existing Transportation Context



### 2.2.3 Future Transportation Network

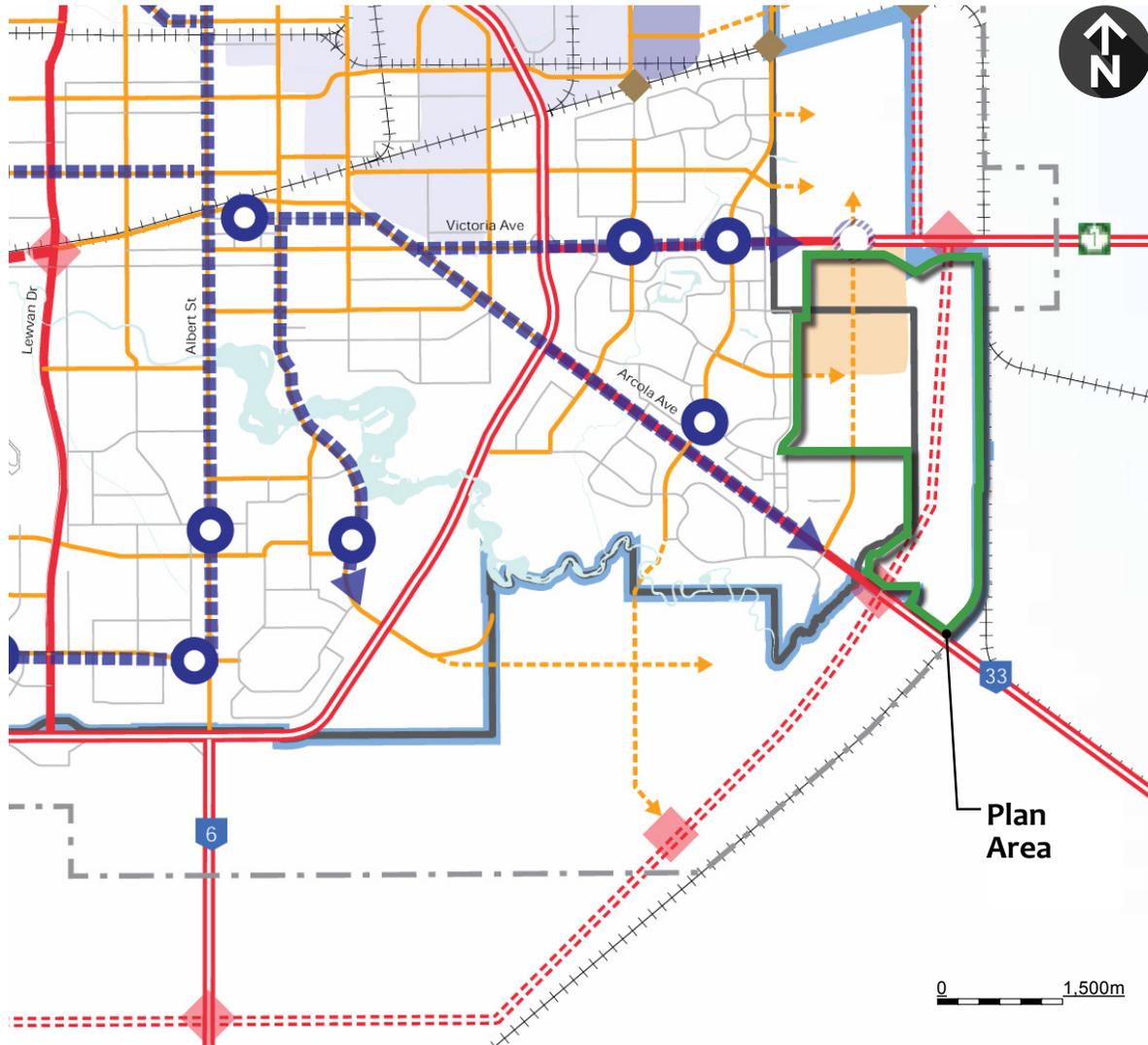
The future transportation network to support development within the plan area has been established by the City of Regina through the completion of the Design Regina OCP and the City Transportation Master Plan (TMP). As illustrated by **Figure 9: Design Regina OCP Transportation Network**, Victoria Avenue and Arcola Avenue are identified as future Urban Expressways transitioning into Provincial Highways as they approach the City's eastern boundary. They have also been identified as future Express Transit Corridors intended to support the growth and development of the City's transit system. Aside from Victoria and Arcola Avenue, the OCP also recognizes Arens Road and Chuka Boulevard as potential arterial roads to support the development of the SENP area.

In addition to the City's OCP and TMP, the Government of Saskatchewan (Province) has recently awarded construction and operation of the Regina Bypass which has a significant impact on the plan area. This Province-led initiative will increase connectivity between Highway No. 1 East to Highway No. 33 and act as the future Trans-Canada Highway for the portion south of Regina. The bypass is intended to alleviate traffic congestion on Victoria Avenue and maintain the high speed free flow of traffic on Highway No. 1. The Bypass will also provide an alternate route for vehicles to travel between Victoria Avenue and Arcola Avenue.

In addition to the Regina Bypass requirements within the plan area, the Province has recently expressed the need to consider the potential implications of the extension of the bypass northward along Anaquod Road (previously Tower Road). In support of this, the Province has provided preliminary design requirements and requested that the SENP establish a land use and policy response to these potential requirements. It is anticipated that a functional plan may be commissioned by the Province to explore the Northeast Bypass and associated design requirements within a 3 year period which will finalize the exact location and extent of right of way required to support this future infrastructure initiative.

The SENP has taken into account both the existing transportation network and the future transportation requirements necessary to support the development of the plan area.

F9 | Design Regina OCP Transportation Network



- |                            |                          |                                    |                               |
|----------------------------|--------------------------|------------------------------------|-------------------------------|
| Highway                    | Potential Arterial Road  | Potential Transit Node             | New Employment Area           |
| Potential Highway          | Collector                | Potential Interchange              | Waterbody                     |
| Urban Expressway           | Railway                  | Potential Railway Grade Separation | 2013 City Boundary            |
| Potential Urban Expressway | Express Transit Corridor | New Neighbourhoods (300k)          | 2014 City Boundary*           |
| Arterial Road              | Transit Node             | Existing Approved Employment Area  | Joint Planning Area Perimeter |

## 2.3 Constraints

*The constraints section addresses items that may pose a potential limitation to development within the plan area and provides an appropriate policy response to address such limitations.*

### 2.3.1 Regina Bypass

The Province has secured the right-of-way for the Regina Bypass, located within the plan area. The Bypass right-of-way and service road dedication is shown on **Figure 10: Land Use & Development Constraints**, consisting of approximately 105 hectares (259 acres) of land within the plan area. Residential, commercial, and industrial development within the vicinity of the Bypass will be subject to setback requirements as determined by the Province. Preliminary building setbacks from the nearest travel lane, provided by the Province, have been identified at 55 metres for commercial and industrial uses and 60 metres for residential uses.

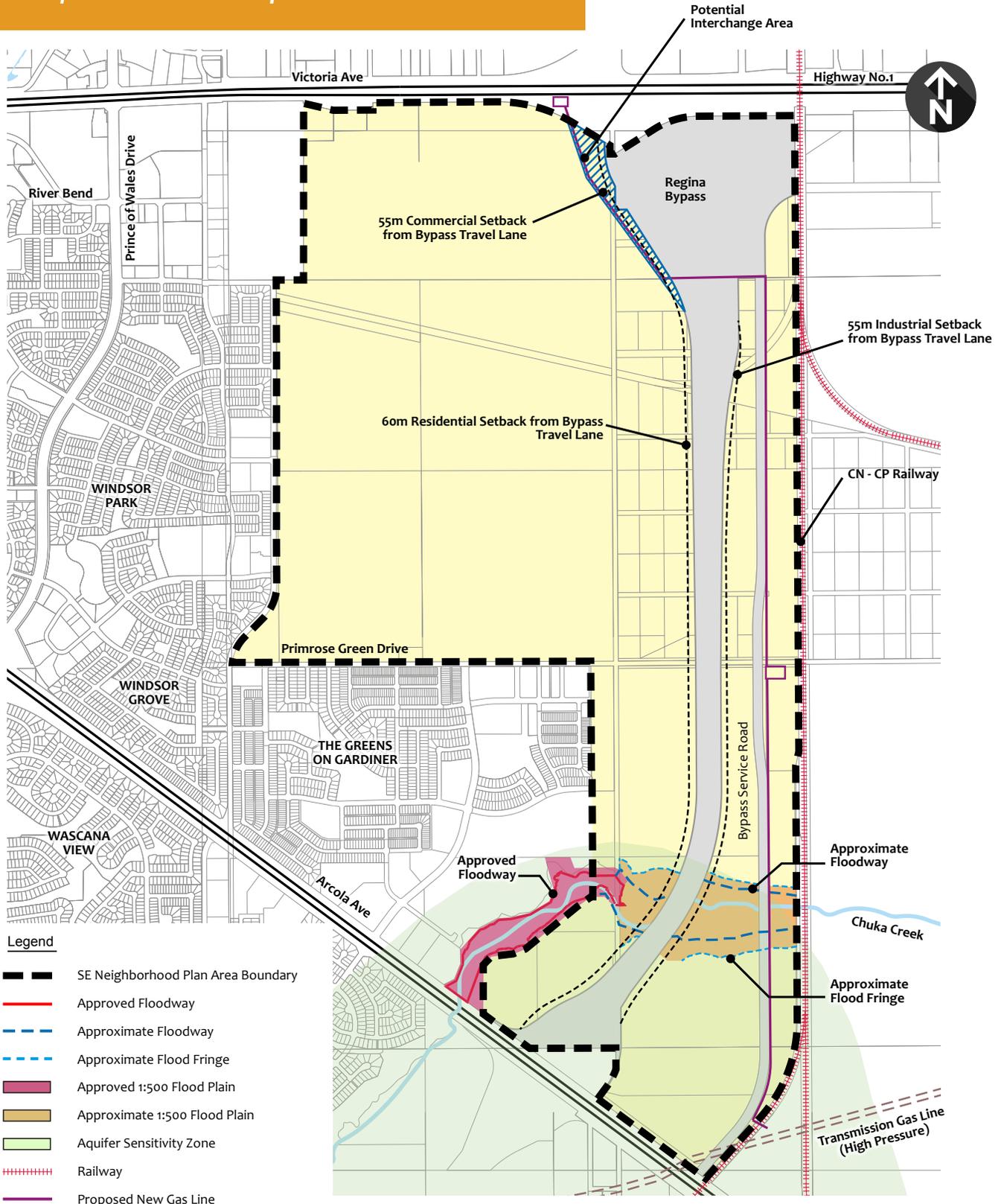
To address the potential noise impacts stemming from traffic movements and volumes associated with the Bypass, MMM Group Limited undertook a Noise Control Study to predict the potential vehicular noise impacts within the plan area and to determine the extent of physical noise control measures necessary to attenuate projected noise from the proposed Bypass. The report concluded that development within the SENP will not be constrained by future traffic noise as forecast noise levels for adjacent development areas remain within City of Regina standards. Notwithstanding, certain noise attenuation measures for the control of outdoor and indoor sound levels were recommended.

In addition to the Regina Bypass, the Province has identified the potential to commence functional planning for the NE Regina Bypass within a 3 year period. The NE Regina Bypass may necessitate realignment of Anaquod Road and a future interchange at Anaquod Road and Victoria Avenue. In the absence of a completed functional plan, an analysis of the lands which may be impacted by a potential interchange area has been undertaken.

#### Policies

- 2.3.1(a) Lands for the Regina Bypass shall be provided as shown on **Figure 10: Land Use & Development Constraints**.
- 2.3.1(b) Should lands identified for the bypass development not be required, the lands may be used to accommodate appropriate types of land-use and development, as determined by the City.
- 2.3.1(c) Development shall be setback from bypass improvements in accordance with applicable Provincial requirements.
- 2.3.1(d) Noise attenuation measures for indoor and outdoor noise control should be in conformance with recommendations contained in noise impact assessments completed at the time of concept plan submissions.
- 2.3.1(e) Recommendations for outdoor living areas, sound barrier fences, and building and landscape treatments should be considered at the concept plan stage when land uses, lot siting, and lot orientation are available.
- 2.3.1(f) All developments occurring within 90 metres of the Regina Bypass and the Regina Bypass Service Road shall be subject to review and approval by the Ministry of Highways as per Provincial legislation.

**F10 | Land Use & Development Constraints**



## 2.3.2 Chuka Creek Floodplain

Chuka Creek runs east-west across the southern portion of the plan area, collecting regional drainage and conveying flows into the Wascana Creek system. The defined 1:500 floodway and the flood plain associated with Chuka Creek has been identified in **Figure 10: Land Use & Development Constraints**.

The floodway is the portion of the flood plain where the waters in the 1:500 year flood are projected to meet or exceed a depth of one metre or exceed a velocity of one metre per second. This area should be dedicated as Environmental Reserve (ER). Environmental Reserve is dedicated lands provided to the municipality or Crown based on lands deemed undevelopable due to environmental significance, flooding, slope, etc. and as per the *Planning and Development Act, 2007*.

A portion of the Chuka Creek floodway has been defined and approved through the Greens on Gardiner Concept Plan. An approximate floodway has been identified in the plan area based on the elevation contours of the approved floodway. Further analysis and delineation of this floodway may be required at concept plan stage.

The flood fringe is the portion of the flood plain, outside the floodway, 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. Those lands situated within the flood fringe area will be subject to special development considerations to ensure appropriate flood mitigation measures have been undertaken at the time of development.

### Policies

- 2.3.2(a) The lands situated within the Chuka Creek floodway should be dedicated as Environmental Reserve; the use of land dedicated as Environmental Reserve shall be in accordance with the *Planning and Development Act, 2007*.
- 2.3.2(b) Future development within the Chuka Creek flood fringe shall be subject to development regulations as specified within the Regina Zoning Bylaw

### 2.3.3 Aquifer Sensitivity Overlay

The Aquifer Protection Overlay Zone is located in the southeast corner of the plan area and is identified as a low sensitivity zone. Development within the aquifer sensitivity area will consider the aquifer sensitivity and adhere to the regulations outlined in the Regina Zoning Bylaw.

#### Policies

2.3.3(a) Development within the Aquifer Sensitivity Area shall adhere to the Regina Zoning Bylaw.

### 2.3.4 High Pressure Gas Line

An existing high pressure TransGas transmission line is located in the southeast corner of the plan area. Consideration of this line should to be taken for any future development directly adjacent to the transmission line.

#### Policies

2.3.4(a) Development adjacent to the high pressure gas line right-of-way shall be subject to the setback and development requirements as stipulated by the City of Regina.

### 2.3.5 CN-CP Rail Line

The shared CN-CP rail line is located on the eastern edge of the plan area. The presence of the railway and the future bypass restrict the viability and appropriateness of residential land uses within this area. Planning of these lands should consider an appropriate interface with the railway. Industrial uses would be a compatible land use adjacent to the railway.

#### Policies

2.3.5(a) Future land uses adjacent to the railway shall not include residential uses.

2.3.5(b) Development setbacks from railway corridors will be established by the City of Regina, and should be based on the FCM/RAC *Guidelines for New Development in Proximity to Railway Operations, 2013*.

3.0

# *Vision & Design Principles*

## **3.1 Vision Statement**

The southeast community provides the opportunity for residents to live, work and play in an attractive and comfortable environment; where residents can walk or ride their bike to parks or local services; and where children can attend all levels of school in their own community. The southeast community is a complete community that provides choice and opportunity for all Regina residents.

The southeast lands shall support the development of a complete community comprised of several distinct neighbourhoods containing a range of housing options, commercial services, recreational opportunities, and institutional land uses. The Victoria Avenue corridor has become a busy activity centre that serves the commercial needs of area residents and the greater Regina region. Chuka Boulevard provides an attractive space for multi-modal forms of travel through the community. A vibrant hub at the centre provides higher residential densities, mixed- uses, and local and personal services to residents, creating a focal point for surrounding neighbourhoods.

Neighbourhood areas contain residential development of varying densities, complemented by an interconnected open space system that provides appealing public spaces and recreational opportunities for a variety of users. The linear stormwater facility creates an open space spine that connects residential areas and promotes pedestrian and cyclist activity. The Zone Park draws users from within the community and throughout the city, fostering sport and recreation and encouraging healthy and active lifestyles.

Industrial uses on the east side of the Bypass provide employment opportunities for area residents and foster the overall economic health of the southeast community and the city.

The southeast community will integrate with and complement existing neighbourhoods, corridors, and centres while providing new opportunities for employment, retail services, recreation, education, and housing.

## 3.2 Design Principles

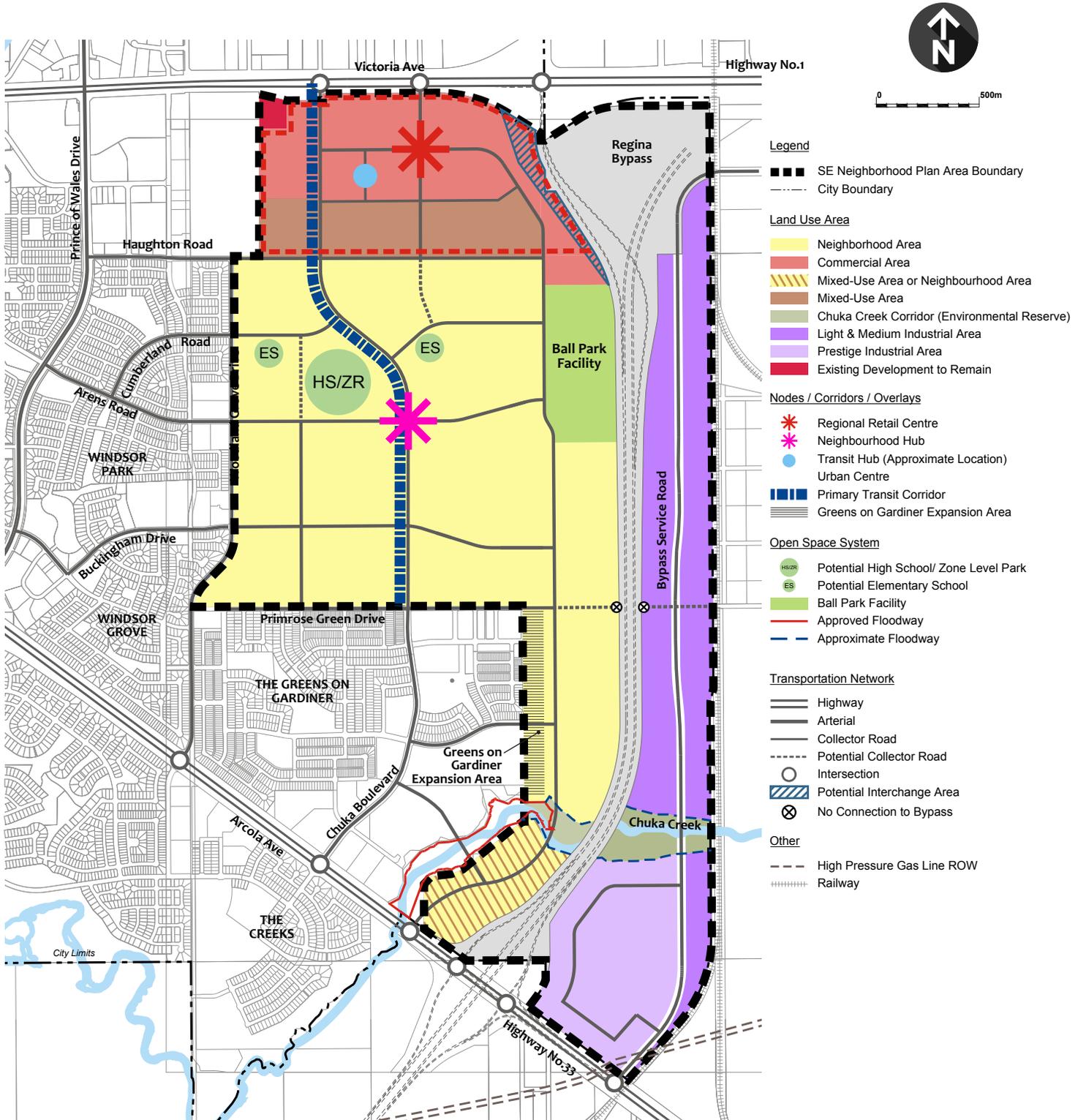
In accordance with the approved priorities of the Design Regina OCP, the SENP has been planned as a complete community, incorporating residential development, employment lands, an Urban Centre, and a Transit Hub. Key design principles embodied in this Neighbourhood Plan include:

- **INTEGRATION WITH EXISTING USES** - the plan area will consist of neighbourhoods that consider and respect existing development. Boundary conditions will complement and integrate with existing neighbourhoods, urban corridors, transportation networks, and open space systems.
- **LAND USE DIVERSITY** - the Southeast lands will form a complete community by providing opportunities for recreation, cultural development, education, and employment. The plan area will accommodate a full range of residential and non-residential land uses.
- **HOUSING MIX** - a range of housing product and housing density will be offered within the NP area to support a diverse population and allow residents to remain in the community through various stages of their life. Achieving or exceeding the OCP residential density target, the anticipated housing will range from low to high density residential development and include single detached residential, attached housing forms, and apartment units.
- **EMPLOYMENT AND HUBS** - a variety of employment opportunities, lifestyle services, and commercial land uses will be integrated within the plan area to meet regional, community, and neighbourhood needs. Various employment opportunities and daily services will be offered in strategic locations within the plan area. Built forms will range from pedestrian-focused mixed-use development within the central Neighbourhood Hub to large-format retail uses within the Regional Retail Centre. Future Industrial lands will form a significant employment base within the plan area.
- **CONNECTIVITY** - the street network will integrate the SENP with existing neighbourhoods and the regional transportation system. Connectivity with existing city development is ensured through multiple access points from surrounding neighbourhoods and direct access points off of Victoria Ave and Arcola Ave. The well connected network of streets (grid-like) and the comprehensive system of sidewalks, multi-use pathways, regional pathways, and greenways will encourage pedestrian and cyclist circulation within the community. A transit corridor and transit hub will promote public transit use and allow residents to access key community amenities.
- **OPEN SPACE & RECREATION** - the SENP will offer a range of passive and active recreation opportunities and community gathering places through a comprehensive park and pathway system. An enhanced linear stormwater facility encompassing a pathway system will run north-south through the plan area and eventually connect with Chuka Creek and subsequently the Wascana Creek system. Neighbourhood parks will provide places to gather and socialize. A Zone Park will be a focal point for athletics, providing a variety of areas for both recreational and competitive activities.
- **SENSE OF PLACE** - the design of the SENP will invoke a sense of place within its neighbourhoods through the creation of Neighbourhood Hubs, areas of activity, defined focal points, and view corridors to the open space system. Forming a portion of the regional gateway on both the north and south boundaries, the NP area will maintain a high standard of built form and architectural design.

### 3.3 Land Use Concept

**Figure 11: Land Use Concept** provides an overview of the general location of the land use and transportation framework envisioned to support the development of a complete community within the NP area. **Table 1: Land Use Concept Overview** provides a description of key land use elements, nodes, corridors and overlays which relate to the SENP.

F11 | Land Use Concept



## T1 | Land Use Concept Overview



### Neighbourhood Area

A defined area within a community, containing a mix of residential uses of varying densities/forms and compatible non-residential uses.



### Commercial Area

Serves the retail, service and employment needs of area residents. Retail uses may include medium and large format uses. Other uses may include office, cultural, and recreational uses.



### Mixed-Use Area

Mixed use areas may contain a mix of commercial, residential and employment uses mixed either vertically or horizontally. Other complementary uses may include office, cultural, and recreational uses.



### Industrial Areas

Provide for prestige, light and medium industrial uses between the Regina Bypass and the CN/CP Railway.



### Chuka Creek Corridor

Includes the Chuka Creek floodway as Environmental Reserve and the flood fringe which will require special development considerations.



### Existing Development to Remain

Regina Memorial Gardens and Cemetery will remain as currently developed.



### Urban Centre

An area of focus for medium - high-density residential, retail and commercial uses, and transit-oriented development, that is easily accessible to a large segment of the population.



### Regional Retail Centre

An area of medium to large format retail uses located within the Urban Centre and containing predominantly single story, stand alone structures which may be supported by smaller format junior anchors.



### Neighbourhood Hub

A focal point for all neighbourhoods within the Neighbourhood Plan. Provides a pedestrian-oriented environment and a mix of uses including medium-high density residential, retail and service uses, and transit-oriented development.



### School Sites

Areas identified for potential school sites, elementary and high school, combined with public recreation areas.



### Ball Park Facility

The new location for the existing Ball Park that was impacted by the construction of the Regina Bypass at Arcola Avenue. The Ball Park will be a regional facility containing a number of baseball diamonds.



### Greens on Gardiner Expansion Area

Expansion area of the approved Greens on Gardiner Concept Plan.



### Transit Hub

A point in the transit network that is a transfer location between multiple transit routes.



### Primary Transit Corridor

A route that is served by a higher level of transit operating at higher frequencies.



### Regina Bypass

The right-of-way required for the Regina Bypass. Development setbacks will apply to lands adjacent to the Bypass.



### Potential Interchange Area

An approximate area that may be required for a potential development of an interchange at Victoria Avenue and Anaquod Road (previously Tower Road) in order to connect to the future Northeast Bypass, north of Victoria Avenue.

## 3.4 Neighbourhood Plan Statistics

### 3.4.1 Land Use Statistics

**Table 2: Neighbourhood Plan Land Use Statistics** provides an overview of the land use statistics for the SENP. These statistics have been calculated based on the general land uses presented in **Figure 11: Land Use Concept** in order to provide clarity on anticipated land use yields and population projections.

#### T2 | Neighbourhood Plan Land Use Statistics

Land Use	Area (Hectares)	Area (Acres)	% of Plan Area
Neighbourhood Area	296.3	732.2	43.1%
Commercial Area	66.1	163.3	9.6%
Mixed-Use Area	53.9	133.1	7.8%
Prestige Industrial	59.3	146.7	8.6%
Light & Medium Industrial	74.6	184.4	10.8%
Existing Development to Remain	1.8	4.5	0.3%
Regina Bypass & Service Road	105.2	259.9	15.3%
Chuka Creek Corridor	8.0	19.7	1.2%
Ball Park Facility	22.6	55.8	3.3%
<b>Total</b>	<b>687.8</b>	<b>1699.6</b>	<b>100%</b>

#### Policies

- 3.4.1(a) The location and type of land uses, parks and open space and transportation network shall be in conformity with an approved concept plan which is in general compliance with this Neighbourhood Plan.
- 3.4.1(b) Notwithstanding Policy 3.4.1(a), minor variances to the generalized land use concept introduced at the time of a concept plan, rezoning and/or subdivision application shall not require an amendment to this Neighbourhood Plan.

### 3.4.2 Population & Jobs

**Table 3: Population & Job Statistics** calculates the minimum population requirements and anticipated job projections for the Neighbourhood Plan. The gross developable residential area was calculated by deducting the non-developable areas and the regional land uses identified in the plan. The minimum population requirement for the SENP was determined using the gross developable residential area and the City's OCP target of 50 persons per gross hectare<sup>1</sup>. Anticipated job projections were calculated based on assumed commercial and industrial net areas, floor area ratios, and corresponding employment assumptions.

#### T3 | Population & Job Statistics

	Hectares	Acres
<b>Total Plan Area</b>	<b>687.8</b>	<b>1699.6</b>
Less Regina Bypass & Service Road ROW Dedication	105.2	259.9
Less Ball Park Facility	22.6	55.8
Less Zone Park	15.0	37.0
Less Chuka Creek Floodway (Future Environmental Reserve)	4.7	11.5
Less Existing Funeral Home Lands (Development to Remain)	1.8	4.5
<b>Gross Developable Area</b>	<b>538.5</b>	<b>1330.9</b>
<b>Regional Land Uses</b>		
Less Regional Commercial Area	66.1	163.3
Less Industrial Areas	134.0	331.1
<b>Gross Developable Residential Area</b>	<b>338.4</b>	<b>836.5</b>

Gross Developable Residential Area (Ha)	City Population Intensity Targets	Minimum Population Requirements	Anticipated Job Projection <sup>2</sup>
338.4 ha	50 persons per gross hectare	16,920	6,000

<sup>1</sup>The initial Towns Concept Plan was approved prior to the adoption of Design Regina OCP. As such, the Towns is considered exempt from the minimum population intensity target set out in the OCP of 50 persons per gross residential hectare. Notwithstanding this exemption, the Towns Concept Plan area has been included in the overall population projection.

<sup>2</sup> Anticipated Job Projection is based on the following assumptions:

- **Gross-Net Ratio:** less 7% for Light/Medium Industrial, less 15% for Prestige Industrial, less 25% for commercial area
- **Floor Area Ratio:** 0.15 FAR for Industrial and 0.3 FAR for commercial
- **Employment Ratio:** 1 job per 100m<sup>2</sup> of Industrial area, 1 job per 50m<sup>2</sup> of commercial area

Employment Uses considered for Anticipated Jobs calculation include:

- Commercial Area (66.1 hectares, 163.3 acres)
- 20% of north Mixed-Use Area (7.0 hectares, 17.2 acres)
- 40% of the south Mixed-Use Area (7.6 hectares, 18.8 acres)
- Neighbourhood Hub (4.5 hectares, 11.0 acres)
- Prestige Industrial (59.4 hectares, 146.7 acres)
- Light & Medium Industrial (74.6 hectares, 184.4 acres)

# 4.0

# Community & Neighbourhood Framework

## 4.1 Communities & Neighbourhoods

### Purpose

The plan area will incorporate one Community and one Employment/Industrial Area. Neighbourhood boundaries within the community are delineated to help inform future concept planning in order to create a sense of identity and facilitate logical and cohesive development.

### 4.1.1 Communities

The term 'Community' is typically used to describe a geographic area of between 5,000 and 20,000 residents that is planned comprehensively and developed over time. The approximate size of each neighbourhood relating to the SENP is shown on **Figure 12: Community and Neighbourhood Boundaries**.

The SENP will consist of a complete community containing a range of housing, commercial, recreational, and institutional land uses. The SENP community will be comprised of a series of neighbourhoods which, through careful planning, contribute to the realization of a complete community.

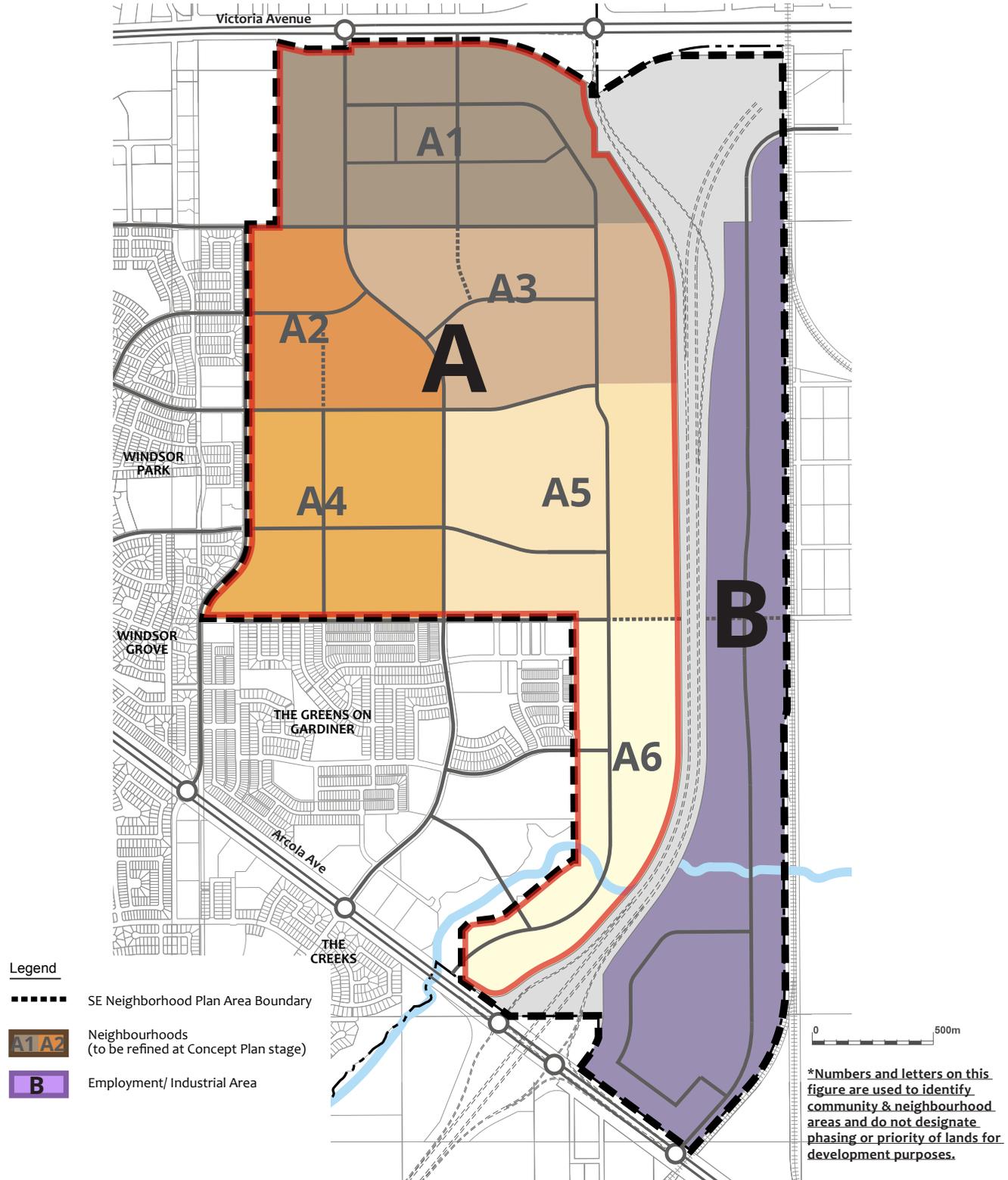
### Policies

- 4.1.1(a) The Plan Area may consist of one (1) Community and one (1) Employment/Industrial Area, and six (6) Neighbourhoods, as generally shown on **Figure 12: Neighbourhood Boundaries**.
- 4.1.1(b) The SENP community should provide the following: a broad range of housing choices, commercial uses, school facilities, open space and parks, accessible transit, and distinctive and attractive neighbourhoods.

**Complete neighbourhoods** are places where residents enjoy their choice of lifestyles, food, housing options, employment, services, retail and amenities, multi-modal transportation, and educational and recreational facilities and programs.

- Design Regina OCP,  
Guidelines for Complete Neighbourhoods

F12 | Community & Neighbourhood Boundaries



## 4.1.2 Employment/Industrial Area

The Employment/Industrial area includes the lands east of the bypass, identified for industrial development. No residential development will be provided in this significant area of employment, therefore no neighbourhood boundaries have been delineated. The employment/industrial area, while separate and distinct, shall generate local and regional employment opportunities and thus contribute to the development of a complete community within the SENP.

### Policies

- 4.1.2(a) The Employment/Industrial Area shall not contain residential uses and school facilities, and therefore does not require the delineation of neighbourhood boundaries.

## 4.1.3 Neighbourhoods

The term 'Neighbourhood' is commonly used to describe a distinct part of a community, containing an area of approximately 160 acres comprising residential and compatible non residential uses and supported by one or more neighbourhood hubs. Based on this guiding principle, there are six (6) neighbourhoods delineated in SENP Community.

The neighbourhood boundaries are approximate and may be refined at the time of a concept plan. The composition, size, intensity, and architectural style may vary between neighbourhoods.

When delineating neighbourhood boundaries, the SENP considered the general size of Neighbourhood Areas, infrastructure considerations, and boundary conditions such as existing development, the regional transportation system, and the internal street network.

### Policies

- 4.1.3(a) The exact boundaries of neighbourhoods illustrated on **Figure 12: Community & Neighbourhood Boundaries** may be refined at the time of concept plan without amendment to this plan being required.
- 4.1.3(b) Neighbourhoods should include a range of residential uses and intensity and may be designed around a centralized neighbourhood hub.

# Land Use Areas

The Land Use Areas identified on **Figure 11: Land Use Concept** are intended to define the overall intent and general land use framework for the main areas within the NP. Additional detail in the form of Nodes, Corridors, and Overlays are applied to Land Use Areas to provide further detail and direction which shall support and guide the preparation of subsequent concept plans.

## 4.2 Neighbourhood Area

### Purpose

The Neighbourhood Area allows for an appropriate mix of residential uses of varying densities and forms in a defined area. Neighbourhood Areas should be designed around a central neighbourhood hub, and should provide a distinct identity for its residents, created through the use of natural features, public parks, streetscape design, landmarks, and sightlines. Neighbourhood Areas should be pedestrian oriented, allow for diverse housing options, and create a sense of community.

Within the Neighbourhood Areas identified on **Figure 11: Land Use Concept**, a combination of low, medium, and high density residential development is envisioned. The majority of the medium and high density development is anticipated within the Urban Centre, along Chuka Boulevard, and in proximity to the Neighbourhood Hub. Medium and high density development may also be strategically located near open space amenities and major road networks. A range of housing types will be accommodated within the NP to provide housing choice to a diverse population and people at varying stages of life. Appropriate interface areas and gradients in density will be provided in order to ensure appropriate transitions and compatibility between various land uses and densities and in relation to existing development. Under the Design Regina OCP, new residential areas are required to achieve a minimum gross population density of 50 persons per gross hectare. Each residential concept plan area within the Southeast NP will reach or exceed this minimum population density. Based on City requirements and the general land use concept, the estimated minimum population target for the SENP is approximately 16,920.

### Policies

#### Location of Neighbourhood Area

4.2(a) Neighbourhood Areas shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Neighbourhood Area

- 4.2(b) Neighbourhood Areas shall consist of predominantly residential uses with limited and compatible non-residential uses.
- 4.2(c) Each Neighbourhood should contain a focal point within walking distance of all neighbourhood residents; the focal point should include a public open space and may contain a combination of medium-high density residential, recreational and cultural uses, and/or institutional uses.
- 4.2(d) All concept plans within the Neighbourhood Area shall achieve a minimum of 50 persons per gross developable residential hectare.
- 4.2(e) Medium (net density 25-50 units/hectare), and High density (greater than 50 units/hectare) multi-dwelling residential development should be located throughout the Neighbourhood Areas in locations that support transit and mixed use development; primarily within the Urban Centre, in proximity to Chuka Boulevard, the Neighbourhood Hub and major roadways throughout the NP area.

- 4.2(f) Low density development (net density less than 25 units/hectare) may represent the predominant (over 50%) residential housing form in the Neighbourhood Areas, outside of the Urban Centre and Neighbourhood Hub.
- 4.2(g) Alternative forms of housing (such as secondary suites, live-work housing, laneway housing and mixed-use housing) should be encouraged and supported within neighbourhood areas in order to meet the needs of different lifestyles and to support the delivery of affordable housing.
- 4.2(h) The provision of rental, affordable and special needs housing should, where applicable, be in accordance with the City's Comprehensive Housing Strategy
- 4.2(i) The general categories of residential uses identified shall be refined through the land use districts applied at the time of a concept plan and land use rezoning application.

#### **Design of Neighbourhood Area**

- 4.2(j) Multi-dwelling residential development should have a strong street presence and should include appropriate transitions from higher density development to lower density development through the utilization of transitional land uses such as medium residential density uses or open space.

## 4.3 Commercial Area

### Purpose

The Commercial Area will serve the commercial, service and employment needs of both local and regional residents. The Commercial Area is comprised of those lands in proximity to Victoria Avenue, extending and enhancing the existing Urban Corridor. The Commercial Area is intended to provide flexibility in commercial and other employment uses within the designated corridor lands.

The Regional Retail Centre definition provides direction on the intent of retail uses within the Commercial Area. Since the area will benefit from the high visibility, large traffic volumes and ease of access to Victoria Avenue and Chuka Boulevard, large format retail uses will be the predominant form of development. Large-format uses typically include single story, stand alone structures, usually located on a single site. Higher volumes of traffic are anticipated to visit large format retail, therefore, the retail centre has two access points off Victoria Avenue and is served by a street network of arterial and collector roadways. Large-format retail uses will be supported by smaller - medium format, junior anchor tenants in a comprehensively planned and developed site.

Other compatible uses which may be permitted in the Commercial Area may include office, residential, cultural and recreational uses.

### Policies

#### Location of Commercial Area

4.3(a) The Commercial Area shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Commercial Area

- 4.3(b) The Commercial Area shall consist of predominantly large format retail uses and may consist of other compatible employment uses such as office or other commercial services.
- 4.3(c) Medium or high density residential uses may be permitted in the Commercial Area.
- 4.3(d) The general categories of commercial uses identified shall be refined through the land use districts applied to the Commercial area at the time of a concept plan and land use rezoning application.
- 4.3(e) Master Site Development Plans shall be required at the Development Permit stage which address the general location of building footprints, landscaping and lighting, parking, access, pedestrian connections, traffic signals and markings, and transit facilities, within the Commercial Area.

