



Design Regina

Official Community Plan

Design Regina, Official Community Plan Schedule “A” to Bylaw No. 2013-48

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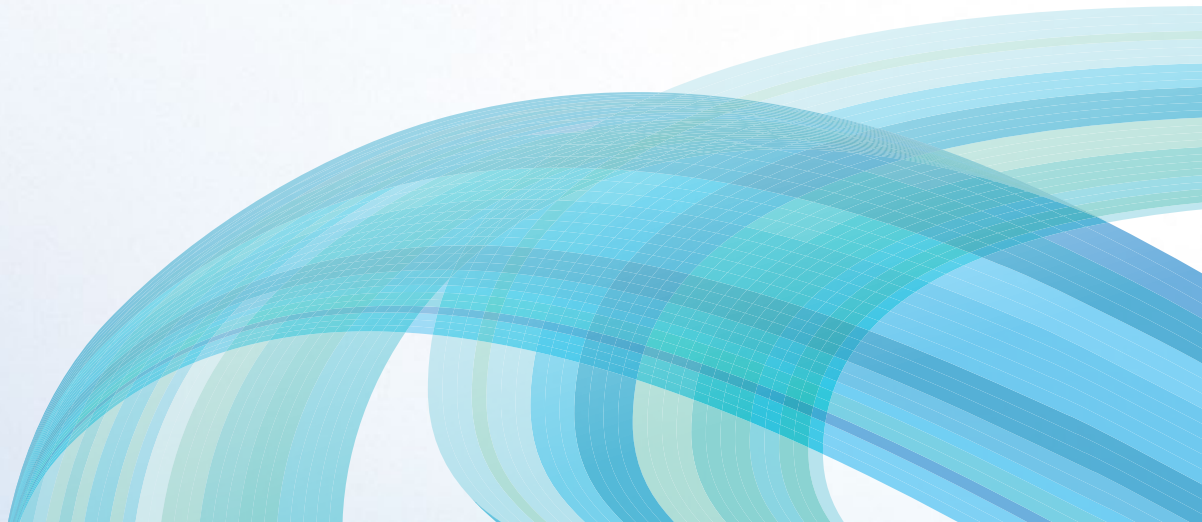
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Summary of Approved Amendments

Bylaw Number	Date of Council Approval	Date of Ministerial Approval	Affected Sections	Description
2015-44	06/22/2015	08/21/2015	Section D5 - Land Use and Built Environment	Amendment to office policies to make exceptions for anomalous situations that could create a potential safety issue due to proximity to hazards.
2015-76	12/21/2015	06/20/2016	Section B - Financial Policies Section C - Growth Plan Section D4 - Infrastructure Section E - Realizing the Plan Section F - Maps	Phasing and financing policies and the addition of Map 1b – Phasing of New Neighbourhoods and New Mixed-Use Neighbourhoods.
2016-62	09/26/2016	12/14/2016	Section F - Maps	Updates to all maps to: ensure future land use and development of the Southeast Regina Neighbourhood Plan is consistent with the City's overall growth plan; reflect the final route of the Regina Bypass and to address other minor housekeeping items such as updating City boundaries.
2019-25	04/29/2019	06/17/2019	Section E - Realizing the Plan	Amendment provides an exception to the phasing policy to accommodate unique developments that provide general public benefits located on lands that are contiguous to built-out neighbourhoods or neighbourhoods that are in the process of being developed.
2020-1	01/29/2020	05/11/2020	All Sections	Numerous amendments as part of the first five-year review of Design Regina. Changes included: <ul style="list-style-type: none"> • Housekeeping amendments to policies, definitions and maps to improve clarity; • Addressing required changes from revised provincial legislation regarding school sites; and • Minor adjustments to office development policies.
2020-48	07/29/2020	10/13/2020	All Sections	Housekeeping amendments that were endorsed by City Council through 2020-1 but were missed in the bylaw.
2021-29	04/29/2021	08/24/2021	D9 – Health and Safety Section F - Maps	Updated maps and policies related to planning in the vicinity of the Regina International Airport.

2021-40	05/26/2021	07/16/2021	Section F - Maps	City Centre Boundary expanded to include the Regina Exhibition Grounds on Map 1 and Map 7.
2021 – 61	10/27/2021	03/17/2022	Section C – Growth Plan and Section E – Realizing the Plan	Amendment provides an exception to the Special Study Area policy to accommodate unique developments that provide public benefits located on lands that are contiguous to built-out neighbourhoods or neighbourhoods that are in the process of being developed.
2022-43	09/14/2022	11/22/2022	Section C - Growth Plan	Amendment to allow City Council to waive density target where it would be challenging to meet due to unique circumstances.
2023-24	08/03/2023	04/13/2023	Part A, Section F – All maps except Map 1a	Revised maps to reflect the new city boundaries and identify the annexed lands in the northeast as a New Employment Area.
2023-73	10/25/2023	11/14/2023	Part A, Section F –	Revised Map 1 - Growth Plan to recognize a change in jurisdiction to lands in the southeast from the Provincial Capital Commission to City of Regina and identify the subject lands as a New Employment Area.
2023-87	11/22/2023	12/01/2023	Part A, Section F – All maps except Map 1a	Revised maps to reflect the new city boundaries and identify the annexed lands as a New Employment Area.

This Summary is provided for ease of reference only and is not adopted or intended to form part of Bylaw 2013-48.





PART A

Citywide Plan

The City of Regina acknowledges the following firms and their contributions to the development of the Official Community Plan:



SUPPORTED BY:

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The City would also like to recognize the many stakeholders and members of the public who shared their thoughts to shape our city through the process of developing this Plan.

The City of Regina Planning Department, Community Planning and Development Division, thanks its colleagues throughout the corporation who helped prepare the Official Community Plan. This document is a testament to our employees' hard work and commitment to create a plan that is useful to all divisions.

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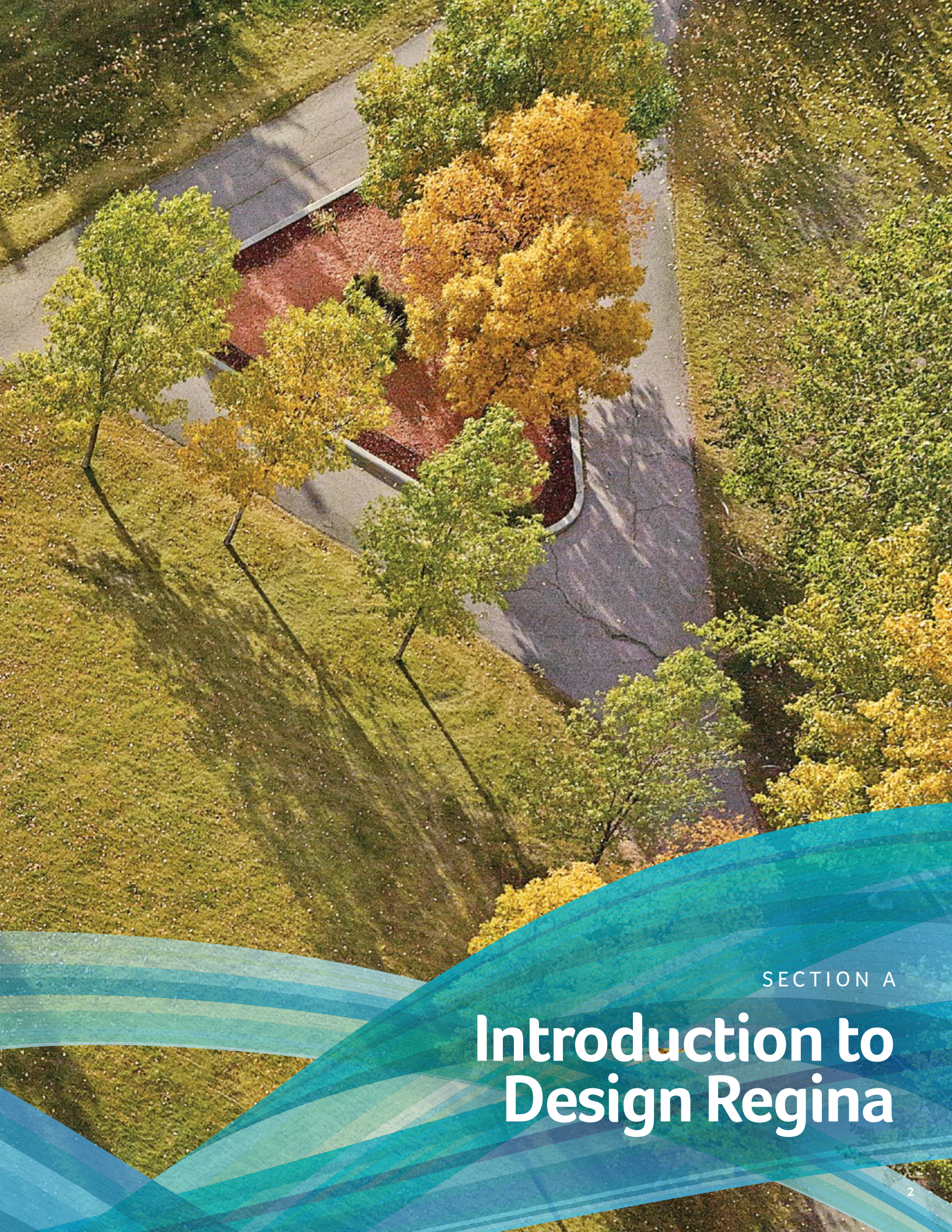
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SECTION A

Introduction to Design Regina

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Introduction to Design Regina

An official community plan (OCP) is the keystone of a municipality's long-term strategic direction, and it is essential to managing future growth and development. An OCP provides a comprehensive policy framework to guide the physical, environmental, economic, social and cultural development of the municipality.

The Planning and Development Act, 2007 allows a council to adopt an official community plan. Furthermore, *The Statements of Provincial Interest Regulations* provide guidance on a complex series of land-use and development issues, fostering vibrant, safe, self-reliant and sustainable municipalities. These two documents underpin the critical and legislative role of an OCP as a management tool.

The City of Regina's OCP, entitled Design Regina, will manage the city's growth to 300,000 people and set the stage for its longer-term development. To be sustainable, a municipality must be forward-thinking, responsibly planning for the long term. For Regina, this means looking ahead by protecting land for growth to a population of 500,000. It also means planning for an appropriate balance of employment and residential growth to ensure that overall growth can be paid for over the long term to foster municipal financial sustainability.

Design Regina provides the City with direction on where and when new development will happen, how municipal services will accommodate this growth, and other factors affecting Regina citizens' *quality of life*, such as:

- economic development;
- housing;
- transit and roads;
- walking and cycling routes;
- the natural environment;
- *parks* and recreation;
- building design; and
- arts, *culture* and heritage.

The Design Regina goals and policies aim to create a sustainable city where social, environmental and economic concerns are addressed alongside the need to create a place where people want to live, work and play. The OCP is a strategically important part of bringing the City's Vision for Regina to life.

History

Design Regina has been prepared at a time when Regina is experiencing relatively rapid expansion due to diverse and growing economies centered around oil, potash and agriculture. To put this growth in perspective, over the past 25 years, Regina has grown by 30,000 people. However, over the next 25 years, it is projected that 100,000 more people will make Regina their home, and many of those new residents will be recently landed immigrants. The city's projected rate of growth and increasingly diverse population make critical the process of developing a long-term plan.

Since Regina was founded in 1883, it has grown in a concentric fashion around the Downtown – the area bounded by Albert, Victoria and Broad Streets, and the CPR Main Line. Along the way, the city was shaped by the plans set forth first by Thomas Mawson in 1914, and then by Eugene Faludi in the 1940s and 1950s. As a result, the city has followed a consistent and successful pattern of growth. *Wascana Centre*, which runs alongside Wascana Creek and Lake, has been a focal point for the city and has played an important role in shaping Regina. The city also features a canopy of trees, planted in the early twentieth century, which shade most city streets built before 1980. Currently, many of Regina's residents live within a short 15 minute commute of the City Centre due to the city's relatively compact form, and most residential neighbourhoods are located within easy commuting distance of other employment areas.

Design Regina seeks to build on the City's earlier planning successes and create a framework for new growth that continues to ensure that all parts of the city are well connected, that a strong live-work relationship for residents is retained, and that the city is extended to serve all current and new generations.

First Step Within a Broader Plan

Design Regina directs growth and change in the city for a population of up to 300,000 people. This initial growth is rooted in a greater context that anticipates the city's population growth up to 500,000 people. Growth of the city from 300,000 to 500,000 will create new opportunities and challenges, so it is vital that the City's policies and decisions be forward-looking and plan for the long term. Bearing in mind these population milestones is important to:

- ensure that the city has room to grow by protecting sufficient land for residential and employment use, as well as their supporting roads and infrastructure;
- help achieve balanced growth through the development of both *complete neighbourhoods* and employment lands;
- continue to maintain a compact urban form and critical mass of *density* within the city;
- ensure that the associated infrastructure is planned and staged in a way that allows the City to manage long-term costs;
- plan more efficiently and transparently to ensure that resources are allocated wisely; and
- optimize regional cooperation through joint planning and exploration of sharing services with surrounding municipalities.

The Design Regina Story

Regina's Official Community Plan was launched publicly in May 2011 with a planned completion year of 2013. Design Regina is the result of a four-year process that included two years of extensive public and stakeholder engagement.

Design Regina seeks to build on the City's earlier planning successes and create a framework for new growth that continues to ensure that all parts of the city are well connected, that a strong live-work relationship for residents is retained, and that the city is extended to serve all current and new generations.

Overview of the Process to Develop the Official Community Plan

PHASE 1 - Defining the Scope	PHASE 2 - Building the Foundation	PHASE 3 - Advancing the Vision	PHASE 4 - Developing the Plan	PHASE 5 Implementing the Plan
<ul style="list-style-type: none"> • Best practice research • Defining the scope of the plan • Analysis of baseline information gap 	<ul style="list-style-type: none"> • Baseline research • Creation of teams and processes to support the OCP's development 	<ul style="list-style-type: none"> • Project launch • Significant public consultation • Clarity on the Vision and identification of priorities 	<ul style="list-style-type: none"> • Policy development, refinement and testing to determine how and where our community will grow and change • Taking the OCP for Council approval 	

The process began with a scoping phase. While the existing OCP had been periodically updated, it had not had a thorough review in over 25 years. In that time, provincial legislation and best practices for developing community plans had changed.

The community had also undergone some significant changes. In the years leading up to the launch of the Plan, Regina experienced significant population increases due to a booming economy, and the subsequent arrival of international immigrants that came to call Regina home. Regina's growing diversity made it imperative that the City understand its residents' evolving needs and expectations around housing, transportation, recreation and other aspects of the community related to *quality of life*.

A key part of the initial plan development phases required the project team to identify baseline information gaps, and then conduct research in order to fill those gaps. This allowed the teams to better understand the city's current state and determine how to build the official community plan, Regina's roadmap for change, and advance the Vision.

Design Regina also included significant public engagement. In particular, it sought to gather input on priority areas of focus. The community provided feedback through the Design Regina website, stakeholder workshops, nearly 20 road show events, "My future Regina is" cards, 24 stakeholder conversations with 120 representatives, three speakers series events, 40 self-formed citizen circles, an ideas fair, a public forum, and an associated wrap-up open house where the Plan's Community Priorities were initially drafted.

The Community Priorities were refined and tested with the broader community through focus groups, a website survey, and a statistically valid telephone survey before being taken to Council for endorsement in April 2012. The Community Priorities provided direction to the development of the official community plan.

The project then moved into plan development – the fourth and final phase of the project. The project team drafted

the growth plan and various policy topic sections, and the community continued to engage online, through stakeholder workshops, and at three open houses.

In addition to planning, implementation has always been a key focus for Design Regina. The Design Regina project team has concentrated not only on building a strong plan, but also on creating a plan that is owned and implemented by City staff, Council, and members of the community.

Key Considerations for Planning for the Future

Some of the key considerations in the development of the Plan are outlined as follows.

- **Economic Growth** – As the provincial and municipal economies expand and diversify, city building will serve as a major catalyst for shared prosperity.
- **Population Growth** – Increased immigration is largely responsible for meeting the labour needs of the economy, driving Regina's unprecedented population growth and corresponding demands for a wider range of services from the City, and contributing to changes in the city's demographics.
- **City Building and Change** – Regina is changing at unprecedented rates and is continuously improving existing neighbourhoods and developing new neighbourhoods. Roughly 25% of the city's housing starts are in existing neighbourhoods, and 75% are in new neighbourhoods.
- **Housing Availability** – Housing demand is rapidly changing in the city, moving from the traditional single detached house to more diverse options such as apartments, family-sized rentals, secondary suites, *specific needs housing*, and *attainable housing*.
- **Engagement** – Regina residents are engaged in the activities of the City, leading and supporting initiatives that enhance an *inclusive* city-building process that offers residents transparency in decision-making and builds ownership through participation.

- **Mobility** – The city is increasingly transitioning from car-oriented to people-oriented design and development by offering residents a greater range of mobility choices. At the same time, the city faces increased demands for more and better transportation connections to the region.
- **Regina’s Distinctive Character** – Regina boasts small and distinctive neighbourhoods, welcoming and open people, a proud history of city planning and building, and much more. The city’s character is essential to its current and future built form, civic identity, and *culture*.
- **Living within Our Means** – As Regina grows, it faces financial limitations. The costs associated with growth must be considered in a long-term context to avoid passing debt on to future generations.
- **Environment** – As the next generation grapples with climate change and other environmental issues, the City must continue to work hard to conserve and rehabilitate its *natural system*.

Vision

City Council developed the following Vision for Regina, and it has been adopted by Design Regina:

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’s 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.

Design Regina provides Regina with a roadmap for change that will enable the City to realize its Vision.

Community Priorities

Early in the Design Regina process, the public was asked to identify a set of Community Priorities that draw on the City’s Vision and provide direction for the goals and policies contained in this Plan:

Develop complete neighbourhoods

Create safe and *inclusive* neighbourhoods that are easy to get around and that have a mix of housing choices, amenities, and services. Community input will drive a proactive approach to city planning.

Embrace and invest in arts, culture, *historic places*, sport and recreation

Enhance *quality of life*, community identity and pride by supporting heritage conservation, arts, culture and four-season sport and recreation activities which will foster community vibrancy and cohesiveness.

Support the availability of diverse housing options

Support a variety of housing choices to ensure people from all walks and stages of life are welcomed to live in Regina.

Create better, more active ways of getting around

Make it easier for people of all abilities to travel by investing in public transit in appropriate locations and planning for all active forms of transportation. This includes providing access routes so all people can more easily travel from home to work and to other destinations.

Promote conservation, stewardship and environmental sustainability

Reduce the city’s environmental footprint; prioritize the conservation of land, water, and energy; and embrace new operational measures, such as leading practices for waste management.

Achieve long-term financial viability

Spend money wisely to ensure the City’s ability to manage its services and amenities both now and in the future. This includes considering the full costs of operating before committing to projects or services and to search out new ways to generate revenue to ensure the City has the financial resources to meet customers’ needs.

Foster economic prosperity

Support a vibrant and diverse economy that provides opportunities for residents to prosper and Regina to flourish.

Optimize regional cooperation

Work cooperatively with surrounding municipalities, agencies, levels of government and other stakeholders to determine and evaluate opportunities to collaborate to plan for and potentially deliver services regionally.



The Community Priorities draw on the City’s Vision and provide direction for the goals and policies contained in this Plan.



Fostering the Development of a Sustainable Community

In 2011, Council adopted the following definition of sustainability for Regina:

Regina aims to be a sustainable four-season community that meets its current needs without compromising the needs and quality of life of future generations.

A new generation of decision-making based on this Plan will significantly influence the long-term sustainability of the City. Directed by the Vision and Community Priorities, this Plan will enhance sustainability of the city through integration of future decision-making, including:

- financial policies that foster long-term financial integrity for the City of Regina;
- cross-cutting policies and governance structures that ensure the implications of decision-making are considered between topic areas;
- policies that increase choice to enable residents to act in more sustainable ways by providing residents with additional programming, living and mobility options;
- implementation policies that direct the development of a monitoring program to track progress over time and to trigger where refinements are required to better meet the goals of this Plan; and
- a requirement that other city plans, guidelines and activities be consistent with this Plan, connecting sustainable aspirations to day-to-day operational activities.

How to Read this Plan

The Plan contains Financial Policies and a Growth Plan, which are the City's primary reference tools for guiding growth, development, and change. It also contains corresponding Citywide Policy that provides an additional level of detail on culture, land use, infrastructure, and other key elements important to building a solid and sustainable future for the city. References in this Plan to "City" relate to the municipal government of the City of Regina and "city" means the urban area of Regina.

This Plan should be read in its entirety as matters in one section apply to others. The topic sections and policies within these sections are not listed in order of priority.

This Plan is comprised of policies, maps, definitions, figures and appendices:

- Key terminology is *italicized* and defined in the Definitions section of the Plan. The exception is provincial documents referenced in this Plan (i.e. *The Planning and Development Act, 2007, The Cities Act, Saskatchewan Plan for Growth, The Statements of Provincial Interest Regulations* and others), which are italicized but not defined.
- Map features which relate to policies are CAPITALIZED and are explained in the Definitions section.
- Other map features which do not relate to policy but convey information useful to the reader for contextual purposes are not defined (e.g. railways).
- Policies are contained within sections B through E and provide direction for development of the city;
- Maps will guide planning and development decisions and conceptually illustrate spatial application of policies contained in this Plan; and
- Appendices provide supplemental information except when referenced directly in the policy.

This Plan was developed in accordance with *The Planning and Development Act, 2007* (as amended), which provides a basis for orderly development in municipalities. *The*

Statements of Provincial Interest Regulations of the Province of Saskatchewan provide additional policy direction to guide provincial and municipal planning decisions as well as the development of sustainable communities. This Plan should be read in conjunction with the *Act* and the applicable *Statements of Provincial Interest Regulations*.

Policy Interpretation

In the interpretation of the policies within this Plan, the word "shall" means 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.

Plan Coordination

City policies, standards, and bylaws will be updated over time to conform to this Plan.

This Plan will prevail where there is a conflict with other City planning documents, including policies, standards, and bylaws.

Other policies, standards and bylaws of immediate relevance to the effective implementation of this Plan include:

- Community Investment Program
- Comprehensive Housing Strategy
- Development Standards Manual
- Open Space Management Strategy
- Recreation Facility Plan 2010-2020
- Regina Urban Forest Management Strategy
- Regina Zoning Bylaw
- Servicing Agreement and Development Levy Standard Conditions
- Standard Construction Specifications Manual
- Subdivision Bylaw
- Transit Investment Plan
- Wascana Creek Source Water Protection Plan
- Water and Sewer Bylaw
- Winter Road Maintenance Policy

This list is not exhaustive and other bylaws, policies, strategies, guidelines and plans of the City will play an important role in implementation. In addition, this Plan will require that more detailed strategies be prepared. The City of Regina will consider the development of these and other strategies as part of its ongoing strategic planning.

Strategic Framework

The OCP is a long-term plan for how Regina will grow and develop over time to achieve the Vision. The Community Priorities, goals and policies direct how we will move towards that Vision in the coming years. The Plan is transformational, and therefore requires careful consideration in terms of action planning and staging.

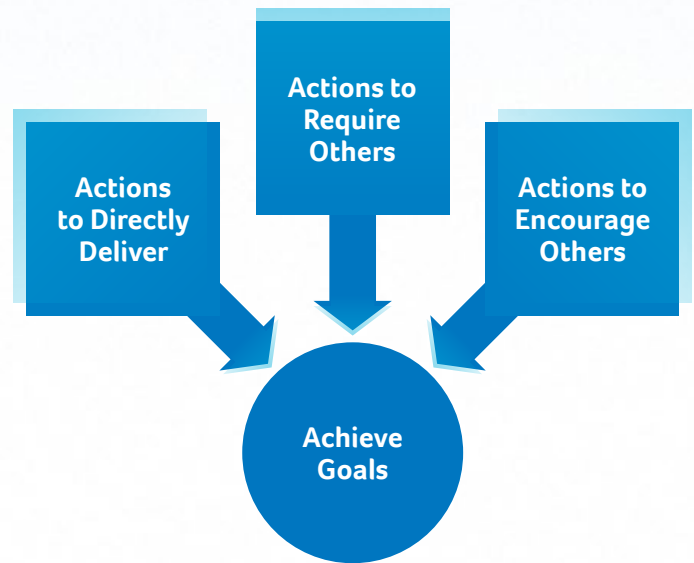
Role Clarity

This Plan recognizes that the City of Regina alone cannot achieve the goals and policies. It will require the commitment of many partners and stakeholders. However, as a bylaw and policy framework for the City, the Plan must delineate the City’s obligations and its role in achieving the policies. At its simplest, the City can take one of three different types of action:

- Directly deliver programs and services;
- Require others to deliver through regulations and bylaws; or
- Encourage others to deliver through incentives, policies, and partnerships.

The policies have been structured so that their language will clarify the role of the City of Regina in achieving the goals of Design Regina.

FIGURE 1: IMPLEMENTATION FRAMEWORK



Staging

This Plan will include short-, medium- and long-term actions. As such, the Plan will be implemented in manageable pieces to enable its success, establishing what should happen first to set the stage for future actions as well as considering corporate capacity and financial viability.

The Plan is a living, dynamic document, one that enables the City to make adjustments in order to meet changing needs of the community. Some of these adjustments will occur as part of the regular reviewing and monitoring, but amendments may also be made as required throughout the Plan’s implementation.





SECTION B

Financial Policies

SECTION B

Financial Policies

THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITY:

- Achieving long-term financial viability.

