

Appendix B

Supporting Technical Studies (Under Separate Cover)

- Retail Impact Assessment
- Risk Assessment
- Geotechnical Assessment (Under Development - To be submitted January, 2014)
- Traffic Impact Assessment (Under Development - To be submitted January, 2014)





Westerra

Phase 1 Concept Plan

DECEMBER 2013

Draft for Client Review





Westerra

Phase 1 Concept Plan

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Phase 1 Concept Plan

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Prepared for:
Westerra Development Corp.

Contact: Chad Jedlic, Residential Land Manager,
Harvard Developments Inc., 306.777.0669

Contact: Blair Forster, President,
Forster Projects Inc., 306.533.1193

Prepared by: Brown & Associates Planning Group
Contact: Nathan Petherick 403.692.4356

Project Team:

Project Engineers
WSP/Genivar
Contact: Jeff Halliday 306.585.1990

Transportation Consultants
MMM Group
Contact: Bruce Belmore 306.522.7158

Risk Assessment and Analysis
Bercha Group Limited
Contact: Frank Bercha 403.270.2221

Retail Impact Assessment
MXD Development Strategists
Contact: 403.272.6937

Geotechnical Investigation
Environmental Site Assessment
Ground Engineering Consultants Ltd.
Contact: 306.569.9075

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1.0 Introduction

1.1 Background

Westerra is a new community by Westerra Development Corp. located in central - west Regina as shown on **Figure 1. Location and Context Plan**. Westerra is approximately +/- 198.46 ha (490 acres +/-) in size and at full build out is designed to accommodate a future population of approximately 5,797 – 9,262 residents. The Phase 1 Concept Plan (CP) comprises the initial Phase of Westerra and consists of approximately 96.71 ha (238.96 acres) and is comprised of commercial, business park and residential uses. The CP area is projected to be developed in a staged manner immediately upon Concept Plan, rezoning and subdivision approval.

Westerra is envisioned as a complete community aligning with the City's recently approved Official Community Plan (OCP), which is a high level statutory document providing broad direction for transportation and land use. Land uses for Westerra consist of low, medium and high density residential uses, large format retail, mixed-use community retail, main street retail, and business uses. The CP encompasses a range of these land uses including a variety of commercial areas, a range of residential areas, the business park area and portions of the parks and open space system. The CP marks the beginning of a complete community in this area of the city of Regina. Key elements which have informed the development of the Westerra Phase 1 CP are summarized as follows:

URBAN CENTRE

The Urban Centre is identified as a planning component within the OCP and the Westerra Neighbourhood Plan (NP). This component creates a distinct focus for the community of Westerra with a mixture of uses and transit supported development. The Urban Centre contains the main street retail area as a key entrance.



POTENTIAL FUTURE EXPRESS TRANSIT CORRIDOR

Westerra is located along Dewdney Avenue, which is considered a future transit corridor. This route leads to the Global Transportation Hub (GTH) to the west, which will be a significant employment area. Dewdney Avenue also intersects with Courtney Street and Pinkie Road providing further linkages. Commercial and business uses in the CP along with higher density residential development create the critical mass required for a viable Urban Centre. In turn, this critical mass will support the realization of the future express transit corridor envisioned within this portion of the City.

RESIDENTIAL DEVELOPMENT

The CP residential focus is located south of the proposed business park and east of the commercial area and consists of varying intensities. Residential uses include low, medium and high density development. Live work residential uses are adjacent to the Main Street area to take advantage of the synergies and short commuting distances. The Urban Centre and adjacent residential area will have a distinct sense of place. The Noise Exposure Forecast (NEF) contours along the northeast corner and the commercial area provide the northern boundaries for proposed residential uses contained within the CP.

HOUSING MIX

A diverse housing product is envisioned within the residential portion of the plan area. This housing mix contains low density residential housing forms including single family dwellings, medium density residential housing forms including semi - detached dwellings, row houses and townhouses and high density residential housing forms including apartment buildings less than five storeys. Live-Work development is planned to the south of the Main Street area and forms part of Westerra's approach to offer innovative housing alternatives within the community.



FUSED GRID PATTERN

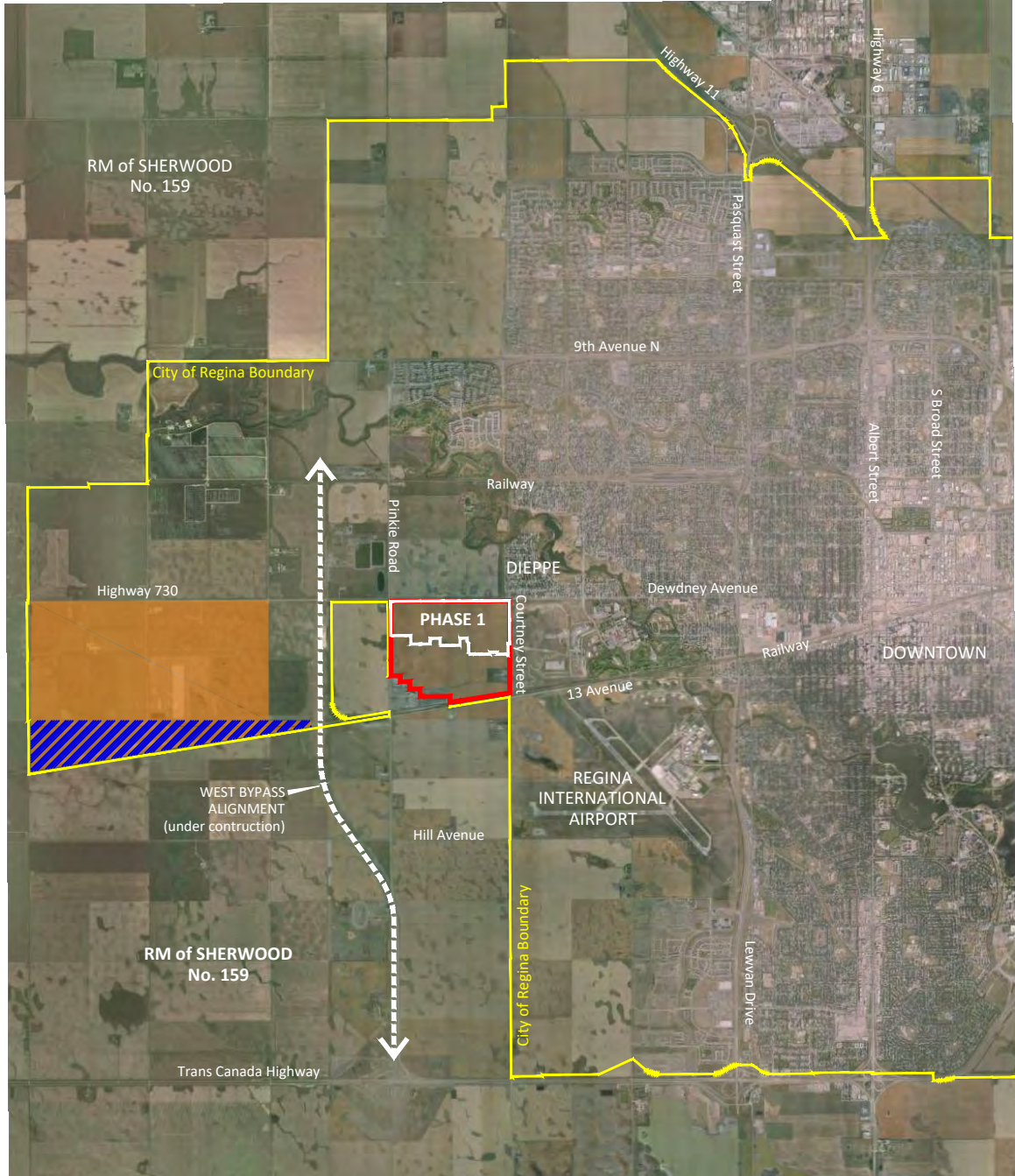
The Westerra plan is based on a modified grid. This pattern provides multiple linkages, connecting various areas within the CP area with the Urban Centre and potential future express transit corridor, as well as the perimeter arterial roads in Westerra. The parks and open space system and related amenities have been located to supplement this road network, promote connectivity and enhance a sense of place within the neighbourhood.

PARKS AND OPEN SPACE

The parks and open space network for Westerra centres on the potential future school site within the centre of Westerra and radiates outward towards the northeast and southwest of the NP. Neighbourhood parks, walkways and buffers support passive and active recreational uses, enhance pedestrian connectivity and provide visual, social and ecological functions within the community. The proposed open space area forming part of the CP represents the initial assembly of parks space for Westerra. As per the approved Neighbourhood Plan, the parks and open space system is envisioned to connect to the Devonian pathway system and surrounding open space network through future connections to the north of the plan area.

ACCESS

Access to the CP area will be provided off Dewdney Avenue, Pinkie Road and Courtney Street, which serve the area from a regional perspective. As part of the Westerra NP, a portion of Courtney Street will eventually be closed and realigned to connect with Dewdney Avenue. The realignment of Courtney has been undertaken to support the development of the proposed business park area as well as to optimize a future intersection location with Dewdney Avenue which can support the development of the adjacent lands to the north of the CP area.



- Legend**
- Subject Lands
 - Global Transportation Hub (Under Construction)
 - Intermodal Area (Under Construction)

Figure 1 - Location and Context Plan

1.2 Plan Area Context

1.2.1 Phase 1 Development Constraints

There are no known operating wells or sour gas pipelines within the CP area as shown on **Figure 2. Phase 1 Development Constraints**. A primary natural gas pipeline operated by SaskEnergy bisects the Plan area on a north-south axis. Based on the recommendations of an updated risk assessment completed by Bercha Limited (submitted under separate cover), lands within 60 metres of the pipeline have been identified and classified as a “Special Development Area.” As part of the CP, the pipeline right of way has been incorporated into the proposed blocking of land. Future development of lands encumbered by the pipeline easement and any other easements will be required to establish appropriate development and building plans which address and respect these constraints. Plans must comply with the development provisions that apply to the special development area policy provisions outlined in the Westerra NP.

The “Final Report on Analysis of Risks to the Proposed Westerra Subdivision from Adjacent Industrial Facilities,” completed by Bercha Group Limited, provides a risk assessment for the CP area. The Spectra Energy site located to the northwest of the subject lands contains propane and butane subterranean storage caverns. The Newalta facility located to the southwest of the plan area within adjacent industrial development situated in the RM of Sherwood. Based on the risk assessment completed, there are no restrictions stemming from either the Spectra Energy Facility or the existing Newalta site which impact the Phase 1 CP area. Therefore, no special planning considerations are required as part of the Phase 1 CP. Similarly, proximity to the CP rail line have been considered and no negative impacts are anticipated given the distance of the CP area from existing rail operations.

Proximity to the airport requires that the CP respect the Noise Exposure Forecast Contour (NEF) and height limitations. Areas within the NEF have been designed as a business park and open space, which are compatible land uses. Height limitations have been addressed at the NP level and buildings and structures will not exceed these limits.

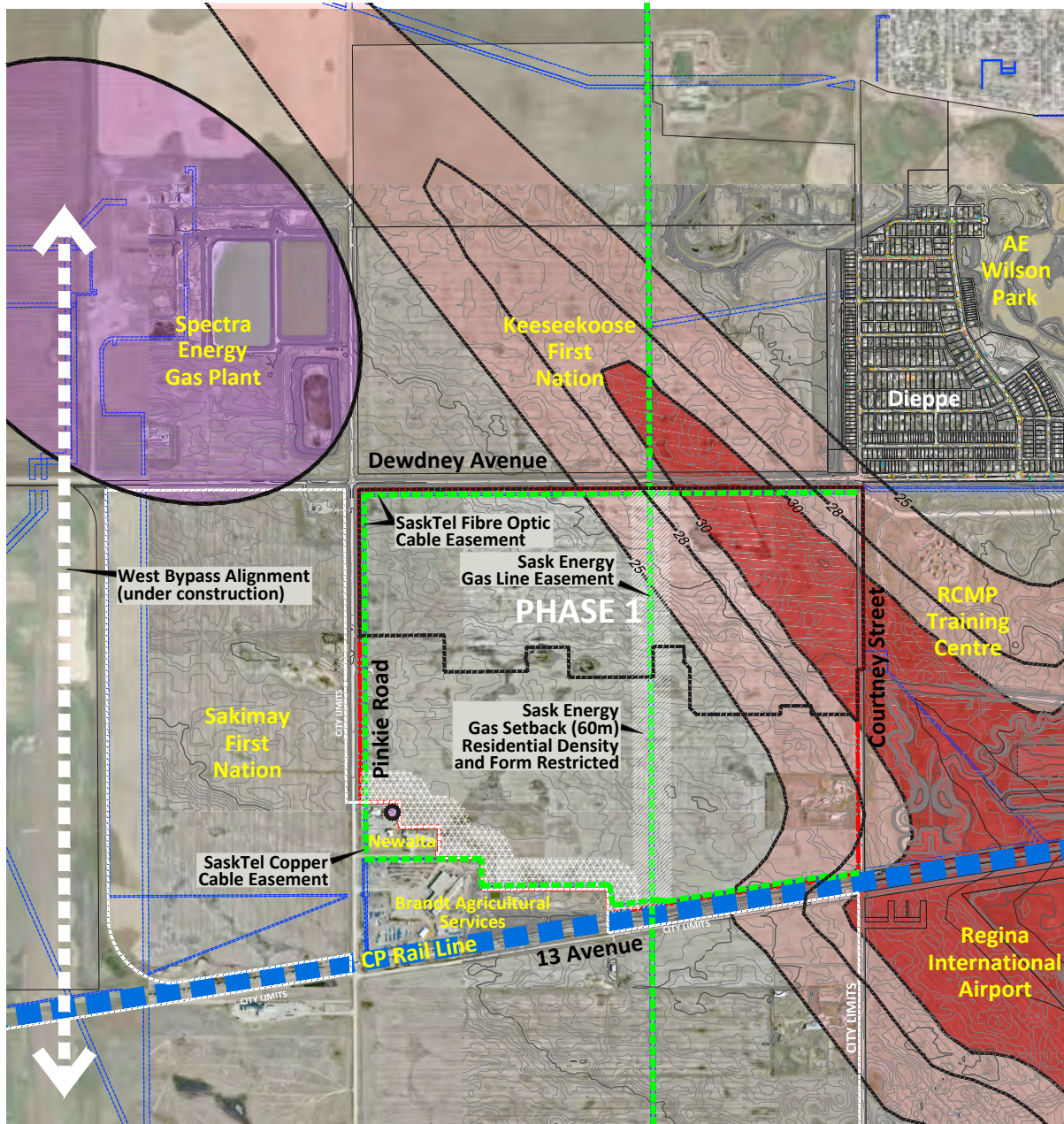


Figure 2 - Phase 1 Development Constraints

1.2.2 Existing Policy

1.2.2.1 Westerra Neighbourhood Plan

The CP will be subject to the policies contained within the Westerra Neighbourhood Plan (NP). **Figure 3. Westerra Neighbourhood Plan General Land Use Concept** provides the NP General Land Use Concept. Key elements of the NP policy and Official Community Plan (OCP) which apply to the Phase 1 CP are identified in **Table 1. Westerra Phase 1 Concept Plan Elements and Policy Alignment**.



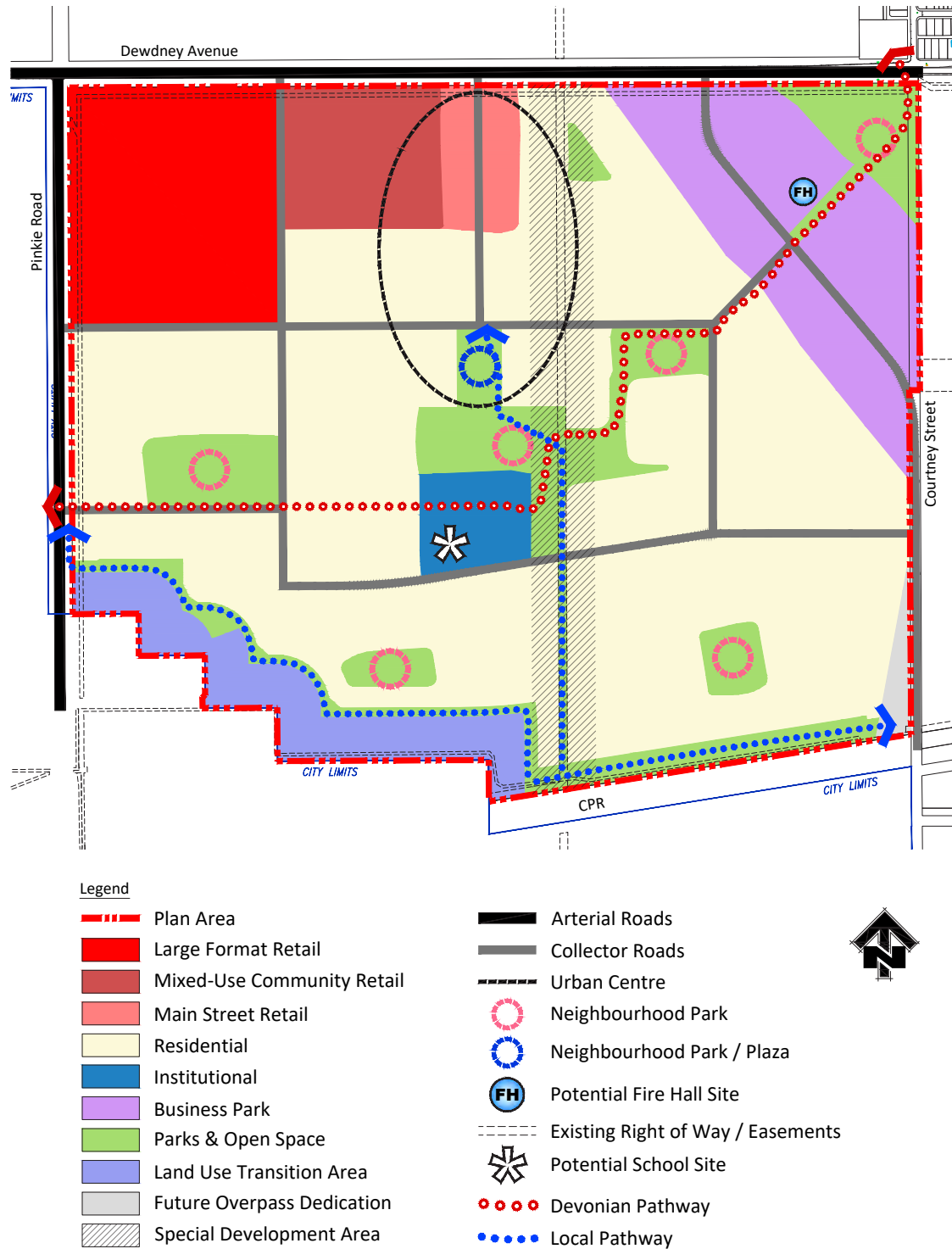


Figure 3 - Westerra Neighbourhood Plan General Land Use Concept

1.2.2.2 Policy Alignment

Table 1 - Westerra Phase 1 Concept Plan Elements and Policy Alignment

Key Element of Westerra Phase 1: Concept Plan	OCP Policy	Approved Neighbourhood Plan and OCP Policy Context	Design Response
URBAN CENTRE	SECTION D5, GOAL 3	An Urban Centre is an area of intensity and mixed use with opportunities for transit oriented development.	There will be an overall higher density of residential development mixed with employment, commercial and transit services. Provision for mixed use development and community amenities in the form of open space, a school site, etc. The intent of the CP is to create a complete community with residential, employment and recreational uses that transitions appropriately with adjacent areas and the Global Transportation Hub in terms of uses and servicing.
POTENTIAL FUTURE EXPRESS TRANSIT CORRIDOR	SECTION D3, GOAL 2	Westerra is bordered by an Potential Future Express Transit Corridor	Dewdney Avenue is intended to act as a Potential Future Express Transit Corridor that will serve as a link to transit nodes within the City. Development has been intensified and mixed along the Potential Future Express Transit Corridor within the CP and includes main street retail, a business park, large format and mixed-use community retail uses.
NEW MIXED-USE NEIGHBOURHOOD	SECTION C, GOAL 4	OCP indicates new mixed-use neighbourhoods will be designed and planned as complete neighbourhoods with a minimum gross population density of 50 persons per hectare (pph) during the Concept Plan process	A Neighbourhood Plan has been designed for the entire area that meets the mixed-use and density requirement and has been incorporated into the CP. Based on the proposed housing mix, density factors and unit projections, the projected population intensity per net hectare is estimated between 76.91 and 139.74 persons per net hectare for the proposed residential area within the CP.

URBAN CENTRE AND LARGE FORMAT RETAIL	SECTION D5, GOAL 4	Large Format Retail is to be concentrated within Urban Centres according to the OCP (Goal 4, Policy 7.17).	A large format retail area has been located along the northwest portion of the CP. Convenience and main street retail uses have also been oriented towards Dewdney Avenue to provide a range of employment opportunities while serving regional and local service requirements.
NEF CONTOURS	SECTION D9, GOAL 3	Residential development is prohibited within the 30 NEF contour.	Business Park development has been located in alignment with the NP and the 30 NEF. A residential – business park interface has been provided via a 13 metre landscaped berm.
PARKS AND OPEN SPACE SYSTEM	SECTION D7, GOAL 1	A series of Neighbourhood Parks have been identified throughout the plan area	The open space system has been designed to support a pathway system and stormwater management functions and is integrated throughout the plan area.
GUIDELINES FOR COMPLETE NEIGHBOURHOODS	APPENDIX A	Interconnectivity, mixed-use, sense of place, diversity, open space and mobility considerations have all been incorporated into the design.	The CP provides a gradient of densities and intensity of use to support transit oriented and sustainable development.

1.3 Project Vision

The vision of the CP is to create an innovative community in Regina – one that recognizes the values and needs of residents. Westerra provides choice, convenience and a sense of place. Westerra is a complete community with opportunities to live, work, shop, and play. Services, recreation and employment are accessible to residents in a vibrant community.

Westerra offers a range of housing types and styles. Main Street, the open space system, the organization of uses and amenities function together to create a sense of place. Transportation options are supported throughout the community contributing to environmental sustainability. The modified grid promotes connectivity and the overall community design creates a sense of identity. The result is a community that is complete.



1.4 Goals and Objectives

Certain goals guided the design process for the CP. These goals are as follows.

Westerra will be designed:

- To connect people and places;
- To create places to live, work and play;
- To allow people to stay in the community;
- To provide choice in housing forms and mobility;
- To create an employment area with amenities and services;
- To respect the environment; and
- To establish a smart – growth and sustainable community.



The objectives of the CP are to:

- a) Summarize existing conditions for CP area within the context of the Westerra Neighbourhood Plan to confirm development opportunities and significant constraints which require appropriate mitigation strategies;
- b) Refine the development concept for the CP within the approved Neighbourhood Plan land use framework in order to facilitate implementation of the commercial, business park and residential uses in accordance with the Official Community Plan's and Westerra Neighbourhood Plan policy provisions;
- c) Establish a detailed strategy to implement appropriate transportation and utility service infrastructure improvements as required for proposed development in the CP;
- d) Confirm the general configuration of open space system within the CP;
- e) Establish expectations for provision of emergency response within the CP area; and
- f) Establish an overall staging strategy for development within Phase 1 based on infrastructure availability and market demand.

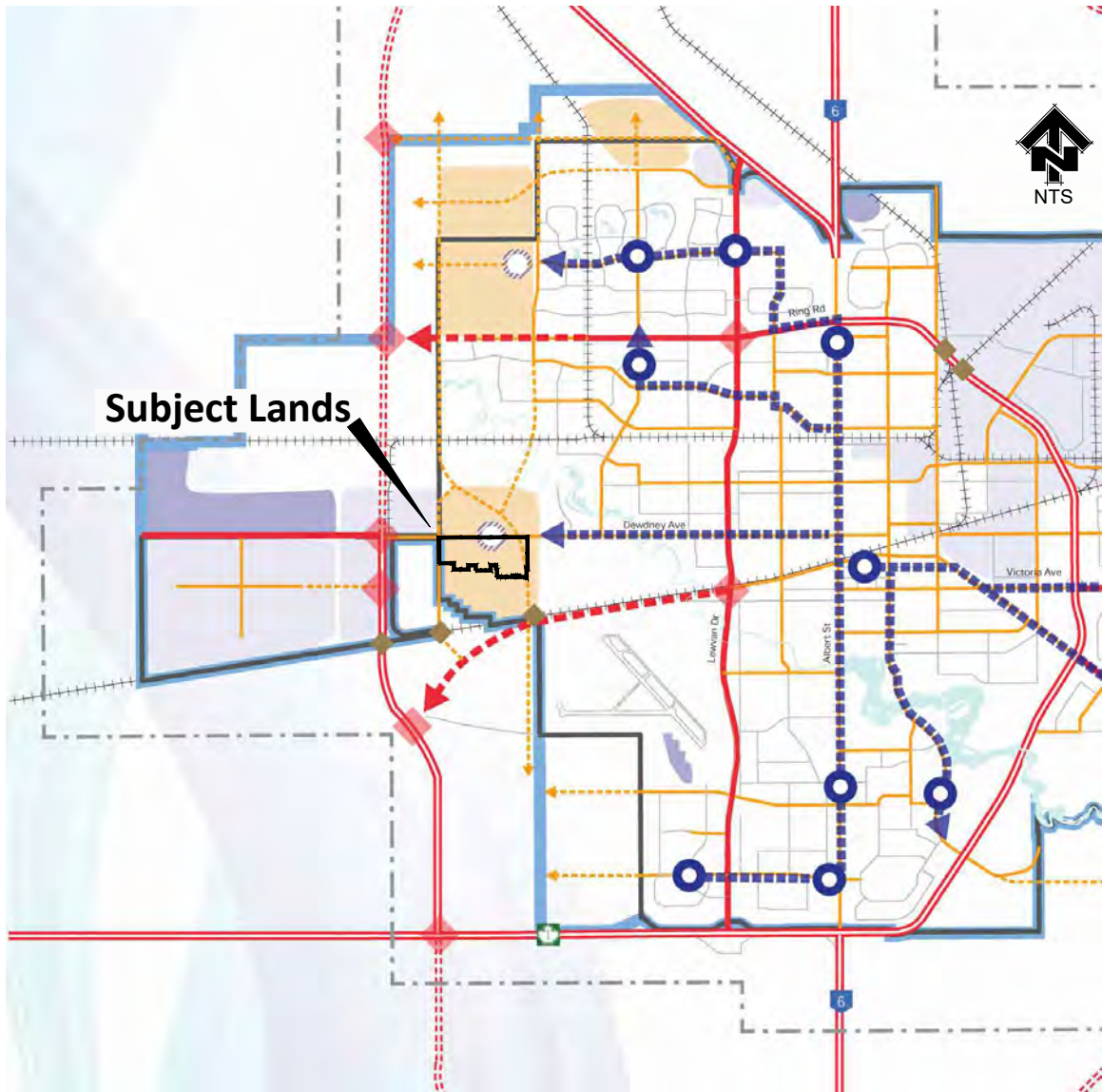


2.0 Existing Conditions

2.1 Location & Ownership

The CP is the first Concept Plan within the approved Westerra Neighbourhood Plan. The CP consists of the following key elements:

- +/- 96.71 ha (238.96 ac) of land;
- Bounded by Dewdney Avenue to the north, Pinkie Road to the west and Courtney Street to the east (as shown in **Figure 1. Location and Context Plan** and **Figure 4 - Local and Regional Transportation Network**);
- Forms a portion of the Westerra Neighbourhood Plan;
- Is bordered by the RCMP lands to the east and the airport to the southeast;
- Is bordered by the Sakimay First Nations to the west;
- Is bordered by the Dieppe residential neighbourhood to the northeast;
- Is bordered by Keeseekoose land to the North;
- Is legally owned by Westerra Development Corp.; and
- Is currently zoned as Urban Holding District (as shown in **Figure 5. Existing Zoning**).



Source: Design Regina - Official Community Plan 2013

Legend

- | | | |
|----------------------------|------------------------------------|-----------------------------------|
| Highway | Railway | New Neighbourhoods (300k) |
| Potential Highway | Express Transit Corridor | Existing Approved Employment Area |
| Urban Expressway | Transit Node | New Employment Area |
| Potential Urban Expressway | Potential Transit Node | Waterbody |
| Arterial Road | Potential Interchange | 2013 City Boundary |
| Potential Arterial Road | Potential Railway Grade Separation | 2014 City Boundary* |
| Collector | | Joint Planning Area Perimeter |

Figure 4 - Local and Regional Transportation Network

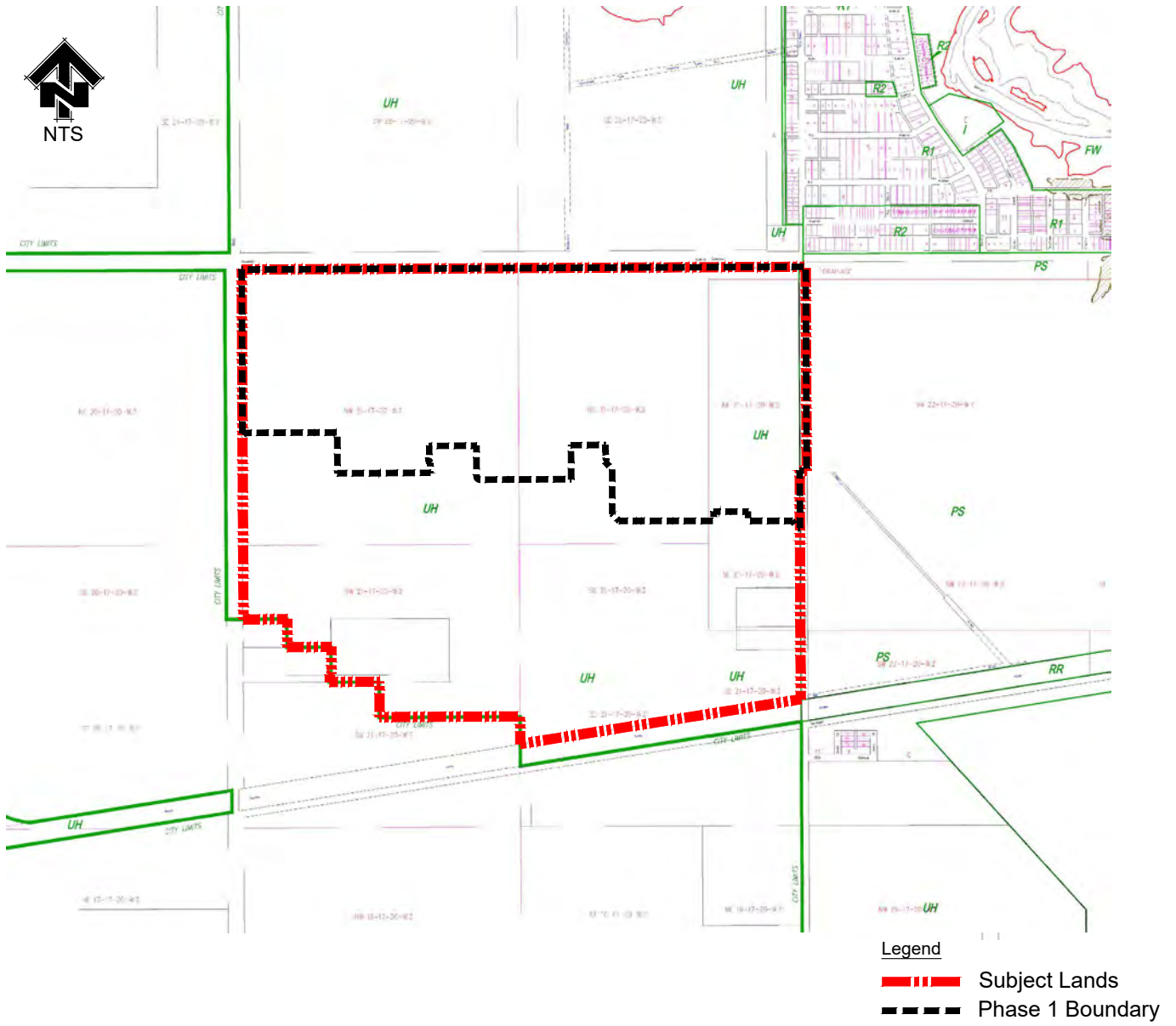


Figure 5 - Existing Zoning

Legal Description:

The Concept Plan area includes +/-96.27 ha (237.87 ac) with current ownership and legal descriptions described as per the following:

Legal Description	Owner	Area (ac)
Pt Sec. 21-17-20-2	Westerra Development Corp.	237.87
Portions of Courtney Street - Closure and Consolidation with Plan Area Assumed	City of Regina	1.09
TOTAL		238.97

Areas of Courtney Street will need to eventually be closed and consolidated with the remainder of the CP area. These have been included within the CP area total.