#### Size & Intensity of Commercial Area

4.3(f) The exact size of the Commercial Area will be determined at the concept plan stage.

## 4.4 Mixed-Use Area

### Purpose

The two (2) Mixed-Use Areas comprise lands within the Urban Centre, directly south of the Commercial Area, and lands in proximity to Arcola Avenue and the Regina Bypass. The intent of the Mixed-Use Area is to provide flexibility to accommodate a combination of residential and commercial uses. Residential uses shall consist of predominantly medium and high density development.

Retail uses within the Mixed-Use Area adjacent to Arcola Avenue may include highway commercial development providing services to the travelling public as well as development catered to serve the needs of the surrounding neighbourhoods. Retail uses within the Mixed-Use Area of the Urban Centre may include retail and commercial services that complement the uses of the Commercial Area while providing an appropriate transition to residential uses.

Vertical and horizontal residential/retail mixed-use developments/sites are encouraged in both Mixed-Use Areas. Commercial and mixed-use development within the Mixed-Use Areas should consist of a high quality pedestrian environment.

### Policies

#### Location of Mixed-Use Areas

4.4(a) The Mixed-Use Areas shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Mixed-Use Areas

4.4(b) The Mixed-Use Areas may contain:

- Commercial uses
- Medium and high density residential development
- Other compatible uses

4.4(c) Vertical mixed-use development of residential uses/commercial uses and opportunities for live-work residential units should be encouraged within the Mixed-Use Areas.

4.4(d) Residential and commercial development shall be appropriately integrated, providing compatible interfaces and transitions between the uses.

4.4(e) The composition and extent of any permitted uses within the Mixed-Use Areas shall be further delineated and established at the time of a concept plan and rezoning.

## 4.5 Light & Medium Industrial Area

### Purpose

The purpose of the Light & Medium Industrial Area is to provide for a range of employment uses in the form of light and medium industrial uses. Industrial uses are generally high employment generators and inclusion of these services with the SENP area further enhances the concept of a complete community. The Light and Medium Industrial Area is strategically placed between the Regina Bypass and the CN/ CP Railway to minimize any potential impacts to residential uses. These boundary conditions restrict the feasibility of other land uses within the area and light industrial uses currently exist on the site. It is anticipated that the proximity to the existing CN/CP Railway shall also support industrial development in this area. Light and medium industrial uses could consist of storage, processing, packaging, distribution, service and repair activities, or other similar uses.

### Policies

#### Location of Light & Medium Industrial Area

- 4.5(a) The Light and Medium Industrial Area shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Light & Medium Industrial Area

- 4.5(b) The Light and Medium Industrial Area should be comprised of light industrial, medium industrial, and industrial-supportive uses.
- 4.5(c) The general categories of industrial uses shall be refined through the land use districts applied to the Light and Medium Industrial Area at the time of a land use rezoning application.
- 4.5(d) The City may consider private water and wastewater servicing for the Light and Medium Industrial Area as per policies 7.1(e) and 7.3(i) of this plan.

## 4.6 Prestige Industrial Area

### Purpose

The purpose of the Prestige Industrial Area is to accommodate the opportunity for a well-designed business/ industrial park in the SE quadrant of the city. The Prestige Industrial Area forms part of an important gateway into the city, borders Chuka Creek and is highly visible from two major corridors: the Regina Bypass and Highway 33/ Arcola Avenue. Because of its strategic location, the Prestige Industrial Area will consist of a thorough planning and site design process with the City of Regina at the concept plan stage.

### Policies

#### Location of Prestige Industrial Area

4.6(a) The Prestige Industrial Area shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Prestige Industrial Area

4.6(b) The Prestige Industrial Area should be comprised of light industrial and business service, and other industrial-supportive uses, and shall be further defined through the land use districts applied to the Prestige Industrial area.

4.6(c) The general categories of industrial uses identified shall be refined through the land use districts applied to the Prestige Industrial Area at the time of a land use rezoning application.

#### Compatible Interface & Coordinated Design

4.6(d) Any development within an interface area should present a visually attractive image to the public by coordinating the elements of site design and building architecture in a suitable and appropriate manner, and should provide for a compatible and appropriate interface treatment.

4.6(e) Site and building design guidelines should be identified at the concept plan stage to the satisfaction of the City of Regina.

#### Mobility in Industrial Areas

4.6(f) The transportation network should be designed to provide connectivity for pedestrians, cyclists and drivers within the Industrial Area and from surrounding areas to destinations within the Industrial Area.

## 4.7 Greens on Gardiner Expansion Area

### Purpose

The Greens on Gardiner Expansion Area is located between Anaquod Road and the western boundary of the plan area, adjacent to the existing Greens on Gardiner community. The expansion area will integrate with and take policy guidance from the approved Greens on Gardiner Concept Plan.

### Policies

#### Location of Greens on Gardiner Expansion Area

- 4.7(a) The Greens on Gardiner Expansion Area shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Greens on Gardiner Expansion Area

- 4.7(b) The Greens on Gardiner Expansion Area shall be guided by the approved Greens on Gardiner Concept Plan and shall consist of predominantly residential land uses.

## 4.8 Chuka Creek Corridor

### Purpose

Chuka Creek represents an important drainage element, environmental feature and potential future recreational resource within the NP area. As development proceeds, it will be necessary to protect Chuka Creek for its utility, environmental and recreation benefits, and to ensure that adjacent development is not negatively affected by its floodwaters.

At its discretion, the City may claim, through the subdivision process, lands within the Chuka Creek floodplain, and lands constituting native prairie habitat, as “environmental reserve”. Through the applicable concept plan or rezoning process, further analysis of the Chuka Creek corridor will be required in order to determine heritage potential, including the potential for native prairie habitat. Furthermore, where mapping does not exist, the City may require that the floodway and flood fringe of Chuka Creek be delineated as a prerequisite for concept plan or rezoning approval. The City should review the potential for park designation and pathway development within, and adjacent to, the Chuka Creek corridor as part of any future concept plan or rezoning process.

### Policies

- 4.8(a) The City, at its discretion, may claim, through the subdivision process, lands within the floodplain of Chuka Creek, or lands constituting native prairie habitat, as environmental reserve, as per the Planning & Development Act, 2007.
- 4.8(b) The City may require, as a prerequisite for concept plan or rezoning approval, affecting lands adjacent to Chuka Creek, that:
- The location of the floodway and flood fringe of Chuka Creek be delineated through mapping to the satisfaction of the City and the Province;
  - The potential for native prairie habitat be assessed, in accordance with the requirements of the City and the Province;
  - The potential for park designation and pathway development be assessed.
- 4.8(c) Direct pedestrian connections to the Chuka Creek environmental reserve area shall be considered during the concept plan stage.

# Nodes, Corridors and Overlays

The Nodes, Corridors, and Overlays identified on **Figure 11: Land Use Concept**, are intended to provide additional detail and further direction for specific lands within the identified land use areas. Policies contained within the following sections provide a more comprehensive direction relative to the size, composition, and design of the nodes, corridors, and overlays as identified.

## 4.9 Urban Centre

### Purpose

The purpose of the Urban Centre is to establish an area of focus for high-density, mixed-use, transit-oriented development that is easily accessible to a large segment of the population. The Urban Centre is situated at the intersection of major arterial roads, including Victoria Avenue and the future Chuka Boulevard. It will be an area of activity for the plan area and is a hub for both community and regional interaction. The Urban Centre is characterized by high residential densities, a Regional Retail Centre (including a variety of commercial and retail uses), and direct access to transit service via a Transit Hub. In order ensure an appropriate interface with low density neighbourhood areas to the south, low-medium residential densities may be situated on the southern boundary of the Urban Centre.

### Policies

#### Location of Urban Centre

4.9(a) The Urban Centre shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Urban Centre

4.9(b) The Urban Centre should be comprehensively planned to integrate:

- Small, medium, and large format retail uses
- Medium to high density residential developments
- An amenity space
- A transit hub

4.9(c) The Urban Centre may also contain:

- Appropriate commercial services
- Office and other employment uses
- Cultural, recreational, and institutional uses
- Other compatible uses

4.9(d) Residential development within the Urban Centre shall be predominantly medium and high density development.

4.9(e) Low density residential development may occur along the south boundary of the Urban Centre to ensure a transition to lower density residential uses to the south.

4.9(f) Vertical mixed-use development of residential uses/commercial uses and opportunities for live-work residential units should be encouraged within the Urban Centre.

4.9(g) Residential and commercial development shall be appropriately integrated within the Urban Centre, providing compatible interfaces and transitions between uses.

## 4.10 Neighbourhood Hub

### Purpose

The Neighbourhood Hub is envisioned as the focal point for all neighbourhoods within the NP area, located at the prominent intersection of Chuka Boulevard and Arens Road. The Neighbourhood Hub provides local goods and services and should support and facilitate community interaction and identity. The Hub should accommodate the more intense uses along Chuka Boulevard, providing a focus for mixed-use, pedestrian and transit-oriented development that is easily accessible to a large segment of the community. Commercial and retail uses could include a community-scale grocery store, drugstore, and a combination of street front retail and services uses including restaurants, banks, dental offices, hair salons, and other food and personal services. Strategically placed medium and high density residential uses and vertical mixed-use buildings will strengthen the vibrancy and activity within the Neighbourhood Hub and provide a transition to surrounding low density residential uses. The High School/Zone Park is positioned adjacent to the Neighbourhood Hub in order to integrate the activities of the zone park and provide open space near the Hub.

### Policies

#### Location of Neighbourhood Hub

4.10(a) The Neighbourhood Hub shall be generally located as shown on **Figure 11: Land Use Concept**, at the intersection of Chuka Boulevard and Arens Road.

#### Composition of Neighbourhood Hub

4.10(b) The Neighbourhood Hub should be comprehensively planned to include mixed land uses and integrate a combination of:

- Small and medium-sized retail uses, service uses, and other similar uses
- A community-scale grocery store
- High density residential development
- An amenity space such as an urban plaza
- Other compatible uses

4.10(c) Other uses within the Neighbourhood Hub may include cultural, recreational, and institutional uses.

4.10(d) The general categories of uses identified shall be refined through the land use districts applied at the concept plan and land use rezoning stage.

#### Site Design of Neighbourhood Hub

4.10(e) The road pattern and pedestrian/bicycle routes from the surrounding neighbourhoods should provide multiple and convenient connections to the Neighbourhood Hub.

4.10(f) A transit stop shall be located in close proximity to the Neighbourhood Hub.

4.10(g) Commercial and retail buildings should be oriented towards the street and have direct pedestrian connections from the public sidewalk to building entrances.

4.10(h) Buildings should have an articulated street-facing facade.

## 4.11 Chuka Boulevard

### Purpose

Chuka Boulevard connects the SENP area to Victoria Avenue to the north and the Greens on Gardiner community to the south. Residential uses along Chuka Boulevard should consist of medium to high density development, supplemented by mixed-use development within the Neighbourhood Hub. The intensification of land uses and pedestrian-focused streetscapes are intended to support Chuka Boulevard as a transit corridor and an important link between the proposed neighbourhoods within the plan area.

### Policies

#### Location

4.11(a) Chuka Boulevard shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Land Uses adjacent to Chuka Boulevard

- 4.11(b) Residential development adjacent to Chuka Boulevard shall consist of a range of medium and high density residential units.
- 4.11(c) Mixed use residential/commercial development may be located adjacent to key nodes and intersections along Chuka Boulevard
- 4.11(d) Other uses considered in or near Chuka Boulevard may include cultural, recreational, and institutional uses, or other compatible uses.

#### Design of Chuka Boulevard

4.11(e) Chuka Boulevard shall be pedestrian-oriented with a well-designed public realm and buildings oriented towards the street.

#### Mobility along Chuka Boulevard

- 4.11(f) Chuka Boulevard may contain the primary transit network, linking surrounding neighbourhoods to city wide amenities and employment areas.
- 4.11(g) The street type of Chuka Boulevard shall be an arterial, which accommodates the safe movement of pedestrians, cyclists, transit vehicles, and private vehicles.

## 4.12 Potential Interchange Area

### Purpose

The Province has indicated the need to protect for a future potential interchange at Anaquod Road and Victoria Avenue with the intent of connecting to the future Northeast Bypass, north of Victoria Avenue. The bypass and interchange would be grade separated and would require a portion of the plan area to accommodate additional lanes, ramps, and setbacks. The Potential Interchange Area identified on **Figure 11: Land Use Concept** is an approximate area based on preliminary information received from the Province and City of Regina. The exact area required for the interchange will be determined at the time of the northeast bypass functional design study, commissioned by the Province.

### Policies

#### Location of Potential Interchange Area

- 4.12(a) The Potential Interchange Area may be located approximately as shown on **Figure 11: Land Use Concept**

#### Composition of Potential Interchange Area

- 4.12(b) The Potential Interchange Area shall remain undeveloped until such time as:
- The area is developed to accommodate transportation infrastructure, or
  - The City of Regina determines that some or all of the area is not required for transportation infrastructure.
- 4.12(c) In order to temporarily limit development within the Potential Interchange Area, an appropriate zoning designation (e.g. Urban Holding Zone or Holding Overlay Zone + applicable commercial zone) shall apply to this area until the area transitions to highway infrastructure, or until it is determined, at the City's discretion, that the area is not required for highway infrastructure.
- 4.12(d) Should the area identified for the Potential Interchange Area not be required, the land may be developed as per the underlying land use area identified on **Figure 11: Land Use Concept** without an amendment to this plan being required.

## 4.13 Gateway Areas

### Purpose

Gateway Areas are lands which landmark the entry to the City of Regina and serve as key entrance points to the SENP area. Appropriately planned and designed gateways should become the primary markers of passage and arrival for local, regional, and international residents to Regina. The gateway areas along Victoria Avenue and Arcola Avenue can offer an opportunity to highlight the transition into Regina and contribute to the city's identity and sense of place. Gateway areas could be accentuated through public art features, lighting features, architectural features on buildings or structures, landscape treatment, or any combination of these features. The effective treatment of gateway areas remains a shared responsibility between private and public realm development. Gateway areas within or adjacent to the SENP can be classified into two types of scales:

- **Primary Gateway:** These areas are intended to denote and define the entry experience into the City. These gateways should be designed to cater to higher speed travellers as they enter Regina and can provide the cue for reduction in travellers speed and formally landmark the entrance to the city. In relation to the SENP, primary gateways have been identified at the intersection of the Regina Bypass with Victoria Ave and the Bypass intersection at Arcola Ave. At these locations, the significant transportation infrastructure under development provides the background for any gateway intervention and as such, any proposed gateway treatment should be proportionate in scale to surrounding features.
- **Secondary Gateway:** These areas include critical entry points to large industrial, commercial, or residential areas and should be identifiable to both the vehicle and pedestrian. The secondary gateways within the SENP are located at the entrances to the Prestige Industrial area on Arcola Ave and at the two entrances to the Commercial Area along Victoria Ave. At these critical entrance points, prominent corners with landmark architecture and medium-scale features incorporated at the street level could symbolically provide a sense of arrival to these areas. Travellers perceive more details at this scale than at the regional scale, therefore more texture, colours, and specific branding can be included.

### Policies

#### Location of Gateway Areas

- 4.13(a) Gateway Areas shall be generally located as shown on **Figure 13: Gateway and Interface Areas**.
- 4.13(b) Section 4.13 policies herein shall apply to both sides of Victoria Avenue, notwithstanding any other Secondary Plan.

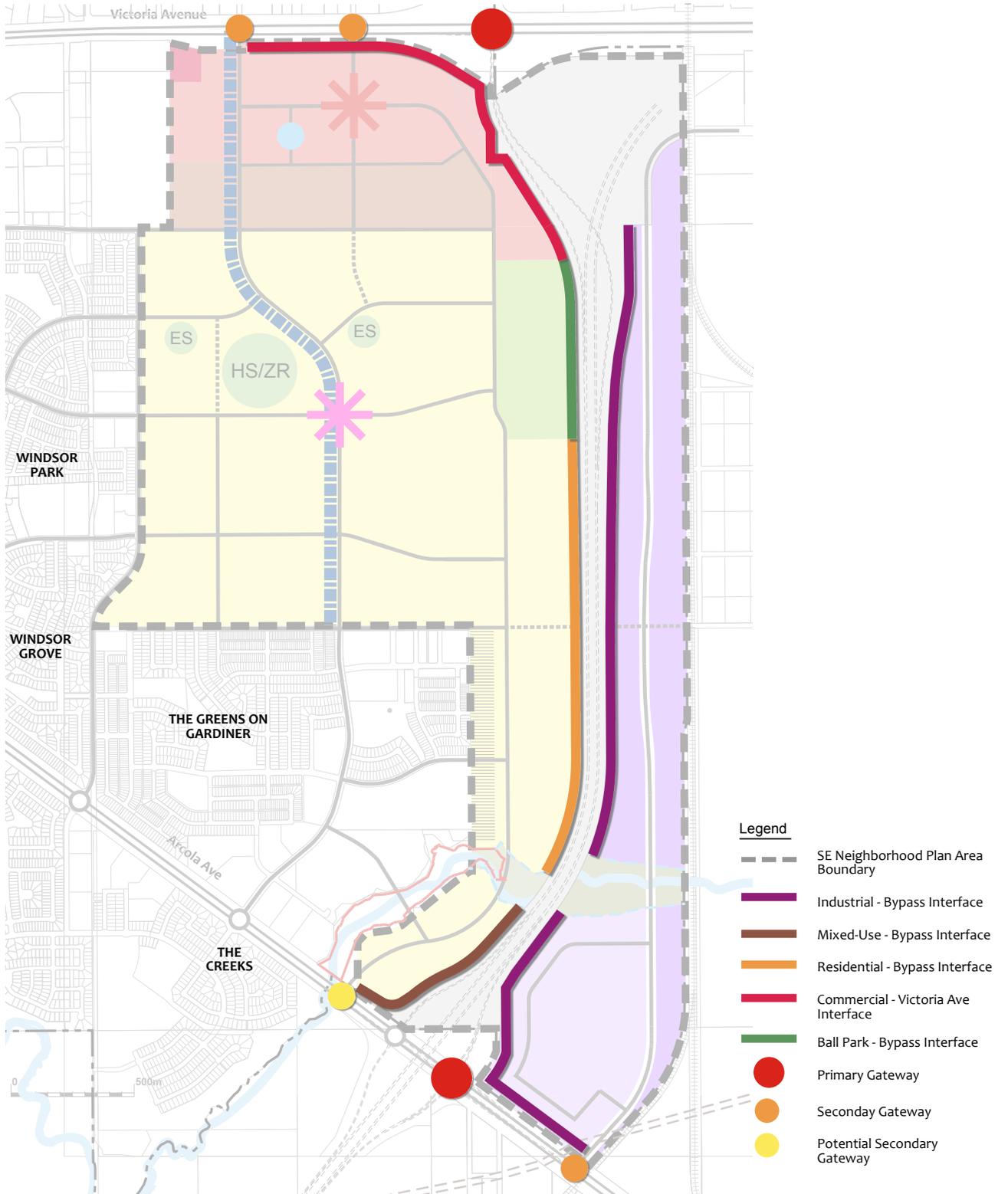
#### Design of Primary Gateway Areas

- 4.13(c) The City should clearly define Primary Gateway Areas through a combination of signage, architectural features, lighting, and landscaping to reinforce Regina as the capital city.

#### Design of Secondary Gateway Areas

- 4.13(d) Affected developers should emphasize Secondary Gateway Areas through a combination of signage/branding, landmark architecture, and landscaping.
- 4.13(e) Gateway Areas should be supplemented by a high quality built environment as defined through the City of Regina zoning bylaw and supported by master site development plans, architecture controls and design guidelines submitted in support of zoning, subdivision or development permit applications as may be required by the City of Regina.

F13 | Gateway and Interface Areas



## 4.14 Interface Areas

### Purpose

Interface Areas within the SENP are lands that are highly visible to the travelling public from key transportation corridors. The interface areas within the SENP are highlighted in **Figure 13: Gateway and Interface Areas** and include residential and industrial lands adjacent to the Regina Bypass, commercial lands adjacent to Victoria Ave, and industrial and mixed-use lands alongside Arcola Ave.

The quality of the interface between highly visible lands uses and the public is important due to a combination of visual appeal, noise mitigation, safety, and sense of place considerations. Interface design should respond to adjacent transportation modes and speed, whereby less detailed treatment is required when adjacent speeds are over 60 km/h and more detailed treatment is required when travelling speeds are under 60 km/h. Interface treatments within the SENP should be customized to reflect each unique interface and should include a combination of natural landscaping elements, fencing, sound attenuation or decorative walls, and variation in built form.

Design elements and landscape treatments for each interface should be determined based on achieving the objectives of the specific interface to the satisfaction of the City. Interface design objectives could include one or more of the following:

- Visual Screening
- Visual Enhancement
- Noise Mitigation
- Resident Safety
- Property Security

### Policies

#### Location of Interface Areas

- 4.14(a) Interface Areas shall be generally located as shown on **Figure 13: Gateway and Interface Areas**.
- 4.14(b) Section 4.14 policies herein shall apply to both sides of Victoria Avenue, notwithstanding any other Secondary Plan.

#### Composition of Interface Areas

- 4.14(c) Interface Areas should respond to the characteristics of each unique interface and required design objective and should consist of a treatment that includes a combination of natural landscaping elements and/or high quality fencing, sound attenuation, decorative walls, or security provisions.
- 4.14(d) The treatment of interface areas should be generally defined through concept plan submissions and finalized as part of the subdivision process via the preparation of detailed construction drawings.
- 4.14(e) Interface Areas should be supplemented with private realm development that consists of a high quality built environment as defined through the City of Regina zoning bylaw and supported by master site development plans, architecture controls and design guidelines submitted in support of zoning, subdivision or development permit applications as may be required by the City of Regina.
- 4.14(f) A landscaped buffer should be established along, and abutting, all portions of the Regina Bypass that abuts a proposed residential subdivision in accordance with:
- The City's Subdivision Bylaw (Bylaw No. 7748, or as amended), or
  - A solution, satisfactory to the City, which results in the establishment of an interface that includes tree and shrub plantings sufficient to provide a visual screen between the Regina Bypass and adjacent properties.

5.0

# Community Amenities

## 5.1 School Sites

### Purpose

School Sites provide for the development of public and separate schools in combination with sports fields, community uses, and public recreational areas. The institutional needs have been assessed for the Southeast lands, in consultation with the appropriate agencies, and provided for accordingly in the Plan.

School sites within the plan area have been located within or adjacent to hubs of activity, are focal points within a neighbourhood, and incorporate strong connections to the parks and open space system.

The SENP accommodates one elementary school site and one high school site, intended to accommodate school requirements and associated open space areas.

The elementary school site may provide for the development of a joint public and separate elementary school in combination with playfields and recreational areas. The school site is positioned within the plan area to serve the educational needs of residents while considering the catchment areas of existing and proposed schools in surrounding communities.

One additional potential elementary school site has been identified within the plan area to accommodate a second elementary school site if the requirement is demonstrated by the appropriate school agency. If an additional school site is not deemed necessary, the open space may be developed into residential land uses.

The High School site is described in Section 5.2 of this Plan.

## Policies

### Location of School Sites

- 5.1(a) School sites should be located, as generally shown on **Figure 14: Southeast Regina Community Amenities**, however, through the concept plan process, the City shall work with the school authorities to determine the need for, specific location of, and size of the school sites.

### Composition of School Sites

- 5.1(b) The predominant use of land within a school site shall be for educational and recreational uses including, but not limited to, public and separate schools, sports fields, parks and playgrounds.
- 5.1(c) Stormwater management requirements may be integrated into open space components of a school site in a manner that is compatible with the intended primary function of the open space.

### Design of School Sites

- 5.1(d) The exact size and design of the elementary school site(s) shall be determined at the concept plan stage.
- 5.1(e) The acquisition of land for school sites shall be considered through the subdivision process, and through negotiation with the school authorities and/or the Province.
- 5.1(f) The concept plan that applies to a proposed school site shall include a street and park configuration that will allow the school site to transition to an appropriate residential area, should the school not be required.
- 5.1(g) Notwithstanding any other policy of this Neighbourhood Plan, should the City and the school authority determine that a potential school site is not required, the concept plan may allow for those portions of the potential school site, identified for building and development purposes, to be developed into residential land uses without an amendment to this plan being required.

## 5.2 High School Site

### Purpose

A High School Site has been identified as a regional educational need for students in the plan area and the surrounding communities in east Regina. The location of the High School Site is conceptually shown on **Figure 14: Southeast Regina Community Amenities**, and is situated to be compatible and complementary to surrounding land uses, including proximity to Chuka Boulevard and the Neighbourhood Hub. The High School Site is proposed to integrate with a municipal Zone Park, as described in **Section 5.3** of this plan. The intent of the integrated site is to support efficient land utilization and to share the use of associated open space and amenities for both municipal and school purposes.

The location and size of the High School Site shown is conceptual. The provincial government and both school authorities have indicated a preliminary land requirement of approximately 6 hectares (14.8 acres) for the High School building and corresponding playfields/open space. It is anticipated that the corresponding playfields/open space requirements could be integrated as part of the municipal Zone Park. The exact location, size, configuration, and programming of the High School and Zone Park will be determined through the concept plan/land use rezoning process.

### Policies

#### Location of High School Site

- 5.2(a) The High School Site should be located generally as shown on **Figure 14: Southeast Regina Community Amenities**.
- 5.2(b) The High School Site should be located on a transit route in close proximity to bus stops.

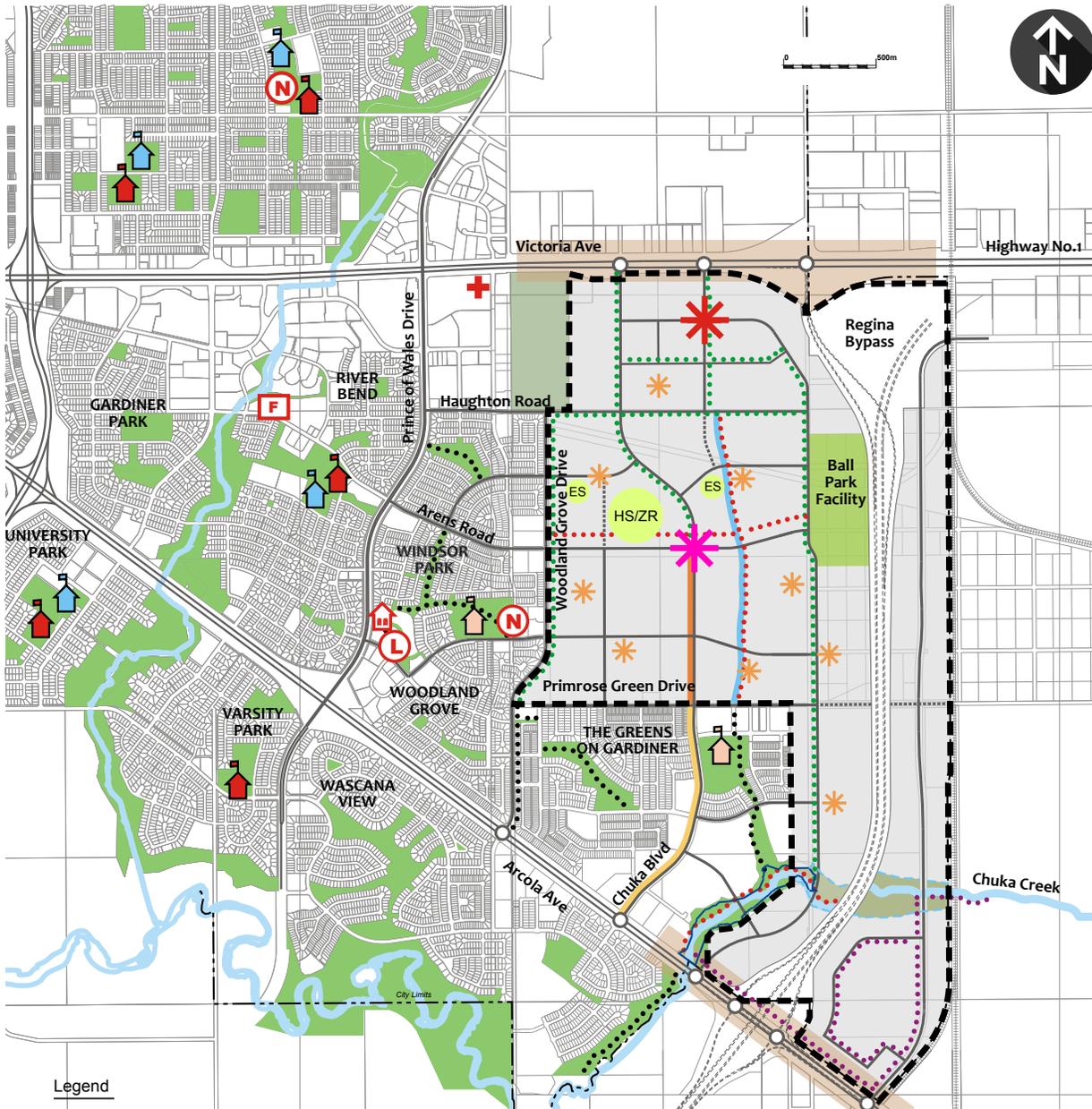
#### Composition of High School Site

- 5.2(c) The exact size of the High School Site shall be determined at the concept plan stage.
- 5.2(d) The acquisition of land for the High School Site shall be considered through the subdivision process, and through negotiation with the school authorities and/or the Province.

#### Design of High School Site

- 5.2(e) The High School Site should provide a compatible interface with adjacent development and have visually appealing site design and landscaping.
- 5.2(f) The High School Site should be well integrated with other land uses and provide direct pedestrian linkages to transit stops and the Neighbourhood Hub.
- 5.2(g) The High School Site should not abut an arterial roadway.

F14| Southeast Regina Community Amenities



Legend

- SE Neighborhood Plan Area Boundary
- - - City Boundary

Existing Community Amenities

- Existing Open Space/ Parks
- Public Elementary School
- Separate Elementary School
- Joint Public/ Separate Elementary School
- Sandra Schmirler Leisure Centre
- Neighbourhood Centre
- Library
- Fire Station
- Medical Clinic
- Existing Pathway
- Existing Bike Lane

Proposed Community Amenities

- Regional Retail Centre
- Neighbourhood Hub
- Potential Neighborhood Park/ Stormwater Detention
- Potential High School/ Zone Level Park
- Potential Elementary School
- Multi-use Off-street Pathway
- Multi-use On-street Pathway
- Potential Multi-use Pathway
- Ball Park Facility
- Linear Stormwater Detention
- Bike Lane

## 5.3 Zone Park

### Purpose

A Zone Park is a community regional park which incorporates passive and active recreation activities and includes facilities to serve the zone and/or city wide level. Typically, Zone Parks contain higher quality facilities used for skilled organized sports. The Zone Park for the plan area is proposed to be connected to and/or integrated with the anticipated high school site and located near the Neighbourhood Hub. The Zone Park may include the following active recreation opportunities: multi-purpose athletic fields (soccer and football), baseball diamond, outdoor boarded rink with surfaced areas (for basketball, in-line skating, etc), skating rink, skateboard park, and accessible playground. The future delineation of the Zone Park shall be undertaken at the time of concept plan preparation in consultation with the City of Regina and local school authorities.

### Policies

#### Location of Zone Park

- 5.3(a) The Zone Park should be located generally as shown on **Figure 11: Land Use Concept**, and planned in combination with the proposed High School Site.

#### Zone Park Acquisition

- 5.3(b) The Zone Park site may range in size from 12 hectares (30 acres) to 15 hectares (37 acres) and is subject to negotiations with the City of Regina.
- 5.3(c) The dedication of Municipal Reserve to accommodate Zone Park requirements shall be subject to negotiations with the City of Regina.
- 5.3(d) The City of Regina may defer Municipal Reserve requirements from other lands within the plan area at the time of subdivision in order to support land acquisition requirements necessary for the Zone Park.
- 5.3(e) Municipal reserve dedication requirements, deferral and/or land acquisition necessary to support the land assembly for the Zone Park shall be in accordance with the Planning & Development Act 2007.

#### Composition & Design of Zone Park

- 5.3(f) The composition, extent, and site design of any permitted uses within the Zone Park shall be further delineated and established at the time of a concept plan and/or servicing agreement.

## 5.4 Neighbourhood Parks

### Purpose

The open space system for the SENP lands has been designed to provide opportunities for outdoor passive and active recreation and areas for social interaction. Neighbourhood Parks can include playfields, playgrounds, pathways, plazas, or other areas for gathering and recreating. Neighbourhood Parks within the plan area may also support the stormwater management requirements for the plan area, designed to functionally capture and control storm water, while being compatible with the primary function of the park.

The location of the Neighbourhood Parks within the SENP ensures the coordinated distribution of green space throughout the community and promotes park spaces that are linked in a comprehensive manner. Neighbourhood Parks adjacent to the drainage channel/green corridor create a cohesive network of continuous open space that provides residents with direct public access to green spaces. Neighbourhood Parks can also form the focal point of a neighbourhood, providing an attractive and safe area for residents to gather and socialize within walking distance of their homes.

### Policies

#### Location of Neighbourhood Parks

- 5.4(a) Neighbourhood Parks should be located generally as shown on **Figure 14: Southeast Regina Community Amenities**; however, alternate locations may be considered through the concept plan review process.
- 5.4(b) Neighbourhood Parks should be centralized within a neighbourhood and may provide the focal point of a Neighbourhood.

#### Composition & Design of Neighbourhood Parks

- 5.4(c) The composition, configuration, and programming of Neighbourhood Parks within the NP shall be confirmed at the concept plan, rezoning and subdivision stage to the satisfaction of the Approving Authority.
- 5.4(d) Where parks are intended to accommodate stormwater, a design solution and drainage study shall be submitted by the developer, as a prerequisite to subdivision, demonstrating to the City's satisfaction how stormwater can be accommodated without detracting from the viability of the park as an active recreation space.

## 5.5 Linear Stormwater Detention Facility

### Purpose

The Linear Stormwater Detention Facility runs north-south through the centre of the plan area, creating an open space system that supports storm water detention, storm water conveyance, and passive and active recreational opportunities. The stormwater drainage channel runs through the SENP area, conveying stormwater south into the Greens on Gardiner storm trunk. The drainage channel will be enhanced to create attractive open space within a continuous pathway system.

In combination with the neighbourhood parks/stormwater detention areas, the Linear Stormwater Detention Facility will create a comprehensive open space system that encourages healthy and sustainable modes of transportation through the plan area. The proposed pathway integrated with the Linear Stormwater Detention Facility will tie into the pedestrian linkage system in the Greens on Gardiner development and eventually to the Wascana Creek regional pathway system.

### Policies

#### Location of Linear Stormwater Detention Facility

- 5.5(a) The Linear Stormwater Detention Facility should be located generally as shown on **Figure 14: Southeast Regina Community Amenities**, running north-south through the plan area.

#### Composition & Design of Linear Stormwater Detention Facility

- 5.5(b) Identified pathways and open space adjacent to the Linear Stormwater Detention Facility shall be constructed by the affected developer to City standards.
- 5.5(c) The size, composition, and configuration of the drainage channel and surrounding green space shall be determined at the concept plan, rezoning and subdivision stage to the satisfaction of the Approving Authority.
- 5.5(d) The area required for the Linear Stormwater Detention Facility, including the stormwater drainage channel and pedestrian pathways, shall be dedicated as Municipal Utility Parcel.

## 5.6 Ball Park Facility

### Purpose

The existing Pacers Ball Park is located directly north of Arcola Avenue and southeast of Chuka Creek (reference Figure 7). A significant portion of the existing Ball Park facility will be impacted by the travel lanes and interchange requirements of the southeast bypass, therefore, a new location for the Ball Park is required. The Ball Park will be relocated within the SENP, situated east of Anaquod Road and west of the bypass, as illustrated in **Figure 11: Land Use Concept**.

### Policies

#### Location & Composition of Ball Park Facility

- 5.6(a) The Ball Park Facility shall be located as shown on **Figure 11: Land Use Concept**.
- 5.6(b) Integration between the Ball Park Facility and adjacent development shall be established at the concept plan stage.

## 5.7 Emergency Response Station

### Purpose

An Emergency Response Station may be required to service the Southeast Plan Area and adjacent communities. The location of a future station will be evaluated by the City of Regina as part of the review of future concept plan submissions. If required, the future Emergency Response station should be situated to provide efficient response times to all plan area residents.

### Policies

#### Location of Emergency Response Station

- 5.7(a) If deemed necessary by the City of Regina, an Emergency Response Station may be located within the SENP area.
- 5.7(b) The location of the potential Emergency Response station may be determined at the concept plan stage.
- 5.7(c) The City, at its discretion, may require the submission of an emergency response plan for the Industrial lands, as part of the concept plan or rezoning process.

## 5.8 Municipal Reserve Requirements

### Purpose

Municipal Reserve (MR) requirements for the plan area are outlined in **Table 4: Municipal Reserve Requirements**. Provincial legislation requires 10% MR dedication for residential areas and 5% MR dedication for non-residential areas. City requirements for a Zone Park coupled with an evolving policy position relative to school site dedication as Municipal Reserve may have impacts on the MR distribution and utilization within the SENP area. As such, while the SENP provides broad direction relative to MR, it is anticipated that MR requirements and distribution will be determined through the concept plan and subdivision process.

Areas within the SENP that are considered undevelopable and not subject to Municipal Reserve credit include the Regina Bypass and Service Road Right-of-Way, the Environmental Reserve area along Chuka Creek, the existing Funeral Home, and the new location of the Ball Park Facility.

The SENP area requires a total MR dedication of approximately 45.1 hectares (111.6 acres).

### T4 | Municipal Reserve Requirements

	Hectares	Acres
<b>Total Plan Area</b>	<b>687.8</b>	<b>1699.6</b>
Less Regina Bypass & Service Road Right of Way Dedication	105.2	259.9
Less Environmental Reserve (Chuka Creek Floodway)	4.7	11.5
Less Existing Funeral Home	1.8	4.5
Less Ball Park Facility	22.6	55.8
<b>Total area deducted from MR calculation</b>	<b>134.3</b>	<b>331.7</b>
Gross Developable Area (for municipal reserve calculation purposes)	553.5	1367.9
Gross Residential Area of GDA*	349.0	862.5
MR Owing (10% Gross Residential Area)	34.9	86.3
Gross Non-Residential Area of GDA*	204.5	505.4
MR Owing (5% Gross Non-Residential Area)	10.2	25.3
<b>Total Municipal Reserve Requirement (Residential &amp; Non-Residential)</b>	<b>45.1</b>	<b>111.6</b>

#### \*Assumptions:

Gross Residential Area for MR purposes = (Gross Developable Area less All Proposed Commercial & Industrial Land Uses)

Commercial/Industrial Land Uses include:

- For MR calculation purposes, the Mixed-Use Areas have been assumed as predominantly residential uses (53.9 hectares, 133.1 acres).
- The Neighbourhood Hub will contain approximately 4.5 hectares (11.0 acres) of commercial uses.
- The Commercial Area includes 66.1 hectares (163.3 acres) of commercial uses.
- The Industrial Areas comprises 134.0 hectares (331.1 acres)

## Policies

### Open Space Requirements - Composition

- 5.8(a) The open space system for the Southeast Regina Neighbourhood Plan shall consist of a combination of municipal reserve, municipal utility parcel(s), and environmental reserve, and may include municipal buffer.
- 5.8(b) Recreation program planning for the Open Space areas shall take place at the concept plan, zoning, and/or subdivision stage.
- 5.8(c) The total municipal reserve (MR) dedication outlined in **Table 4: Municipal Reserve Requirements** is illustrative and non-binding; the actual MR dedication will be determined at the concept plan and subdivision stages.

### Open Space Requirements - Dedication of MR

- 5.8(d) A minimum of 10% for residential areas and 5% for non-residential areas within the plan area shall be devoted to municipal reserve; however, the City shall first deduct, from the area, land use elements that qualify, in accordance with the *Planning and Development Act, 2007*, for municipal reserve exemption.
- 5.8(e) Municipal Reserve may be provided as land dedication or cash-in-lieu at the discretion of the City of Regina.

# 6.0 Mobility

## 6.1 Pedestrian and Bicycle Circulation

### Purpose

Pathways in the plan area are identified as on-street or off-street pathways, as illustrated on **Figure 15: Pathways & Corridors**. Pathways are typically shared by all active transportation modes (pedestrian and/or cyclist, etc). The on-street pathway system is integrated within the road right-of-way area and follows the major street network, connecting residential and open space areas.

The off-street pathway identified on **Figure 15** is located adjacent to the Linear Stormwater Detention Facility and integrated with the parks and open space system. The off street pathway will provide a continuous north-south connection through the plan area, connecting to the pathways within the Greens on Gardiner community and eventually to the larger Wascana Creek regional pathway system via Chuka Creek. This will create an attractive environment for pedestrians and cyclists and will support healthy modes of transportation throughout southeast Regina.

An on-street bike lane is identified on Chuka Boulevard from Primrose Green Drive to Arens Road. This will provide an extension of the existing bike lane located in the Greens on Gardiner community. The bike lane will then transition to a pathway system along Chuka Boulevard from Arens Road to Victoria Avenue.