Reginans who participated in the engagement processes of Design Regina identified the desire to “achieve long-term financial viability” as a Community Priority. The City must spend money wisely to ensure that it can continue to manage its services and amenities both now and in the future. This includes considering the full cost to the City and taxpayers, over the total life of the asset before committing to new projects or services and to search out new ways to generate revenue to ensure that the City has the financial resources to meet residents’ needs now and in the future.

The financial principles and policies provide a framework within which all other policies in this Plan should be understood. They are the foundation of how Regina intends to move forward.

Goal 1 – Financial Principles

Use a consistent approach to funding the operation of the City of Regina.

- 1.1 Allocate the cost of delivering programs and services based on the following principles, which shall be referred to as the benefits model:
 - 1.1.1 Where the benefits of a program or service are city-wide and shared collectively among numerous beneficiaries, the costs are to be paid for by the general revenues of the City of Regina;
 - 1.1.2 Where the benefits of a program or service are directly attributable to specific beneficiaries, the costs are to be paid through user fees or other similar charges; and
 - 1.1.3 Where some of the benefits of a program or service are city-wide and some of the benefits are directly attributable to specific beneficiaries, the costs are to be paid for by a combination of general revenues of the City of Regina and user fees or other similar charges.
- 1.2 Consider, except where prohibited by *The Cities Act* or other regulations, and where appropriate, establishing user fees and other similar charges in excess of full cost recovery for the program or service to which the fees apply. Such resources shall be considered general revenues for the payment of costs associated with public benefits that are shared city-wide.

Goal 2 – Sustainable Services and Amenities

Ensure that City of Regina services and amenities are financially sustainable.

- 1.3 Optimize the use of existing services/amenities:
 - 1.3.1 Establish an asset management framework and program;
 - 1.3.2 Provide affordable and cost-effective services and amenities in accordance with available financial resources and capabilities; and
 - 1.3.3 Require that new development meets City standards for infrastructure servicing, and require the development proponent to provide any upgrades necessary as a result of the new development.
- 1.4 Develop infrastructure in accordance with the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw and Map 1b - Phasing of New Neighbourhoods.
- 1.5 Provide infrastructure that meets expected growth and service levels, in accordance with financial resources and capabilities.

Goal 3 – Financial Planning

Ensure the sustainability of the City by understanding and planning for the full cost of capital investments, programs and services in advance of development approval and capital procurement.

Capital Budgeting

- 1.6 Make decisions on capital investment based on an understanding of the strategic priorities of the City and overall fiscal limitations.
- 1.7 Align capital development plans with the policies of this Plan:
 - 1.7.1 Coordinate capital plans with phasing of growth and development in accordance with the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw and Map 1b - Phasing of New Neighbourhoods;
 - 1.7.2 Update capital plans annually to account for changes in the timing and location of development;
 - 1.7.3 Identify and evaluate each capital project in terms of the following, including but not limited to:
 - Costs;
 - Timing and phasing in accordance with the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw and Map 1b - Phasing of New Neighbourhoods;
 - Funding sources;
 - Growth-related components;
 - Required financing and debt servicing costs;
 - Long-term costs, including operations, maintenance and asset rehabilitation costs;
 - Capacity to deliver; and
 - Alternative service delivery and procurement options.
 - 1.7.4 Identify a range of applicable funding sources over the lifecycle of an asset.

- 1.8 Consider the following prioritization in developing capital investment plans:
 - 1.8.1 Supporting INTENSIFICATION AREAS;
 - 1.8.2 Completing BUILT OR APPROVED NEIGHBOURHOODS; and
 - 1.8.3 Developing NEW NEIGHBOURHOODS.

Development Approvals

- 1.9 Ensure decision-making on development applications considers the City’s financial and infrastructure capacities.
- 1.10 Consider requiring fiscal impact analyses for development proposals that have the potential to have an impact on the City’s ability to achieve the goals of this Plan.
- 1.11 Require the inclusion of the following in fiscal impact analyses:
 - 1.11.1 Capital and operating cost impacts, including the cost of financing and repaying debt associated with the development, if required;
 - 1.11.2 Tax, Servicing Agreement Fees, Development Levy, and utility rate impacts; and
 - 1.11.3 Any identifiable qualitative impacts.
- 1.12 Ensure all agreements required to provide infrastructure, including financial and development agreements, are in place prior to proceeding with development.

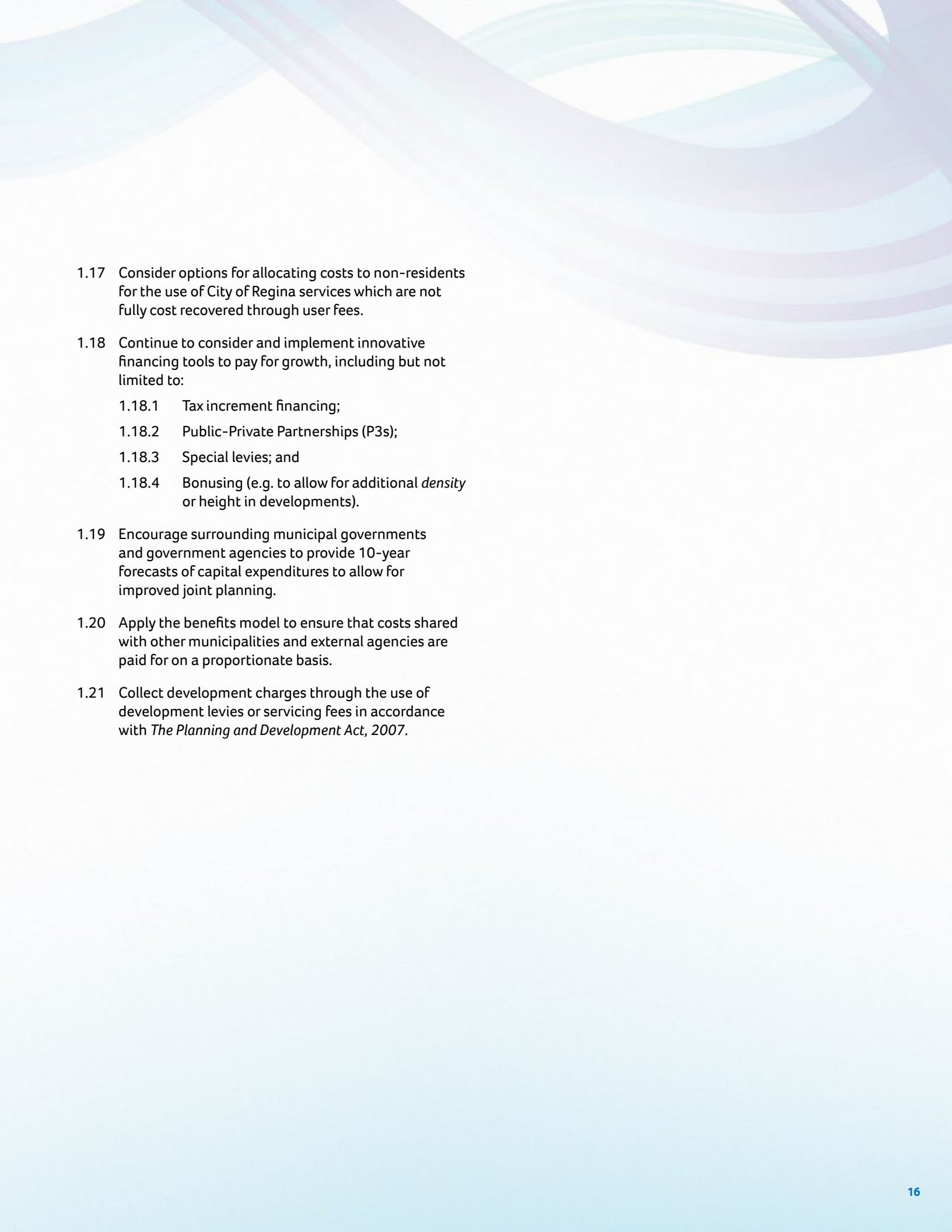
Financial Incentives

- 1.13 Ensure the financial sustainability and return on investment of financial incentives designed to further the goals and objectives of this Plan.

Goal 4 – Revenue Sources

Ensure revenue growth and sustainability.

- 1.14 Work with other levels of government to:
 - 1.14.1 Secure sustainable sources of municipal funding for both capital and operating needs of the City;
 - 1.14.2 Identify major growth-related capital works that require Provincial/Federal direct investment; and
 - 1.14.3 Revise funding formulas for grants and other contributions relating to growth.
- 1.15 Advocate for revisions to *The Cities Act*, *The Planning and Development Act, 2007* (as amended), and other relevant legislation and regulations to expand the authority of the City of Regina to collect revenues.
- 1.16 Ensure that growth pays for growth by:
 - 1.16.1 Ensuring Service Agreement Fees charges are based on *full capital cost*;
 - 1.16.2 Regularly reviewing the rate and rate structure for Service Agreement Fees;
 - 1.16.3 Reviewing the areas to which Service Agreement Fees apply, including the possibility of fees varying with location, *density* and use as necessary, except where specific and deliberate subsidies are approved to support public benefits;
 - 1.16.4 Aligning the City’s development fees, property taxes and other charges with the policies and intent of this Plan; and
 - 1.16.5 Achieving a balance of employment and residential lands.

- 
- 1.17 Consider options for allocating costs to non-residents for the use of City of Regina services which are not fully cost recovered through user fees.
 - 1.18 Continue to consider and implement innovative financing tools to pay for growth, including but not limited to:
 - 1.18.1 Tax increment financing;
 - 1.18.2 Public-Private Partnerships (P3s);
 - 1.18.3 Special levies; and
 - 1.18.4 Bonusing (e.g. to allow for additional *density* or height in developments).
 - 1.19 Encourage surrounding municipal governments and government agencies to provide 10-year forecasts of capital expenditures to allow for improved joint planning.
 - 1.20 Apply the benefits model to ensure that costs shared with other municipalities and external agencies are paid for on a proportionate basis.
 - 1.21 Collect development charges through the use of development levies or servicing fees in accordance with *The Planning and Development Act, 2007*.





SECTION C

Growth Plan

SECTION C

Growth Plan

THIS SECTION LINKS TO ALL COMMUNITY PRIORITIES

Regina has grown concentrically from the *Downtown*, resulting in a classic urban form. The *Downtown* is located at the centre of the city, with mature neighbourhoods immediately surrounding it and peripheral neighbourhoods distributed equidistant from it. Key *urban corridors* that contain most of the city's commercial development radiate from the centre following the grid pattern of land division, the system according to which the original city was planned, and that continue to link Regina to the rural municipalities located beyond its city limits. The city clearly contrasts its prairie surroundings, and has a well-defined edge and a prominent skyline.

One of the most significant form-makers in Regina's growth has been the Wascana Creek, which runs from southeast to northwest across the city, the Creek's tributaries and valleys, Wascana Park, and Wascana Lake. Other significant features of Regina include: the multiple railways, which tend to follow the natural topography; industrial lands located primarily in the northeast quadrant of the city; the Regina International Airport located in the southwest quadrant of the city; and a series of highway corridors that link Regina with other provincial cities beyond its region.

A series of notable City Plans and initiatives have influenced Regina's form and character. This Plan aims to ensure that these key characteristics are preserved and extended as the city continues to grow outwards and *intensify* or redevelop within. Therefore, the Plan seeks to ensure that urban growth is orderly and controlled, and that existing neighbourhoods as well as the city's primary corridors and centres are strengthened. The *Downtown* will continue to serve as the primary employment, civic and cultural hub of the city; however, as the city expands, new centres will emerge, providing amenities and services to residents.

Goal 1 – Long-Term Growth

Ensure that sufficient developable land is protected for future city growth.

- 2.1 Endeavor to ensure that lands contained within the LONG-TERM GROWTH AREA (500K) are protected over the long term to accommodate a city population of 500,000, as conceptually shown on Map 1 – Growth Plan.
- 2.2 Direct future growth as either *intensification* or *expansion* into lands designated to accommodate a population of approximately 300,000, in accordance with Map 1 – Growth Plan.
- 2.3 Direct at least 30% of new population to existing urban areas as the City's *intensification* target:
 - 2.3.1 Review the *intensification* target every five years.
 - 2.3.2 Monitor *intensification* based on Map 1c – Intensification Boundary.

Goal 2 – Efficient Servicing

Maximize the efficient use of existing and new infrastructure.

- 2.4 Make use of residual capacity of infrastructure in existing urban areas.
- 2.5 Develop compact and contiguous neighbourhoods.
- 2.6 Phase and stage development in accordance with the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw and Map 1b - Phasing of New Neighbourhoods.

Goal 3 – Intensification

Enhance the city’s urban form through intensification and redevelopment of existing built-up areas.

- 2.7 Direct future higher *density intensification* to the CITY CENTRE, existing URBAN CENTRES and CORRIDORS and adjacent INTENSIFICATION AREAS where an adequate level of service and appropriate intensity and land use can be provided.
- 2.8 Require *intensification* in BUILT OR APPROVED NEIGHBOURHOODS to be compatible with the existing built form and servicing capacity.
- 2.9 Direct at least 10,000 new residents to the CITY CENTRE, which will accommodate the city’s highest population and employment densities.
- 2.10 Prepare an *intensification* development strategy, which addresses the following:
 - 2.10.1 Priority areas for *intensification* within areas identified in Policy 2.7 and 2.8;
 - 2.10.2 Potential obstacles to *intensification* and strategies to overcome them;
 - 2.10.3 Incentives for encouraging *intensification* development;
 - 2.10.4 Regulations and guidelines for undertaking the planning and design of *intensification* sites;
 - 2.10.5 Considerations for various types of *intensification* sites, including but not limited to former school sites, *brownfield* redevelopment sites, and CITY CENTRE sites;
 - 2.10.6 Guidelines for determining compatible *urban design*, appropriate built forms, densities, and design controls;
 - 2.10.7 Guidelines for future *intensification* of NEW NEIGHBOURHOODS; and
 - 2.10.8 Other matters, as required by the City.

Goal 4 – New Neighbourhoods and Employment Areas

Ensure that new neighbourhoods and employment areas maximize infrastructure investments and quality of life through a compact and integrated built form.

- 2.11 Require NEW NEIGHBOURHOODS, as identified on Map 1 – Growth Plan, to:
 - 2.11.1 Be designed and planned as *complete neighbourhoods* in accordance with Policy 7.1; and
 - 2.11.2 Achieve a minimum gross population density of 50 persons per hectare (pph).
- 2.11A City Council may, at its discretion, waive any or all of the requirements of Policy 2.11 where it can be demonstrated through a secondary plan or concept plan that achieving the density target and *complete neighbourhoods’* policies would be challenging due to unique circumstances (i.e. smaller scale development areas that lack connection to transit and other local services or amenities).
- 2.12 NEW NEIGHBOURHOODS and NEW EMPLOYMENT AREAS shall:
 - 2.12.1 Be developed in accordance with the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw and Map 1b – Phasing of New Neighbourhoods; and
 - 2.12.2 Be subject to an approved secondary plan or concept plan.

Intensify/intensification:

Construction of new buildings or addition to existing buildings on serviced land within existing built areas through practices of building conversion, infill or redevelopment.

- 2.13 Amend Map 1 – Growth Plan and related policies if necessary to correspond to the final alignment of the provincial highway bypass to comprehensively plan development in the southeast.
- 2.14 Permit the development of lands designated as SPECIAL STUDY AREAS, as shown on Map 1 – Growth Plan, in accordance with Policy 2.15, where it can be demonstrated, to the City’s satisfaction, that:
 - 2.14.1 The extent to which development can proceed using capacity in existing infrastructure without significant upgrades being required;
 - 2.14.2 Any proposed new infrastructure supports planned long-term growth and can be provided in the financial best interest of the City of Regina from a life cycle cost perspective;
 - 2.14.3 The area can be developed in such a way so as to permit ready integration with future planned development and, where applicable, existing neighbourhoods;
 - 2.14.4 Impacts on the existing community, BUILT OR APPROVED NEIGHBOURHOODS, or other recommended development associated with the 300,000 population are minimal; and
 - 2.14.5 The proposed development conforms to the policies of this Plan.
- 2.15 Ensure that the development of lands shown as SPECIAL STUDY AREA, as shown on Map 1 – Growth Plan, is subject to the following requirements:
 - 2.15.1 Only 120 hectares of the lands designated as SPECIAL STUDY AREA which are located within the southwest part of the City, as shown on Map 1 – Growth Plan, may be considered for development; however, the City may consider allowing additional land to be developed following the substantial build-out of the initial 120 hectares, in accordance with Policy 2.14; and
 - 2.15.2 As a prerequisite for rezoning and development, a secondary plan or concept plan may be required, at the City’s discretion, provided the criteria listed in Policy 2.14 has been met to the City’s satisfaction.

Special Study Area:

An area, determined by the City, which requires further, more detailed study to determine future land use and phasing or timing of development based on impact to the City.







SECTION D

Citywide Policies



SECTION D

Citywide Policies

**THIS SECTION PROVIDES POLICY DIRECTION
BY TOPIC AREA:**

D1: Regional Context

D2: Environment

D3: Transportation

D4: Infrastructure

D5: Land Use and Built Environment

D6: Housing

D7: Parks, Recreation and Open Space

D8: Culture

D9: Health and Safety

D10: Economic Development

D11: Social Development

Please note that there is cross over between topics and the previous sections so reading the Plan in its entirety is encouraged.

SECTION D 1

Regional Context

THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Create better, more active ways of getting around;
- Promote conservation, stewardship, and environmental sustainability;
- Achieve long-term financial viability;
- Foster economic prosperity; and
- Optimize regional cooperation.

The Regina region will continue to change as people, attracted by economic, environmental, social and cultural opportunities, move into the area. As the capital city of the province and a centre for commerce, trade and services, Regina acts as an anchor for growth and development in the region as a whole (see Map 2 – Regina Census Metropolitan Area for context).

The growth of Saskatchewan's economy requires a fresh approach to planning, and the City is committed to working with neighbouring municipalities to support the provincial government's *Saskatchewan Plan for Growth* and *The Statements of Provincial Interest Regulations*. Both provincial documents prioritize the need for inter-municipal cooperation facilitating strong partnerships, joint infrastructure where appropriate, and coordinated development.

As the region continues to grow, developers and other land users (residential, industrial, commercial, etc) will place additional demand on land and services. Sound regional planning in collaboration with the City's neighbours and partners will ensure the orderly and sustainable development of the region. Some key challenges that might benefit from collaborative approaches include the management of

regional transportation, provision of core utility services, development of the economy, and coordination of regional ecological assets.

Goal 1 – Support Regional Growth

Support a more sustainable and beneficial approach to growth within the region through collaborative regional planning and service delivery.

- 3.1 Collaborate with regional partners to:
 - 3.1.1 Identify regional growth nodes and corridors and compatible land uses for each;
 - 3.1.2 Establish development forms that support the sustainable use of infrastructure; and
 - 3.1.3 Promote lands for housing and employment that support regional industry and investment.
- 3.2 Work with regional partners to explore strategic planning initiatives, including but not limited to:
 - 3.2.1 An integrated servicing strategy that may include cost-sharing models, corresponding service levels, and performance outcomes for long-term views;
 - 3.2.2 Regional economic strategies;
 - 3.2.3 Regional health, safety and *food security* strategies;
 - 3.2.4 Regional open space and recreational strategies; and
 - 3.2.5 Sharing of knowledge, staff resources, and other measures in support of the above strategies.

Goal 2 – Transportation

Support regional economic growth through an effective and efficient transportation system.

- 3.3 Work with surrounding municipalities, the Province and other regional partners as necessary to ensure the efficient movement of people and goods within the region.
- 3.4 Participate in the development of a regional transportation plan.

- 3.5 Work with the Province, surrounding municipalities and other regional partners as necessary to identify roads, or corridors for future road development, of common interest that should be protected.
- 3.6 Participate where necessary in defining the location and accommodation of key transportation infrastructure associated with the effective movement of goods within the region in partnership with the Province, surrounding municipalities, and the Global Transportation Hub Authority.
- 3.7 Encourage the Province to upgrade *strategic goods routes* and commuter routes that serve the region.
- 3.8 Explore the opportunity and feasibility with regional partners of future regional transit connections.
- 3.10 The RM and the City acknowledge the current future growth intentions of each other as shown on Map 1a – RM of Sherwood – City of Regina Growth Intentions and agree to manage their municipal development in a way that is consistent and respects such intentions unless it is agreed that regional interests require revision of those intentions.
- 3.11 Require development within the city to address the impacts on the adjacent road network in the RM where applicable.
- 3.12 Require that where a proposed development will result in the need to upgrade existing, or to develop new, transportation infrastructure, in either the City or the RM, the associated costs shall be borne by the development proponent through a formal agreement with the relevant jurisdiction (e.g. City or RM), excepting situations where City Council or the RM, at its discretion, agrees to cost sharing for infrastructure.

Goal 3 – Joint Planning Area

Promote sustainable growth and development patterns for the City with the Rural Municipality of Sherwood (RM) through effective joint planning.

- 3.9 The JOINT PLANNING AREA, as depicted on Map 3 – Regional Policy Context, provides a transition between the vacant lands in the city and RM that will transition to urban development over time. The RM and the City will collaborate where possible, particularly on the future of the City’s aspirations for urban growth outside the city, and potential future land use conflict inside the city, to clearly define and differentiate future growth and future required urban land contained within the JOINT PLANNING AREA. The objectives are:
 - 3.9.1 Work within the *Memorandum of Understanding (MOU) framework* to facilitate and manage development, land use, sharing of services and policies of mutual benefit to the RM and the City;
 - 3.9.2 Strengthen lines of communication between the RM and City in addressing issues for mutual benefit;
 - 3.9.3 Minimize potential land-use conflicts in the JOINT PLANNING AREA ; and
 - 3.9.4 Facilitate growth and sustainable development.
- 3.13 Work with the RM towards mutually beneficial planning of REGIONAL GATEWAYS and major entrance points to Regina conceptually shown on Map 3 – Regional Policy Context to reinforce Regina’s identification as the capital city of Saskatchewan.
- 3.14 Enhance the design and appearance of REGIONAL GATEWAYS and major entrance points to Regina that are well-defined and emphasized through landscaping and wayfinding.
- 3.15 The development review process for land within the JOINT PLANNING AREA shall follow the process outlined in the *MOU framework*, through the committees as identified in the *MOU framework*, and processes as required by *The Planning and Development Act, 2007* (as amended) or any other applicable Acts and as follows:
 - 3.15.1 Refer all subdivision, zoning amendment, discretionary use, and road closure applications, as well as draft land use policies and proposed amendments to this Plan, within the JOINT PLANNING AREA to the RM for their comment;
 - 3.15.2 Consult the RM prior to adoption of concept plans and secondary plans for new development within the JOINT PLANNING AREA;

- 3.15.3 Allow 30 days from the circulation date for written responses to be submitted unless otherwise negotiated. If no response is received within 30 days of the circulation date the response may be considered as “no objection/ no comment; and
 - 3.15.4 Submit any relevant planning studies and non-planning studies within the JOINT PLANNING AREA to the RM.
- 3.16 The Sherwood-Regina Administrative and Technical Committee (SRATC) is the joint administrative and technical committee to address and collaborate on larger regional issues and policy matters, in accordance with the *MOU framework*. The SRATC will undertake the following efforts to support their review of development in the JOINT PLANNING AREA:
- 3.16.1 Explore a variety of planning, development, and finance tools to manage change in the JOINT PLANNING AREA, such as:
 - 3.16.1.1 Concept/secondary plans;
 - 3.16.1.2 Inter-municipal servicing agreements;
 - 3.16.1.3 Inter-municipal planning processes;
 - 3.16.1.4 Revenue sharing; and
 - 3.16.1.5 Development standards and design guidelines to guide development areas where future intensification and urban servicing is anticipated.
 - 3.16.2 Draft a document listing the basic requirements for a complete concept/ secondary plan that may be required for new development in the JOINT PLANNING AREA and either municipality can require additional information for developments within their individual jurisdictions at their discretion. Requirements should include and not be limited to:
 - 3.16.2.1 Transportation;
 - 3.16.2.2 Servicing strategy;
 - 3.16.2.3 Community needs assessment;
 - 3.16.2.4 General use of land; and
 - 3.16.2.5 Stakeholder engagement.
 - 3.16.3 Manage the changes of use of land such that they do not impinge on the long term growth objectives of the City, as described in this Plan, and are in keeping with the overall intent of the RM OCP including:
 - 3.16.3.1 Agriculture and Small Lot Agriculture uses, including related home occupations and discretionary uses;
 - 3.16.3.2 Diversification of agricultural production and more intensive agricultural practices, including organic farming, value-added processing and points of sale, farm-related tourism and other agricultural activities that benefit from the proximity to the city; and
 - 3.16.3.3 Other employment, residential, and mix of uses as described in the RM OCP.