2.2 Natural Features

The following is a brief description of the existing CP area conditions.

2.2.1 Topography and High Points

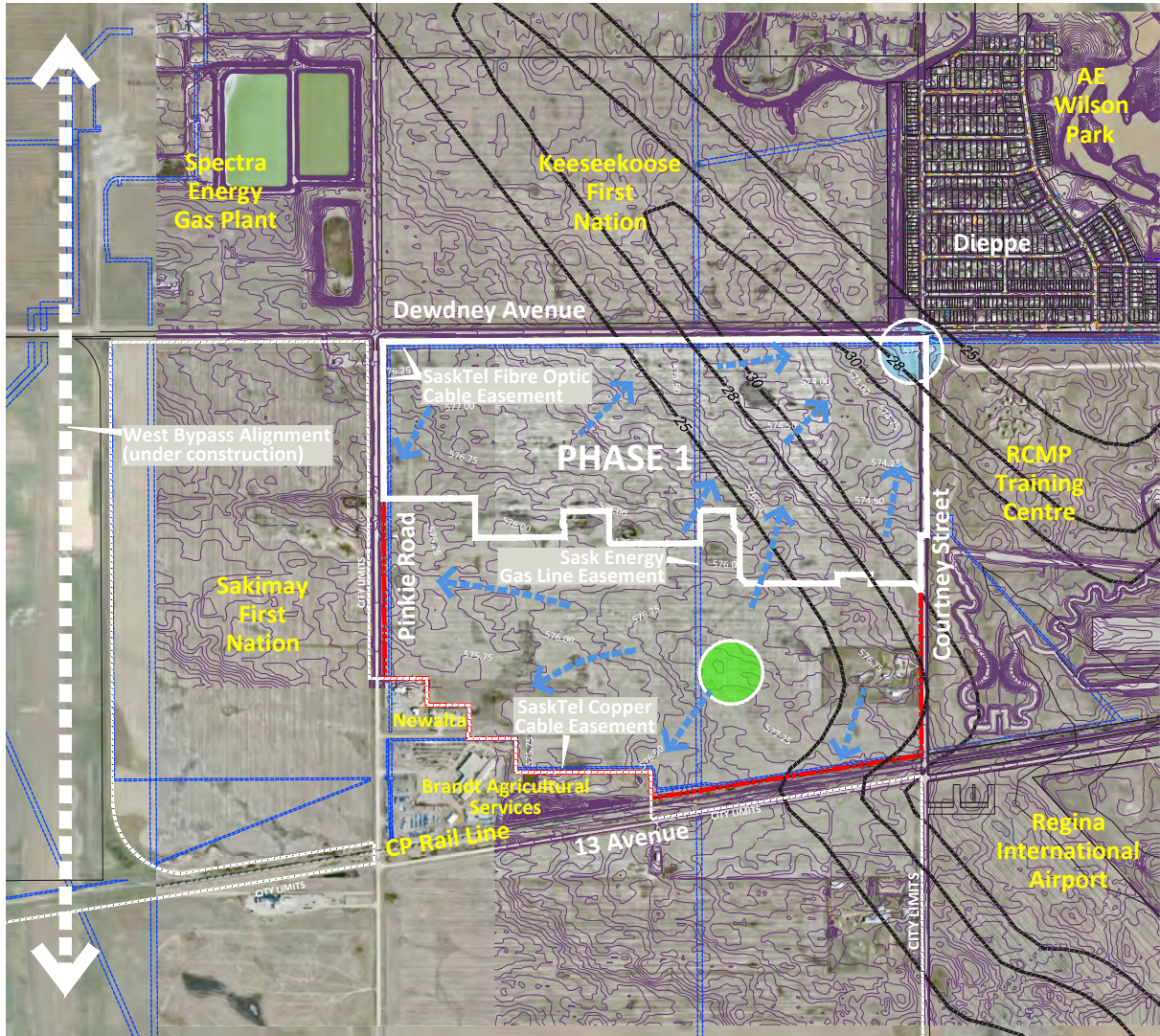
Westerra contains a high point which runs from the NW to SE corners of the NP. Within the CP, drainage is generally towards the northeast corner. The topography is generally flat and there are no slope constraints.

2.2.2 Existing Drainage Course and Wetlands

As indicated in the Westerra Neighbourhood Plan, there is little to no vegetation on the subject lands and there are no wetlands. Existing drainage pathways traverse the CP area as shown on **Figure 6. Site Context and Natural Features**. As such, no Biophysical Impact Assessment was required for the Neighbourhood Plan and no further study is required for this northern portion of the CP area. The existing drainage pattern has been incorporated into the stormwater management system proposed for the CP.

2.3 Built Features and Surrounding Land Uses

At present, there are no existing structures within the Phase 1 CP area. The CP area is relatively flat with a few low areas and drainage paths. As shown in **Figure 6: Site Context and Natural Features**, currently the CP area is cultivated with little to no vegetation. The surrounding land uses include agricultural uses, smaller scale development along Dewdney Avenue and the residential neighbourhood of Dieppe to the northeast. The Regina International Airport is located adjacent to the southeast of the CP area. Land uses located to the west include the Sakimay First Nations. Directly to the north, the CP area is bordered by First Nations lands and to the east by the RCMP training centre. Located to the northwest of the plan are the wastewater treatment plant, lagoon and a Spectra Energy facility. To the southwest of the CP area is the Newalta facility. The Westerra development is in compliance with all required setbacks from these off site features.



- Legend**
- ▬▬▬ Subject Lands
 - - - - - NEF Contours
 - ← - - - - Surface Drainage Arrow
 - Approximate Low Point
 - Approximate High Point
 - ~ ~ ~ Contours (0.25m Interval)

Figure 6 - Site Context and Natural Features

2.4 Heritage Resources

The CP area has been subject to a prolonged history of agricultural disturbances. The subject lands do not contain any significant topographical features or water courses. Notwithstanding, in support of the Neighbourhood Plan, an application for Historical Resource Clearance was submitted to the Province. Historical Resource Clearance was obtained and no Historical Resource Impact Assessment is required.

2.5 Shallow Utilities

Shallow utility services including electric power, natural gas, telephone, cable and internet services will be provided by local utility companies. It is anticipated that underground utilities will be located within the road rights-of-way and private easements as required to serve all proposed development.

The location of existing power, gas, and telecommunications infrastructure in relation to the CP area is shown on **Figure 7. Existing Shallow Utilities**. Stakeholder meetings held with the utility corporations have confirmed that adequate capacity exists within their systems to provide service to the land use proposed for the Westerra Neighbourhood Plan. The developer will work with the utility companies at the time of subdivision to provide all necessary services.

2.6 Environmental Analysis

As part of the Westerra Neighbourhood Plan submission, a Phase 1 and Phase 2 environmental site assessment was prepared by *Ground Engineering Consultants Ltd* (submitted under separate cover). The subject property has never been developed and has historically been used as cultivated farmland. The study found that the risk of significant soil and/or groundwater contamination is considered to be low and no further investigation was recommended.

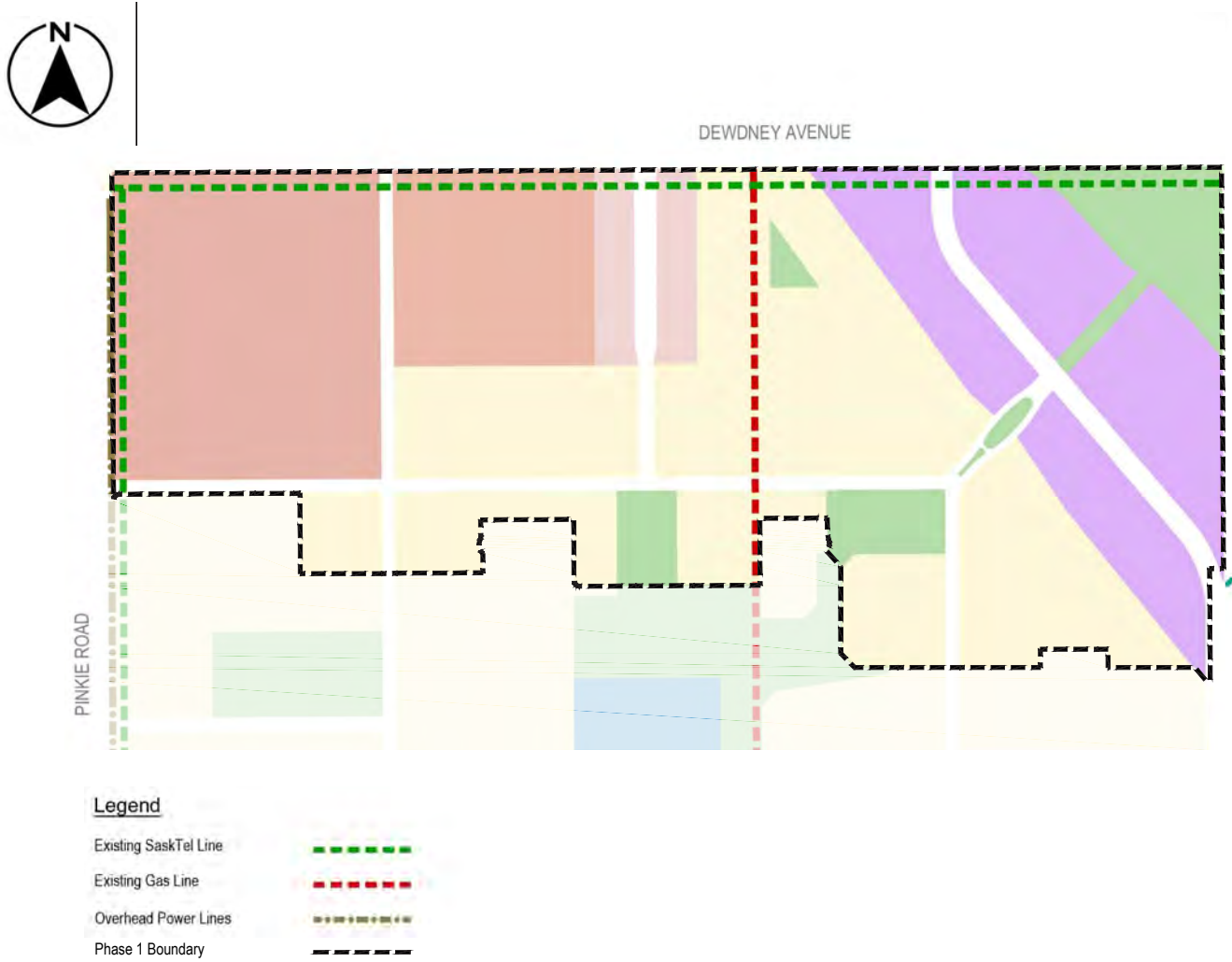


Figure 7 - Existing Shallow Utilities

3.0 Land Use Strategy

3.1 Community Design

The Westerra community provides the opportunity for future residents to live and work in an area that blends residential uses with commercial and business park uses. The CP includes an urban centre that accommodates a mix of employment and commercial uses, provides a range of housing product and intensity and is supported by an integrated road network and open space system. The key elements of Westerra Phase 1 CP are illustrated in Figures 8 - 10.

Residents will live in a variety of low to high density housing forms including Live-Work units within an arrangement of uses that combine to create a vibrant community. This will be supported by an efficient and interconnected road network. The open space system serves an important function linking different areas in the community while also providing a stormwater management function. The on-street greenway maintains mobility options for residents. The main street retail area is a key feature of the development and acts as a 'gateway' to the community. Supplementing main street retail uses, the CP also includes areas dedicated for large format, mixed use community retail, and business park uses. The general configuration of the Phase 1 CP area is shown in **Figure 8. Westerra – Phase One Concept Plan Illustrative Plan – Conceptual Overview**.

An overview of the land use composition for the Phase 1 CP area is outlined in **Table 2 - Westerra Phase 1 Concept Plan Land Use Composition**. Proposed residential densities for the CP area are outlined in **Table 3 - Residential Densities and Population Projections**. Based on projected density, unit assumptions and household size, **Table 4 - Residential Densities and Population Intensity** provides a summary overview of the overall residential density and population intensity forecast for the CP.

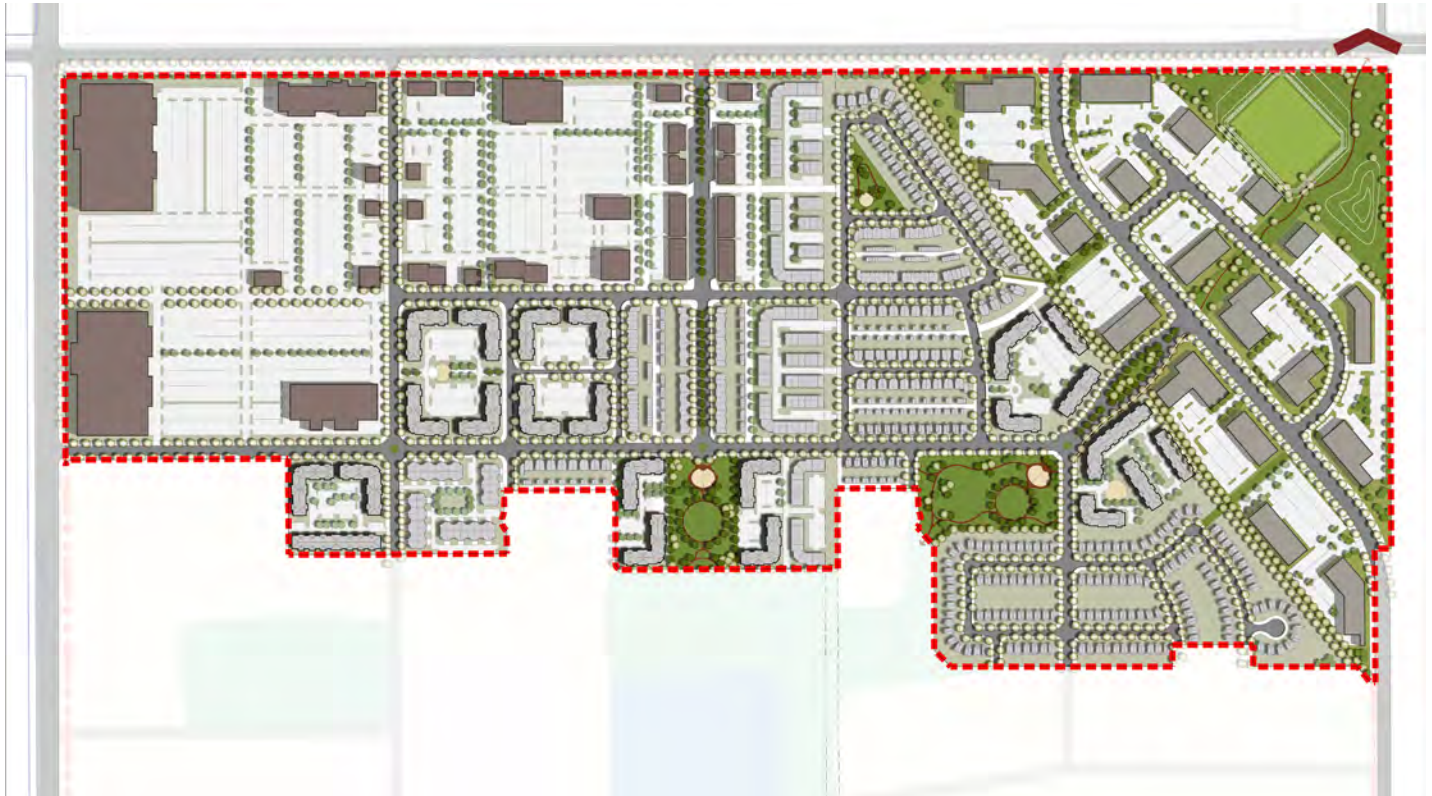
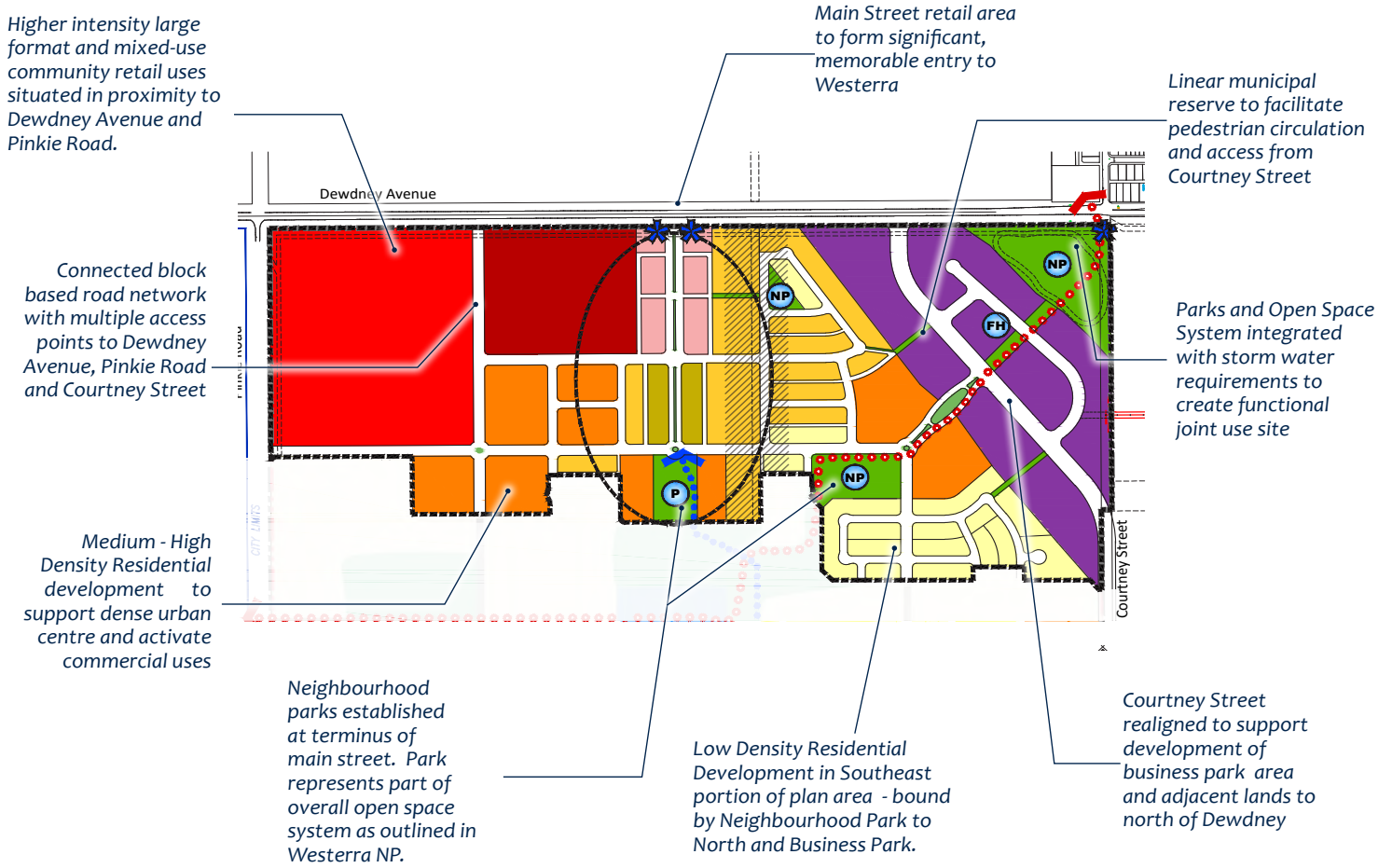


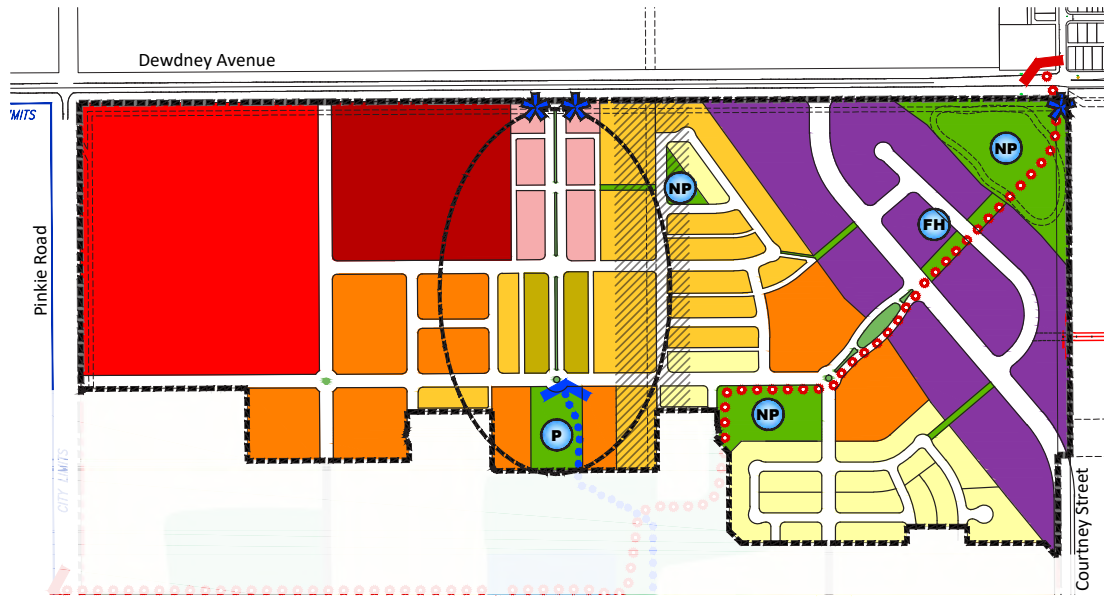
Figure 8 - Westerra - Phase One Concept Plan Illustrative Plan - Conceptual Overview



Legend		Net Area	
Phase 1 Boundary	96.73 ha± (239.01 ac±) (100.0%)		
Large Format Retail	17.25 ha± (42.61 ac±) (17.8%)		
Mixed-Use Community Retail	7.55 ha± (18.66 ac±) (7.8%)		
Main Street Retail	2.32 ha± (5.74 ac±) 2.4%		
High Density Residential	11.69 ha± (28.88 ac±) (12.1%)		
Medium Density Residential	9.95 ha± (24.57 ac±) (10.3%)		
Low Density Residential	6.87 ha± (16.99 ac±) (7.1%)		
Live Work Residential	1.30 ha± (3.20 ac±) (1.3%)		
Business Park	14.82 ha± (36.63 ac±) (15.3%)		
Open Space			
Municipal Reserve	7.55 ha± (18.66 ac±) (7.8%)		

Roads		17.43 ha± (43.07 ac±) (18.0%)
Special Development Area (60m Setback)		
Existing Right of Way Easement		
Neighbourhood Park (NP)		Stormwater Facility
Neighbourhood Park / Plaza (P)		Entry Feature
Potential Fire Hall Site (FH)		Devonian Pathway
Urban Centre		Local Pathway

Figure 9 - Key Plan Elements



Legend	Net Area
Phase 1 Boundary	96.73 ha± (239.01 ac±) (100.0%)
Large Format Retail	17.25 ha± (42.61 ac±) (17.8%)
Mixed-Use Community Retail	7.55 ha± (18.66 ac±) (7.8%)
Main Street Retail	2.32 ha± (5.74 ac±) 2.4%
High Density Residential	11.69 ha± (28.88 ac±) (12.1%)
Medium Density Residential	9.95 ha± (24.57 ac±) (10.3%)
Low Density Residential	6.87 ha± (16.99 ac±) (7.1%)
Live Work Residential	1.30 ha± (3.20 ac±) (1.3%)
Business Park	14.82 ha± (36.63 ac±) (15.3%)
Open Space	
Municipal Reserve	7.55 ha± (18.66 ac±) (7.8%)
Roads	
	17.43 ha± (43.07 ac±) (18.0%)
Special Development Area (60m Setback)	
Existing Right of Way Easement	Stormwater Facility
Neighbourhood Park (NP)	Entry Feature
Neighbourhood Park / Plaza (P)	Devonian Pathway
Potential Fire Hall Site (FH)	Local Pathway
Urban Centre	



Figure 10 - Detailed Land Use Concept for Phase 1

Table 2 - Westerra Phase 1 Concept Plan Land Use Composition

Land Use (Phase 1)	Area (Hectares)	Area (Acres)	Percentage (%) of Phase 1 Concept Plan Area
Low Density Residential	6.87	16.99	7.1
Medium Density Residential	9.95	24.57	10.3
High Density Residential	11.69	28.88	12.1
Live Work Residential	1.30	3.20	1.3
Large Format Retail	17.25	42.61	17.8
Mixed - Use Community Retail	7.55	18.66	7.8
Main Street Retail	2.32	5.74	2.4
Business Park	14.82	36.63	15.3
Municipal Reserve	7.55	18.66	7.8
Roads	16.05	39.67	16.6
Laneways	1.38	3.40	1.4
Total	96.73	239.01	100

3.1.1 Low Density Residential Development

Located mainly in the southeast portion of the CP area, the low density residential development area will consist of predominantly laneless single detached housing. The low density residential portion of the CP is approximately 6.87 ha (16.99 acres) in size. The low density residential area is bounded by a neighbourhood park to the northwest, business park uses to the east and is structured by the proposed collector and local road network. To address the residential-business park interface, a privately maintained berm shared between residential lots and business park lots is proposed. Key elements of this interface and preliminary design parameters are discussed further in the business park section of this CP. **Table 3: Residential Densities and Population Projections** provides an overview of the projected low –density residential area density targets, unit assumptions and projected population thresholds.



3.1.2 Medium Density Residential Development

Located mainly to the east of the main street retail area in the northeast portion of the CP is the medium density development area consisting of 9.95 ha (24.57 acres). The medium density residential development will consist of both laned and non-laned product including semi-detached, townhouses, row housing and combinations thereof.

Defined by the modified grid street network in the east and a general grid network to the west, the medium density residential development area provides a transition between the low and high density development areas. The residential – business park interface provides a buffer with a berm along the back of the lots. This is discussed further in the business park section of this Plan. **Table 3: Residential Densities and Population Projections** provides an overview of the projected medium density area density targets, unit assumptions and projected population thresholds.



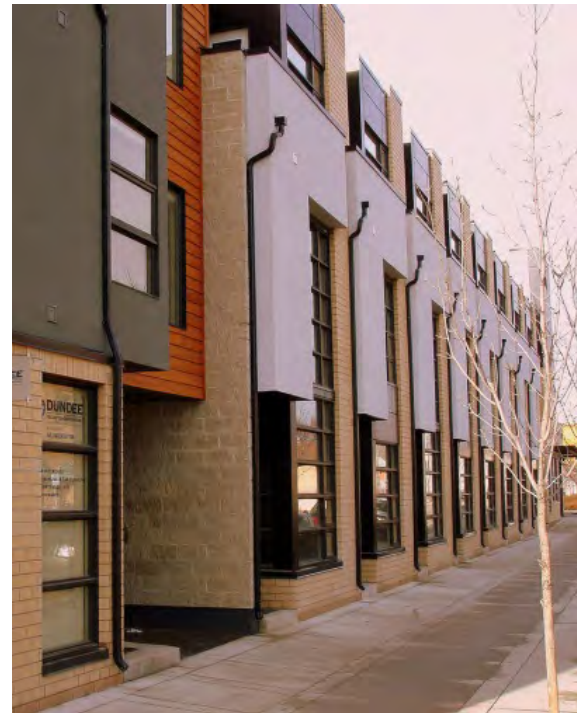
3.1.4 High Density Residential Development

Located at the entry to the residential area from Courtney Street and to the south of the Large Format and Mixed-Use Community Retail area is the high - density development area which consists of approximately 11.69 ha (28.88 acres). Its boundaries are delineated largely by east-west major roads, a neighbourhood park and the on-street greenway. The neighbourhood parks support amenity areas for the higher density development area and its residents. The eastern edge is delineated by NEF 30 contour boundary and the business park area. The residential – business park interface provides a buffer with a berm along the back of the lots. This is discussed further in the business park section of this Plan. **Table 3: Residential Densities and Population Projections** provides an overview of the projected high –density residential area density targets, unit assumptions and projected population thresholds.



3.1.4 Live-Work Residential Development

Located within the central portion of the CP, north of a neighbourhood park and south of the main street area are Live-Work units consisting of 1.30 hectares (3.20 acres). This is an innovative type of development intended to support the sustainability of Westerra by allowing residents to work from home, eliminating commuting distances and providing a market for retail uses in the community. Live-Work units are envisioned to take the form of attached housing units. The Neighbourhood Park to the south provides an amenity both in terms of recreation and visual aesthetics. The Live-Work unit area is shown in **Figure 11. Live-Work Residential in Relation to Main Street**. The Live-Work and high density residential uses are essentially an extension and transition from the main street retail area to the residential portion of Phase 1. **Table 3. Residential Densities and Population Projections** provides an overview of the projected Live-Work residential area density targets, unit assumptions and projected population thresholds.



Main Street Retail area forms defining entrance to Westerra from Dewdney Avenue with high quality pedestrian environment and range of local services.

Live Work Area defined by central median and marks transition to neighbourhood park/plaza from Main Street Retail Area



Figure 11 - Live-Work Residential in Relation to Main Street

Table 3 - Residential Densities and Population Projections

Residential Land Use (Phase 1)	Gross Area (hectares)	Net Area (hectares)	Density – Low (upnh)	Density – High (upnh)	Number of Units Low	Number of Units High	Population Per Unit	Population Projections (Low)	Population Projections (High)
Low Density Residential	9.30	6.87	22	25	151	172	3.1	469	532
Medium Density Residential	13.00	9.95	25	50	249	498	2.6	647	1,294
Live Work Residential	2.09	1.30	25	50	33	65	1.8	59	117
High Density Residential	14.62	11.69	50	100	585	1,169	1.8	1,052	2,104
Total	39.01	29.81			1,017	1,903		2,226	4,047
<i>Population of 2,226 over 39.01 gross residential acres in CP area equates to 57 persons per gross hectare Population of 4,047 over 39.01 gross residential acres in CP area equates to 104 persons per gross hectare</i>									

Table 4 - Residential Densities and Population Intensity

Density Summary (Phase 1)	Low Population Scenario	High Population Scenario
Residential Density – Units per net hectare	34.11	63.85
Residential Density – Units per net acre	13.81	25.85
Population intensity of Residential Area (ppnh)	74.67	135.76
Population of Intensity of Residential Area (ppna)	30.23	54.96

3.2 Commercial

3.2.1 Urban Centre

Located in the central portion of the CP area along Dewdney Avenue is the Urban Centre. The Urban Centre is a local shopping, living and working area for the surrounding community. Map 1 of the Official Community Plan (OCP) shows Westerra as the location of an Urban Centre. According to Section D5, Goal 3 in the OCP, an urban centre is defined as an area for pedestrian and transit-oriented mixed-use development. It is also an area intended to function as a hub for community interaction and identity (p. 41 of the Official Community Plan, 2013). Goal 3, Policy 7.10 also defines an Urban Centre as an area of higher density residential and commercial uses, transit oriented development, community amenities and open space.