A concept plan for lands north of Arens Road and south of Houghton Road will review the potential for an east-west pathway that links key plan amenities, including the Zone Park, Neighbourhood hub, Linear Stormwater Detention Facility and Ball Park Facility.

### Policies

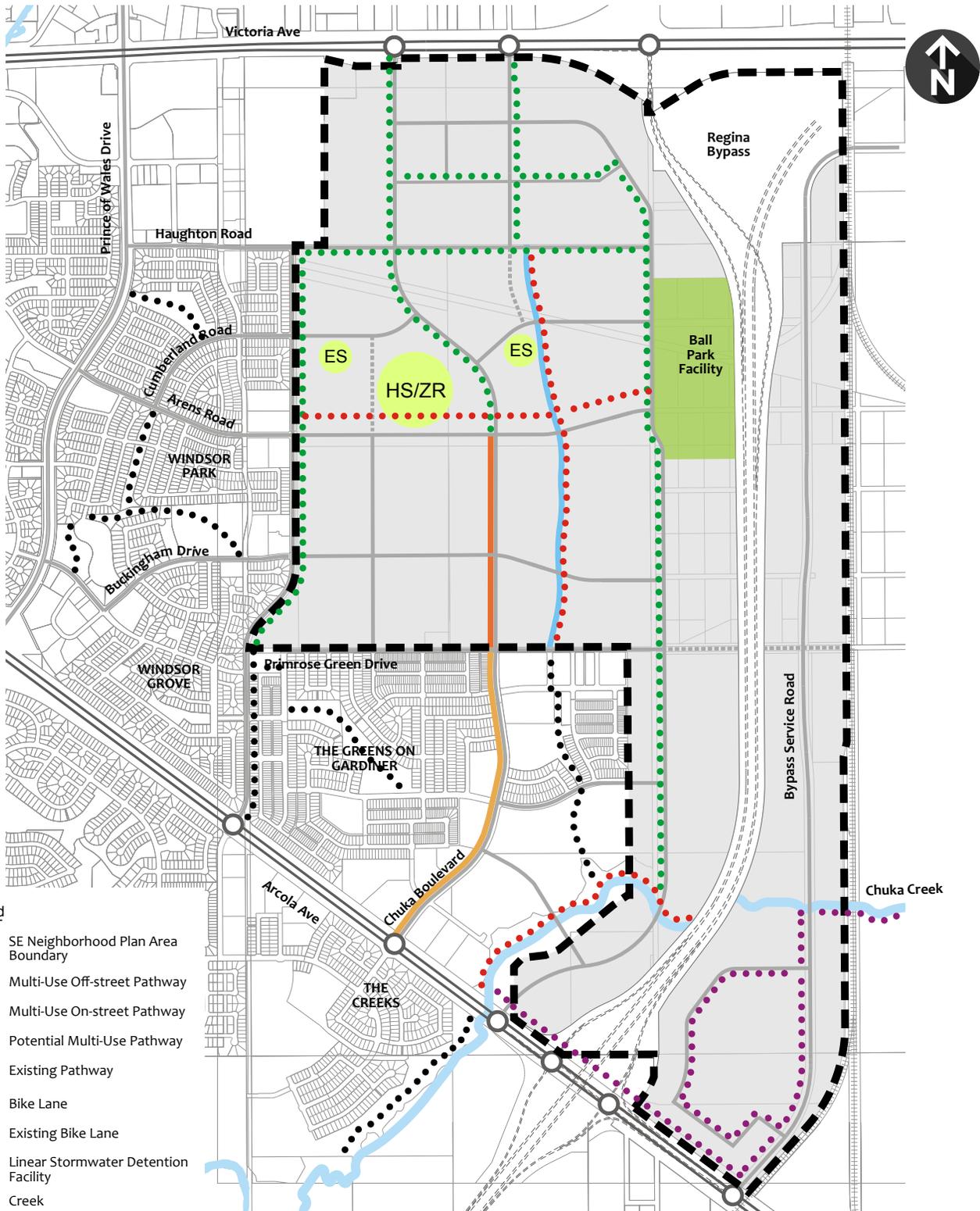
#### Pathway System

- 6.1(a) A pathway system should be established generally in conformance with **Figure 15: Pathways & Corridors**
- 6.1(b) A concept plan for lands directly north of Arens road should include an east-west pathway that links key plan amenities such as the Zone Park, Neighbourhood hub, and Ball Park Facility.
- 6.1(c) Chuka Boulevard, from Arens Road to Victoria Avenue, shall include a multi-use pathway within the road right-of-way.
- 6.1(d) Pathways and pedestrian infrastructure shall be illustrated in a concept plan for each area of development, and shall provide links to the overall SENP pathway system identified in **Figure 15: Pathways & Corridors**.

#### Pathway Design

- 6.1(d) Identified pathways can be on-street or off-street and shall be constructed by the developer to City standards.
- 6.1(e) As shown on **Figure 15: Pathways & Corridors**, the identified on-street pathways shall be designed and implemented as part of the road network to increase alternative modes of transportation.

F15| Pathways & Corridors



- Legend**
- SE Neighborhood Plan Area Boundary
  - Multi-Use Off-street Pathway
  - Multi-Use On-street Pathway
  - Potential Multi-Use Pathway
  - Existing Pathway
  - Bike Lane
  - Existing Bike Lane
  - Linear Stormwater Detention Facility
  - Creek

## 6.2 Transit Network

### Purpose

The Plan Area will be served by a transit corridor and bus route(s). The modified grid network supports efficient transit service within the Neighbourhood Plan Area by allowing for direct routes and connecting loops with minimal turns. Main transit routes will be integrated with the community of Arcola East and may be accommodated on all collector and arterial roads within the plan area. As illustrated in **Figure 16: Potential Transit Roads**.

The Transit Corridor along Chuka Boulevard is a potential primary transit corridor that will be served by a higher level and higher frequency of transit. The Transit Hub located within the Urban Centre is intended to provide for pedestrian and bicycle connections and is a transfer between multiple transit routes.

### Policies

#### Transit Network

- 6.2(a) Roads identified on **Figure 16: Potential Transit Roads** shall be constructed to support potential future transit routing; however, the City may allow other route options without an amendment to this Plan.
- 6.2(b) The layout of the collector streets shall accommodate effective transit routing.
- 6.2(c) The layout of local streets shall be detailed at the time of concept plan submission and should provide for multiple transit routing options throughout the Neighbourhood Plan Area.

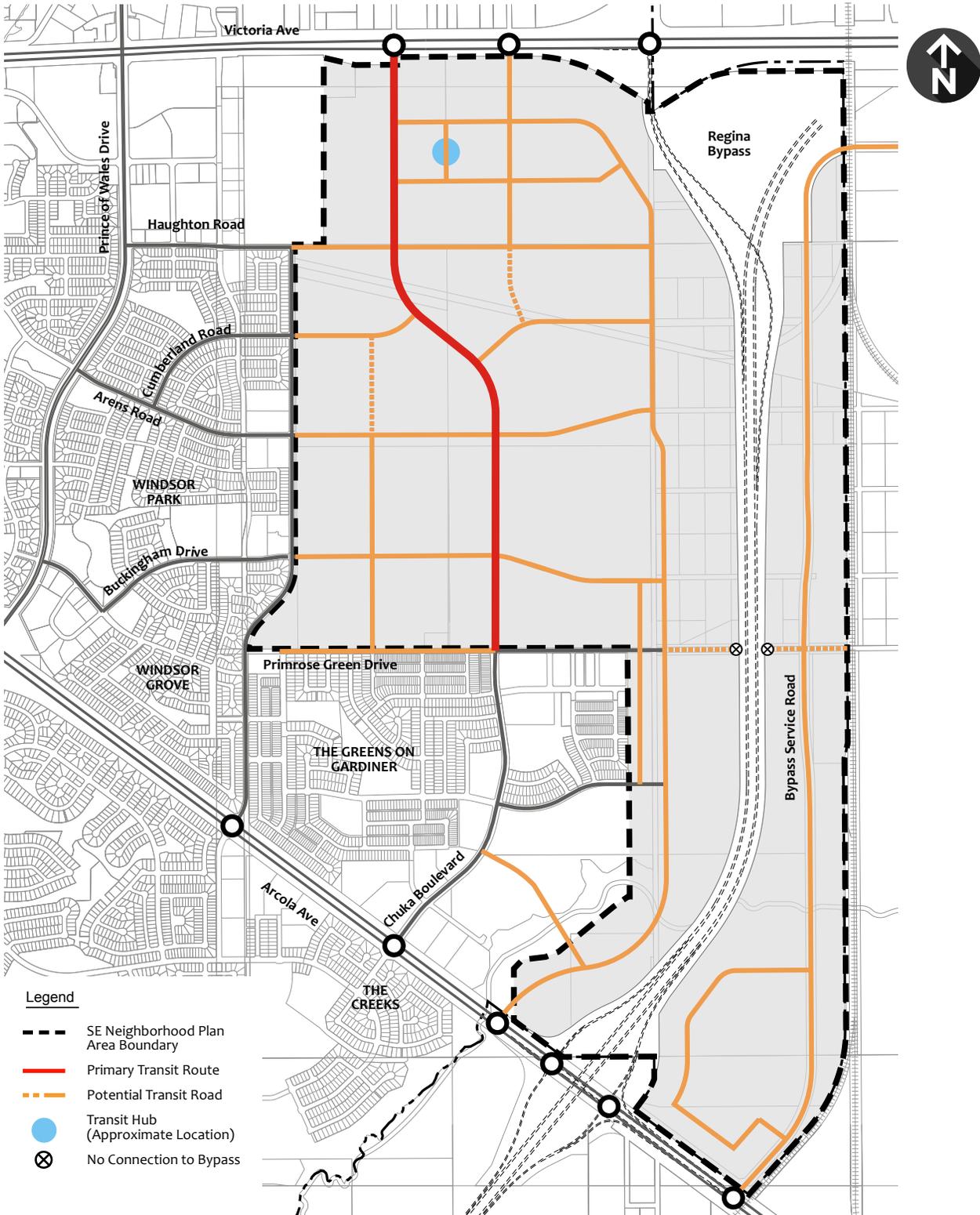
#### Transit Stops

- 6.2(d) Transit bus routing and road alignments should ensure that 90% of dwelling units are located within a 400m walking distance from a transit stop
- 6.2(e) Transit stops should be located to serve multi-dwelling residential areas and activity centres (such as nodes) and achieve walking distance requirements as set out by the City of Regina.
- 6.2(f) Transit stops should be capable of accommodating suitable amenities such as benches, shelters, and bicycle racks.
- 6.2(g) The final location and design of transit stops shall accompany detailed plans and specifications which follow concept plan and rezoning approval.

#### Transit Hub

- 6.2(h) A transit hub facility is required within the SENP area in accordance with the following requirements:
  - i) The precise location of the transit hub shall be identified through the subdivision and development process, but shall be located within the Urban Centre;
  - ii) The transit hub should include the following elements: an area sufficient to accommodate at least three buses concurrently; a heated and enclosed shelter; a passenger drop off area; benches and waste receptacles; landscaping, lighting, and bicycle facilities;
  - iii) The transit hub may be included within the legal road right of way or acquired by the City at the time of subdivision.

F16 | Potential Transit Roads



## 6.3 Internal Road Network

### Purpose

The proposed road network for the plan area is shown on **Figure 17: Road Network**. The general street classifications within the NP are the following:

- **Arterial:** Chuka Boulevard, Arens Road (west of Chuka Boulevard), and Zinkhan Street (to be renamed).
- **Collector:** Houghton Road, Cumberland Road, Arens Road (east of Chuka Boulevard), Buckingham Drive, Primrose Green Drive, east-west commercial street and the new alignment of Anaquod Road.
- **Local:** Remaining roads not identified within the SENP will act as local streets within the neighbourhood.

The road network is designed based on a modified grid system, providing multiple routes and connections. A road hierarchy is applied to the modified grid network based on forecasted traffic volumes. **Table 5** identifies the estimated right-of-way required per road hierarchy level, based on Regina's Transportation Master Plan, and the anticipated traffic volumes per roadway.

### T5 | Road Hierarchy & Right-of-Way Requirements

Roadway	Road Hierarchy*	2040 Anticipated Traffic Volumes	Right-of-Way* Requirement (metres)
<b>Chuka Boulevard</b> (Commercial)	Arterial	21,400	40.0
<b>Chuka Boulevard</b> (Residential)	Arterial	15,000	33.0 - 35.0
<b>Zinkhan Street</b> (Commercial)	Arterial	19,300	35.0 - 40.0
<b>Zinkhan Street</b> (Residential)	Arterial	3,300	22.0 - 24.0
<b>Anaquod Road</b>	Collector	11,000	25.0 - 30.0
<b>Arens Road</b> (west)	Arterial	7,400	24.0
<b>Arens Road</b> (east)	Collector	7,400	22.0
<b>Houghton Road</b>	Collector	6,200	24.0
<b>Buckingham Drive</b>	Collector	5,600	22.0
<b>Cumberland Road</b>	Collector	2,000	22.0

\* Road Hierarchies and right-of-way requirements are preliminary and may be refined at the concept plan stage.

Given that the ultimate land requirements to support the identified zone park and accompanying potential school sites are to be finalized at the time of a future concept plan, the identified potential collector road between Arens Road and Cumberland Road will be reviewed at the time of a concept plan when these land requirements are explored in greater detail.

The existing Regina Funeral Home & Cemetery, located west of the SENP area and adjacent to Victoria Avenue, currently has access to their site through priority lights at the intersection of Victoria Avenue and the location of the future Chuka Boulevard. As development occurs in the SENP and Chuka Boulevard is connected to Victoria Avenue, the access to Funeral Home & Cemetery will have to be relocated. At the time of a subdivision proposal that connects Chuka Boulevard to Victoria Avenue, an access arrangement that is acceptable to the City of Regina, the Regina Funeral Home & Cemetery, and the affected landowner shall be determined.

Key findings from the Traffic Impact Assessment are located in Appendix B.

## Policies

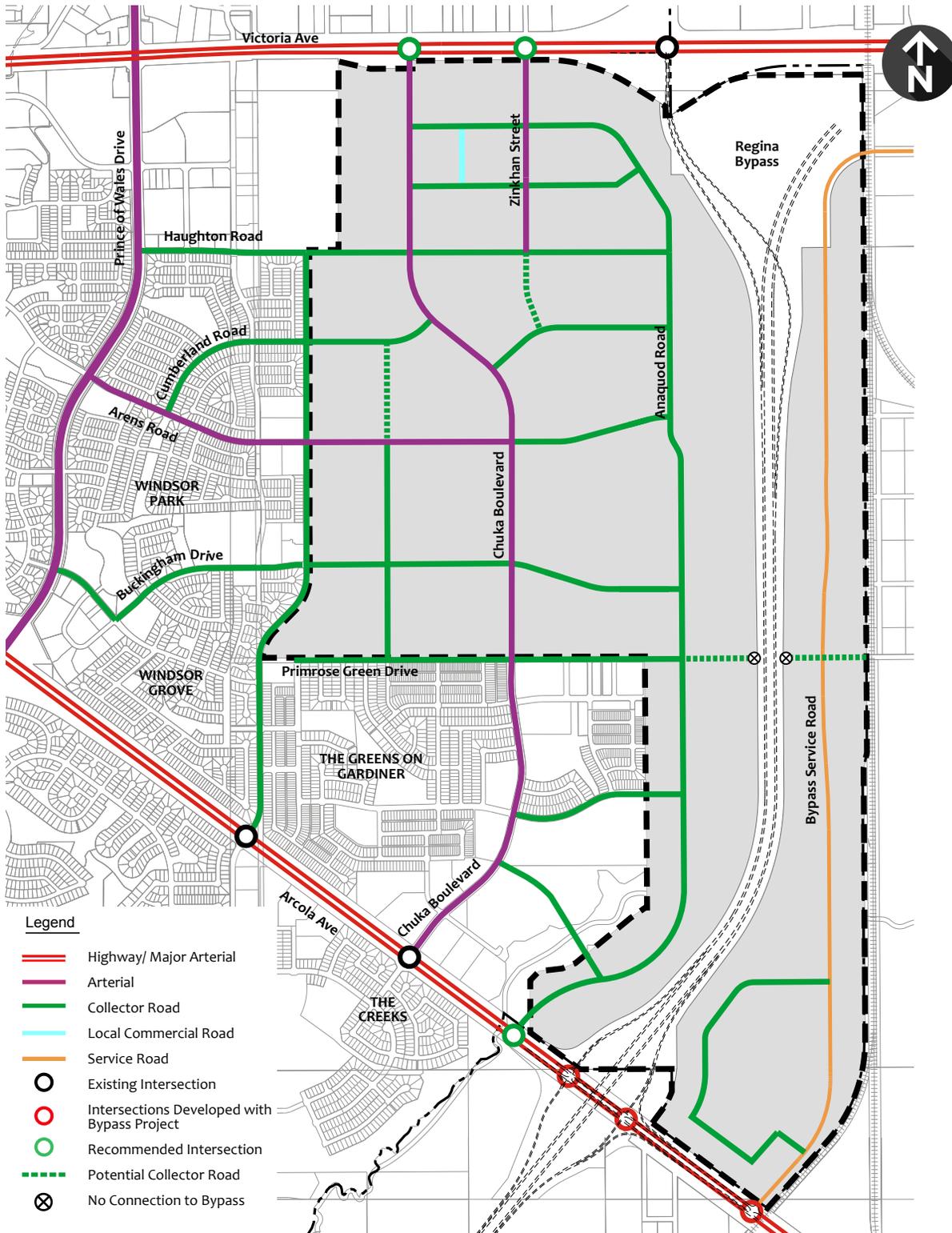
### Road Layout

- 6.3(a) Arterial and Collector streets within the proposed internal network are shown on **Figure 17: Road Network**; however, the final configuration of the collector network may be subject to amendments at the time of a concept plan, rezoning and subdivision application without an amendment to this plan being necessary, at the discretion of the City.
- 6.3(b) The internal road network and block pattern should be comprised of interconnected streets that are based on a modified or traditional grid development pattern.
- 6.3(c) All roads within the Commercial Area of this Plan shall be designed to accommodate transit.
- 6.3(d) The affected developer may be required to install interim ditches along the existing Anaquod Road until such time as the roadway is removed and relocated.
- 6.3(e) Driveway access to Anaquod Road (future alignment) will be considered only on the west side of the collector between Primrose Green Drive and Chuka Creek.
- 6.3(f) The Primrose Green Drive road right-of-way shall be maintained to the city's east boundary.
- 6.3(g) As a prerequisite for the construction of the north segment of Chuka Boulevard (the segment between Haughton Road and Victoria Avenue), the existing access to the Regina Funeral Home & Cemetery site should be closed and a new access, within the SENP area, which connects directly to a public roadway and is satisfactory to the City of Regina and affected landowners, including Regina Funeral Home & Cemetery, shall be identified and provided.

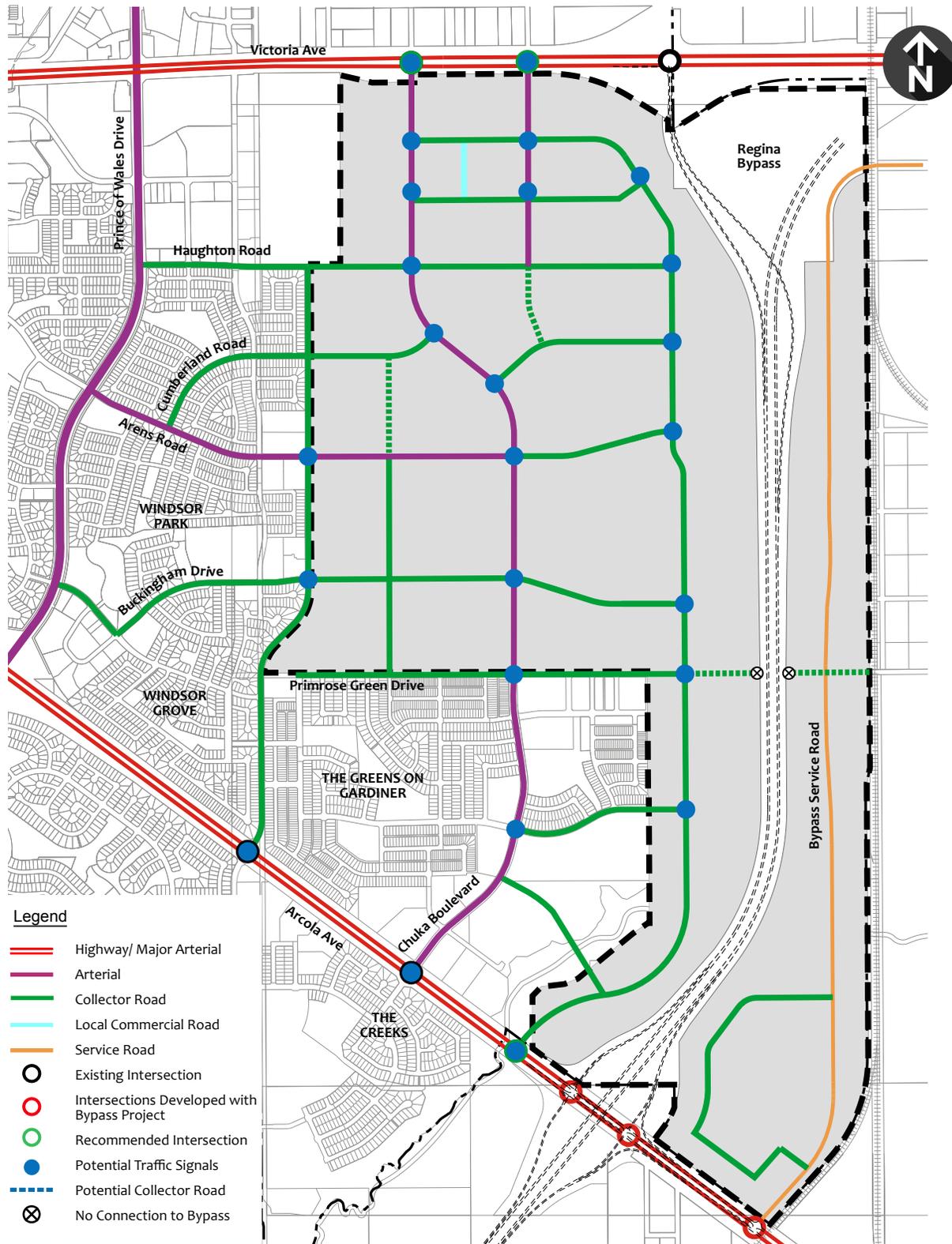
### Traffic Impact Assessment

- 6.3(h) A traffic impact assessment should be required to accompany concept plan applications in order to confirm internal road network requirements.
- 6.3(i) Roadway improvements shall be undertaken in a phased and staged manner as warranted by traffic impact assessments accompanying concept plan submissions.
- 6.3(j) All road right-of-way requirements shall be reviewed at the concept plan stage.

# F17 | Road Network



F18 | Potential Traffic Signal Locations



## 6.4 Regional Road Network

### Purpose

The Regional Road Network consists of major roadways carrying higher volumes of traffic and serving the surrounding regional area. These roads include the following:

- Victoria Avenue (portion within City limits is under the City's jurisdiction)
- Arcola Avenue (portion within City limits is under the City's jurisdiction)
- Southeast Regina Bypass

Two intersections along Victoria Avenue will provide necessary access to the commercial development within the Urban Centre and adequately serve the traffic volumes from the SENP area. To ensure adequate traffic operation for access and egress from the neighbourhood, dual left turn lanes will be required at all left turn movements along Victoria Avenue East (Chuka Boulevard and Zinkhan Street intersections). Additional requirements include eastbound right turn lanes (Chuka Boulevard and Zinkhan Street intersections), right turn bays for all remaining right turn movements and the installation of traffic signals along the corridor.

Two existing intersections along Arcola Avenue, at Woodland Grove Drive and Chuka Boulevard, will accommodate some of the traffic flows to and from the SENP Area. A third intersection, to connect Anaquod Road to Arcola Avenue, is shown; however, this would not be permitted as a full movement intersection, unless it can be demonstrated, to the satisfaction of the jurisdictional authority, that appropriate levels of safety and service, affecting both Arcola Avenue and the Regina Bypass, can be maintained.

In order to support an acceptable level of traffic management, the Arcola Avenue-Anaquod Road intersection may be designed as a "right-in, right-out" intersection. Further, a road right-of-way, connecting Anaquod Road to Chuka Boulevard, should be secured as part of the planning and build-out of lands south and east of Chuka Creek.

Key findings from the Traffic Impact Assessment are located in Appendix B.

### Policies

#### Major Intersections

- 6.4(a) Two (2) all directional access points to Victoria Avenue shall be provided to support the ultimate development of the Neighbourhood Plan.
- 6.4(b) The intersection at Arcola Avenue (Highway 33) and Anaquod Road, as shown on **Figure 17**, shall be limited to "right-in, right-out" turning movements only.
- 6.4(c) Notwithstanding Policy 6.4(b), the intersection at Arcola Avenue (Highway 33) and Anaquod Road, as shown on **Figure 17**, may be designed to include additional turning movements, beyond "right-in, right-out", where it can be demonstrated, to the satisfaction of the jurisdictional authority, that appropriate levels of safety and service, affecting both Arcola Avenue (Highway 33) and the Regina Bypass, can be maintained.

**Traffic Impact Assessment**

- 6.4(d) A traffic impact assessment should be required to accompany concept plan applications in order to confirm regional road network requirements, and appropriate roadway and intersection treatments.
- 6.4(e) Roadway and intersection improvements shall be undertaken in a phased and staged manner as warranted by traffic impact assessments accompanying concept plan submissions.
- 6.4(f) The design of the Bypass Service Road to accommodate industrial development should be agreed upon by the affected developer, the City of Regina, and the Province.

**Noise Attenuation**

- 6.4(g) Noise Impact/Attenuation studies in conjunction with concept plans should inform interface treatments, any special building requirements, or other necessary measures to mitigate noise impacts to acceptable levels.

## 6.5 Provincial Road Network

### Purpose

The province has acquired the right-of-way dedication for the Regina Bypass within the east portion of the Neighbourhood Plan area. The alignment of the Regina Bypass and service road are shown on **Figure 17: Road Network**. Three major intersections along Arcola Avenue are planned to accommodate the bypass (exit ramps) and service road as well as one major intersection along Victoria Avenue.

Both Victoria Avenue and Arcola Avenue are part of the provincial highway system, which are under provincial jurisdiction outside of the City boundaries. The implications on the highway system with the development of the southeast neighbourhood are that Victoria and Arcola Avenue adjacent to these lands will become an urban roadway versus the existing rural landscape. This will be established with the inclusion of traffic signals and development adjacent to the roadway.

Noise Attenuation Studies should be completed at the concept plan stage in order to predict the potential vehicular noise impacts within the plan area and to determine the extent of physical noise control measures necessary to attenuate projected noise from the Regina Bypass.

### Policies

- 6.5(a) Noise Impact/Attenuation studies may be required at the time of rezoning and subdivision of residential lands adjacent to the bypass in order to determine if and when an interface treatment between adjacent residential lands and the roadway is required.

## 6.6 Road Closure Areas

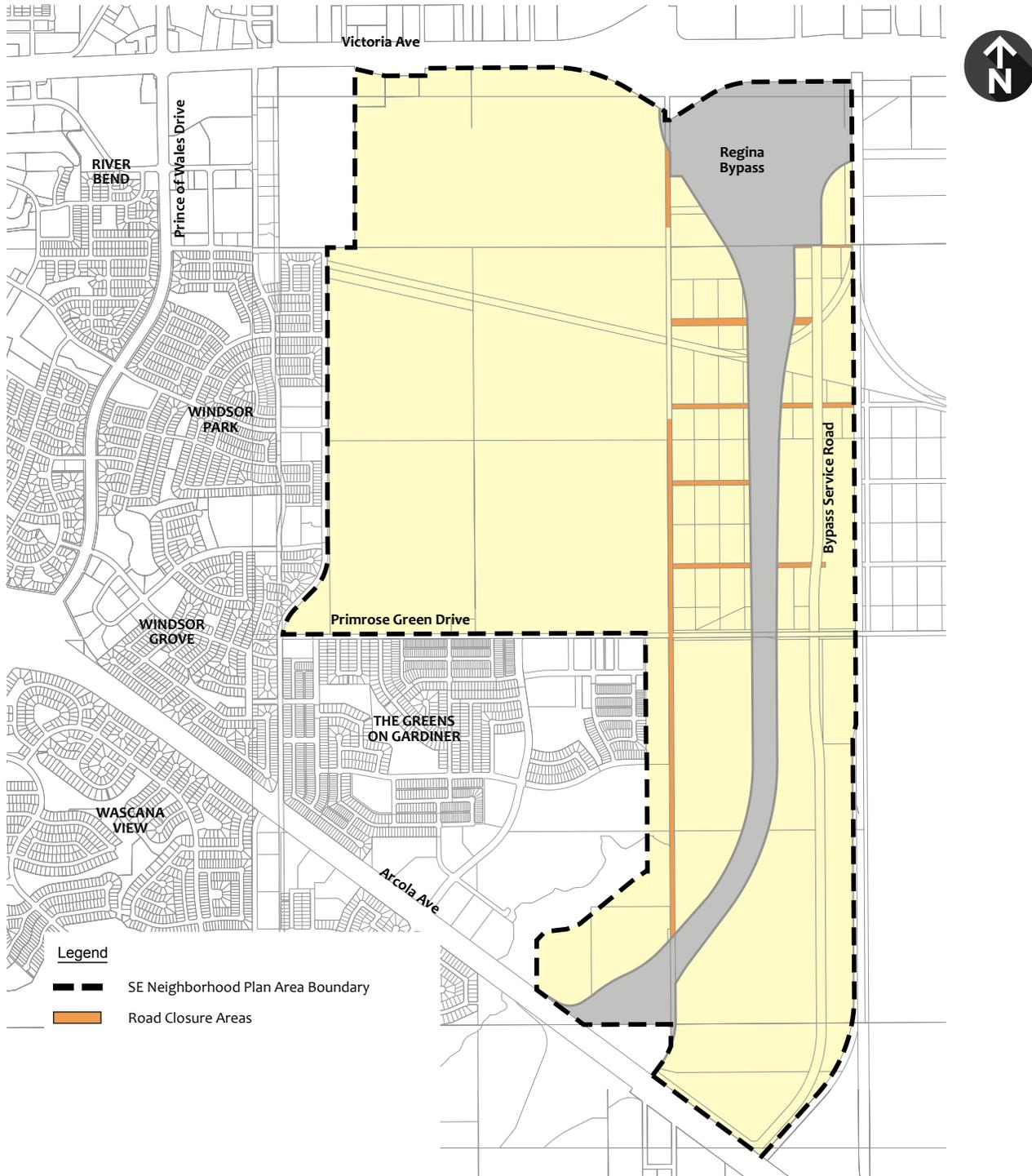
### Purpose

The majority of existing road rights-of-way within the SENP area may not support urban development and may need to be closed and consolidated as development of the lands occur and new road networks and road classifications serve the plan area. Portions of the existing Anaquod Road ROW is anticipated to shift slightly to the east of its current location in order to accommodate the construction of Anaquod Road to an urban cross section. The service roads that provide access to the subdivided parcels on the east side of Anaquod Road will be consolidated as new residential development occurs.

### Policies

- 6.6(a) The existing road rights-of-way as shown on **Figure 19: Future Road Closure Areas**, should be closed and consolidated with adjacent lands prior to development.

F19 | Future Road Closure Areas



# 7.0

# Servicing

As part of the Southeast Regina NP, a servicing strategy is required to support development. The servicing strategies summarized in this section provide the ultimate approach proposed for water, wastewater, stormwater and utility infrastructure. An overview of the existing conditions, the ultimate servicing requirements to accommodate the proposed development, and the capital improvements necessary are described. Notwithstanding the ultimate servicing approach outlined, where appropriate, interim servicing solutions may be considered by the City of Regina. Interim servicing solutions may be proposed at the time of concept plan as supported through additional technical analysis.

## 7.1 Water Servicing

### 7.1.1 Existing Conditions

The NP area can be serviced through eleven tie-in points with water mains ranging in size from 200 mm to 400 mm between Victoria Avenue and Arcola Avenue.

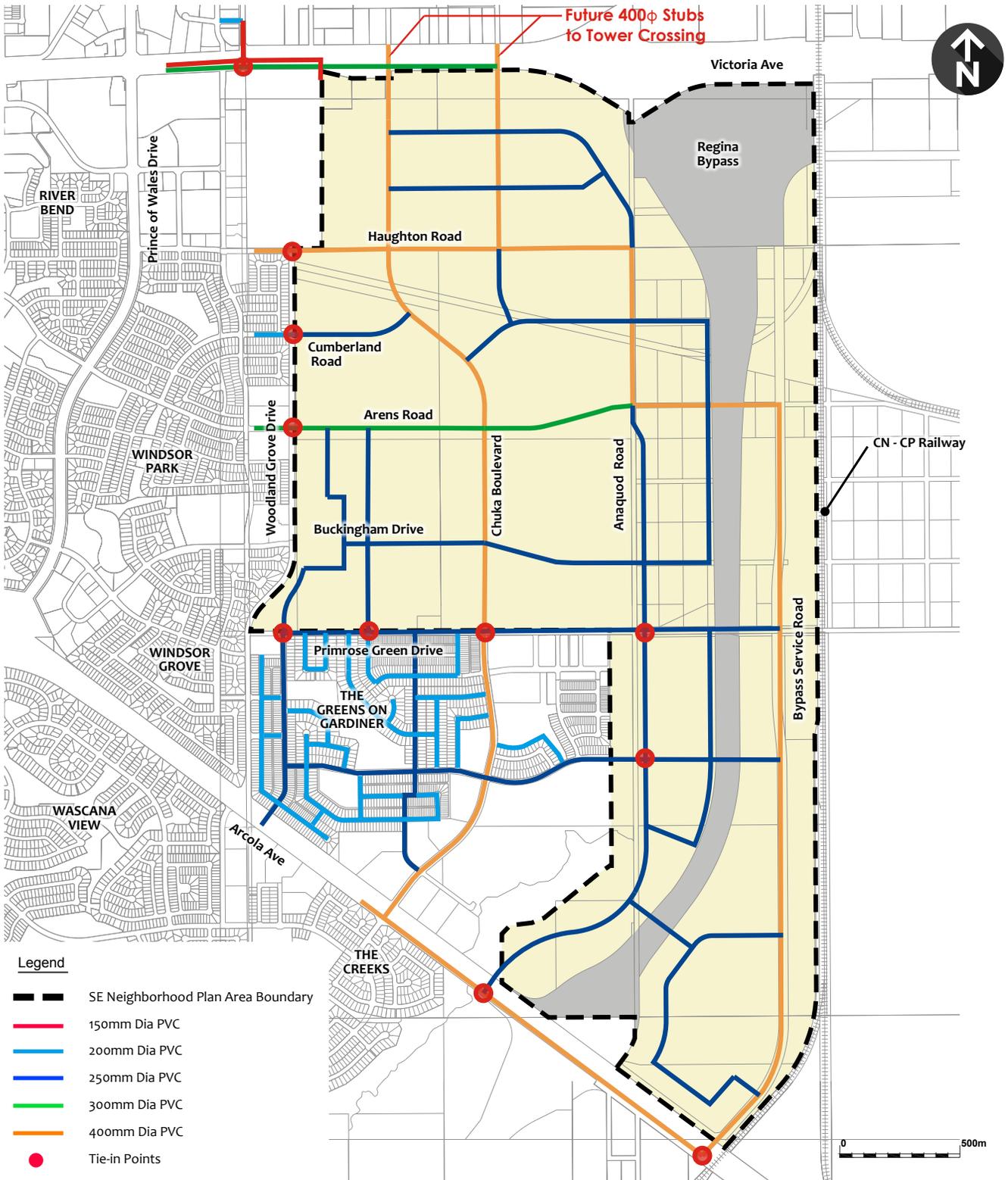
### 7.1.2 Proposed Development

Water servicing may be provided to the NP area as shown in **Figure 20: Water Servicing Concept**. The existing potential tie-in points and the proposed connections to them would be as follows:

#### T6| Tie-In Locations & Pipe Sizes

Locations	City Pipe Size (mm)	Connection Pipe Size (mm)
Victoria Avenue east of Windsor Park Road	300/150	400
Woodland Grove Drive & Haughton Road	400	400
Cumberland Road & Woodland Grove Drive	200	250
Arens Road & Woodland Grove Drive	300	300
Primrose Green Drive and Green Bank Road	250	250
Primrose Green Drive and Green Stone Road	250	250
Primrose Green Drive and Chuka Boulevard	400/250/250	400
Primrose Green Drive near Anaquod Road	250	250/250/250
East Green Apple Drive near Anaquod Road	250	250/250
Arcola Avenue & Potential Roadway Connection (Anaquod Rd Extension)	400	250
Arcola Avenue southeast of Future Bypass	400	400

**F20 | Water Servicing Concept**



A network of minimum 200 mm diameter water mains in addition to the above noted larger mains would connect the neighbourhood. The area will be developed with various levels of density including Residential, Commercial, Mixed-Use, Institutional (schools), Prestige Industrial, and Light to Medium Industrial uses. A WaterCAD water model for the entire area was developed to assess consumptive and fire flow servicing. Three different water use scenarios were developed and analyzed including peak day (PDD), peak hour (PHD) and peak day plus fire flow using the City provided water model for the 235,000 population projection. The necessary fire flows for these land uses are 90 L/s, 150 L/s and 250 L/s (for institutional only) for levels 1, 2 and 3 fire protection respectively.

Analysis indicates that the Southeast Lands has pressure deficiencies for the PDD and PHD scenarios; however, there were no fire flow failures. The City of Regina has begun working on a Master Water Plan (MWP) in order to study the City's water system. The City has indicated that the City-Wide Water Master Plan will lead to the preliminary design of a Pressure Solution, and will provide recommendations to improve the system.

## Policies

- 7.1(a) The water system for the NP area shall be designed adequately and efficiently to address water servicing and fire flow requirements.
- 7.1(b) The water system should be in general accordance with **Figure 20: Water Servicing Concept**.
- 7.1(c) Future concept plans and detailed engineering design will refine the water system concept without an amendment to the NP required.
- 7.1(d) As a prerequisite for rezoning or subdivision approval, the City may require detailed modelling and analysis for water servicing that identifies network routing, capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 7.1(e) The City may allow privately owned and managed water supply systems within the Light and Medium Industrial Area with the proviso that:
  - (i) Fire protection/suppression requirements can be met, as per the National Building Code;
  - (ii) As a prerequisite for, and as part of the development of, the Prestige Industrial Area, full city water service is installed within the Light and Medium Industrial Area;
  - (iii) At the City's discretion, if required, land shall be dedicated or reserved (e.g. easement) adjacent to and abutting, the Service Road for the purpose of installing future utility lines.
- 7.1(f) Following completion of conceptual design of a long term water solution which incorporates the Southeast Lands (through the Water Master Plan or similar study), the water solution for the Southeast Lands may be re-evaluated for lands that have not yet been subdivided.

## 7.2 Stormwater Management

### 7.2.1 Existing Conditions

The NP study area slopes gently from north to south, and drains to two catchment areas, Chuka Creek to the south, and Wascana Creek, via the Prince of Wales Stormwater Management Facility (SWMF), to the west of the plan area. The developed areas include the church and funeral home located east of the Regina Memorial Gardens Cemetery and several industrial sites east of Anaquod Road. The majority of the existing area is currently used for agricultural purposes.

The total relief is approximately 11 metres over the north-south distance, with elevations ranging from 585 m to 574 m. At the north end, the land generally slopes from north to south and from east to west, with an elevation of 585 m at the northeast corner and an elevation of 580 m at the northwest corner. There is a low point of 578 m at Primrose Drive, then the land slopes from north to south with a more noticeable drop in elevation occurring about 460 m west of Anaquod Road. The land between Anaquod Road and the future East Regina Bypass generally slopes from north to south but is relatively flat from east to west.

### 7.2.2 Proposed Development

The City of Regina's stormwater management strategy follows the urban dual drainage concept where the minor (piped) system conveys flows from the 1 in 5 year storm event and the major (overland) system manages flows from the 1 in 100 year event. The City of Regina requires that for all new developments, the stormwater management system be designed to manage flows generated by the 1 in 100 year design storm, 24 hour Chicago distribution rainfall event. XPSWMM version 15.1 was used to simulate the impacts of various rainstorms and resulting storm water runoff on existing and proposed infrastructure. The model integrates the serviceable areas of the NP, as well as existing storm infrastructure and conveyance systems. The NP subcatchments analyzed in the model correspond to **Figure 21: Stormwater Management Concept**.

The onsite storm water management will be achieved by employing traditional storm water conveyance and detention practices to limit post-development runoff rates to less than or equal to pre-development runoff rates for the 1 in 100 year, 24 hour City of Regina Chicago distribution, rainfall event. Stormwater detention volumes are based on outflows at the predevelopment flow rates. They are understood as active storage volumes used for temporary runoff storage. These volumes were rounded to the next 1,000m<sup>3</sup>.