- 3.16.4 Notwithstanding the above, the following developments are not to be permitted in the JOINT PLANNING AREA:
- 3.16.4.1 Intensive livestock operations; and
 - 3.16.4.2 Natural resource extraction.
- 3.16.5 Draft a document listing the standard submission requirements for new development applications in the JOINT PLANNING AREA and either municipality can require additional information for developments within their individual jurisdictions at their discretion.
- 3.16.6 Identify and protect future road corridors in the JOINT PLANNING AREA.
- 3.16.7 Identify *Special Servicing Areas* that correspond to strategic nodes and corridors in the JOINT PLANNING AREA.
- 3.16.8 Development served by City infrastructure will be complementary to development within the city limits. The SRATC will prepare a set of valuation criteria to determine development that qualifies for City services in the *Special Servicing Areas*. The criteria will address at minimum the following:
- 3.16.8.1 Define complementary development;
 - 3.16.8.2 Allocation of available capacity; and
 - 3.16.8.3 Use of concept planning processes.
- 3.16.9 In the interim, while valuation criteria are being established in accordance with policy 3.16.8, the City's Extra-Municipal Servicing Policy will be used to accommodate development.
- 3.16.10 Develop servicing standards for development in the JOINT PLANNING AREA that are compatible with the City standards, including:
- 3.16.10.1 Roads;
 - 3.16.10.2 Water; and
 - 3.16.10.3 Wastewater, including strategies for hauled liquid waste.
- 3.17 The RM and the City agree and see the benefit of development in the COLLABORATIVE PLANNING AREA (as shown on Map 1a – RM of Sherwood – City of Regina Growth Intentions). This area represents unique challenges and opportunities that would best be met by innovative approaches that could serve as a model for future inter-municipal collaboration.
- The intent of the work in this area is to achieve development that reflects the highest and best use of land over the long term that mutually benefits both municipalities and the region.
- 3.17.1 The RM and the City will work together to prepare a concept/secondary plan for the COLLABORATIVE PLANNING AREA as shown on Map 1a – RM of Sherwood – City of Regina Growth Intentions guided by the following principles:
- 3.17.1.1 The Plan results in the coordination of use of land;
 - 3.17.1.2 The Plan coordinates the efficient and effective servicing and transportation connections for the RM, City and Region;
 - 3.17.1.3 The Plan will support economic development opportunities that benefit each municipality and the region; and
 - 3.17.1.4 The Planning process will incorporate the spirit of the inter-municipal process outlined in the *MOU framework*.

- 3.17.2 The secondary plan will address¹, unless agreed to be waived by the RM and City, the following:
 - 3.17.2.1 Land Use Planning;
 - 3.17.2.2 Transportation networks;
 - 3.17.2.3 Servicing;
 - 3.17.2.4 Tax revenue sharing;
 - 3.17.2.5 Capital/Recreational funding;
 - 3.17.2.6 Phasing of development; and
 - 3.17.2.7 Any other matters as the RM and the City see fit.
- 3.17.3 The RM and the City acknowledge the advanced plans for section 33 and will encourage but not require the landowners to participate in the COLLABORATIVE PLANNING AREA planning process.
- 3.17.4 The RM and the City acknowledge their intentions to make all critical decisions by consensus and any unilateral decision making in the COLLABORATIVE PLANNING AREA is undesirable, even if the formal authority of either party may allow for such decision.
- 3.17.5 The RM and the City agree that as the functioning of the COLLABORATIVE PLANNING AREA develops, they will examine new models of governance that may fit the needs of the COLLABORATIVE PLANNING AREA better.

- 3.18 The JOINT PLANNING AREA boundary is fluid and is subject to change over time through the *MOU framework* process.
- 3.19 Future expansion and annexation by the City of Regina of lands within the JOINT PLANNING AREA should be phased to allow for transitional development in the interim if such development is mutually beneficial to the City of Regina and the RM, and meets the overall intent of this Plan.

Goal 4 – Connected Natural System

Partner with surrounding municipalities and other regional partners to connect the city to a regional linked system of continuous natural areas and corridors.

- 3.20 Partner with surrounding municipalities and other stakeholders in preparing a regional NATURAL SYSTEM management plan that will:
 - 3.20.1 Define, implement and monitor an *ecosystems-based approach* to regional environmental protection;
 - 3.20.2 Identify compatible land uses and design guidelines to guide development within or adjacent to the regional NATURAL SYSTEM;
 - 3.20.3 Identify environmental conservation measures to protect the regional NATURAL SYSTEM;
 - 3.20.4 Identify a regional trail and recreation system connected to the POTENTIAL OPEN SPACE CONNECTIONS; and
 - 3.20.5 Identify and monitor source water protection areas consistent with provincial initiatives.
- 3.21 Provide natural and open space connections to the regional NATURAL SYSTEM with an emphasis on enhancing connections to primary entrances or REGIONAL GATEWAYS to the city, significant landscapes, and major institutions.

¹ Note: in the context of 3.17.2, “address” shall mean that attention will be given to, and efforts will be made to provide policy direction for each of the items listed in the policy. “Address” does not mean resolution of the issue is required. At a minimum, a listed item will be deemed “addressed” by including a written explanation of the discussion in the text of the concept/secondary plan.



SECTION D2

Environment

THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability; and
- Optimize regional cooperation.

Regina is recognized for its beautiful trees, clean air, expansive prairie views, and the spectacular *Wascana Centre*, one of the largest urban *parks* in North America and home to a migratory bird sanctuary. Citizens of Regina place high value on the lake, *wetlands*, creeks, and trees within the urban area.

As the city continues to grow, it will face environmental challenges related to its expanding ecological and carbon footprint, and the corresponding impacts on human and environmental health. The City needs to plan for and adapt to environmental change by ensuring sustainable city-building. Regina's environmental sustainability management includes the City's stewardship and enhancement of the *natural system* that underpin Regina's development.

The City plays a role in the protection of its *natural system*, which is essential to the ongoing health and vitality of the city; this includes the city's critical *habitat areas*, surface and groundwater, landscapes, air quality and *urban forests*. Understanding and continually improving and enhancing the connections between the built and natural environment will move Regina towards a more sustainable and healthy future.

Goal 1 – Natural System

Maintain, restore and enhance Regina's natural system and biodiversity.

- 4.1 Maintain and enhance the NATURAL SYSTEM conceptually identified on Map 4 – Environment, including but not limited to the:
 - 4.1.1 Protection and rehabilitation of NATURAL AREAS from a “no net loss” perspective, using, wherever possible, native plant species and naturalization methods;
 - 4.1.2 Provision of sufficient *vegetated buffers* on the banks of STREAMS, WETLANDS and WATERBODIES;
 - 4.1.3 Preservation of the FLOODPLAIN (i.e. floodway and flood fringe); and
 - 4.1.4 Creation of high-quality, well-connected NATURAL CORRIDORS and NATURALIZED CORRIDORS to enhance biodiversity and facilitate species migration and movement.
- 4.2 Restore beds and shores of STREAMS throughout the city to a naturalized state, where appropriate.
- 4.3 Restore, protect, enhance and expand the diversity of species and ecosystem types within the NATURAL SYSTEM, including habitat protection for all rare species or species at risk.
- 4.4 Require an *ecological assessment* for all new development, where appropriate, that identifies the following:
 - 4.4.1 The location of the NATURAL SYSTEM, species, ecologically sensitive areas, hazard lands, contaminated lands, features, buffers, and development limits; and
 - 4.4.2 Mitigation and protection strategies related to an *ecological assessment*, as appropriate.
- 4.5 Work with the Wascana Centre Authority to protect and enhance the WASCANA CENTRE and its public open space features, WATERBODIES and HABITAT AREAS.
- 4.6 Integrate environmental conservation efforts with the surrounding municipalities and the Province.

Goal 2 – Urban Forest

Protect, promote and expand Regina’s urban forest and street tree canopy.

- 4.7 Maintain and continually expand a healthy and diverse urban *tree canopy* to improve air quality, increase carbon sequestration, reduce heat island effect and enhance the aesthetic character of the city by:
 - 4.7.1 Increasing the *urban forest* to one tree per person in public spaces;
 - 4.7.2 Requiring appropriate street tree plantings and landscaping in all development and other infrastructure projects;
 - 4.7.3 Requiring drought- and/or flood-tolerant shrubs and trees with low water requirements in landscape design where appropriate;
 - 4.7.4 Requiring tree conservation strategies for construction of new development, redevelopment and *intensification* projects;
 - 4.7.5 Encouraging and developing forest strategies in commercial and industrial areas; and
 - 4.7.6 Encourage private tree planting on residential lots.

Natural System:

Lands containing core natural areas, natural corridors and linkages between them comprised of naturalized corridors, which together form an integrated system of protected areas.

Goal 3 – Water Protection

Maintain the integrity of Regina’s aquifers, surface and groundwater resources.

- 4.8 Develop strategies to protect the quality and quantity of surface and ground water resources from contamination and impacts.
- 4.9 Work with stakeholders to establish an AQUIFER management framework that protects AQUIFER water quality.
- 4.10 Minimize the impacts of current and future urban land development and land use on water quality and sedimentation rates in city STREAMS and WATERBODIES.
- 4.11 Work with the province and other stakeholders to develop and update an inventory and assessment of the status of surface water and watersheds.
- 4.12 Implement an integrated watershed planning approach to deal effectively with relationships between land use, water quality management, and water supplies.
- 4.13 Work with stakeholders to protect the City of Regina’s primary and secondary water sources to ensure they are not compromised by new development or other impacts.

Goal 4 – Resiliency

Build a resilient city and minimize Regina’s contributions to climate change.

- 4.14 Work with stakeholders to:
 - 4.14.1 Promote more energy-efficient new construction;
 - 4.14.2 Improve Regina’s air quality, including reduction of corporate and community greenhouse gas (GHG) emissions;
 - 4.14.3 Monitor changes in climate and its impact on the city, and develop mitigation strategies;
 - 4.14.4 Encourage green building design; and
 - 4.14.5 Encourage the reduction of greenhouse gas emissions through the use of alternative energy sources.

SECTION D3

Transportation

THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability;
- Foster economic prosperity; and
- Optimize regional cooperation.

The way people move around Regina contributes greatly to *quality of life* and how the city grows. This in turn defines daily commutes and provides opportunities for living, working, and leisure. Mobility patterns will undoubtedly change as Regina residents adapt to growth, respond to congestion, and address sustainability challenges. City growth will require more use of alternate forms of mobility – such as transit, walking, cycling and carpooling – and development of *complete streets* and *complete neighbourhoods*. Ensuring inviting, connected, *accessible* mobility routes within the city depends upon efficient land use and careful city planning. Land use and transportation are integrally linked, and together they ensure that Regina residents have transportation options. The transportation policies of Design Regina work hand-in-hand with the underlying Transportation Master Plan.

The Transportation Master Plan Guiding Principles and Transportation Directions reflect the City's collective Vision for Regina's transportation system, and they will be updated to reflect the goals and policies of the Plan.

Goal 1 – Sustainable Transportation Choices

Offer a range of year-round sustainable transportation choices for all, including a complete streets framework.

- 5.1 Use the Transportation Master Plan, which shall be consistent with the objectives and policies of this Plan, as the guiding document for transportation policy and planning within the city.
- 5.2 Review, update and maintain the city's road classification system to align future demands for all travel modes with the year-round functional requirements anticipated by this Plan.
- 5.3 Develop achievable *mode share targets* for city-wide and area-specific travel, reflecting a more multi-modal city and emphasizing walking, cycling, car-pooling and transit on a year-round basis.
- 5.4 Establish all-season design and maintenance priorities for roads, sidewalks and *pathways* to ensure the transportation network provides safe travel, *access* and mobility, including for the following:
 - 5.4.1 Key transit facilities;
 - 5.4.2 Key pedestrian and cycling routes; and
 - 5.4.3 Public buildings and institutions.
- 5.5 Where necessary, require *Transportation Demand Management* Plans for new development that identify access to transportation choices other than private auto.
- 5.6 Adopt a *complete streets* framework for new road construction as well as the renewal of existing streets, where feasible.
- 5.7 Proactively and strategically promote walking, cycling, carpooling and transit choices by using City and community-led programs and organizations to provide education and promote awareness.
- 5.8 Protect and acquire lands that are near or adjacent to transportation rights-of-way necessary to ensure overall connectivity within the transportation network and to develop lands according to the related policies on urban design and *public realm* improvements.

Goal 2 – Public Transit

Elevate the role of public transit.

- 5.9 Plan for and protect EXPRESS TRANSIT CORRIDORS identified on Map 5 – Transportation for future transit and *rapid transit*. These corridors will serve to provide higher levels of transit service and link corridors to TRANSIT NODES.
- 5.10 Promote *intensification* and *mixed-use* development along EXPRESS TRANSIT CORRIDORS and at TRANSIT NODES and POTENTIAL TRANSIT NODES through increased service levels, more direct routes, express services, and competitive travel times.
- 5.11 Enhance transit service in existing neighbourhoods to support continued residential and employment growth.
- 5.12 Support ridership by better connecting *active transportation* choices to transit service and enhanced passenger amenities.
- 5.13 Maximize the *accessibility* of the *conventional transit system* while ensuring the *paratransit system* meets the needs of those unable to use the conventional system.

Goal 3 – Integrated Transportation and Land-Use Planning

Integrate transportation and land-use planning in order to better facilitate walking, cycling, and transit trips.

- 5.14 Ensure street patterns in NEW NEIGHBOURHOODS and NEW EMPLOYMENT AREAS provide both internal and external connectivity, pedestrian-scaled block sizes, and transportation choices.
- 5.15 Require the analysis of transportation and multi-modal needs of the broader area surrounding new development, where appropriate.
- 5.16 Provide transit service in NEW NEIGHBOURHOODS as soon as feasible to encourage transit use and influence early adoption.
- 5.17 Adopt approaches to parking standards and management that encourage multi-modal transportation options.

- 5.18 Develop standards requiring the provision of bicycle parking for industrial, commercial, institutional, and multi-family residential land uses.

- 5.19 Ensure that street design is compatible with the intended land use and built form.

Goal 4 – Road Network Capacity

Optimize road network capacity.

- 5.20 Consider improvements to existing infrastructure before constructing new or expanded roadways.
- 5.21 Adopt *Transportation Demand Management* strategies to encourage alternative ways of getting around.
- 5.22 Analyze and implement the use of transit and *high-occupancy vehicle* lanes to encourage mode shift, where feasible.
- 5.23 Where feasible, identify and implement new technologies and best practices to enhance traffic management and safety and minimize environmental impacts.
- 5.24 Provide a truck route network for the transportation of heavy, over-sized, and dangerous goods.

Goal 5 – Active Transportation

Promote active transportation for healthier communities.

- 5.25 Develop an inviting and efficient citywide *bikeway* network to expand on-street and off-street cycling infrastructure to connect key trip generators and destinations.
- 5.26 Maintain, enhance, and where feasible expand the city's multi-use *pathway* network to new and existing neighbourhoods for all seasons.
- 5.27 Develop a citywide pedestrian strategy to provide a continuous high-quality, connected, safe, and universally *accessible* walking experience.
- 5.28 Develop processes and policy for neighbourhood *traffic calming*, including the use of *road diets*, to create safer, more walkable, and cycle-friendly streets.

SECTION D 4

Infrastructure

THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability;
- Achieve long-term financial viability;
- Foster economic prosperity; and
- Optimize regional cooperation.

The City of Regina continually uses water, materials and energy as it changes and adapts to new social, environmental and economic conditions. The term “infrastructure” refers to the assets the City uses to provide potable water, manage stormwater, collect and treat wastewater, collect and manage solid waste, provide a transportation network for persons and goods, and provide other City services.

The City is also responsible for ensuring that municipal infrastructure meets regulatory requirements and is delivered in an environmentally and financially sustainable manner, thereby ensuring a solid foundation for growth and development. Achieving sustainable urban growth requires the City to understand and improve the design and delivery of municipal services so that future generations will have choices for continued city development.

The City will adopt an Asset Management Strategy to support the way it plans, constructs, operates, maintains, and disposes of all of its many and complex assets. Asset management constitutes a comprehensive approach to service delivery that balances performance, risk, and cost to more effectively and efficiently meet regulatory obligations, and to deliver on the needs and expectations of residents. Ultimately, the Asset Management Strategy will assist in guiding city planning and operations by establishing levels of service and focusing appropriate resources on managing and investing in infrastructure.

Goal 1 – Safe and Efficient Infrastructure

Meet regulatory requirements and industry best practices for design, construction and operation of infrastructure.

- 6.1 Design, construct and operate infrastructure to comply with relevant legislative and regulatory requirements.
- 6.2 Ensure new and reconstructed infrastructure follows industry best practices and overall City standards for design and construction.

Goal 2 – Asset Management and Service Levels

Ensure infrastructure decisions result in long-term sustainability.

- 6.3 Prepare and implement an asset management strategy for infrastructure to:
 - 6.3.1 Guide City planning and operations;
 - 6.3.2 Establish a service framework and levels of service for existing and new assets; and
 - 6.3.3 Focus resources for managing and investing in infrastructure.
- 6.4 Adopt a continuous improvement framework to address the current infrastructure gap and ensure that future requirements for infrastructure are aligned with the priorities, goals and policies of this Plan.
- 6.5 Determine requirements to upgrade and finance existing infrastructure to service new development at defined service levels.

Goal 3 – Planned Infrastructure for Growth

The infrastructure needed for growth will be planned from a long-term perspective.

- 6.6 Develop infrastructure plans that will:
 - 6.6.1 Address both short- and long-term growth requirements;
 - 6.6.2 Manage the impacts of new development on system-wide services;
 - 6.6.3 Optimize use of existing infrastructure to minimize financial and environmental impacts of growth; and
 - 6.6.4 Align the approval process for capital funding with requests for ongoing operating funding.
- 6.7 Consider, in appropriate contexts as determined by the City, integrating stormwater management into municipal reserves and open space in a manner that is compatible with the intended function of the open space.
- 6.7A Utilize municipal utility parcels for stormwater management where combining stormwater management and open space is not appropriate
- 6.8 Assess infrastructure requirements prior to reconstruction to ensure that the design accommodates future growth, where feasible.
- 6.9 Consider operational aspects, such as providing solid waste management services, in the design of new developments.

Goal 4 – Conservation and Environment

Design infrastructure that conserves resources and minimizes impacts on the environment.

- 6.10 Monitor the demand for City water and develop environmental conservation strategies.
- 6.11 Support runoff infiltration and retention by:
 - 6.11.1 Separating stormwater and sanitary sewer systems and continuing to reduce the incidence of water runoff being directed to the sanitary system; and
 - 6.11.2 Adopting standards regulating the quality of stormwater.
- 6.12 Explore waste-to-energy processes whereby waste and waste byproducts of one activity are used as resources for another.

Goal 5 – Infrastructure Staging

Build infrastructure in a sequential and coordinated manner.

- 6.13 Sequence infrastructure based on the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw and Map 1b - Phasing of New Neighbourhoods.
- 6.14 Plan and build infrastructure from a long-term perspective and permit servicing only when aligned with the servicing needs for long-term growth.
- 6.15 Align new infrastructure with planned upgrades to existing City assets.
- 6.16 Encourage collaboration with other utility providers to maintain and enhance public and private facilities and services such as electricity, gas and telecommunications.

Infrastructure: The term “infrastructure” refers to the assets the City uses to provide potable water, manage stormwater, collect and treat wastewater, collect and manage solid waste, provide a transportation network for persons and goods, and provide other City services.

SECTION D5

Land Use and Built Environment

THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around; and
- Foster economic prosperity.

Regina has a beneficial and relatively compact urban form, one that is characterized by a centrally located Downtown, which accommodates the majority of the city's office development; one of the largest urban *parks* in North America; the Province's legislative buildings; an extensive *tree canopy*; a variety of neighbourhoods, including some that are older and historic; and a well-defined edge separating rural and urban areas. As the city continues to grow, the qualities that make Regina unique will continue to be attractions, and new opportunities will make the city a more sustainable and better place to live.

Some of the greatest challenges facing the City as it plans to accommodate an additional 100,000 people relate to the cost and delivery of services. As the population expands, the City will need to provide infrastructure and community services in a more cost-effective and sustainable manner. Through a compact built environment that capitalizes on infill opportunities and more *complete neighbourhood* development along Regina's periphery, the City can optimize its infrastructure and service delivery. At the same time, accommodating the next 100,000 people offers an exciting opportunity to create more *inclusive* and liveable communities defined by their interconnected pedestrian-friendly street systems, distinct character and focal points, housing diversity, and amenities. This section of the Plan provides policy direction for the core elements of the city's built landscape, and it establishes a framework for directing future growth.

Goal 1 – Complete Neighbourhoods

Enable the development of complete neighbourhoods.

- 7.1 Require that NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS are planned and developed to include the following:
 - 7.1.1 A collaborative planning process involving stakeholders;
 - 7.1.2 Integration and interconnectivity with all adjacent neighbourhoods, the city, and where appropriate, the region;
 - 7.1.3 A framework, where appropriate, of smaller neighbourhood districts and a centrally located *neighbourhood hub*;
 - 7.1.4 Opportunities for daily lifestyle needs, such as services, convenience shopping, and recreation;
 - 7.1.5 A diversity of housing types to support residents from a wide range of economic levels, backgrounds and stages of life, including those with *specific needs*;
 - 7.1.6 Specialized open space, such as squares, civic centres, and parks, which are optimally located and designed;
 - 7.1.7 Streets, pedestrian paths and bike paths that contribute to a network of fully-connected, safe and *accessible* routes to all destinations;
 - 7.1.8 A distinctive character, identity and *sense of place*;
 - 7.1.9 Buildings which are designed and located to enhance the *public realm*, and contribute to a better neighbourhood experience; and
 - 7.1.10 Convenient *access* to areas of employment.
- 7.2 Encourage, through any applicable planning and development initiative or approval as determined by the City, that NEW NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS conform to the guidelines outlined in Appendix A – Guidelines for Complete Neighbourhoods.

- 7.3 Collaborate with stakeholders to determine whether former institutional properties are required for a civic use or should be converted to an alternate land use.
- 7.4 Ensure redevelopment of surplus school sites considers Appendix B – School Siting and Re-Use Guidelines where it has been determined that a former school site is not required for civic use.
- 7.5 Encourage appropriate *mixed-use* development and *live-work* opportunities within neighbourhoods, URBAN CORRIDORS and URBAN CENTRES.
- 7.6 Encourage the retention of existing local and neighbourhood commercial spaces.
- 7.8 Ensure that a future Neighbourhood Plan(s) for the CITY CENTRE addresses the following:
 - 7.8.1 Enhancement of the Albert Street and Broad Street corridors, including the underpasses;
 - 7.8.2 Integration of the Regina Revitalization Initiative;
 - 7.8.3 A pedestrian connection between the DOWNTOWN and the Warehouse District;
 - 7.8.4 Better connections to and between the Warehouse District, the stadium site and exhibition grounds, the future Taylor Field Neighbourhood, the DOWNTOWN, and surrounding neighbourhoods;
 - 7.8.5 A strategy for supporting a *mixed-use* environment;
 - 7.8.6 Guidelines and regulations for *heritage conservation*, architecture and *urban design*, *place making*, and neighbourhood identity;
 - 7.8.7 Details on implementation, which may include revitalization incentives, future zoning and development standards, and capital improvements; and
 - 7.8.8 A strategy for providing adequate levels of utility and transportation services.

Goal 2 – City Centre

Maintain and enhance the City Centre as the primary civic and cultural hub.

- 7.7 Collaborate with stakeholders to enhance the CITY CENTRE, as depicted on Map 1 – Growth Plan, by:
 - 7.7.1 Investing in an attractive, safe *public realm*, including pedestrian-friendly and lively streets, and inviting, versatile multi-season public spaces;
 - 7.7.2 Ensuring the CITY CENTRE maintains a healthy *urban forest*;
 - 7.7.3 Requiring built form that complements, enhances and accentuates adjacent streets and public places;
 - 7.7.4 Supporting the development of a *mixed-use* environment, with design and *density* emphasis adjacent to major corridors and public spaces;
 - 7.7.5 Supporting HISTORIC PLACES, cultural and civic resources and events;
 - 7.7.6 Supporting a range of *density* while respecting the unique characteristics of the neighbourhoods within the area; and
 - 7.7.7 Implementing the Regina Downtown Neighbourhood Plan.
- 7.9 Explore actions necessary to convert vacant or under-utilized properties to market-ready development sites to realize *intensification* in the CITY CENTRE.

City Centre: The area of Regina that includes the Downtown and surrounding neighbourhoods, or portions of these neighbourhoods, which is planned for 10,000 new residents through intensification. The City Centre area and boundary is depicted on the Growth Plan.

Goal 3 – Urban Centres and Corridors

Support urban centres and corridors as locations for pedestrian and transit-oriented mixed-use development and as hubs for community interaction and identity.

- 7.10 Support the development or redevelopment of lands within identified URBAN CENTRES and URBAN CORRIDORS to incorporate:
 - 7.10.1 An appropriate mix of higher *density* residential and commercial development;
 - 7.10.2 *Mixed-use, transit-oriented development*; and
 - 7.10.3 *Community amenities* and open space.
- 7.11 Ensure land use, scale and *density* of development within an URBAN CENTRE or URBAN CORRIDOR is compatible with servicing capacity and provides appropriate transition to surrounding areas.
- 7.12 Cluster *high density* built form within URBAN CORRIDORS adjacent to TRANSIT NODES, POTENTIAL TRANSIT NODES, or prominent intersections.
- 7.13 Support the redevelopment of existing retail areas to higher *density, mixed-use, and transit-oriented development* with densities appropriate to servicing capacity.
- 7.14 Identify segments and/or sites along identified URBAN CORRIDORS that should be subject to priority investment and redevelopment, through the *intensification* development strategy.

Goal 4 – Employment Uses

Provide appropriate locations and development opportunities for a full range of industrial, commercial and institutional activities.

- 7.15 Plan and development NEW EMPLOYMENT AREAS, as shown on Map 1 – Growth Plan, commercial areas, *major institutional* areas and industrial areas to include the following land-use and design elements:
 - 7.15.1 Clustering of complementary development;
 - 7.15.2 Safe and *convenient transit, cycling, pedestrian and vehicular accessibility and wayfinding*, including parking for all modes;
 - 7.15.3 Compatibility with adjacent residential land use through the minimization of off-site impacts; and
 - 7.15.4 Site, building and stormwater design that support the sustainability of the NATURAL SYSTEM, and the establishment of a quality and aesthetically pleasing environment.