The Westerra Urban Centre is located at the intersection of Dewdney Avenue and the Main Street retail area. It is considered an Urban Centre because it is located along a potential future express transit route, a major transportation route, and provides multiple pedestrian opportunities throughout. The main street retail area is the focus of the Urban Centre and provides a sense of place in an area where residents interact. Mixed uses in the area include commercial, residential and employment uses. The Urban Centre is a node supported by higher density development, aligning with the policy direction of the OCP.



The Urban Centre is an important contribution to the Westerra Community and West Regina because it provides an intensity and diversity of uses to this neighbourhood and sector of the City. As the southern anchor to the Urban Centre, the Live – Work area provides a transition to the south and the rest of the CP area. A Neighbourhood Park is centrally located south of the Live-Work area serving as an amenity for the surrounding residential uses as well as the southerly terminus of main street.



3.2.2 Main Street Retail Area

The Main Street Retail area is one component of the urban center and is envisioned as the focal point of Westerra and will contain neighbourhood scaled retail and mixed uses. This area, containing 2.32 ha (5.74 acres), is unique and the identity, design, product mix and density all combine to create a high quality, pedestrian scaled atmosphere. Main Street features a central landscaped median which serves to enhance the aesthetics and entrance into the area. Angled parking is accommodated on both sides of the street to promote easy access to businesses. The buildings have been situated to provide rear service access. The preliminary layout of the main street retail area is shown in **Figure 12. Main Street Retail Area Plan Overview**.

In general, buildings will be 1.5 – 2 storeys with a mix of uses possibly including 2nd storey residential. Parking is envisioned to be angled in the front with perpendicular parking in the rear. All parking will comply with City land use bylaw standards. This Main Street includes a landscaped median and building fronts are anticipated to be approximately 120 feet across from each other. This creates a comfortable pedestrian environment. Key elements forming part of the main street, live work and adjacent areas are outlined in **Figure 13: Key Elements of Main Street and Live Work Area – Conceptual Overview** and shown in **Figure 13a: Main Street Detail Looking South - Conceptual Overview**.



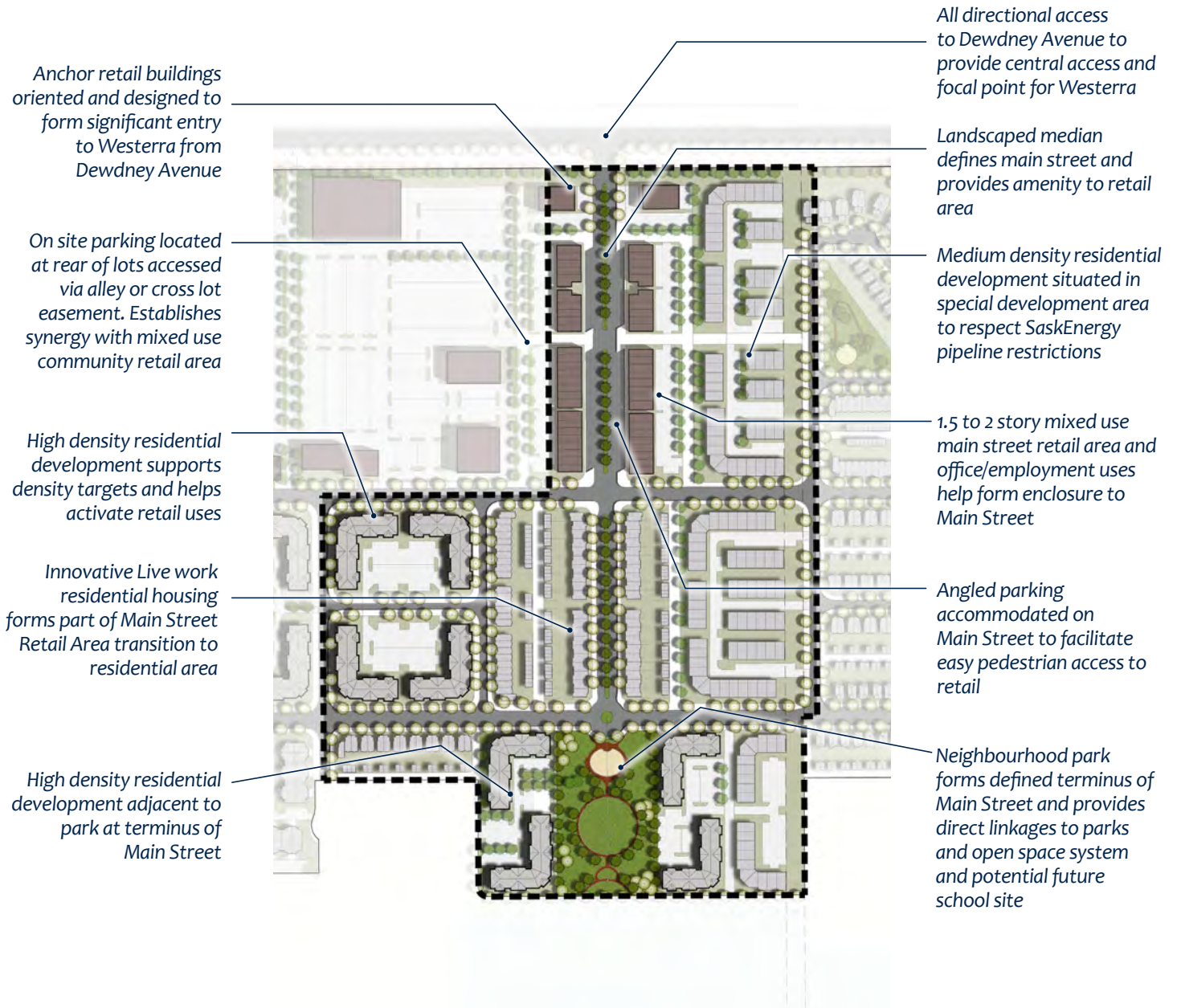


Figure 13 - Key Elements of Main Street and Live-Work Area - Conceptual Overview



Figure 13a - Main Street Area - Looking South - Conceptual Overview

3.2.3 Mixed-Use Community Retail Area

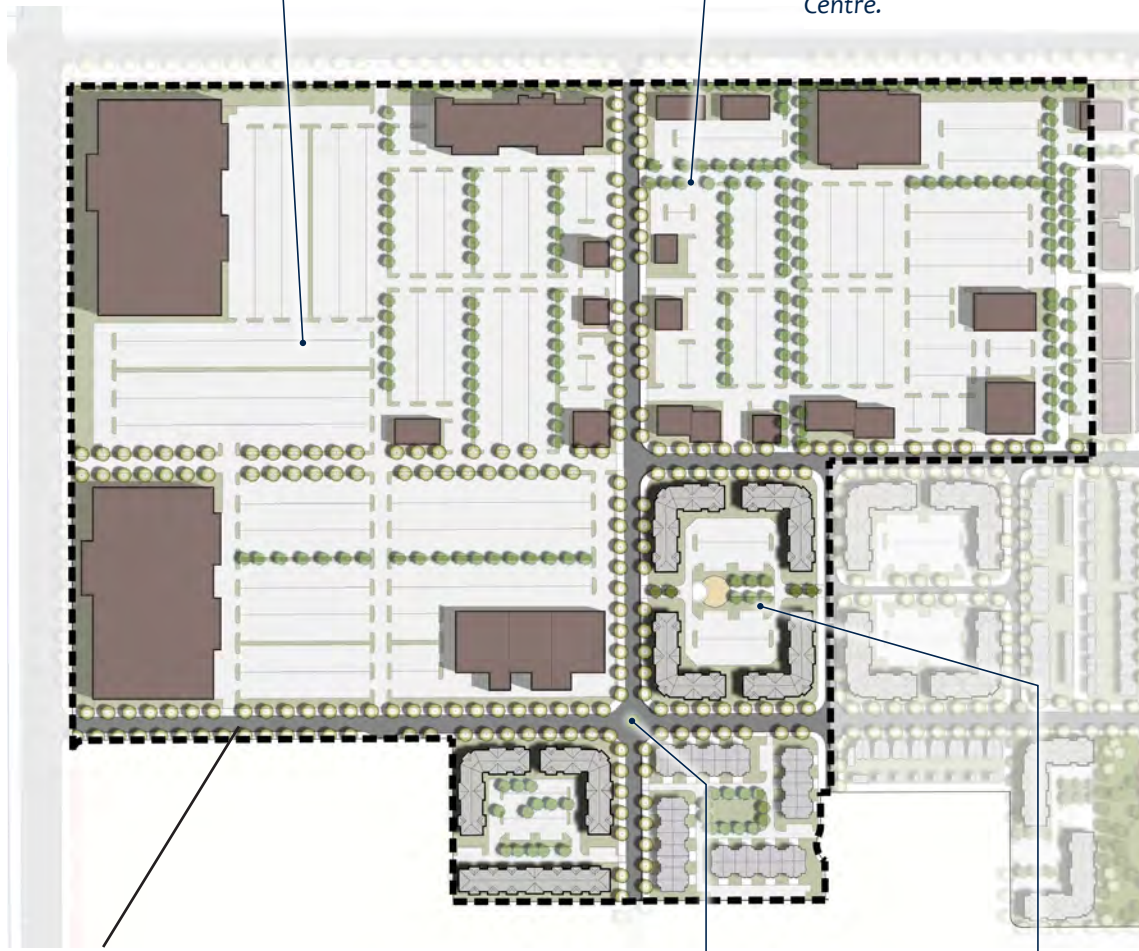
Located to the west of the Main Street area, the Mixed-Use Community Retail area of 7.55 hectares (18.66 acres) is intended to provide commercial amenities to residents of Westerra, west Regina and the R.M. of Sherwood. This area is shown in **Figure 14. Key Elements of Large Format and Mixed - Use Community Retail Area – Conceptual Overview**. Significant emphasis is placed on pedestrian connectivity within the CP area and the adjacent Main Street Area. People can park in the mixed-use community retail area and walk to the Main Street area. The close proximity of shopping & services enables residents to rely less on cars.

Major roadways act as boundaries to the mixed-use community retail area. Access to the area is available from Dewdney Avenue and the northern edge is clearly defined by a major arterial. Possible uses include small to medium scale commercial uses such as banks, pharmacies, liquor stores, grocery stores, restaurants, and personal services such as hair salons. Accessory uses are envisioned to include a parking area, pedestrian walkways and patios where appropriate. Internal circulation and connections will be planned to connect with the Large Format Retail area to the west and the Main Street Retail area to the east. The Mixed-Use Community Retail area may also encompass some form of high density residential development along its eastern and southern boundaries. The intent of infusing high density development into this area will be to further support the proposed main street area.



Large scale large format retail oriented at junction of Dewdney Avenue and Pinkie Road to support regional commercial needs

Mixed-Use Community retail situated with good exposure to Dewdney and proximity to Main Street. Mixed Use Community Retail may also support future high density residential development to further activate Urban Centre.



Collector roadway provides access to retail area and supports separation between residential and commercial uses

Roundabout to support intersectional functions at this location

High density residential development to help activate and support main street and mixed-use community retail areas

Figure 14 - Key Elements of Large Format and Mixed-Use Community Retail Area - Conceptual Overview

3.2.4 Large Format Retail

The Large Format Retail area is located in the northwest corner of Westerra with access from Dewdney Avenue and Pinkie Road as illustrated on **Figure 15. Conceptual Rendering Large Format Retail**. This area is a high visibility site with excellent access from arterial roads and is intended to serve a regional market. This area will provide building forms that typically include single story buildings with a large footprint on a single site. Large format retail can accommodate big – box, stand - alone types of development that require large parking areas.

The approximate location of a lift station intended to serve Westerra is shown in the southwest corner of the large format retail site (**Figure 10-Detailed Land Use Concept for Phase 1**). Internal site circulation will accommodate traffic and pedestrian flows and connections to adjacent areas.





Figure 15 - Large Format Retail - Looking Northeast - Conceptual Overview

3.2.5 Business Park Area

The Business Park Area will accommodate a variety of business uses including a mix of office and non-manufacturing industrial developments – comprehensively planned in a campus-style setting as conceptually shown in **Figure 16 - Key Elements of Eastern Gateway - Conceptual Overview**. The form of development will blend land use situated west of the NEF 30 contour. While the business park area serves as a compatible use with the adjacent residential use west of the NEF contour, consideration has been given to establishing an appropriate and consistent transition between the proposed business park and adjacent residential area. To support this transition, the plan envisions the construction of a landscaped berm between the business park and residential area. It is anticipated that wood material will be used for fence construction. This interface is illustrated in **Figure 17. Business Park-Residential Interface**. The berm will be constructed by the developer and maintenance responsibilities would be assumed by lot owners. It is acknowledged that the City will not assume ownership of the berm.

13 metre landscaped berm to establish appropriate separation and transition from residential to business park area

Courtney Street realigned through plan area to service business park lands and to provide optimal intersection location to support future development north of Westerra

Significant entrance amenity forms defining feature of entrance into Westerra residential area from Courtney Street

Linear Municipal Reserve to support proposed regional pathway network and tie into Devonian pathway system

Neighbourhood park situated at terminus of entrance street adding to entrance experience Park ties into overall parks and open space system

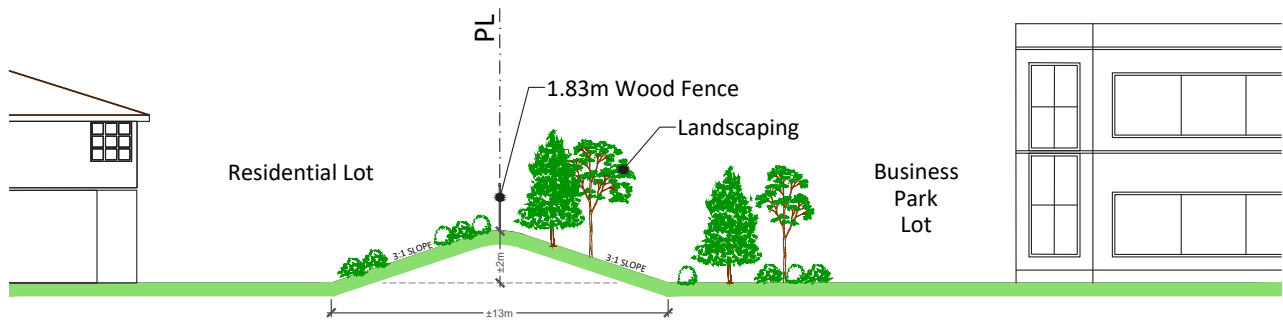
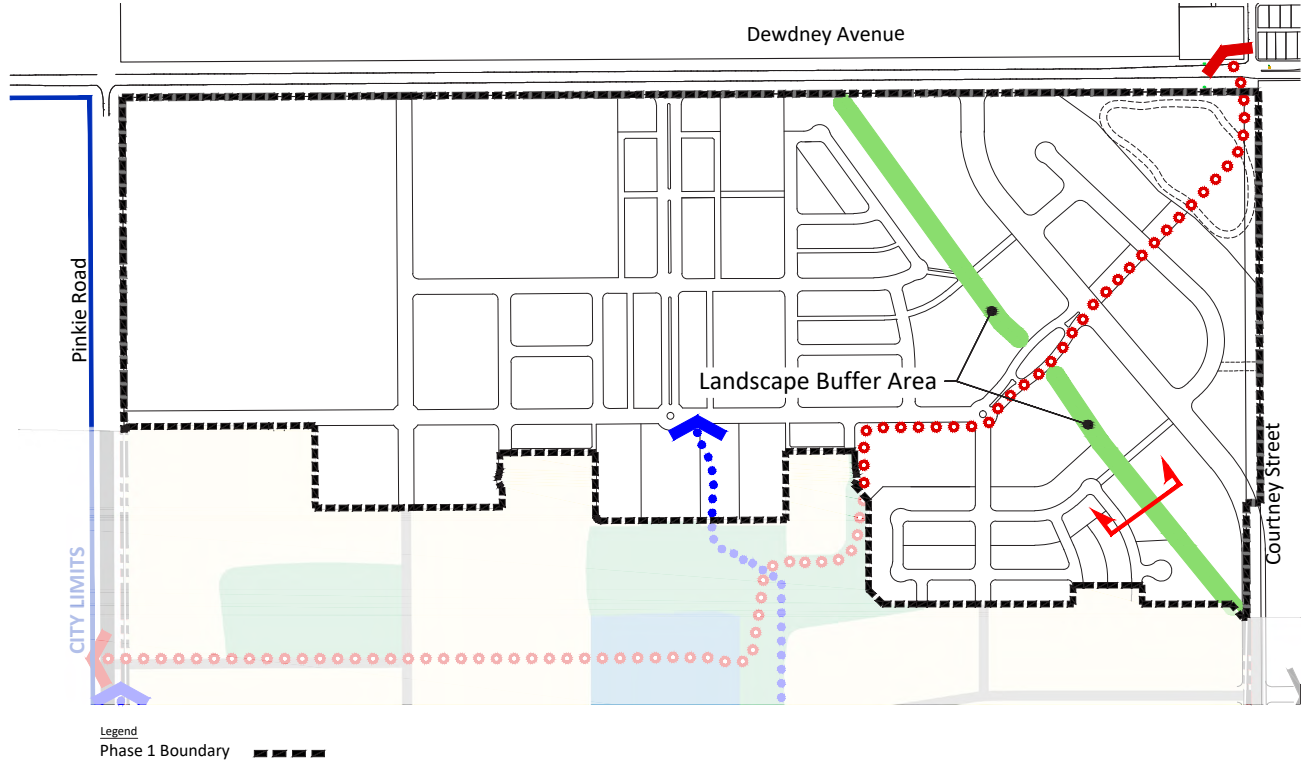
Business Park area planned and designed to business park standard to support gateway function of Courtney Street

Roundabout to facilitate efficient vehicular flow at this location and add amenity value

High density residential development fronting street and park to form significant entry into Westerra residential area



Figure 16 - Key Elements of Eastern Gateway - Conceptual Overview



Residential and Business Park Area Interface Treatment Cross Section
Scale 1:250

Figure 17 - Business Park - Residential Interface

3.3 Civic/Recreation

No school is contemplated within the immediate term for this development. However, a potential future area within the central portion of the NP has been set aside for this purpose. This area is not included within the CP and will be addressed in a subsequent Concept Plan. The open space areas contained within the CP are connected to this recreational/public use site and implementation of these connections are envisioned as part of the overall civic and open space strategy for the plan area.

3.4 Community Services

In terms of emergency services, the need for a fire hall has been identified through consultation with the City and a preliminary location has been identified within the business park area. This is shown on **Figure 10. Detailed Land Use Concept for Phase 1**. To fulfill this need, the developer will work with the City on finalizing this location at the redesignation and subdivision Phase.

3.5 Parks and Open Space

Open Space within the CP is designed to facilitate a range of passive and active recreational opportunities, enhance pedestrian connectivity and provide aesthetic, social and infrastructure functions in the context of the overall Westerra Neighbourhood Plan. Overall, the open space strategy in the Westerra Neighbourhood Plan area is based upon a dispersed and interconnected system of open spaces serving recreational, transportation and stormwater management functions. The NP open space system is centered on the potential future school site in the centre which is connected to the various smaller neighbourhood parks situated throughout the community in proximity to residents of all the neighbourhoods in Westerra. These areas are all connected by various pathways and walkways. A regional pathway traverses the area from east to west and connects Westerra with adjacent lands to the west and the Devonian Pathway system to the northeast.

Key elements of the parks and open space system are illustrated in **Figure 9. Key Neighbourhood Plan Elements – Conceptual Overview**. Key components of the overall Westerra Neighbourhood Plan include:

- An interconnected open space network that integrates the central potential future school site, the proposed stormwater facilities and the connections to the Devonian Regional and local pathway system.
- An on-street greenway which ties into the proposed parks and open space system. Collectively, the greenway, parks and open space within Westerra will support a local and regional pathway system. The regional pathway is intended to connect to and form an extension of the Devonian pathway system.

The CP open space system involves the construction of portions of the proposed open space system as outlined in the approved Neighbourhood Plan and includes an open space stormwater detention pond in the northeast corner, forming part of the stormwater management system. This is illustrated in **Figure 18 Overview of Parks and Open Space Looking Southwest**. This area is intended to serve as a recreational amenity for residents of Westerra and Dieppe, and an aesthetic amenity for the employees in the business park. The area also serves as a transitional use between the business park and the Dieppe neighbourhood and will help support the extension of the regional pathway system through Westerra.

In terms of an appropriate tie-in into the Devonian pathway system, as an interim option, it is anticipated that Westerra's regional pathway will connect to the existing regional pathway system that currently runs along the north side of Dewdney Avenue. A pedestrian crossing will be considered. However, the ultimate connection to the Devonian pathway system is subject to planning for the lands to the north and must be integrated appropriately at the detailed planning stage.

Within the CP, the detention pond transitions into the on-street greenway identified through the business park area to the residential area, terminating in a neighbourhood park.

A second neighbourhood park is proposed to the north of the potential future school site, connecting to the pedestrian environment in the main street retail area. Programming of this park is anticipated to include soft and hard landscaping. The park will support the commencement of the local pathway network identified within the Westerra NP.

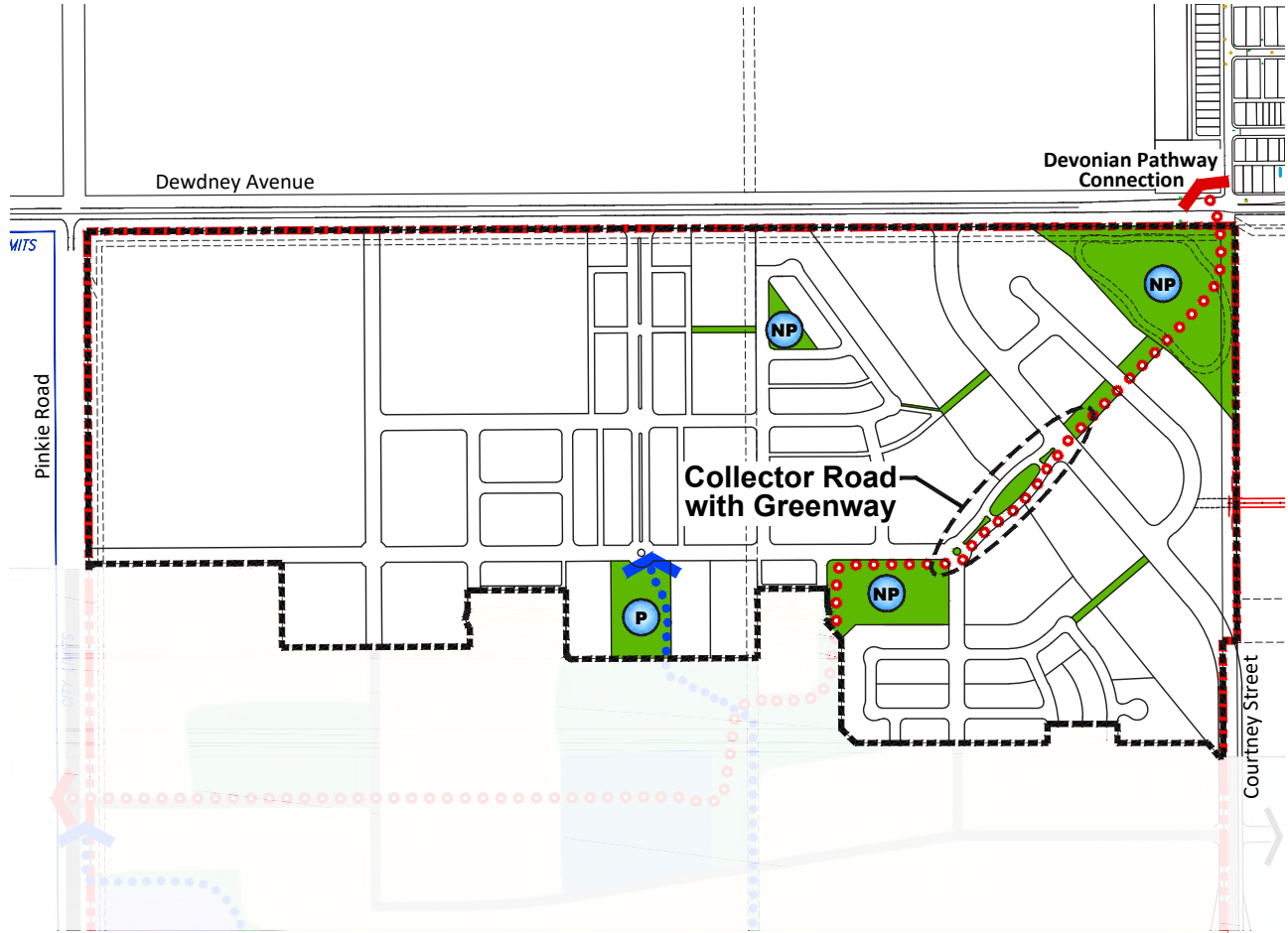
Lastly, a small neighbourhood park is proposed within the residential area situated east of the main street retail area. A small piece of linear municipal reserve has been proposed to support pedestrian access from this residential area to the main street retail area.

The configuration, siting and location of the open space components in the CP are shown in **Figure 19. Open Space Dedication**. These elements form part of the CP area and are part of a larger open space network. They are envisioned to unify Westerra, as documented in the Neighbourhood Plan. Detailed plans for the proposed parks and open space system forming part of the CP will be detailed in plans and specifications submitted to the City following subdivision approval.





Figure 18 - Overview of Parks and Open Space Looking Southwest



Legend







-  Phase 1 Boundary
-  Municipal Reserve
-  Neighbourhood Park
-  Neighbourhood Park / Plaza
-  Devonian Pathway
-  Local Pathway



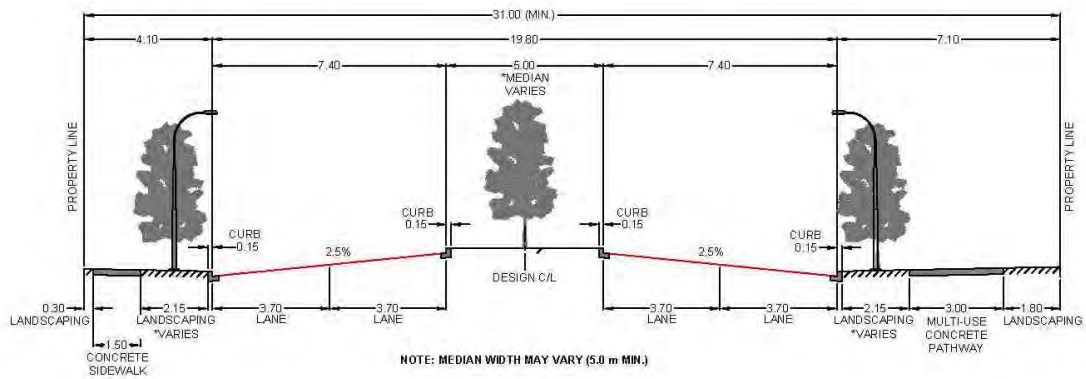
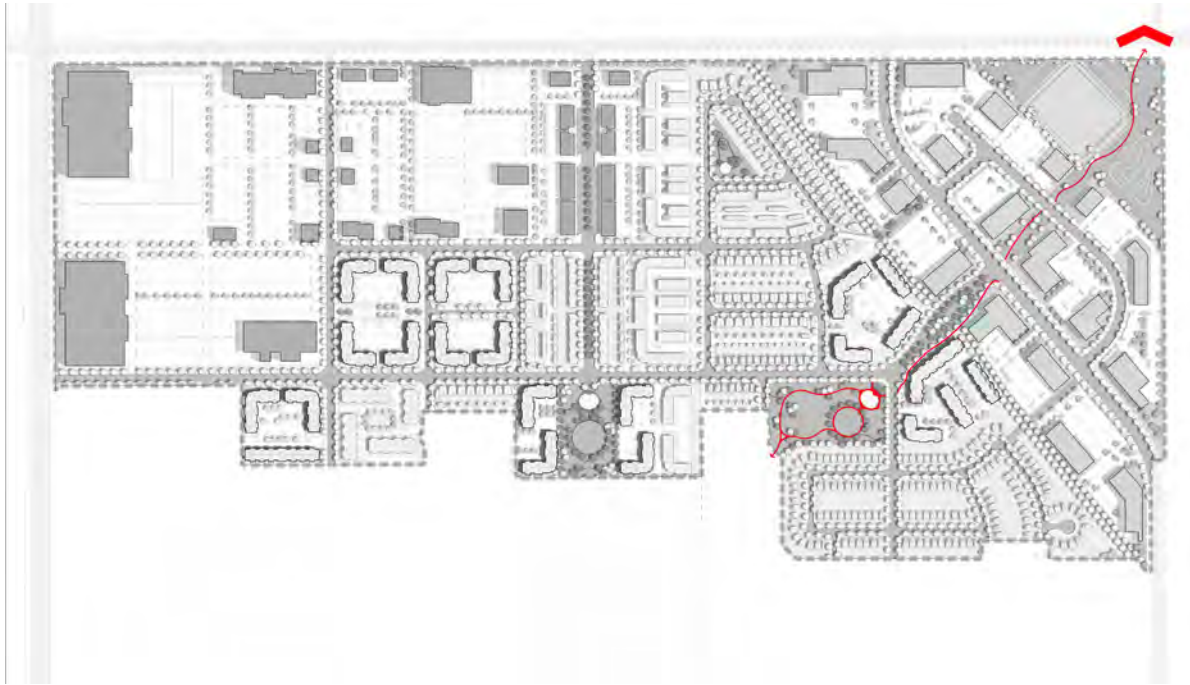
Figure 19 - Open Space Dedication

3.5.1 Pathway System

Implementation of a pedestrian and bike network is anticipated within the CP area through the provision of a local and regional pathway system which is consistent with the Westerra Neighbourhood Plan. The proposed pathway system is envisioned to form part of the parks and open space system. The pedestrian and bike network within the CP orients toward the Devonian Pathway to the northeast of Westerra. When situated outside of the park system, the proposed regional pathway is supported by a linear on-street greenway.

The location of the proposed regional pathway system within the proposed reserve lands and the on-street greenway is shown in **Figure 19 - Open Space Dedication**. As shown, the on-street greenway includes a proposed couplet with a landscaped median within the road right-of-way (ROW) at the main entrance off of Courtney Street. Key elements of this gateway are shown in **Figure 20: Couplet Entrance** and **Figure 21: Main Entrance from Courtney Street - Looking Southwest**.

Ultimately, it is envisioned that the regional pathway system as identified in the Westerra NP, will extend northward through adjacent lands to tie into the Devonian pathway system. At this time, planning for the lands to the north of Westerra has not yet been completed and hence this desired pathway connection at this point in time is premature. Notwithstanding, as an interim approach, a connection to the Devonian network via the existing via the existing pathway on the north side of Dewdney Avenue is proposed. The approximate location of this proposed connection point is identified in **Figure 19 - Open Space Dedication**.



31.0m Main Entrance Collector Section

Figure 20 - Couplet Entrance Overview



Figure 21 - Main Entrance From Courtney Street - Looking Southwest

3.6 Municipal Reserve

A summary of proposed municipal reserve dedication associated with the Phase 1 plan area is outlined below. Following Phase 1 reserve dedication, the amount of Municipal Reserve (MR) outstanding shall be deferred to other lands within the Westerra Neighbourhood Plan. The proposed municipal reserve dedication and the amount of municipal reserve owing under the Neighbourhood Plan and deferred to is summarized in **Table 5 - Municipal Reserve**.