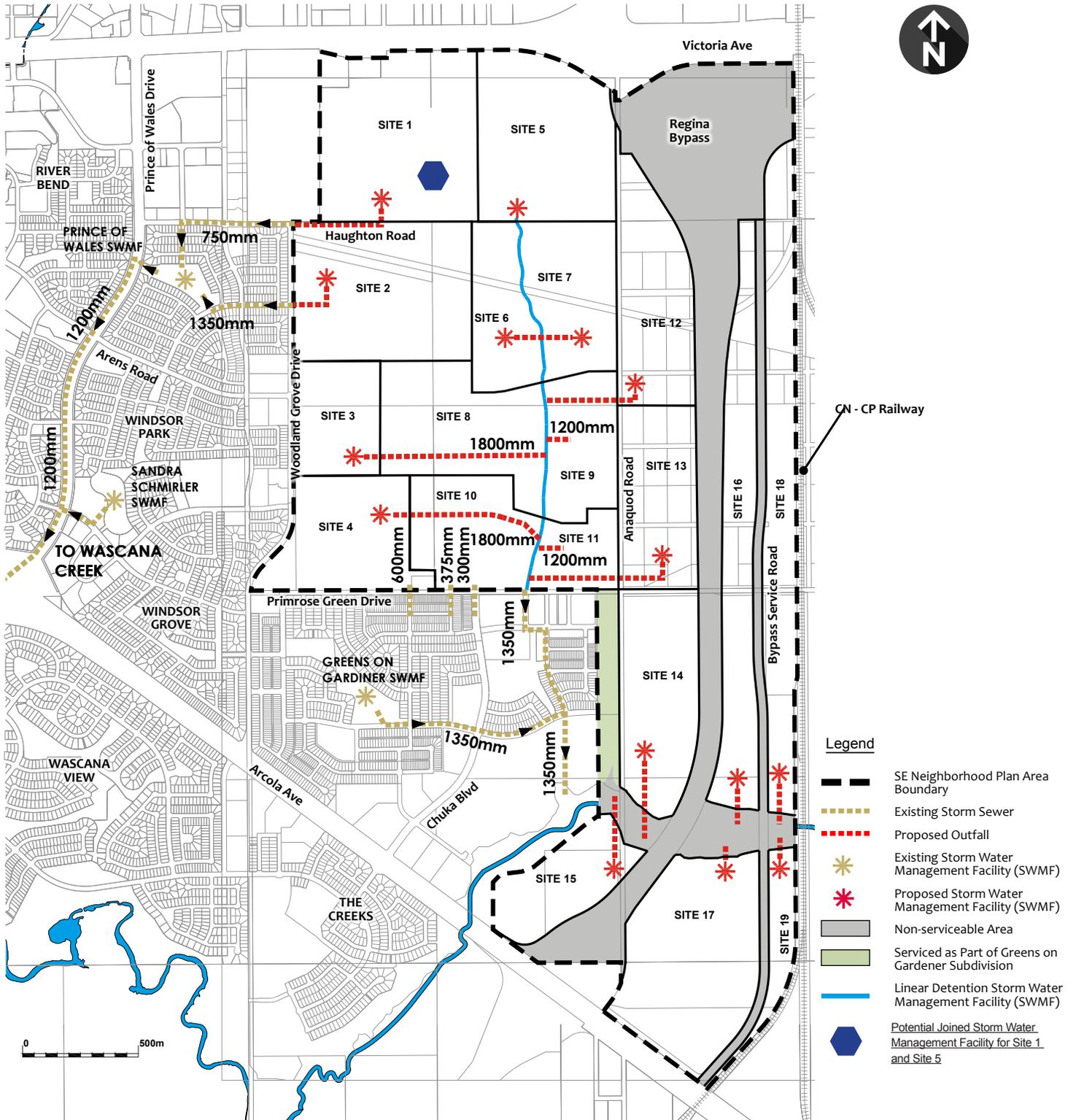
#### Areas Draining to the Prince of Wales SWMF

The storage requirements for the SE lands draining to the existing Prince of Wales SWMF are summarized in **Table B2: Storage Drainage Requirements for Sites 1+2** in Appendix B.

Upon review of pre and post development scenarios, it can be concluded that Sites 1 and 2 in the northwest corner of SEL will have a minimal impact on the operation of the existing Prince of Wales and SWMF:

- With both Sites 1 and 2 releasing at 6.0 L/s/ha the maximum flow out of the Prince of Wales SWMF is 2.0 m<sup>3</sup>/s, below the maximum design flow of 2.2 m<sup>3</sup>/s.
- The maximum 1 in 100 year high water level(HWL) in the Prince of Wales SWMF is 575.60 m, with the addition of Site 1 and 2, which is 0.24 m higher than pre-development. The HWL is 1.40 m below the Prince of Wales SWMF freeboard.

# F21 | Stormwater Management Concept



### Areas Serviced by the Linear Detention SWMF

The areas within the future Towns 235k Concept Plan (Sites 3, 4, 8, 9, 10 and 11) will drain directly to the Linear Detention SWMF. The remainder of the areas will release to the Linear Detention SWMF at a controlled flow rate of 3.3 L/s/ha. The Linear Detention SWMF will also be controlled at 3.3 L/s/ha, prior to the tie-in point to the Greens on Gardiner 1350 mm storm trunk. The storage requirements for the areas serviced by the Linear Detention SWMF are summarized in **Table B3: Storage Requirements for Linear Detention SWMF from Areas Draining Directly to SWMF** and **Table B4: Storage Requirements for Linear Detention SWMF from Areas with a Controlled Release Rate to SWMF** in Appendix B.

- The estimated 100 year elevation for the Linear Detention SWMF is 577.85 m, corresponding to an active storage volume of 85,000 m<sup>3</sup>. The proposed back-of-lot elevation of 578.40 m at the south end of the Linear Detention SWMF results in a freeboard of 0.55 m for the 1:100 year design storm event.
- The development of the commercial land in the north half of Sites 1 and 5, in advance of the residential lands and LDF being developed to the south, can have one SWMF constructed and released at a controlled release rate to the Houghton Road storm trunk and the Prince of Wales SWMF, on an interim basis, pending the following:
  - An alternative major system discharge location to service the lands until such time as the linear detention facility is completed.
  - The facility be controlled at a reduced release rate and the outlet rerouted once the linear detention facility is completed.
  - Pacer Park baseball field is located within the catchment area for Site 12. The storage requirement for this site was re-calculated to 7,000 m<sup>3</sup> to reflect the change in imperviousness and land-use from the previous planning concept. On an interim basis, and until the LDF is completed, Site 12 SWMF may temporarily outlet into Anaquod Road ditch.

### Areas Draining Directly to Chuka Creek

192 hectares of land will drain directly to Chuka Creek, through the use of dry bottom detention ponds to attenuate flows, at a controlled pre-development release rate of 3.3 L/s/ha.

Overall, the proposed stormwater management concept for the NP area accommodates existing externally generated flows and ensures that the post-development peak runoff flows leaving the plan area must be equal to or less than the pre-development peak flows.

### Policies

- 7.2(a) The stormwater management system to service the plan area shall be designed adequately and efficiently to address all necessary stormwater management requirements and Municipal Reserve requirements where stormwater management facilities are located on Municipal Reserve.
- 7.2(b) The stormwater management system should be in general accordance with **Figure 21: Storm Servicing Concept**.
- 7.2(c) Refinements to the stormwater management plan may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.
- 7.2(d) As a prerequisite for rezoning or subdivision approval, the City may require detailed modelling and analysis for stormwater servicing that identifies network routing, capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 7.2(e) As a prerequisite to subdivision, an impact assessment study shall be provided to the City of Regina for any stormwater management facility proposed on Municipal Reserve.

## 7.3 Wastewater Collection System

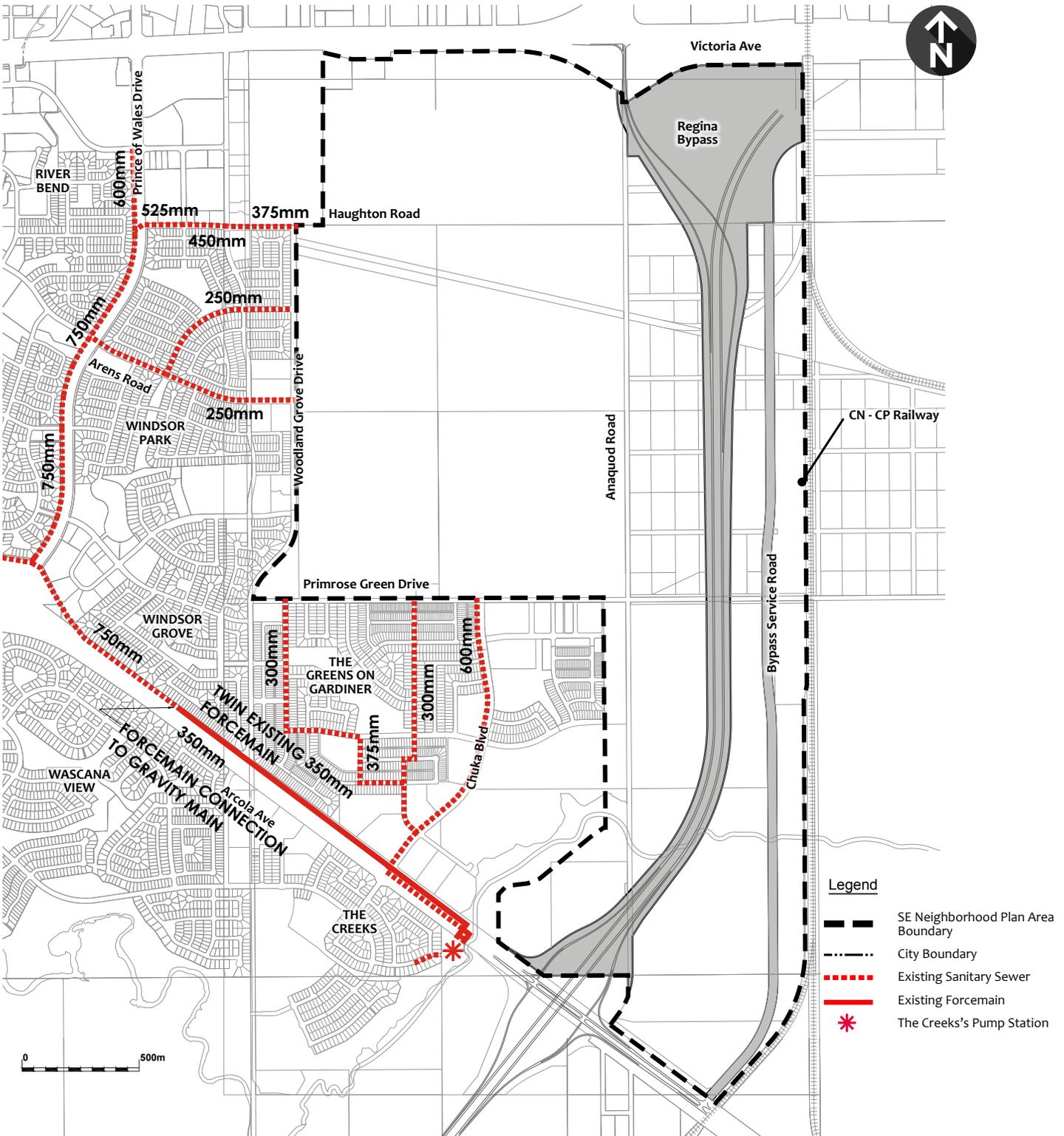
### 7.3.1 Existing Conditions

The domestic flows from both the Creeks and Greens on Gardiner communities drain to the Creeks Pump Station (PS). The Creeks PS feeds into the southeast trunk which discharges into the McCarthy Boulevard Pump Station. Previously completed studies have identified the need for downstream wastewater collection system upgrades in the City, as surcharging and flooding is experienced during major rainfall events. Thus, limited capacity is available within the downstream system during existing conditions. Future upgrades to the downstream system are expected to occur, but no timeline has been identified.

The Creeks PS currently consists of 2 pumps (1 duty and 1 standby) discharging at a maximum combined rate of approximately 109 L/s with a 350 mm diameter 1600 m long force main. A 1,000 m<sup>3</sup> storage tank is also constructed and is meant to store the PS inflows in the event that the downstream collection system is surcharged. The Creeks PS was designed with the operational philosophy that no flow will be discharged into the Arcola Trunk sewer if the downstream system is operating at a flow depth equal to 80% of its pipe diameter at Lacon Street. The Creeks PS was constructed so that it could be expanded to accommodate future growth areas. The pump station expansion would require additional pumps and additional force main and force main and expanded offline storage facilities.

**Figure 22: Existing Sanitary Infrastructure** identifies the location of the existing sanitary trunk sewers located west and south of the study area.

F22 | Existing Sanitary Infrastructure



### 7.3.2 Proposed Development

The City's calibrated InfoWorks CS Wastewater Hydraulic Model was used to determine the required wet weather flow capacity, the total volume generated, and the required storage volume. The SE Lands planning area was subdivided into catchments numbered 1 to 15 and are shown on **Figure 23: Wastewater Catchments & Sanitary Servicing Concept**.

#### The Creeks Pump Station Expansion

Catchments 5, 7 and 8 can be serviced by expanding the existing Creeks Pump Station. The Creeks PS was built to accommodate additional pumps and storage. The pumping capacity and offline storage would have to be increased to service those areas. Catchment 5 is part of the Greens on Gardiner Concept Plan Amendment area and can be serviced through the existing infrastructure in the Greens. Catchment 7 and 8 is the Towns Concept Plan area and can be serviced through the 600 mm trunk sewer on Chuka Boulevard.

The City is currently undertaking the predesign analysis of the Creeks Pump Station Expansion. That assessment will determine the maximum expandable capacity of the Creeks Pump Station and offline storage tank. It is possible expansion could accommodate additional catchment areas; however, that needs to be confirmed once the preliminary design has been completed.

#### The Existing Sub-trunk on Houghton Road

Catchments 10 to 15 can be serviced through the 375 mm sub-trunk on Houghton Road and Woodland Grove drive. Based on a preliminary grading concept completed in support of the East Victoria commercial corridor by Associated Engineering, all lands within Catchments 13 to 15 can be serviced by gravity.

An assessment of the Houghton Road sub-trunk was completed from Woodland Grove Drive to Prince of Wales Drive. The Houghton Road sub-trunk capacity is limited by the 375 mm diameter pipe section from Woodland Grove Drive to Windsor Park Road. If an additional 375 mm pipe was constructed between Windsor Park Road and Woodland Grove drive, there would be capacity to accommodate Catchments 10 to 15.

#### Potential Pump Station

A new pump station would be required to service Catchments 1 to 4 and 6. This pump station could also service Catchments 10, 11 and 12. The pump station would discharge into the 750 mm trunk sewer on Arcola Avenue.

A storage facility is required to maintain the storage servicing philosophy for all catchments unless downstream conveyance upgrades are made to increase the capacity of the downstream system.

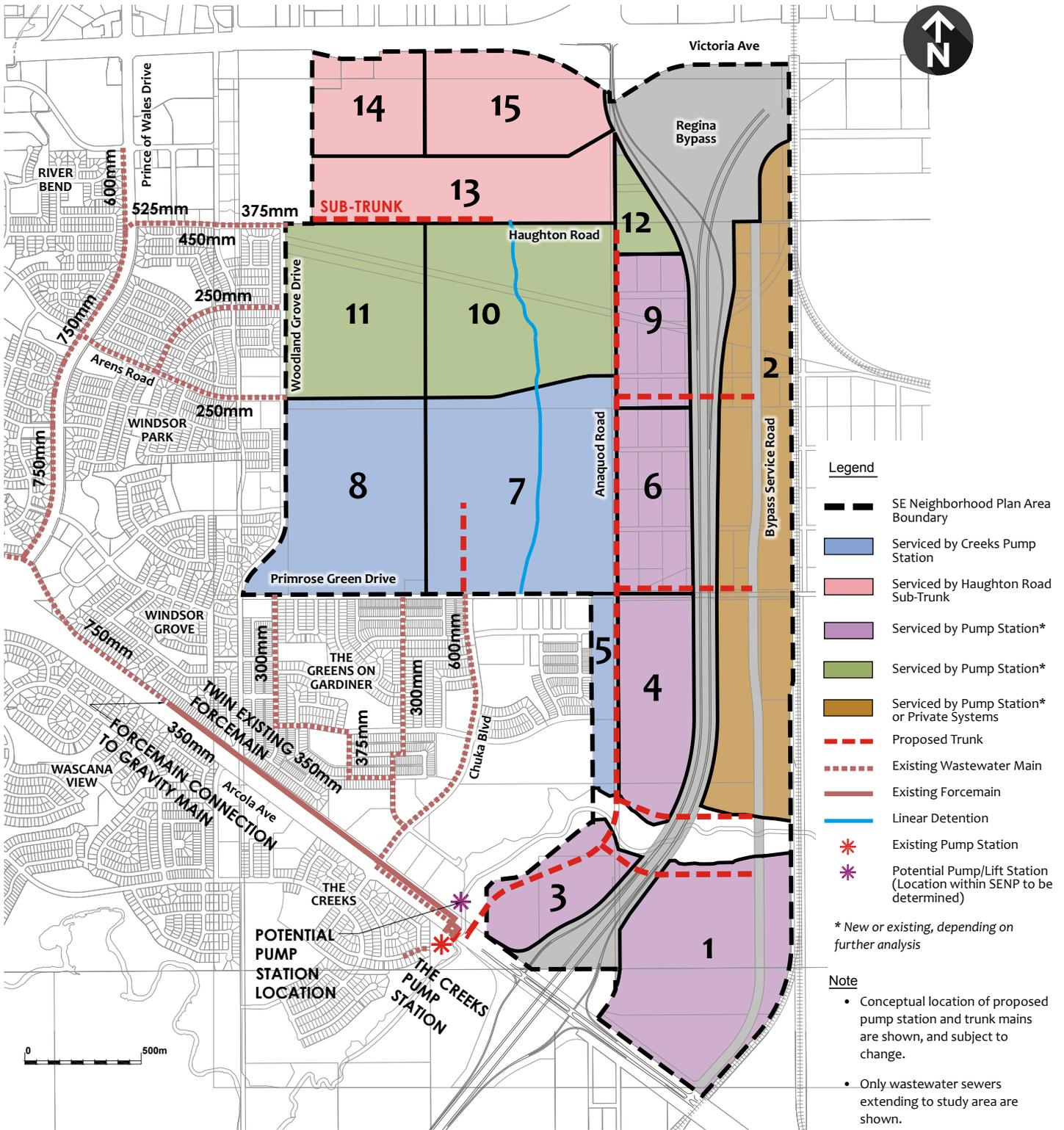
#### Private Systems

Catchment 2 comprises the Light & Medium Industrial Area. This area may be serviced through privately owned on-site sewage treatment systems.

#### Recommendations

The recommended servicing scheme is shown on **Figure 23: Wastewater Catchments & Sanitary Servicing Concept**. A detailed serviceability report in support of this assessment has been provided to the City of Regina under separate cover.

**F23 | Wastewater Catchments & Sanitary Servicing Concept**



- Legend**
- SE Neighborhood Plan Area Boundary
  - Served by Creeks Pump Station
  - Served by Haughton Road Sub-Trunk
  - Served by Pump Station\*
  - Served by Pump Station\*
  - Served by Pump Station\* or Private Systems
  - Proposed Trunk
  - Existing Wastewater Main
  - Existing Forcemain
  - Linear Detention
  - Existing Pump Station
  - Potential Pump/Lift Station (Location within SENP to be determined)
- \* New or existing, depending on further analysis

- Note**
- Conceptual location of proposed pump station and trunk mains are shown, and subject to change.
  - Only wastewater sewers extending to study area are shown.

## Policies

### Wastewater Collection System

- 7.3(a) The wastewater collection system to service the NP area shall be designed adequately and efficiently to address all required wastewater requirements.
- 7.3(b) The wastewater collection system should be in general accordance with **Figure 23: Wastewater Catchments & Sanitary Servicing Concept**
- 7.3(c) Where a new wastewater storage and/ or pumping facility is required:
  - (i) This facility should be strategically located in order to accommodate the largest and/ or most practical catchment area as possible;
  - (ii) Only one new facility shall be permitted in the Plan Area, except where the City, at its discretion, deems that an additional facility may be beneficial.
- 7.3(d) Refinements to the wastewater collection system may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.
- 7.3(e) Portions of the plan area may be set aside as a municipal utility parcel to accommodate the location and construction of a sanitary pumping station and/or forcemain requirements.
- 7.3(f) As a prerequisite for rezoning or subdivision approval, the City may require: detailed modelling and analysis for wastewater servicing, which identifies network routing; capital improvements; a pre-design of the sanitary pump station and forcemain; and solutions for providing an appropriate level of service both within the development and beyond.
- 7.3(g) As future development proceeds within the plan area, weeping tile discharge into the sanitary sewer system shall be prohibited.
- 7.3(h) Following completion of conceptual design of a long term wastewater solution which incorporates the Southeast Lands (through the Wastewater Master Plan or similar study), the wastewater solution for the Southeast Lands will be re-evaluated for lands that have not yet been subdivided.
- 7.3(i) The City may allow privately owned and managed wastewater systems within the Light and Medium Industrial Area with the proviso that it can be demonstrated to the City's satisfaction that relevant City and Provincial requirements can be met.

*This page intentionally left blank*

## 7.4 Shallow Utility Servicing

Existing and proposed shallow utilities, including SaskEnergy, SaskTel, SaskPower, and Access Communications, in the SENP area are shown on **Figure 24: Shallow Utilities Servicing**.

SaskEnergy has proposed locations for two 40 m x 60 m regulator stations and one Town Border Station. In addition, SaskEnergy has identified the need to expand the SaskEnergy Elevated Pressure system distribution line within the SENP area. The gas distribution line is proposed to be located east of the Regina Bypass. The SaskEnergy line will require a 15 metre easement or right-of-way and will extend north across Victoria Avenue. The exact location of the SaskEnergy distribution line will be identified at the Concept Plan and Land Use Rezoning stage.

SaskTel has planned for four 35 m or 45 m wireless towers to be distributed throughout the SENP area as shown. SaskTel has noted that the locations are subject to change based on changes in population density, and that the towers will be built as required and when capital is available.

SaskPower does not require major infrastructure in Phase 1 of the SENP (as illustrated on **Figure 25: Development Phasing Boundaries**) and requests to be contacted regarding Phase 2 at a later date.

Access Communications also does not require major infrastructure. Access's equipment will be placed within road right-of-ways during the detailed design stages.

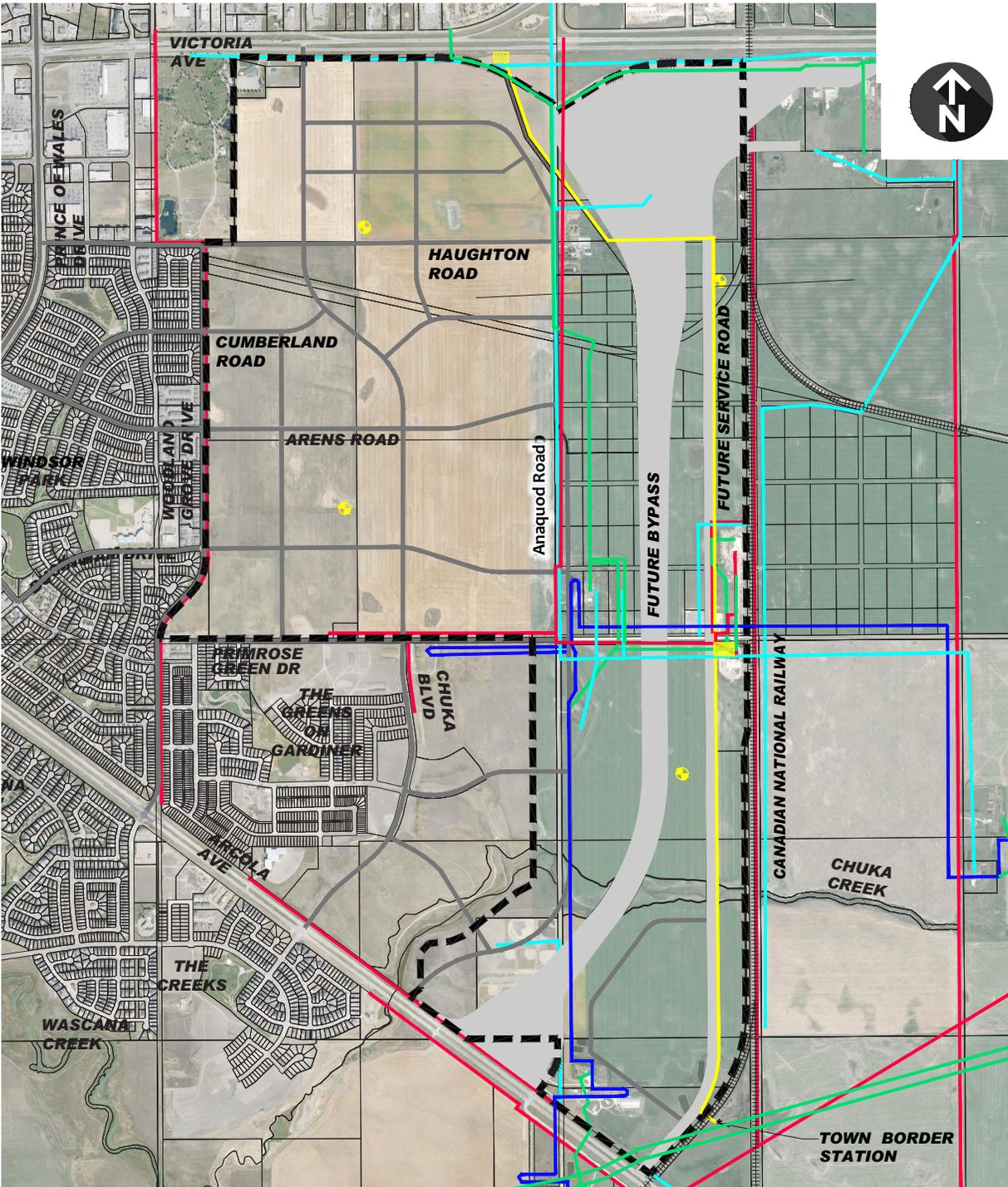
The four utility companies have noted that there may be significant lead times and appreciate as much notice as possible when it is time to install these facilities.

### Policies

#### Shallow Utility Servicing

- 7.4(a) The City may require, as a prerequisite for concept plan approval, the submission of a risk assessment in order to determine land-use and setback implications associated with gas facilities if residential development is proposed within close proximity to a gas facility..
- 7.4(b) The location and design of cell towers within the SENP should ensure the presence of towers is minimized within a development

F24 | Shallow Utilities Servicing



Legend

	EXISTING OVERHEAD POWER		PROPOSED NEW GAS LINE (15.0m ROW REQUIRED)
	EXISTING BURIED POWER		PROPOSED REGULATOR STATION
	EXISTING BURIED GAS		PROPOSED CELL TOWER
	EXISTING BURIED TELEPHONE		



# 8.0

# Implementation

## 8.1 Development Phasing

### Purpose

Development phasing boundaries are based on infrastructure considerations and planning logic. Phasing boundaries have been defined in **Figure 25: Development Phasing Boundaries**, and are based on logical and sequential key infrastructure considerations.

Phase 1 lands identified on **Figure 25** include the existing Towns Concept Plan area, the commercial lands along Victoria Avenue, the industrial lands east of the Bypass, and the Ball Park Facility. Phase 2 lands consist of the remaining Residential and Mixed-Use areas within the SENP.

Industrial land uses may initially require minimal servicing infrastructure, thus, alternative and interim forms of servicing may be permitted for the development of lands east of the Bypass, as agreed upon with the City of Regina.

The Greens on Gardiner Expansion Area within this Neighbourhood Plan will be developed and integrated in conjunction with the existing Greens on Gardiner neighbourhood.

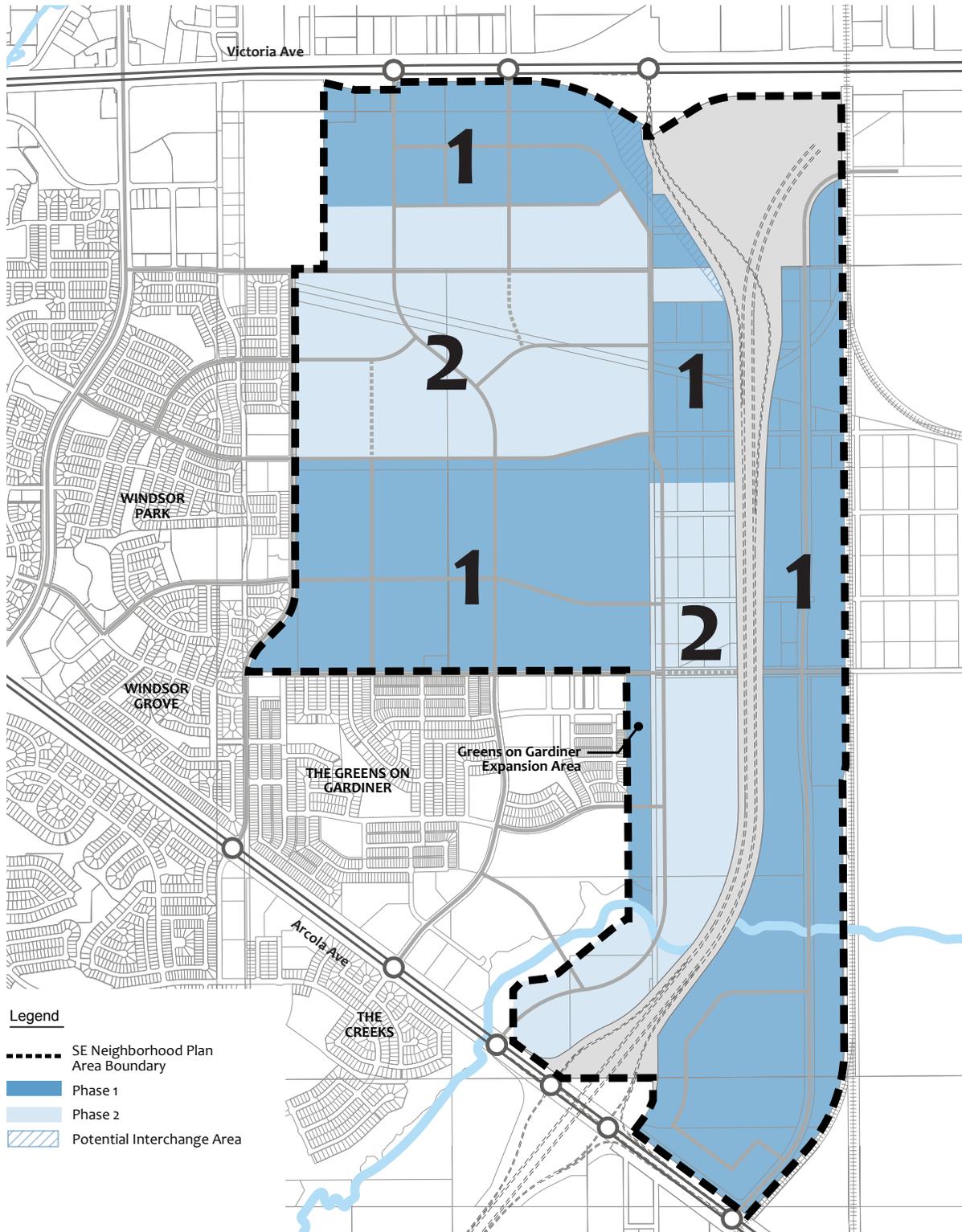
Lands identified as 'Stage 2' may be reviewed by the City of Regina on a per application basis. Priority of growth for these lands should be evaluated based on servicing and infrastructure requirements and upgrades, as well as considerations that may include readiness to proceed, contiguous development, and proximity to existing community amenities.

Lands within and directly adjacent to the Potential Interchange Area may be impacted by the potential future interchange at Anaquod Road and Victoria Avenue. Development of these lands shall be coordinated with the Province and the City of Regina once the Province has completed functional planning and determined right-of-way requirements for the future interchange.

### Policies

- 8.1(a) Phasing within the Neighbourhood Plan shall generally comply with the boundaries as shown in **Figure 25: Development Phasing Boundaries**.
- 8.1(b) Pending conformity with the policies and/or growth plan of Part A of the City's OCP respecting the phasing and timing of growth and concept plan approval, the City may consider approving residential development within Phase 2 as shown on **Figure 25: Development Phasing Boundaries**.
- 8.1(c) Pending conformity with the policies and/or growth plan of Part A of the City's OCP respecting the phasing and timing of growth and concept plan approval, the City may consider approving residential development within Phase 1 commercial lands as shown on **Figure 25: Development Phasing Boundaries**.

F25 | Development Phasing Boundaries



Legend

- SE Neighborhood Plan Area Boundary
- Phase 1
- Phase 2
- Potential Interchange Area

- 8.1(d) The Greens on Gardiner Expansion Area within this Neighbourhood Plan will be subject to phasing within the approved Greens on Gardiner Concept Plan.
- 8.1(e) Concept plan submissions shall include detailed staging plans to help direct and guide rezoning and subdivision applications and the logical extension of municipal services and infrastructure.
- 8.1(f) Notwithstanding any other policy of this Plan, specific rezoning applications should not be approved where the proposed development will, in the estimation of the City, result in an unsatisfactory level of service, either within the plan area or elsewhere in the city, for traffic management or utilities.

## 8.2 Concept Plan Requirements

### Purpose

To advance development on the subject lands, a concept plan must first be prepared in accordance with the Design Regina OCP and the Southeast Neighbourhood Plan. The purpose of a concept plan is to provide for more detailed land use, transportation and servicing framework which is consistent with the SENP. Concept plan boundaries are referenced in **Figure 26: Concept Plan Boundaries**. Concept plan boundaries have been informed by the SENP community and neighbourhood framework and by previous concept plan approvals.

The concept plan boundaries are preliminary and subject to refinement based on discussions with the City. There is an approved concept plan for “Concept Plan C” as identified on **Figure 26**.

The Greens on Gardiner Expansion Area within the SENP has been incorporated within the approved Greens on Gardiner Concept Plan boundary.

### Policies

- 8.2(a) As a prerequisite for rezoning approval, a concept plan shall be prepared and approved for the applicable areas as outlined in **Figure 26: Concept Plan Boundaries**.
- 8.2(b) The Greens on Gardiner Expansion Area within this Neighbourhood Plan shall be incorporated within the approved Greens on Gardiner Concept Plan.
- 8.2(c) Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the Phase 2 area as shown on **Figure 25: Development Phasing Boundaries**, in order to accommodate transportation or utility infrastructure or public facilities, at any time and without a concept plan being required.
- 8.2(d) Notwithstanding Policy 8.2(a) concept plan boundaries may be adjusted without amendment to this Plan being required.
- 8.2(e) The location and type of land use, residential density, open space, park features and transportation networks within an approved concept plan should be in general compliance with this Neighbourhood Plan.

- 8.2(f) Where the location and type of land use, open space, or transportation and servicing networks illustrated in a proposed concept plan varies from this Neighbourhood Plan, the City may approve the concept plan with the proviso that:
- The variation is deemed by the City to be minor in nature;
  - The variation does not directly conflict with a particular policy statement; and
  - The proposed concept plan substantially conforms with this Neighbourhood Plan.
- 8.2(g) Concept plans may be adopted or amended by resolution, in accordance with the Planning and Development Act, 2007 and shall be binding upon applicable rezoning and subdivision applications.
- 8.2(h) Concept plans shall contain for each applicable phase, a detailed land use plan and detailed circulation plan (road and street networks, transit routes, pedestrian and cycling routes, where applicable)

## 8.3 Intermunicipal Coordination

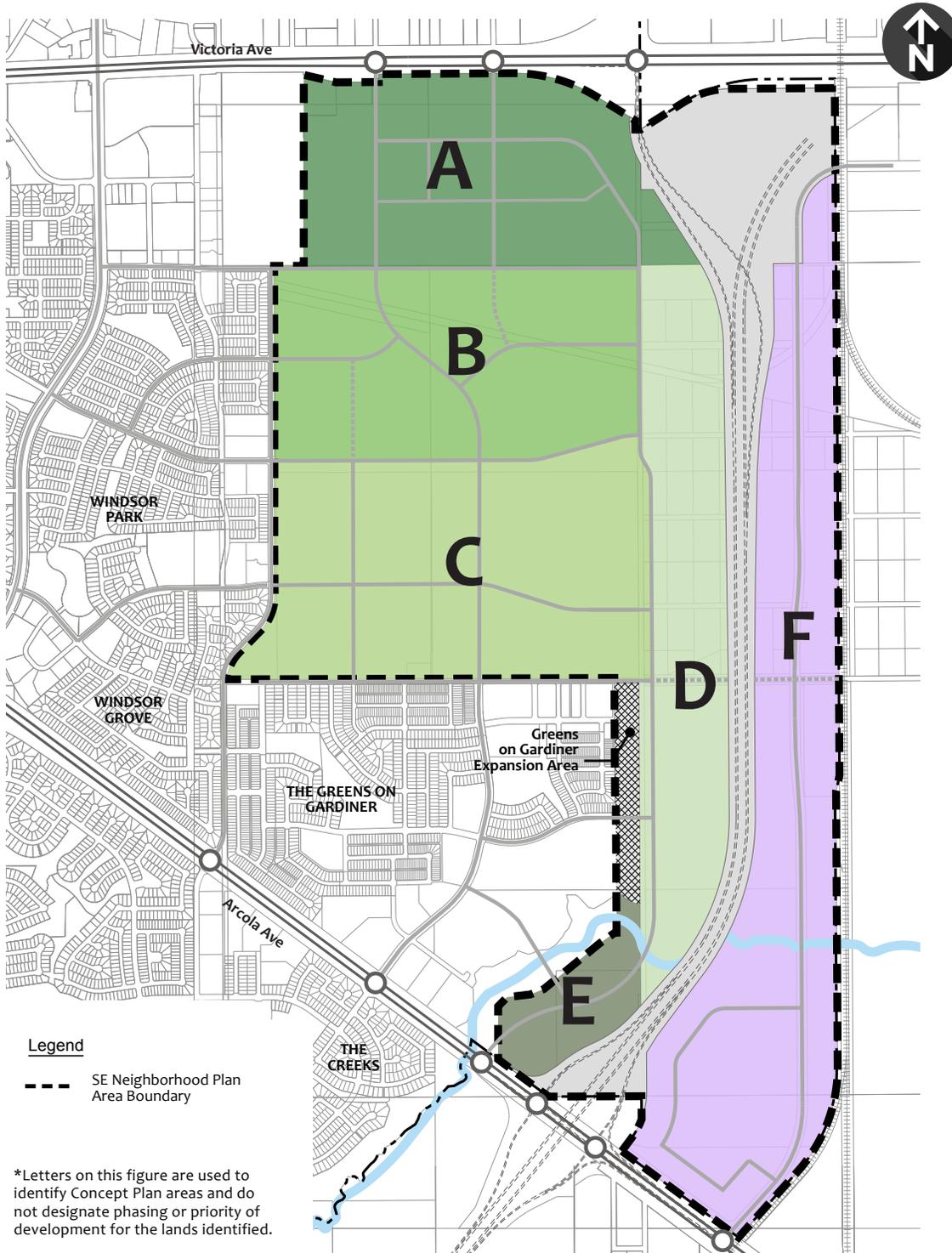
### Purpose

The Neighbourhood Plan Area is directly bordered by the R.M. of Sherwood to the east. The Design Regina OCP shows the SE Regina Neighbourhood Plan area located within the Joint Planning Area and as such both municipalities (City of Regina and R.M. of Sherwood) will collaborate on planning and development matters where appropriate.

### Policies

- 8.3(a) The City of Regina shall consult with the R.M. of Sherwood on intermunicipal planning, transportation and servicing matters that may arise during the implementation of the Neighbourhood Plan to achieve cooperative and coordinated outcomes.
- 8.3(b) The City of Regina shall circulate all development and planning proposals within the Joint Planning Area (within the Neighbourhood Plan Area) as per current R.M. of Sherwood/City of Regina intermunicipal policies.

## F 26 | Concept Plan Boundaries



## 8.4 Neighbourhood Plan Interpretation

### Purpose

Interpretation of the Neighbourhood Plan is paramount to proper implementation. This section provides direction on maps, policies and limitations of the Plan:

- Unless otherwise specified in this Neighbourhood Plan, the boundaries or locations of any symbols or areas shown on a map are approximate and no measurements of distances or areas should be taken from the maps in this Neighbourhood Plan.
- Where a purpose or an intent statement accompanies a policy, it is provided only to illustrate the purpose of and enhance the understanding of a policy. Should an inconsistency arise between the intent statement and a policy, the policy will take precedence.
- Most policies are written in the active tense, as deliberate statements or plans indicative of the direction that the City is proposing for future development or desired outcomes. In some of these policies, the word “should” is explicitly used to clarify the directional nature of the statement. Policies that use the active tense or “should” will be applied to all situations, unless it can be clearly identified to the satisfaction of the Approving Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Approving Authority.
- Policies in this Neighbourhood Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose, since detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for concept plan, rezoning, subdivision or development permit approval.
- The appendices are provided for information only and do not form part of the statutory portion of this Neighbourhood Plan.