Commercial

- 7.16 Encourage local commercial within residential areas.
- 7.17 Require new *large-format retail* to be located on URBAN CORRIDORS or within identified URBAN CENTRES and designed:
 - 7.17.1 To reinforce the streetscape (e.g. direct pedestrian access oriented to sidewalks and streets, buildings pushed up to the street), a high-quality *public realm*, and access to transit through the orientation of buildings and site design;
 - 7.17.2 To allow for change and *intensification* over time;
 - 7.17.3 To mitigate potential adverse impacts on adjacent residential uses; and
 - 7.17.4 To be *accessible* and integrated with surrounding neighbourhoods (i.e. walkable to the adjacent neighbourhood).

Major Institutional Areas

- 7.18 Require *major institutional* areas to be accessible and well served by transit and provide a high-quality *public realm*.
- 7.19 Encourage related housing, services and amenities, including hotels or short-term accommodations, to locate near or adjacent to *major institutional areas*.

Industrial

- 7.20 Permit industrial development in NEW EMPLOYMENT AREAS where supported by a secondary plan or concept plan and within EXISTING APPROVED EMPLOYMENT AREAS.
- 7.21 Ensure an adequate supply of serviced industrial land to maintain a diverse range of development opportunities.
- 7.22 Consider establishing additional industrial or commercial land-use designations, such as *flexzones*, *industrial plus*, and *start-up districts* to accommodate a wide range of economic activity.
- 7.23 Protect industrial lands by avoiding re-designations of industrial areas, except where the City determines that a different land use is more beneficial.
- 7.24 Within industrial areas, permit supporting services or amenities that complement industrial uses or cater to industrial employees or customers.
- 7.25 Consider heavy industrial development only within NEW EMPLOYMENT AREAS or EXISTING APPROVED EMPLOYMENT AREAS where it can be demonstrated to the satisfaction of the City that the proposed development:
 - 7.25.1 Is in accordance with an approved secondary plan or concept plan;
 - 7.25.2 Is compatible with adjacent land uses and the NATURAL SYSTEM;
 - 7.25.3 Meets all regulatory requirements; and
 - 7.25.4 Has adequate *access* to regional transportation infrastructure.
- 7.26 Consider light industrial development as part of *mixed-use* areas, providing that:
 - 7.26.1 The proposed development is compatible with the natural environment and adjacent uses; and
 - 7.26.2 Adequate measures are undertaken to ensure appropriate design and transition between land uses.
- 7.27 To ensure optimal use of industrial lands, monitor market conditions and undertake the following:
 - 7.27.1 An inventory of the existing land use composition and vacancy;
 - 7.27.2 An analysis of land use and servicing issues and options; and
 - 7.27.3 Preparation of a secondary plan or concept plan for guiding redevelopment where required.

Mixed-Use: Any urban, suburban or development, or a single building, that combines residential with various uses such as commercial, employment, cultural, institutional or industrial where those functions are physically and functionally integrated and provide pedestrian connections, as well as access to multi-modal transportation options.

Goal 5 – Office Development

Support the Downtown as the city’s primary business centre.

- 7.28 Endeavour to ensure, over the life of the Plan, that at least 80% of the total office floor area in the city, pertaining to *medium office* and *major office* development, is located in the DOWNTOWN/CENTRAL CITY OFFICE AREA, as identified on Map 6 – Office Areas.
- 7.29 Require *medium office* and *major office* to locate inside the DOWNTOWN, except for in the following contexts:
- 7.29.1 The conversion of designated heritage buildings;
- 7.29.2 The development of *medium office* and *major office* buildings in the Centre Square Neighbourhood, in accordance with a Neighbourhood Plan;
- 7.29.3 The development of *medium office* buildings in the Warehouse District, located within the DOWNTOWN/CENTRAL CITY OFFICE AREA, as identified on Map 6 – Office Areas;
- 7.29.4 The development of *medium office* and *major office* buildings associated with and located adjacent to a *major institutional* area (e.g. university, hospital);
- 7.29.5 The development of *medium office* buildings within identified OFFICE AREAS and URBAN CENTRES that are conceptually located on Map 6 – Office Areas; and
- 7.29.6 The development of *medium office* and *major office* buildings along Albert Street and Broad Street, in accordance with Map 6 – Office Areas location and size limitations.
- 7.29.7 The development of *medium office* for industrial users considered as a discretionary use.
- 7.30 Ensure the development of *medium office* buildings within identified OFFICE AREAS and URBAN CENTRES is in accordance with the “Office Area” zone of the City’s zoning bylaw, which shall include the following stipulations:
- 7.30.1 Office use shall be limited to businesses that can benefit from close access to major corridors and regional customers;
- 7.30.2 Proposed new *medium office* buildings shall be considered as a discretionary use; and
- 7.30.3 Surface parking area shall be restricted; however, additional parking may be allowed where structured parking is used, or where contributions are made towards *community amenities* or services.
- 7.31 Ensure the development of *medium office* buildings within identified OFFICE AREAS and URBAN CENTRES is in accordance with an approved secondary plan or concept plan, which illustrates, in addition to other considerations:
- 7.31.1 The area of land comprising the OFFICE AREA or URBAN CENTRE;
- 7.31.2 The location, amount and type of office development proposed; and
- 7.31.3 How land identified for *medium office* development can transition to other land uses, should offices not be approved or not otherwise occur.
- 7.32 Ensure that no OFFICE AREAS or URBAN CENTRE includes more than 16,000 square metres of total gross *medium office* floor area.
- 7.33 Prohibit development or rezoning to accommodate a *medium office* building(s) within an identified OFFICE AREA or URBAN CENTRE unless a market analysis, which has been prepared by a qualified expert based on the most recent available data, demonstrates, to the City’s satisfaction, the following:
- 7.33.1 That there is a clear need for the office development;
- 7.33.2 That the proposed amount of office floor area will not result in, or contribute to, the DOWNTOWN/CENTRAL CITY OFFICE AREA retaining less than 80% of the city’s total office floor area pertaining to *medium office* and *major office*; and
- 7.33.3 That the vacancy rate, as interpreted by the City, pertaining to *medium office* and *major office* development in the DOWNTOWN, does not exceed 6.5%.

- 7.33A That, notwithstanding any other policy herein, Council may approve a proposed office building where the purpose of the proposed development is to accommodate the relocation of an existing office use where, at the discretion of Council, there is deemed to be a potential safety issue due to the proximity of the existing office use to a potentially hazardous site or operation.
- 7.33B Collaborate with local authorities, municipalities applicable authorities of other lands under provincial and federal jurisdiction on the creation of complementary policies and agreements regarding office development
- ## Goal 6 – Built Form and Urban Design
- ### Build a beautiful Regina through quality design of its neighbourhoods, public spaces and buildings.
- 7.34 Support design excellence by ensuring that public and private spaces and buildings contribute to a *sense of place* and an enhanced *public realm* through high-quality design and strategic location.
- 7.35 Ensure quality design through preparation of guidelines or regulations for development that has a significant influence on the *public realm* (e.g. *large-format retail*, multi-unit residential, and major corridors).
- 7.36 Consider the inclusion of the following elements where a secondary plan or concept plan is required in support of a proposed development:
- 7.36.1 Design principles or guidelines for landscaping, building treatment, PUBLIC ART, site design and other elements;
 - 7.36.2 Strategies for providing a high-quality built environment and *public realm*, including but not limited to consistent built-form edge, appropriate transitioning of *density*, and active street frontages; and
 - 7.36.3 Strategies for including PUBLIC ART in the design and development of City *parks* and plazas, where required by the City.
- 7.37 Explore the establishment of an *urban design* review process.
- 7.38 Consider impacts of alterations, development, and/or *public realm* improvements on or adjacent to an HISTORIC PLACE to ensure *heritage value* is conserved.
- 7.39 Support safe and accessible open space within the city, through the planning and subdivision process by:
- 7.39.1 Discouraging the rear or side portions of residential lots from abutting *parks* that cater to active recreation use;
 - 7.39.2 Encouraging the design of *parks* that have streets abutting them; and
 - 7.39.3 Ensuring that street design and configuration, especially in primarily residential and *mixed-use* areas, provides a safe environment for pedestrians through traffic management, pedestrian infrastructure, and through an integrated network that allows for multiple route options.
- 7.40 Consider the built form and urban design policies in the review of development applications.



Urban Design: *The process of planning, designing and constructing buildings, public spaces, sites, neighbourhoods and cities to give them form, shape, and character. Urban design combines key aspects of urban planning, architecture and landscape architecture to create beautiful and functional places. It involves understanding the inter-relationships between the natural system, the physical built environment, economic forces, and social context of a particular site or area.*



SECTION D6

Housing

THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Support the availability of diverse housing options; and
- Foster economic prosperity.

As Regina grows to accommodate 300,000 residents, significant changes will be required in the city's housing stock to ensure every person in Regina has the opportunity to live in a home that is attainable, well-maintained, suitable, and located in an *inclusive* community that allows its residents to meet their daily and lifetime needs. Population and economic growth can present considerable challenges to the housing sector. While growth increases competition for existing units and drives up the cost of housing, it also transforms the profile of households living in Regina. Growth may also foster investment and innovation in new housing forms and the renewal of existing housing.

Regina's housing sector must evolve alongside the growing population, not only through the development of new homes, but also through the adequate provision of a full range of choices appropriate to residents of various incomes, household types, abilities, and stages of life, while supporting the city's goals. To succeed together, the City, housing providers, other levels of government, the development industry and community groups must work to implement a coordinated vision for housing in Regina, one that equally and equitably advocates investment, opportunity, variety, renewal and *inclusion*.

Goal 1 – Housing Supply and Affordability

Increase the housing supply and improve housing affordability.

- 8.1 Support *affordable housing, attainable housing and below market housing* in all neighbourhoods through ownership, rental housing and *specific needs housing*.
- 8.2 Leverage the City's land assets to increase the supply and diversity of housing.
- 8.3 Decrease the number of vacant, non-taxable and underutilized lots within the city that are appropriate for residential development.
- 8.4 Establish *accessory suite* regulations within appropriate residential areas.
- 8.5 Support the redevelopment of *brownfield* and former institutional and commercial properties that are appropriate for housing.
- 8.6 Support the conversion of non-residential and heritage buildings to new residential uses where appropriate.
- 8.7 Use incentives and alternative approaches to increase the supply of *affordable housing, attainable housing and below market housing, adequate specific needs housing, and innovative housing developments*.
- 8.8 Support residential *intensification* in existing and NEW NEIGHBOURHOODS to create *complete neighbourhoods*.

Goal 2 – Existing Housing Stock

Maintain and regenerate the existing housing stock.

- 8.9 Adopt measures to retain existing housing stock and improve its condition.
- 8.10 Ensure the Condominium Conversion Policy Bylaw is consistent with the policies of this Plan and any strategies related to this Plan.

Goal 3 – Diversity of Housing Forms

Increase the diversity and innovation of housing forms and types to support the creation of complete neighbourhoods across Regina.

- 8.11 Encourage developers to provide a greater mix of housing to accommodate households of different incomes, types, stages of life, and abilities in all neighbourhoods.
- 8.12 Allow for flexibility and adaptability of housing and consider enabling regulation to increase innovation within the housing stock to accommodate the changing needs of households.
- 8.13 Expand areas where apartments and multi-unit buildings are permitted uses.
- 8.14 Consider alternatives for parking, height, or other development standards in support of *affordable housing, attainable housing, below market housing* and *specific needs housing* and innovative housing within new development.

Goal 4 – Housing for Persons with Specific Needs

Facilitate choice and integration of housing for persons with specific needs.

- 8.15 Work with stakeholders to create and preserve *barrier-free* housing and housing for persons with *specific needs*.
- 8.16 Permit *group care facilities* in residential and *mixed-use* neighbourhoods.

Goal 5 – Collaboration with Partners

Collaborate with all levels of government and community partners to advance housing initiatives.

- 8.17 Support non-profit housing organizations through incentives, partnership arrangements, and other forms of assistance.
- 8.18 Work with industry partners and investors on alternative housing and financing options to support appropriate *worker housing* in the city.
- 8.19 Work with federal and provincial governments and other partners to meet the diverse housing needs of the city through:
 - 8.19.1 Policy and regulatory changes to increase access to *affordable housing, attainable housing, below market housing, and specific needs housing*;
 - 8.19.2 Increased *access to specific needs housing* for the most vulnerable populations;
 - 8.19.3 Retention and regeneration of existing housing stock;
 - 8.19.4 Prototypes and pilot initiatives of innovative housing forms;
 - 8.19.5 Coordination of assembly, use, and disposal of City-owned lands to maximize program subsidies and increase housing options; and
 - 8.19.6 Alignment of City initiatives with provincial and federal funding sources.

SECTION D7

Parks, Recreation and Open Space

THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Embrace and invest in arts, culture, historic places, sport and recreation;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability; and
- Achieve long-term financial viability.

The City of Regina is designed, planned and built on a lasting legacy of *parks* and integration of built and natural open spaces, which encourages residents to connect with nature and live healthy, active lifestyles. Historically, the open space associated with Wascana Park in combination with the city's outdoor recreational facilities has defined the spatial landscape of the city. As the city has grown, new areas have continued this tradition, and today Regina's open spaces, natural areas, *parks*, recreation opportunities and institutional facilities are some of the most cherished in the city. Regina now has one of the highest proportions of green space per capita in Canada.

Going forward, the City will need to ensure it maintains this legacy for future generations and, in addition, provide the next generation of Regina residents with the ability to connect to the city's network of *parks*, plazas, natural areas, recreational facilities and important institutions in both new and established areas of the city. The City will also need to build upon existing partnerships and pursue new ones to provide contemporary indoor recreation opportunities that meet evolving community needs.

Goal 1 – Open Space and Recreation Principles

Maintain, enhance and extend an interconnected and accessible open space system.

- 9.1 Develop the OPEN SPACE SYSTEM generally in accordance with Map 7 – Parks, Recreation and Open Space and adhere to the following principles:
 - 9.1.1 The OPEN SPACE SYSTEM will be managed in a comprehensive and environmentally sensitive manner;
 - 9.1.2 The OPEN SPACE SYSTEM will be effectively and equitably distributed;
 - 9.1.3 Minimum standards for quantity and quality will guide the management of the OPEN SPACE SYSTEM, including where population densities are increasing in existing neighbourhoods;
 - 9.1.4 Responsive planning, design, development and maintenance practices of *parks* and open space; and
 - 9.1.5 Appropriate requirements for structured and unstructured recreational needs.
- 9.2 Ensure that new and existing neighbourhoods integrate *access* to ACTIVITY CENTRES as conceptually depicted in Map 7 – Parks, Recreation and Open Space.
- 9.3 Co-locate or cluster *parks* and open space, where possible, with ACTIVITY CENTRES or other *community resources*.
- 9.4 Connect neighbourhoods, where possible, via active *transportation* routes to multi-use *pathways*, regional trails, and the NATURAL SYSTEM.
- 9.5 Integrate public safety considerations into the planning and design of *parks* and recreation facilities.

Goal 2 – Access to Recreation Programs and Services

Ensure access to a variety of recreation programs and services in all neighbourhoods.

- 9.6 Develop and manage recreation facilities, programs and services such that they adhere to the following:
 - 9.6.1 Multifunctional *parks* and open space will be strategically located to provide convenient *access* and designed to accommodate diverse and changing needs and interests;
 - 9.6.2 A variety of recreation programs and services will be provided either directly by the City or indirectly through partnership with other organizations;
 - 9.6.3 Minimized barriers to the use of municipal facilities, programs or services;
 - 9.6.4 Recreation programs will consider the needs of the most vulnerable populations; and
 - 9.6.5 *Parks* and open space will be designed for year-round use, whenever possible.
- 9.7 Study the application of new financing strategies and development incentives to provide, maintain and operate recreation facilities.
- 9.8 Encourage and facilitate partnerships to enable Policies 9.6 and 9.7.

Activity Centres: Areas for active and passive recreation use that accommodate institutions and social facilities, indoor and outdoor recreation facilities and other active uses connected, where feasible, by active transportation links.

SECTION D8

Culture

THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Embrace and invest in arts, culture, historic places, sport and recreation; and
- Foster economic prosperity.

The *culture* of a place is marked by its art, architecture, language, customs and other creative expressions and tangible features. Regina is a culturally dynamic city, boasting an impressive number of artists, community cultural organizations, libraries, museums, galleries, cultural spaces, natural heritage sites and other *cultural resources*. This diverse collection of talent and assets enriches the city's vitality and intellectual life, bringing tremendous opportunity to attract newcomers and investment.

Regina's *cultural resources* show great breadth and diversity. Festivals range from smaller neighbourhood-level events and street fairs to major city-wide events attracting large audiences from both inside and outside the community. Many neighbourhoods have long histories and are home to important *cultural heritage* resources (i.e. traditions and related stories), rich architecture and *historic places* (i.e. landscapes). Cultural diversity, expressed through language, food, clothing, art, celebrations and other traditions are undeniable markers of a strongly rooted but evolving city character.

Regina will continue to conserve, protect and support its *cultural resources*, *historic places*, civic identity and intercultural dialogue as important civic elements with broad and meaningful social, economic and cultural outcomes.

Goal 1 – Support Cultural Development and Cultural Heritage

Enhance quality of life and strengthen community identity and cohesion through supporting cultural development and cultural heritage.

- 10.1 Build partnerships and work collaboratively with community groups, other levels of government, and the private and voluntary sectors to encourage *cultural development* opportunities and conserve HISTORIC PLACES.
- 10.2 Consider *cultural development*, *cultural resources* and the impact on HISTORIC PLACES in all areas of municipal planning and decision-making.
- 10.3 Identify, evaluate, conserve and protect *cultural heritage*, HISTORIC PLACES, and *cultural resources*, including but not limited to PUBLIC ART identified on Map 8 – Cultural Resources, to reinforce a *sense of place*.
- 10.4 Protect, conserve and maintain HISTORIC PLACES in accordance with the “Standards and Guidelines for Historic Places in Canada” and any other guidelines adopted by Council.
- 10.5 Encourage owners to protect HISTORIC PLACES through good stewardship and voluntarily designating their property for listing on the *Heritage Property Register*.
- 10.6 Develop a set of *cultural heritage* themes that reflects Regina's identity and the diverse values of residents and ensure that the list of HISTORIC PLACES recognized within the *Heritage Property Register* and *Heritage Inventory* adequately represents these themes.
- 10.7 Identify, prioritize and develop (via monuments, plaques, PUBLIC ART and other applied *cultural resources*) locations that provide a sense of arrival and departure into significant *cultural landscapes*.
- 10.8 Evaluate POTENTIAL HERITAGE CONSERVATION DISTRICTS conceptually identified in Map 8 – Cultural Resources and consider them for designation.

- 10.9 Consider the *cultural heritage value* in the acquisition, disposal, upgrading and development of City-owned property and open space.
- 10.10 Develop and enforce vacant building, property maintenance, and property standards by-laws to protect *heritage properties* against deterioration.
- 10.11 Leverage and expand funding, financial incentive programs and other means of support to advance *cultural development, cultural resources* and conservation of HISTORIC PLACES.

Goal 2 – Inclusion

Ensure learning opportunities, resources and activities provided by the City are culturally inclusive.

- 10.12 Respond to the cultural needs and aspirations of Regina’s increasingly diverse population through culturally relevant programs, services and facilities.
- 10.13 Engage with Regina’s First Nations, Métis and Inuit communities to determine collaborative strategies and approaches to addressing cultural needs and aspirations.
- 10.14 Encourage the strengthening and expansion of festivals and events that reflect diverse community interests and needs.

Goal 3 – Accessibility

Ensure access to cultural resources, learning opportunities, and activities.

- 10.15 Partner with stakeholders to improve promotion of, awareness of, and *access to cultural resources, learning opportunities, and activities.*
- 10.16 Support equitable access to cultural resources, practices and activities.

Culture: *The whole complex of distinctive spiritual, material, intellectual and emotional features that characterizes a society or social group. It includes creative expression (e.g. oral history, language, artistic disciplines and crafts), community practices (e.g. traditional healing methods, traditional natural resource management, celebrations and patterns of social interaction that contribute to group and individual welfare and identity), and material or built forms such as sites, buildings, historic city centres, landscapes, art, and objects.*

SECTION D9

Health and Safety

THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods; and
- Achieve long-term financial viability.

Health and safety are key elements in ensuring that Regina remains a city of choice in which to live, work, and raise a family. Designing and building safe and healthy neighbourhoods, and supporting infrastructure, contributes significantly to a resilient city – one where health and safety are fully integrated into the city-building process. Health and safety are about building partnerships with the community, other levels of government, and industry in the pursuit of city practices that substantially improve the urban environment, often without the public awareness of, and regard for, the positive impacts.

The overall health and safety of the city are managed by dedicated professionals in health services, crime and fire prevention, emergency response, and other disciplines that ensure residents and workers can safely live in their homes, work at their places of employment, use the infrastructure that gets them around the city, and use the broad range of services that the city has to offer. The following goals support efforts to ensure our city is safe and healthy through urban planning and design, management of development impacts, and provision of greater oversight to areas that have a complex range of compatibility challenges with existing or potential neighbours.

Goal 1 – Safety and Urban Planning

Improve overall health of the public through urban planning.

- 11.1 Consider Map 9 – Health and Safety in the review of development applications.
- 11.2 Collaborate with stakeholders to ensure the long-term health and safety of Regina’s residents by:
 - 11.2.1 Ensuring complementary land use adjacent to MAJOR HEALTH FACILITIES;
 - 11.2.2 Providing appropriate public access to MAJOR HEALTH FACILITIES and service centres;
 - 11.2.3 Providing municipal services and supporting amenities that meet the long-term growth needs of existing healthcare institutions;
 - 11.2.4 Evaluating the potential health effects of a planned development or project in partnership with the health region, where appropriate; and
 - 11.2.5 Ensuring compatible land use adjacent to MAJOR EMERGENCY RESPONSE FACILITIES.
- 11.3 Encourage utility providers to bury high voltage transmission lines when adjacent to residential neighbourhoods.
- 11.4 Encourage school boards and developers to locate schools such that the safety and level of activity of children is optimized including, but not limited to:
 - 11.4.1 Requiring safety measure when stormwater ponds are adjacent to school sites; and
 - 11.4.2 Locating school sites away from potentially hazardous facilities.
- 11.5 Prohibit the development of new buildings and additions to buildings in the *floodway* of the 1:500 year flood elevation of any watercourse or water body; and
- 11.6 Require flood-proofing of new buildings and additions to buildings to an elevation of 0.5 metres above the 1:500 year flood elevation of any water course or water body in the *flood fringe*.

Goal 2 – Health and Environmental Impacts

Minimize social and environmental impacts and improve the health and safety of the city and region.

- 11.7 Employ appropriate setback standards to ensure compatible development adjacent to the following: railway, pipeline, and other utility corridors, energy-generation facilities and other features, where required.
- 11.8 Identify and employ a framework for the completion and evaluation of impact assessments.
- 11.9 Ensure city roadways are able to provide all-season emergency response access, maximize connectivity, and minimize response times.
- 11.10 Consider the impact of new development on *emergency response infrastructure*.
- 11.11 Require environmental impact assessments and remediation of *brownfield* sites prior to development.
- 11.12 Provide appropriate crime and fire education and prevention programs in collaboration with community associations and other stakeholders.

Goal 3 – Special Policy Areas

Coordinate the development of unique or special areas to ensure orderly and compatible development.

Airport

- 11.13 Adhere to the regulations respecting the location and height of buildings within identified areas on Map 9 – Health and Safety and Map 10 – Airport Vicinity around the Regina International Airport.
- 11.14 Promote public safety and avoid issues of nuisance and incompatibility within the vicinity of the Regina International Airport by applying the following policies:
 - 11.14.1 Apply noise attenuation standards to new residential development in the area between 25 and 30 NOISE EXPOSURE FORECAST in accordance with the Zoning Bylaw;
 - 11.14.2 Prohibit residential land use within the 30 NOISE EXPOSURE FORECAST contour;
 - 11.14.3 Minimize the potential to attract migratory birds by discouraging stormwater retention and reducing the amount of natural ponding;
 - 11.14.4 Protect navigation aids by applying the development standards set out by federal regulations. This will apply to development in the area shown on Map 10 – Airport Vicinity; and
 - 11.14.5 Prohibit uses with emissions that may affect airport visibility on lands adjacent to the airport.
- 11.14.A Consult the Regina International Airport for any Development in proximity to the airport.
- 11.14.B Consider long-term expansion plans of the Regina International Airport in planning and development decisions on lands in the vicinity of the airport, in consultation with the Regina International Airport.

Steel Mill and Refinery

- 11.15 Ensure that landowners register an interest on all residential and potentially affected non-residential property titles, at a time before or during the subdivision stage, in accordance with the following contexts and requirements:
- 11.15.1 That within the secondary or concept plan areas affected by the 1000m EVRAZ BUFFER (excluding the Lakeridge neighbourhood, which has had an approved concept plan in place since 1988), as shown on Map 9 – Health and Safety, future lot owners shall be made aware of potential noise and emissions associated with this operation; and
 - 11.15.2 That within the secondary plan or concept plan area located north of Uplands and bound by Winnipeg Street to the east, city limits to the north and the CP rail line to the southwest, future lot owners shall be informed of potential noise and emissions associated with the petroleum refinery.
- 11.16 Require that land uses within the city, which are within the EVRAZ BUFFER, as shown on Map 9 – Health and Safety, be restricted to non-residential uses such as, but not limited to, commercial, light industrial, appropriate institutional uses and recreational uses or any other compatible uses determined through an approved secondary plan and/or concept plan.
- 11.17. Consider requiring, through an applicable secondary plan, concept plan, zoning amendment or discretionary use process for proposed development within areas affected by the EVRAZ BUFFER, the construction of a berm/barrier that is:
- 11.17.1 Located within the EVRAZ BUFFER as determined by the City; and
 - 11.17.2 Designed to include landscaping, and other elements as determined by the City, sufficient to provide visual and audible relief from industrial operations.