Table 5 - Municipal Reserve

	+/-Acres	+/-Hectares
MR Requirement for Neighbourhood Plan Area	40.27	16.29
Proposed Municipal Reserve (MR) dedication as part of Phase 1 Concept Plan	18.66	7.55
Amount of MR Outstanding – Deferred to Balance	21.61	8.74

4.0 Transportation

4.1 Transportation System Overview

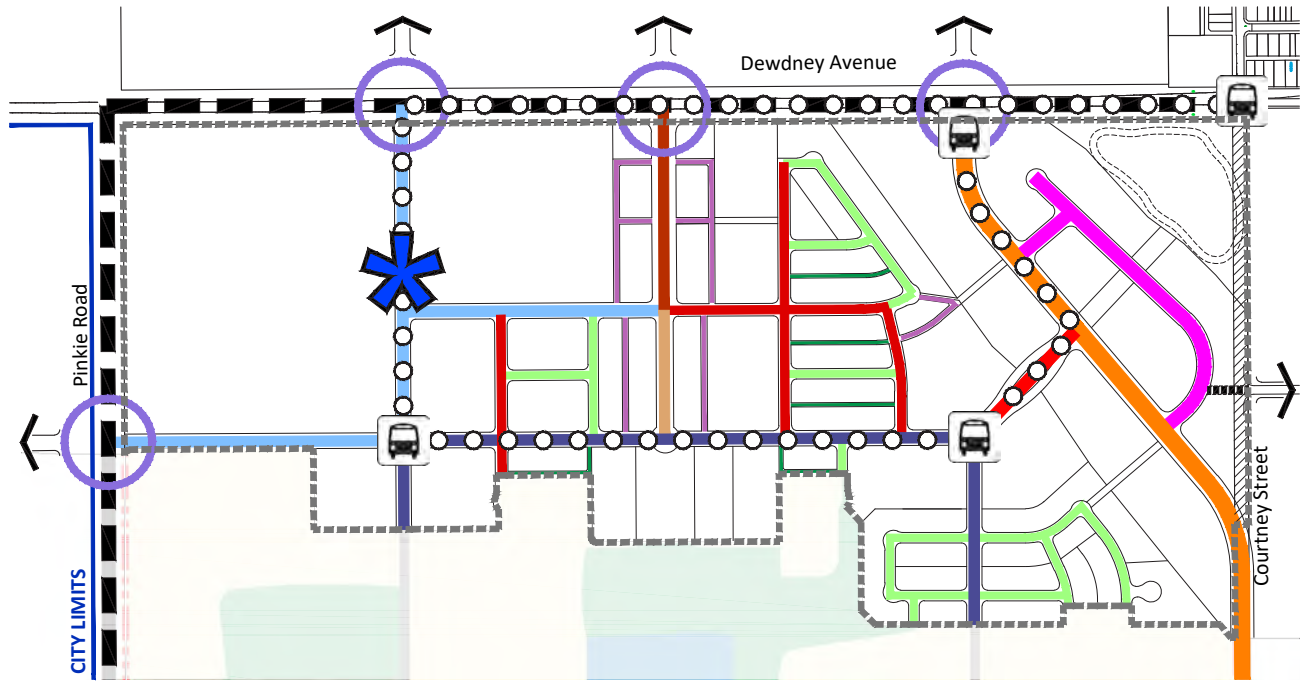
The intent of the NP transportation system within the Westerra Neighbourhood Plan is to provide a road network that is compatible with the existing and future regional road network. The network provides frequent and direct access to the boundary arterial and collector roads. The internal road network is based on a modified grid network and provides two east-west road links through the central portion of the plan area. Three accesses off of Dewdney Avenue provide entrances into the community. Two other accesses are provided off Pinkie Road; one provides mainly commercial access and the other provides mainly residential access. Accesses from Courtney Street are also provided; one through the business park area and one through the residential area.

The internal road network for the CP builds on the road network presented in the Westerra Neighbourhood Plan. This is shown on **Figure 22. Circulation Plan**. The CP recognizes that the road network shown on **Figure 22. Circulation Plan** is preliminary and that the exact road and street pattern will be determined at the subdivision stage. It is also recognized that a portion of Courtney Street will be closed and consolidated into the CP area at some future time during the development of the CP area.

4.2 Road Network Hierarchy

The proposed road network provides for multiple all directional access and egress points to Dewdney Avenue, Pinkie Road and Courtney Street in accordance with City standards and requirements. The internal road network is comprised of a series of collector, local and on-street greenway roads all based on a modified grid system. This system enhances the focus on the central potential future school site. The internal collector road system is also designed to facilitate access between: the Main Street Area, the Mixed-Use Community and Large Format Retail Area, the Business Park Area and the Residential Areas. The proposed road network hierarchy for the CP is shown on **Figure 22. Circulation Plan**.

The Plan allows for three connections to the land north of the CP, a connection to the land to the west, and one connection into the RCMP lands to the east.



Legend

- Phase 1 Boundary
- ■ ■ Arterial
- 33.0m Major Collector
- 35.0m Main Street Collector
- ±31m Main Entrance Collector w/ Varying Greenway
- 25.0m Live-Work Collector
- 24.0m Industrial
- 23.5m Collector - Inner Loop
- 22.0m Collector
- 18.0m Local Road
- 15.0m Local Road
- 9.0m Lane
- 6.0m Lane
- Tie-in to RCMP Training Centre
- ○ ○ ○ ○ Transit Route
- ☎ Transit Stop
- ✳ Transit Hub
- Signalized Intersection
- ▨ Portion of Existing Courtney Street to be closed 1.17 ha± (2.89 ac±)

Figure 22 - Circulation Plan

4.3 Road Network Cross Sections

Section drawings of the proposed road network hierarchy contained within the Phase 1 CP area are outlined in **Figure 23. Road Network Cross Sections**. The proposed road network provides a layout that balances the needs of vehicle and pedestrian traffic in a safe and efficient manner. In this regard, the internal roads (i.e. collector and local roads) should facilitate connectivity and achieve a high quality neighbourhood environment. Connectivity results from a network design with multiple and parallel routes that disperse vehicle traffic flows and encourage walking, particularly for shorter destination and casual walking trips. A quality neighbourhood environment is achieved through a streetscape containing trees and sidewalks, together with on-street parking and appropriate building setbacks and facades. These measures are considered integral to the achievement of a sustainable community design.

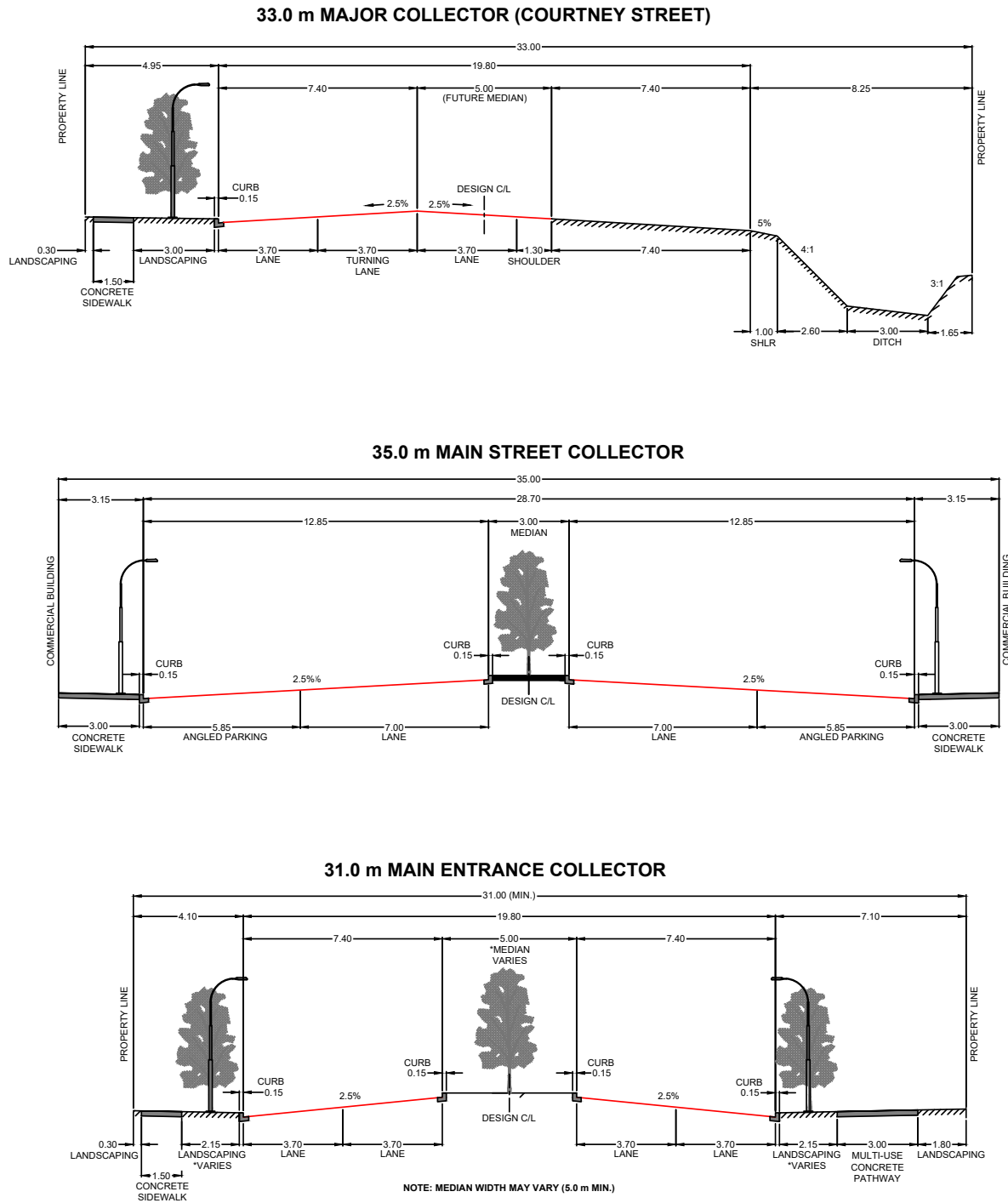
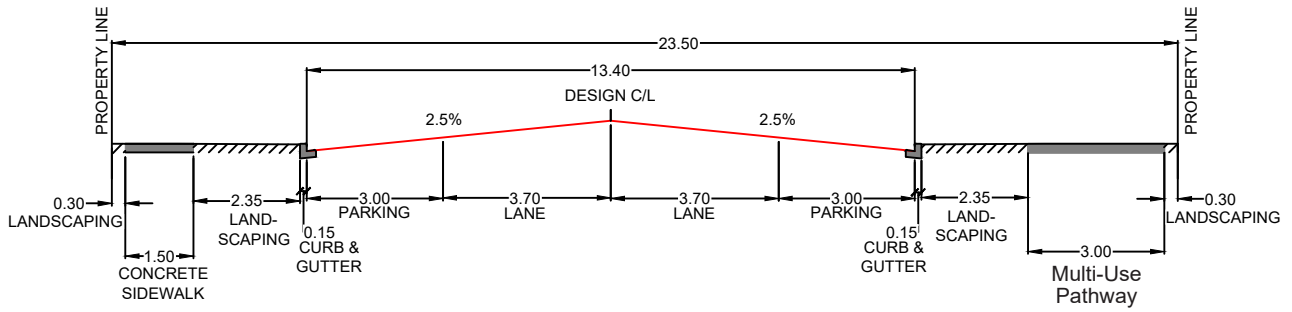
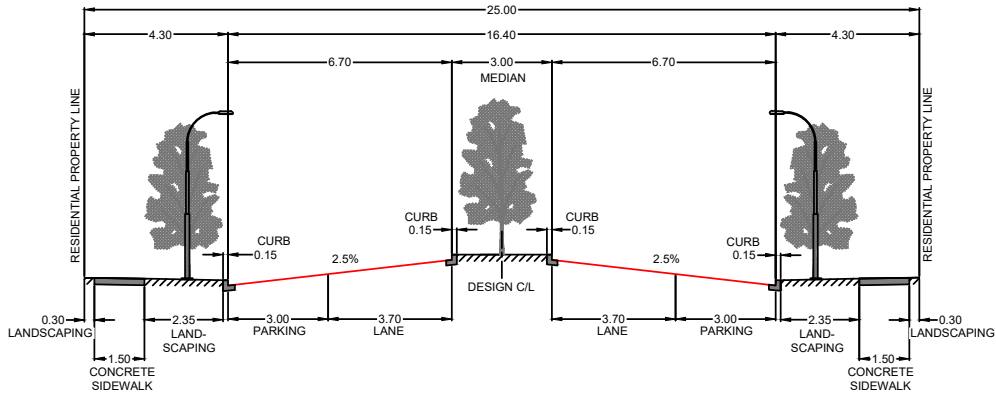


Figure 23 - Road Network Cross Sections

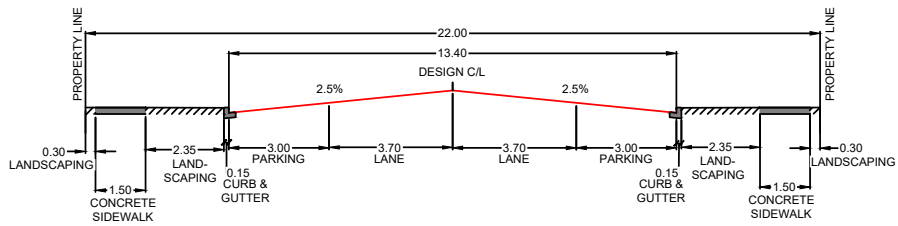
23.5 m COLLECTOR - INNER LOOP



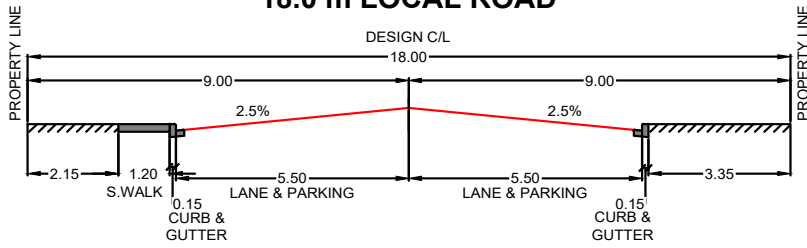
25.0 m LIVE WORK COLLECTOR



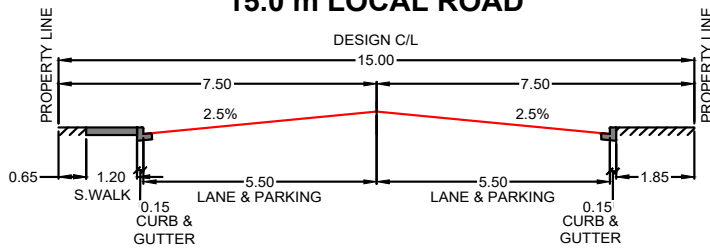
22.0 m COLLECTOR



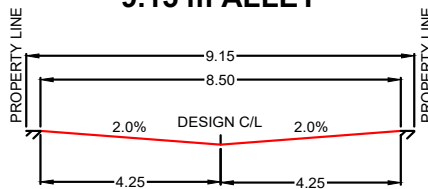
18.0 m LOCAL ROAD



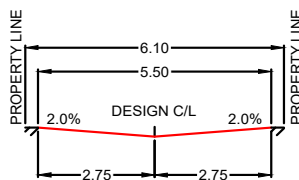
15.0 m LOCAL ROAD



9.15 m ALLEY



6.1 m ALLEY



4.4 Traffic Impact Analysis and Off Site Improvements

In support of the Concept Plan, a traffic impact assessment has been completed by MMM Group Limited to identify immediate and long term improvements to the transportation network necessary to support the implementation of Westerra. This has been submitted under separate cover. The improvements contemplated for the CP shall be undertaken by the developer in accordance with the traffic impact assessment.

4.5 Public Transit

The purpose of the overall Westerra Neighbourhood Plan is to accommodate efficient future public transit service at the point in time where population growth and transit demand makes the provision of local public transit feasible. A transit and mobility assessment is included in the Neighbourhood Plan. As part of the CP, the proposed transit routing, transit stop locations and a transit hub is shown on **Figure 24: Transit Coverage and Mobility Assessment**. The transit hub will provide the appropriate amenities for passengers such as shelter, benches, a paved landing, and good lighting, etc. Transit stops have been identified at strategic locations to provide adequate service for the plan area. As later phases of Westerra are introduced, changes to the transit routing may be undertaken to achieve the ultimate transit scenario as detailed in the Westerra NP.

4.6 Active Transportation

The CP provides active transportation opportunities via cycling, walking and transit as shown in **Figure 25. Active Transportation**. Roadways within the CP area have been designed to support pedestrian, vehicular and cycling circulation in a manner which is consistent with the direction and intent of the Westerra NP. Mid-block crossings have been incorporated at appropriate locations for pedestrian and cyclist safety. Various methods of marking the crossings and traffic calming devices will be identified at the detailed design stage. The collector roads within the CP area shall serve as the main bicycle route and room for cyclists has been accommodated on portions of the collector road network considered the Collector - Inner Loop (See **Figure 23-Road Network Cross Sections**). Cyclists and vehicles will be encouraged to share the road where there is no designated cycling infrastructure. Similarly, pedestrians are accommodated through a system of sidewalks and walkways as shown on **Figure 25-Active Transportation**. Together with transit, active modes of transportation will provide access to all services within the community, including the retail and employment areas in the CP.

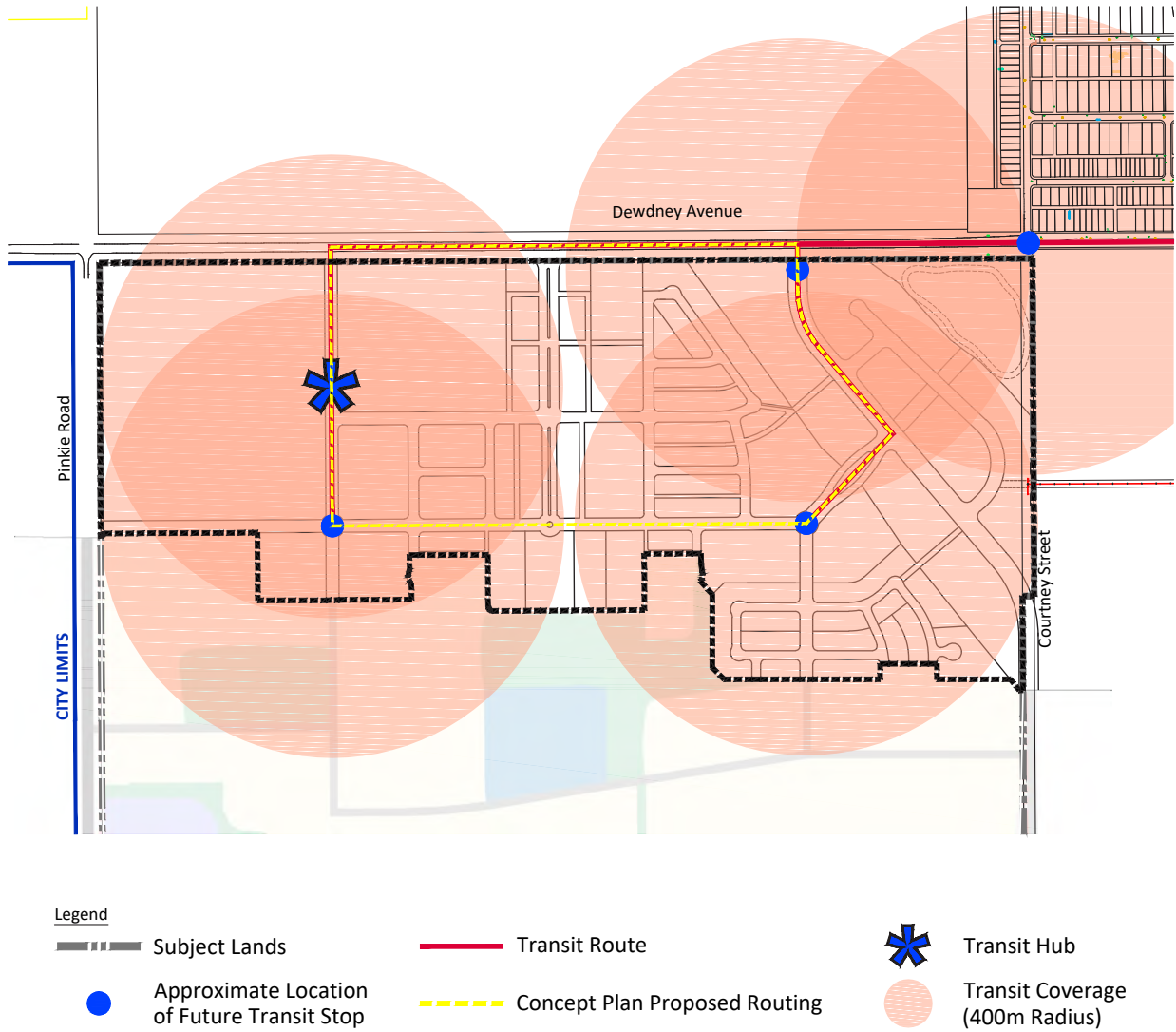
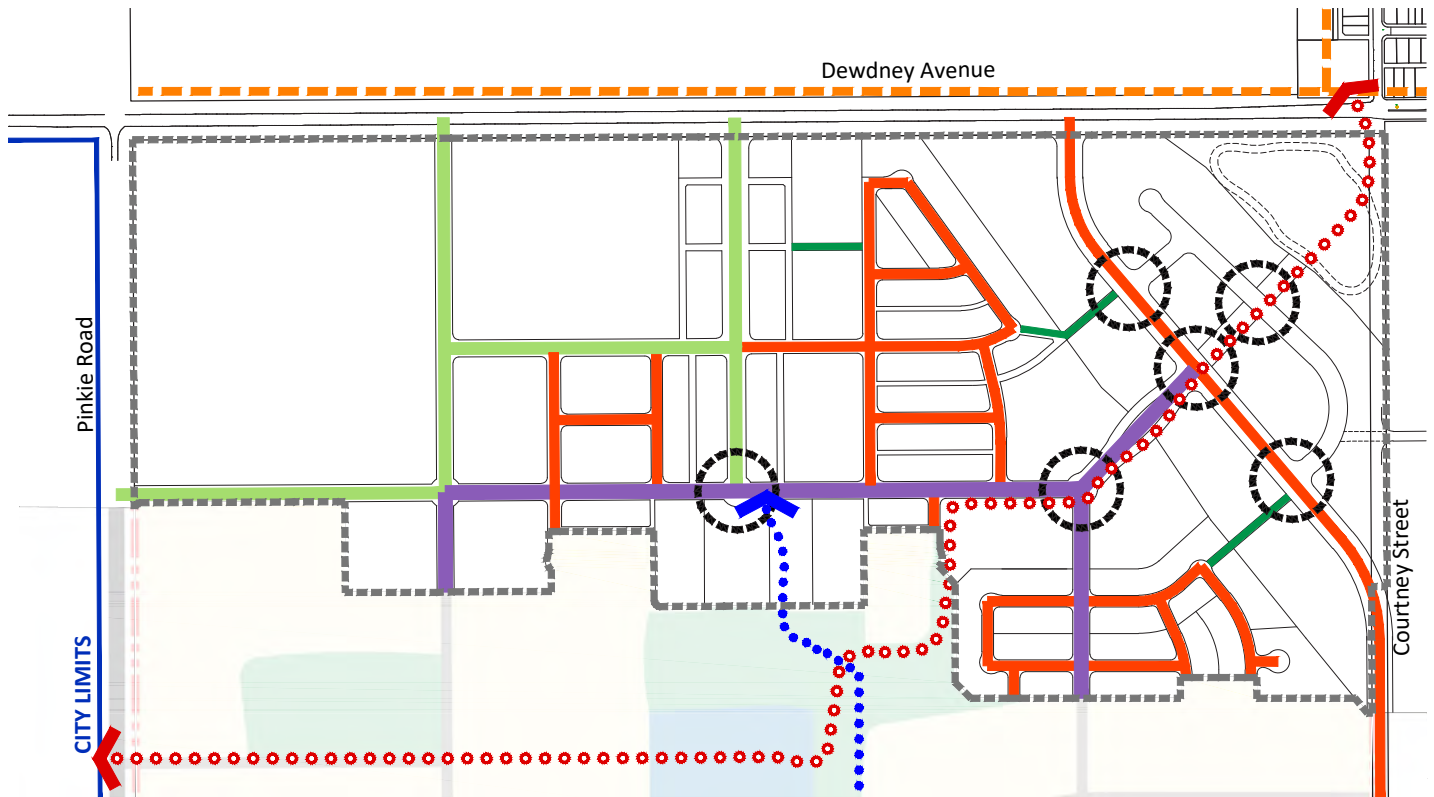


Figure 24 - Transit Coverage and Mobility Assessment



- Legend**
- Phase 1 Boundary
 - Sidewalk Both Sides
 - Sidewalk One Side and Multi-Use Pathway On Other Side
 - Sidewalk One Side Only
 - Potential Future Multi-Use/Boulevard Trail
 - Walkways
 - o o o o Devonian Pathway
 - • • • Local Pathway
 - Mid-Block Crossings

Figure 25 - Active Transportation

5.0 Servicing

5.1 Servicing Overview

Servicing includes the provision of water, sanitary and stormwater management. The quality of servicing is fundamental to the ability of a community to sustain itself over time. The NP addresses servicing for the entire community of Westerra and has been based on efficiency and involves logical extensions of existing infrastructure. The alignments have been determined in consultation with the City.

The CP requires construction of portions of the overall servicing network. Servicing will be implemented as required by the proposed development within the CP and will be administered via servicing agreements.

In general, stormwater management has been integrated within the open space system featuring a detention pond in the northeast corner. This area will be a recreational and aesthetic feature for the CP. Water and sanitary servicing generally follow the routing of the road network. A lift station will be required as part of the sanitary servicing and as part of the storm water servicing.



5.2 Water

Water service will be provided to the development as shown in the water servicing concept included in **Figure 26. Water Servicing**. Connections in Phase 1 include a 250 mm distribution loop to provide Level 3 service to the business park lands connected to the 750 mm trunk at Courtney Street and the 600 mm trunk at Dewdney Avenue. A 200 mm distribution main will be used to provide looped service for Main street retail and live/work residential land use areas connected to the 600 mm trunk at Dewdney Avenue. The existing water mains along Courtney Street and Dewdney Avenue have sufficient capacity to provide water service to this subdivision. Consequently, no significant capital improvements shall be required within the water distribution system during the initial Phases of development. The detailed water servicing analysis is contained in the Servicing Plan prepared by WSP/Genivar in support of the Westerra Neighbourhood Plan.

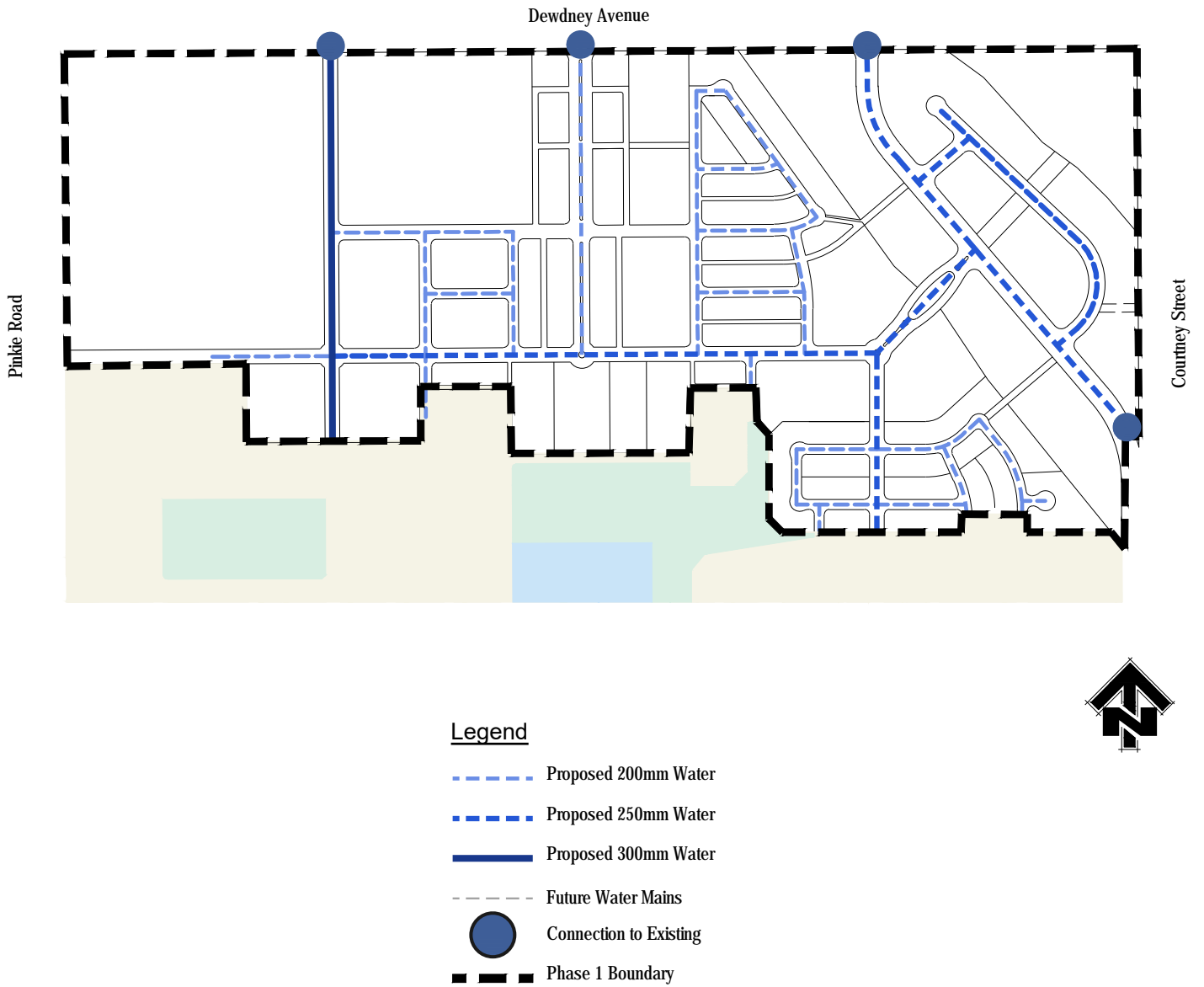


Figure 26 - Water Servicing

5.3 Sanitary

The preliminary sanitary collection system layout is shown in the Sanitary Servicing Concept diagram in **Figure 27 Sanitary Servicing**. The CP requires construction of a lift station and force main, which will be able to be expanded to accommodate off site sanitary flows depending on future development. The pumps will be designed to be constructed in phases and expanded as needed for future developments. Further, the force main from this lift station will either be oversized during the first phase of development or be twinned at a future date when additional capacity is required. The detailed wastewater servicing analysis is contained in the Servicing Plan prepared by WSP/Genivar in support of the Westerra Neighbourhood Plan.