### Policies

- 8.4(a) Unless otherwise specified in this Neighbourhood Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such.
- 8.4(b) The existing Regina Funeral Home & Cemetery owned by Arbor Memorial Inc. shall remain as its legally approved land use.
- 8.4(c) All proposed land use areas, phasing boundaries and road alignments may be subject to further review and will be further delineated at the concept plan/rezoning stage. No amendment to this Neighbourhood Plan will be required as long as the intent of the applicable policies is maintained.
- 8.4(d) All policies in this Neighbourhood Plan are binding; all other content is for information purposes only.

# APPENDIX A - NON-BINDING INFORMATION

## Appendix A.1- Traffic Impact Assessment Supplemental Information

### Internal Road Network:

Key findings and recommendations of the traffic impact assessment are as follows:

- All internal intersections within the Southeast Neighbourhood are anticipated to operate acceptably in the 2040-forecast scenario.
- Traffic signals will be required at full build out of the neighbourhood along Chuka Boulevard and Anaquod Road.
- Right and left turn lanes will be required along Chuka Boulevard for intersections located north of Haughton Road.
- Right and left turn lanes will be required along Zinkhan Street for intersections located north of the south commercial roadway.
- Chuka Boulevard, Zinkhan Street, and Anaquod Road will require a four-lane cross section with a six-lane cross section through the first links south of Victoria Avenue, along Chuka Boulevard and Zinkhan Street. A median will be required for both roads to store left turn lanes. The right-of-way width along these roads will be narrower south of Haughton Road as lower traffic volumes are expected south of the commercial areas.
- All remaining roads will require a two-lane cross section and right turn bays, with the exception of the intersection of Chuka Boulevard and Haughton Road which will require left turn lanes for the for the eastbound, westbound and southbound direction.
- Upgrades to Woodland Grove Drive will be required as per the requirements of the Traffic Impact Assessment.
- Right turn lanes will be required at Buckingham Drive and Arens Road to accommodate the projected traffic volumes at full build out; these intersections will also require traffic signals to reduce delay and congestion.
- The timing and implementation of traffic signals for the SENP as shown in **Figure 18: Potential Traffic Signal Locations**, will be determined by the rate of development and ultimately dictated by the traffic demand at each intersection.

### Regional Road Network:

Key findings and recommendations of the traffic impact assessment are as follows:

- 6-lane cross section is required along Victoria Avenue East and likely through the first links south of Victoria Avenue along Chuka Boulevard and Zinkhan Street
- Zinkhan Road and Victoria Avenue East intersection is required
- Anaquod Road and Arcola Avenue East intersection is required
- All external access points to the Southeast Neighbourhood from Victoria Avenue and Arcola Avenue, with infrastructure improvements, are anticipated to accommodate the future traffic volumes
- Dual Left Turn Lanes required at all left turn movements along Victoria Avenue East (Chuka Boulevard and Zinkhan Street intersections)
- Dual Left Turn Lanes are required for all left turn movements along Arcola Avenue East (Woodland Grove Drive, Chuka Boulevard & Anaquod Road)

## Appendix A.2- Stormwater Management Supplemental Information

### TA1 | Proposed Development Sub-Catchments

Sub-catchment	Area (ha)	Land Use	Outfall/Tie-in Point	Drainage Basin
Site 1	50	Commercial Mixed-Use	Existing minor system, Houghton Road	Wascana Creek
Site 2	47	neighbourhood area	Existing minor system, Cumberland Road	Wascana Creek
Site 3	19	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 4	29	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 5	41	Commercial, Mixed-Use	Linear Detention SWMF	Chuka Creek
Site 6	17	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 7	27	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 8	32	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 9	22	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 10	25	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 11	12	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 12	33	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 13	28	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 14	32	neighbourhood area	Chuka Creek	Chuka Creek
Site 15	20	mixed-use	Chuka Creek	Chuka Creek
Site 16	37	light/medium industrial	Chuka Creek	Chuka Creek
Site 17	51	prestige industrial	Chuka Creek	Chuka Creek
Site 18	42	light/medium industrial	Chuka Creek	Chuka Creek
Site 19	10	prestige industrial	Chuka Creek	Chuka Creek
<b>Total</b>	<b>574</b>	<b>Serviceable Storm Area</b>		

### TA2 | Storage Drainage Requirements for Sites 1+2

Sub-catchment	Area (ha)	Peak Flow (m <sup>3</sup> /s)	Approximate Storage Volume (m <sup>3</sup> )
Site 1	50	0.30	39,000
Site 2	47	0.28	30,000

### TA3 | Storage Requirements for Linear Detention SWMF From Areas Draining Directly to SWMF

Sub-catchment	Area (ha)	Approximate Storage Volume (m <sup>3</sup> )
Site 3	19	n/a
Site 4	29	5,000
Site 8	32	n/a
Site 9	22	n/a
Site 10	25	n/a
Site 11	12	n/a
Linear Detention SWMF		91,000
<b>Total</b>	<b>139</b>	<b>96,000</b>

### TA4 | Storage Requirements for Linear Detention SWMF from Areas with a Controlled Release Rate to the SWMF

Sub-catchment	Area (ha)	Approximate Storage Volume (m <sup>3</sup> )
Site 5	41	32,000
Site 6	17	13,000
Site 7	27	20,000
Site 12	33	7,000
Site 13	28	21,000
<b>Total</b>	<b>146</b>	<b>110,000</b>

**TA5 | Storage Requirements for Sites 14-19 Draining to Chuka Creek**

Sub-catchment	Area (ha)	Approximate Storage Volume (m <sup>3</sup> )
Site 14	32	23,000
Site 15	20	13,000
Site 16	37	18,000
Site 17	51	33,000
Site 18	42	19,000
Site 19	10	6,000
<b>Total</b>	<b>192</b>	<b>112,000</b>

The domestic flows from both the Creeks and Greens on Gardiner communities drain to the Creeks Pump Station (PS). The Creeks Pump Station feeds into the southeast trunk which discharges into the McCarthy Boulevard Pump Station. Previously completed studies have identified the need for

# Coopertown

## Neighbourhood Plan

---

### OCP – Part B.17



## PART B.17 Coopertown Neighbourhood Plan

Enactment			
		Date	Bylaw
<b>Approved</b>	City of Regina	June 24, 2019	Bylaw No. 2019-35
	Government of Saskatchewan	August 8, 2019	N/A
<b>Amended</b>			

This Neighbourhood Plan forms part of:

***Design Regina: The Official Community Plan Bylaw No. 2013-48***

Enactment of this Neighbourhood Plan is authorized through Section 29 of:

***The Planning and Development Act, 2007***

## CONTENTS

<b>1.</b>	<b>INTRODUCTION</b>	.....	<b>1</b>
<b>2.</b>	<b>SITE CONTEXT</b>	.....	<b>5</b>
<b>3.</b>	<b>VISION, POPULATION</b>	.....	<b>12</b>
<b>4.</b>	<b>LAND-USE STRATEGY</b>	.....	<b>14</b>
	Neighbourhoods	.....	<b>16</b>
	Centres & Hubs	.....	<b>18</b>
	Open Space	.....	<b>19</b>
	Civic & Institutional	.....	<b>22</b>
<b>5.</b>	<b>SERVICING STRATEGY</b>	.....	<b>23</b>
	Mobility	.....	<b>23</b>
	Water	.....	<b>28</b>
	Wastewater	.....	<b>30</b>
	Storm Water	.....	<b>34</b>
<b>6.</b>	<b>IMPLEMENTATION</b>	.....	<b>38</b>

# 1. INTRODUCTION

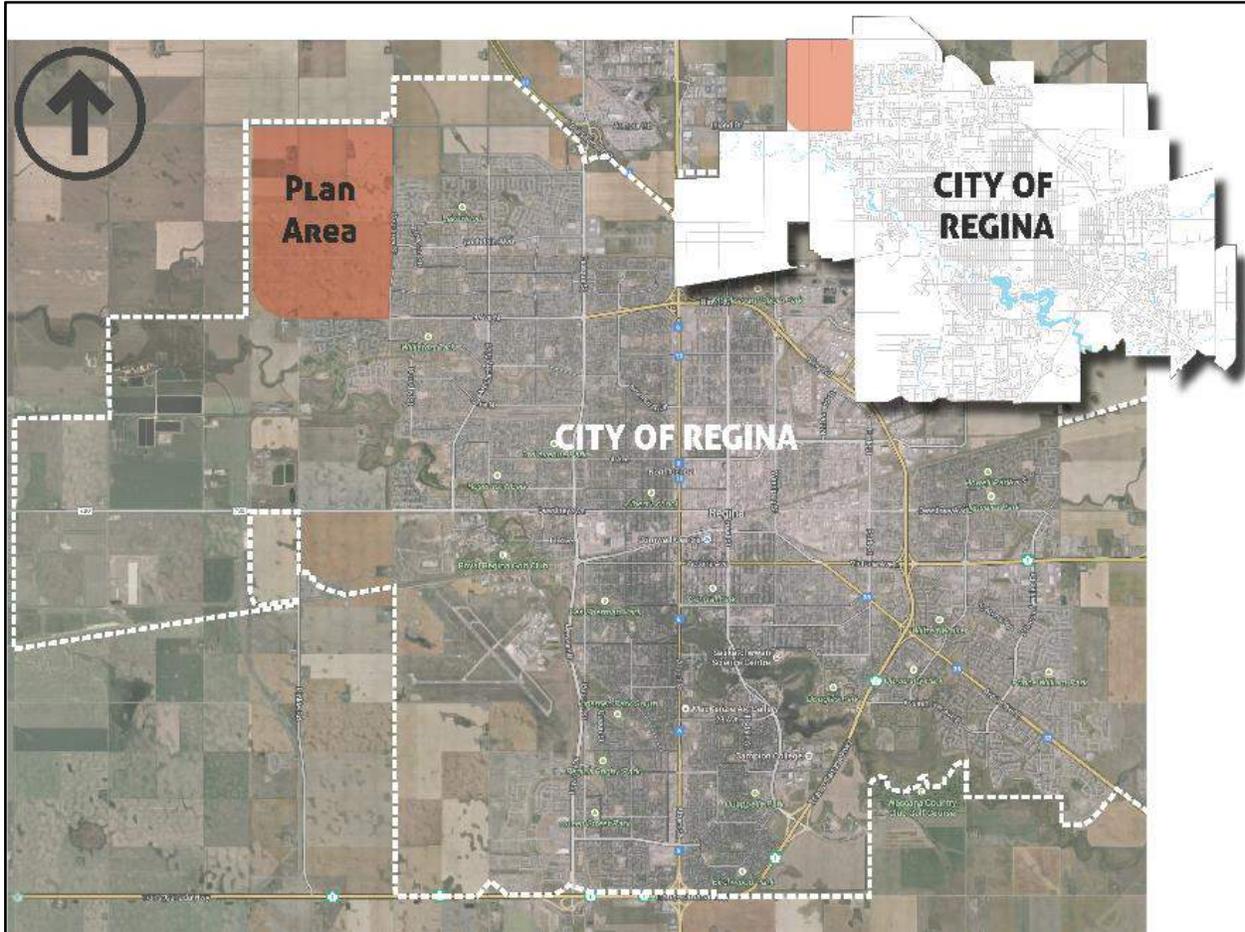
---

## 1.1. Background

The intent of the Coopertown Neighbourhood Plan (“Coopertown Plan” or “Plan”) is to provide a policy framework for guiding the land-use, development and servicing of lands located in the northwest part of the city (“Plan Area”). The Coopertown Plan is a comprehensive policy document that will guide change over a long-term period and will provide direction for detailed planning through the concept plan, rezoning and subdivision processes.

## 1.2. Location

**Figure 1 – Location Context**



The Plan Area is approximately 744 hectares in size and is located in the northwest part of the City - framed by the Regina Bypass (west); 9<sup>th</sup> Avenue North (south); Courtney Street (east); Armour Road (north). Lands situated to the north and west are comprised of farmland, within the RM of Sherwood; lands to the south and east are comprised of built-out city neighbourhoods. The lands that comprise the Plan Area were incorporated into the City through multiple boundary alterations, including an alteration in 2014 where 520 hectares were added.

### 1.3. Regulatory Context

#### Planning and Development Act, 2007

The Coopertown Plan is a type of secondary plan and forms part of *Design Regina: the City's Official Community Plan Bylaw No. 2013-48* (Design Regina OCP). *The Planning and Development Act, 2007*, which is a statute of the Government of Saskatchewan (Province), provides the authorization for a municipality to enact an official community plan, and stipulates what an official community plan must and can address. Official community plans, and the process to adopt or amend an official community plan, must be in conformity with *The Planning and Development Act, 2007* and the associated *Statements of Provincial Interest* regulations.

#### Official Community Plan ("Design Regina OCP")

The Coopertown Plan is included within Part B of Design Regina OCP. Official community plans are policy instruments used by municipalities to guide, over a long-term period, growth, development, the provision of services, and other matters, across the municipality. Whereas Part A of Design Regina OCP provides general policy direction for the city as a whole, the secondary plans contained in Part B apply to specific sub-areas within the city (e.g. new neighbourhoods). As a secondary plan, the Coopertown Plan must be in conformity with Part A.

An important element of Design Regina OCP is the direction it provides respecting growth planning and phasing. The Growth Plan of the Design Regina OCP identifies the land requirements intended to accommodate a population of 300,000 ("New Neighbourhood"), as well as the land requirements for a population beyond 300,000 ("Future Long Term Growth") (Figure 2). The Plan Area includes both New Neighbourhood areas, as well as Future Long Term Growth areas. The Phasing Plan of the Design Regina OCP illustrates the phasing scheme pertaining to lands identified as New Neighbourhoods (Figure 3), which this Plan must be in conformity with.

#### Concept Plans, Rezoning and Subdivision

As a general requirement for rezoning and subdivision approval, a concept plan must be prepared and approved for specified development areas. Concept plans illustrate the specific location of land-use, open space and transportation networks and must be in general conformity with this Plan. Likewise, rezoning and subdivision approval will generally be required as a prerequisite for development and these applications must conform with an approved concept plan.

Figure 2 – OCP Growth Plan

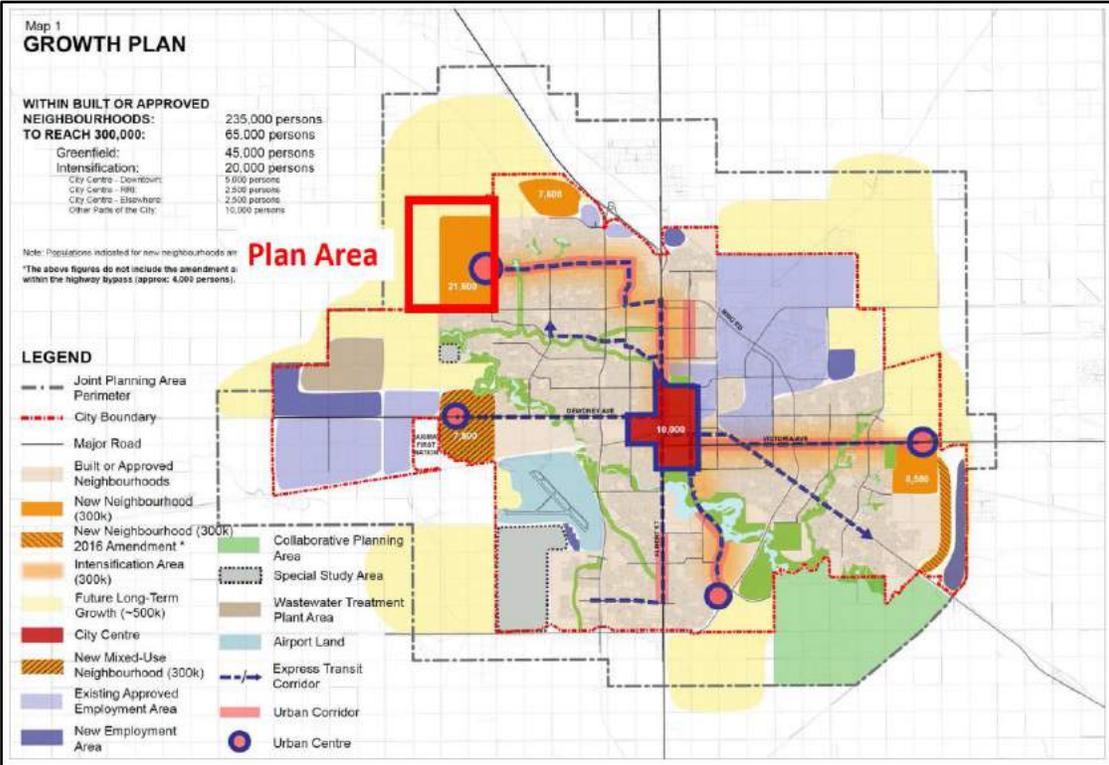
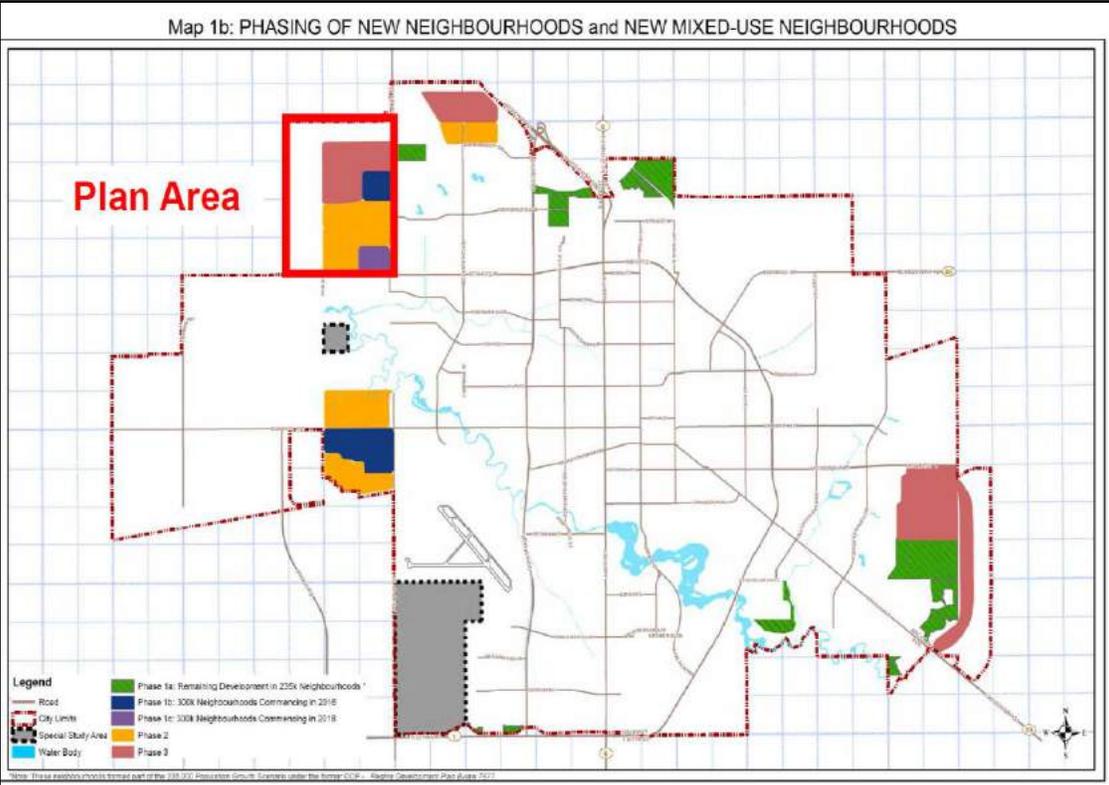


Figure 3 – OCP Phasing Plan



## 1.4. Interpretation

### Plan Timeframe

The Coopertown Plan is future-oriented and establishes the general pattern for how the Plan Area is to be developed over an extended period of time. Considering the time frame, the Plan policies and maps will generally be oriented towards the “New Neighbourhood” areas intended to accommodate part of the city’s 300,000 population (Figure 2). It is also expected that the land-use and servicing strategies may be subject to revisions over-time.

### Map Interpretation

Unless otherwise specified within this Plan, the boundaries or locations of any symbols or land-use areas shown on a map are approximate only and are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads or existing utility rights-of-way. The precise location of land-use boundaries will be determined by the City at the time of concept plan, rezoning and subdivision applications. Where adjustments are made as a result of further delineation through the concept plan process, an amendment to the maps within this Plan shall not be required.

### Policy Interpretation

In the interpretation of the policies within this Plan, the word:

- “Shall” equates to mandatory compliance.
- “Should” infers that compliance is generally expected, except where execution of the policy is not practical or where an exceptional situation applies, etc..
- “May” infers that execution of the policy is optional; however, where “may” is used in conjunction with a City directive, the City has final authority to require or waive execution of the policy.

### Use Interpretation

To provide general direction respecting the intended use and development of areas throughout the Plan Area, the Plan references land-uses that may require interpretation. Within this Plan, when specific land-uses are mentioned, please refer to the City’s OCP – Part A and/or Zoning Bylaw for further clarification. While this Plan provides broad policy direction relative to the intended use and development of an area, the ultimate definition and approval of land-uses shall be further delineated at the concept plan and rezoning stages.

## **2. SITE CONTEXT**

---

### **2.1. Topography**

The Plan Area's predevelopment character may be described as: relatively flat with an elevation range of 573 to 580 metres above sea level; consisting primarily of cultivated farmland (Canada Land Inventory "Class Two" [moderately high]) with scattered historical farm dwellings; having a surface drainage pattern from east to west, across the Plan Area, draining to Wascana Creek.

A geotechnical investigation was undertaken in June 2011, which covered part of the Plan Area. This report concluded that these lands were considered to be generally suitable for residential development. Further geotechnical investigation will be undertaken in coordination with phased developments within the Plan Area and will accompany concept plan submissions.

### **2.2. Environment**

The site is located in the 'Low Sensitivity' zone for aquifer protection as per the *City of Regina Zoning Bylaw No. 9250*. Although some development restrictions apply, the site is generally suitable for residential and commercial development from an aquifer sensitivity perspective.

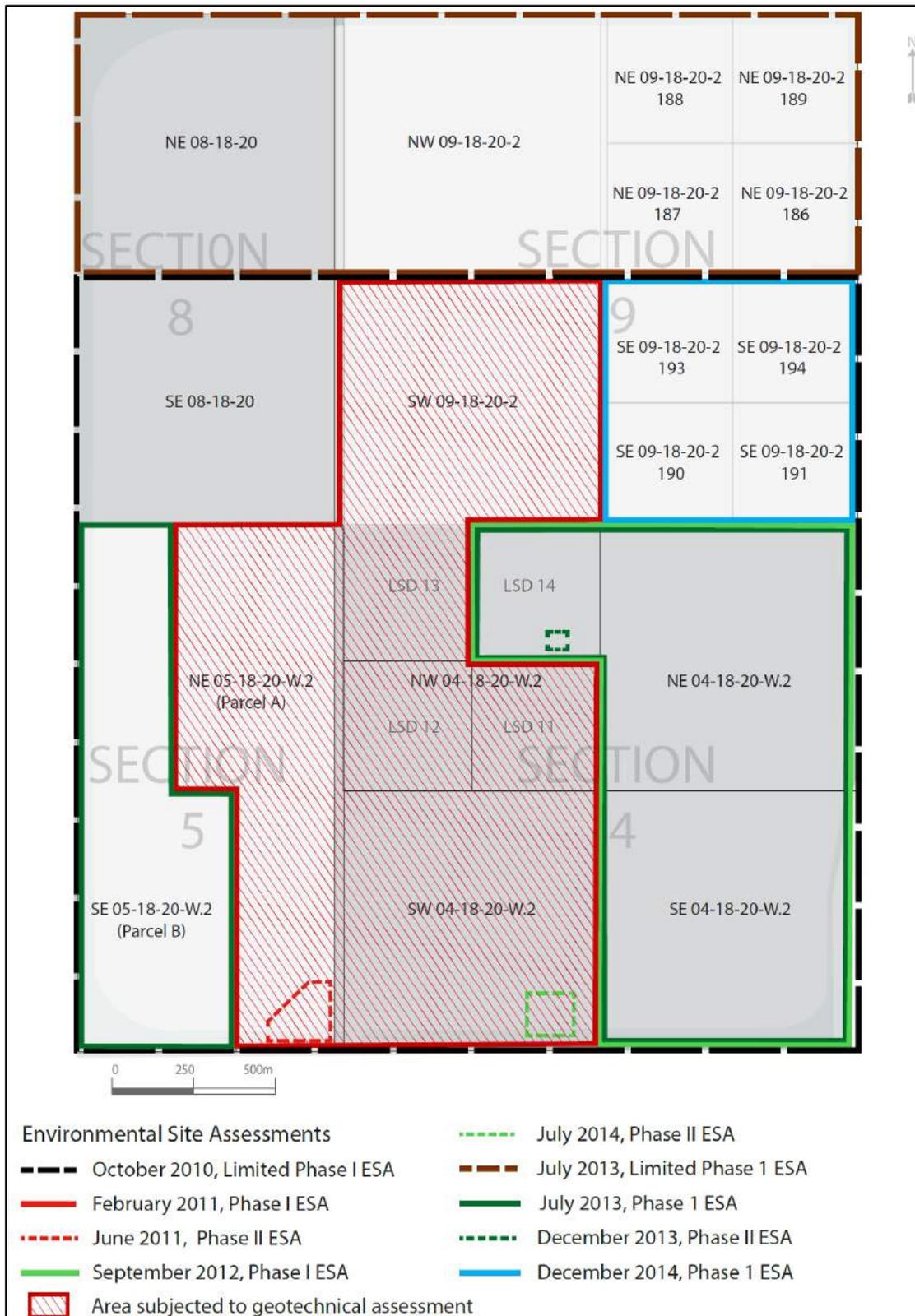
According to a search on the Saskatchewan Conservation Database, there are no noted species at risk or concern within the Plan Area. Further, there are no lands classified as environmentally sensitive within the site, as the lands have been subject to extensive agricultural cultivation over a prolonged period; however, there are pockets of mature vegetation and tree stands associated with former farm homes. Further assessment of wetland protection potential and the value of the existing tree stands may be required at concept plan stage.

A series of environmental site assessments (ESA) have been completed for the Plan Area to identify areas of environmental concern (e.g. contamination). A summary of completed ESAs and their findings and recommendations is outlined in Figure 4 and Table 1. As a result of Phase I ESA investigations, more detailed Phase II studies were undertaken for specific areas. There are no outstanding environmental concerns at this time, as per the additional Phase II ESA work; however, further investigation of Limited Phase I ESA areas will need to be undertaken.

### **2.3. Heritage Resources**

Three of the site's quarter-sections lie within Heritage Sensitivity overlay zones: NE-5-18-20-W2, SE-5-18-20-W2 and SW-9-18-20-W2. There are no listed heritage buildings on these sites, and the Heritage Conservation Branch of the Government of Saskatchewan has indicated that there are no known archaeological sites in direct conflict with the proposed development. The Heritage Conservation Branch has indicated, therefore, that they have no concerns with the development proceeding as planned and that a Heritage Resource Impact Assessment is not required.

Figure 4 – Environmental Assessment Summary



**Table 1 – Environmental Assessment Summary**

<b>Date</b>	<b>Report</b>	<b>Location</b>	<b>Findings and Recommendations</b>
<b>Oct 2010</b>	Limited Phase I ESA	NW Regina Lands Section 4-18-20-W2M, NE and SE Section 5-18-20-W2M, SE Section 8-18-20-W2M and SW and SE Section 9-18-20-W2M.	Potential soil and/or groundwater hydrocarbon contamination from oil and gas transmission lines and past petroleum activity.
<b>Feb 2011</b>	Phase I ESA	Wellman Estates LSD 11, 12 and 13 Section 4-18-20-W2M, SW 4-18-20-W2M, SW 9-18-20-W2M and Parcel A of Plan No. 89R66653 in Section 5-18-20-W2M	Recommendation to remove sludge and collect groundwater samples during decommissioning of septic disposal system, and to inspect machinery storage building sites for surface staining prior to development.  Phase II investigation required for potential soil and/or groundwater contamination from two former above-ground fuel storage tanks
<b>Jun 2011</b>	Phase II ESA	Wellman Estates Parcel A of Section 5-18-20-W2M	Fuel storage sites investigated. No additional investigation or remedial activity required.
<b>Sep 2012</b>	Phase I ESA	SE4-18-20-W2 EXT 4, NE-4-18-20-W2 EXT 1 and LSD 14-4-18-20-W2 EXT 82	Phase II investigation will be required to determine impacts of former fuel storage tanks (potential for hydrocarbon contamination), and impacts of debris in dugout located on the site
<b>Jul 2013</b>	Full and Limited Phase I ESA	Portions of Sections 4, 5, 8 & 9-18-20-W2M	Phase II investigation required for a dugout containing debris which may have impacted soil and surface water.
<b>Dec 2013</b>	Phase II ESA	LSD 14, NW ¼, Sec 4, Twp 18, Rge 20, W2M	No surface water present and no soil impacts associated with the debris.  Removal of debris from dugout recommended with no further investigation required.
<b>Jul 2014</b>	Phase II ESA	SE-4-18-20-W2 EXT 4	No evidence of hydrocarbon contamination on subject property. No further investigation necessary
<b>Dec 2014</b>	Phase I ESA	SE-09-18-20-W2M	Low potential of contamination at the Subject Site and neighbouring properties.  No further investigation to quantitatively assess for contamination at the Subject Site is recommended.

## **2.4. Existing Development**

The majority of the Plan Area is comprised of cultivated farmland. Associated with the agricultural use, are several farmstead sites that are no longer occupied, but that still contain former dwellings, out buildings and stands of mature vegetation. Through the concept plan process, the merit of retaining and incorporating existing farmstead vegetation should be considered. As noted in Figure 4 and Table 1, some of these farmsteads were subject to environmental investigation to determine the existence of potential contamination, and other risks; however, no significant issues requiring remediation were identified.

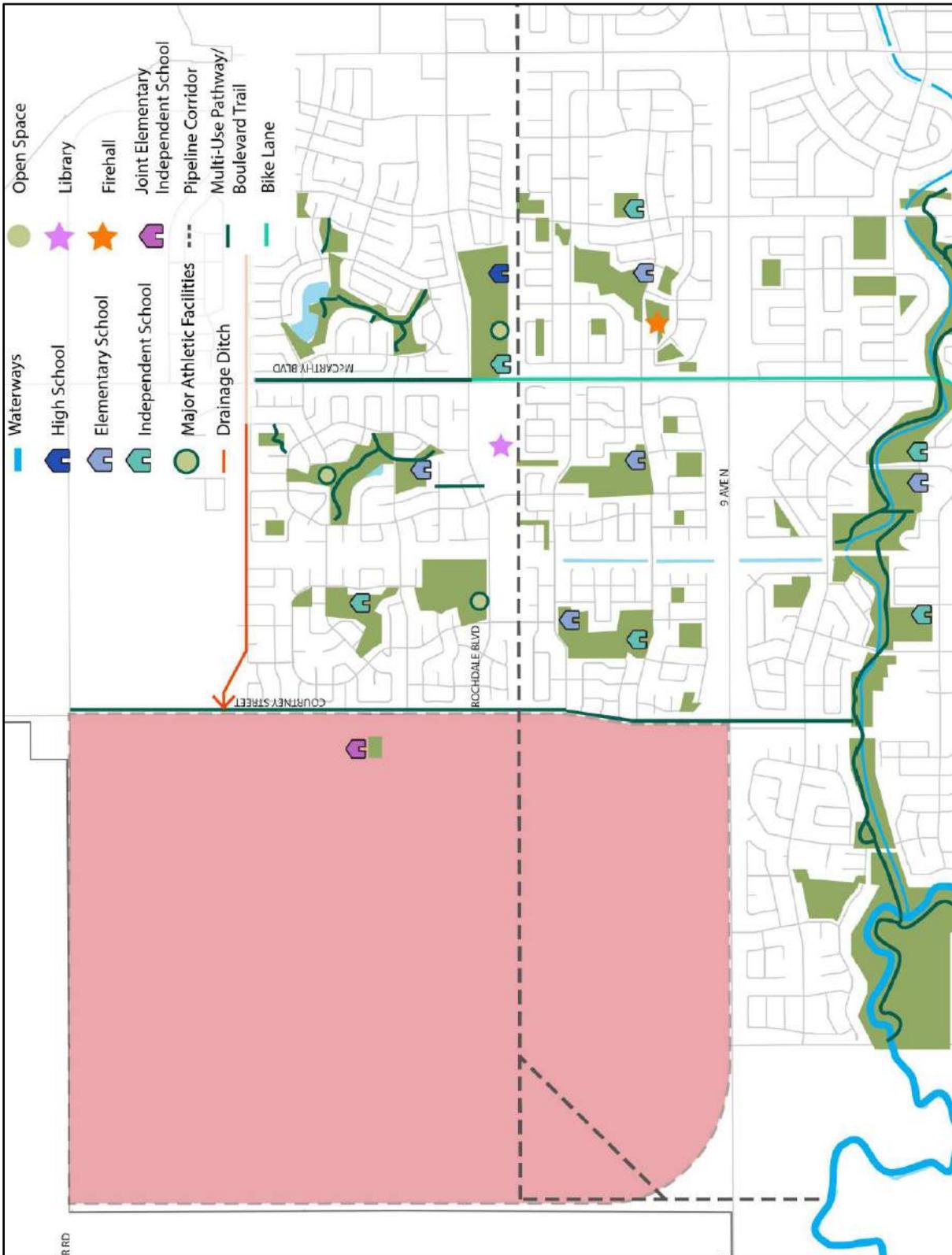
At the time this Plan was adopted, active built features within the Plan Area included: a church (Rosewood Park Alliance Church), a joint-use school (Plainsview School and Saint Nicholas), a City owned waste water facility (Mapleridge Lift Station) and four residential acreages. These developments are primarily located in the north part of the Plan Area (Figure 6).

## **2.5. Civic Uses and Amenities**

As shown on Figure 5, there are a number of existing parks, schools, recreation facilities and other civic uses in close proximity to the Plan Area. Major nearby facilities include:

- A zone level park, which is located approximately 1 km away, in the Lakewood neighbourhood.
- The Northwest Leisure Centre located in the neighbourhood of Rochdale Park, as well as the Lakeridge Sports Park located in the Gardenridge neighbourhood.
- Fire Station #6 located at 303 Rink Avenue, which is the nearest to the Plan Area;
- The Michael A. Riffel and Winston Knoll Collegiate high schools, which are located approximately 2 km away, in the Garden Ridge neighbourhood.
- The North Storm Channel Pathway network, which is located approximately 600 metres to the south of the Plan Area, as well as the North West Link Multi-use Pathway, which is located adjacent to Courtney Street.

Figure 5 – Existing Civic Uses & Amenities



## **2.6. Existing Utilities**

### **2.6.1. Hydrocarbon Pipeline**

A hydrocarbon pipeline corridor traverses the Plan Area from east to west (Figure 6). An analysis of potential risks associated with these pipelines was undertaken in 2012. This risk analysis assessed potential annual individual fatality risks from pipelines, based on a major incident, using the individual risk intensity (IRI) measure based on the Major Industrial Accident Council of Canada (MIACC) thresholds utilized by the City of Regina.

A '1 in 1 million' ( $10^{-6}$ ) risk is the assumed risk threshold. A corresponding area, associated with this risk threshold, has been mapped and superimposed on the Plan Area. This area includes a 120 metre buffer on either side of the South Saskatchewan Pipeline (east corridor), a 60 metre buffer on either side of the South Saskatchewan Pipeline (southwest corridor) and a 10 metre buffer on either side of the IPL (west corridor). The  $10^{-6}$  risk contour line and measurements are shown in Figure 6. All pipeline buffers are measured from the edge of the legal easement.

Residential development must be limited to low and medium density, ground-oriented housing within the 1 in 1 million risk contour zone and public assembly or institutional uses are to be avoided in close proximity to the pipelines. In the event that the usage or conditions of the pipeline facilities are subject to change, the City may require new risk assessments.

### **2.6.2. Telecommunication**

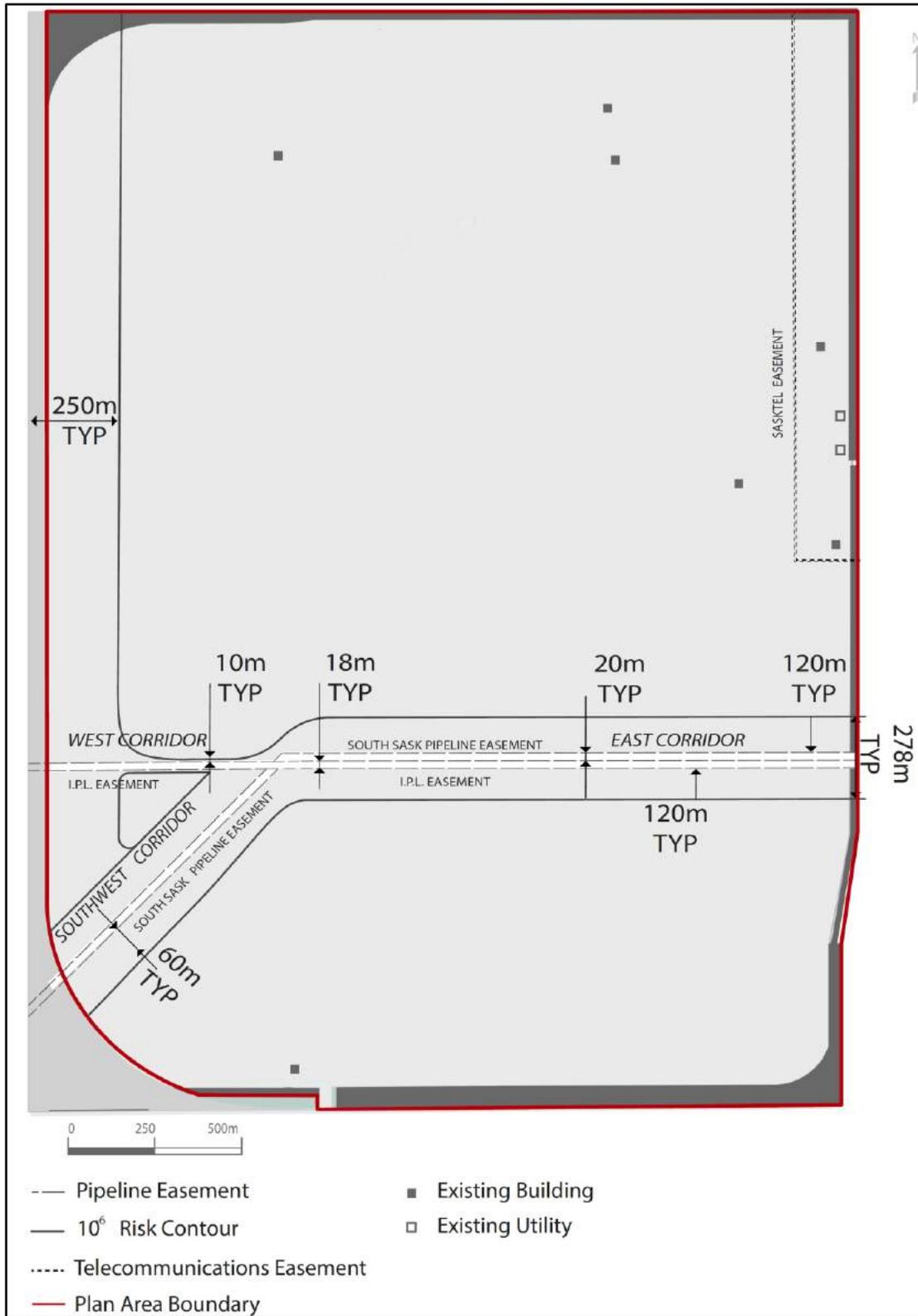
There is a 5-metre wide easement for a Saskatchewan Telecommunications (SaskTel) buried telecommunication cable in the northeast of the Plan Area, and there is a SaskTel communication tower located adjacent to Courtney Street, 150 metres north of the Mapleford Gate intersection.

### **2.6.3. Storm Water Facilities**

Existing storm water facilities in the Plan Area include a detention pond and a natural drainage course. The detention pond is located on the west side Courtney Street, at approximately Dalgliesh Drive, and accommodates surface stormwater runoff from Courtney Street and east of Courtney Street. During major rain fall events, this pond will spill over into the Plan Area.

The drainage course is located approximately 950m north of Whelan Drive and runs, generally, from east to west across the Plan Area. This drainage course drains the existing agricultural land, as well as an area of land east of Courtney Street, and channels the water in a westward direction, into the RM of Sherwood, before eventually intercepting with Wascana Creek. The intent of this Plan is to divert storm water runoff into the proposed new drainage channel, which will render this natural drainage course as unnecessary in terms of accommodating storm water.