SECTION D10

Economic Development

THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Embrace and invest in arts, culture, historic places, sport and recreation;
- Foster economic prosperity;
- Achieve long-term financial viability; and
- Optimize regional cooperation

A thriving economy is fundamental to the well-being of the city's residents. It assures the *quality of life* that is sought by residents of the city, the region, and, increasingly, people from around the world. It is, therefore, in the interest of residents that the City establishes policies and practices that support economic growth, diversity and competitiveness.

In recent years, Regina's economy has grown in key export sectors such as potash, oil and gas, and agricultural products. Accompanying this expansion is the city's growing importance as the financial, cultural, and government hub of Saskatchewan. The city is the source of goods and services, workers, capital, and innovation that directly support the competitiveness and productivity of other industries, underpinning the prosperity of the province as a whole. As such, Regina will continue to play a central role in contributing to the province's growth trajectory and realizing *The Saskatchewan Plan for Growth*.

Regina's renewed prosperity is not without its challenges. The growth in economic activity in and around Regina has put significant strain on the City's infrastructure assets, the availability and affordability of housing and capacity of the local labour market. The City's ability to support a thriving economy and ensure the continued success of the broader provincial economy requires these and other challenges to be addressed.

Shared prosperity depends upon municipal governance that considers the economic implications of its policies, and upon collaboration with other governments and economic actors. By cultivating strong partnerships, the economies of Regina and the region can grow sustainably, and in a way that enhances *quality of life* for residents.

Additional policies related to economic development are woven into other sections of this Plan.

Goal 1 – Economic Vitality and Competitiveness

Foster an environment conducive to economic vitality and competitiveness which supports the standard of living of residents in Regina and the surrounding region.

- 12.1 Ensure an orderly regulatory environment within which business and industry can operate assured of transparency, predictability, and fairness in their dealings with the City.
- 12.2 Minimize regulatory barriers to economic growth to the greatest possible extent while balancing the needs and aspirations of all Regina residents, fee- and tax-payers, and the sustainability of the city.
- 12.3 Establish taxation rates and other residential and business fees and charges that consider the sustainability of services.
- 12.4 Provide easy *access* to information about investing in, conducting business in, and visiting Regina.

Goal 2 – Economic Growth

Optimize the economic development potential of Regina, the region, and the Province of Saskatchewan.

- 12.5 Establish and implement mechanisms to expand and diversify the economy, promote the attractiveness of Regina and the region as a place to live, invest, do business, and visit, by:
 - 12.5.1 Identifying and leveraging opportunities to expand existing industries;
 - 12.5.2 Identifying and encouraging the development of new economic opportunities; and
 - 12.5.3 Promoting and enhancing tourism.
- 12.6 Collaborate with community economic development stakeholders across the region to leverage shared economic advantages and tourism opportunities, including but not limited to:
 - 12.6.1 Working with the Province to build upon Regina’s role as the provincial capital;
 - 12.6.2 Working with the Wascana Centre Authority to promote physical connections between provincial facilities and adjacent areas;
 - 12.6.3 Collaborating with surrounding First Nations, Métis and Inuit communities to promote shared prosperity;
 - 12.6.4 Maximizing potential linkages and leveraging special economic assets such as Innovation Place, the Global Transportation Hub, Regina International Airport, the University of Regina and other specific lands and land uses with high linkage/spinoff potential; and
 - 12.6.5 Support urban reserves that are in keeping with overall land use and growth policies.

Goal 3 – Economic Generators

Cultivate entrepreneurship and support economic generators.

- 12.7 Encourage innovative options to support and incubate new entrepreneurs and commercial ventures:
 - 12.7.1 Encourage the development and commercialization of new ideas that have the potential to diversify the economy;
 - 12.7.2 Consider leasing or selling City-owned properties for use as live-work spaces, studio spaces and offices for arts organizations;
 - 12.7.3 Consider the inclusion of live-work spaces, studio space and cultural facilities in new and renovated developments as a *community amenity*;
 - 12.7.4 Collaborate with stakeholders to create opportunities for all residents to participate in the labour force, including, but not limited to, on-the-job training, mentorship, and skill development in wide-ranging occupations; and
 - 12.7.5 Encourage new and existing industry clusters, including cultural and creative industries, to increase collaboration, innovation and shared industry infrastructure.
- 12.8 Compete in the marketplace where it is appropriate and within the legislative authority of the City when:
 - 12.8.1 Policies and practices are in place to ensure transparency and fair dealing by the City of Regina;
 - 12.8.2 The financial benefit to Regina residents of competing in the marketplace can be quantified; and
 - 12.8.3 Participation in the marketplace ensures the sustainability of critical services or infrastructure.

SECTION D11

Social Development

THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Support the availability of diverse housing options; and
- Foster economic prosperity.

Residents of Regina have historically enjoyed a vibrant economy and relatively low cost of living. Like many urban centres, however, the city faces some social challenges, including homelessness, poverty, and other issues resulting from social and economic inequality. Moreover, the social and economic gap between residents and between neighbourhoods has widened over the years. All Regina residents, including First Nations, Métis and Inuit peoples, immigrants, persons with *specific needs*, seniors and youth, play an essential role in the growth of Regina, sustaining communities and building the workforce that is so essential to Regina's future.

In Canada, federal and provincial governments have primary responsibility to fund and support social infrastructure; however, the community frequently turns to the City, the government that is closest to the people, for help and answers to local problems. Social development includes support to individuals, families and neighbourhoods in disadvantaged positions, allowing them to share in the benefit of the community's assets, its resources, and the opportunities it presents to enhance *quality of life*. The challenge for Regina as a whole is to provide an environment that considers the needs of all residents and neighbourhoods. City departments, other levels of

government, and the community must work together on social development and *inclusion* strategies. This approach calls for a sharing of resources as well as collaboration and consultation. By building strong and inclusive neighbourhoods and communities with opportunities for all, the city can find long-term solutions to social challenges.

Quality of Life: *An individual's perception of his/her life in the context of the culture and value systems in which he/she lives and in relation to his/her goals, expectations, standards and concerns. Quality of life may be enhanced by a vibrant local economy, protecting and enhancing natural and built environments, opportunities for the attainment of personal goals, promotion of fair and equitable sharing of common resources, thereby enabling residents to meet basic needs and supporting rich social interactions.*

Goal 1 – Social Sustainability

Promote and enhance social sustainability by recognizing that quality of life in a community depends on both its physical and community resources.

- 13.1 Develop *community resources* to provide opportunities for social activities, events and programming for Regina residents.
- 13.2 Require new development plans to demonstrate *access* and connections to ACTIVITY CENTRES and the OPEN SPACE SYSTEM.
- 13.3 Encourage the use of ACTIVITY CENTRES, open space, *community resources*, and other areas within the *public realm* for neighbourhood gatherings, accommodation of service providers, and delivery of community programs.
- 13.4 Collaborate with partners and the community to identify required social programs and services to address the diverse needs of residents, including the most vulnerable populations.
- 13.5 Encourage the provincial government and the community to establish locally based attainable childcare facilities, which are essential to enabling parents to secure *access* to employment.
- 13.6 Encourage *intensification* as a means to revitalize and renew neighbourhoods and existing *community resources*.
- 13.7 Provide neighbourhood organizations with information on available programs to be used for the maintenance and renovation of properties.
- 13.8 Collaborate with stakeholders on education and outreach for physical and social health programs.

Goal 2 – Food

Increase access to healthy and affordable food.

- 13.9 Support *community gardens* on public and private land.
- 13.10 Collaborate and seek partnerships to increase *access* to healthy, diverse and affordable food within neighbourhoods through Policy 3.2.3 and the following:
 - 13.10.1 Building capacity in the food sector;
 - 13.10.2 Supporting local-food and food-related business; and
 - 13.10.3 Promoting *community gardens* and year-round space for farmers markets within the city.

Goal 3 – Community Security

Ensure that Regina is a safe community where everyone feels secure in their homes and neighbourhoods.

- 13.11 Recognize that prevention is a crucial component to health and safety.
- 13.12 Promote health and safety by embracing the principles of *Crime Prevention through Environmental Design (CPTED)*.
- 13.13 Collaborate and partner with other levels of government, stakeholders, and the broader community to:
 - 13.13.1 Deliver, where feasible, community education, outreach, and programs on crime and fire prevention and disaster survival;
 - 13.13.2 Improve the management of litter;
 - 13.13.3 Implement the Graffiti Management Program; and
 - 13.13.4 Develop and implement strategies to address community-identified social issues.

Goal 4 – Vulnerable and Marginalized Populations

Foster Regina as a caring community for residents who are vulnerable and marginalized.

- 13.14 Work with others to ensure that all residents have secure *access* to basic needs, such as food, housing and other services.
- 13.15 Participate in the development of a comprehensive plan to address homelessness in partnership with other levels of government.
- 13.16 Work with the community to coordinate the delivery of and provide information about social programs and services to those in need.

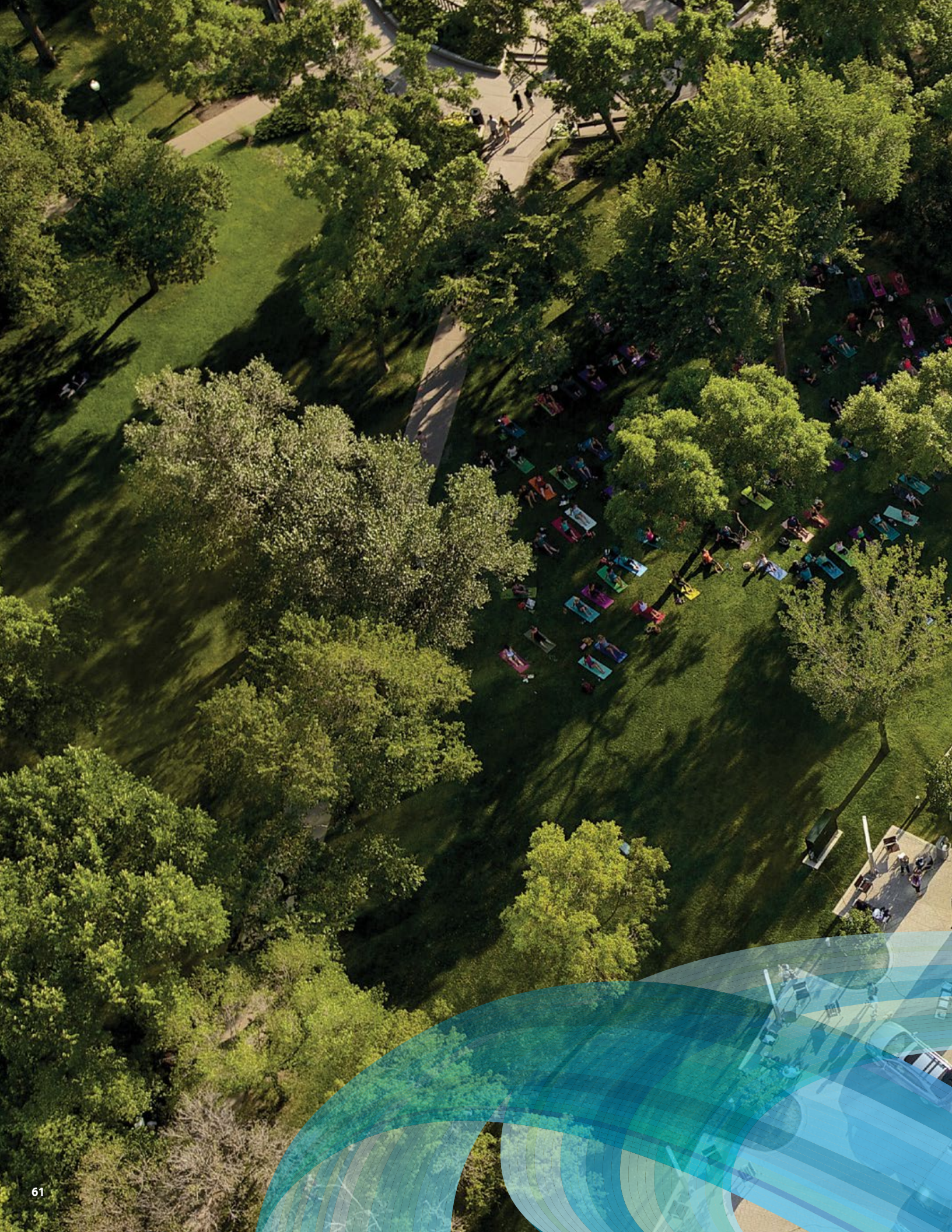
Specific Needs: *Individuals, organizations and agencies representing the needs of those who require accessible modifications or some form of social or financial support in order to live independently.*

Goal 5 – Social Inclusion

Ensure that Regina is socially inclusive and strives for social equality regardless of age, ethnicity, religion, income, sexual orientation, gender identity, ability or family structure.

- 13.17 Partner with stakeholders and the broader community to promote education and awareness programs and social marketing strategies as a way to advance cultural awareness, as well as to prevent and reduce bullying, racial tensions, and misunderstanding among diverse populations.
- 13.18 Provide opportunities for residents to be engaged in civic life, including, but not limited to, sitting on boards and committees that advise City Council and Administration.
- 13.19 Establish programs and a fee structure to ensure that City programs, services and facilities are affordable, *accessible*, and welcoming to all residents of Regina.
- 13.20 Support the city's population of seniors and persons with *specific needs* by:
 - 13.20.1 Promoting “aging in place” within the design of new and existing neighbourhoods;
 - 13.20.2 Using principles of *barrier-free* and *universal design* in creating public space to ensure *accessibility* for all; and
 - 13.20.3 Coordinating *accessibility* actions and initiatives across City departments.
- 13.21 Collaborate with First Nations, Métis and Inuit communities and other levels of government to identify opportunities to support Aboriginal initiatives within the city.
- 13.22 Identify opportunities to collaborate with the community and support the improved settlement and integration of international immigrants.
- 13.23 Develop an integrated multi-modal transportation system that offers choices to all of Regina's residents regardless of location, income level or ability.







SECTION E

Realizing the Plan

SECTION E

Realizing the Plan

Design Regina has been an ambitious plan-making exercise, with a high level of community, stakeholder, City staff, and Council participation. One of the messages consistently emphasized through the process was that a plan is only as valuable as its implementation and the City's ability to see the Plan realized in the face of pressures and challenges. In that vein, this section outlines the policies to guide the Plan's implementation.

As the City moves forward to implement the Plan, the development of strategies will be one mechanism to achieve the Plan's goals and policies. The timing, scope and focus of the development of such strategies and other actions resulting from the Plan are matters that must be determined in consideration of the capacity of the City as it manages the many priorities emerging from this Plan through its strategic planning process.

An important implementation mechanism for OCPs is the Zoning Bylaw to manage land use and development within the city. The Zoning Bylaw is instrumental in setting out detailed requirements for: the use of land; the form, size and location of buildings on a lot; lot size and site design; on-site parking, and other matters. Direction to the Zoning Bylaw is provided in this section.

The City will also monitor indicators of success and undertake regular reviews to ensure that the plan responds to evolving conditions appropriately. Where change has occurred, or where residents' expectations are not being met, the City will amend the Plan accordingly.

While the City will continue to play a central role in implementing the Plan, the public will have the opportunity to be involved as well. The City will continue to engage the public while seeking to establish partnerships with community groups and other stakeholders. The City's fundamental challenge is to understand the services that residents need and value, find efficiencies in service delivery, and ensure that service offerings are at a level that is both satisfactory and affordable.

Goal 1 – Plan Ownership

Foster Plan ownership and execution by City staff and Council.

- 14.1 Ensure that corporate decisions, policies and practices are consistent with this Plan.
- 14.2 Assess all proposed City policy, initiatives, practices, guidelines, standards, applications and other decision-making opportunities against the goals and policies of this Plan to ensure that proposals that inhibit or deviate from the successful achievement of this Plan are not supported or approved.
- 14.3 Review existing City policies, practices, standards, and other guiding documents predating approval of this Plan, and representing barriers to the successful achievement of this Plan in accordance with the following considerations:
 - 14.3.1 Where such existing approaches provide flexibility, discretion, interpretation or the weighing of choices, or where there is no governing or guiding direction, the City shall be flexible in a manner that supports this Plan's Community Priorities and goals; and
 - 14.3.2 The City will seek to overcome all barriers and obstacles to Plan implementation, and previous Council directions will be brought into alignment with this Plan over time.
- 14.4 Plan collaboratively in a multi-disciplinary manner across the City as well as with the community.
- 14.5 Develop an implementation plan that prioritizes short-, medium- and long-term strategies, actions and other initiatives in consideration of the City's capacity.
- 14.6 Develop a Corporate Strategic Plan and Departmental Business Plans to steer decision-making and improve understanding of the implications across the City for the implementation of this Plan, which:
 - 14.6.1 Describe the Plan's implications across disciplines and departments;
 - 14.6.2 Describe the Plan's implications for the City's capacity and appropriate resourcing of the work;

- 14.6.3 Foster cross-departmental decision-making;
 - 14.6.4 Connect budget and prioritization of budget with Plan actions and initiatives;
 - 14.6.5 Report the results publicly; and
 - 14.6.6 Include other matters, as necessary.
- 14.7 Support creative solutions that may challenge conventional practices to achieve the goals and policies of this Plan.
- 14.8 Think beyond the city to regional, national and global issues, needs, and opportunities in partnership with other levels of government to support the achievement of the goals and policies of this Plan.

Goal 2 – Community Engagement

Support community engagement to build ownership of the Plan.

- 14.9 Ensure that community engagement is a component of the community building process and is a fundamental tool in achieving this Plan.
- 14.10 Continue the engagement process with those who contributed to the development of the Plan.
- 14.11 Seek new and innovative ways to raise awareness and engage the broader community.
- 14.12 Encourage and enable individuals and civic organizations to use the Plan to take initiative in their city.
- 14.13 Ensure that public engagement is completed and integrated as part of the five-year review process as per Policy 14.15.
- 14.14 Engage the public in planning and other City matters, in accordance with established procedures.

Goal 3 – A Living Plan

Ensure the Plan remains current and relevant over its life.

- 14.15 Review the Plan every five years, using the eight Community Priorities and Plan goals as guidance, and include:
 - 14.15.1 Public and stakeholder engagement and City cross-departmental involvement;
 - 14.15.2 Consideration of Plan implementation progress, barriers, successes, failures, challenges and opportunities; and
 - 14.15.3 Identification of amendments, mechanisms, or approaches to continuously improve the Plan.
- 14.16 Amend the Plan in response to changing circumstances to renew and update it between reviews, using the Community Priorities and Plan goals as guidance.

Goal 4 – Monitoring and Tracking Success

Ensure the goals and policies of this Plan are realized.

- 14.17 Measure, monitor, assess, and report progress on this Plan through a monitoring and evaluation framework:
 - 14.17.1 Monitor and learn from local, national, and international best practices and adapt approaches in order to achieve the goals and policies of this Plan; and
 - 14.17.2 Identify and monitor performance targets as directed by this Plan.
- 14.18 Regularly report on progress towards the realization and successful implementation of this Plan in a public and transparent way that fosters public dialogue.

Goal 5 – Phasing and Financing of Growth

Support orderly and sustainable long-term growth.

- 14.19 The phasing and financing of new growth and development, including the provision of municipal services shall support:
- 14.19.1 Optimization of existing services/amenities;
 - 14.19.2 Meeting *intensification targets* established in this Plan;
 - 14.19.3 Projected population and employment growth and anticipated market demand for housing and/or commercial/industrial development;
 - 14.19.4 Provision of new services, features and amenities within a *complete neighbourhood* as required by this Plan;
 - 14.19.5 Contiguous development;
 - 14.19.6 The eventual build-out of new growth areas;
 - 14.19.7 Meeting level of service requirements, as determined by the City;
 - 14.19.8 Balanced residential and employment growth;
 - 14.19.9 Financial capacity of the City;
 - 14.19.10 Affordable land development, land availability, and market readiness; and
 - 14.19.11 Any other consideration deemed important by the City.
- 14.20 The phasing of development, and the provision of associated municipal services, within land identified on Map 1 – Growth Plan as NEW NEIGHBOURHOODS shall be in conformity with Map 1b – Phasing of New Neighbourhoods.
- 14.20A The phasing of development, and the provision of associated municipal services, within lands identified on Map 1 – Growth Plan and Map 1b – Phasing of New Neighbourhoods as URBAN CORRIDORS, URBAN CENTRES AND NEW EMPLOYMENT AREAS, shall be considered for approval by the City, on a case by case basis for employment uses (i.e. commercial, industrial and major institutional).
- 14.20B Notwithstanding policy 14.20A, where an URBAN CENTRE or URBAN CORRIDOR is located within an area subject to phasing, as shown on Map 1b – Phasing of New Neighbourhoods, the timing of residential development shall conform with the phasing schedule; however, Council may waive this requirement where it can be demonstrated, to the City’s satisfaction, that a mixed-use environment will be developed, which reflects a high quality urban design that is pedestrian-oriented.
- 14.20C Notwithstanding any other policy of this Plan, the phasing and/or development of land shall not be permitted to proceed unless it can be demonstrated, to the satisfaction of the City, that core services (e.g. water, wastewater, storm water, transportation, parks and recreation infrastructure) can be provided and maintained in a fiscally sustainable and cost effective manner.
- 14.20D As identified on Map 1b - Phasing of New Neighbourhoods, Phase 1 (i.e. the combination of Phase 1a, Phase 1b, and Phase 1c) shall be developed first, followed by Phase 2, which is followed by Phase 3.
- 14.20D.1 A succeeding phase may be approved for development when 75% of the preceding phase, as determined by the City, has been developed;
 - 14.20D.2 Notwithstanding Policy 14.20D.1, a succeeding phase may be developed when 75% of the preceding phase has been subdivided, recognizing that areas within a given phase may be removed from the calculation at the City’s discretion; and
 - 14.20D.3 As a prerequisite for development approval within identified Special Study Areas, the requirements of OCP Part A must be met and a phasing designation must be assigned through an amendment to Map 1b - Phasing of New Neighbourhoods.
- 14.20E Notwithstanding Policy 14.20 and Policy 14.20D.3, the City may, at its discretion, waive the phasing requirements of Policy 14.20 and Policy 14.20D.3 of this Plan where it is demonstrated that the proposed development:

- 14.20E.1 Provides a demonstrable service or benefit, which is not already being sufficiently provided by an existing development/use;
- 14.20E.2 Relates to one of the following land use categories: public/civic; Institutional (i.e. research, education, medical) recreation (i.e. sports, athletics);
- 14.20E.3 Is limited to one principle use;
- 14.20E.4 Is contiguous to a fully developed and service area or an area that is in the process of being developed; and
- 14.20E.5 Is compatible with existing ages adjacent development or planned future development.
- 14.24 Require secondary plans to form part of this Plan, as sub-areas, to be adopted by bylaw in accordance with *The Planning and Development Act, 2007* (as amended).
- 14.25 Regard the following planning instruments as types of secondary plans, which form part of this Plan following Council approval:
 - 14.25.1 “Neighbourhood Plans” which apply to existing, new or *mixed-use* neighbourhoods;
 - 14.25.2 “Industrial Area Plans” or “Commercial Area Plans” which apply to existing or new industrial areas or commercial areas;
 - 14.25.3 “Corridor Plans” which apply to corridor redevelopment areas.
- 14.26 Require that secondary plans provide the following, where the plan area constitutes a large tract of land (e.g. 200 hectares or greater, or as determined by the City) and multiple development phases:
 - 14.26.1 A high-level solution only (e.g. conceptual solution for location, design and function) for major land-use and servicing elements;
 - 14.26.2 A strategy for requiring concept plans, which provide detailed solutions for land-use, servicing and development staging.
- 14.27 Require the preparation of concept plans where the City, at its discretion, requires a detailed land-use (location, type and density), servicing and staging solution for a particular area of the city (e.g. phase of development within a secondary plan area or *infill* site).
- 14.28 Require concept plans to form part of this Plan or an approved secondary plan, where applicable, to be adopted by resolution in accordance with *The Planning and Development Act, 2007* (as amended).
- 14.29 Ensure that secondary plans and concept plans address the following, unless waived by the City:
 - 14.29.1 Overall conformity with this Plan and any applicable secondary plan or other applicable instrument (e.g. Transportation Master Plan);
 - 14.29.2 The location of various land-use categories and densities, including open space networks and features, potential school sites, civic sites and ACTIVITY CENTRES;

Goal 6 – Relationship Between Plans

Ensure alignment between the OCP and its cascading and related plans, practices, standards, and other guiding documents.

- 14.21 Develop or renew City plans, strategies and approaches to ensure the goals and policies of this Plan are actionable and realized over time. Such strategies may be cross-departmental (e.g. strategic plans and business plans) or within a particular subject area or discipline (e.g. master plans).
- 14.22 Give priority to policies in Part A in the event of any conflict that may exist between policies in Part A and Part B.

Secondary Plans and Concept Plans

- 14.23 Require the preparation of secondary plans where the City, at its discretion, requires a comprehensive land-use, servicing and design solution for a particular area of the city (e.g. new or existing neighbourhoods; employment areas).