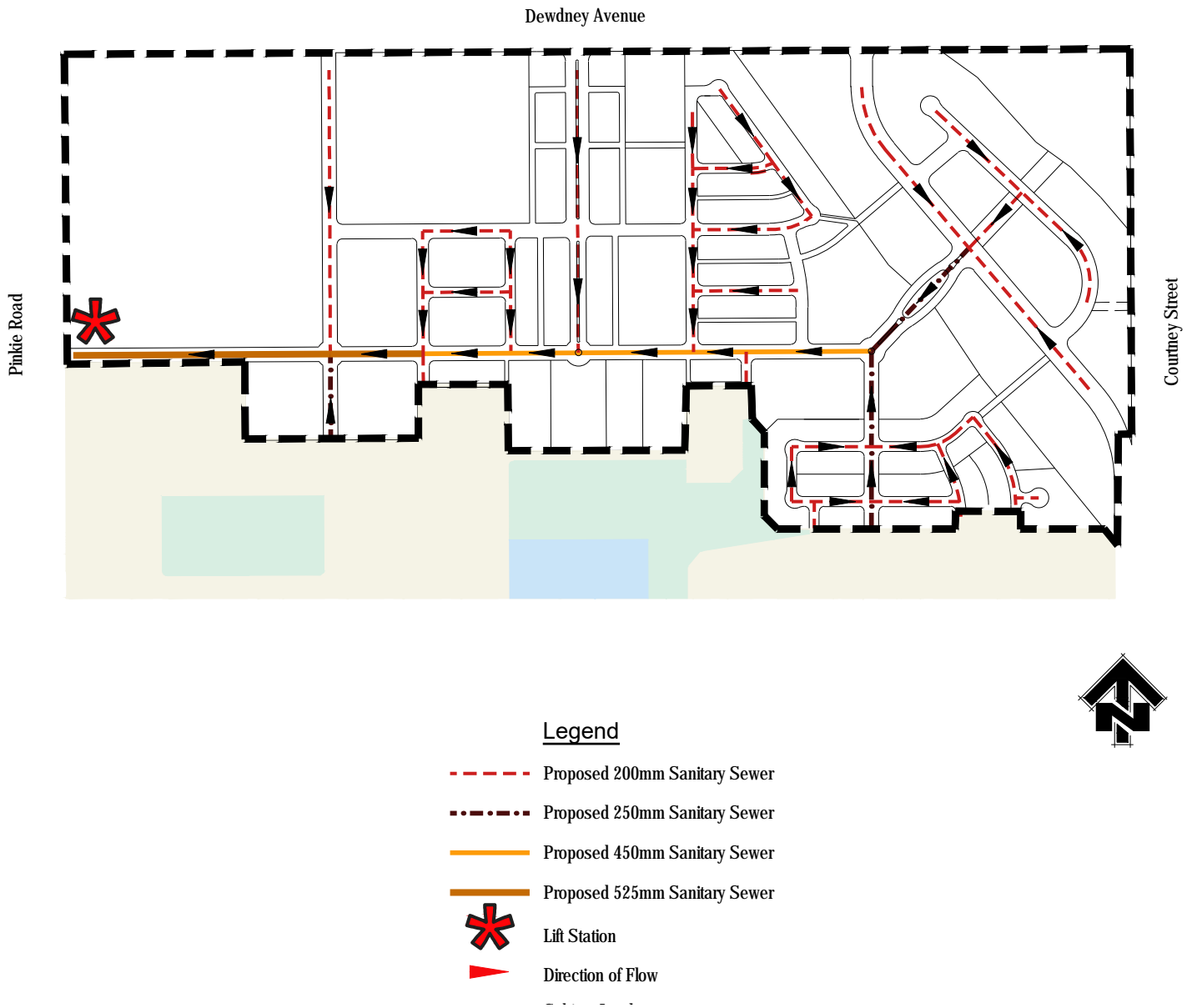


Figure 27 - Sanitary Servicing

5.4 Stormwater

Surface drainage generated within the CP area will be conveyed to the detention pond in the northeast corner of the CP. The design of the pond will include capacity to contain the 1:100 year storm event. Discharge will be limited to the pre-development flow rate of 5 m³/s. Based on the relatively flat grades and the lack of a deep storm trunk, the Westerra proposed detention pond will need to be drained mechanically and exit the CP area via the Courtney Street Drainage Ditch.

The proposed stormwater catchment area is shown on **Figure 28. Catchment Area Concept**. Stormwater management in the CP will be accommodated by drainage facilities constructed by the developer as conceptually illustrated in **Figure 29. Storm Servicing Concept**. The approach and preferred option to stormwater management is detailed by the Servicing Plan prepared by WSP/Genivar in the Westerra Neighbourhood Plan.

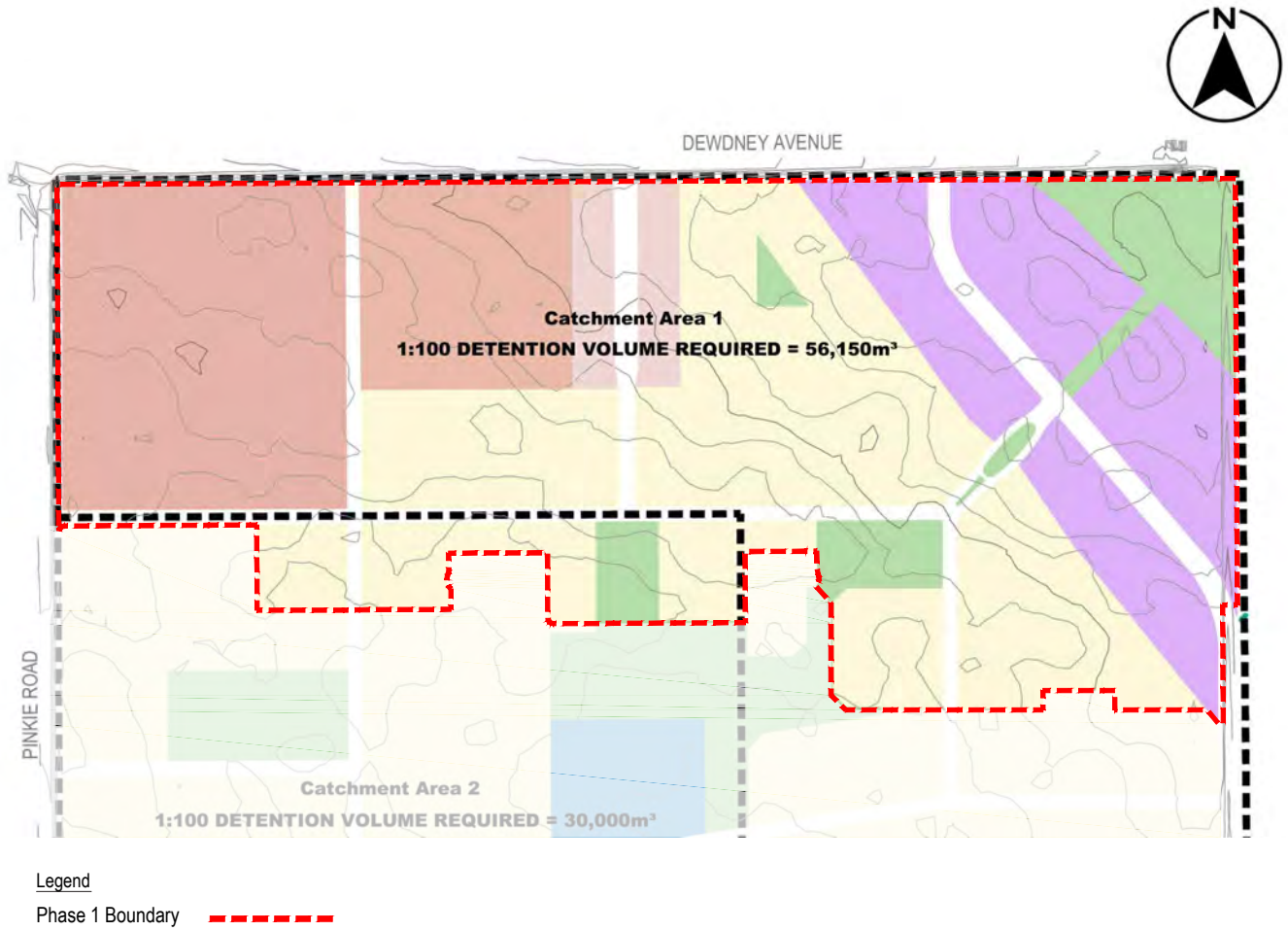
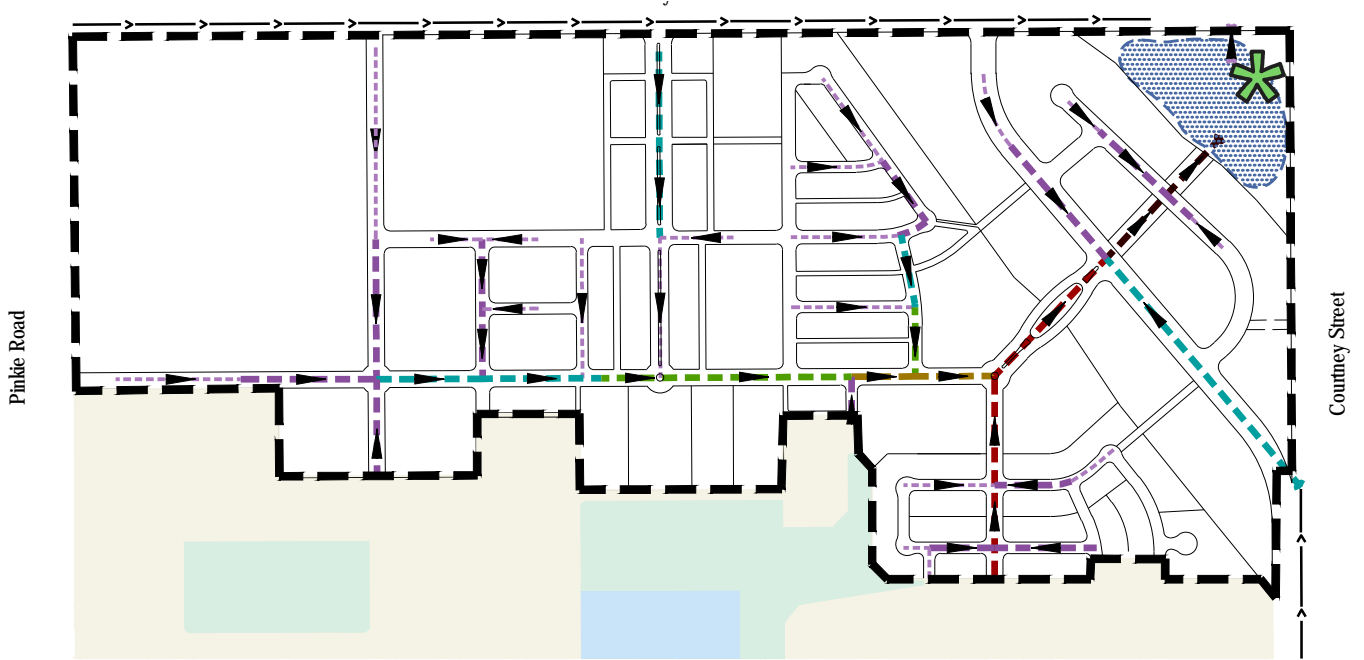


Figure 28 - Catchment Area Concept



Legend

- Proposed 300mm Storm Sewer
- Proposed 375mm Storm Sewer
- Proposed 450mm Storm Sewer
- Proposed 600mm Storm Sewer
- Proposed 750mm Storm Sewer
- Proposed 900mm Storm Sewer
- Proposed 1050mm Storm Sewer
- Future Storm Sewer
- Proposed Ditch Drainage
- ✱ Lift Station
- ▨ Detention Pond
- ▲ Direction of Flow
- Subject Lands



Figure 29 - Storm Servicing Concept

5.5 Shallow Utilities

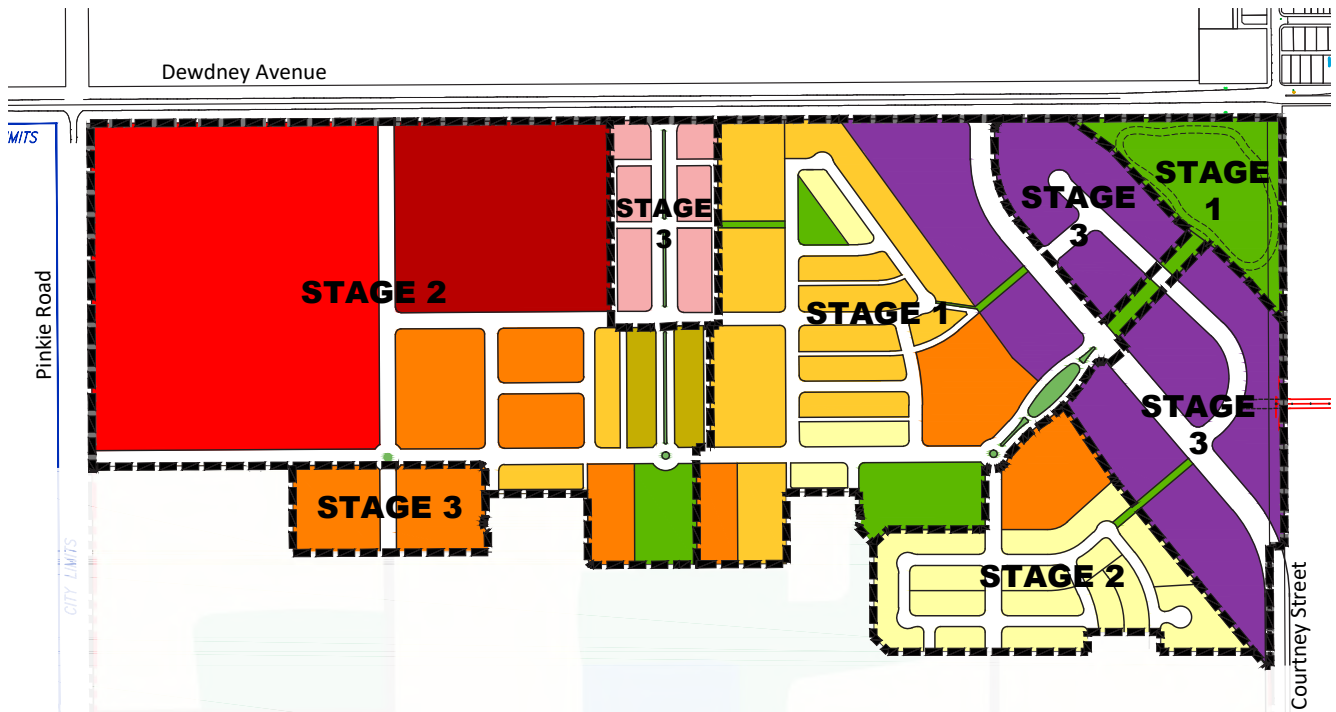
Shallow utility services including electric power, natural gas, telephone, cable and internet services will be provided by local utility companies. It is anticipated that underground utilities will be located within the road rights-of-way and private easements as required to serve all proposed development.

Stakeholder meetings held with the utility corporations have confirmed that adequate capacity exists within their systems to service the Westerra Neighbourhood Plan. The developer will work with the utility companies at the time of subdivision to provide all necessary services.

6.0 Implementation

6.1 Staging Plan

The Westerra CP consists of an area that will be developed in multiple stages. Residential development will occur from east to west. Commercial development in the retail areas will begin in the large format and community retail areas with the main street expected to be in the final stage of development. Business Park development will begin with the parcels on the west side of Courtney Street. The pace of development will be driven by market demand. An overview of the anticipated staging of development with the CP area is generally shown in **Figure 30: Staging Plan**.



Legend

■■■■■■ Stage Boundaries

STAGE 1 (2014-2015)	Net Residential Area	12.86 ha± (31.78 ac±)
	Net Non-Residential Area	3.82 ha± (9.45 ac±)
STAGE 2 (2015-2016)	Net Residential Area	14.12 ha± (34.88 ac±)
	Net Non-Residential Area	24.80 ha± (61.28 ac±)
STAGE 3 (2016-2018)	Net Residential Area	2.83 ha± (6.99 ac±)
	Net Non-Residential Area	13.25 ha± (32.74 ac±)



 Large Format Retail	 Low Density Residential
 Mixed-Use Community Retail	 Live Work Residential
 Main Street Retail	 Business Park
 High Density Residential	 Municipal Reserve
 Medium Density Residential	

Figure 30 - Staging Plan

6.2 Capital Improvement Plan

Major infrastructure work required to implement Westerra has been addressed as part of the Westerra Neighbourhood Plan Servicing Strategy. The specific details of infrastructure design and improvements required to support a particular phase of development shall form part of detailed engineering plans and specifications prepared in support of conditional subdivision approvals and forming part of future servicing agreements with the City of Regina.

In terms of major infrastructure work, the CP will require construction of the sanitary lift station and forecmain within the southwest corner of the large format retail area, the northeast stormpond and a stormwater lift station. According to the Traffic Impact Assessment (TIA) prepared in support of the NP, Dewdney Avenue must be twinned in the first phase. Initially, access to the Devonian Pathway will be provided via an existing walkway on the north side of Dewdney Avenue.

6.3 Anticipated Zoning

Prior to subdivision and development, the lands will be subject to a redesignation application. Proposed zones will be reviewed through the zoning application process and in accordance with the Land Use Bylaw. Where required, direct control districts may be developed to outline and establish specific use regulations and development standards necessary to support the implementation of the CP. It is expected that the entire CP will be redesignated in accordance with a single land use amendment application.

6.4 Subdivision

Subdivision of the CP is expected to proceed in a number of stages which will remain contingent on market demand, and the implementation of required municipal infrastructure necessary to support development. Future plans of subdivision shall be in accordance with the City of Regina land use bylaw and zoning standards.

As a condition of subdivision approval, all required transportation, sanitary, water, stormwater, shallow utility servicing, and required park improvements shall be outlined in a development agreement negotiated between the City and developer. Upon execution of such agreement, all required infrastructure shall be implemented by the developer in accordance with the terms of such agreement.

6.5 Master Site Development Plan

Some areas of the CP such as the Mixed -Use Community Retail, and Main Street Retail areas contemplate potential residential development in addition to retail land uses. In these cases, a Master Site Development Plan (MSDP) may be required at the discretion of the City to support a land use redesignation, subdivision and/or development permit application. The MSDP provides a development rationale in accordance with statutory and non-statutory policy to support implementation of land use, subdivision and development within the MSDP area. The MSDP is also intended to establish a strategy to implement the transportation and servicing infrastructure required to facilitate the proposed development in the MSDP area.



Westerra

Phase 1 Concept Plan

MAY 2014

Circulation Draft - Version 2.0



Westerra

Phase 1 Concept Plan





Westerra

Phase 1 Concept Plan

Prepared for:

Westerra Development Corp.

Harvard Developments Inc.

Forster Projects Inc.



Prepared by: Brown & Associates Planning Group



Project Team:

Project Engineers
WSP



Transportation Consultants
MMM Group



Risk Assessment and Analysis
Bercha Group Limited

Retail Impact Assessment
MXD Development Strategists

Geotechnical Investigation &
Environmental Site Assessment
Ground Engineering

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1.0 Introduction

1.1 Background

Westerra is a new community by Westerra Development Corp. located in central - west Regina as shown on **Figure 1 - Location and Context Plan**. Westerra is approximately +/- 199.84 ha (493.79 acres +/-) in size and at full build out is designed to accommodate a future population of approximately 7,400 residents. The Phase 1 Concept Plan (CP) comprises the initial Phase of Westerra and consists of approximately 111.0 ha (274.28 acres) and is comprised of commercial, business park and residential uses. The CP area is projected to be developed in a staged manner immediately upon Concept Plan, rezoning and subdivision approval.

Westerra is envisioned as a complete community aligning with the City's recently approved Design Regina OCP which is a high level statutory document providing broad direction for transportation and land use. Land uses for Westerra consist of low, medium and high density residential uses, large format retail, mixed-use community retail, main street retail, and business uses. The CP encompasses a range of these land uses including a variety of commercial areas, a range of residential areas, the business park area and portions of the parks and open space system. The CP marks the beginning of a complete community in this area of the city of Regina. Key elements which have informed the development of the Westerra Phase 1 CP are summarized as follows:

Urban Centre

The Urban Centre is identified as a planning component within the *Design Regina OCP* and the Westerra Neighbourhood Plan (NP). This component creates a distinct focus for the community of Westerra with a mixture of uses and transit supported development. The Urban Centre contains the main street retail area as a key entrance.

Potential Future Express Transit Corridor

Westerra is located along Dewdney Avenue, which is considered a future transit corridor. This route leads to the Global Transportation Hub (GTH) to the west, which will be a significant employment area. Dewdney Avenue also intersects with Courtney Street and Pinkie Road providing further linkages. Commercial and business uses in the CP along with higher density residential development create the critical mass required for a viable Urban Centre. In turn, this critical mass will support the realization of the future express transit corridor envisioned within this portion of the City.

Residential Development

The CP residential focus is located south of the proposed business park and east of the commercial area and consists of varying intensities. Residential uses include low, medium and high density development. Live work residential uses are adjacent to the main street area to take advantage of the synergies and short commuting distances. The urban centre and adjacent residential area will have a distinct sense of place. The Noise Exposure Forecast (NEF) contours along the northeast corner and the commercial area provide the northern boundaries for proposed residential uses contained within the CP.

Housing Mix

A diverse housing product is envisioned within the residential portion of the plan area. This housing mix contains low density residential housing forms including single family dwellings, medium density residential housing forms including semi - detached dwellings, row houses and townhouses and high density residential housing forms including apartment buildings less than four storeys. Live-work development is planned to the south of the main street area and forms part of Westerra's approach to offer innovative housing alternatives within the community.

Modified Grid Pattern

The Westerra plan is based on a modified grid. This pattern provides multiple linkages, connecting various areas within the CP area with the urban centre and potential future express transit corridor, as well as the perimeter arterial roads in Westerra. The parks and open space system and related amenities have been located to supplement this road network, promote connectivity and enhance a sense of place within the neighbourhood.

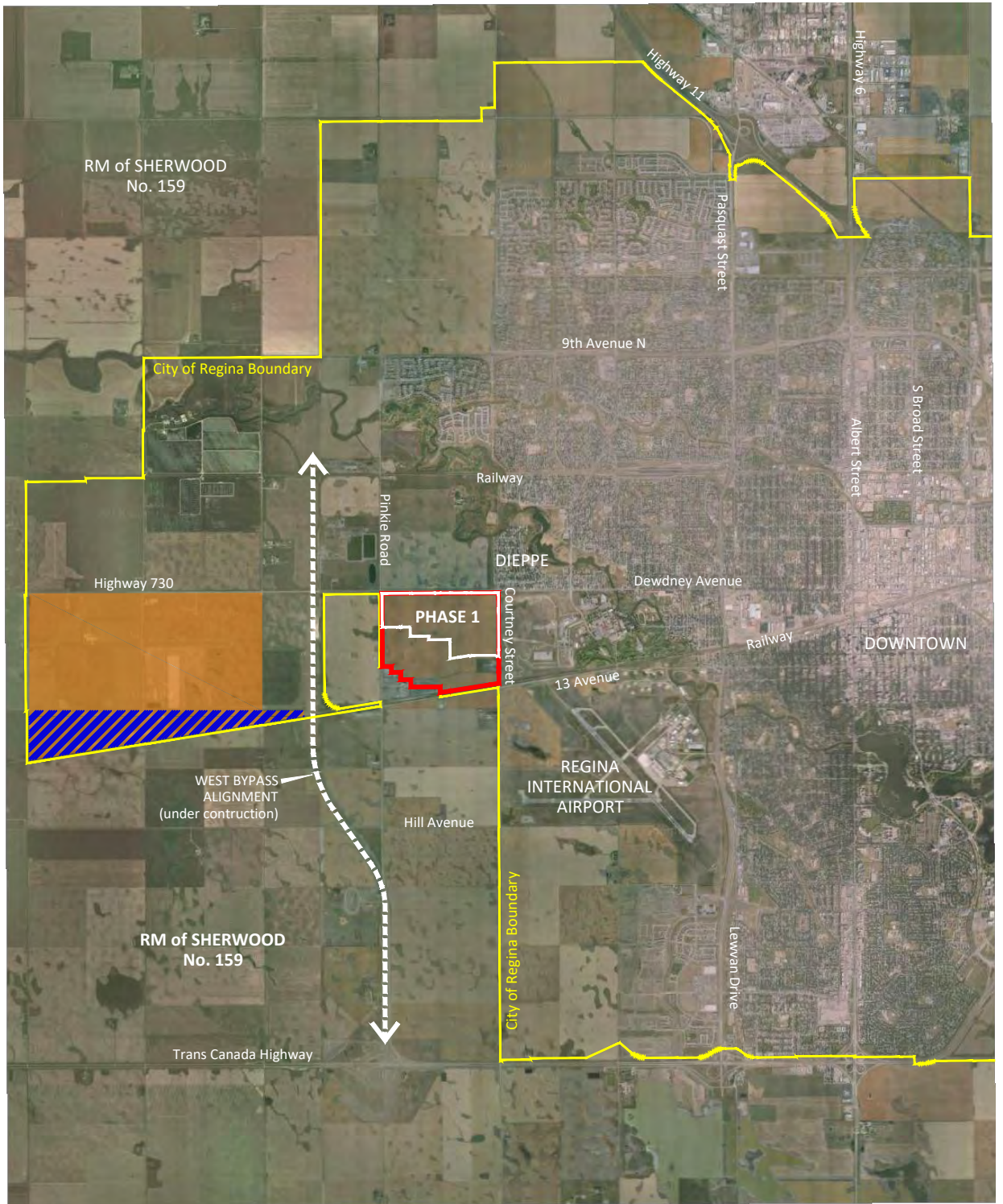
Parks and Open Space

The parks and open space network for Westerra centres on the potential future school site within the centre of Westerra and radiates outward towards the northeast and southwest of the NP. Neighbourhood parks, walkways and buffers support passive and active recreational uses, enhance pedestrian connectivity and provide visual, social and ecological functions within the community. The proposed open space area forming part of the CP represents the initial assembly of parks space for Westerra. As per the approved Neighbourhood Plan, the parks and open space system is envisioned to connect to the Devonian pathway system and surrounding open space network through future connections to the north of the plan area.

Access

Access to the CP area will be provided off Dewdney Avenue, Pinkie Road and Courtney Street, which serve the area from a regional perspective. As part of the Westerra NP, a portion of Courtney Street will eventually be closed and realigned to connect with Dewdney Avenue. The realignment of Courtney has been undertaken to support the development of the proposed business park area as well as to optimize a future intersection location with Dewdney Avenue which can support the development of the adjacent lands to the north of the CP area.

Figure 1 - Location and Context Plan

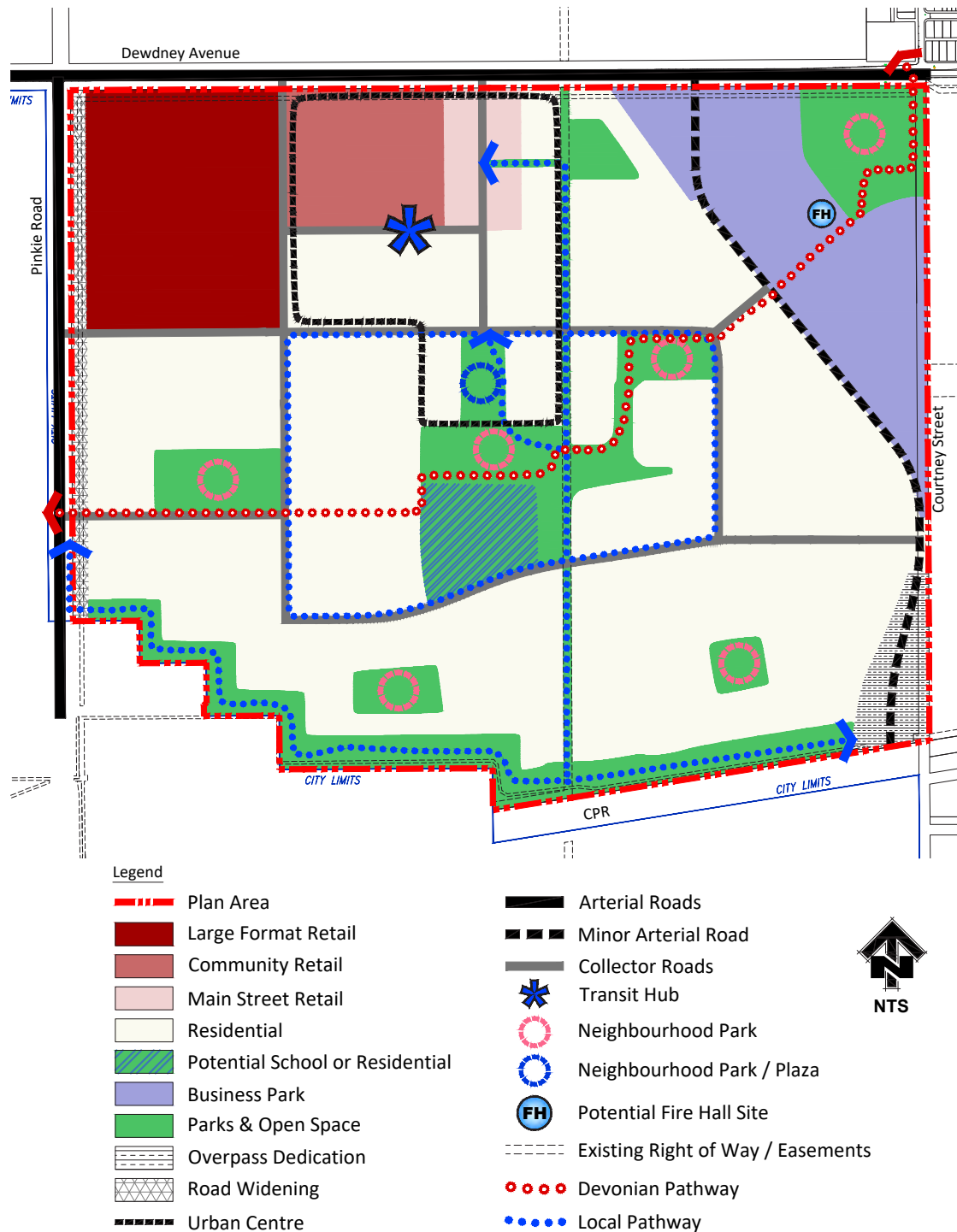


- Legend**
- Subject Lands
 - Global Transportation Hub (Under Construction)
 - Intermodal Area (Under Construction)

1.2 Westerra Neighbourhood Plan

The CP will be subject to the policies contained within the Westerra Neighbourhood Plan (NP). **Figure 2 - Westerra Neighbourhood Plan General Land Use Concept** provides the NP general land use concept. Key elements of the NP policy and the Design Regina OCP which apply to the Phase 1 CP are identified in **Table 1 - Westerra Phase 1 Concept Plan Elements and Policy Alignment**.

Figure 2 - Westerra Neighbourhood Plan General Land Use Concept



1.3 Policy Alignment

Table 1 - Westerra Phase 1 Concept Plan Elements and Policy Alignment

KEY ELEMENT OF WESTERRA PHASE 1: CONCEPT PLAN	DESIGN REGINA OCP	APPROVED NEIGHBOURHOOD PLAN AND DESIGN REGINA OCP	DESIGN RESPONSE
URBAN CENTRE	SECTION D5, GOAL 3	An Urban Centre is an area of intensity and mixed use with opportunities for transit oriented development.	There will be an overall higher density of residential development mixed with employment, commercial and transit services. Provision for mixed use development and community amenities in the form of open space, the local pathway, etc. The intent of the CP is to create a complete community with residential, employment and recreational uses that transitions appropriately with adjacent areas and the Global Transportation Hub in terms of uses and servicing.
POTENTIAL FUTURE EXPRESS TRANSIT CORRIDOR	SECTION D3, GOAL 2	Westerra is bordered by a Potential Future Express Transit Corridor	Dewdney Avenue is intended to act as a Potential Future Express Transit Corridor that will serve as a link to transit nodes within the City. Development has been intensified and mixed along the Potential Future Express Transit Corridor within the CP and includes main street retail, a business park, large format and mixed-use community retail uses.
NEW MIXED-USE NEIGHBOURHOOD	SECTION C, GOAL 4	<i>The Design Regina OCP</i> indicates new mixed-use neighbourhoods will be designed and planned as complete neighbourhoods with a minimum gross population density of 50 persons per hectare (pph) during the Concept Plan process	A Neighbourhood Plan has been designed for the entire area that meets the mixed-use and density requirement and has been incorporated into the CP. Based on the proposed housing mix, density factors and unit projections, the projected persons per gross residential development hectare is 50.21. for the area within the CP.
URBAN CENTRE AND LARGE FORMAT RETAIL	SECTION D5, GOAL 4	Large Format Retail is to be concentrated within Urban Centres according to the <i>Design Regina OCP</i> (Goal 4, Policy 7.17).	A large format retail area has been located along the northwest portion of the CP. Convenience and main street retail uses have also been oriented towards Dewdney Avenue to provide a range of employment opportunities while serving regional and local service requirements.