Figure 6 – Setbacks & Features



### 3. VISION & CONCEPT

---

#### 3.1. Vision

As a *complete community*, the community is comprised of neighbourhoods that are diverse, distinct, compact and walkable. All neighbourhoods are interconnected through a network of streets, pathways and open space that support walking, cycling and driving. The community is further enhanced through an array of schools, parks, recreation facilities and shopping hubs.

#### 3.2. Concept

The Coopertown Plan supports a community reflecting the following design elements:

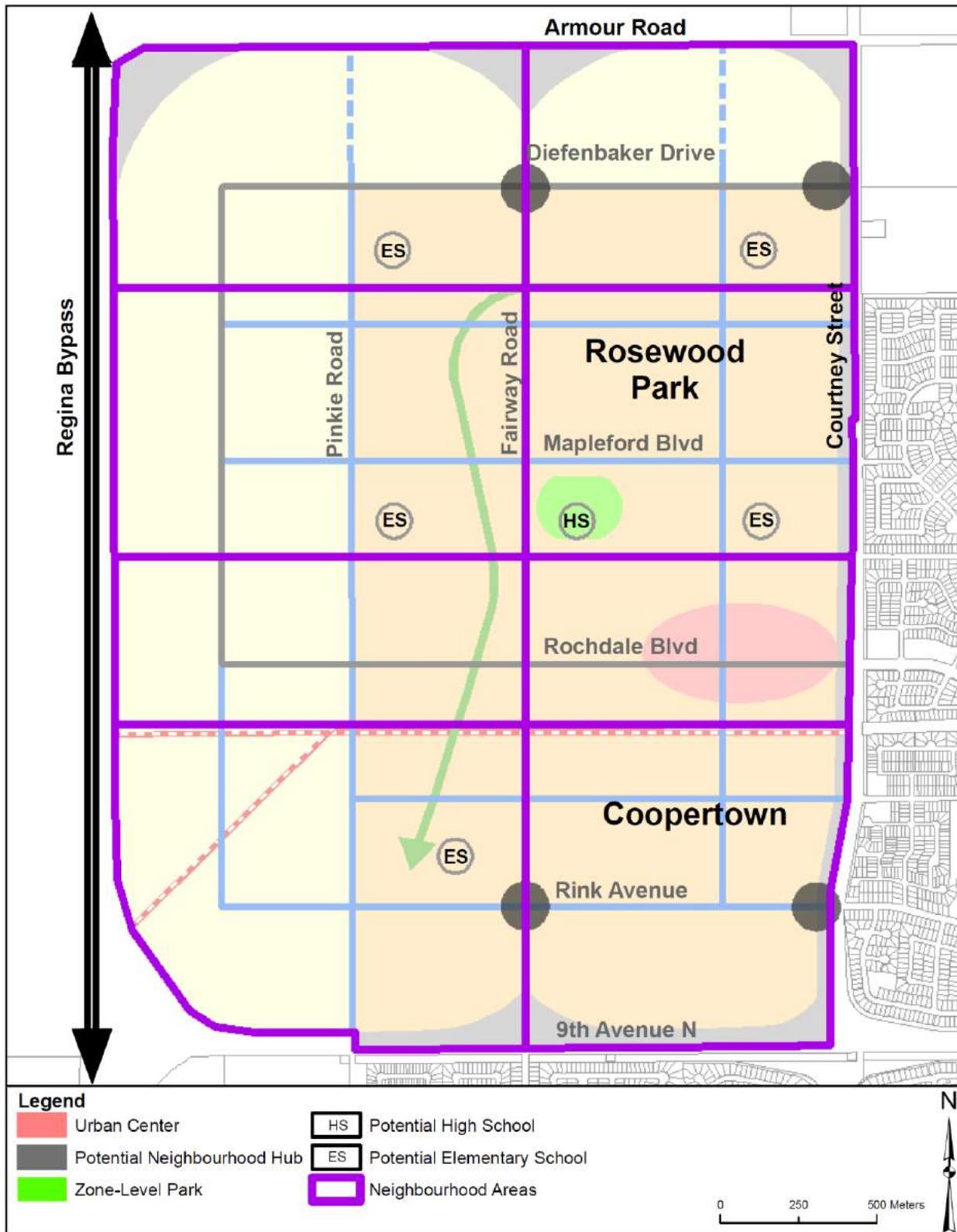
- Neighbourhoods that support a diversity of residential options, centred around a focal area that includes park space, schools and local commercial opportunities.
- An “Urban Centre” that serves as a major shopping and social destination, with a broad mix of uses, and that caters to a customer base equating to the northwest part of the city.
- A “Neighbourhood Hub(s)” that serves as a shopping destination for daily needs and conveniences and that caters to a customer base equating to adjacent neighbourhoods.
- A transportation system that includes multi-modal travel options, including active transportation and transit networks, and that supports a high level of pedestrian mobility through an interconnected, permeable, grid of streets, blocks.
- An open space system that includes an array of recreation opportunities, including a centrally located zone-level park, linked through a multi-use pathway systems.

#### 3.3. Population

**Table 2 – Population (Minimum)**

	<b>New Neighbourhood Area (300K)<sup>1</sup></b>	<b>Future Long-Term Growth Area (500K)<sup>1</sup></b>	<b>Total</b>
<b>Total Land Area</b>	435 ha	309 ha	744 ha
<b>Pipeline Corridor</b>	6 ha	3 ha	9 ha
<b>Gross Developable Residential Area<sup>2</sup></b>	429 ha	306 ha	735 ha
<b>Min Population<sup>3</sup></b>	21,450	15,300	<b>36,750</b>
<sup>1</sup> See Figure 8			
<sup>2</sup> GDRA is arrived at by subtracting the Pipeline Corridor area from the Total Land Area			
<sup>3</sup> Minimum population is based on the minimum density requirement of 50 people per hectare of GDRA			

Figure 7 – Neighbourhood Areas



## 4. LAND-USE STRATEGY

### 4.1. Overview

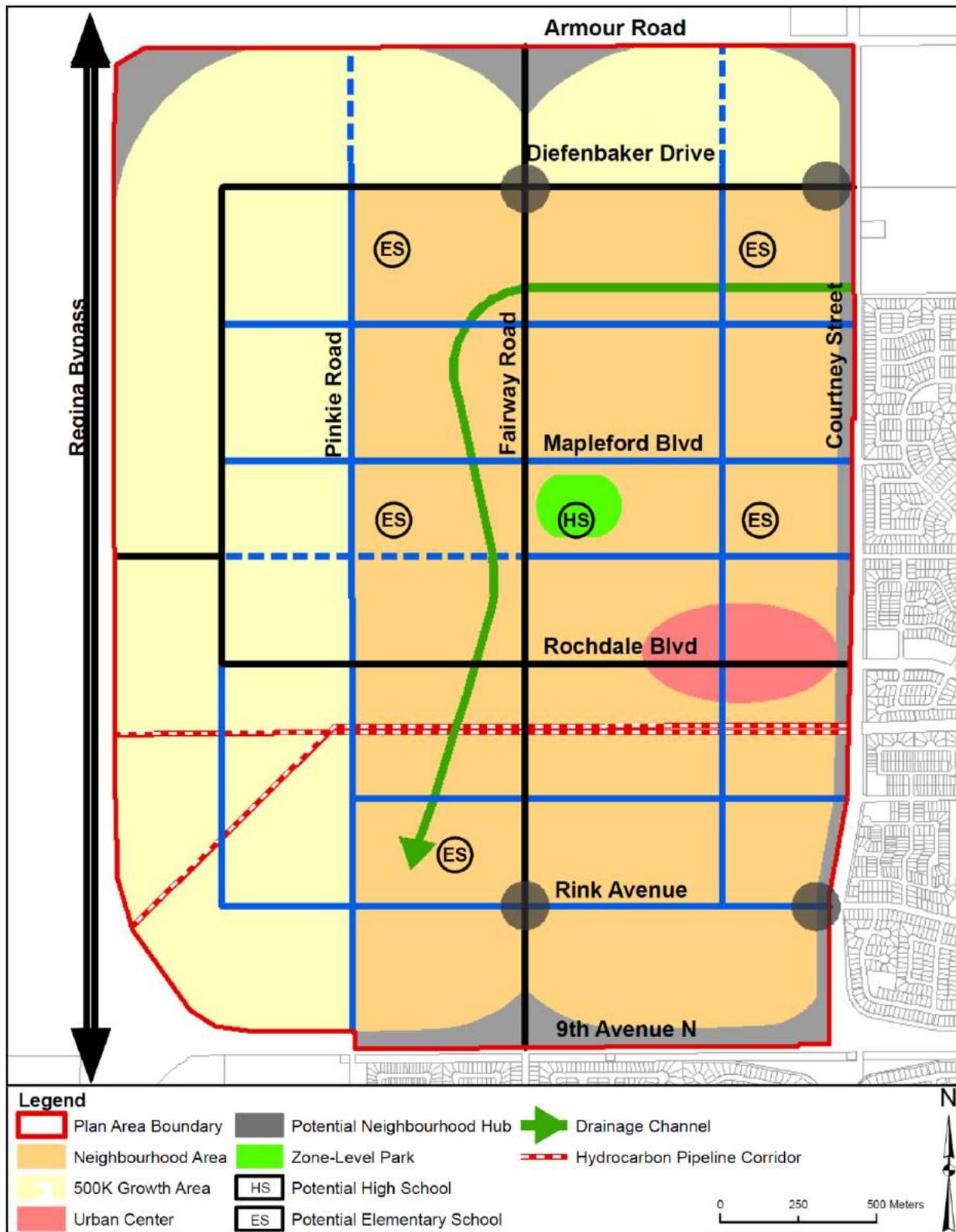
The purpose of this section is to provide an overview of, and policies for directing, the future land-use and design concept for the Plan Area. The Land-Use Plan (Figure 8) shows the general distribution of land-uses and major open space and roadway features; the Land-Use Allocation table (Table 3) outlines the amount of land allocated for each land-use type.

The Land-Use Plan is the key guiding instrument for illustrating and directing the land-use composition of the Plan Area over time; however, the location of various land-use categories shown is approximate and conceptual. Concept plans must be in general conformity with the Land-Use plan and will specify the precise location of land-use categories.

**Table 3 – Land Use Allocation**

LAND USE	New Neighbourhood Area (300K)		Future Long-Term Growth Area (500K)		Total	
	Hectares	% of Total	Hectares	% of Total	Hectares	% of Total
<b>Development Area<sup>1</sup></b>	335.46	77.12%	278.06	89.99%	613.52	82.46%
<b>Zone Level Park<sup>2</sup></b>	10.00	2.30%	N/A	N/A	10.00	1.34%
<b>Drainage Channel<sup>3</sup></b>	20.00	4.60%	N/A	N/A	20.00	2.69%
<b>Pipeline Corridor</b>	6.00	1.38%	3.00	0.97%	9.00	1.21%
<b>Major Roadways<sup>4</sup></b>	39.54	9.09%	11.94	3.86%	51.48	6.92%
<b>Road Widening &amp; Interchange Areas</b>	24.00	5.52%	16.00	5.18%	40.00	5.38%
<b>Total</b>	<b>435.00</b>	<b>100.00%</b>	<b>309.00</b>	<b>100.00%</b>	<b>744.00</b>	<b>100.00%</b>
<sup>1</sup> Includes, where applicable: neighbourhood-level parks, streets and lanes, urban centre, neighbourhood hubs <sup>2</sup> Assumed land area: 10 ha (however, could range from 10-15 ha) <sup>3</sup> Assumed land area: 20 ha (however, estimate only - actual area subject to detailed design) <sup>4</sup> Assumed width, arterials: 30m; collectors: 22m						

Figure 8 – Land Use Plan



## **4.2. Neighbourhood Area**

### **4.2.1. Overview**

Lands shown, on Figure 8 (Land-Use Plan), as “Neighbourhood Area” shall be reserved for future neighbourhood areas that include a diversity of residential types, parks and open space, local commercial and appropriate civic, recreation and institutional uses. The Neighbourhood Area should be comprised of 8 new neighbourhoods that are defined and comprehensively planned through the concept plan process. Each new neighbourhood should reflect a unique “sense-of-place”; be framed around a central focal area; include a diversity of appropriate land-use types and embody a high-level of interconnectivity, both internally and with adjacent neighbourhoods.

### **4.2.2. Policy**

- a) Lands identified as Neighbourhood Area, as shown on Figure 8, may include the following land-uses: residential, local commercial, parks and open space, public, civic, recreational and institutional uses.
- b) Individual neighbourhood units, as conceptually shown on Figure 7, shall:
  - i. Include a variety of housing types and densities.
  - ii. Include a neighbourhood focal area comprised of one or any of the following: park, school, local commercial node.
  - iii. Be designed in accordance with a grid or modified grid street/ block pattern.
- c) Where higher density residential development is proposed, it should be:
  - i. Located in close proximity to transit facilities and amenities (e.g. local commercial, urban centre, neighbourhood hubs).
  - ii. Strategically located to frame important intersections and focal areas.
  - iii. Separated from low density residential development through an interface transition, such as medium density residential development, open space, etc.
- d) Where residential is developed adjacent to an arterial or collector roadway:
  - i. The residential lots should front on to the roadway, where the road is designed to function as a multi-modal corridor with landscaped buffers/ sidewalks.
  - ii. Direct access to the roadway, from the lot, should be generally prohibited.
- e) Where local commercial is proposed, it should be:
  - i. Clustered and form part of the neighbourhood hub or focal area or be oriented adjacent to a strategic roadway intersection.
  - ii. Be framed by higher density residential development.
  - iii. Allow for such uses as: convenience stores, restaurants, cafes, small-scale office, local service, and other similar uses, as per Zoning Bylaw.
- f) Institutional and residential development, excepting low and medium density ground-oriented residential development, shall be prohibited from locating within the pipeline and Regina Bypass setback areas ( $10^{-6}$  risk contour areas), as shown on Figure 6.

- g) Notwithstanding Policy 4.2.2(f), should the use or intensity of use of the pipeline corridor change, the City may require that a risk assessment be undertaken to support a rezoning or concept plan application and that the setbacks correspond to the risk assessment.
- h) The setback distances for proposed new development adjacent to the Regina Bypass shall be in accordance with the requirements of the City and the Government of Saskatchewan.

## **4.3. Centre and Hubs**

### **4.3.1. Overview**

The Coopertown Plan supports a spectrum of commercial nodes intended to accommodate a range of shopping and lifestyle needs. The Urban Centre, which is located along Rochdale Boulevard, is intended to support a broad spectrum of shopping and lifestyle needs, which cater to a city-wide population. The Neighbourhood Hubs are intended to support shopping and lifestyle needs that cater to the residents of the surrounding neighbourhoods. Local commercial is addressed through Section 4.2 of this Plan and is intended to provide everyday shopping needs, within a walking distance, for the neighbourhood that it is located. In all contexts, residential is also supported to ensure that these nodes are vibrant, walkable, mixed-use environments.

### **4.3.2. Urban Centre Policy**

- a) Lands identified as Urban Centre, as shown on Figure 8, may include the following land-uses: commercial, office, residential, mixed-use buildings, public, civic, recreational and institutional.
- b) Residential development adjacent, or in close proximity to, Rochdale Boulevard, within the Urban Centre, shall be limited to high and medium density development.
- c) The City may consider the development of a park (City owned) within the Urban Centre; however, only where it can be demonstrated that:
  - i. There is a long-term, viable solution for keeping the park programmed and activated.
  - ii. The priority recreation and open space needs for the Plan Area can still be met.
  - iii. The park will be framed by high density residential or vertical mixed-use buildings (direct frontage or street separated).

### **4.3.3. Neighbourhood Hub Policy**

- d) Only two Neighbourhood Hubs shall be permitted in the Plan Area (one in north and one in south), in accordance with the location options shown on Figure 8.
- e) Neighbourhood Hubs shall be limited to the following land-uses: commercial, office, residential, mixed-use buildings, public, civic, recreational and institutional.
- f) Notwithstanding Policy 4.3.3(e), large-format retail is prohibited, excepting grocery stores.
- g) The size and scale of a Neighbourhood Hub should not exceed what is necessary to accommodate the shopping needs of immediately adjacent neighbourhoods.

## 4.4. Open Space

### 4.4.1. Overview

The Plan Area will include an array of park and open space features, which are interconnected through an active transportation (walking and cycling) network. Parks will be strategically located to serve population catchment areas; to act as neighbourhood focal points and to synergize with compatible land-uses. The location, size and function of parks will be determined through the concept plan process and will be in accordance with all applicable policies and standards.

Neighbourhood-level parks will provide space for multipurpose sport fields, as well as complementary unscheduled recreation activities, such as playgrounds, sport courts, and general lawn-based recreation, etc. As an integral component of all Coopertown neighbourhoods, neighbourhood-level parks will be centrally located and highly visible and accessible.

In addition to neighbourhood-level parks, it is anticipated that the Plan Area will include specialized park space, including a zone-level park, dog park(s) and the potential for an “urban plaza” style park. The zone-level park will be a major feature within the Plan Area and will provide space for multiple multi-purpose sports fields, as well as sports courts, skating areas and a skateboard facility. As the zone-level park is a major feature of significant size, it may be necessary to allocate municipal reserve land from other Coopertown neighbourhoods as a means of acquiring the requisite amount of land.

**Table 4 – Municipal Reserve Requirements**

<b>Municipal Reserve (MR) Dedication Summary</b>			
	<b>New Neighbourhood Area (300K)</b>	<b>Future Long-Term Growth Area (500K)</b>	<b>Total</b>
<b>Total Area</b>	435 ha	309 ha	744 ha
<b>Deductible Lands <sup>1</sup></b>	26 ha	3 ha	9 ha
<b>Net Area <sup>2</sup></b>	409 ha	306 ha	715 ha
<b>MR Owed <sup>3</sup></b>	40.9	30.6 ha	71.5 ha
<sup>1</sup> Lands exempt from MR dedication: Pipeline Corridor; Drainage Channel <sup>2</sup> Total lands subject to MR dedication (approximate estimate only) <sup>3</sup> 10% of lands subject to MR dedication, as per <i>Planning and Development Act</i> . Note: <ul style="list-style-type: none"><li>• Mixed-use area (e.g. Urban Centre and Neighbourhood Hubs) subject to 10% MR</li><li>• MR dedication shall be refined through concept plan process and confirmed through subdivision process</li></ul>			

#### 4.4.2. Policy

- a) An array of park types shall be developed within the Plan Area in accordance with this Neighbourhood Plan; an approved concept plan; all applicable policies and standards.
- b) The location, size and function of proposed open space features shall be substantially determined through the concept plan process and further reviewed and refined through the subdivision approval process.
- c) Notwithstanding Policies 4.4.2(a) and (b), new neighbourhoods shall include, as the highest priority for park planning, a park(s) supporting schools, where required; recreation facilities (e.g. multi-purpose sports fields).
- d) Through the concept plan review process, the need for a dog park shall be considered and, should the need be confirmed, the City may require that the requisite land be provided through municipal reserve dedication.
- e) A zone-level park shall be developed within the Plan Area, and this zone level park:
  - i. Shall generally be located as shown on Figure 8; however, the precise location and size shall be determined through the applicable concept plan process.
  - ii. Shall be designed and/or located in such a manner so that there are no safety concerns necessitating reduction in speed along nearby adjacent arterial roadways.
  - iii. May require that municipal reserve lands, or cash-in-lieu of municipal reserve lands, from other neighbourhoods be used to acquire the requisite amount of land needed to accommodate the zone level park.
- f) The area shown conceptually on Figure 8 as “Pipeline Corridor” shall not constitute municipal reserve, environmental reserve or municipal utility parcel; however, the City may accept ownership of this area where:
  - i. The landowner agrees to voluntarily transfer the land to City ownership.
  - ii. It is demonstrated how the corridor can serve as a landscaped recreation facility.
  - iii. The landowner, prior to transferring land to City ownership, agrees to construct amenities and/ or landscaping in accordance with a City approved landscaping plan.
- g) Through the applicable concept plan process, where applicable, existing tree stands, associated with former farmyard/ dwelling sites, should be assessed for their value as a community amenity, and their retention considered.
- h) The City will only allow storm water to be detained within park space where it can be demonstrated, through a storm water facility impact study submitted prior to subdivision approval, that the storm water detention will not negatively affect the primary function of the park as a highly accessible, visible and active recreation space.
- i) All neighbourhood-level parks should be bound by streets, other forms of public or quasi-public space on all sides.

- i) A landscaped buffer should be established along, and abutting, all peripheral roadways of the Plan Area that abut a proposed residential subdivision in accordance with:
  - i. The City's Subdivision Bylaw (Bylaw No. 7748, or as amended), or
  - ii. A solution, satisfactory to the City, which results in the establishment of an interface that includes tree and shrub plantings sufficient to provide a visual screen between the roadway and adjacent properties.

## **4.5. Civic and Institutional Uses**

### **4.5.1. Overview**

Civic and institutional uses include schools, libraries, emergency services facilities, medical clinics, etc., and are important components of complete communities. The need for civic and institutional uses shall generally be determined through the concept plan review process. As important components of the community, the location of civic and institutional uses should ensure that they are easy to get to, from the perspective of walking, cycling, driving and transit; synergize with other compatible land-uses and contribute, aesthetically, to the urban realm.

### **4.5.2. Policy**

- a) The need for, and location, of civic and institutional uses, such as schools, libraries, emergency services station, medical clinics, etc., shall be determined through the concept plan process by consulting with the appropriate authorities.
- b) Civic and institutional uses should be located adjacent, or in close proximity, to walking, cycling, driving and transit networks, and should be clustered with other compatible land-uses, and serve as neighbourhood focal points, where appropriate and applicable.
- c) Concept plans that include a proposed school site shall also include a block and street network, adjacent to the school site, that will allow the school site to transition to an alternate land-use, should a school not be required.
- d) The location for new schools may be in accordance with the locations shown on Figure 8; however, other locations may be considered without an amendment to this Plan being required.
- e) Institutional land-use shall be prohibited from locating within the Regina Bypass and pipeline setback areas ( $10^{-6}$  risk contour areas), as identified on Figure 6.
- f) Schools sites shall not be located directly adjacent to arterial roadways

## **5. SERVICING STRATEGY**

---

### **5.1. Mobility**

#### **5.1.1. Overview**

The objective of the transportation section of this Plan is to ensure that there are multiple options for walking, driving, cycling and transit throughout the Plan Area, which, are safe, efficient and contribute aesthetically to the built realm. The Plan Area will consist of one primary north-south arterial road (Fairway Road) and a grid of collector and local roads. The roadway system will include sidewalks, and further options for pedestrians and cyclists will be provided for through multi-use pathways, which will be included in some collector and arterial roadways.

The Plan Area is flanked by road right-of-way on three sides that are, or will become, major, high capacity transportation routes. The Regina Bypass, which flanks the west side of the Plan Area, is scheduled for completion in 2019, and will form part of the Provincial highway system. 9<sup>th</sup> Avenue North, which flanks the south boundary, will form part of the City's "Ring Road", as an expressway or freeway, connecting to the Regina Bypass. As an expressway or freeway, connections to 9<sup>th</sup> Avenue North will be limited. Courtney Street, which flanks the east side of the Plan Area, is identified as a future arterial road and will be upgraded in the near-term. Determining the function of Armour Road will be deferred until its upgrade is triggered by future phasing.

### 5.1.2. Policy

- a) The location of major transportation infrastructure (e.g. collector and arterial roadways roadways) shall be in general accordance with Figure 9 of this Plan.
- b) The location of active transportation infrastructure (e.g. pathways, trails and bike lanes) shall be in general accordance with Figure 10 of this Plan; however, the City may allow for additional routes without an amendment to this Plan being required.
- c) Intersection/interchange points along 9<sup>th</sup> Avenue North shall, where appropriate, accommodate the crossing of pedestrians and cyclists.
- d) Segments of Courtney Street abutting a development phase, as shown on Figure 14, shall be upgraded to an arterial roadway, in accordance with a right-of-way width and design approved by the City, as part of the corresponding development phase build-out.
- e) Where a development area that is subject to concept plan review abuts Courtney Street, the adjacent segment of Courtney Street shall be included in the concept plan area.
- f) Notwithstanding Policies 5.1.2(d) and 5.1.2(e), where warranted by a transportation impact analysis, the City may require a developer to upgrade portions of Courtney Street beyond the boundaries a particular development phase or concept plan area.
- g) Where a proposed development area that is subject to concept plan review abuts an existing roadway, which will require upgrades (e.g. R.O.W expansion or new interchange), the City will withhold concept plan approval until the land dedication requirements, to accommodate the upgrades, is identified.
- h) Where a concept plan is required, a transportation impact analysis shall be prepared for the subject area, prior to approval of the concept plan, which:
  - i. Identifies the location of public networks and facilities associated with vehicular, transit, pedestrian and cycling mobility.
  - ii. Provides a detailed analysis of the internal road network, including the right-of-way width and cross section design for each proposed street classification.
  - iii. Demonstrates how the proposed transportation networks will function within the concept plan area including the identification of intersection control and geometric requirements at all major intersections.
  - iv. Considers the impact of traffic originating from external locations, as determined by the City.
  - v. Identifies land requirements, where applicable, to accommodate the expansion or construction of peripheral roadways and interchanges, etc.
- i) As a prerequisite for Phase 2 concept plan approval, as shown on Figure 14, a transportation impact analysis for the Coopertown Plan Area shall be prepared.

## **Intersections**

- j) At such time as required by the City, the following intersections shall transition from their current function and design to interchanges:
  - i. Courtney Street - 9<sup>th</sup> Avenue North (full grade-separated interchange).
  - ii. Fairway Road - 9<sup>th</sup> Avenue North (partial grade-separated interchange).
- k) Prior to the Regina Bypass – 9<sup>th</sup> Avenue North (Ring Road) interchange becoming open and operational, the Pinkie Road - 9<sup>th</sup> Avenue North intersection shall be limited to “right-in, right-out” turning movements only.
- l) Notwithstanding Policy 5.1.2(k):
  - i. The transition of the Pinkie Road - 9<sup>th</sup> Avenue North intersection to limited “right-in, right-out” turning movements only may occur incrementally, with left turns onto Pinkie Road from 9<sup>th</sup> Avenue North westbound traffic allowing to continue until such time as traffic conditions warrant closure of this left turn movement, as determined by the Government of Saskatchewan.
  - ii. At such time as the Fairway Road - 9<sup>th</sup> Avenue North interchange is open and operational, right turns onto Pinkie Road from 9<sup>th</sup> Avenue North westbound traffic will be closed.
- m) A connection from the Plan Area to the Regina Bypass shall be established in the location conceptually shown on Figure 9, with the proviso that:
  - i. Approval of the exact connection location and design is obtained from the Government of Saskatchewan.
  - ii. At-grade turning movements be limited to “right-in, right-out” only.
- n) Land shall be reserved for interchanges at Regina Bypass – Armour Road; Armour Road – Fairway Road and Armour Road – Courtney Street.
- o) Notwithstanding Policy 5.1.2(n), should the City determine that interchanges will not be constructed at Armour Road – Fairway Road or Armour Road – Courtney Street, the land may be developed in accordance with this Plan.
- p) At such time as an interchange is constructed at Regina Bypass - Armour Road, turning movements at Pinkie Road – Armour Road intersection will be restricted, as required by the Government of Saskatchewan.

Figure 9 – Road Network Plan

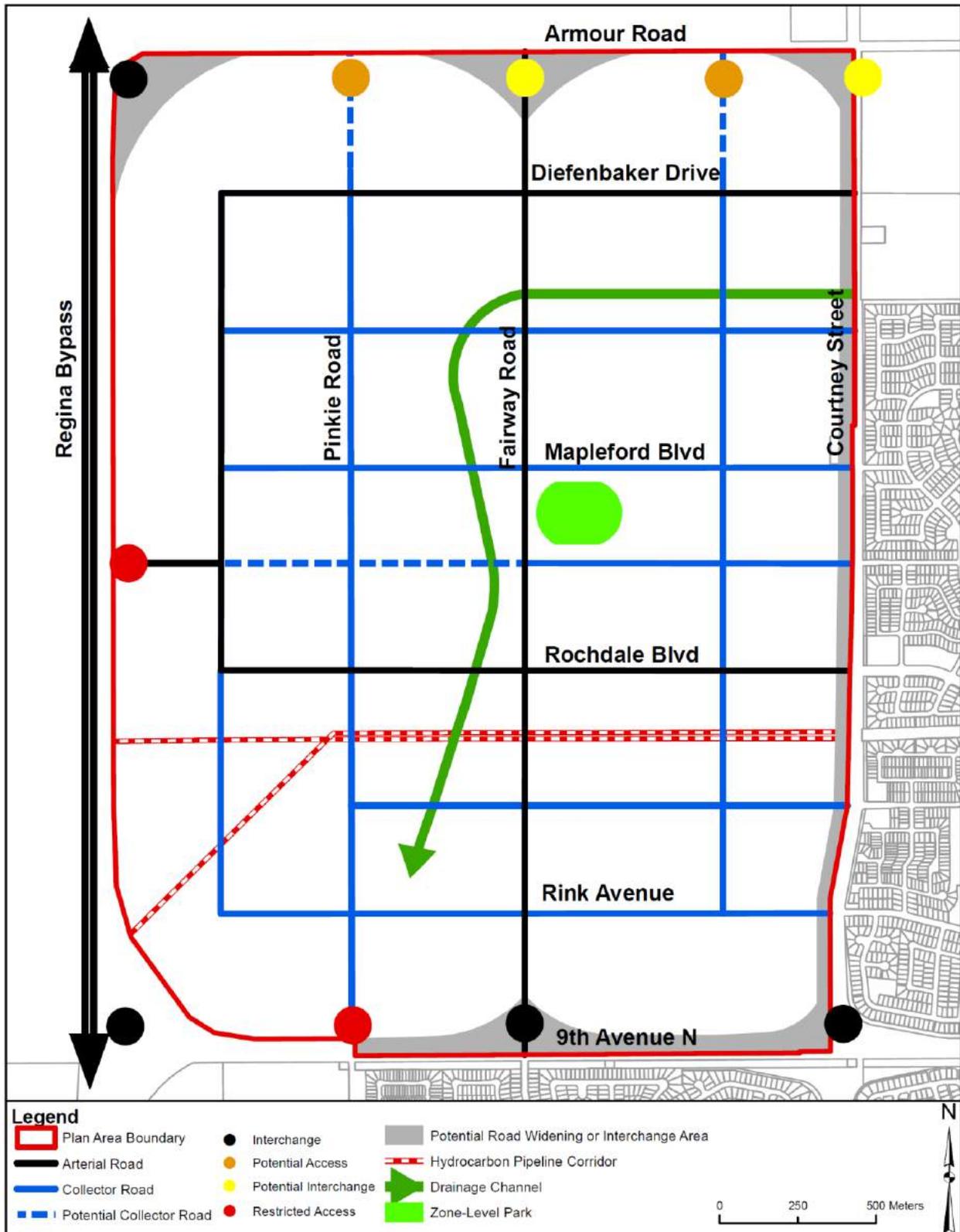
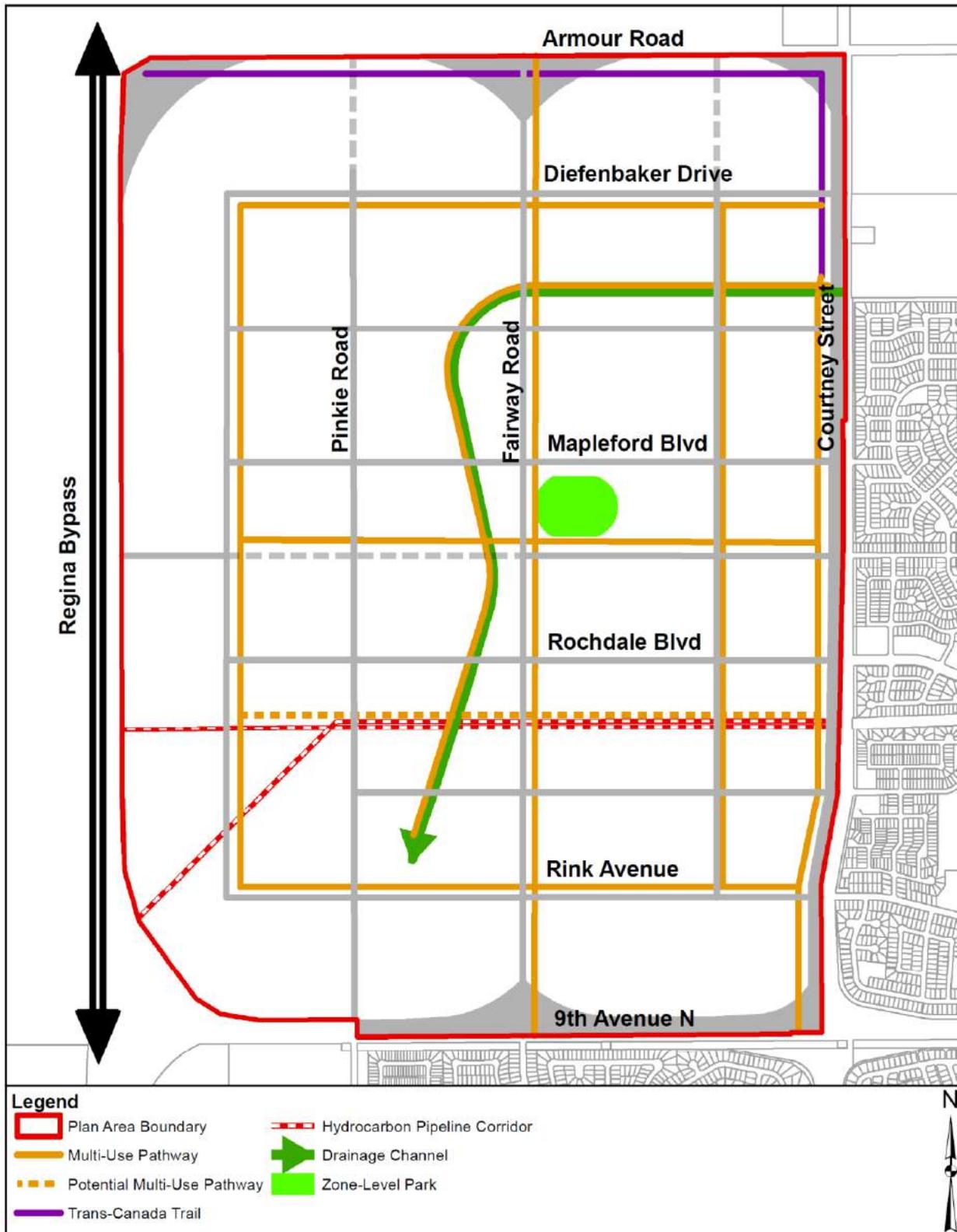


Figure 10 – Active Transportation Plan



## **5.2. Water Servicing**

### **5.2.1. Overview**

The Plan Area straddles two water pressure zones: the “Primary Pressure Zone”, which supplies the majority of the city, and the “North Pressure Zone”, which supplies water to the north (Figure 11). Through a water servicing analysis, which was undertaken in support of this Plan, the following major findings, relating to the provision of water servicing, have been identified:

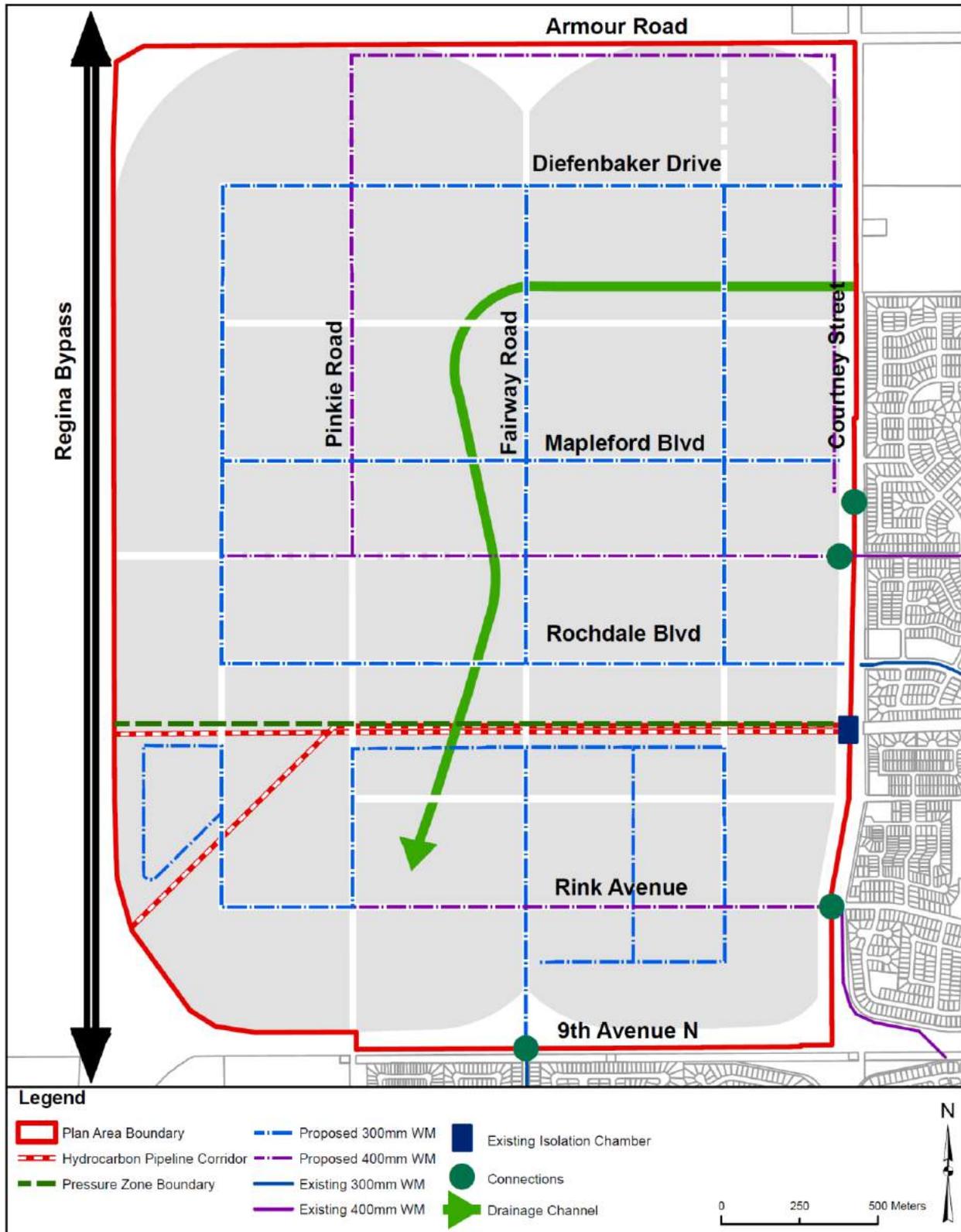
- The North Pressure Zone has capacity to accommodate additional development.
- The Primary Pressure Zone is operating at capacity; any additional development within the Primary Pressure Zone will result in a diminishing level-of-service (e.g. water pressure and fire flow) for existing neighbourhoods – especially neighbourhoods in the southeast.
- Upgrades to the city-wide water system will be required to realize the full build-out of the Coopertown Plan Area.

Further analysis of water servicing will be required at the concept plan stage; this analysis must be in conformity with this Plan and any applicable city-wide water master plan.

### **5.2.2. Policy**

- a) The location and size of major water lines, as well as pressure zone boundaries, shall be in general accordance with Figure 11 of this Plan; however, the City may permit an alternate network scheme without an amendment to this Plan being required.
- b) Infrastructure shall be sufficiently sized and include the appropriate stubs to accommodate adjacent development outside of the Plan area, as required by the City.
- c) Where a concept plan is required, a water servicing report shall be prepared for the subject area, prior to approval of the concept plan, which:
  - i. Establishes a strategy for delivering water service to the concept plan area.
  - ii. Demonstrates how the proposed water distribution network will tie in to the Plan Area system and, where applicable, city-wide system.
  - iii. Outlines the results of a water hydraulic network analysis, complete with the establishment of system demands and network routing, for the concept plan area, as well as for each development stage, where applicable.
  - iv. Demonstrates implications for city-wide water system level-of-service.
  - v. Identifies necessary upgrades, if applicable, to city-wide water systems.
- d) Where the City has a finalized city-wide water master plan that is in effect:
  - i. No concept plan shall be approved unless the proposed concept plan conforms with the applicable city-wide water master plan.
  - ii. The City may require, as a prerequisite for concept plan approval, where applicable, that a water servicing report for the Plan Area be prepared or revised, which is in conformity with the applicable city-wide water master plan.

Figure 11 – Water Servicing Plan



## **5.3. Wastewater Servicing**

### **5.3.1. Overview**

City-wide wastewater analysis indicates that the collection system, accommodating the neighbourhoods east and south of the Plan Area, as well as the city-wide system generally, would operate at capacity or near capacity during a design storm event. Facilities that are experiencing capacity limitations include: Westhill Lift Station (WHLS); Mapleridge Lift Station (MRLS); Northwest Trunk and the McCarthy Boulevard Pumping Station (MBPS), which is the main collection point for all wastewater flows prior to forcemain discharge to the wastewater treatment plant. Development of the Coopertown Plan Area would overload the existing wastewater system facilities, unless upgrades or the construction of new facilities is undertaken.