- 14.29.3 The location and function of transportation and utility networks, including transit and active transportation (e.g. cycling; pedestrian) routes and linkages;
 - 14.29.4 How the proposed development will integrate with adjacent development, neighbourhoods and the rest of the city;
 - 14.29.5 A plan for staging the development over time, including road and utility infrastructure;
 - 14.29.6 Any other matter the City deems necessary, in accordance with *The Planning and Development Act, 2007* (as amended), and this Plan.
- 14.30 Ensure that secondary plans address the following, in addition to the matters set forth in Policy 14.29, unless waived by the City:
- 14.30.1 How the City's *density* targets, housing objectives and guidelines and policies for *complete neighbourhoods* will be achieved;
 - 14.30.2 The function and design, where applicable, of: individual neighbourhoods or districts/precincts; different street types proposed; URBAN CENTRES/*neighbourhood hubs*; major landscaping features and green infrastructure elements; the *public realm*;
 - 14.30.3 Social, economic, environmental and cultural issues, as required;
 - 14.30.4 A strategy for preparing and adopting concept plans in order to provide a detailed land-use and servicing strategy for major development phases.
- 14.31 Ensure that secondary plans and concept plans are prepared in accordance with guidelines prepared by the City, which direct plan purpose and content.
- 14.32 Require secondary plans and concept plans to be substantiated by analysis and studies, which demonstrate the viability of the proposed land-use and servicing strategies, including, where required by the City: traffic impact assessments; servicing templates; environmental, ecological and geotechnical assessments; fiscal impact analyses; any other study, as required by the City.
- 14.33 Require transportation and servicing analyses for secondary plans and concept plans to identify implications for off-site or system-wide improvements, which are required to facilitate the proposed development and each phase of the proposed development.
- 14.34 Require development proponents to undertake the following, through a meeting with the City, prior to submission of a secondary plan:
- 14.34.1 Identification of a public and stakeholder engagement strategy;
 - 14.34.2 At least one comprehensive design charrette exercise between the proponent and City administration in order to develop the preliminary vision, design and servicing options; and
 - 14.34.3 Identification of a general work program and schedule for carrying out the planning exercise.
- 14.35 Require that all "secondary plans" and "neighbourhood plans", which formed part of the former official community plan (Regina Development Plan—Bylaw 7877), form part of this Plan as secondary plans.
- 14.36 Require that any concept plans adopted by resolution pursuant to any former official community plan are continued under this Plan; however, the City will support appropriate amendments to any existing approved concept plan in order to enhance conformity with this Plan.
- 14.37 Require that any secondary plan policy that is inconsistent with Part A of this Plan, or *The Planning and Development Act, 2007* (as amended), be considered as null and void and nonbinding.
- 14.37A Require that the planning for new schools is done in accordance with the following policies:

14.37A.1 Where a Secondary Plan or Concept Plan is being prepared:

14.37A.1.1 The City shall consult with the Government of Saskatchewan and the affected school divisions to determine the need and, where applicable, size and location for new school(s); and

14.37A.1.2 The location for new school site(s), where applicable, shall be illustrated conceptually within Secondary Plans, specifically within Concept Plans, or otherwise as required by the City.

14.37A.2 Where a new school is deemed to be required, the City:

14.37A.2.1 Should require that land (e.g. municipal reserve dedication) or money (e.g. money in lieu of municipal reserve dedication; levies) be provided through the affected subdivision process(es) for the purpose of accommodating the school site; and

14.37A.2.2 Shall seek a financial contribution, where the proposed school benefits an adjacent municipality, which may include proportionally equitable monetary contributions from any benefitting municipality.

Goal 7 – Zoning Bylaw Compliance

Ensure that the Zoning Bylaw facilitates development in accordance with the goals and policies of this Plan.

14.38 Ensure that the Zoning Bylaw establishes the necessary standards and regulations to facilitate the goals and policies of this Plan, and that the bylaw conforms to this Plan and *The Planning and Development Act, 2007* (as amended).

14.39 Provide for land-use districts (zones), permitted and discretionary uses, site regulations, general and specific development standards, special land use and development control mechanisms (e.g. contract zoning), administrative procedures and any other matter that City Council determines to be appropriate or necessary to achieve the intent of this Plan through the Zoning Bylaw.

14.40 Ensure that applications to amend the zoning bylaw and discretionary use applications consider the following:

14.40.1 The nature of the proposal and its conformity with all relevant sections of this Plan, as well as any approved concept plans;

14.40.2 The need to protect all forms of land use from harmful encroachments by incompatible uses;

14.40.3 The capability of the existing roadway and public transit systems to service the proposed use, and the adequacy of the proposed supply of off-street parking;

14.40.4 The capability of existing community infrastructure to service the proposal, including water and sewer services, *parks*, schools, and other utilities and community services;

14.40.5 The impact of the proposal on the continued viability of the local community and local community services;

14.40.6 The on-going need to promote a compact and efficient city form; and

14.40.7 Any other matter authorized by this Plan or *The Planning and Development Act, 2007* (as amended).

- 14.41 Encourage the Province to accommodate the use of additional innovative zoning techniques (e.g. inclusionary zoning, more expansive design controls and incentive mechanisms) in any future amendment to *The Planning and Development Act, 2007* (as amended).

Goal 8 – Contract Zones

Support beneficial development proposals that meet the intent of this Plan, but require special regulatory treatment to address unique characteristics.

- 14.42 Apply a Contract Zone designation, at Council’s discretion, to development proposals that do not conform with existing zoning requirements (e.g. use of land, site, development or servicing standards, etc.), or that require special regulatory control to ensure compatibility with adjacent development, with the provision that the proposed development:
 - 14.42.1 Conforms with the general intent of this Plan or any applicable concept plan; and
 - 14.42.2 Is compatible with existing adjacent development and, where applicable, contributes beneficially to the adjacent *public realm*.
- 14.43 Enter into a Contract Zone agreement with the affected landowner to address those matters set forth and authorized by *The Planning and Development Act, 2007* (as amended) prior to applying the Contract Zone.
- 14.44 Ensure conformity with Policy 14.42 by including the following types of conditions, at Council’s discretion as part of the Contract Zone agreement:
 - 14.44.1 Restrictions on the use of land; the form, height and location of buildings; or the hours or periods of operation;
 - 14.44.2 Requirements respecting specified or unique landscaping, lighting, noise control, signage, site layout/design, on-site parking, and pedestrian infrastructure standards; and
 - 14.44.3 Limitations on the duration of the agreement or proposed development.
- 14.45 Require a performance bond to ensure completion of the agreement, at Council’s discretion.

Goal 9 – Direct Control Districts

Support the development of a unique or special area or district through the application of specific standards and regulations.

- 14.46 Apply the Direct Control District (DCD) designation at Council’s discretion to development proposals that require, or would benefit from, regulations and standards specific to that development proposal in the following contexts:
 - 14.46.1 Areas that are significantly constrained by topographical conditions, natural constraints or hazards, and incompatible or potentially hazardous land uses;
 - 14.46.2 Areas that are considered important because they include, or are surrounded by, significant heritage resources, environmentally sensitive or unique or important natural landscapes; and
 - 14.46.3 Unique existing area (e.g. Downtown, Warehouse District, Former Diocese of Qu’Appelle District and Centre Square Neighbourhood); and
 - 14.46.4 Pilot projects for testing new innovative development forms.
- 14.47 Where applicable, require through the Zoning Bylaw and/or a development agreement, that the proposed development(s):
 - 14.47.1 Provides for a compatible interface with adjacent land use and development;
 - 14.47.2 Provides for safe and efficient vehicular and pedestrian *access*, giving consideration to surrounding traffic circulation patterns;
 - 14.47.3 Provides an adequate level of transportation and utility services;
 - 14.47.4 Includes a private outdoor amenity area(s) or public open space(s);
 - 14.47.5 Includes measures for protecting important natural or heritage resources;
 - 14.47.6 Adheres to specified building architecture and design standards;
 - 14.47.7 Adheres to specified provisions relating to

- the use of land, performance and operations of land use or businesses;
- 14.47.8 Adheres to specified site and *urban design* standards, including but not limited to lighting, signage, landscaping, parking and loading areas, setbacks, and buffers; and
- 14.47.9 Considers Appendix A – Guidelines for Complete Neighbourhoods.
- 14.48 Require, where applicable, that the affected landowner enter into a development agreement with the City to:
- 14.48.1 Address any of the matters set forth and authorized by *The Planning and Development Act, 2007* (as amended) or this Plan;
- 14.48.2 Ensure that the development proponent constructs and/or maintains, or pays the City to construct and maintain, all transportation and utility infrastructure required to facilitate the proposed development(s); and
- 14.48.3 Ensure that the proposed development is constructed within a certain timeframe and in accordance with specified construction and maintenance requirements.
- 14.50 Set out the following information within the Zoning Bylaw regarding the authorization of relaxations to specified Zoning Bylaw requirements:
- 14.50.1 The circumstances and/or general locations (e.g. DOWNTOWN) where relaxation of specified Zoning Bylaw requirements may be authorized;
- 14.50.2 The nature and extent of exceptions that may be allowed, including limits to their application; and
- 14.50.3 The type, number or amount of *community amenities* or improvements to the built environment that may be accepted in exchange for a given exception in a particular location.
- 14.51 Enter into an agreement with the development proponent with respect to the facilities, services or improvements to be provided where the City agrees to relax specified requirements of the Zoning Bylaw in exchange for improvements to the *public realm*, or other *community amenities*.
- 14.52 Consider expanding the Zoning Bylaw or using other tools to secure contributions from development to improve the *public realm*.

Goal 10 – Exceptions to Development Standards

Support improvements to the *public realm*, or other public benefits, through the relaxation of specified Zoning Bylaw requirements, bonusing and other mechanisms.

- 14.49 Support the relaxation of specified Zoning Bylaw requirements to support or achieve improvements to the *public realm* or other public benefits in cases where:
- 14.49.1 The relaxation will not be contrary to the general purpose of the zone; and
- 14.49.2 The Zoning Bylaw establishes the facilities, services or other matters which will be provided where the general standards have been relaxed.

Architectural Control

District: An overlay zone that is intended to preserve the physical character of an area or promote an established theme for an area. It may be used to control building sites and the architectural detail of the buildings within that area.

Goal 11 – Small Lot Zoning

Support the small lot character of inner city neighbourhoods and encourage smaller lot size in new neighbourhoods.

- 14.53 Apply narrow lot zoning in older residential neighbourhoods (determined by the City) with special site and parking regulations.
- 14.54 Consider allowing small residential lots comparable to those found in typical inner city neighbourhoods to accommodate single detached, row house and town house dwellings in all residential zones where there is a back lane and where appropriate.

Goal 12 – Architectural Control Districts

Protect or support architectural character or building design, where appropriate.

- 14.55 Designate an area, at Council’s discretion, as an *Architectural Control District* (or *Overlay District*), as per *The Planning and Development Act, 2007* (as amended), to implement and enforce specified architectural design standards where this Plan or an approved concept plan sets forth guidelines for the architectural detail and design of buildings for a particular area.
- 14.56 Consider supporting the use of the *Architectural Control District* in the following contexts:
 - 14.56.1 Where it is considered desirable to preserve the architectural character of an area, deemed to be important for historical or cultural purposes;
 - 14.56.2 Where it is considered desirable to promote particular design characteristics for an area, in order to support a more aesthetically pleasing environment and/or enhanced *public realm*;
 - 14.56.3 To prevent specific undesirable architectural or design features;
 - 14.56.4 To support “green building” design (e.g. passive solar design, energy efficient materials, “green roofs”, etc.); and

- 14.56.5 Where the intent is to implement the applicable building design guidelines outlined in the Appendix A – Guidelines for Complete Neighbourhoods.
- 14.57 Include architectural design standards and any appropriate instructions for applying and regulating the standards, in accordance with guidelines set forth in this Plan or an approved concept plan, for designated ARCHITECTURAL CONTROL DISTRICTS within the Zoning Bylaw (see Map 8 – Cultural Resources).
- 14.58 Identify appropriate architectural design standards with requests to designate new ARCHITECTURAL CONTROL DISTRICTS.
- 14.59 Delegate to the Development Officer the responsibility for reviewing and issuing development permits in ARCHITECTURAL CONTROL DISTRICTS through the Zoning Bylaw.
- 14.60 Set out the application process, and review mechanisms and any applicable fees related to development permits in ARCHITECTURAL CONTROL DISTRICTS through applicable bylaws.







SECTION F
Maps

SECTION F

Maps

Map 1 – Growth Plan

Map 1a – RM of Sherwood – City of Regina Growth Intentions

Map 1b – Phasing of New Neighbourhoods

Map 1c – Intensification Boundary

Map 2 – Regina Census Metropolitan Area

Map 3 – Regional Policy Context

Map 4 – Environment

Map 5 – Transportation

Map 6 – Office Areas

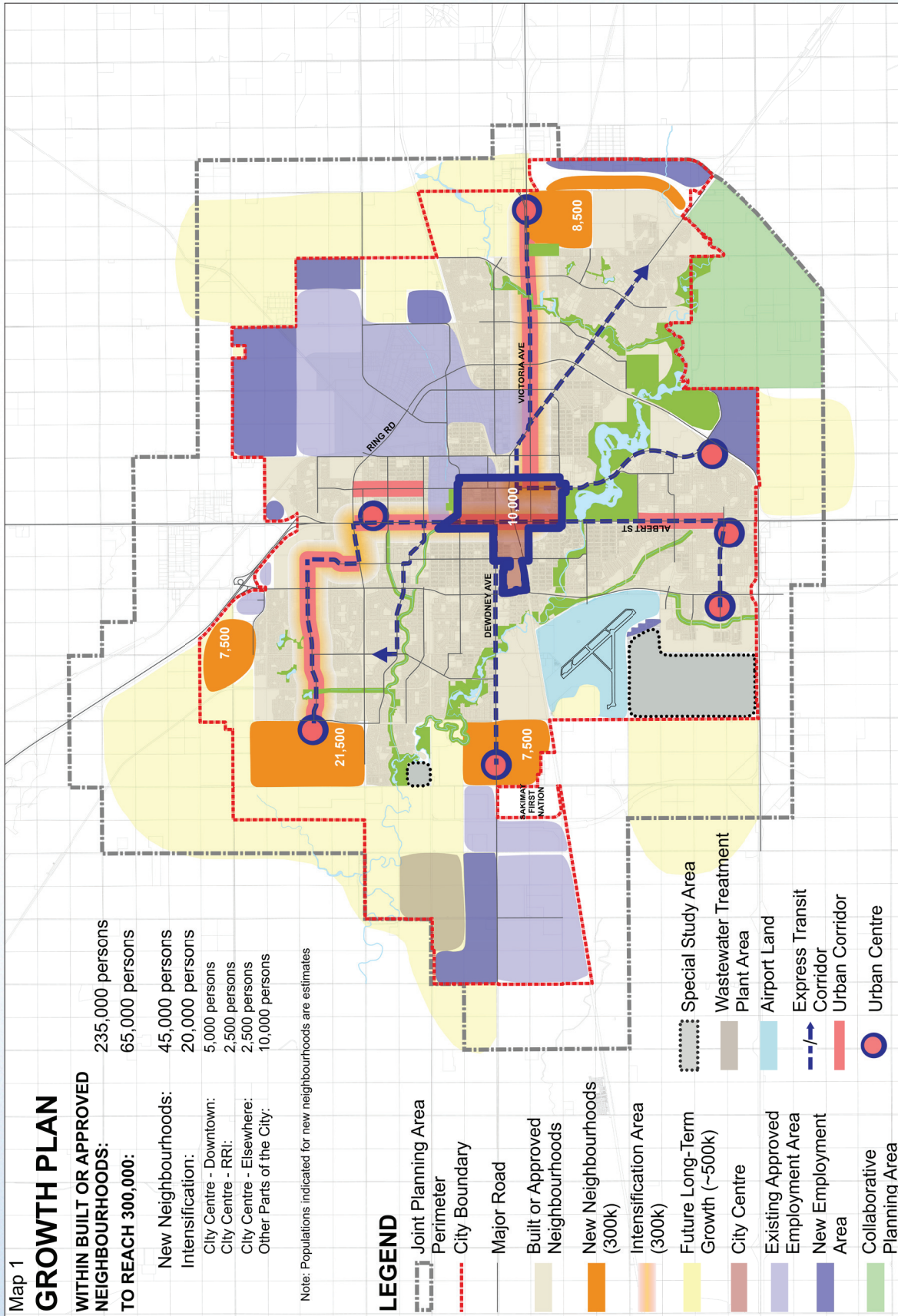
Map 7 – Parks, Recreation and Open Space