<p>NEF CONTOURS</p>	<p>SECTION D9, GOAL 3</p>	<p>Residential development is prohibited within the 30 NEF contour.</p>	<p>Business park development has been located in alignment with the NP and the 30 NEF. A residential – business park interface has been provided via a landscaped berm.</p>
<p>PARKS AND OPEN SPACE SYSTEM</p>	<p>SECTION D7, GOAL 1</p>	<p>A series of Neighbourhood Parks have been identified throughout the plan area</p>	<p>The open space system has been designed to support a pathway system and stormwater management functions and is integrated throughout the plan area.</p>
<p>GUIDELINES FOR COMPLETE NEIGHBOURHOODS</p>	<p>APPENDIX A</p>	<p>Interconnectivity, mixed-use, sense of place, diversity, open space and mobility considerations have all been incorporated into the design.</p>	<p>The CP provides a gradient of densities and intensity of use to support transit oriented and sustainable development.</p>

1.4 Project Vision

The vision of the CP is to create an innovative community in Regina – one that recognizes the values and needs of residents. Westerra provides choice, convenience and a sense of place. Westerra is a complete community with opportunities to live, work, shop, and play. Services, recreation and employment are accessible to residents in a vibrant community.

Westerra offers a range of housing types and styles. Main street, the open space system, the organization of uses and amenities function together to create a sense of place. Transportation options are supported throughout the community contributing to environmental sustainability. The modified grid promotes connectivity and the overall community design creates a sense of identity. The result is a community that is complete.

1.5 Goals and Objectives

Certain goals guided the design process for the CP. These goals are as follows.

Westerra will be designed:

- To connect people and places;
- To create places to live, work and play;
- To allow people to stay in the community;
- To provide choice in housing forms and mobility;
- To create an employment area with amenities and services;
- To respect the environment; and
- To establish a smart – growth and sustainable community.

The objectives of the CP are to:

1. Summarize existing conditions for CP area within the context of the Westerra Neighbourhood Plan to confirm development opportunities and significant constraints which require appropriate mitigation strategies;
2. Refine the development concept for the CP within the approved Neighbourhood Plan land use framework in order to facilitate implementation of the commercial, business park and residential uses in accordance with the *Design Regina OCP* and Westerra Neighbourhood Plan policy provisions;
3. Establish a detailed strategy to implement appropriate transportation and utility service infrastructure improvements as required for proposed development in the CP;
4. Confirm the general configuration of open space system within the CP;
5. Establish expectations for provision of emergency response within the CP area; and
6. Establish an overall staging strategy for development within Phase 1 based on infrastructure availability and market demand.

2.0 Existing Conditions

2.1 Location & Ownership

The CP is the first Concept Plan within the approved Westerra Neighbourhood Plan. The CP consists of the following key elements:

- +/- 111.00 ha (274.28 ac) of land;
- Is bounded by Dewdney Avenue to the north, Pinkie Road to the west and Courtney Street to the east (as shown in **Figure 1 : Location and Context Plan** and **Figure 3 : Local and Regional Transportation Network**);
- Forms a portion of the Westerra Neighbourhood Plan;
- Is bordered by the RCMP lands to the east and the airport to the southeast;
- Is bordered by the Sakimay First Nations to the west;
- Is bordered by the Dieppe residential neighbourhood to the northeast;
- Is bordered by Keeseekoose land to the North;
- Is legally owned by Westerra Development Corp.; and
- Is currently zoned as Urban Holding District.

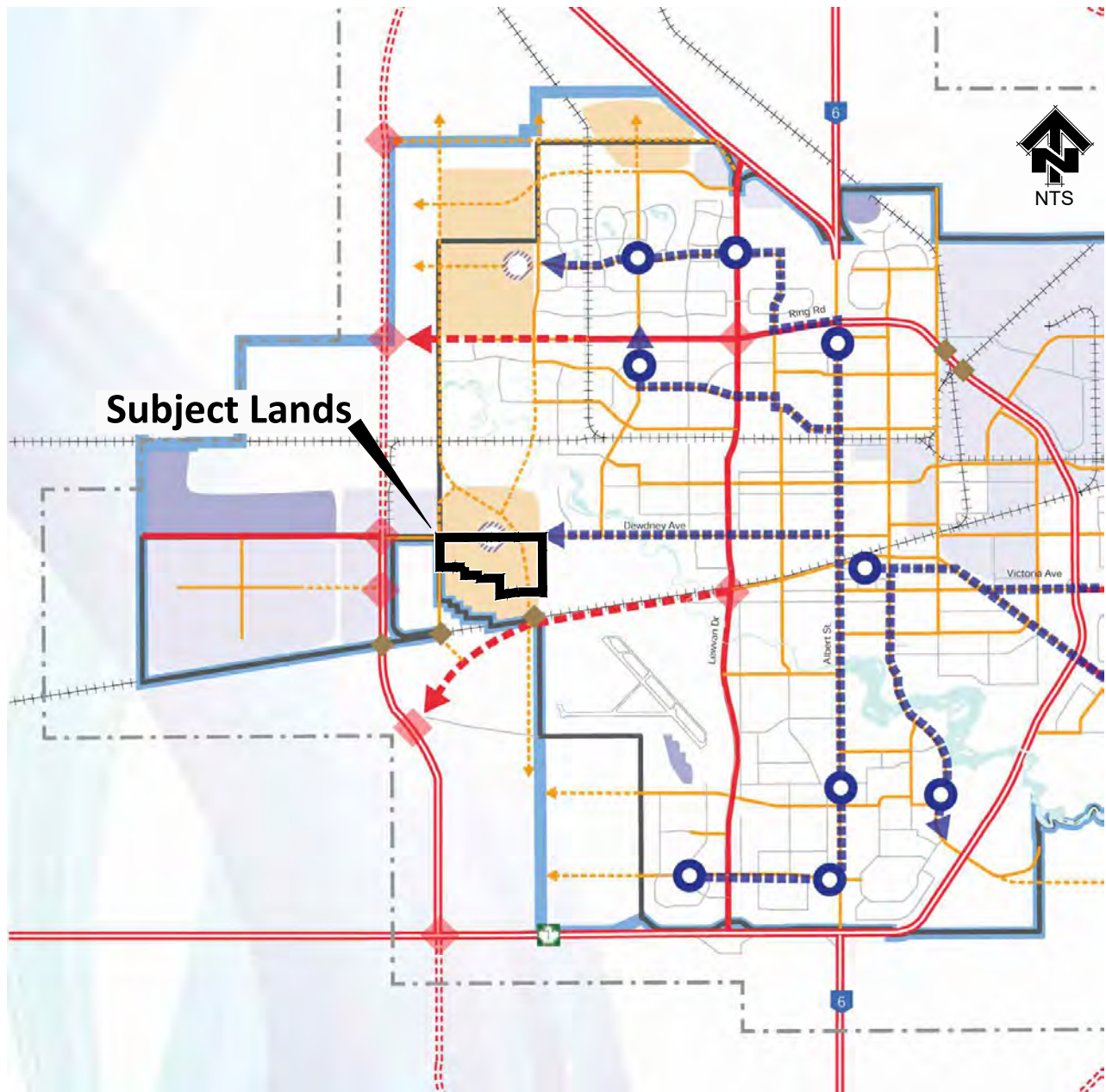
Legal Description:

The Concept Plan area includes +/- 111.00 ha (274.28 ac) with current ownership and legal descriptions described as per the following:

Legal Description	Owner	Area (ac)
Pt Sec. 21-17-20-2	Westerra Development Corp.	269.91
Existing Legal Roadway - Courtney - Partial Closure and Consolidation Assumed	City of Regina	4.37
TOTAL		274.28

Areas of Courtney Street will need to eventually be closed and consolidated with the remainder of the CP area. These have been included within the CP area total.

Figure 3 - Local and Regional Transportation Network



Legend

- | | | |
|----------------------------|------------------------------------|-----------------------------------|
| Highway | Railway | New Neighbourhoods (300k) |
| Potential Highway | Express Transit Corridor | Existing Approved Employment Area |
| Urban Expressway | Transit Node | New Employment Area |
| Potential Urban Expressway | Potential Transit Node | Waterbody |
| Arterial Road | Potential Interchange | 2013 City Boundary |
| Potential Arterial Road | Potential Railway Grade Separation | 2014 City Boundary* |
| Collector | | Joint Planning Area Perimeter |

2.2 Natural Features

The following is a brief description of the existing CP area conditions.

2.2.1 Topography and High Points

Westerra contains a high point which runs from the NW to SE corners of the NP. Within the CP, drainage is generally towards the northeast corner. The topography is generally flat and there are no slope constraints.

2.2.2 Existing Drainage Course and Wetlands

As indicated in the Westerra Neighbourhood Plan, there is little tree cover and natural habitat present on the subject lands and there are no wetlands. Existing drainage pathways traverse the CP area as shown on **Figure 4 - Site Context and Natural Features**. As such, no Biophysical Impact Assessment was required for the Neighbourhood Plan and no further study is required for the CP. The existing drainage pattern has been incorporated into the stormwater management system proposed for the CP.

2.3 Built Features and Surrounding Land Uses

At present, there are no existing structures within the Phase 1 CP area. The CP area is relatively flat with a few low areas and drainage paths, as shown in **Figure 4 - Site Context and Natural Features**. The surrounding land uses relevant to the CP area include agricultural uses, smaller scale development along Dewdney Avenue and the residential neighbourhood of Dieppe to the northeast. The Regina International Airport is located adjacent to the southeast of the CP area. Land uses located to the west include the Sakimay First Nations. Directly to the north, the CP area is bordered by First Nations lands and to the east by the RCMP training centre. Located to the northwest of the plan are the wastewater treatment plant, lagoon and a Spectra Energy facility. The Westerra development is in compliance with all required setbacks from these off site features.

2.4 Heritage Resources

The CP area has been subject to a prolonged history of agricultural disturbances. The subject lands do not contain any significant topographical features or water courses. Notwithstanding, in support of the Neighbourhood Plan, an application for Historical Resource Clearance was submitted to the Province. Historical Resource Clearance was obtained and no Historical Resource Impact Assessment is required.

2.5 Shallow Utilities

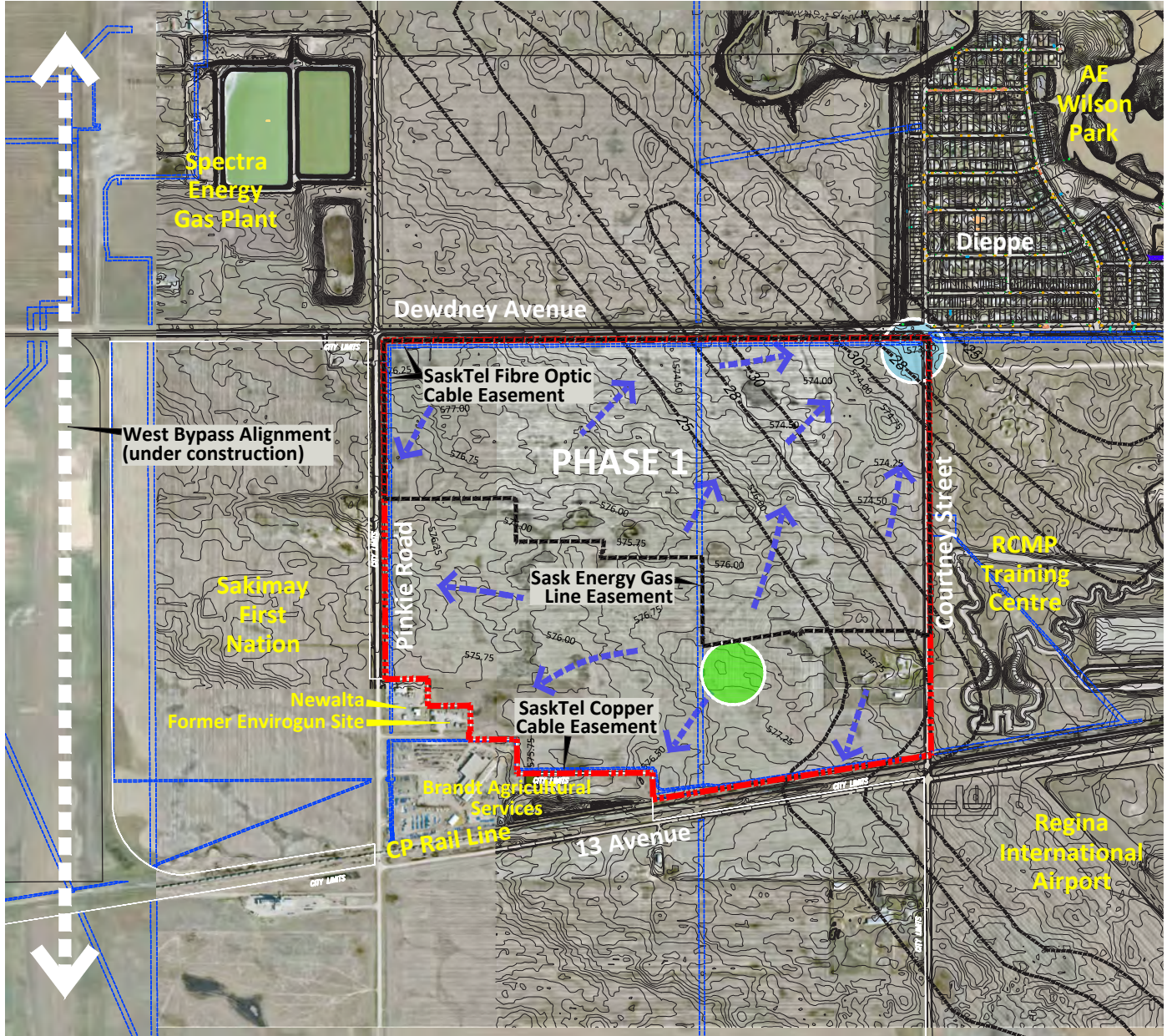
Shallow utility services including electric power, natural gas, telephone, cable and internet services will be provided by local utility companies. It is anticipated that underground utilities will be located within the road rights-of-way and private easements as required to serve all proposed development.

The location of existing power, gas, and telecommunications infrastructure in relation to the CP area is shown on **Figure 7 - Existing Shallow Utilities**. Stakeholder meetings held with the utility corporations have confirmed that adequate capacity exists within their systems to provide service to the land use proposed for the Westerra Neighbourhood Plan. The developer will work with the utility companies at the time of subdivision to provide all necessary services.








2.6 Environmental Analysis

As part of the Westerra Neighbourhood Plan submission, a Phase 1 and Phase 2 environmental site assessment was prepared by *Ground Engineering Consultants Ltd* (submitted under separate cover). The subject property has never been developed and has historically been used as cultivated farmland. The study found that the risk of soil and/or groundwater contamination is considered to be low and no further investigation was recommended.

Figure 4 - Site Context and Natural Features



Legend

-  Subject Lands
-  Phase 1 Boundary
-  NEF Contours
-  Surface Drainage Arrow
-  Approximate Low Point
-  Approximate High Point
-  Contours (0.25m Interval)

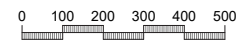
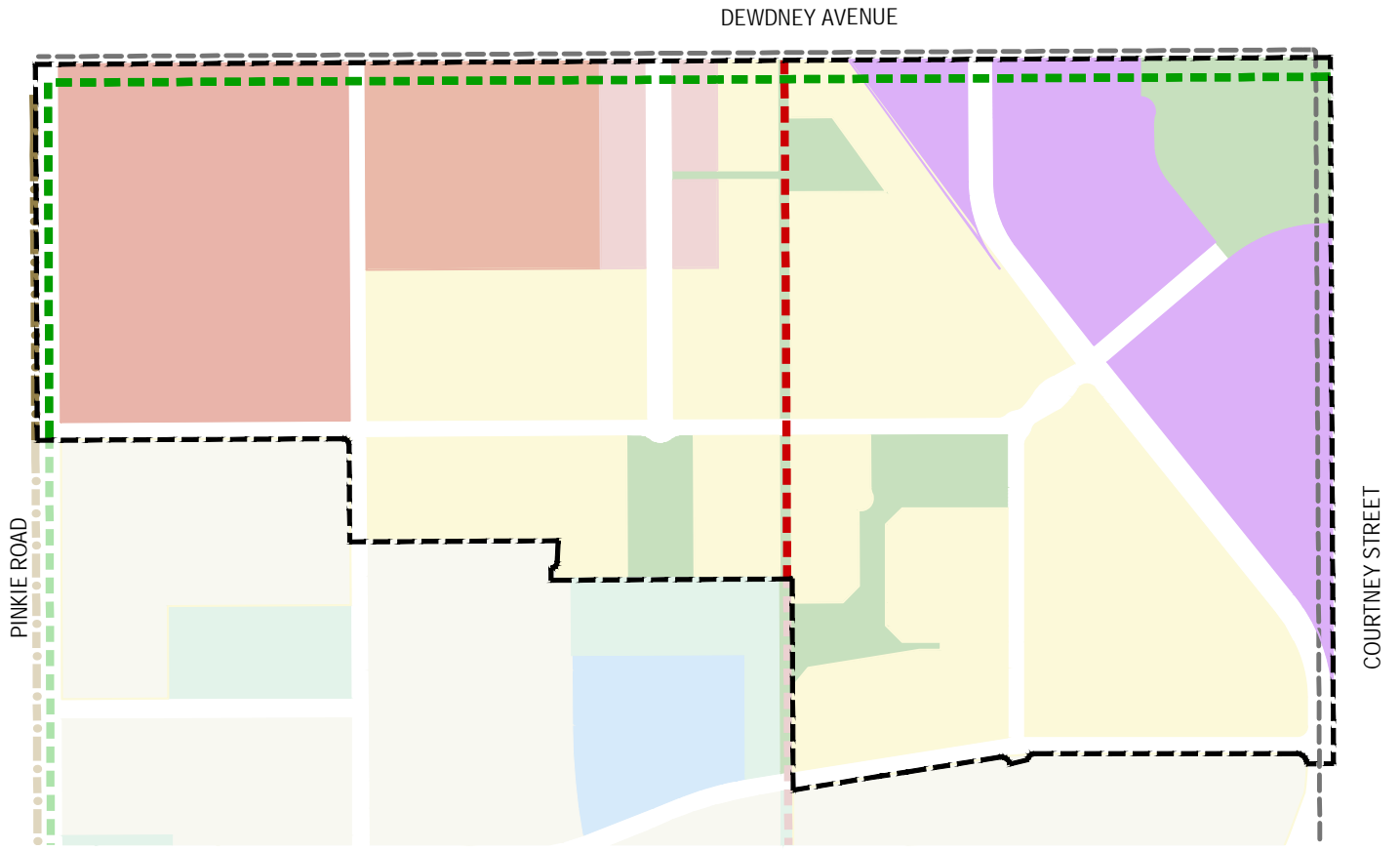






Figure 5 - Existing Shallow Utilities



Legend

-  Existing SaskTel Line
-  Existing Gas Line
-  Overhead Power Lines
-  Existing Watermain



2.7 Phase 1 Development Constraints

Oil and Gas Facilities

There are no known operating wells or sour gas pipelines within the CP area as shown on **Figure 6 - Phase 1 Development Constraints**. A primary natural gas pipeline operated by SaskEnergy bisects the Plan area on a north-south axis. Based on the recommendations of an updated risk assessment (submitted under separate cover), lands within 60 metres of the centre of the pipeline have been identified and classified as a “Special Development Area.” As part of the CP, the pipeline right of way has been incorporated into the proposed blocking of land. Future development of lands encumbered by the pipeline easement and any other easements will be required to establish appropriate development and building plans which address and respect these constraints. Plans must comply with the development provisions that apply to the special development area policy provisions outlined in the Westerra NP.

Adjacent Industrial Uses

A risk assessment was conducted for the CP area that addresses the Spectra Energy Gas Plant. The Spectra Energy site located to the northwest of the subject lands contains propane and butane subterranean storage caverns. The Newalta facility located to the southwest of the plan area within adjacent industrial development situated in the RM of Sherwood. Based on the risk assessment completed, there are no restrictions stemming from either the Spectra Energy Facility or the existing Newalta site which impact the Phase 1 CP area. Therefore, no special planning considerations are required as part of the Phase 1 CP. Similarly, proximity to the former Envirogun facility, Brandt agricultural services and the CP rail line have been considered and no negative impacts are anticipated given the distance of the CP area from these existing operations.

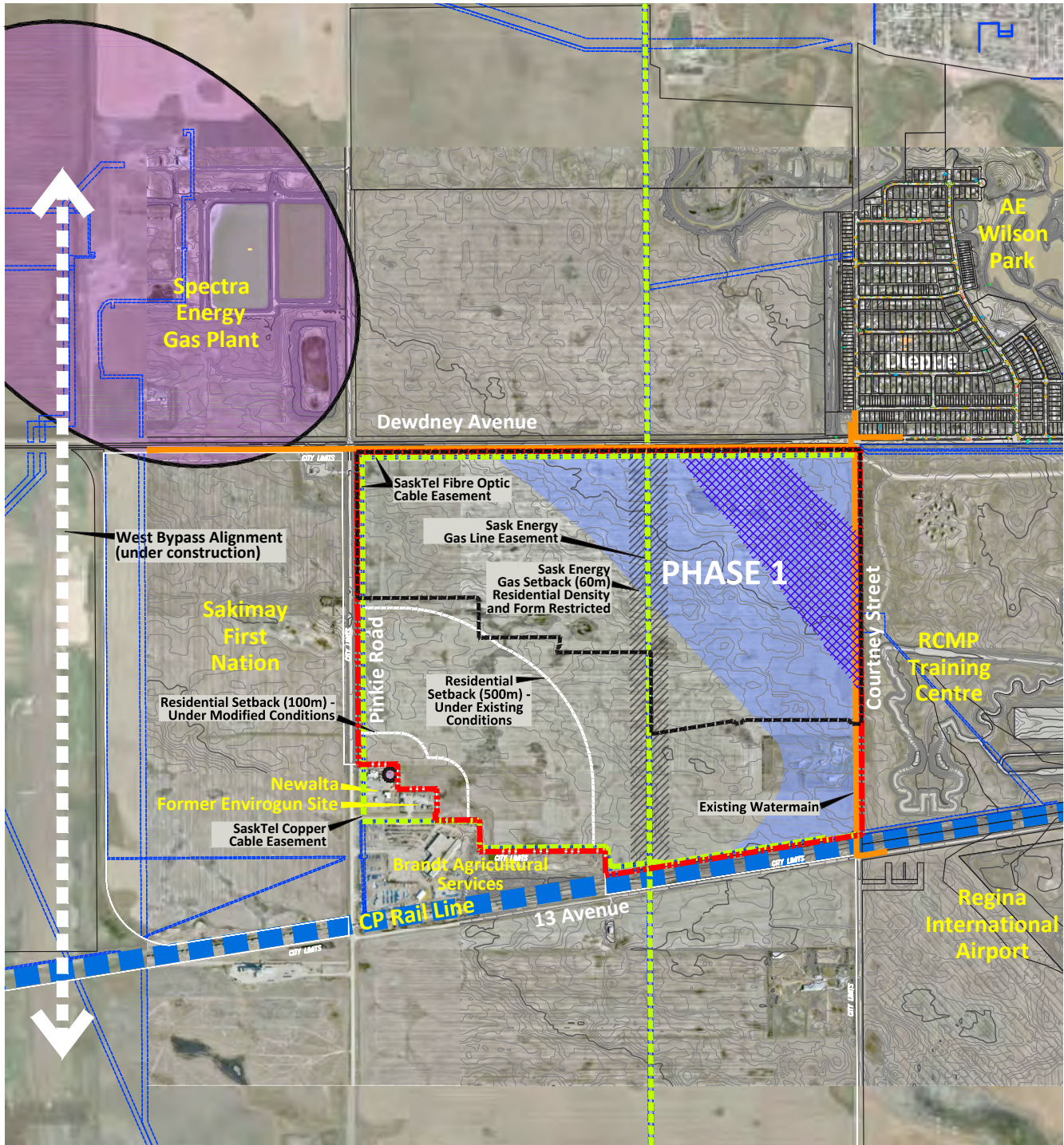
Airport

Proximity to the airport requires that the CP respect the Noise Exposure Forecast Contour (NEF) and height limitations as shown on **Figure 7: Phase 1 NEF Contours and Height Limitations**. Areas within the NEF have been designed as a business park and open space, which are compatible land uses. Height limitations have been addressed at the NP level and buildings and structures will not exceed these limits. The lands are subject to the City of Regina’s Zoning Bylaw Regina Airport Noise Attenuation Overlay Zone, the Regina Airport Zoning Regulations, the Land Use in the Vicinity of Airport Guidelines (TP 1274E) as published by Transport Canada and any other applicable requirements.

Business Park - Residential Interface

To ensure a proper transition between the business park and residential land use, the plan envisions the construction of a landscaped berm, which is located on private lots and is privately owned and maintained. It is anticipated that wood material will be used for fence construction. This interface is illustrated in **Figure 8 - Business Park-Residential Interface**. The berm will be constructed by the developer and maintenance responsibilities would be assumed by lot owners (residential and business park lot owners). It is acknowledged that the City will not assume ownership of the berm.

Figure 6 - Phase 1 Development Constraints



Legend










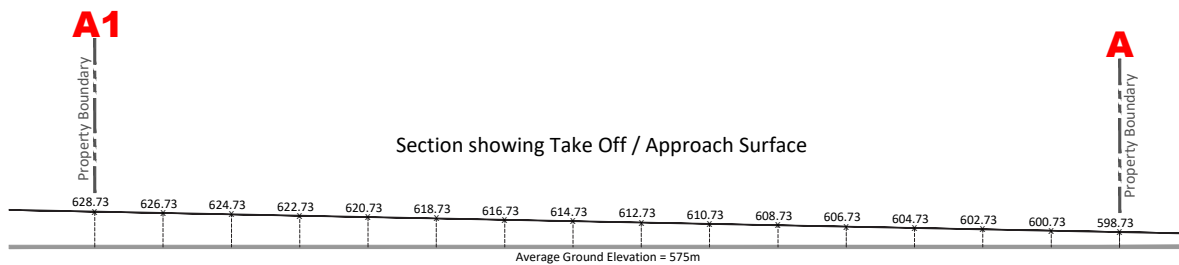
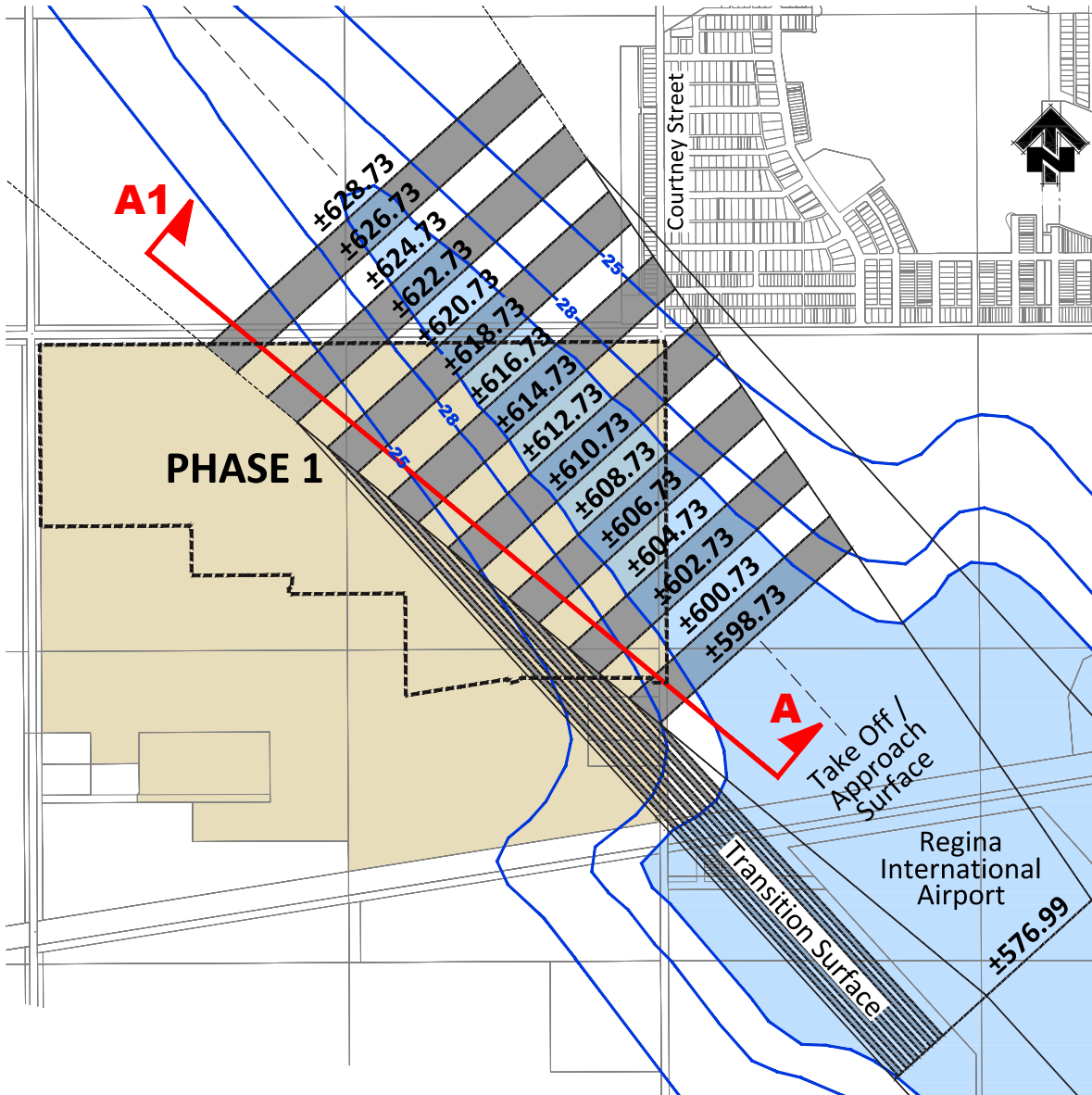
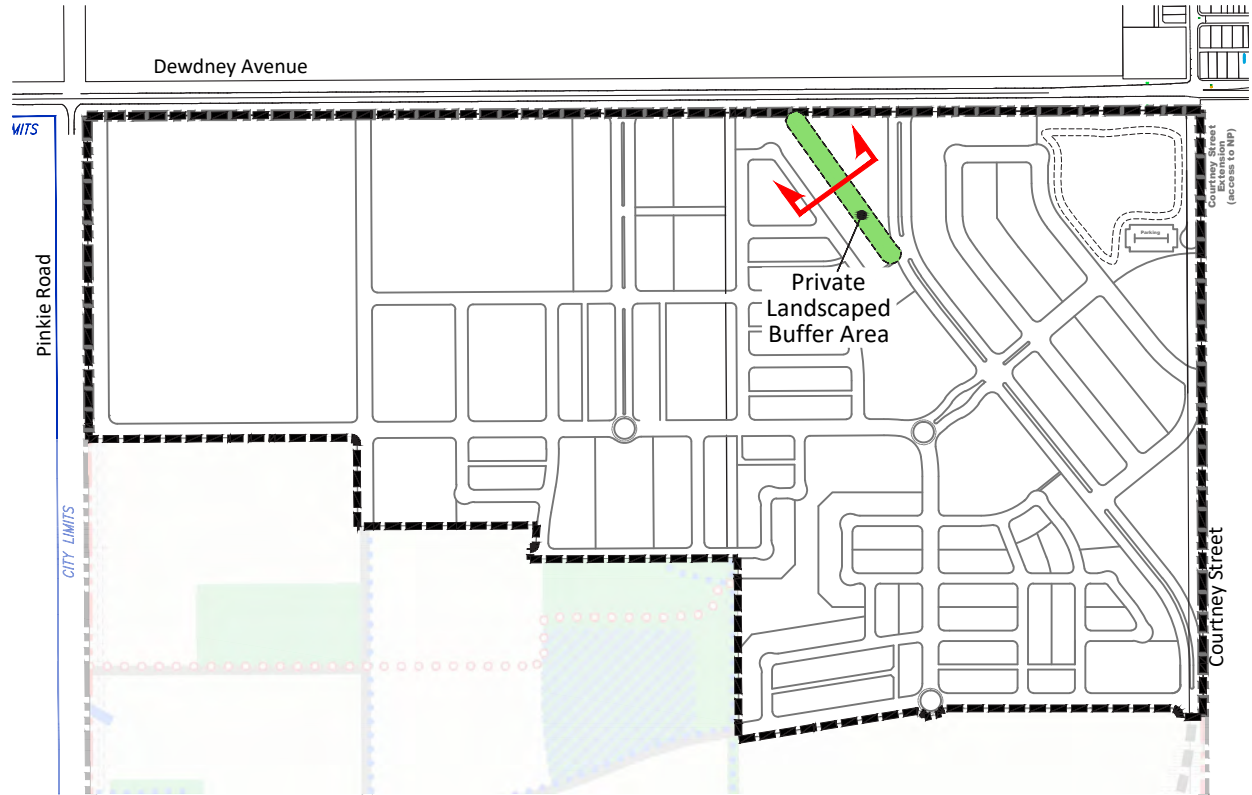
- | | | |
|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  Subject Lands |  CP Rail Line |  Airport Area of Influence (See Figure 7 - Phase 1 NEF Contours and Height Limitations) |
|  Phase 1 Boundary |  1:1,000,000 Risk Contour |  NEF 30 Contour (Residential Uses Not Permitted) |
|  Existing Easement |  Special Development Area | |
|  Existing Watermain | | |

Figure 7 - Phase 1 NEF Contours and Height Limitations

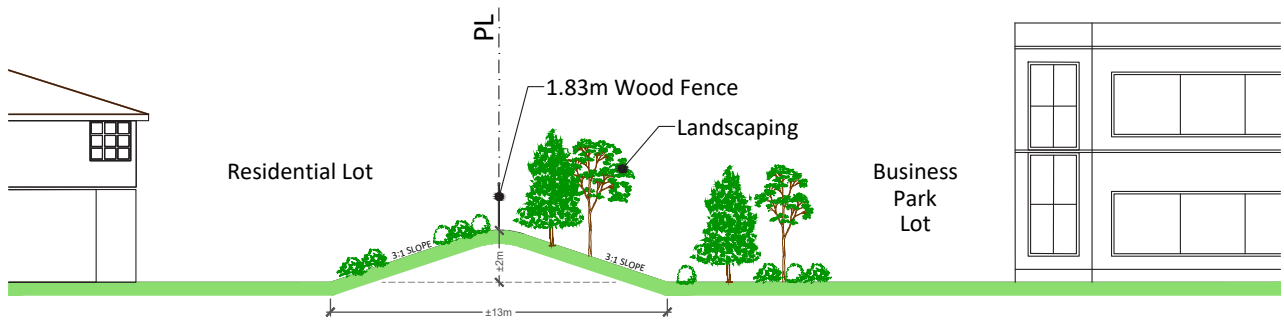


- Legend**
- Subject Lands
 - NEF Contours
 - NEF Contour 30 (Residential Uses Not Permitted)
 - 598.73 Height Limitations

Figure 8 - Business Park - Residential Interface



Legend
 - - - - - Phase 1 Boundary



Residential and Business Park Area Interface Treatment Cross Section
 Scale 1:250

3.0 Land Use Strategy

3.1 Community Design

The Westerra community provides the opportunity for future residents to live and work in an area that blends residential uses with commercial and business park uses. The CP includes an urban centre that accommodates a mix of employment and commercial uses, provides a range of housing product and intensity and is supported by an integrated road network and open space system. The key elements of Westerra Phase 1 CP are illustrated in **Figures 9 - 11**.