This Plan recognizes the need for one new wastewater lift/ pump station to accommodate the Coopertown Plan Area. As it is the City's preference that operation efficiency be enhanced by eliminating redundant, inefficient or aging facilities, there is potential to construct a new facility that can replace either, or both, the WHLS and the MRLS. This Plan supports, as a minimum, the decommissioning of the MRLS, as this facility has limited capacity and would require substantial upgrades in order to accommodate additional development and to meet design standards.

There are multiple options respecting the location of, and the catchment area for, the proposed new wastewater lift/ pump station. Through the preparation of a city-wide wastewater master plan, which will be completed in 2018, information will be available regarding catchment area options and implications for existing facilities. The new wastewater lift/ pump station will need to be designed to accommodate, initially, or through expansion opportunities, the MRLS catchment area, at a minimum. This facility may discharge directly to the McCarthy forcemains.

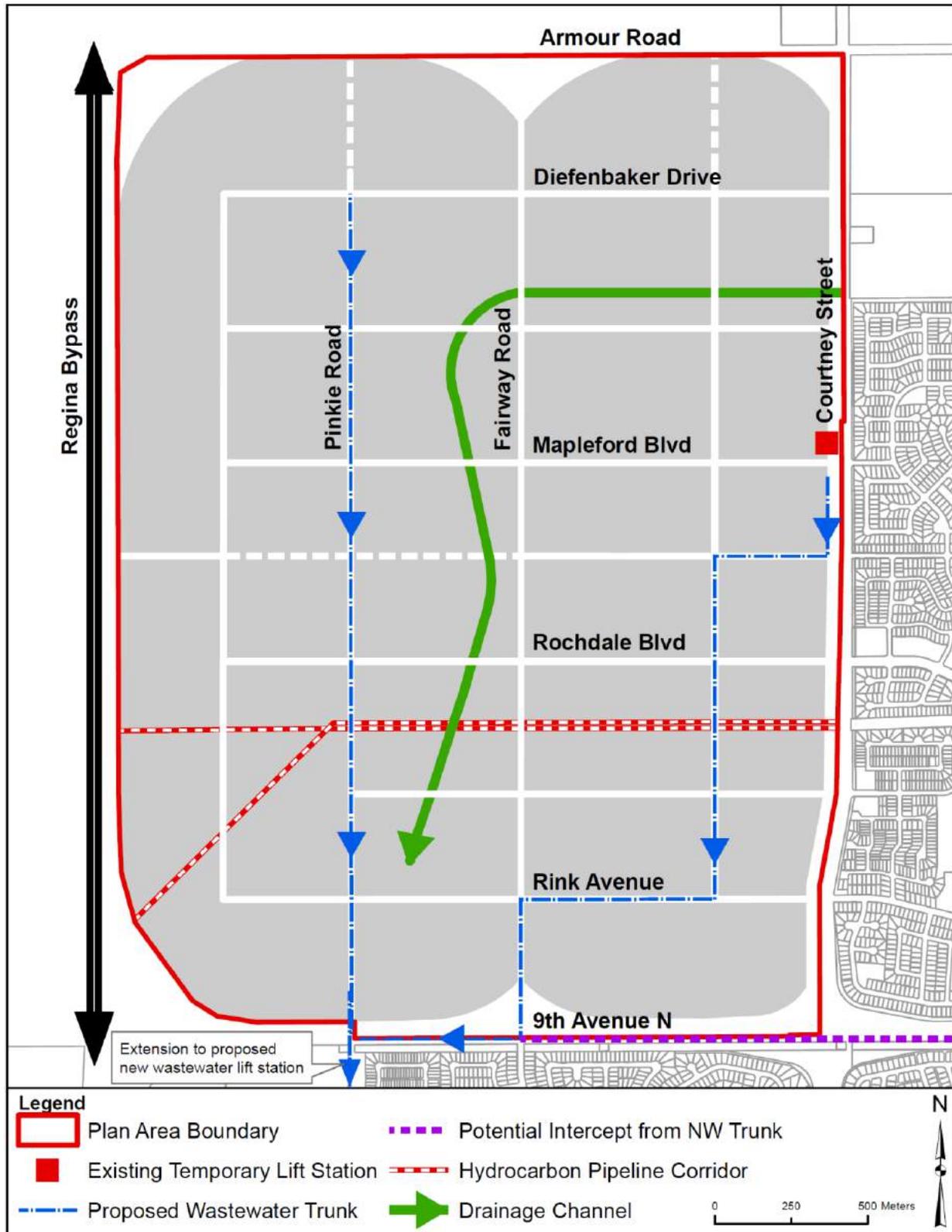
The City may consider allowing some of the Coopertown wastewater to discharge to the MRLS, as an interim measure; however, it must be demonstrated how additional capacity will be accommodated and how the affected catchment area can tie in to the "Coopertown system" following the decommissioning of the MRLS. It is the City's preference that all Plan Area development connect to the new Coopertown wastewater lift/ pump station at the outset.

### 5.3.2. Policy

- a) The location of major wastewater infrastructure (e.g. mains and facilities) should be in general accordance with Figure 12 of this Plan; however, the City may permit an alternate network scheme without an amendment to this Plan being required.
- b) Where a new wastewater lift/ pump facility is required:
  - i. This facility should be strategically located in order to accommodate the largest and/ or most practical gravity-fed catchment area as possible.
  - ii. This facility, including the site area, shall, unless otherwise directed by the City, be sized and designed to accept wastewater flows as a result of the decommissioning of the Westhill and Mapleridge lift stations.
  - iii. This facility, including the site area, shall, if required by the City, be sized and designed to accommodate future expansion (e.g. to accept wastewater flows as a result of intercepting the Northwest Trunk).
  - iv. The force main outlet of the new facility shall be at a point along the McCarthy Boulevard Pumping Station force mains.
  - v. Only one new facility shall be permitted, except where the City, at its discretion, deems that an additional facility may be beneficial.
- c) The City will only allow the Mapleridge Lift Station (MRLS) to be used to accommodate Coopertown wastewater flows where it can be demonstrated, through the applicable concept plan process:
  - i. That the MRLS can accommodate the expected flows from the proposed development without creating additional issues or failures within the city-wide system (e.g. system surcharging or overload).
  - ii. How the MRLS shall be eventually decommissioned and how the affected area can connect to the Coopertown wastewater system, as shown on Figure 12.
- d) Notwithstanding Policy 5.3.2(c), at such time as the requisite Coopertown wastewater infrastructure (e.g. main or trunk line) is constructed immediately adjacent to the Mapleridge Lift Station (MRLS):
  - i. The areas utilizing the MRLS shall be required to connect to the Coopertown main/ trunk system by gravity.
  - ii. The MRLS shall be decommissioned and removed and the affected site remediated.
- e) Where the City has a finalized city-wide wastewater master plan that is in effect:
  - i. No concept plan shall be approved unless the proposed concept plan conforms with the applicable city-wide wastewater master plan.
  - ii. The City may require, as a prerequisite for concept plan approval, where applicable, that a wastewater servicing report for the Plan Area be prepared or revised, which is in conformity with the applicable city-wide wastewater master plan.

- f) Where a concept plan is required, a wastewater servicing report shall be prepared for the subject area, prior to approval of the concept plan, which:
- i. Establishes a strategy for collecting wastewater within the concept plan area.
  - ii. Demonstrates how the proposed wastewater collection network will connect to the Plan Area system and, where applicable, city-wide system.
  - iii. Outlines the results of a wastewater hydraulic network analysis, complete with the establishment of system flows and network routing for the concept plan area.
  - iv. Demonstrates implications for city-wide wastewater system level-of-service.
  - v. Identifies necessary upgrades, if applicable, to city-wide wastewater systems.

Figure 12 – Wastewater Servicing Plan



## **5.4. Storm Water Servicing**

### **5.4.1. Overview**

The intent of the storm water strategy is to provide a solution for accommodating the storm water drainage associated with the Plan Area, as well as existing drainage entering the Plan Area from adjacent lands, through two catchment areas. The majority of the Plan Area will be served by a large catchment area (“Catchment Area 1”) that includes, as the primary feature, a proposed drainage channel. A smaller catchment area (“Catchment Area 2”), located in the southeast, will discharge storm water to the existing 1200mm storm sewer on Fairway Road. (See Figure 13).

The two catchment areas are comprised of “sub-catchment” areas. These sub-catchment areas will detain storm water, through ponds or other facilities, before discharging, at a controlled rate, to their respective outlets. Detention may occur, as determined by the City through the concept plan process, within municipal utility parcels or municipal reserve parcels (parks). Potentially, two or more sub-catchment areas can share one detention facility.

The proposed drainage channel has the potential to accommodate some of the detention requirements for Catchment Area 1; however, the City would only consider this where a similar “hybrid drainage channel” (a drainage channel that accommodates both detention and conveyance) has been assessed and accepted. Should the drainage channel accommodate detention, the number and scale of other detention facilities can be lessened; however, the drainage channel, itself, may need to be larger than a conventional system.

Although it is expected that all lands within Catchment Area 1 will eventually discharge to the drainage channel, it is recognized that the drainage channel is a major project that may be constructed incrementally over-time. As an interim measure for Phase 1a (Figure 14), the City may consider a drainage strategy that does not require the drainage channel. Any interim system must be designed so that it can eventually connect to the permanent drainage channel.

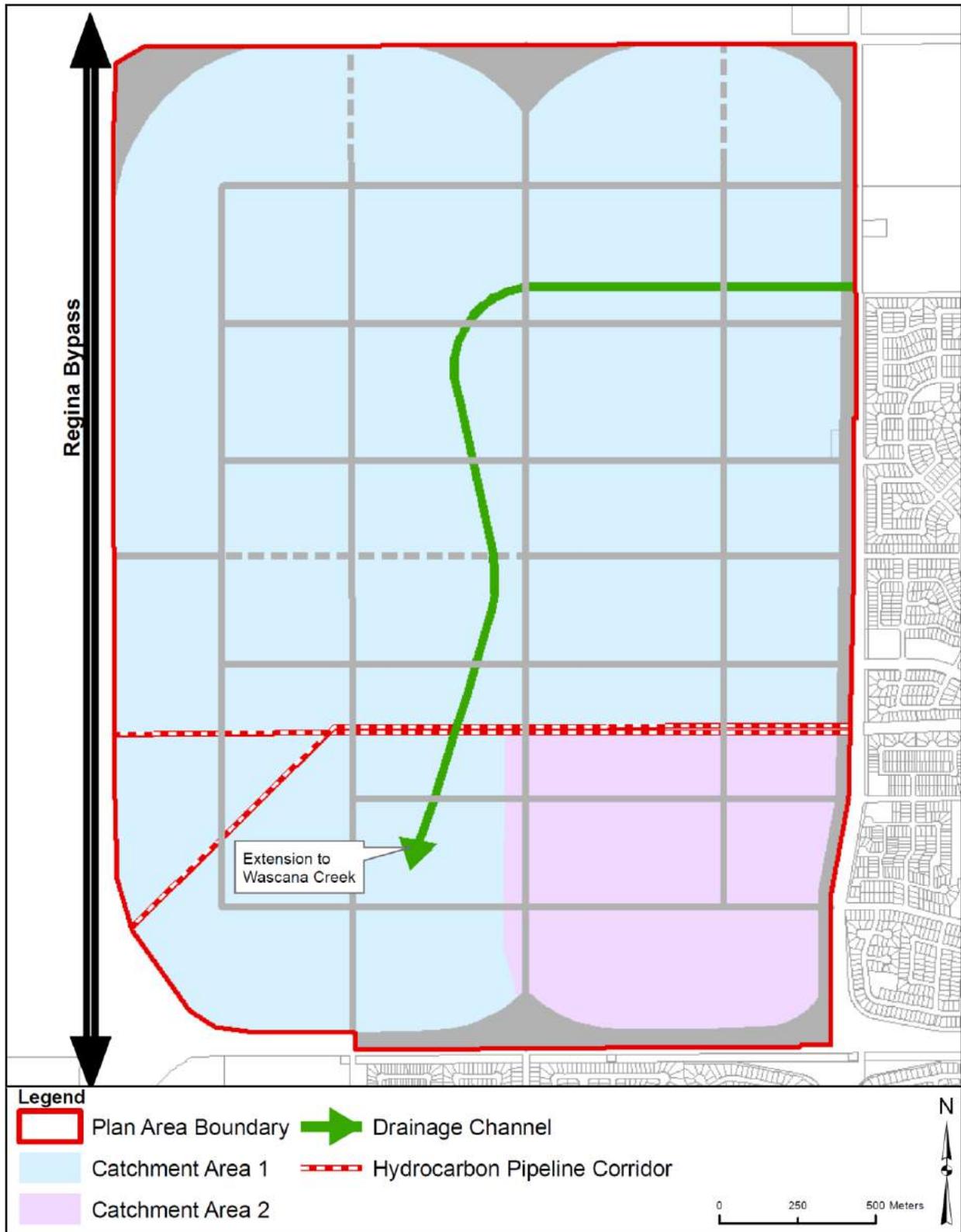
Further, more detailed, planning for the proposed storm water system shall occur at the concept plan stage. Through the concept plan process, the sub-catchment areas shall be verified (location, area and detention volume), including associated detention facilities and drainage routes.

#### 5.4.2. Policy

- a) The location of the drainage channel and the two major catchment areas should be in general accordance with Figure 13 of this Plan.
- b) The location of storm water detention facilities, and how land will be acquired or dedicated for these facilities, shall be determined through the concept plan process.
- c) Notwithstanding any other part or policy of this Plan, the City may allow the lands corresponding to Phase 1a, as shown on Figure 14, to be serviced through an interim storm water solution, that does not initially use the drainage channel, as shown on Figure 13, where it can be demonstrated that the proposed interim system:
  - i. Meets the requirements of the City, and any other applicable regulatory authority.
  - ii. Can be decommissioned and can connect to the permanent drainage channel.
  - iii. Will be owned and maintained by the developer, as per the City's *Servicing Agreement Fee and Development Levy Policy* (as amended).
- d) The proposed drainage channel, as shown on Figure 13:
  - i. Shall generally be constructed, incrementally, from south to north, and shall be fully constructed as part of the build-out of the "300K" Growth Area, as shown on Figure 14.
  - ii. Shall function as an amenity, in addition to a utility system, by including a multi-use pathway and associated landscaping and appurtenances (e.g. lighting, benches, etc.).
  - iii. Shall generally be dedicated as municipal utility parcel.
  - iv. May, at the City's discretion, be used to accommodate some of the storm water detention requirements for the Catchment 1 area lands, as shown on Figure 13.
- e) As a prerequisite for approval, pertaining to any proposed concept plan that includes the utilization of the drainage channel, as shown on Figure 13, it shall be demonstrated how:
  - i. The drainage channel will be designed (i.e. cross section showing: dimensions, side slopes, benching, access, pathway, conceptual landscaping, etc.).
  - ii. The design, depth and linear slope of the drainage channel will ensure that drainage, into Wascana Creek, can occur, in a "design storm" event, without creating adverse hydraulic conditions.
  - iii. The drainage channel can be constructed without negatively impacting: sub-surface infrastructure; 9<sup>th</sup> Avenue North or 9<sup>th</sup> Avenue North/ Bypass interchange; the aquifer; Wascana Creek.

- f) Notwithstanding any other part or policy of this Plan, the City will not allow the proposed drainage channel to accommodate any of the Plan Area storm water detention requirements, unless:
  - i. The City has determined, through an assessment of a similar “hybrid drainage channel” (i.e. a facility that accommodates storm water detention and conveyance) within the city (e.g. southeast linear detention facility), or elsewhere, that such a facility performs, or can perform, in a manner that is deemed acceptable to the City.
  - ii. A detailed engineering design and analysis is submitted that demonstrates how the proposed facility can effectively accommodate the detention and conveyance of the storm water associated with a particular drainage catchment area.
- g) Notwithstanding any other part or policy of this Plan, the City will not approve any concept plan, where the intent is to accommodate some or all of the storm water detention requirements within the drainage channel, as shown on Figure 13, unless the requirements set out in Policy 5.4.2(f) have been met to the City’s satisfaction.
- h) Where a concept plan is required, a storm water servicing report shall be prepared for the subject area, prior to approval of the concept plan, which:
  - i. Establishes a strategy for managing storm water within the concept plan area.
  - ii. Demonstrates how the proposed storm water network will connect to the Plan Area system and, where applicable, city-wide system.
  - iii. Outlines the results of a storm water hydraulic network analysis, including the establishment of system flows and network routing for the concept plan area.
  - iv. Verifies overall detention requirements for the Plan Area, as well as for the applicable concept plan catchment area and sub-catchment areas.
  - v. Identifies implications and, where applicable, upgrades for downstream (beyond Plan Area) storm water facilities.
  - vi. Demonstrates, where applicable, how the proposed storm water system will accommodate existing flows entering the Plan Area.

Figure 13 – Storm Water Servicing Plan



## **6. IMPLEMENTATION**

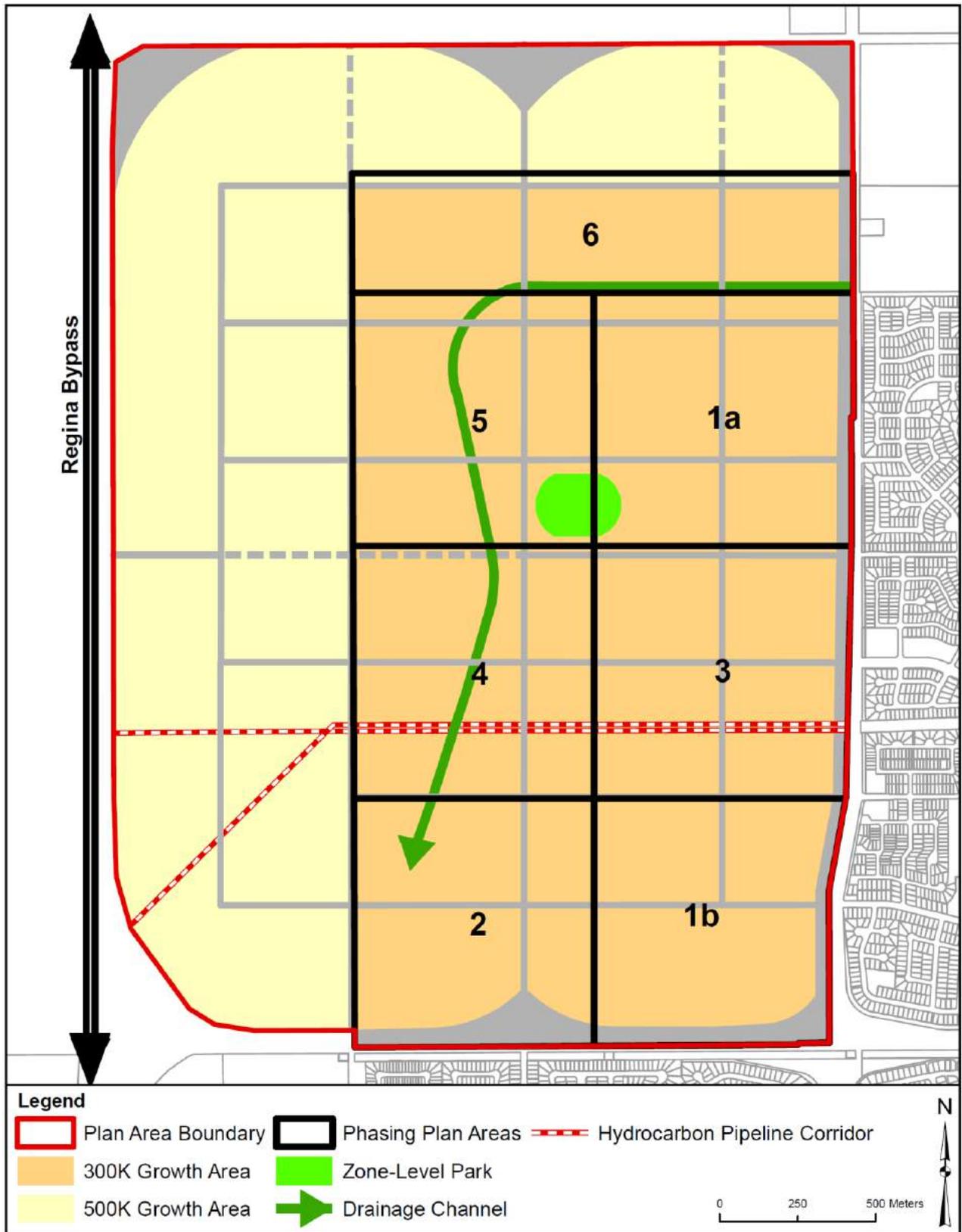
### **6.1. Overview**

This Plan provides high-level direction for more detailed planning: concept plans, rezoning, subdivision and development. As a prerequisite for rezoning, concept plans, which illustrate the specific location of land-use types, residential densities, open space and transportation networks, shall generally be required for the development of the phasing areas shown on Figure 14. The phasing of development shall be in general conformity with this Plan and shall conform with the phasing policies of OCP – Part A, which prevails over this Plan.

### **6.2. Policy**

- a) An approved concept plan, which substantially conforms with this Plan, shall be required as a prerequisite for rezoning approval, and shall be comprised of the following:
  - i. A land use plan, which illustrates the specific location of different types of streets, land-use, open space and residential densities.
  - ii. A circulation plan, which illustrates the specific location of the proposed street network and classification and, where required by the City: pathways and cycling routes, transit routes, signalized intersections.
- b) The phasing of development:
  - i. Shall be in conformity with the phasing plan and policies of *Design Regina: The Official Community Plan Bylaw No. 2013-48*.
  - ii. Should be in general conformity with the phasing scheme of this Plan, as shown on Figure 14; however, the City may approve variations without an amendment to this Plan being required where conformity with a servicing strategy can be demonstrated.
- c) Notwithstanding Policy 6.2(a) and (b), the City may allow rezoning and development, without a concept plan being required and notwithstanding the phasing scheme, to accommodate:
  - i. A public use.
  - ii. Utility or transportation infrastructure, etc.
  - iii. Development relating to the existing residential properties or agricultural operations.

Figure 14 – Phasing Plan







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

# Yards

## Neighbourhood Plan

---

### OCP – Part B.18



## PART B.18 Yards Neighbourhood Plan

Enactment			
		Date	Bylaw
<b>Approved</b>	City of Regina	January 29, 2020	Bylaw No. 2020-03
	Government of Saskatchewan	April 29, 2020	N/A
<b>Amended</b>			

This Neighbourhood Plan forms part of:  
***Design Regina: The Official Community Plan Bylaw No. 2013-48***

Enactment of this Neighbourhood Plan is authorized through Section 29 of:  
***The Planning and Development Act, 2007***

© 2020, City of Regina. All Rights Reserved.

The preparation of this plan was carried out with assistance from the Green Municipal Fund, a Fund financed by the Government of Canada and administered by the Federation of Canadian Municipalities. Notwithstanding this support, the views expressed are the personal views of the authors, and the Federation of Canadian Municipalities and the Government of Canada accept no responsibility for them.

<b>CONTENTS</b>		
<b>1.</b>	<b>INTRODUCTION</b>	<b>5</b>
<b>2.</b>	<b>PLAN AREA</b>	<b>8</b>
<b>3.</b>	<b>VISION &amp; PRINCIPLES</b>	<b>11</b>
<b>4.</b>	<b>LAND-USE</b>	<b>12</b>
<b>5.</b>	<b>BUILT FORM</b>	<b>15</b>
<b>6.</b>	<b>OPEN SPACE</b>	<b>18</b>
<b>7.</b>	<b>MOBILITY</b>	<b>22</b>
<b>8.</b>	<b>SERVICING</b>	<b>26</b>
<b>9.</b>	<b>IMPLEMENTATION</b>	<b>31</b>
 <b>APPENDICES</b>		
	<b>Appendix A – Master Plan</b>	<b>32</b>

## EXECUTIVE SUMMARY

---

This Neighbourhood Plan (Yards Neighbourhood Plan) sets forth a policy framework for transitioning the former Canadian Pacific Railway (CP Rail) intermodal yard, and adjacent lands, located in Regina's City Centre, into a vibrant urban neighbourhood. The Yards Neighbourhood will include a mix of residential, shopping and entertainment uses set within a compact and walkable environment and will balance progressive and modern design concepts with tradition. Strategically located, the Yards Neighbourhood will better connect the Warehouse District with Downtown, thus bridging and strengthening Regina's City Centre.

The Yards Neighbourhood Plan forms part of *Design Regina: the Official Community Plan Bylaw No. 2013-48* (Design Regina OCP). As a policy document approved by Regina City Council, the Yards Neighbourhood Plan provides direction for future land-use, development and servicing. The policies set forth are oriented towards achieving a long-term vision, while remaining flexible in order to support evolving market conditions and investment opportunities overtime. Beyond the Yards Neighbourhood Plan, more detailed planning will occur through the preparation of a concept plan and through the rezoning, subdivision and development processes.

Development of the Yards Neighbourhood will occur incrementally, starting with site improvements and capital upgrades. Major improvements may include:

- Transformation of Dewdney Avenue into a multi-modal landscaped boulevard.
- The construction of a landscaped buffer, and amenity, along the railway corridor.
- Upgrades to major utility infrastructure.
- The installation of a pedestrian bridge, connecting to downtown.
- Upgrades to the railway underpasses at Albert Street and Broad Street.

The preparation of the Yards Neighbourhood Plan has been a highly collaborative process. The City is most appreciative to the thousands of members of the public, stakeholders and landowners who gave generously their time, energy and input to make the Yards Neighbourhood Plan possible. The City Administration and Council will continue to engage with citizens, stakeholders and landowners to realize the vision and values of this plan.

## **1. INTRODUCTION**

---

### **1.1. Background**

In 2012, CP Rail decided to relocate and expand its intermodal freight rail yard from the historic City Centre location to the new Global Transportation Hub (GTH), located in the west part of the city. Recognizing the once-in-a-generation opportunity to enhance and vitalize the Downtown and City Centre, the City of Regina (City) purchased the intermodal freight rail yard (Railyard Site) as the first step towards infill and redevelopment. The “Railyard Renewal Project”, forms part of a larger “Regina Revitalization Initiative” (RRI). The RRI also includes the new Mosaic Stadium, which opened to the public in 2016, and the redevelopment of the former Taylor Field Stadium site, which is a future land development project.

The planning process for the Railyard Renewal Project began in 2015 with the establishment of a project steering committee and the hiring of consultants to advise on planning and engineering. The planning process has involved four phases of work:

- Phase 1: Analysis of opportunities and challenges associated with the Plan Area.
- Phase 2: Preparation of three potential development scenarios.
- Phase 3: Review and selection of preferred development scenario.
- Phase 4: Preparation of Yards Neighbourhood Plan.

The planning process has included extensive engagement and analysis. Engagement has included consultation with the public, stakeholders and two advisory committees consisting of adjacent landowners and representatives of the Downtown and Warehouse Business Improvement Districts (BIDs) and other stakeholders. Public engagement has also included four open house events, two design charrettes and several on-line surveys. Analysis has included geotechnical investigations, environmental site analysis, servicing analysis and market research.

The culmination of this initial planning process is the the Yards Neighbourhood Plan – a policy document that will direct future land-use, development and servicing. The Yards Neighbourhood Plan responds to the unique nature of the Railyard Site, as a former intermodal freight rail yard, and advances the vision and aspirations of Regina City Council, citizens and stakeholders.

## **1.2. Regulatory Context**

### Planning and Development Act, 2007

The Yards Neighbourhood Plan is a type of secondary plan and forms part of Design Regina OCP. *The Planning and Development Act, 2007*, which is a statute of the Government of Saskatchewan (Province), provides the authorization for a municipality to enact an official community plan, and stipulates what an official community plan must and can address. Official community plans, and the process to adopt or amend an official community plan, must be in conformity with *The Planning and Development Act, 2007* and the associated *Statements of Provincial Interest* regulations, which defines matters of provincial interest.

### Official Community Plan (“Design Regina”)

The Yards Neighbourhood Plan is included within Part B of Design Regina OCP. Official community plans are policy instruments used by municipalities to guide, over a long-term period, growth, development, the provision of services, and other matters, across the municipality. Whereas Part A of Design Regina OCP provides general policy direction for the city as a whole, the secondary plans contained in Part B apply to specific sub-areas within the city (e.g. new neighbourhoods). As a secondary plan, the Yards Neighbourhood Plan must be in conformity with Part A.

An important element of Design Regina OCP is the direction it provides respecting growth planning and phasing. Maximizing the efficient use of infrastructure and supporting “complete neighbourhoods”, through infill development, is a significant objective. To this end, it is the aim of Design Regina OCP to direct approximately 10,000 additional people to the City Centre, including approximately 2,000 people to the Plan Area (Design Regina OCP – Map 1). This Neighbourhood Plan, therefore, significantly advances the growth planning objectives of Design Regina OCP.

### Concept Plans, Rezoning and Subdivision

As a general requirement for rezoning and subdivision approval, a concept plan must be prepared and approved for specified development areas. Concept plans illustrate the specific location of land-use, open space and transportation networks and must be in general conformity with this Plan. Likewise, rezoning and subdivision approval will generally be required as a prerequisite for development and these applications must conform with an approved concept plan.

### **1.3. Plan Interpretation**

#### Policy Interpretation

In the interpretation of the policies within this Plan, the word:

- “Shall” equates to mandatory compliance.
- “Should” infers that compliance is generally expected, except where execution of the policy is not practical or where an exceptional situation applies, etc.
- “May” infers that execution of the policy is optional; however, where “may” is used in conjunction with a City directive, the City has final authority to require or waive execution of the policy.

#### Reference Interpretation

- “Yards Neighbourhood Plan” refers to this policy document, which is Part B.18 of Design Regina OCP, and is abbreviated herein as either “Neighbourhood Plan” or “Plan”.
- “Plan Area” refers to the geographic area subject to the policies of this Plan, as described in Section 2.1. Policies and requirements of this Plan apply to the Plan Area only.
- “Railyard Site” refers to the former CP Rail intermodal freight rail yard.
- “Yards Neighbourhood” refers to the future neighbourhood that will emerge in the Plan Area, following the redevelopment of the Railyard Site.

#### Map Interpretation

Unless otherwise specified within this Plan, the boundaries or locations of any symbols or land-use areas shown on a map are approximate only and are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads or existing utility rights-of-way. The precise location of land-use boundaries will be determined by the City at the time of concept plan, rezoning and subdivision applications. Where adjustments are made as a result of further delineation through the concept plan process, an amendment to the maps within this Plan shall not be required.

#### Use Interpretation

To provide general direction respecting the intended use and development of areas throughout the Plan Area, the Plan references land-uses that may require interpretation. Within this Plan, when specific land-uses are mentioned, please refer to Design Regina OCP – Part A and/or Zoning Bylaw for further clarification. While this Plan provides broad policy direction relative to the intended use and development of an area, the ultimate definition and approval of land-uses shall be further delineated at the concept plan and rezoning stages.

## 2. PLAN AREA

### 2.1. Location

The area subject to the policies of the Yards Neighbourhood Plan (Plan Area) is 26 hectares (64 acres) in size and is situated between Dewdney Avenue and the railway corridor (north-south) and between Albert Street and Broad Street (west-east). Within the Plan Area, the Railyard Site, which is available for redevelopment, is 7 hectares (17 acres) in size. The balance of the Plan Area consists of existing commercial development and railway facilities.

The Plan Area is strategically located within the heart of Regina's City Centre, linking the Downtown and the Warehouse District. The Plan Area also forms part of Dewdney Avenue, which is a notable corridor, linking major institutional and cultural facilities. (Figure 1)

Figure 1 – Location



## 2.2. Site Character

### Existing Uses

The Plan Area includes the Railyard Site; the existing railway corridors and existing commercial development. The Railyard Site is currently vacant, with all tracks and other structures having been removed. Within the west side of the Plan Area, between the north-south railway corridor and Albert Street, are existing commercial developments, including: a hotel, restaurants, multi-tenant commercial building. This existing commercial area is largely built-out; however, there are opportunities for infill and redevelopment. There are also existing commercial developments at the corner of Dewdney Avenue and Broad Street, including: commercial service and retail.

### Environmental

The Railyard Site has been subject to environmental evaluation, as they have accommodated, for a significant period, railway related infrastructure and storage. Testing included soil sampling and evaluation, focusing on potential contamination, and the identification of other potential impacts. Through this testing, some impacts have been identified, which will require remediation. Further, some areas may require additional, or more detailed, testing as a prerequisite for development. At the time this Plan was adopted, testing completed indicates that remediation is manageable, and impacts will not preclude development, pending remediation, where required. A health risk assessment and corrective action plan will be completed to determine remediation strategies for the Railyard Site.

### Railway Proximity

Together, the railway corridors and associated railway activities within the Plan Area may be a freight rail yard, including: an east-west oriented railway corridor, classified as a “main line”, a north-south oriented railway corridor, which is classified as a “branch line” and a railcar maintenance area. Although the transfer of containers is no longer performed at this location, railcars are regularly stored and maintained. As these railway activities are anticipated to continue for the foreseeable future they have been evaluated from the perspective of safety and land-use compatibility.

While there are no setback requirements imposed by either the federal or provincial levels of government, as it relates to railway proximity, the strategy of this Plan is to require buffer areas and setbacks between the railway activities and development within the Plan Area. The primary buffer treatment required by the Plan is in the form of a landscaped buffer that includes a berm and a noise attenuation wall. The intent is that the berm will be well landscaped and will also serve as an open space amenity for the neighbourhood. Other forms of buffer treatment may include the placement of streets/ laneways and appropriate non-residential building (e.g. parking structures) next to railway corridors as a means of further reducing possible nuisance.

## 2.3. Site Context

### Warehouse District

The Plan Area is strategically located within the Regina City Centre, between two dynamic urban neighbourhoods: the Downtown and the Warehouse District. The predominant land use within the Warehouse District is light industrial and commercial retail; however, this eclectic area is transitioning over-time to include residential and mixed-use development. A core element within this neighbourhood is Dewdney Avenue, which serves as an entertainment and shopping destination, including restaurants, nightclubs and retail. The Warehouse District is well known for its historic buildings and unique character. Many of the buildings were built between 1910-1930 and reflect the “Chicago-Style” design: brick exterior; flat roof, rectangular window pattern.



### Downtown Regina

South of the Plan Area, across the railway corridor, is Downtown Regina, which serves as the main hub, within the city, for business, entertainment and civic activities. The Downtown includes: the majority of the city’s Class A and B office buildings, concentrated in the central business district; a mix of residential types and densities; shopping and entertainment, including an assortment of bars and restaurants, and amenities, such as the Victoria Park and Plaza and Casino Regina, etc. It is intended that the Downtown will continue to accommodate the majority of large-scale office development (e.g. Class A) and tallest residential built-form.



One objective of this Plan is to complement and support the Warehouse District and the Downtown. The residents of the Yards Neighbourhood will be within easy walking distance of both the Warehouse District and the Downtown, thus enhancing City Centre business activity by increasing the proximal customer base. The Warehouse District will be further enhanced through the full build-out of Dewdney Avenue, between Albert Street and Broad Street, thus “completing” this important segment of Dewdney Avenue. The Downtown, as well, will be further enhanced through new connections, such as the proposed pedestrian bridge, which will improve walkability and provide more convenient access between the Downtown and neighbourhoods to the north.

### **3. VISION & PRINCIPLES**

---

#### **3.1. Vision**

It is envisioned that the Plan Area will transition, from its current state, into a vibrant urban neighbourhood, which includes a mix of residential, shopping and entertainment opportunities set within a compact and walkable environment. By balancing progressive and modern design concepts with tradition, the Plan Area will emerge as a truly unique neighbourhood, connecting the City Centre, and enhancing the City of Regina as a whole.

#### **3.2. Principles**

As set forth by Regina City Council (Council Report CR11-99), the Yards Neighbourhood shall be “mixed-use, diverse and environmentally sensitive”, in accordance with the following principles:

- A key city priority;
- A regional precedent that employs best practices in City-building;
- A vibrant and connected place to gather, live, work, learn, play, and celebrate year-round;
- An area in which the public realm has a high profile and inspires civic pride;
- Complementary to existing plans in surrounding neighbourhoods, yet sets a new standard for sustainable development, employing state of the art best practices for neighbourhood design and energy efficiency;
- A neighbourhood that will provide mixed-income housing options for purchase and rental;
- A community that will provide work space and mixed-use developments to foster innovation, creativity and cultural expression;
- Linked across the railway tracks to downtown by pedestrian connections that create walkable distances for residents, in four seasons, to local amenities and jobs;
- Characterized by high quality design, for all ages, and both programming and place making that promotes social cohesion and community activities; and
- An example of a new opportunity for the community being delivered in a way that is financially viable for the City, its residents, and businesses.

The vision and principles provide the foundation for the objectives and policies of this Plan. Beyond this Plan, the vision and principles shall be carried forward, in more detail, through the implementation of a concept plan and appropriate zoning code.

## **4. LAND-USE**

---

### **4.1. Overview**

The intent of this section is to provide policy direction for the use of land within the Plan Area. In accordance with the vision and principles of this Plan, the policies herein support the development of a compact, walkable, mixed-use and sustainable neighbourhood. The policies establish direction for land-use requirements and also provide direction for subsequent planning initiatives, including the preparation of a concept plan and rezoning. These planning initiatives will advance the intent of this Plan by providing greater detail regarding land-use and design.

This Plan supports a mix of appropriate land-uses throughout, including a significant residential component. Non-residential land-uses will generally be located within the ground floor of mixed-use buildings. Although the predominant pattern is intended to be mixed-use, this Plan supports the potential for two specialized areas: a central public/ civic area that could include a neighbourhood park and civic buildings; an “entertainment area” that could include an appropriately scaled sports, entertainment or convention centre. This Plan also supports residential throughout and strives for a population of approximately 2,000 people.

---

### **4.2. Policy**

- a) Within the Plan Area, the City shall only allow land-uses and development that are appropriate for a mixed-use, pedestrian-oriented urban environment, including: residential, commercial retail and services, office, civic, institutional, parks.
- b) Within the Plan Area, the City shall prohibit land-uses and development that are inappropriate for a mixed-use, pedestrian-oriented urban environment, including:
  - i. Uses that require large areas of outdoor storage or outdoor manufacturing.
  - ii. Uses oriented to automobile travel, such as drive-thru restaurants, gas stations.
  - iii. Large-format retail.
  - iv. Industrial uses
- c) Notwithstanding Policy 4.2(a) and 4.2(b):
  - i. Existing uses/ buildings that do not conform to this Plan may continue; however, at such time as they are replaced, the policies of this Plan shall apply.
  - ii. The City may consider, within Mixed-Use Policy Area B, as shown on Figure 2, the following land-uses: recreation, sports, entertainment facility; convention centre; or similar.
  - iii. Within the Railyard Site area, as shown on Figure 2, the City may consider outdoor uses (e.g. surface parking; outdoor events) on an interim basis, until such time as the Railyard Site is rezoned and/ or developed in accordance with the vision, principles and policies of this Plan.

- iv. The ground-floor of buildings fronting Dewdney Avenue and Albert Street should consist of commercial uses or other non-residential uses supported by this Plan.
- d) Land adjacent to the proposed Neighbourhood Park, as shown on Figure 5, shall be reserved for civic or institutional buildings; however, should it be determined by the City, at any time, that civic or institutional buildings are not viable or desirable, the land may transition to an alternate acceptable land-use without an amendment to this Plan.
- e) Where a building flanks the proposed Neighbourhood Park, as shown on Figure 5, the ground-floor should front the Neighbourhood Park and consist of commercial uses or, at the City's discretion, other "active" and appropriate non-residential uses.

### **Residential**

- f) The City shall endeavour to accommodate the residential objectives of this Plan, as described in Section 4.1, by:
  - i. Supporting and encouraging a mix of appropriate residential types (i.e. multi-unit/apartment; townhouse) throughout the Plan Area, except where policy allows or requires other land-uses in specified areas.
  - ii. Requiring multi-story buildings in specified areas.
- g) The predominant residential form shall be multi-story (vertical multi-unit) buildings, including mixed-use and single-use (residential only) buildings.

### **Railway Proximity**

- h) Residential, institutional, office and commercial buildings shall be set back from the railway corridors in accordance with the following requirements:
  - i. Buildings should be set back at least 30 metres from the property line of the east-west oriented railway corridor, and any associated facilities.
  - ii. Buildings should be set back at least 15 metres from the property line of the north-south oriented railway corridor; however, the City may consider a lesser distance where it can be demonstrated that an appropriate setback from the railway track can be accommodated.
- i) Approval of residential, institutional, office or commercial development immediately adjacent (abutting directly, or abutting an intervening street, lane, buffer, etc.) to the Railway Lands, as shown on Figure 2, shall be contingent on demonstrating that noise and vibration associated with railway activity:
  - i. Is sufficiently low as not to warrant mitigation, or
  - ii. Will be sufficiently mitigated through the incorporation of appropriate building or site features (e.g. landscaped buffer/ berm, parkade, etc.).