Map 8 – Cultural Resources

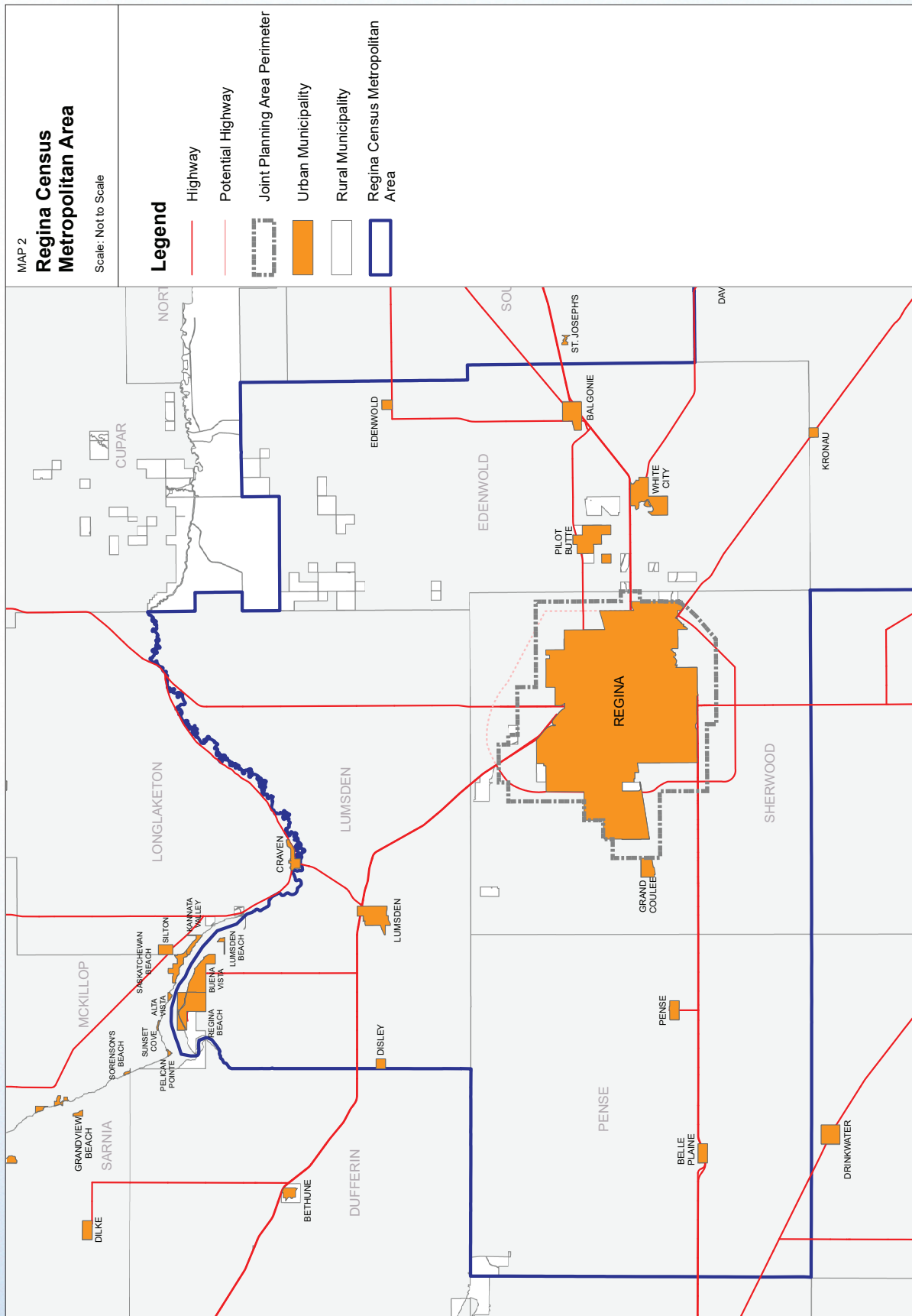
Map 9 – Health and Safety

Map 10 – Airport Vicinity

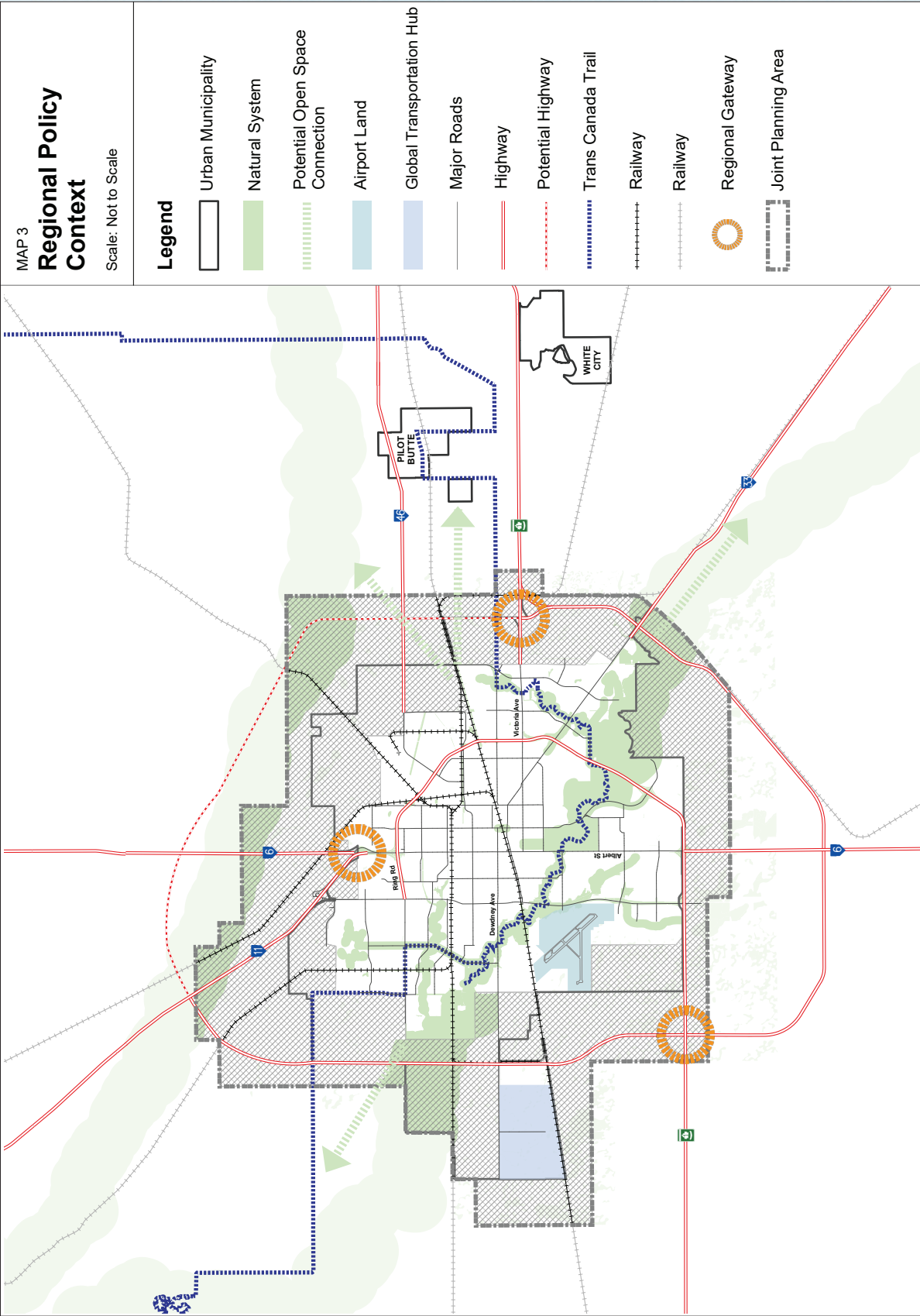
MAP 1: GROWTH PLAN



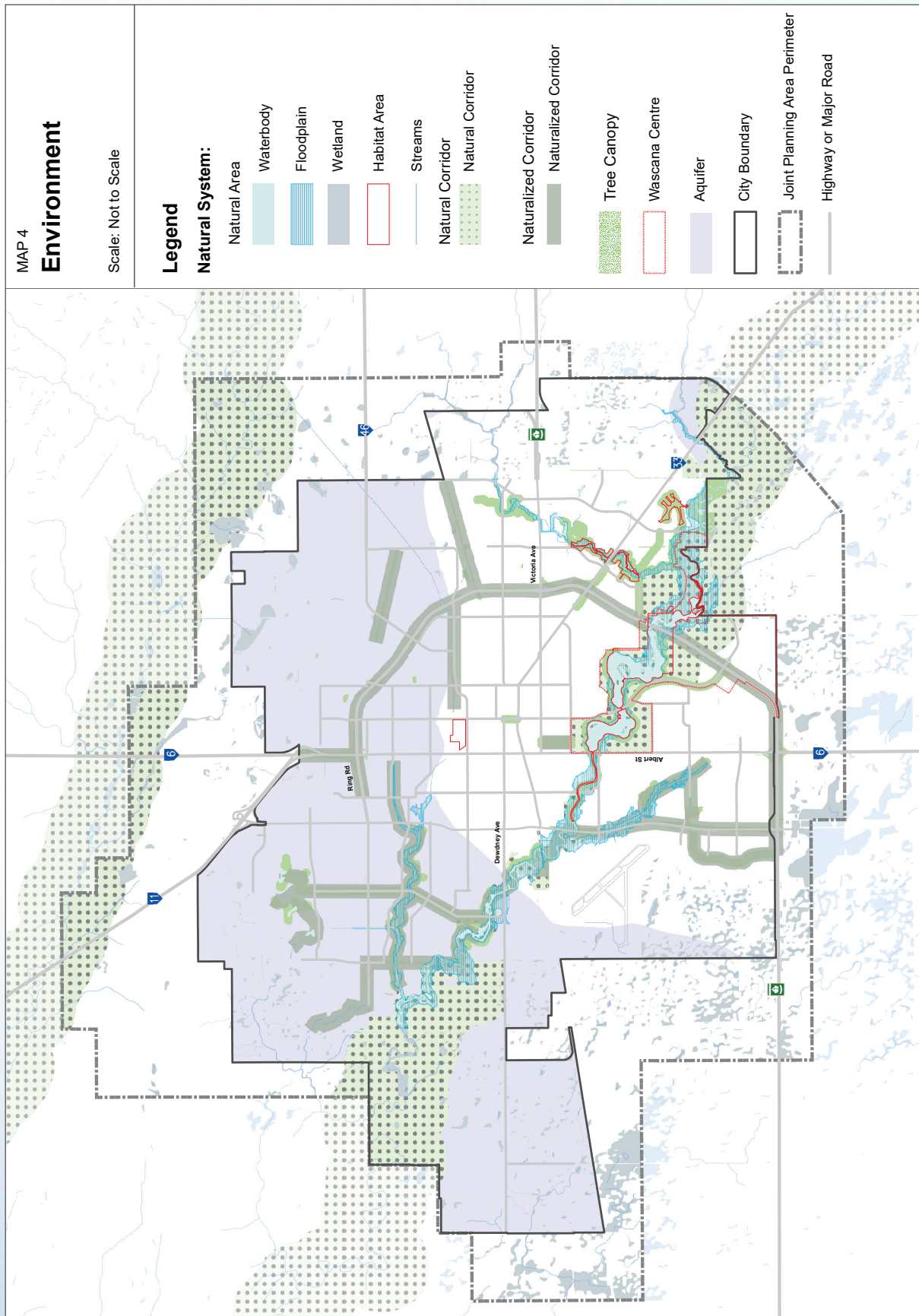
MAP 2: REGINA CENSUS METROPOLITAN AREA



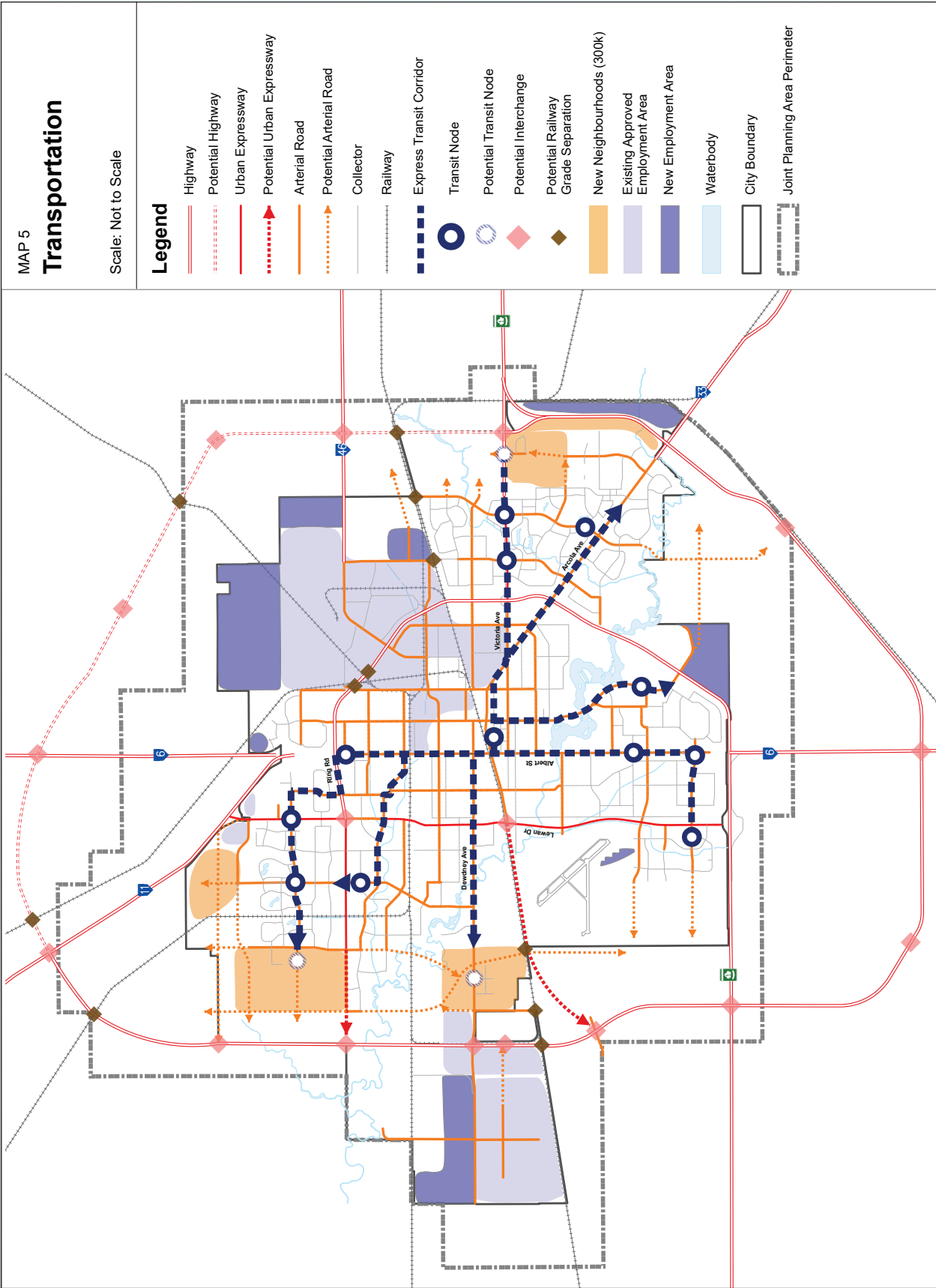
MAP 3: REGIONAL POLICY CONTEXT



MAP 4: ENVIRONMENT



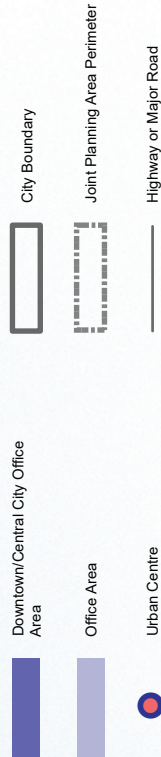
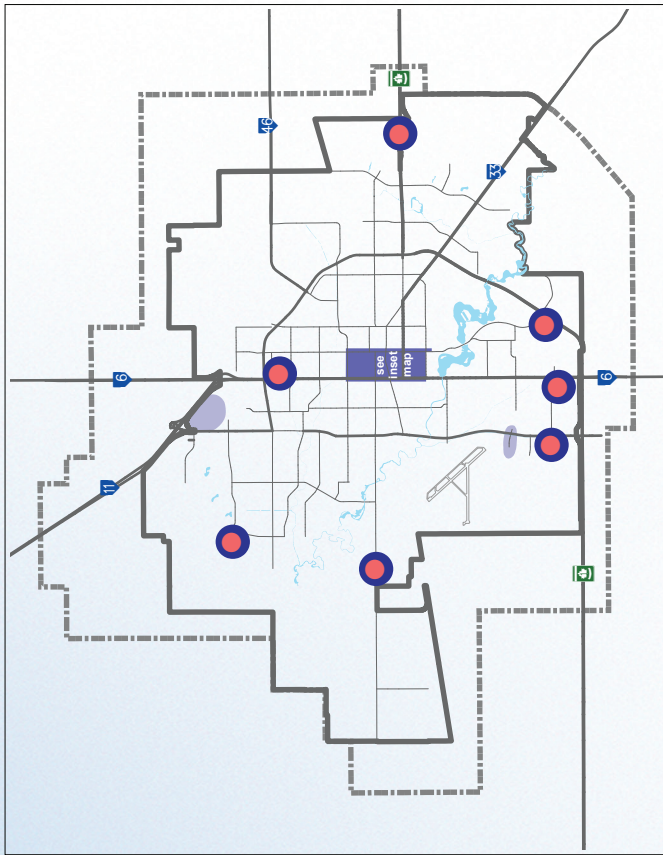
MAP 5: TRANSPORTATION



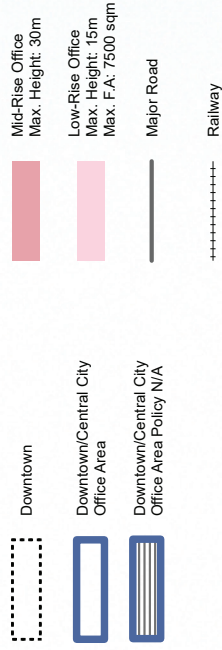
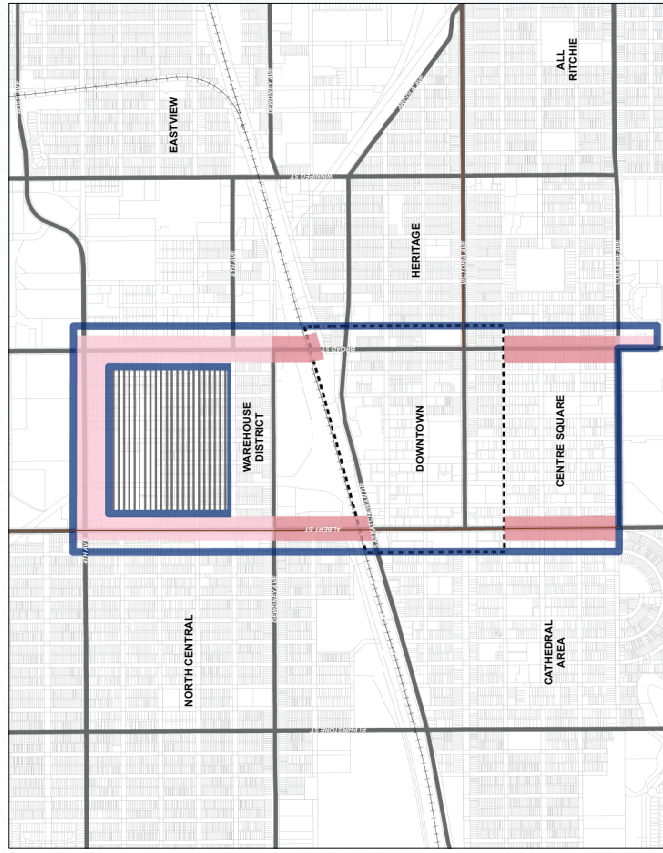
MAP 6: OFFICE AREAS

MAP 6

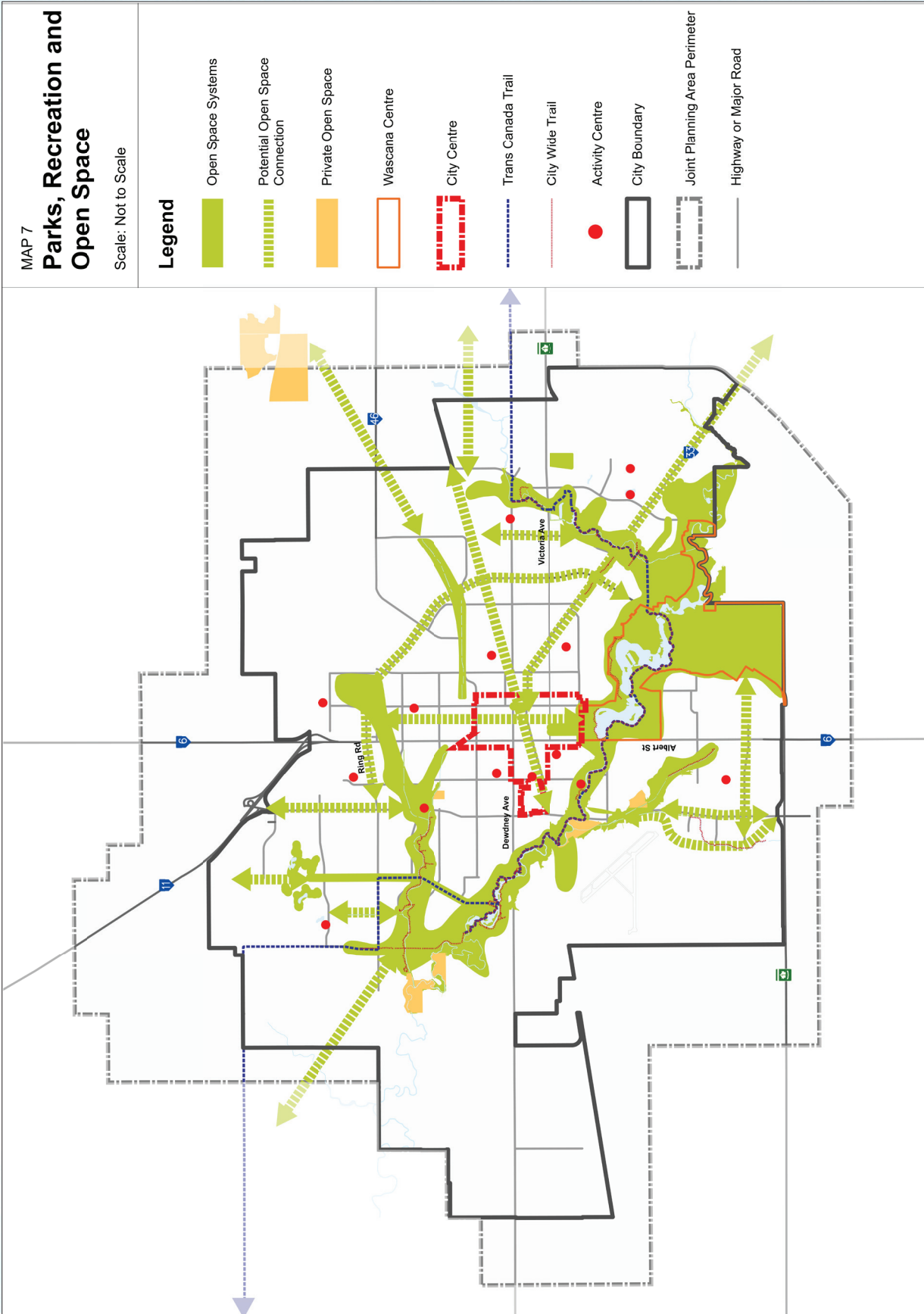
Office Areas



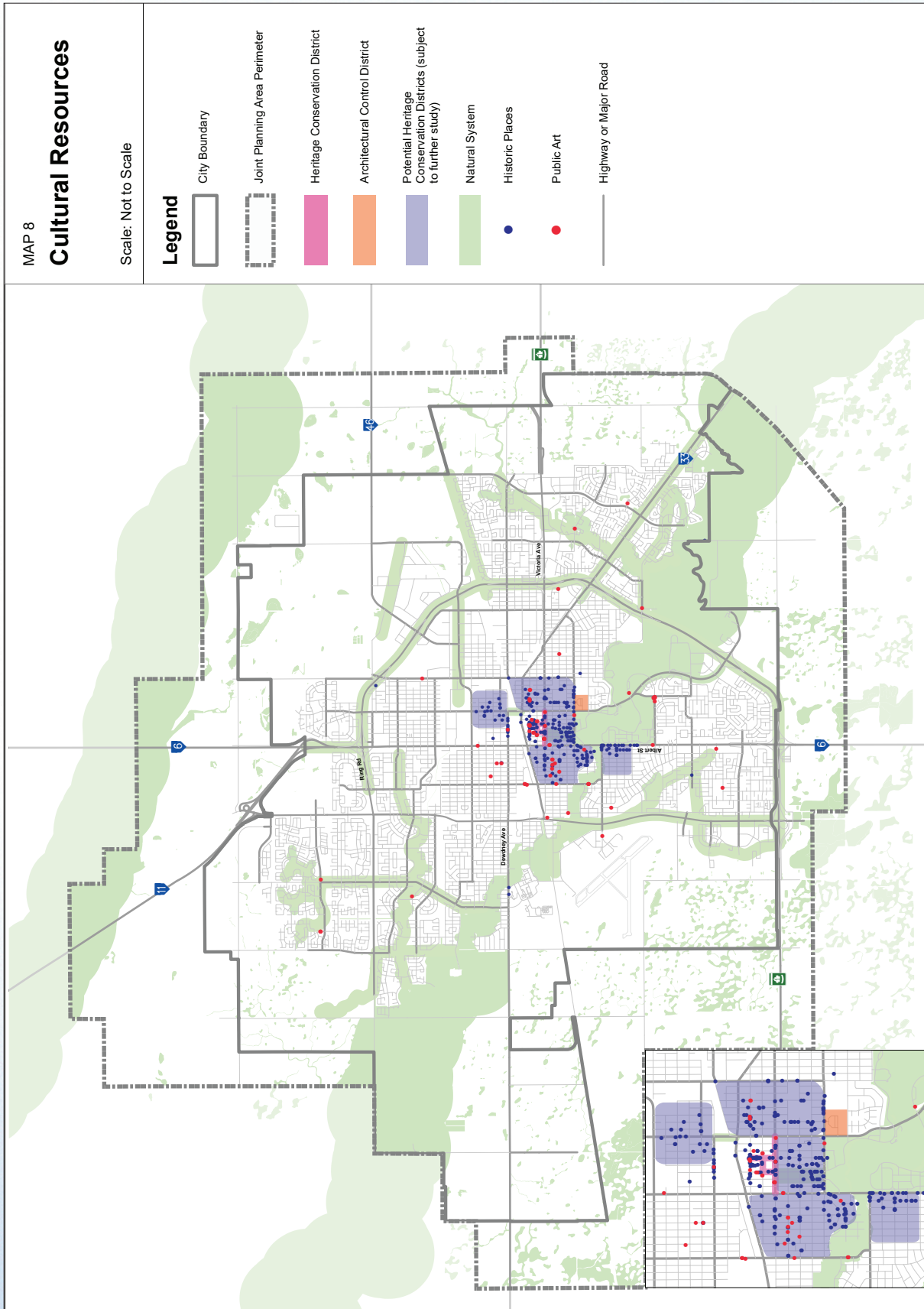
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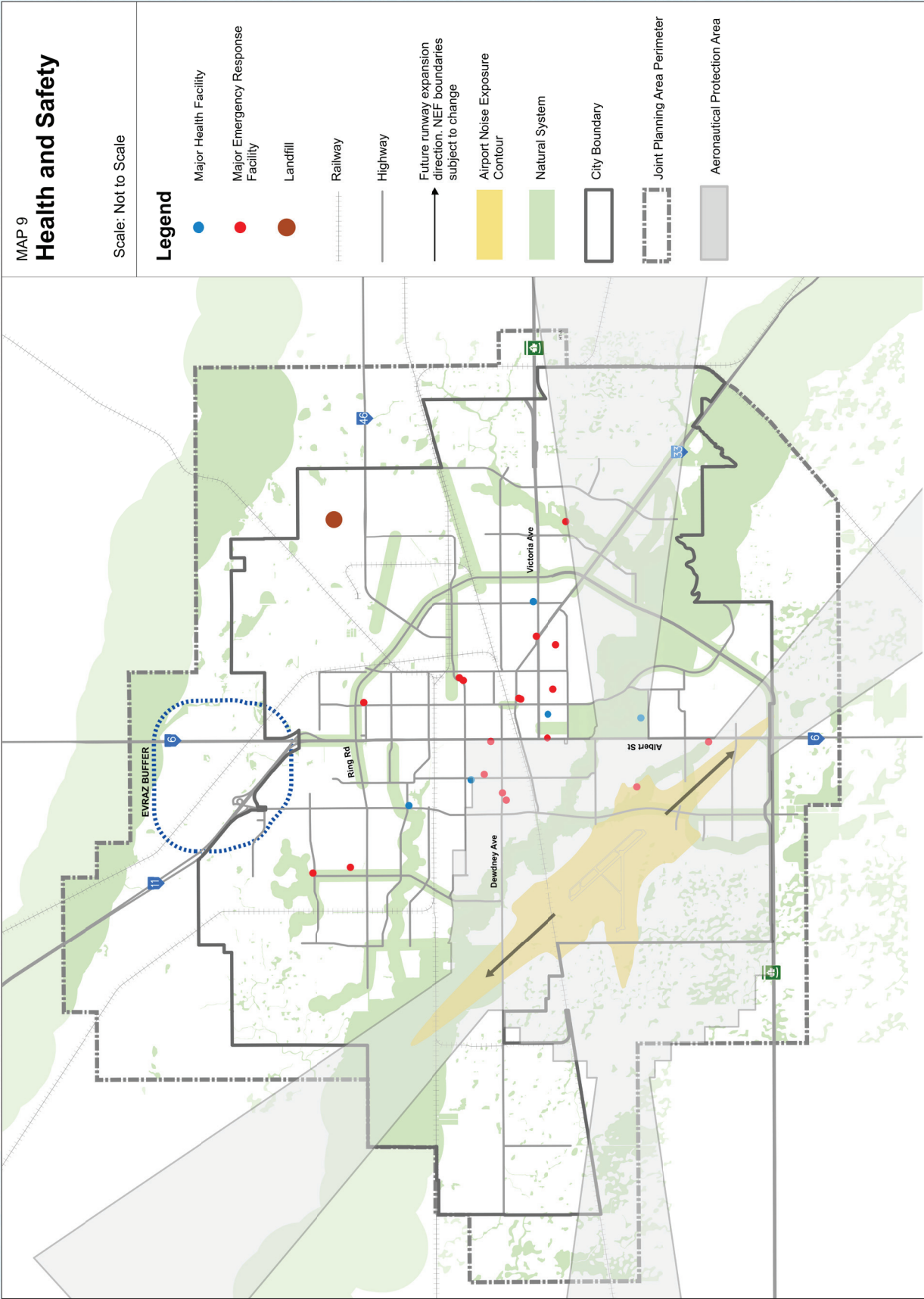
MAP 7: PARKS, RECREATION AND OPEN SPACE



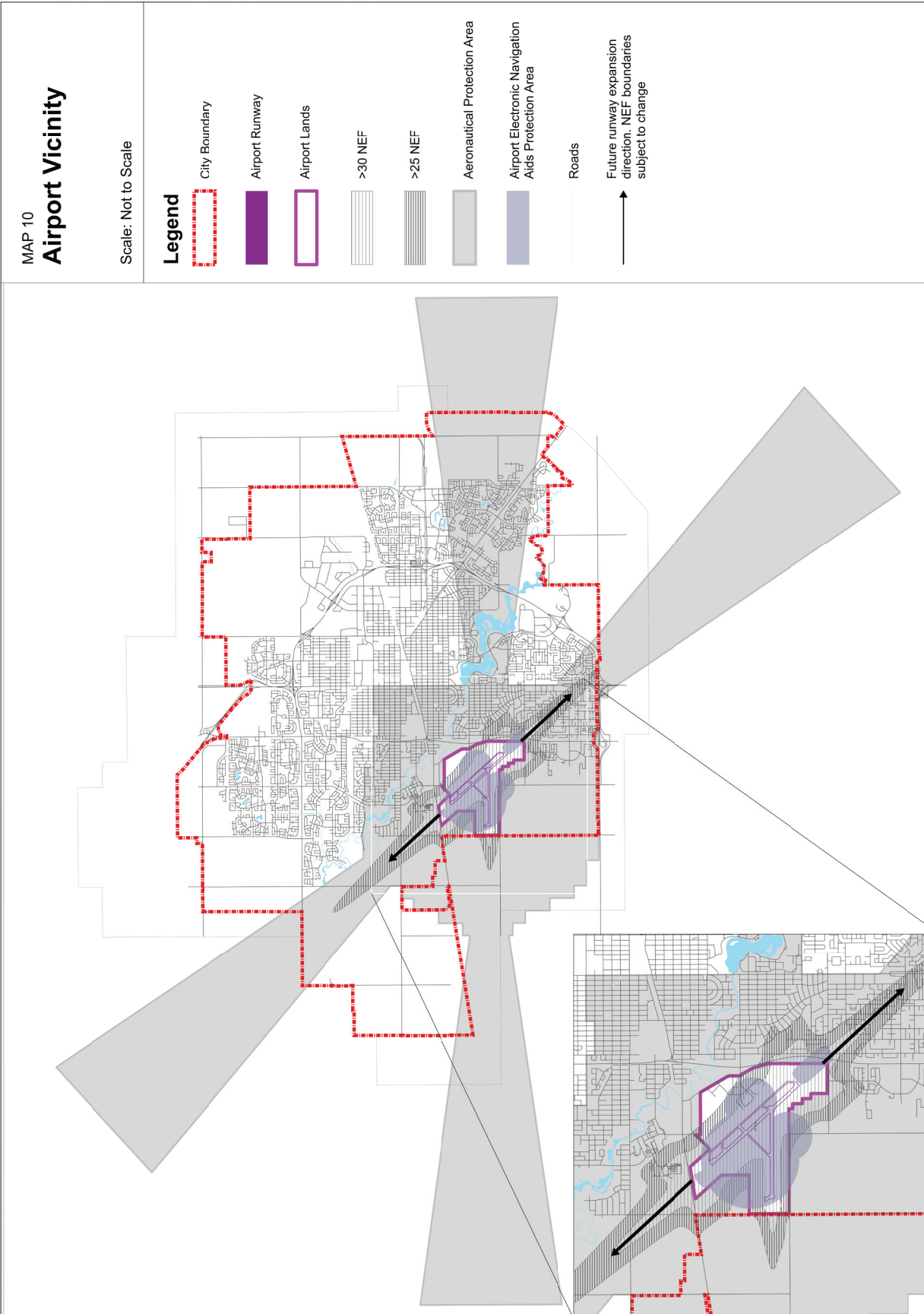
MAP 8: CULTURAL RESOURCES



MAP 9: HEALTH AND SAFETY



MAP 10: AIRPORT VICINITY









Appendices

APPENDIX A

Guidelines For Complete Neighbourhoods

COMPLETE NEIGHBOURHOODS PROVIDE:

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

Definition

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

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

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

Guidelines

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

POLICY 7.1.1

A collaborative planning process involving stakeholders.