Residents will live in a variety of low to high density housing forms including live-work units within an arrangement of uses that combine to create a vibrant community. This will be supported by an efficient and interconnected road network. The open space system serves an important function linking different areas in the community while also providing a stormwater management function. The on-street greenway maintains mobility options for residents. The main street retail area is a key feature of the development and acts as a 'gateway' to the community. Supplementing main street retail uses, the CP also includes areas dedicated for large format, community retail, and business park uses. The general configuration of the Phase 1 CP area is shown in **Figure 9 - Westerra – Phase One Concept Plan Illustrative Plan**.

An overview of the land use composition for the Phase 1 CP area is outlined in **Table 2 - Westerra Phase 1 Concept Plan Land Use Composition**. Proposed residential densities for the CP area are outlined in **Table 3 - Residential Densities and Population Projections**.

Figure 9 - Westerra - Phase One Concept Plan Illustrative Plan

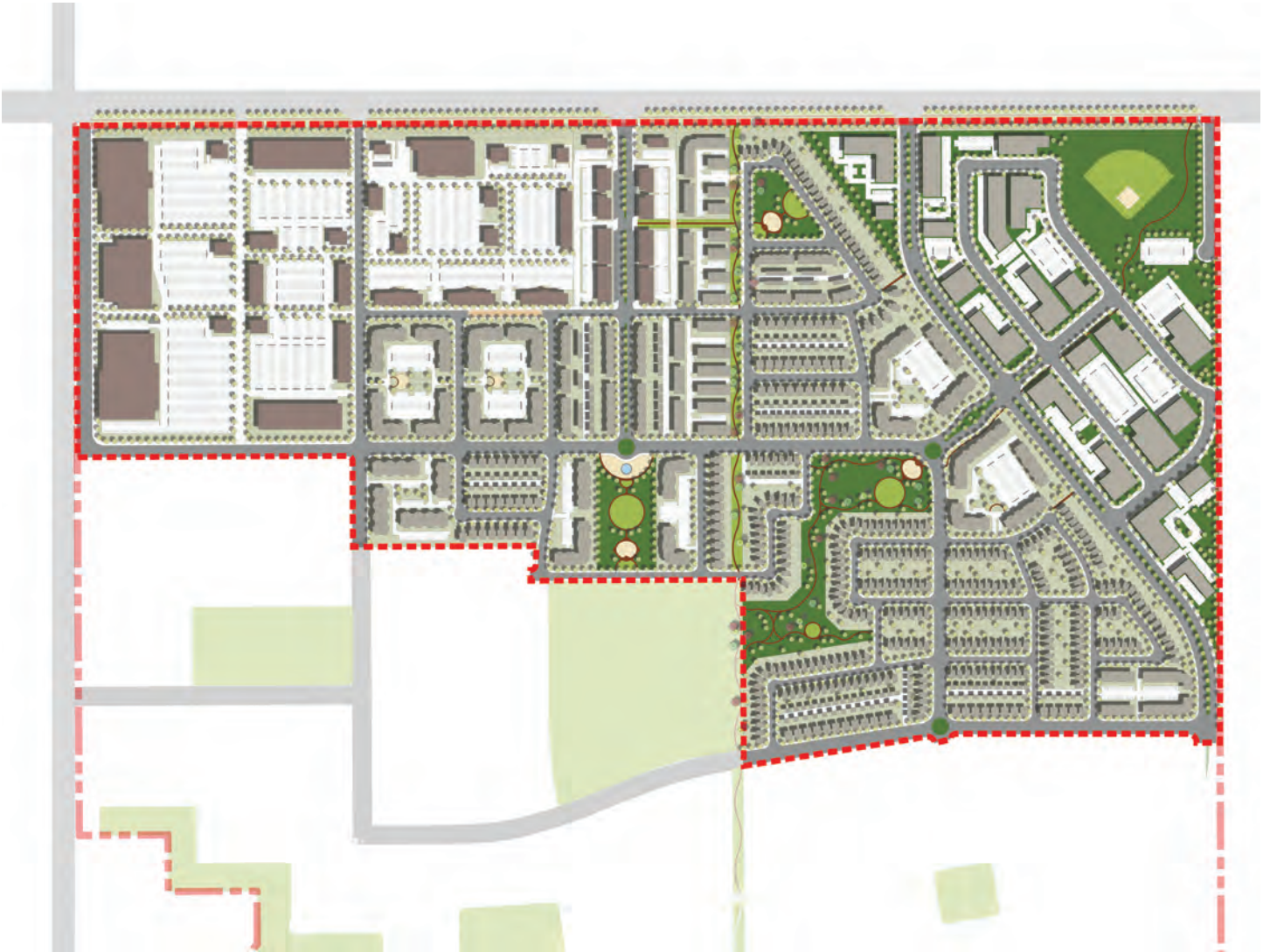
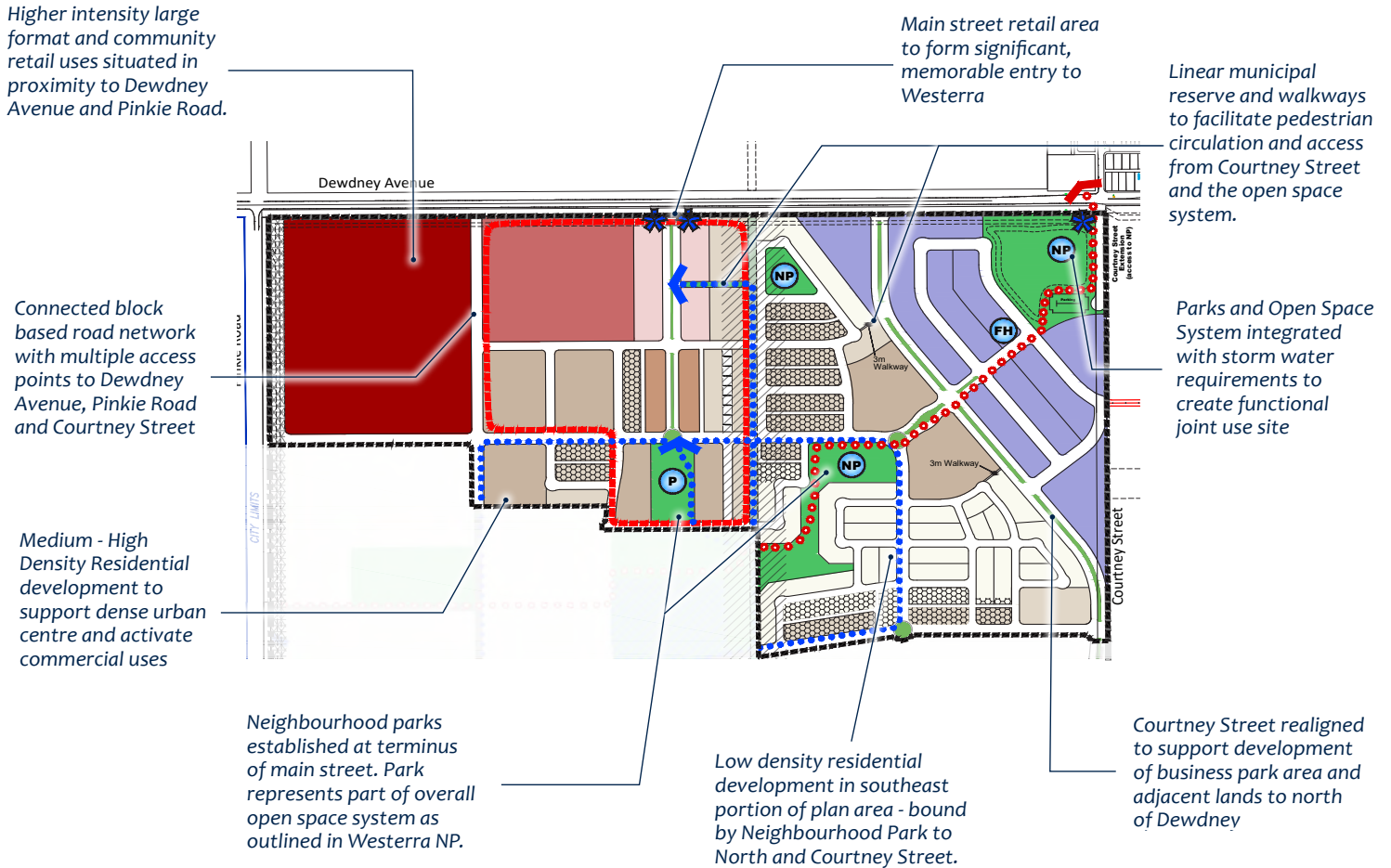


Figure 10 - Key Plan Elements



Legend

	Phase 1 Concept Plan Boundary	111.0 ha± (274.28 ac±)	(100.0%)
	Large Format Retail	15.98 ha± (39.48 ac±)	(14.4%)
	Community Retail	7.50 ha± (18.52 ac±)	(6.7%)
	Main Street Retail	2.76 ha± (6.83 ac±)	(2.5%)
	High Density Residential	11.50 ha± (28.41 ac±)	(10.3%)
	Medium Density Residential	11.09 ha± (27.41 ac±)	(10.0%)
	Low Density Residential	11.57 ha± (28.60 ac±)	(10.4%)
	Live Work Residential	1.33 ha± (3.28 ac±)	(1.2%)
	Business Park	12.81 ha± (31.65 ac±)	(11.5%)
Parks & Open Space			
	Municipal Reserve	9.21 ha± (22.77 ac±)	(8.3%)
	Municipal Utility Parcel	0.89 ha± (2.20 ac±)	(1.0%)
Walkways			
	Road Widening	1.36 ha± (3.36 ac±)	(1.2%)
	Roads	24.98 ha± (61.71 ac±)	(22.5%)

	Potential Road
	Urban Centre
	Special Development Area (60m Setback)
	Neighbourhood Park
	Neighbourhood Park / Plaza
	Potential Fire Hall Site
	Potential Laneway Housing
	Existing Right of Way Easement
	Stormwater Facility
	Entry Feature
	Devonian Pathway
	Local Pathway

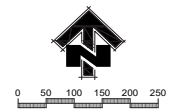
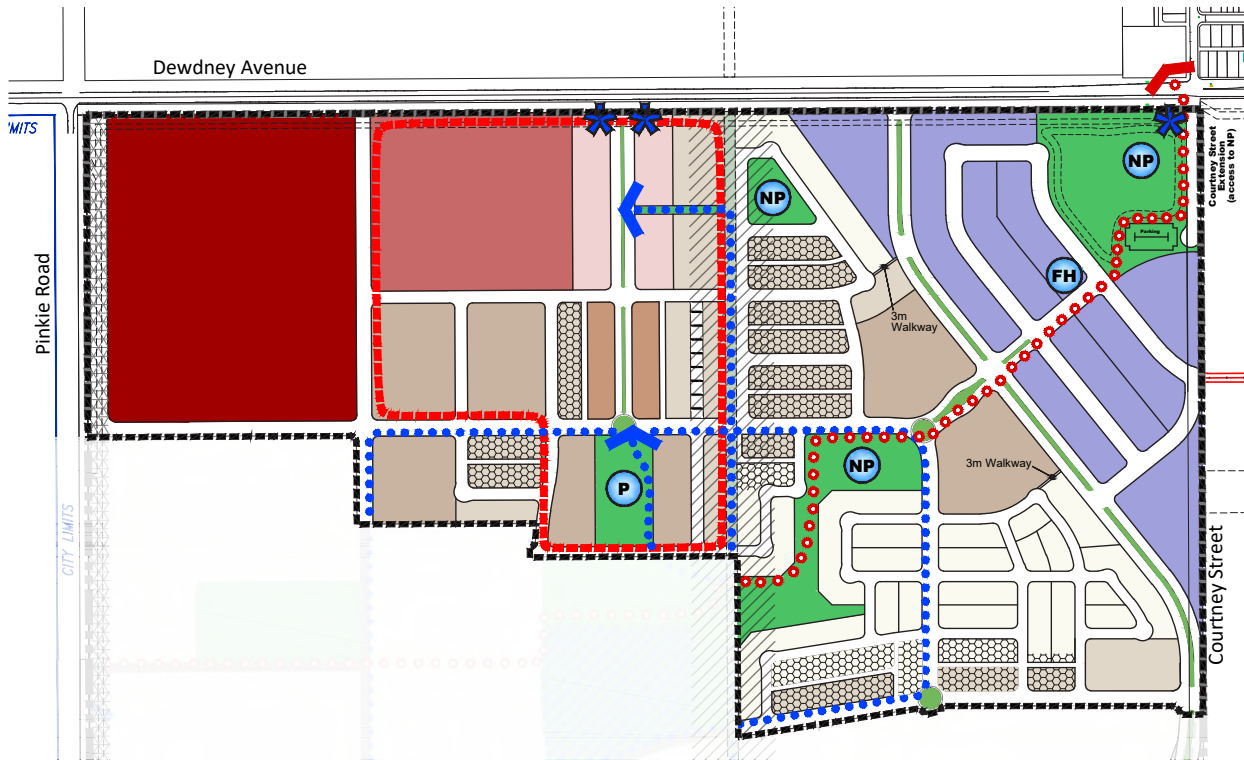


Figure 11 - Detailed Land Use Concept for Phase 1



Legend

	Phase 1 Concept Plan Boundary	111.0 ha± (274.28 ac±) (100.0%)
	Large Format Retail	15.98 ha± (39.48 ac±) (14.4%)
	Community Retail	7.50 ha± (18.52 ac±) (6.7%)
	Main Street Retail	2.76 ha± (6.83 ac±) (2.5%)
	High Density Residential	11.50 ha± (28.41 ac±) (10.3%)
	Medium Density Residential	11.09 ha± (27.41 ac±) (10.0%)
	Low Density Residential	11.57 ha± (28.60 ac±) (10.4%)
	Live Work Residential	1.33 ha± (3.28 ac±) (1.2%)
	Business Park	12.81 ha± (31.65 ac±) (11.5%)
Parks & Open Space		
	Municipal Reserve	9.21 ha± (22.77 ac±) (8.3%)
	Municipal Utility Parcel	0.89 ha± (2.20 ac±) (1.0%)
Walkways		
	Road Widening	1.36 ha± (3.36 ac±) (1.2%)
Roads		
	Potential Road	
	Urban Centre	
	Special Development Area (60m Setback)	
	Neighbourhood Park	
	Neighbourhood Park / Plaza	
	Potential Fire Hall Site	

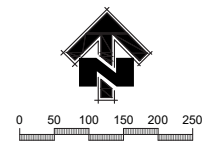


Table 2 - Westerra Phase 1 Concept Plan Land Use Composition

LAND USE (PHASE 1)	AREA (HECTARES) +/-	AREA (ACRES) +/-	PERCENTAGE (%) OF PHASE 1 CONCEPT PLAN AREA
Low Density Residential	11.57	28.60	10.4
Medium Density Residential	11.09	27.41	10.0
High Density Residential	11.50	28.41	10.3
Live Work Residential	1.33	3.28	1.2
Large Format Retail	15.98	39.48	14.4
Community Retail	7.50	18.52	6.7
Main Street Retail	2.76	6.83	2.5
Business Park	12.81	31.65	11.5
Municipal Reserve	9.21	22.77	8.3
Municipal Walkway(s)	0.02	0.06	0.02
Municipal Utility Parcel	0.89	2.20	1.0
Roads Widening	1.36	3.36	1.2
Roads	24.98	61.71	22.5
Total	111.0	274.28	100.0

3.1.1 Low Density Residential Development

Located mainly in the southeast portion of the CP area, the low density residential development area will consist of predominantly laneless single detached housing. Some areas have been identified for potential laneway housing as shown on **Figure 11 - Detailed Land Use Concept for Phase 1** and **Figure 12 - South Residential Area - Illustrative Plan**. The low density residential portion of the CP is approximately 11.57 ha (28.60 acres) in size. The low density residential area is bounded by high density residential to the north a neighbourhood park to the northwest, business park uses to the east and is structured by the proposed collector, local and arterial road network. To address the residential-business park interface at the north, a privately maintained berm shared between residential lots and business park lots is proposed. Key elements of this interface and preliminary design parameters are discussed further in the business park section of this CP. **Table 3 - Residential Densities and Population Projections** provides an overview of the projected low –density residential area density targets, unit assumptions and projected population thresholds.

3.1.2 Medium Density Residential Development

Located mainly to the east of the main street retail and live - work area and along the south border of the CP is the medium density development area consisting of 11.09 ha (27.41 acres). The medium density residential development will consist of both laned and non-laned product including semi-detached, townhouses, row housing and combinations thereof. Some areas have been identified for potential laneway housing as shown on **Figure 11 - Detailed Land Use Concept for Phase 1**.

Defined by the modified grid street network in the east and a general grid network to the west, the medium density residential development area provides a transition between the low and high density development areas. **Table 3 - Residential Densities and Population Projections** provides an overview of the projected medium density area density targets, unit assumptions and projected population thresholds.

3.1.3 High Density Residential Development

Located at the entry to the residential area from Courtney Street and to the south of the large format and community retail area is the high - density development area which consists of approximately 11.50 ha (28.41 acres). Its boundaries are delineated largely by east-west major roads, parks and the on-street greenway. The parks support amenity areas for the higher density development area and its residents. The eastern edge is delineated by Courtney Street. **Table 3 - Residential Densities and Population Projections** provides an overview of the projected high –density residential area density targets, unit assumptions and projected population thresholds.

3.1.4 Live-Work Residential Development

Located within the central portion of the CP, north of a neighbourhood park and south of the main street area is the live-work area consisting of 1.33 hectares (3.28 acres). This is an innovative type of development intended to support the sustainability of Westerra by allowing residents to work from home, eliminating commuting distances and providing a market for retail uses in the community. Live-work units are envisioned to take the form of attached housing units. The neighbourhood park to the south provides an amenity both in terms of recreation and visual aesthetics. The live-work unit area is shown in **Figure 11 - Live-Work Residential in Relation to Main Street**. The live-work and high density residential uses are essentially an extension and transition from the main street retail area to the residential portion of Phase 1. **Table 3 - Residential Densities and Population Projections** provides an overview of the projected live-work residential area density targets, unit assumptions and projected population thresholds.

Figure 12 - South Residential Area - Illustrative Plan



Figure 13 - Live-Work Residential in Relation to Main Street - Conceptual Overview

Main street retail area forms defining entrance to Westerra from Dewdney Avenue with high quality pedestrian environment and range of local services.

Live work area defined by central median and marks transition to neighbourhood park/plaza from Main Street Retail Area



Figure 14 - Live-Work Looking South - Conceptual Overview

High density residential development adjacent to neighbourhood park.

Main street retail area terminus is an urban park/plaza with soft and hard landscaping and pathway improvements.

Live-work area transitions into open space and high density development.



GROSS DEVELOPABLE RESIDENTIAL AREA (PHASE 1)	CITY POPULATION INTENSITY TARGETS	MIN. POPULATION REQUIREMENTS
72.19 ha	50 persons per gross hectare*	3609.5

Table 3 - Residential Densities and Population Projections

RESIDENTIAL LAND USE (PHASE 1)	NET AREA (HECTARES)	DENSITY (UPNH)	NUMBER OF UNITS	POPULATION PER UNIT	POPULATION PROJECTIONS
Low Density Residential	11.57	25	289	3.0	868
Medium Density Residential	11.09	42	466	2.1	978
Live Work Residential	1.33	42	56	2.1	117
High Density Residential	11.50	85	978	1.7	1,662
Total	35.49		1,788		3,625
Population of 3,625 equates to 50.21 persons per gross hectare**					

**For this plan, density and population numbers correspond to land reserved for residential areas only (including local commercial, but excluding employment areas, restricted areas, etc.)

3.2 Commercial

3.2.1 Urban Centre

Located in the central portion of the CP area along Dewdney Avenue is the urban centre as shown in **Figure 11 - Detailed Land Use Concept for Phase 1**. The urban centre is a local shopping, living and working area for the surrounding community. The *Design Regina OCP* shows Westerra as the location of an Urban Centre. According to the *Design Regina OCP*, an urban centre is an area intended for pedestrian and transit-oriented mixed-use development and functions as a hub for community interaction and identity. It also contains higher density residential and commercial uses, transit oriented development, community amenities and open space.

The Westerra urban centre contains the intersection of Dewdney Avenue and the main street retail area. It extends to include the community retail, the live-work and medium density residential areas along with the neighbourhood park/plaza and a transit hub. It is considered an urban centre because it is located along a potential future express transit route, a major transportation route, and provides multiple pedestrian opportunities throughout. The main street retail area is the focus of the Urban Centre and provides a sense of place in an area where residents interact. Mixed uses in the area include commercial, residential and employment uses. The Urban Centre is a node supported by higher density development, aligning with the policy direction of the *Design Regina OCP*.

The urban centre is an important contribution to the Westerra Community and West Regina because it provides an intensity and diversity of uses to this neighbourhood and sector of the City. In the central part of the urban centre, the live – work area provides a transition to the south and the rest of the CP area. A Neighbourhood Park is located south of the live-work area serving as an amenity for the surrounding residential uses as well as the southerly terminus of main street.

3.2.2 Main Street Retail Area

The main street retail area is one component of the urban center and is envisioned as the focal point of Westerra, containing neighbourhood scaled retail and mixed uses. This area, containing 2.76 ha (6.83 acres), is unique and the identity, design, product mix and density all combine to create a high quality, pedestrian scaled atmosphere. The main street features a central landscaped median which serves to enhance the aesthetics and entrance into the area. Angled parking is accommodated on both sides of the street to promote easy access to businesses. The buildings have been situated to provide rear service access via an access easement in favour of the main street lot owner. The preliminary layout of the main street retail area is shown in **Figure 15 - Main Street Retail Area Plan Overview**.

In general, buildings will be 1.0 – 2.0 storeys with a mix of uses possibly including 2nd storey residential. Parking is envisioned to be angled in the front with perpendicular parking in the rear. All parking will comply with City land use bylaw standards. Within main street, building fronts are anticipated to be approximately 110 feet across from each other. This creates a comfortable pedestrian environment. Key elements forming part of the main street area, the live - work area and adjacent areas are outlined in **Figure 16 - Key Elements of Main Street and Live Work Area – Conceptual Overview** and shown in **Figure 17a - Main Street Are Looking South - Conceptual Overview** and **Figure 17b - Main Street - Conceptual Overview**.

Figure 15 - Main Street Retail Area Plan Overview

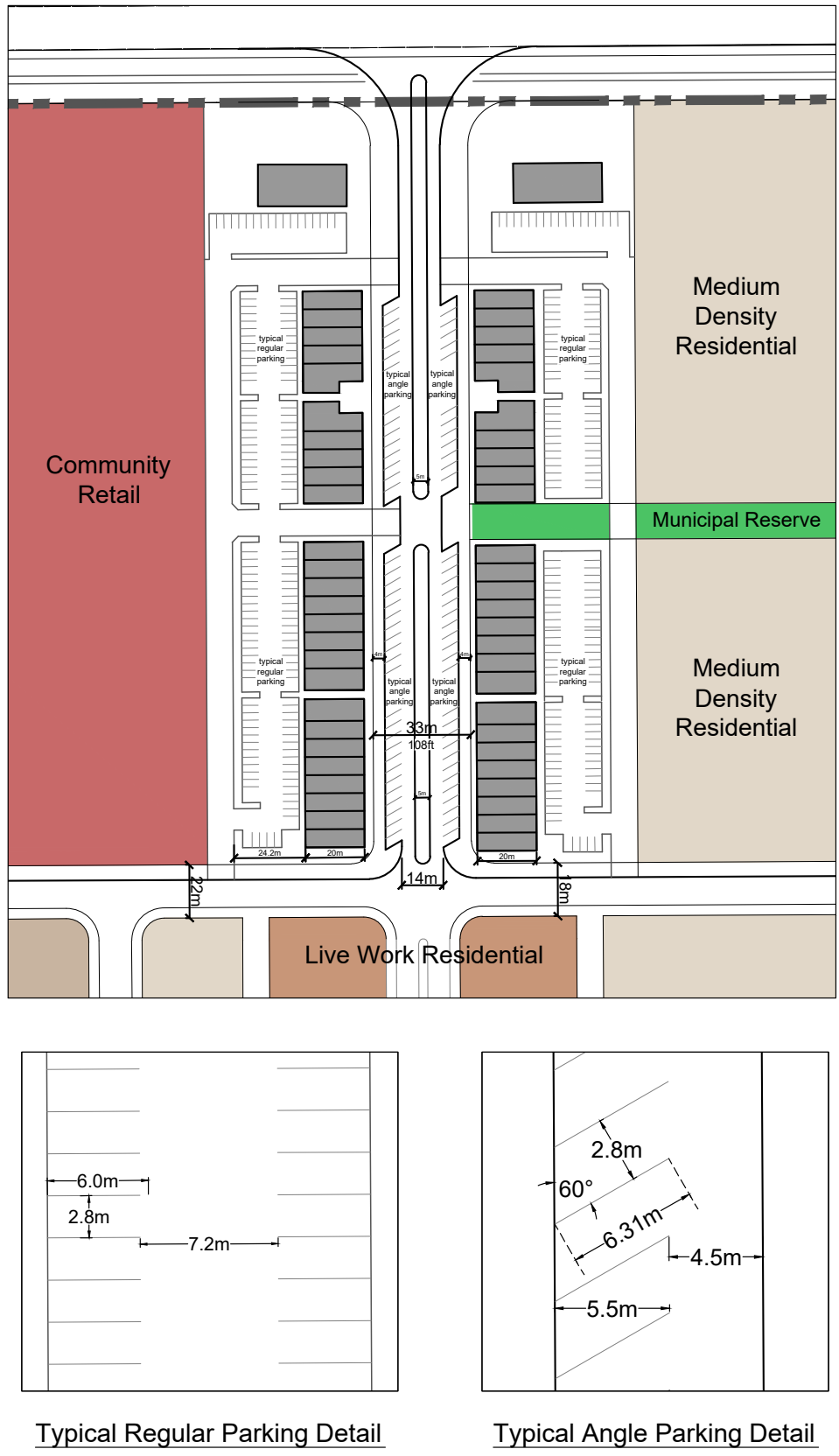


Figure 16 - Key Elements of Main Street and Live-Work Area - Conceptual Overview

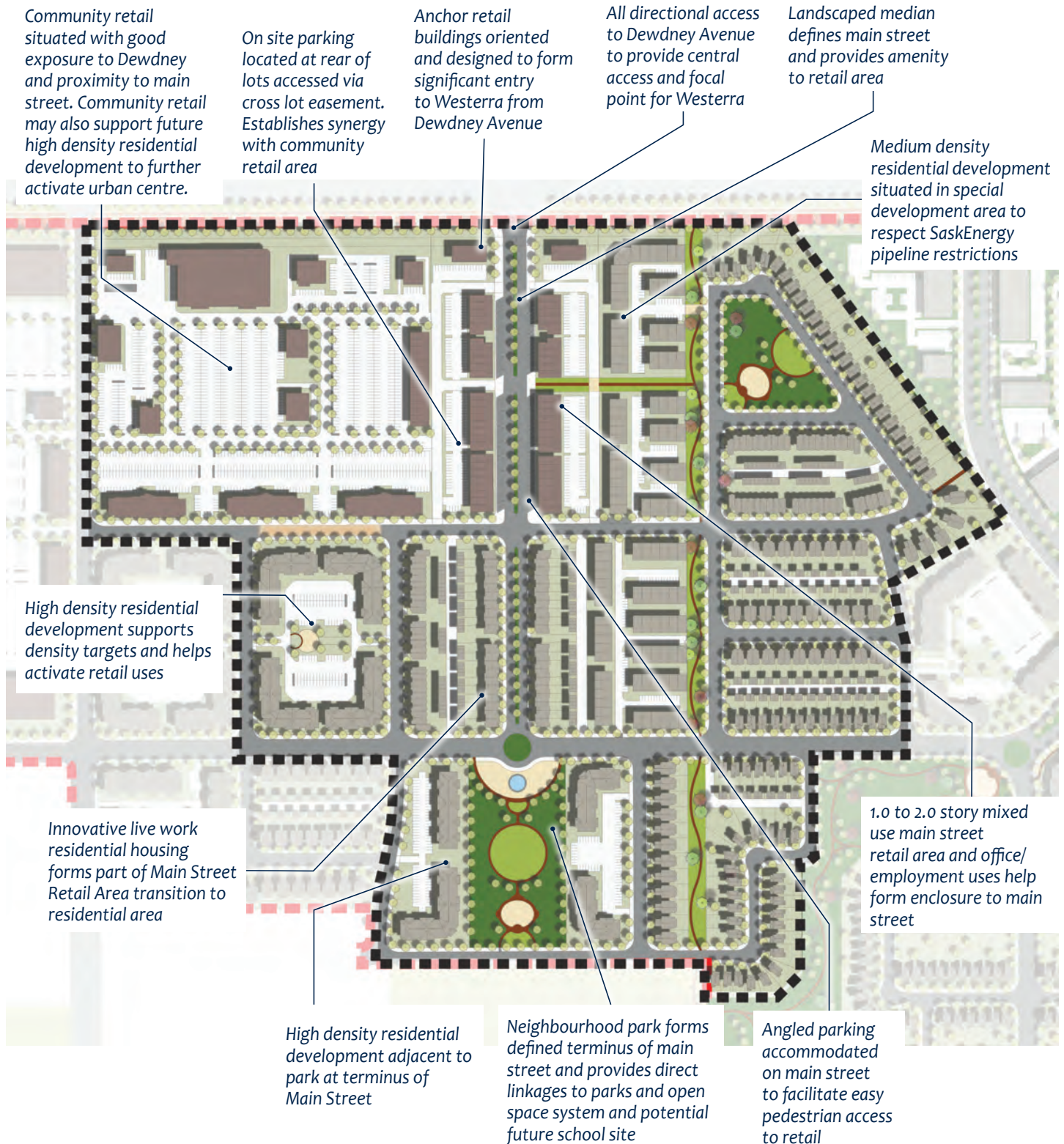


Figure 17a - Main Street Area - Looking South - Conceptual Overview



Figure 17b - Main Street - Conceptual Overview



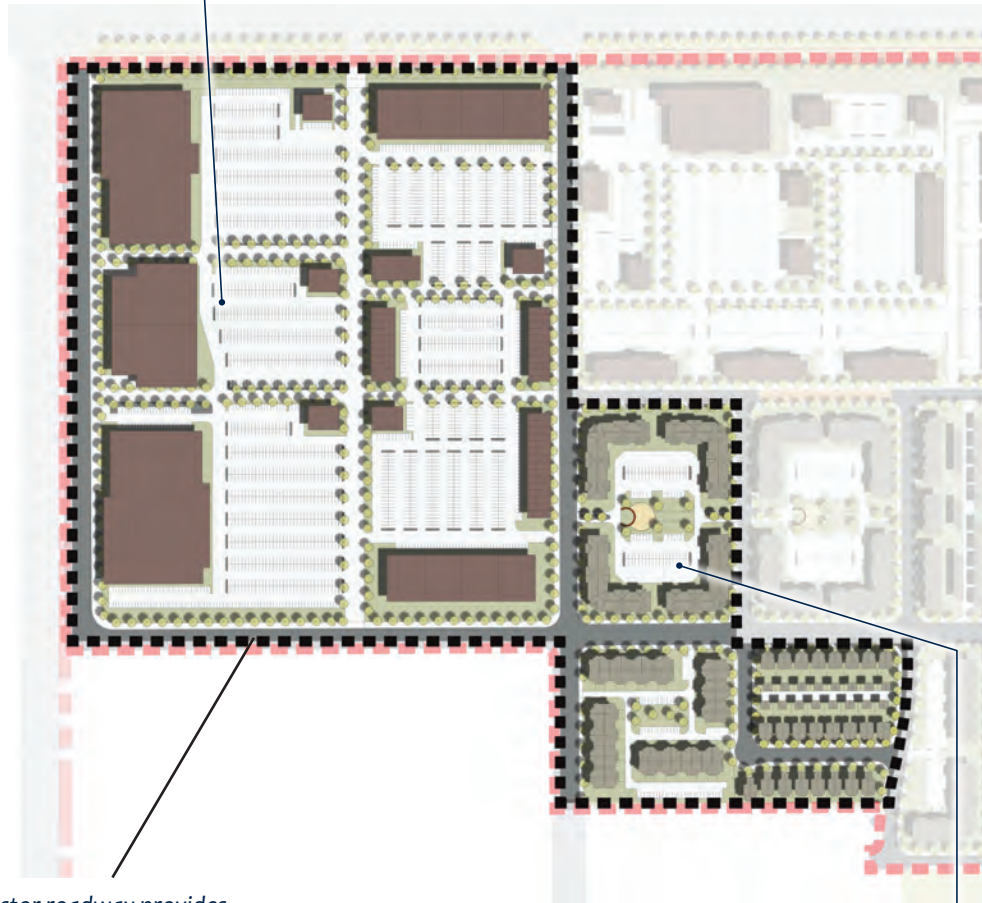
3.2.3 Community Retail Area

Located to the west of the main street area, the mixed-use community retail area of 7.50 hectares (18.52 acres) is intended to provide commercial amenities to residents of Westerra, west Regina and the R.M. of Sherwood. This area is shown in **Figure 18 - Key Elements of Large Format and Community Retail Area – Conceptual Overview**. Significant emphasis is placed on pedestrian connectivity within the CP area and the adjacent main street area. People can park in the community retail area and walk to the main street area. The close proximity of shopping & services enables residents to rely less on cars. This area has been identified as the location of a central transit hub.