Figure 2 – Land Use



## **5. BUILT FORM**

---

### **5.1. Overview**

The intent of this section is to provide policy direction for the design of buildings and the relationship between buildings and the public realm. In accordance with the vision and principles of this Plan, the policies herein support a high standard of architectural treatment and unique urban design. Ensuring that buildings support an active public realm, and ensuring appropriate transitions between building heights and massing, will be important objectives of this Plan.

A primary objective is to ensure that the built form transitions from the Downtown to the Warehouse District and that appropriate interface design is established. As such, this Plan requires that taller buildings be located along the south side of the Plan Area and adjacent to the pedestrian bridge and park. Ensuring that Dewdney Avenue is integrated within the open space network, and interfaces appropriately with the Warehouse District to support new economic activity, is another objective. New buildings along Dewdney Avenue will be intimately connected to the street and will be complementary to the unique character of the area.

---

### **5.2. Policy**

- a) The height of buildings should be in accordance with Figure 3.
- b) Notwithstanding Policy 5.2(a) the location of individual buildings, as shown on Figure 3 (indicated with asterisk symbol), shall be considered approximate.
- c) The design of new buildings fronting Dewdney Avenue, within Policy Areas B, C and D, as shown on Figure 2, shall generally complement the design character associated with the historic buildings in Warehouse District, on the opposite side of Dewdney Avenue, by conforming to the following minimum principles:
  - i. The optimal exterior building material, especially for the first three floors, should complement traditional Warehouse District material, including: brick, stone, cast/ engineered stone, etc.
  - ii. Building fronts should reflect a tripartite composition, including base, middle and top, and have well articulated entranceways, fenestration and rooflines.
  - iii. Buildings should follow a minimal front setback and a consistent build-to line.
  - iv. Form and massing and placement of windows, etc., should generally complement traditional Warehouse District style.
- d) The building design principles outlined in Policy 5.2(c) shall be implemented through an amendment to the Zoning Bylaw, which:
  - i. May take the form of a Direct Control District or Architectural Overlay Zone.
  - ii. May include additional or more specific design requirements, beyond what is outlined Policy 5.2(c).

- iii. Includes non-binding urban and sustainable design guidelines, submitted in support of the Zoning Bylaw amendment application, but not forming part of the Zoning Bylaw.
- e) The following types of development shall be exempt from the design requirements stipulated in Policies 5.2(a-c):
- i. The land-uses supported by Policy 4.2(c).
  - ii. Civic and institutional uses.

**Figure 3 – Built Form**



## **6. OPEN SPACE**

---

### **6.1. Overview**

The intent of this section is to provide policy direction for the implementation of open space features within the Plan Area. Open space features will include a centrally located neighbourhood park and a landscaped buffer that separates new development from the existing railway corridor and that forms part of the open space network and also serves as an amenity feature. Pending further planning and analysis, the open space system may also include pocket parks in strategic locations. Additionally, Dewdney Avenue, as a landscaped boulevard, will complement, and form part of, the open space system by including wide sidewalks, the potential for a multi-use pathway and/ or bike path and landscaped boulevards.

The defining feature of the open space system and the primary location for outdoor recreation, leisure and civic interaction will be a centrally located signature neighbourhood park. The specific design and function of this park will be identified through further planning and analysis and will respond to the specific land-use context that emerges. Major design considerations will include direct views from Dewdney Avenue to the pedestrian bridge; the potential for fronting buildings with active use interface; public art/ cultural features. This park may be phased-in over-time and may include interim use and landscaping.

---

### **6.2. Policy**

- a) As shown on Figure 5, open space shall consist, primarily, of:
  - i. A centrally located neighbourhood park (Neighbourhood Park), which may be developed as a landscaped green space, or as a plaza, or as a combination thereof.
  - ii. A landscaped buffer (Landscaped Buffer), which separates the railway corridors from the Plan Area development.
- b) Notwithstanding Policy 6.2(a), through the concept plan process, and without an amendment to this Plan being required, the City may consider:
  - i. Additional parks (e.g. pocket parks).
  - ii. An alternate location and configuration for the proposed Neighbourhood Park, with the proviso that the location is still relatively centralized.
- c) As a prerequisite for concept plan approval, where a park is proposed, or for developing a park, other than an interim park, the City may require that a report be submitted demonstrating the following:
  - i. The proposed programming and design solution.
  - ii. The need and benefit of the proposed park.
  - iii. Conformity with applicable policy and standards.
  - iv. Operation and maintenance implications.
  - v. Construction phasing plan (if applicable).

- d) Open Space intended to accommodate the purposes outlined in Policies 6.2 (a-b) shall:
  - i. Be provided through the retention and utilization of requisite existing City owned lands (irrespective of whether Municipal Reserve designation applies).

**Neighbourhood Park**

- e) When locating and designing the Neighbourhood Park, the following design elements shall be taken into consideration:
  - i. Maintaining a view plane, and allowing for a pedestrian and cycling connection, from Dewdney Avenue to the Pedestrian Bridge via the Neighbourhood Park.
  - ii. The potential to accommodate programmed activities, civic gatherings, public art and heritage features.
  - iii. The potential to interface park flanks with active building frontage.

**Landscaped Buffer**

- f) A landscaped buffer shall be constructed, which is in general conformity with Figure 4 and Figure 5, and that is supported by a noise and vibration study at the time of detail design without an amendment to this Plan.
- g) Notwithstanding Policy 6.2(f) and Figure 4:
  - i. The City may require an alternate configuration and design concept for the Landscaped Buffer, including more robust noise attenuation, without an amendment to this Plan being required.
  - ii. The Landscaped Buffer may be constructed incrementally over-time.
  - iii. The “Potential Landscaped Buffer”, as shown on Figure 5, shall only be required if residential is proposed adjacent to the corresponding segments of railway corridor and it is demonstrated that a buffer is required for safety or noise mitigation.

**Figure 4 – Landscaped Buffer Design (conceptual only)**

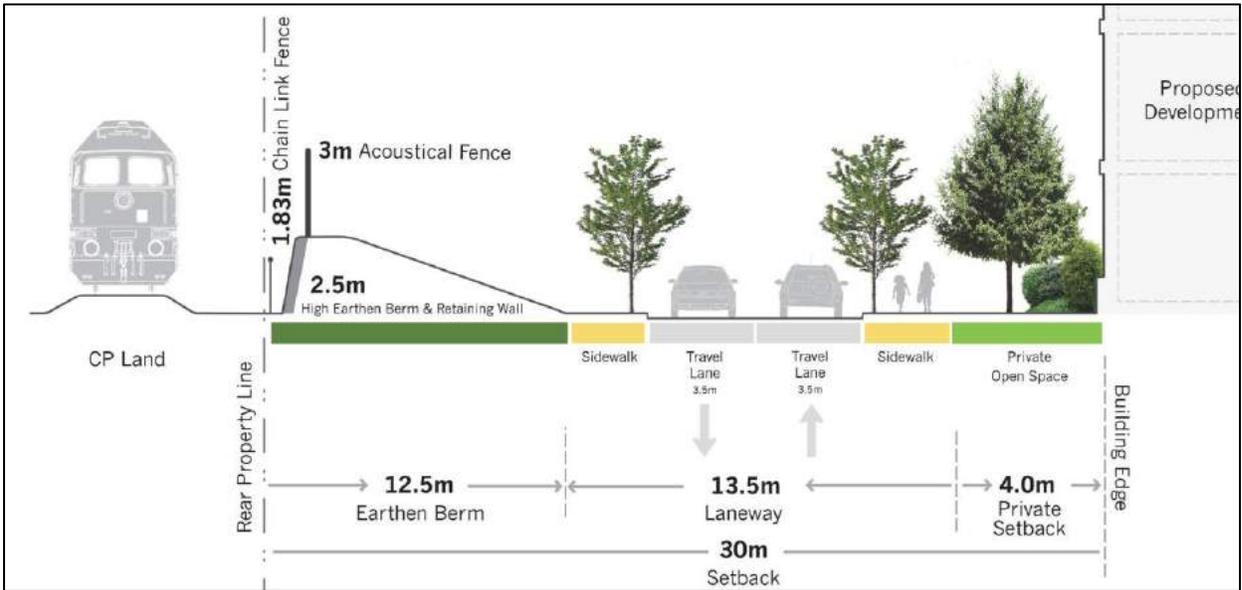
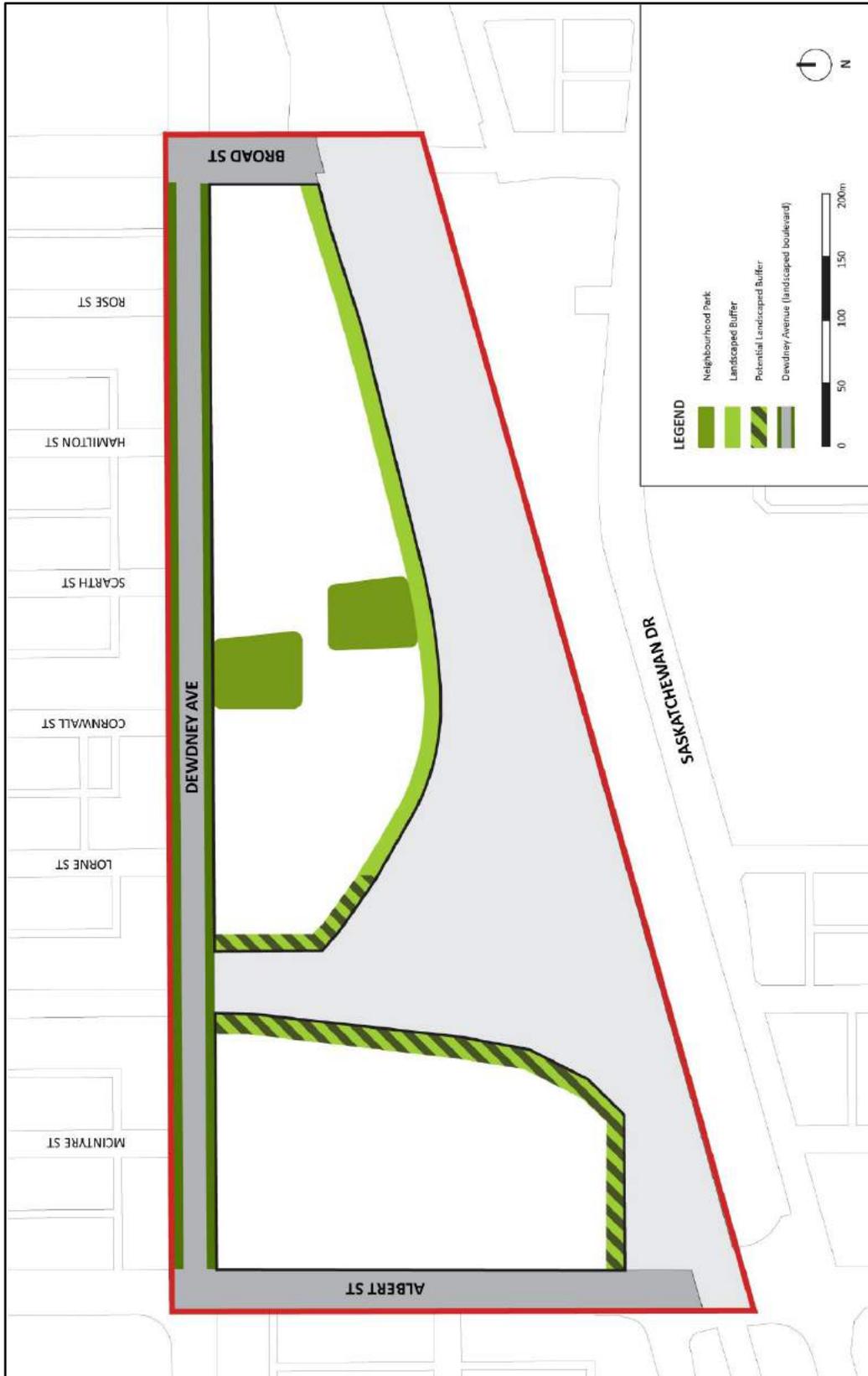


Figure 5 – Open Space



## **7. MOBILITY**

---

### **7.1. Overview**

The intent of this section is to provide policy direction for the implementation of the transportation system within the Plan Area. In accordance with the vision and principles of this Plan, the policies support a high level of interconnectivity and an enhanced public realm. Major components of the system will include Dewdney Avenue, as a landscaped boulevard; a pedestrian bridge linking the Downtown with the Plan Area; enhanced Albert Street and Broad Street underpasses; an internal street network. This Plan provides high-level direction for the internal streets only, as the detailed solution will be identified through an approved concept plan.

Dewdney Avenue will form a core component of the transportation system and public realm. The intent is to transition Dewdney Avenue from its current state to a multi-modal landscaped boulevard that accommodates pedestrians, cyclists, transit and vehicles. As a core component of the public realm, Dewdney Avenue will include wide sidewalks, landscaping and furnishings. A pedestrian bridge, crossing the railway corridor, will also form a core component of the transportation system and public realm, linking the Downtown to the Plan Area.

---

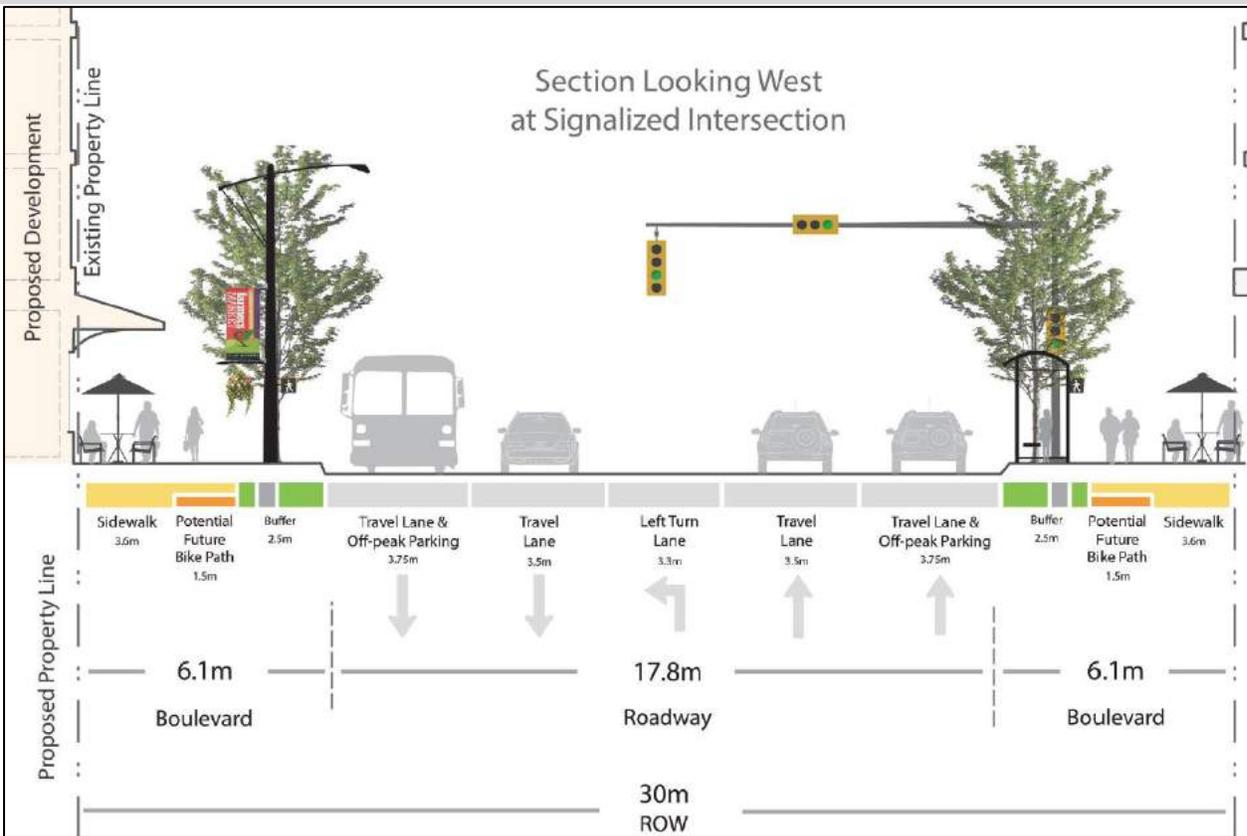
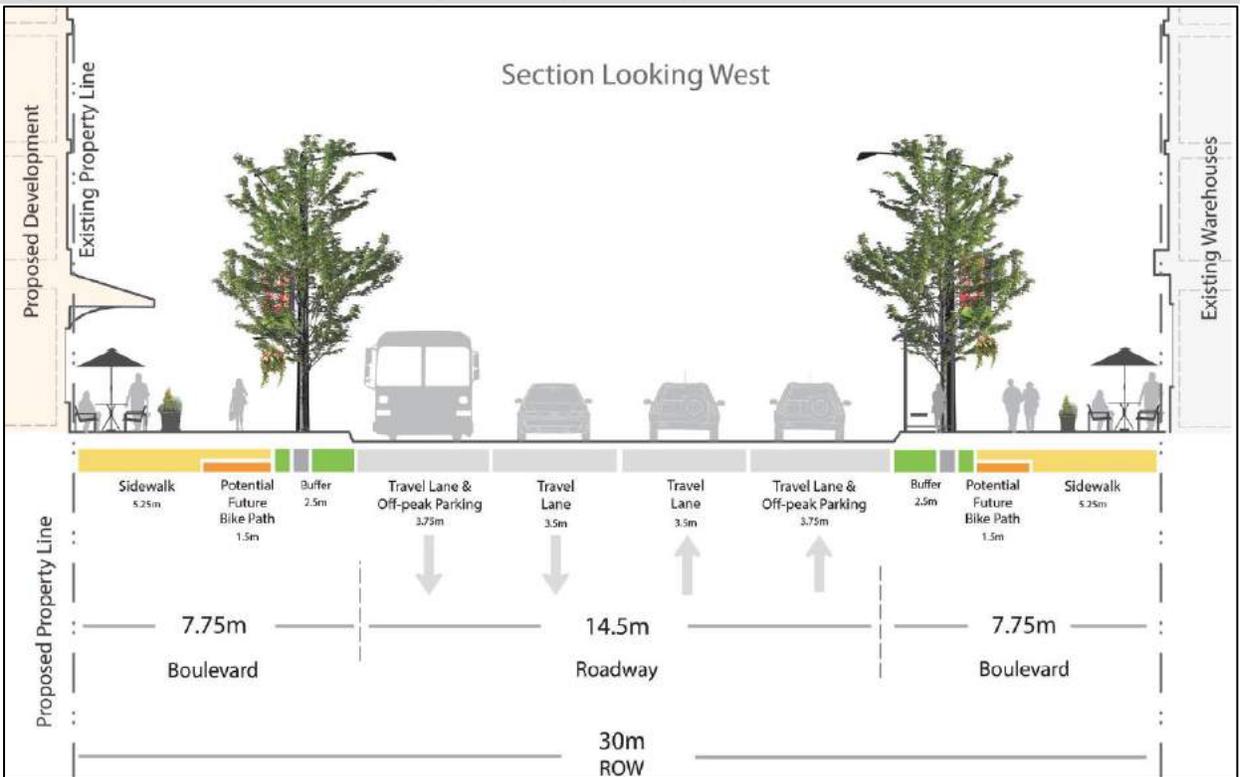
### **7.2. Policy**

- a) The location of transportation infrastructure and the alignment of streets should be in general conformity with Figure 7; however, concept plans and plans of subdivision may accommodate variations without an amendment to this Plan being required.
- b) Streets and lanes within the Plan Area shall support convenient mobility and wayfinding through an interconnected configuration and multiple access points to Dewdney Avenue and, where appropriate, a fine grain block pattern.

#### **Dewdney Avenue**

- c) Dewdney Avenue shall be designed as a landscaped boulevard and:
  - i. Shall include wide sidewalks, suitable for pedestrian strolling and sidewalk shopping.
  - ii. May include a multi-use pathway or bike path.
  - iii. Should be in general conformity with Figure 6; however, the City may consider variations to the concept shown without an amendment to this Plan.

**Figure 6 – Dewdney Avenue Design (conceptual only)**



### **Pedestrian Bridge**

- d) A pedestrian bridge connecting the Plan Area to lands south of the railway corridor (Regina Downtown) should be constructed, which:
  - i. Is located approximately as shown on Figure 7.
  - ii. Connects, on both ends, to public or quasi-public spaces.
  - iii. Represents a safe, active and inviting environment, in all seasons, that is also fully accessible.
  - iv. Reflects a high-level of urban design aesthetics.

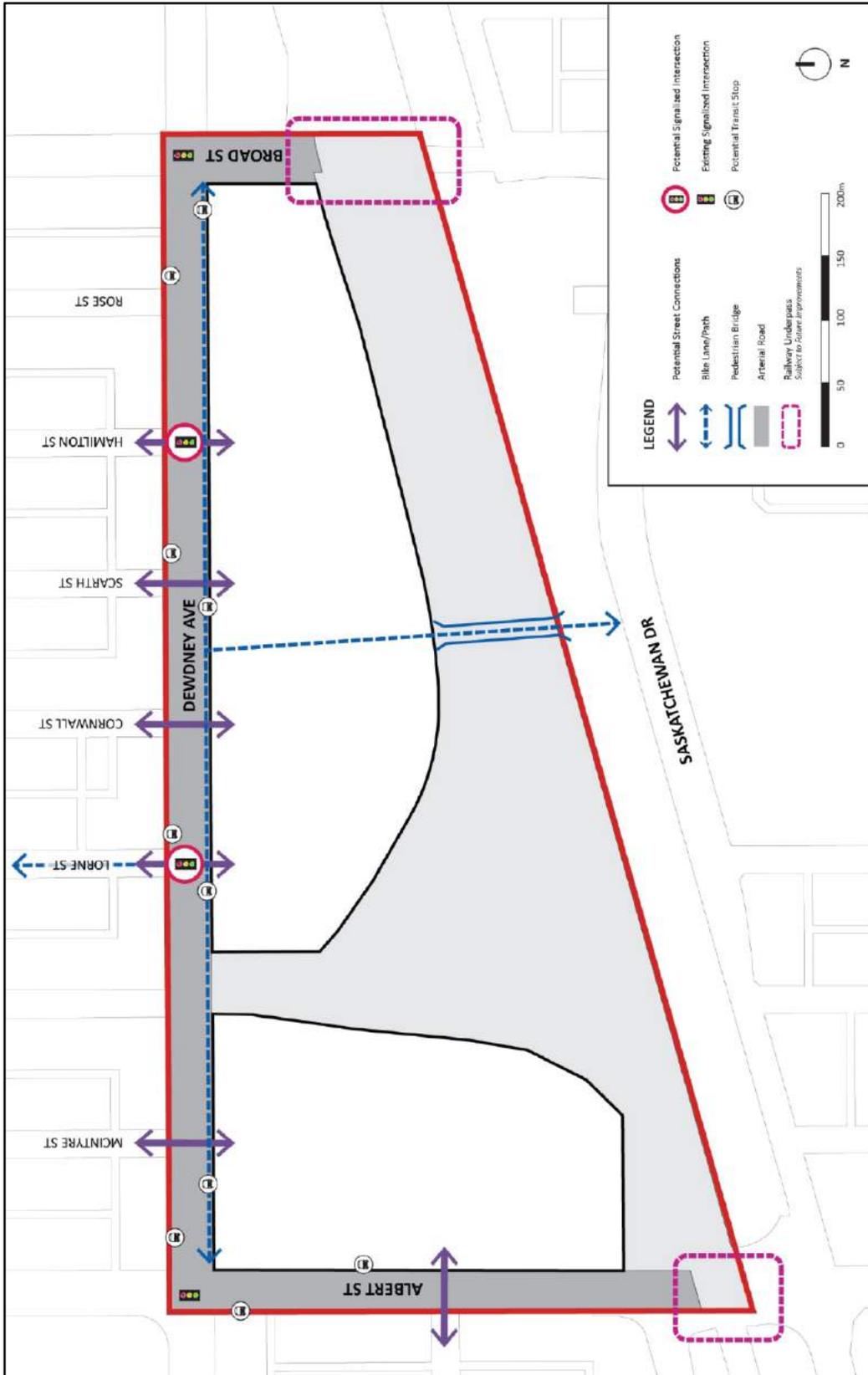
### **Railway Underpasses**

- e) The City shall undertake upgrades to the railway underpasses at Albert Street and Broad Street in order to improve the pedestrian experience, which should include general refurbishment and repair; enhanced lighting; wall/ mural art and, where appropriate, improvements to sidewalks.

### **Parking and Loading**

- f) Loading, servicing and surface parking areas shall be located to the rear or side of associated building and screened from view from the perspective of fronting street, with the exception of:
  - i. Special needs/ accessible parking.
  - ii. Parking that is main/ principal use of a parcel.
- g) Parking for buildings should primarily be accommodated underground or, where not feasible, be located to the rear or side of buildings.
- h) Above-ground parking structures (garages) shall not be permitted to front, directly, Dewdney Avenue, Albert Street or Broad Street.

Figure 7 – Mobility Plan



## **8. Servicing**

---

### **8.1. Overview**

The purpose of this section is to provide policy direction for the implementation of utility services (e.g. water, wastewater, stormwater) within the Plan Area. The servicing strategy for this Plan focuses on the Railyard Site, as the other lands within the Plan Area are either substantially developed or form part of the ongoing railway facilities. Further, the figures of this Plan illustrate the major servicing connection points only, as the detailed, internal, networks will be identified through the concept plan process. A summary of the servicing strategy follows:

#### Water Servicing

- The Railyard Site is proposed to include two tie-ins to an existing 600mm watermain within Dewdney Avenue, at the intersection of Dewdney Avenue and Lorne Street and the intersection of Dewdney Avenue and Hamilton Street.
- Upgrades to the city-wide water system, will provide service to the new development.

#### Wastewater Servicing

- To service the Railyard Site, a connection to the existing 375mm sanitary sewer main at the intersection of Hamilton Street and Dewdney Avenue is proposed.
- Existing topography, as well as the existing invert elevations at the tie-in point of the existing 375 sanitary sewer main, suggests the Railyard Site to be serviced via gravity flow; there is not expected to be a need for an internal lift station.
- Upgrades to the city-wide wastewater system, will provide service to the new development.

#### Stormwater Servicing

- An internal underground network that ties into an oversized in-line detention storage is proposed to service the Railyard Site, for both design storms (1 in 5 and 1 in 25 year).
- The system will discharge at a restricted release rate to existing underground detention storage for the existing Broad Street Lift Station.
- Existing topography, as well as the existing invert elevation at the tie-in point of the existing storm main, allow the entire Railyard Site to be serviced via gravity flow; there is no need for an internal lift station.

## **8.2. Policy**

- a) Major water, wastewater and stormwater servicing should be in general conformity with Figures 8-10 and as described in Section 8.1; however, the City may permit an alternate servicing plan without an amendment to this Plan being required.
- b) Notwithstanding Policy 8.2(a), water, wastewater and stormwater servicing, including networks internal to the Railyard Site, shall be in general conformity with servicing reports prepared to the City's satisfaction, and submitted to the City through the concept plan process or, at the City's discretion, rezoning or subdivision.
- c) At the time of concept plan approval, a water servicing report shall be prepared for the Railyard Site, prior to approval of the concept plan.
- d) At the time of concept plan approval, a wastewater servicing report shall be prepared for the Railyard Site, prior to approval of the concept plan and shall conform to the Wastewater Master Plan that is in effect.

Figure 8 – Water Servicing

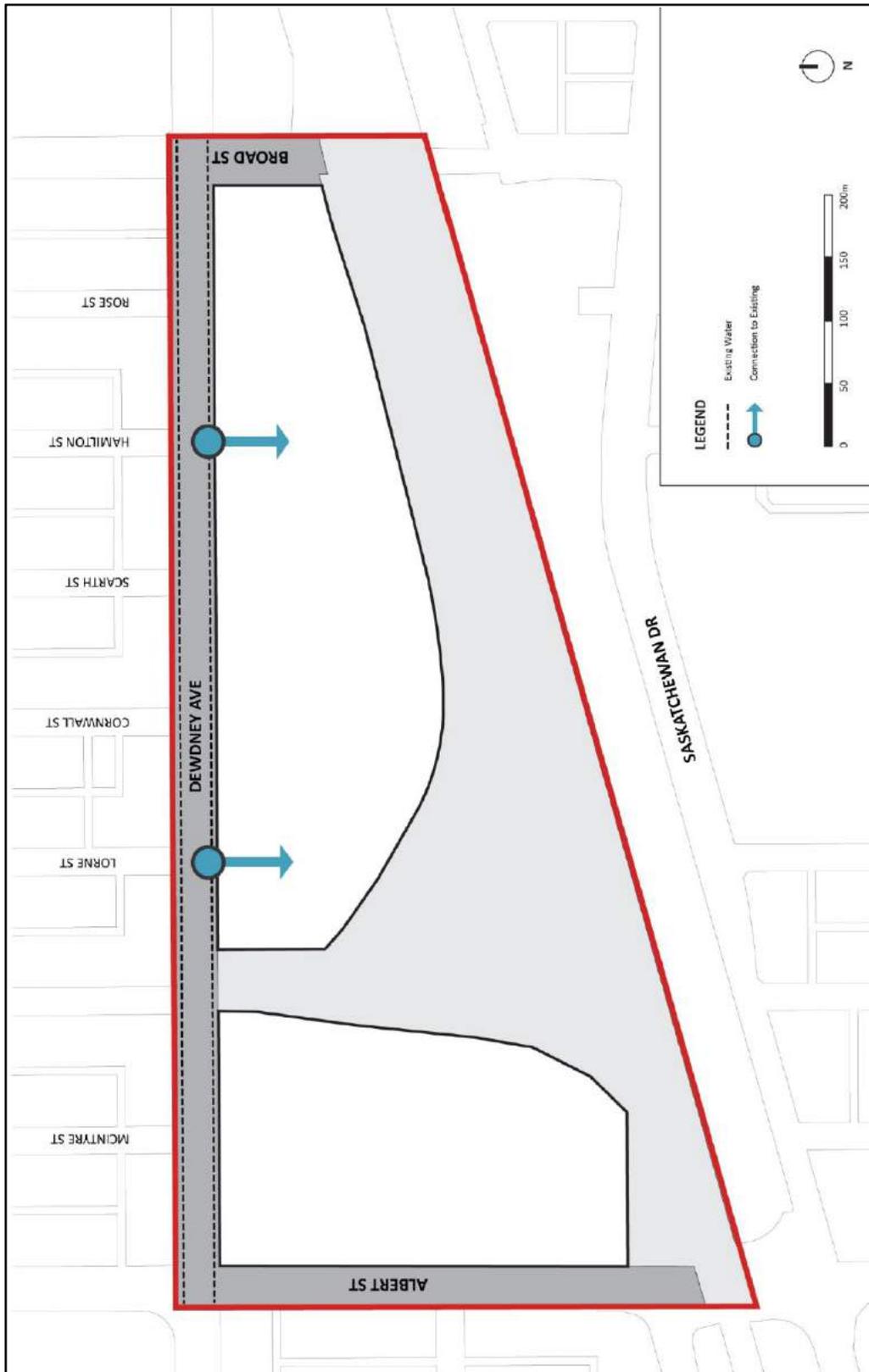


Figure 9 – Wastewater Servicing

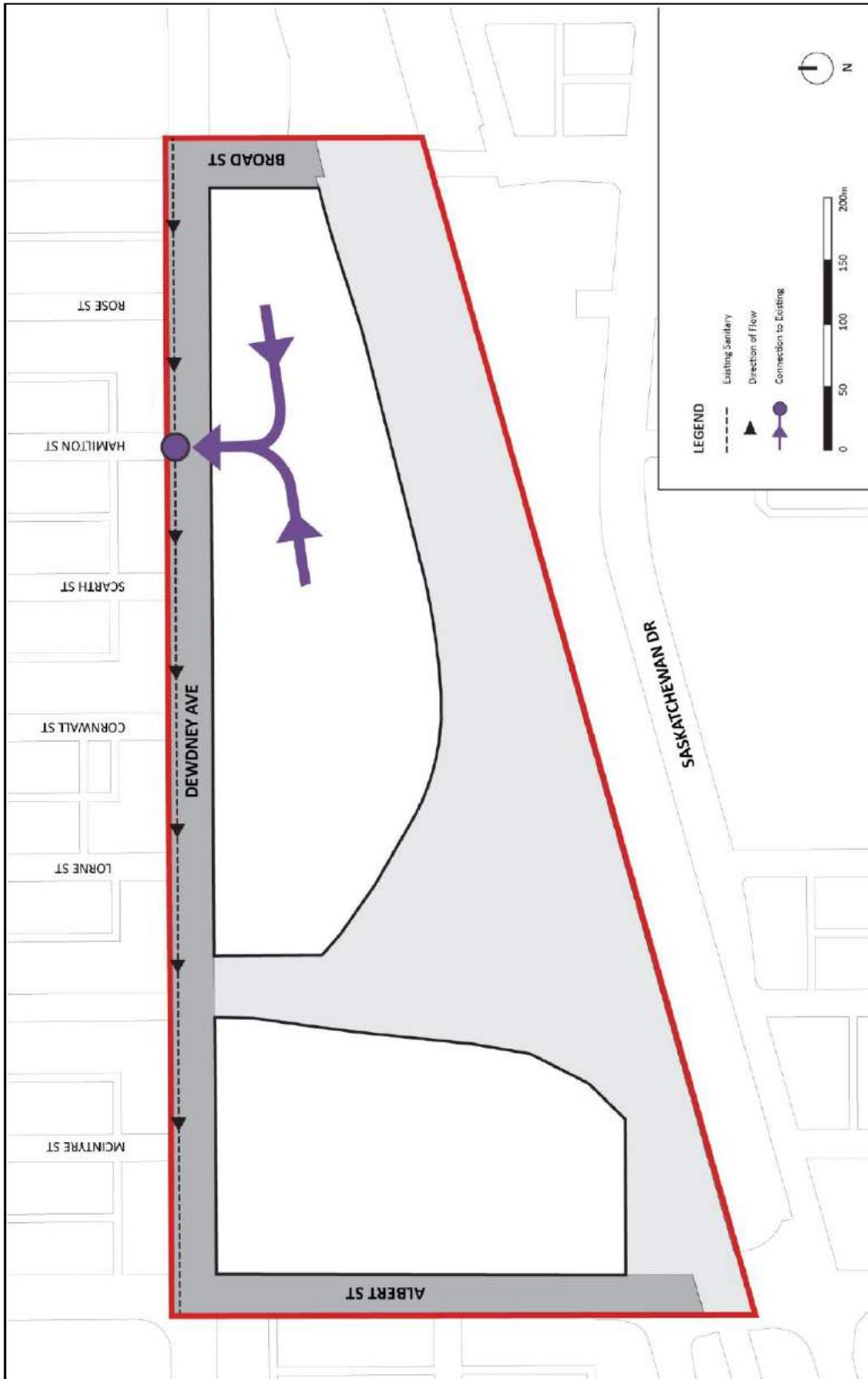
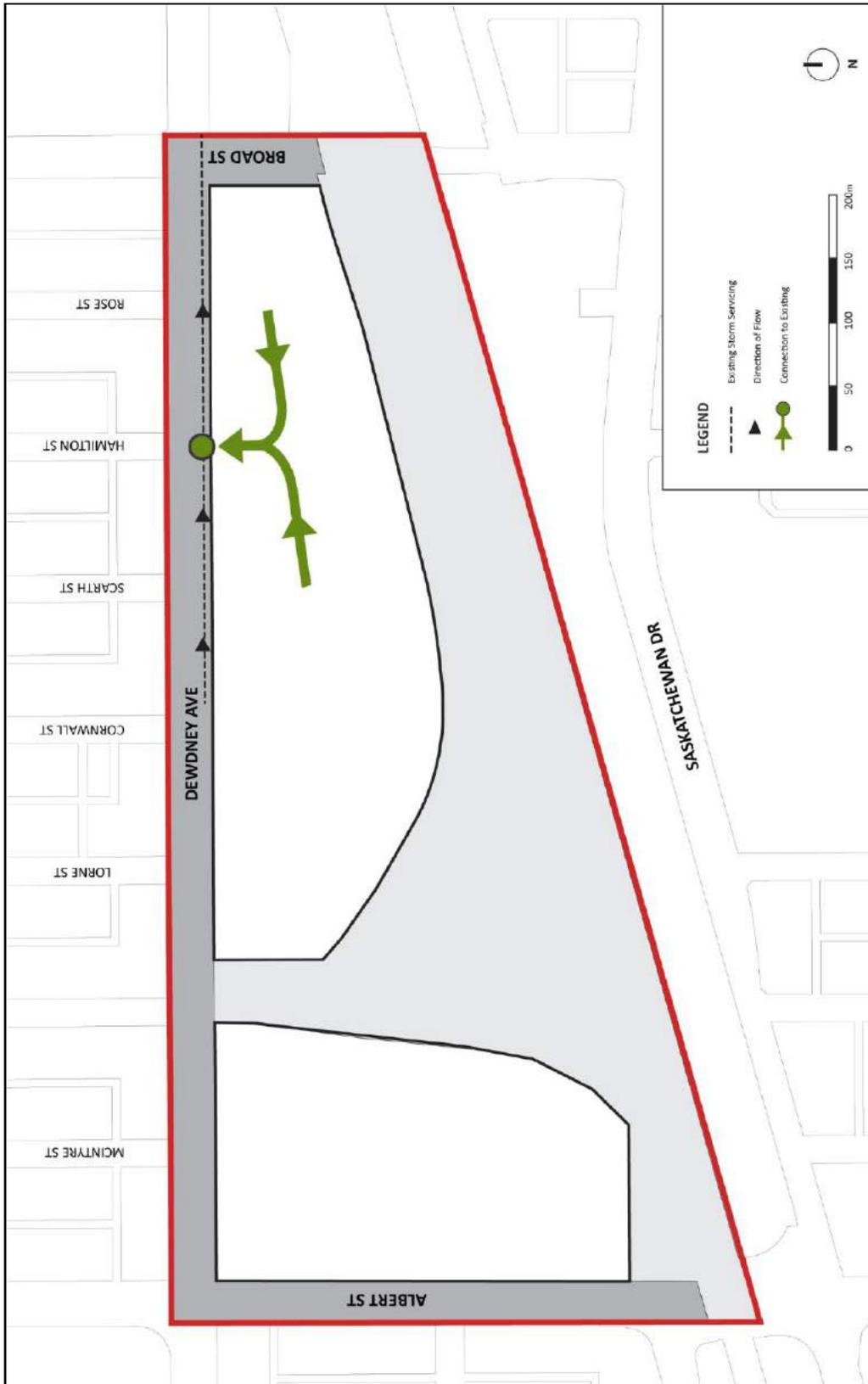


Figure 10 – Stormwater Servicing



## 9. IMPLEMENTATION

---

### 9.1. Overview

This Plan provides policy direction for the growth, development and servicing of the Plan Area, as well as direction for more detailed planning and engineering work that will occur overtime. Prior to development occurring, a concept plan must be prepared, followed by rezoning. The concept plan and zoning designation must be in conformity with this Plan but should respond to a defined and articulated development concept. Site improvements required for development include remediation of impacted areas and the construction of utility infrastructure. Additionally, the City will be pursuing other upgrades, as noted below, which will enhance the site. This inventory is not exhaustive and the prioritization schedule is subject to change.

Project	Priority
• Dewdney Avenue Upgrade (1 <sup>st</sup> Phase)	Initial
• Landscaped Buffer	Initial
• Albert Street and Broad Street Underpasses	Secondary
• Neighbourhood Park (Interim)	Secondary
• Dewdney Avenue Upgrade (2 <sup>nd</sup> Phase)	Secondary
• Internal Street/ Utilities	As Per Build-Out
• Neighbourhood Park (Ultimate)	As Per Build-Out
• Pedestrian Bridge	Future

---

### 9.2. Policy

- a) As a prerequisite for rezoning, subdivision or development approval, within Mixed-Use Areas B, C and D, as shown on Figure 2, the City may require that:
  - i. Any further, or more detailed, environmental site analysis or geotechnical analysis and/or Quantitative Risk Assessment be undertaken and submitted to the City and/ or Government of Saskatchewan.
  - ii. Any site remediation required by the City and/ or Government of Saskatchewan be undertaken.
  - iii. It be demonstrated that the site is suitable for the intended use, from the perspective of geophysical, environmental and land-use compatibility conditions, or can be made suitable through particular measures.
  - iv. It be demonstrated that an adequate level of utility and transportation services can be provided without significantly diminishing servicing levels elsewhere.
- b) As a prerequisite for rezoning or subdivision approval, within the Railyard Site area, as shown on Figure 2, a concept plan must be approved.
- c) An amendment to the Zoning Bylaw may be required to ensure that development is in accordance with the Vision, Principles and Policies of this Plan; however, the

specifications of this amendment (e.g. applicable regulations, land area, timing) may be deferred until a proposed development/ land-use application warrants the amendment.

Appendix A – Master Plan