Guidelines:

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

POLICY 7.1.2

Integration and interconnectivity with all adjacent neighbourhoods, the city and, where appropriate, the region.

Guidelines:

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

POLICY 7.1.3

A framework, where appropriate, of smaller neighbourhood districts and a centrally located neighbourhood hub.

Guidelines:

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

POLICY 7.1.4

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

Guidelines:

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

POLICY 7.1.5

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

Guidelines:

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

POLICY 7.1.6

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

Guidelines:

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

POLICY 7.1.7

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

Guidelines:

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

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

POLICY 7.1.8

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

Guidelines:

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

POLICY 7.1.9

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

Guidelines:

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

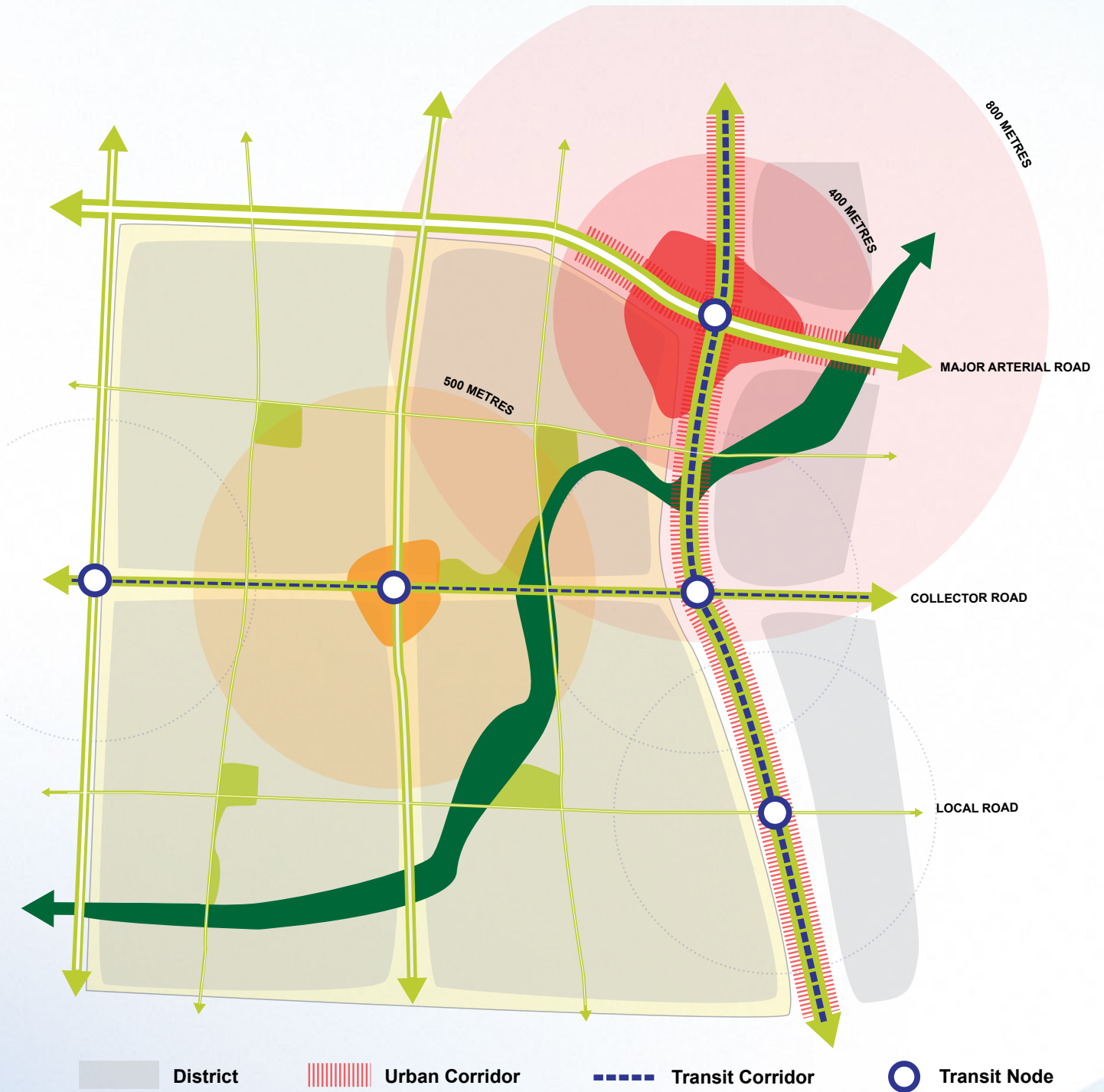
POLICY 7.1.10

Convenient access to areas of employment.

Guidelines:

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

FIGURE 2: COMPLETE NEIGHBOURHOOD MODEL



LEGEND: COMPLETE NEIGHBOURHOOD MODEL



COMPLETE NEIGHBOURHOOD

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



PARKS AND OPEN SPACE NETWORK

- Street Trees
- Parks
- Plazas
- Squares
- Pathways



URBAN CENTRE

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



NATURAL SYSTEM

- Habitat Areas
- Stormwater Ponds/Channels
- Waterbody
- Floodplain
- Naturalized Corridors



NEIGHBOURHOOD HUB

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



TRANSPORTATION

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

APPENDIX B

School Siting and Re-Use Guidelines

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

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

1) Development Criteria For Determining Re-use Options

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TABLE 1: DEVELOPMENT CRITERIA SUMMARY

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

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

- Site characteristic is appropriate for the use.
- Uses may be permitted under appropriate circumstances. Consult text for details.
- Use should not be considered for site which has the indicated characteristics.

2) Site Specific Development Criteria

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2) School Siting Considerations for New Schools

- a) New school sites should:
 - i) Be located on a collector roadway;
 - ii) Not front, flank or back an arterial or higher classification roadway;
 - iii) Be located connected to pedestrian networks that provide safe connectivity to adjacent neighbourhoods; and
 - iv) Accommodate a school and a contiguously located recreational open space.
- b) High school sites should be located adjacent, or in close proximity, to transit routes or future transit routes.
- c) New school sites shall be in substantial compliance with any applicable guidelines or standards pertaining to school site design adopted or endorsed by the City.



APPENDIX C

Definitions

access/accessible/ accessibility:	A general term used to describe the degree to which an activity, service, or physical environment is available to as many people as possible, regardless of their physical abilities or socio-economic background. Improving accessibility involves removing economic, physical, cultural, and transportation barriers to participation in programs, projects and facilities.
accessory suite:	A residential suite that is detached from the main house but within the same property boundaries; the suite can be over a garage or a freestanding laneway unit.
active transportation:	Modes of travel which rely on self-propulsion and include walking, cycling, rollerblading, skateboarding.
ACTIVITY CENTRES:	Areas for active and passive recreation use that accommodate institutions and social facilities, indoor and outdoor recreation facilities and other active uses connected, where feasible, by active transportation links.
affordable housing:	Housing where the cost does not exceed 30 per cent of the household's gross income excluding costs for utilities, parking or other related expenses.
AIRPORT LAND:	Land owned and operated by the Regina International Airport Authority.
ARCHITECTURAL CONTROL DISTRICT:	An overlay zone that is intended to preserve the physical character of an area or promote an established theme for an area. It may be used to control building sites and the architectural detail of the buildings within that area.
attainable housing:	A situation where households at various income levels can find and secure (attain) suitable, adequate, and affordable housing and can move on to other options. The definition recognizes the housing needs of the full range of income groups and households. Implicit in this usage of attainability is the idea that a range of housing options (type, accessibility levels, size, tenure, cost) exists in the local market.
AQUIFER:	An underground bed or layer of permeable rock, sediment or soil that yields water and is recharged by infiltration.
barrier-free:	To eliminate physical barriers to use or visitation, so that it is accessible to anyone regardless of age or physical ability, and without a need for adaptation.

below market housing	Housing for individuals and families who are at or below the Maximum Income Thresholds as defined by the City's Housing Incentives Policy. Below market rental developments are also defined as those that provide units that are at or below Maximum Rental Rates as defined by the City's Housing Incentives Policy.
bikeway:	A facility designed for the movement of bicycles and can be either on- or off-street.
brownfield:	Undeveloped or previously developed properties that may be contaminated. These are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.
BUILT OR APPROVED NEIGHBOURHOODS:	Comprise lands that are predominately built or approved residential areas that will be subject to additional change through limited intensification in accordance with this Plan.
CITY CENTRE:	The area of Regina that includes the Downtown and surrounding neighbourhoods, or portions of these neighbourhoods, which is planned for 10,000 new residents through intensification. The City Centre area and boundary is depicted on the Growth Plan.
COLLABORATIVE PLANNING AREA:	See Policy 3.17
collector:	A road designed to provide circulation within communities and connectivity between local and arterial roadways. Direct access to and from abutting properties is permitted.
community amenity:	A built form or public realm feature, element, or structure that provides a desirable or favourable service or benefit to the local community, and at no cost to the community.
community garden:	A single piece of land gardened collectively by a group of people for fruits, vegetables, or flowers.
community resources:	The broad support system provided by the public, private, and community sectors to enhance the quality of life in a community. It includes programs, services, amenities and physical structures such as schools, churches, libraries, parks and other cultural resources.
complete neighbourhoods:	See Appendix A.

complete street: A policy and design approach for streets to ensure the provision of safe and comfortable movement by all modes of travel.

conventional transit system: A fixed network of bus routes that provide passenger transportation within the city (i.e. Regina Transit).

Crime Prevention Through Environmental Design (CPTED): A set of design principles that reduce opportunities for crime and nuisance activity.

culture: The whole complex of distinctive spiritual, material, intellectual and emotional features that characterizes a society or social group. It includes creative expression (e.g. oral history, language, artistic disciplines and crafts), community practices (e.g. traditional healing methods, traditional natural resource management, celebrations and patterns of social interaction that contribute to group and individual welfare and identity), and material or built forms such as sites, buildings, historic city centres, landscapes, art, and objects.

cultural development: The policy, planning and capacity-building support for conserving and developing cultural resources to the benefit of community (social, cultural, environmental, and economic).

cultural heritage: The intangible practices, expressions, knowledge, and skills of a community or an individual in addition to associated material instruments, public art, artifacts, objects, historic places and cultural spaces. The full list of cultural heritage resources is found in the City of Regina Cultural Plan.

cultural landscape: A geographical area that has been modified, influenced or given special cultural meaning. A cultural landscape is often dynamic, a living entity that continually changes because of natural and human-influenced social, economic, and cultural processes.

cultural resource(s): Any cultural activity or asset that contributes to culture, which includes cultural occupations (e.g. artist, graphic designers, cultural managers), cultural enterprises (e.g. museums, libraries, galleries), festivals and events (e.g. fairs, street festivals, music festivals), natural heritage (e.g. community gardens, significant parks), intangible cultural heritage (e.g. customs, traditions, ceremonies), cultural heritage (e.g. public art, plaques and monuments, built heritage properties), cultural spaces and facilities (e.g. cinemas, religious institutions, urban spaces) and community cultural organizations (e.g. arts groups, heritage groups). The full list of cultural resources is found in the City of Regina Cultural Plan.

density:	<p>The number of people inhabiting a given urbanized area, expressed by dividing the number of people by the given land area. Density can also refer to the total population, number of rooms or dwelling units, or available dwelling space (floor area). The land area can be expressed as a “gross” figure, or pared-down to a “net” usable land area.</p> <p>New neighbourhoods are to achieve a minimum overall gross population density of 50 persons per hectare (pph). This excludes any environmentally sensitive or other natural areas that will remain undeveloped (e.g. environmental reserve open space), large-format retail and industrial.</p>
Density (low):	<p>Low density refers to an area consisting primarily of lots with up to two units (e.g. single detached, single detached with secondary suites, single detached with accessory suites, semi-detached, and duplex).</p>
Density (medium):	<p>Medium density refers to an area consisting primarily of lots with multi-unit buildings with more than two units (e.g. triplex, fourplex, townhouse, and low-rise apartment). Medium density development is often incorporated into development plans to transition low to high density development in neighbourhoods.</p>
Density (high):	<p>High density refers to an area consisting primarily of lots with a mix of apartment buildings (e.g. low to high-rise apartments).</p>
DOWNTOWN:	<p>A neighbourhood within the City Centre that is the primary hub for civic, cultural and major office uses. It is bound by 13th Avenue to the south, Osler St. to the east, the CP Rail line to the north, and Angus St. to the west. The Downtown consists of roughly 40 city blocks, and is situated adjacent to the other inner city neighbourhoods, connecting the Cathedral Neighbourhood, Heritage Neighbourhood, Centre Square Neighbourhood, North Central Neighbourhood, and the Warehouse District by its shared streets.</p>
DOWNTOWN/CENTRAL CITY OFFICE AREA:	<p>The central area of the City of Regina made up of the Downtown core and part of City Centre, as depicted on Map 6 – Office Areas.</p>
ecological assessment:	<p>A detailed and comprehensive evaluation that determines the short- and long-term impacts a development will have on identified natural features and functions. The assessment will also recommend and identify ways to minimize, mitigate, or eliminate these effects and/or compensate for their impacts. Ecological Assessment, if required, must be completed, reviewed and approved prior to a development/project’s implementation.</p>

ecosystems-based approach:	A strategy for the integrated management of land, water and living resources that promotes conservation and suitable uses in an equitable way towards maintaining and enhancing underlying natural systems.
emergency response infrastructure:	Includes emergency response communications, facilities, features and access and response times.
EXISTING APPROVED EMPLOYMENT AREAS:	Comprise commercial or industrial lands that are either built or approved to accommodate a full range of employment-related uses.
expansion:	Refers to contiguous, outward development of lands peripheral to existing, developed lands in the city.
EXPRESS TRANSIT CORRIDOR:	A route designated to be served by a higher level of transit, including express buses with limited stops and/or local buses operating at high frequencies.
flexzone:	A mixed-use area permitting residential, offices, retail and compatible light industrial uses, in combination or single uses. It is intended to create coherent yet diversified, vital and responsive areas, by maximizing use flexibility but maintaining cohesiveness through a clear and enforceable built form framework, such as a form-based code, as well as strong urban design.
FLOODPLAIN:	A low-lying area adjacent to streams and rivers that is inundated during major floods and has the following two main components: the <i>floodway</i> and the <i>flood fringe</i> . The Province of Saskatchewan has adopted a 1-in-500 (1:500) year flood event as the standard to define floodplains.
flood fringe:	The outer zone of a floodplain where the waters in the 1:500 year flood are projected to be less than a depth of one metre or a velocity of one metre per second.
floodway:	The inner zone of a floodplain adjoining the channel where the waters in the 1:500 year flood are projected to meet or exceed a depth of one metre or a velocity of one metre per second.
food security:	All residents have access to safe, culturally appropriate and nutritious food through an economically and environmentally sustainable food system that promotes self-reliance and social justice.

group care facilities:	A supervised residential dwelling unit, licensed or approved under provincial statute, for the accommodation of person, excluding staff, referred by hospitals, courts, government agencies or recognized social service agencies or health professionals.
HABITAT AREAS:	The area or environment where an organism or ecological community naturally occurs or lives.
hazardous facilities:	Any building, structure or land use, including but not limited to gas pipelines, dangerous goods routes and chemical plants, which involves the storage, transportation, processing or manufacturing of hazardous materials as defined in the Zoning Bylaw, or which, in the City's opinion, due to the presence of such hazardous materials poses an acute risk of harm or adverse effect in the event of an accident.
heritage conservation	The actions or processes that are aimed at protecting the physical elements of a historic place so as to retain its heritage value and extend its physical life.
HERITAGE CONSERVATION DISTRICT:	An area in the municipality that Council may, by bylaw, designate as a Municipal Heritage Conservation District because it contains or may reasonably be expected to contain heritage property that is not subject to any other designation pursuant to <i>The Heritage Property Act</i> . A Heritage Conservation District can be used to control the alteration and demolition of designated property. Council may, by bylaw, establish guidelines and controls necessary to preserve and develop the heritage characteristics of designated property.
Heritage Inventory	The list which identifies properties that have been formally recognized as having heritage value, but that are not designated pursuant to <i>The Heritage Property Act</i> .
heritage properties – designated:	Properties protected under a Municipal Heritage Property Designation Bylaw or a Municipal Heritage Conservation District Bylaw that are formally recognized by City Council to have heritage value. These properties are protected from exterior alterations, removal or demolition without the approval of City Council.
heritage properties – listed:	Properties listed on the Heritage Inventory.
Heritage Property Register:	A list of properties designated (protected) under the authority of <i>The Heritage Property Act</i> .

heritage value:	The aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present or future generations. The heritage value of a historic place is embodied by its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meanings.
high-occupancy vehicle:	A vehicle travelling with two or more people, including the driver.
HISTORIC PLACE:	A structure, building, group of buildings, district, landscape, and/or an archaeological site that has been recognized by the appropriate jurisdiction (e.g. City Council, the Provincial Minister responsible for heritage, or the appropriate Federal jurisdiction) for its heritage value.
inclusion/inclusive:	A description of the community where all people have access to high-quality community necessities and amenities; the same opportunities, regardless of any difference to take part in all aspects of community life; and have a sense of belonging and respect in the community.
industrial plus:	Areas intended to increase flexibility for industrial enterprises when needed while protecting the industrial areas from destabilizing uses. Located at the edge of or central to industrial areas, industrial plus areas include industrial uses, plus others. Relatively small in land area, they are intended to support clustering and linkages between industrial and related non-industrial enterprises, and provide services to workers in industrial areas.
infill development:	The replacement, alteration or redevelopment of an existing building or the construction of a new building on a vacant lot in an established neighbourhood.
intensify/intensification:	Construction of new buildings or addition to existing buildings on serviced land within existing built areas through practices of building conversion, infill or redevelopment.
INTENSIFICATION AREA:	A specific area where the creation of new development is accommodated within existing buildings or on previously developed land through common practices of building conversions, infill within vacant or underutilized lots and redevelopment of existing built areas.

JOINT PLANNING AREA:	The undeveloped land area within City limits that abuts the R.M. of Sherwood and the area within the R.M. of Sherwood between the City limits land area between the City limits and the boundary defined by the Province in their correspondence dated February 22, 2013 and as depicted on Map 3 – Regional Policy Context. Lands within the Global Transportation Hub Authority area and First Nations Reserve Lands are not included within this area given their standing as their own planning authorities.
large-format retail:	Serves a regional or urban market typically within single or mixed-use developments with large building footprints.
live-work:	A unit designed and/ or zoned to allow for both residential and employment (business) uses of the proprietor are permitted, though these uses do not include home-based businesses.
LONG-TERM GROWTH AREA (500K):	Comprises lands conceptually identified, of sufficient quantity, to accommodate a total city population of 500,000 required to protect for and support the orderly and sustainable long-term growth of the city.
MAJOR EMERGENCY RESPONSE FACILITIES:	Include fire, ambulance and police services that serve to maintain public health and safety within the City of Regina.
MAJOR HEALTH FACILITIES:	Comprise buildings or set of buildings for medical services and associated support services such as private or public hospitals or other institutions and supportive services including medical services, pharmacies, hotels, supportive housing, short-term care facilities, and other services critical to the health of the public that generate significant traffic, have a large footprint and serve as employment hubs.
major institutional areas:	An area used for public, quasi-public and private institutional establishments of a citywide or regional significance, such as universities, colleges, hospitals and large religious institutions.
major office:	A principal use office building that is over 4,000 m ² in size (gross floor area, including secondary uses, but excluding indoor parking areas).
medium office:	A principal use office building that is between 1,000 m ² and 4,000 m ² in size (gross floor area, including secondary uses, but excluding indoor parking areas).

minor arterial:	A road designed to supplement major arterial roadways to provide connectivity between highways and expressways and local and collector road networks. Direct access to abutting properties is generally permitted with some access controls.
mixed-use:	Any urban, suburban or development, or a single building, that combines residential with various uses such as commercial, employment, cultural, institutional or industrial where those functions are physically and functionally integrated and provide pedestrian connections, as well as access to multi-modal transportation options .
mode share:	The proportion of trips taken by a particular mode (or type) of travel (e.g. auto, transit, and active transportation); also known as mode split.
mode share targets:	Targets established by a planning or policy document for various modes of travel.
MOU framework:	An agreement signed in 2013 between the RM of Sherwood and the City of Regina which establishes inter-municipal processes for managing land within those areas of mutual interest, to facilitate opportunities for strategic partnerships and to resolve any disputes that may arise.
NATURAL AREAS:	Lands containing environmentally sensitive or ecologically significant natural prairie or naturalized areas, features and elements including wetlands, waterbodies, floodplains, habitat areas, riparian areas, streams, and other core areas within the City of Regina and region.
NATURAL CORRIDORS:	Lands comprising a linear network of private and public open space along Wascana Creek and Boggy Creek within one kilometer of the creek boundary inclusive of riverbank, floodplain, hillslope, upland interior, upland edge habitat as well as top-of-bank agricultural lands that provide habitat requirements to facilitate movement for a wide range of species.
NATURALIZED CORRIDORS:	Critical natural and open space linkages between environmentally sensitive areas and habitat or along watercourses that join to natural corridors and create a connected natural system.
NATURAL SYSTEM:	Lands containing core natural areas, natural corridors and linkages between them comprised of naturalized corridors, which together form an integrated system of protected areas.

neighbourhood hub:	One of the focal points of neighbourhoods that complement and act as smaller urban centres and the location for activity centres, transit nodes, higher density residential, mixed-use, retail and services, recreational and cultural resources. Like urban centres, neighbourhood hubs will be focal points for community interaction and identity. Further details on neighbourhood hubs are contained in Appendix A – Guidelines for Complete Neighbourhoods under policy 7.1.3 and show visually on Figure 2 – Complete Neighbourhood Model.
NEW EMPLOYMENT AREAS:	Lands that will accommodate a full range of employment-generating uses primarily industrial or industrial-commercial in nature.
NEW NEIGHBOURHOODS:	Lands that are primarily undeveloped or vacant that will accommodate new residential development with supporting services and amenities. New Neighbourhoods are located on the periphery of, or adjacent to, existing areas of the city.
NOISE EXPOSURE FORECAST (NEF):	A single number rating of overall aircraft noise used in Canada. It combines the noise levels of individual aircraft and the numbers of aircraft to give a single number rating of the average negative impact of the aircraft noise. The Canadian Noise Exposure Forecast (NEF) was developed to encourage compatible land use planning in the vicinity of Airports. The City applies the 25 and 30 NEF contours to ensure land use compatibility.
OFFICE AREA:	Office areas are those areas as depicted conceptually on Map 6 – Office Areas.

OPEN SPACE SYSTEM:	<p>The outdoor environment which incorporates or includes natural physical or man-made elements to provide for passive and active recreation activities or serve a utilitarian function. It includes, but is not limited to:</p> <ul style="list-style-type: none"> • Neighbourhood, zone or municipal parks; • Open space associated with recreation facilities; • Outdoor sports complexes; • Municipal outdoor facilities such as golf course and cemeteries; • Natural areas; • Greenways such as bikeways and pedestrian links and corridors that connect open space elements into a cohesive system; • Special use areas such as buffer strips, registered walkways, traffic islands, roadway medians and boulevards, utility parcels, floodplains, stormwater lakes and dry pond and storm channels; • The Wascana Centre; and • Plaza.
paratransit system:	<p>A transit system designed to provide curb-to-curb passenger transportation for persons who are unable to use the conventional transit system due to specific physical, cognitive, or other needs</p>
park:	<p>An area of land that is largely natural, but includes physical or man-made elements, for recreation and enjoyment by the public as well as for conservation of natural and historic resources.</p>
pathway:	<p>An off-street facility that is typically shared by active transportation modes (e.g. a type of bikeway).</p>
place making:	<p>A holistic and community-based planning approach that capitalizes on unique assets and potential to promote personal well-being, community character and development, and places of lasting value.</p>
POTENTIAL OPEN SPACE CONNECTIONS:	<p>Potential future natural or man-made natural system connections through the implementation of purposely planned public open space</p>
PRIVATE OPEN SPACE:	<p>Lands which are privately owned containing areas of natural, semi-natural or landscaped spaces for active or passive recreation use that contribute to the network of open space within the city (e.g. golf courses).</p>

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

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

(potential) transit nodes:	<p>Points identified in the transit network that meet one or more of the following:</p> <ul style="list-style-type: none"> - serve as a major, city-wide destination, such as Downtown or the University of Regina; - is a major transfer location between multiple transit routes; and/or - is adjacent to mixed-use or denser areas. <p>A transit node should also provide for multi-modal connections and have potential for transit-oriented development to serve as anchors for transit in local communities.</p>
transit-oriented development:	<p>Higher density development in proximity to transit with design qualities that encourage the use of transit, such as high quality pedestrian environment and a mix of uses.</p>
Transportation Demand Management (TDM):	<p>Strategies and measures to encourage specific travel behaviours that reduce demand on the transportation network. Some of these measures could include carpooling, providing travel alternatives, encouraging shift to other modes of travel, providing incentives and disincentives. TDM is sometimes referred to as sustainable transportation choices.</p>
tree canopy:	<p>The aboveground portion (upper layer) of a plant/tree community formed by mature tree crowns.</p>
universal design:	<p>Design standards meant to create buildings and environments that are inherently accessible to people throughout the spectrum of age and physical ability.</p>
URBAN CENTRE:	<p>The lands around an established or new intersection of an urban corridor with major or arterial roads, and/or a major transit node, that are to provide a focus for high density, mixed-use, transit-oriented development, that is easily accessible to a large segment of the population. Urban centres will be hubs for community interaction and identity.</p>
URBAN CORRIDOR:	<p>The lands along an established or new major road, urban arterial or transit corridor that have the potential to provide a focus for higher density or mid-rise, mixed-use development that facilitate active transportation modes. Urban corridors link NEW NEIGHBOURHOODS with the city centre and with each other.</p>

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



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