Major roadways act as boundaries to the mixed-use community retail area. Access to the area is available from Dewdney Avenue and the northern edge is clearly defined by a major arterial. Possible uses include small to medium scale commercial uses such as banks, pharmacies, liquor stores, grocery stores, restaurants, hotels and personal services such as hair salons. Accessory uses are envisioned to include parking areas, pedestrian walkways and plazas where appropriate. Internal circulation and connections will be planned to connect with the large format retail area to the west and the main street retail area to the east. The community retail area may also encompass some form of high density residential development along its eastern and / or southern boundaries. The intent of infusing high density development into this area will be to further support the proposed main street area.

Figure 18 - Key Elements of Large Format and Community Retail Area - Conceptual Overview

Large scale large format retail oriented at junction of Dewdney Avenue and Pinkie Road to support regional commercial needs



Collector roadway provides access to retail area and supports separation between residential and commercial uses

High density residential development to help activate and support main street and community retail areas

3.2.4 Large Format Retail

The large format retail area is located in the northwest corner of Westerra with access from Dewdney Avenue and Pinkie Road as illustrated on **Figure 19 - Large Format Retail - Looking Northwest - Conceptual Overview**. This area is a high visibility site with excellent access from arterial roads and is intended to serve a regional market. This area will provide building forms that typically include single story buildings with a large footprint on a single site. Large format retail can accommodate big – box, stand - alone types of development that require large parking areas. Internal site circulation will accommodate traffic and pedestrian flows and connections to adjacent areas.

3.2.5 Business Park Area

The business park area will accommodate a variety of business uses including a mix of office and light industrial developments – comprehensively planned in a campus-style setting as conceptually shown in **Figure 20 - Key Elements of Eastern Gateway - Conceptual Overview**. The form of development will blend land use situated west of the NEF 30 contour. While the business park area serves as a compatible use with the adjacent residential use west of the NEF contour, consideration has been given to establishing an appropriate and consistent transition between the proposed business park and adjacent residential area. To support this transition, the plan envisions the construction of a landscaped berm between the business park and residential area. It is anticipated that wood material will be used for fence construction. This interface is illustrated in **Figure 8 - Business Park-Residential Interface**. The berm will be constructed by the developer and maintenance responsibilities would be assumed by lot owners. It is acknowledged that the City will not assume ownership of the berm.

3.3 Civic

No school is contemplated within the immediate term for this development. However, a potential future area within the central portion of the NP has been set aside for this purpose. This area is not included within the CP and will be addressed in a subsequent Concept Plan. The open space areas contained within the CP are connected to this potential public use site and implementation of these connections are envisioned as part of the overall open space strategy for the plan area.

3.4 Community Services

In terms of emergency services, the need for a fire hall has been identified through consultation with the City and a preliminary location has been identified within the business park area. This is shown on **Figure 11 - Detailed Land Use Concept for Phase 1**. To fulfill this need, the developer will work with the City on finalizing this location at the redesignation and subdivision phase.

3.5 Parks and Open Space

Open Space within the CP is designed to facilitate a range of passive and active recreational opportunities, enhance pedestrian connectivity and provide aesthetic, social and infrastructure functions in the context of the overall Westerra Neighbourhood Plan. Overall, the open space strategy in the Westerra Neighbourhood Plan area is based upon a dispersed and interconnected system of open spaces serving recreational, transportation and stormwater management functions. The NP open space system is centered on the potential future school site in the centre which is connected to the various smaller neighbourhood parks situated throughout the community in proximity to residents of all the neighbourhoods in Westerra. These areas are all connected by various pathways and walkways. A regional pathway traverses the area from east to west and connects Westerra with adjacent lands to the west and the Devonian Pathway system to the northeast.

Key elements of the parks and open space system are illustrated in **Figure 10 - Key Plan Elements**. Key components of the overall Westerra Neighbourhood Plan include:

- An interconnected open space network that integrates the central potential future school site, the proposed stormwater facilities and the connections to the Devonian Regional and local pathway system.
- An on-street greenway which ties into the proposed parks and open space system. Collectively, the greenway, parks and open space within Westerra will support a local and regional pathway system. The regional pathway is intended to connect to and form an extension of the Devonian pathway system.

Figure 19 - Large Format Retail - Looking Northwest - Conceptual Overview



Figure 20 - Key Elements of Eastern Gateway - Conceptual Overview

13 metre landscaped berm to establish appropriate separation and transition from residential to business park area

Courtney Street realigned through plan area to service business park lands and to provide optimal intersection location to support future development north of Westerra



Greenway to support proposed regional pathway network and tie into Devonian pathway system

Significant entrance amenity forms defining feature of entrance into Westerra residential area from Courtney Street

Roundabout to facilitate efficient vehicular flow at this location and add amenity value

Business Park area planned and designed to business park standard to support gateway function of Courtney Street

High density residential development fronting street and park to form significant entry into Westerra residential area

Figure 21 - Overview of Parks and Open Space Looking Southwest



The CP open space system involves the construction of portions of the proposed open space system as outlined in the approved Neighbourhood Plan and includes an open space stormwater detention pond in the northeast corner, forming part of the stormwater management system. This is illustrated in **Figure 21 - Overview of Parks and Open Space Looking Southwest**. This area is intended to serve as a recreational amenity for residents of Westerra and Dieppe, and an aesthetic amenity for the employees in the business park. The area also serves as a transitional use between the business park and the Dieppe neighbourhood and will help support the extension of the regional pathway system through Westerra.

In terms of an appropriate tie-in into the Devonian pathway system, it is anticipated that Westerra's regional pathway will connect to the north. A pedestrian crossing will be considered. However, the ultimate connection to the Devonian pathway system is subject to planning for the lands to the north and must be integrated appropriately at the detailed planning stage.

Within the CP, the detention pond transitions into the on-street greenway identified through the business park area to the residential area, terminating in a neighbourhood park.

A second neighbourhood park is proposed to the north of the potential future school site, connecting to the pedestrian environment in the main street retail area. Programming of this park is anticipated to include soft and hard landscaping. The park will support the local pathway network identified within the Westerra NP. A north-south municipal utility parcel accommodates the north extension of the local pathway into the main street area.

Lastly, a small neighbourhood park is proposed within the residential area situated east of the main street retail and residential area. A small piece of linear municipal reserve has been proposed to support pedestrian access from this residential area to the main street retail area.

The configuration, siting and location of the open space components in the CP are shown in **Figure 22 - Open Space Dedication**. These elements form part of the CP area and are part of a larger open space network. They are envisioned to unify Westerra, as documented in the Neighborhood Plan. Detailed plans for the proposed parks and open space system forming part of the CP will be detailed in plans and specifications submitted to the City following subdivision approval.

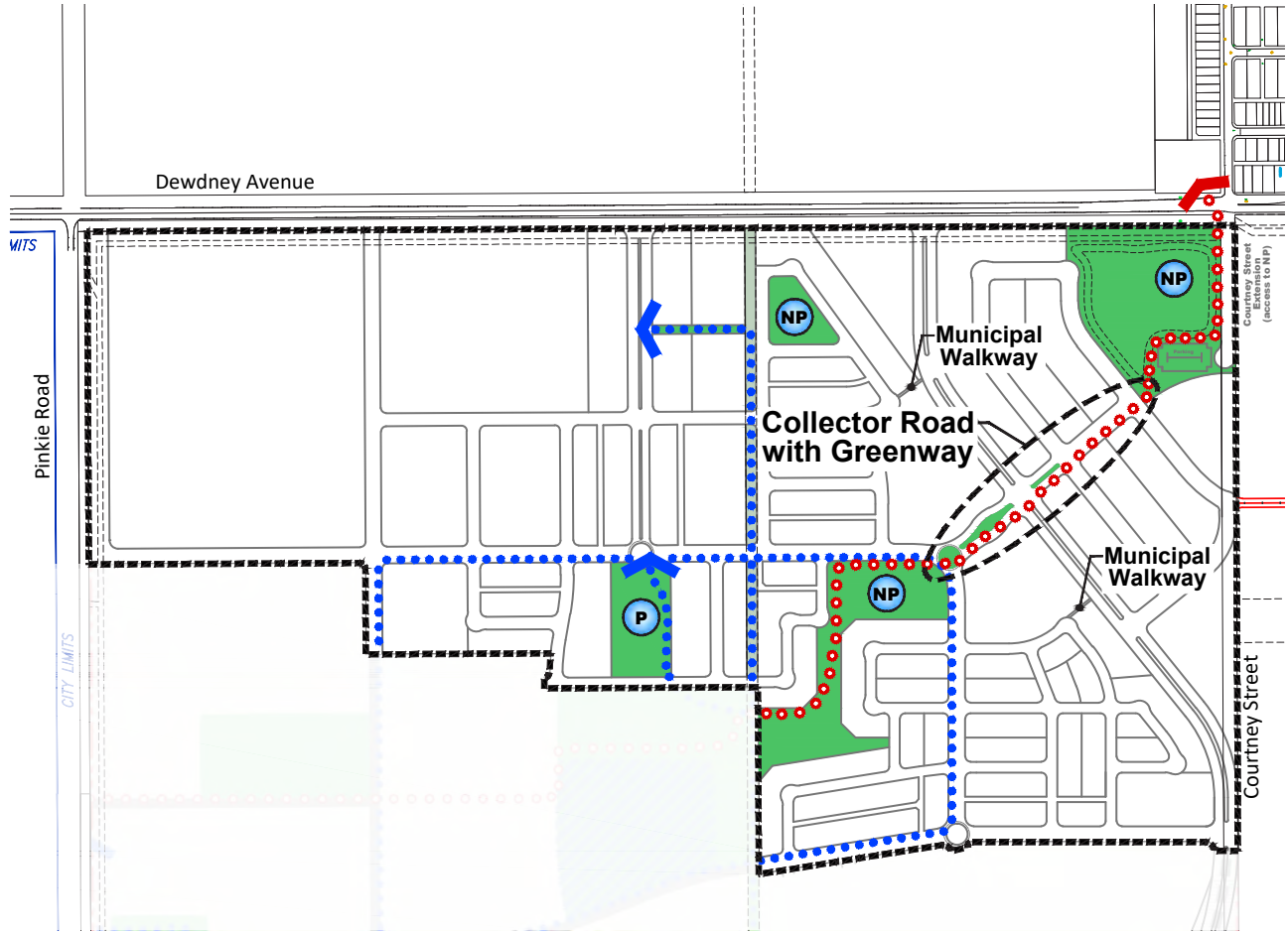
3.5.1 Pathway System

Implementation of a pedestrian and bike network is anticipated within the CP area through the provision of a local and regional pathway system which is consistent with the Westerra Neighbourhood Plan. The proposed pathway system is envisioned to form part of the parks and open space system. The pedestrian and bike network within the CP orients toward the Devonian Pathway to the northeast of Westerra. When situated outside of the park system, the proposed regional pathway is supported by a linear on street greenway. The local pathway along the municipal utility parcel extends from the open space areas in the south and connects with open spaces and the main street area in the north.

The location of the proposed regional pathway system within the proposed reserve lands and the on-street greenway is shown in **Figure 22 - Open Space Dedication**. As shown, the on-street greenway includes a proposed couplet with a landscaped median within the road right-of-way (ROW) at the main entrance off of Courtney Street . The pathway continues towards the northeast part along the Courtney Street extension. Key elements of this gateway are shown in **Figure 23 - Couplet Entrance** and **Figure 24 - Main Entrance from Courtney Street - Looking Southwest**.

Ultimately, it is envisioned that the regional pathway system as identified in the Westerra NP, will extend northward through adjacent lands to tie into the Devonian pathway system. At this time, planning for the lands to the north of Westerra has not yet been completed. Notwithstanding, a connection to the Devonian network at the northeast corner is provided. The approximately location of this proposed connection point is identified in **Figure 22 - Open Space Dedication**.

Figure 22 - Open Space Dedication



Legend







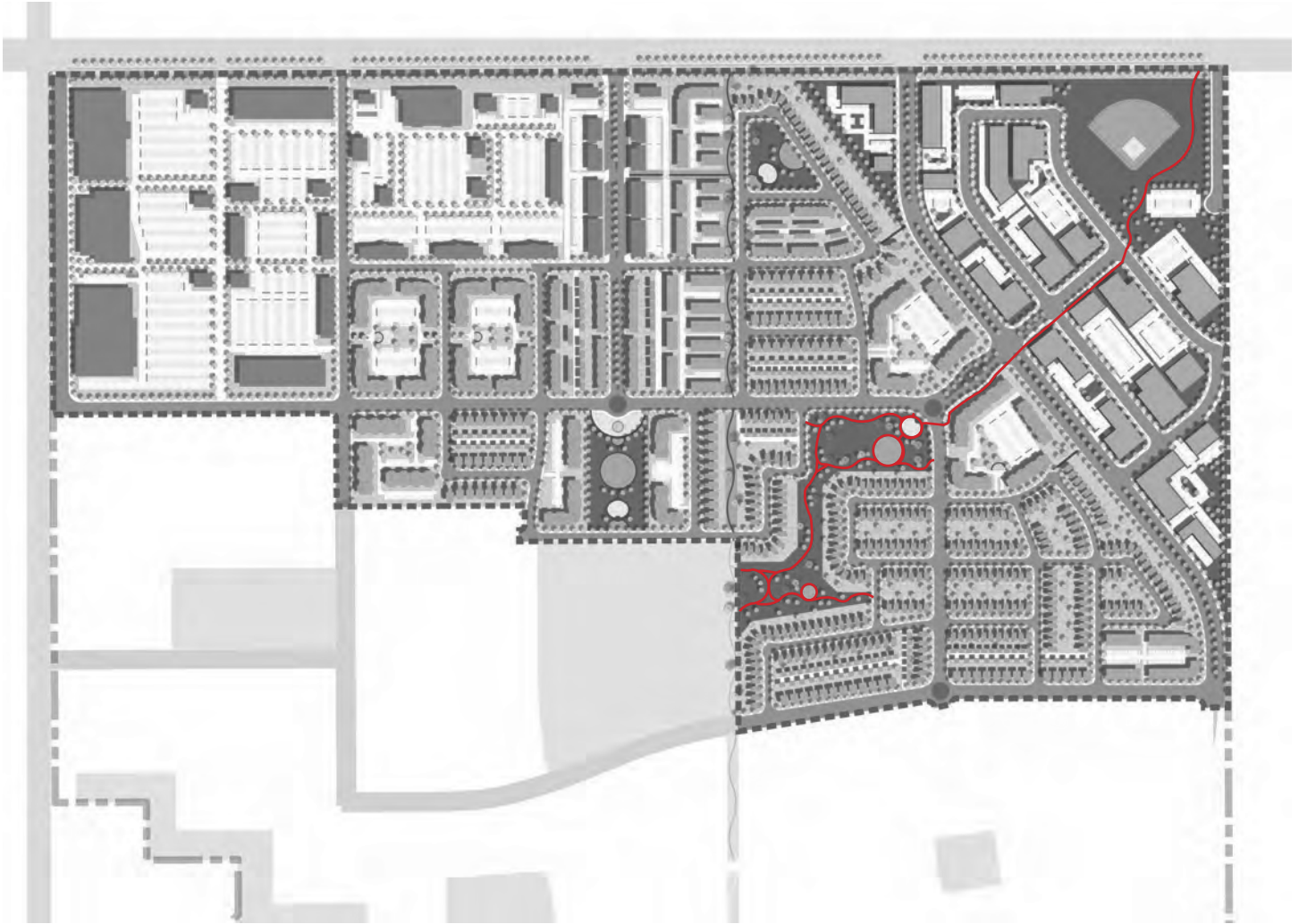
-  Phase 1 Boundary
-  Municipal Reserve
-  Municipal Utility Parcel
-  Neighbourhood Park
-  Neighbourhood Park / Plaza
-  Devonian Pathway
-  Local Pathway



Figure 23 - Couplet Entrance Overview



31.0 m MAIN ENTRANCE COLLECTOR (DIAGONAL SECTION NEAR N/S ARTERIAL THROUGH BUSINESS PARK)

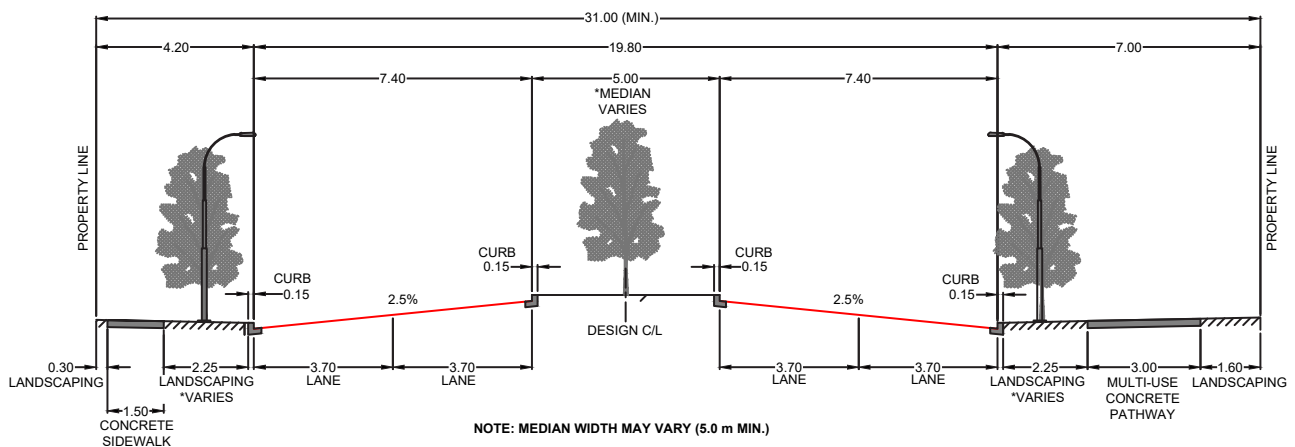


Figure 24 - Main Entrance From Courtney Street - Looking Southwest



3.6 Municipal Reserve

A summary of proposed municipal reserve dedication associated with the Phase 1 plan area is outlined below. Following Phase 1 reserve dedication, the amount of Municipal Reserve (MR) outstanding shall be deferred to other lands within the Westerra Neighbourhood Plan. The proposed municipal reserve dedication and the amount of municipal reserve owing under the Neighbourhood Plan and deferred to is summarized in **Table 4 - Municipal Reserve**.

Table 4 - Municipal Reserve

	+/-Acres	+/-Hectares
MR Requirement for Neighbourhood Plan Area (Residential and Non - Residential)	40.97	16.58
Proposed Municipal Reserve (MR) dedication as part of Phase 1 Concept Plan	22.77	9.21
Amount of MR Outstanding – Deferred to Balance	18.2	7.37

4.0 Transportation

4.1 Transportation System Overview

The intent of the NP transportation system within the Westerra Neighbourhood Plan is to provide a road network that is compatible with the existing and future regional road network. The network provides frequent and direct access to the boundary arterial and collector roads. The internal road network is based on a modified grid network and provides two east-west road links through the central portion of the plan area. Three accesses off of Dewdney Avenue provide entrances into the community. Another access provides access to the park. Two other accesses are provided off Pinkie Road; one provides mainly commercial access and the other provides mainly residential access. Accesses from Courtney Street are also provided; one through the business park area and one through the residential area.

The internal road network for the CP builds on the road network presented in the Westerra Neighbourhood Plan. This is shown on **Figure 25 - Circulation Plan**. The CP recognizes that the road network shown on **Figure 25 - Circulation Plan** is preliminary and that the exact road and street pattern will be determined at the subdivision stage. Potential roundabout locations and signalized intersections are also shown. It is also recognized that a portion of Courtney Street will be closed and consolidated into the CP area at some future time during the development of the CP area.

4.2 Road Network Hierarchy

The proposed road network provides for multiple all directional access and egress points to Dewdney Avenue, Pinkie Road and Courtney Street in accordance with City standards and requirements. The internal road network is comprised of a series of collector, local and on-street greenway roads all based on a modified grid system. This system enhances the focus on the central potential future school site. The internal collector road system is also designed to facilitate access between: the main street area, the community and large format retail area, the business park area and the residential areas. The proposed road network hierarchy for the CP is shown on **Figure 25 - Circulation Plan**.

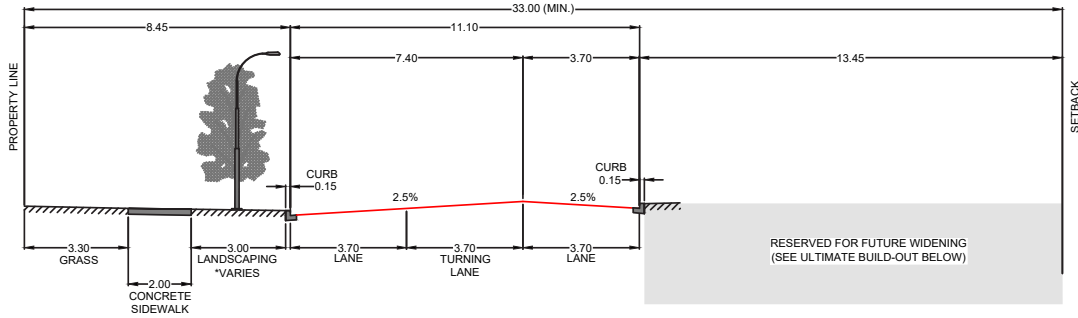
The Plan allows for three connections to the land north of the CP, a connection to the land to the west, and one potential connection into the RCMP lands to the east.

4.3 Road Network Cross Sections

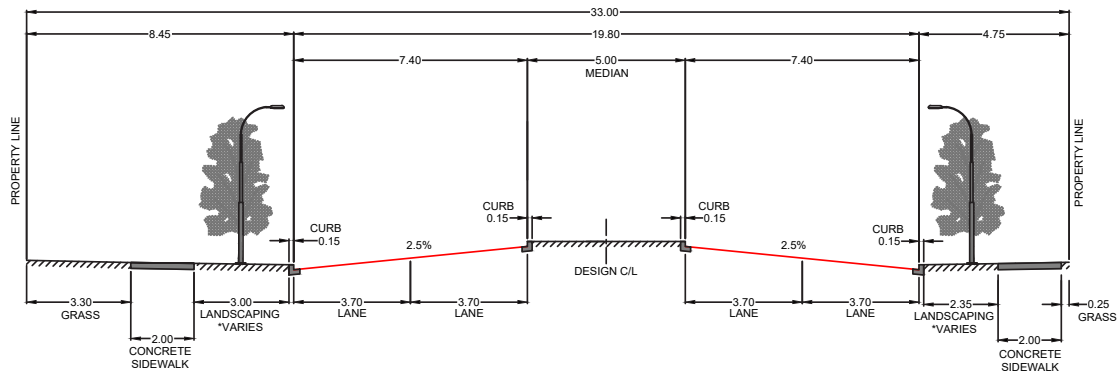
Section drawings of the proposed road network hierarchy contained within the Phase 1 CP area are outlined in **Figure 26 - Road Network Cross Sections Proposed**. The proposed road network provides a layout that balances the needs of vehicle and pedestrian traffic in a safe and efficient manner. In this regard, the internal roads (i.e. collector and local roads) should facilitate connectivity and achieve a high quality neighbourhood environment. Connectivity results from a network design with multiple and parallel routes that disperse vehicle traffic flows and encourage walking, particularly for shorter destination and casual walking trips. A quality neighbourhood environment is achieved through a streetscape containing trees and sidewalks, together with on-street parking and appropriate building setbacks and facades. These measures are considered integral to the achievement of a sustainable community design.

Figure 26 - Road Network Cross Sections Proposed

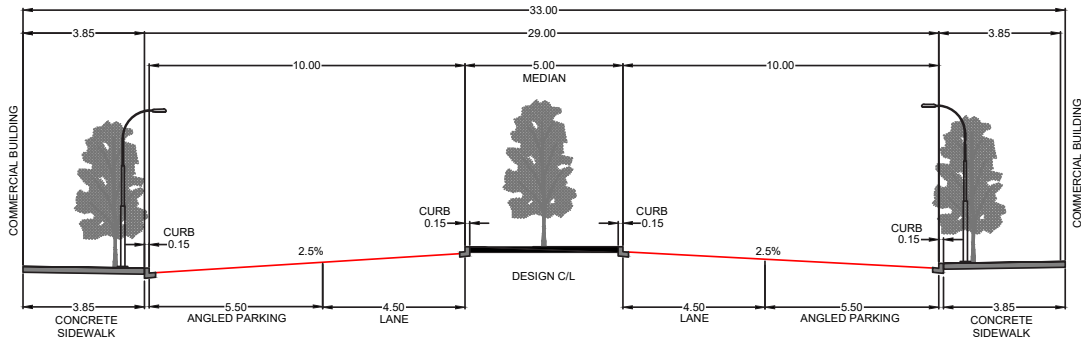
33.0 m MINOR ARTERIAL - INITIAL STAGE (N/S ARTERIAL THROUGH BUSINESS PARK TYPICAL)



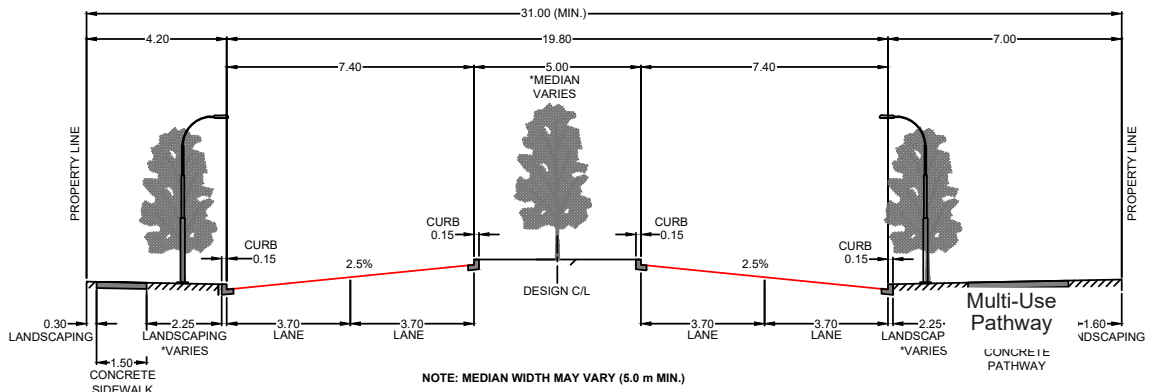
33.0 m MINOR ARTERIAL - ULTIMATE BUILD-OUT (N/S ARTERIAL THROUGH BUSINESS PARK TYPICAL)



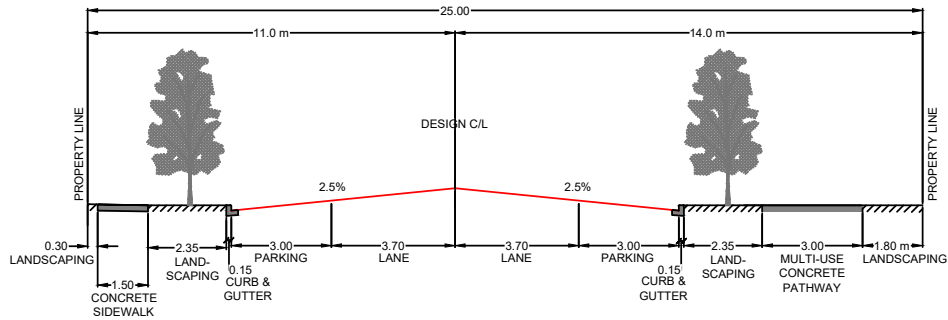
33.0 m MAIN STREET COLLECTOR



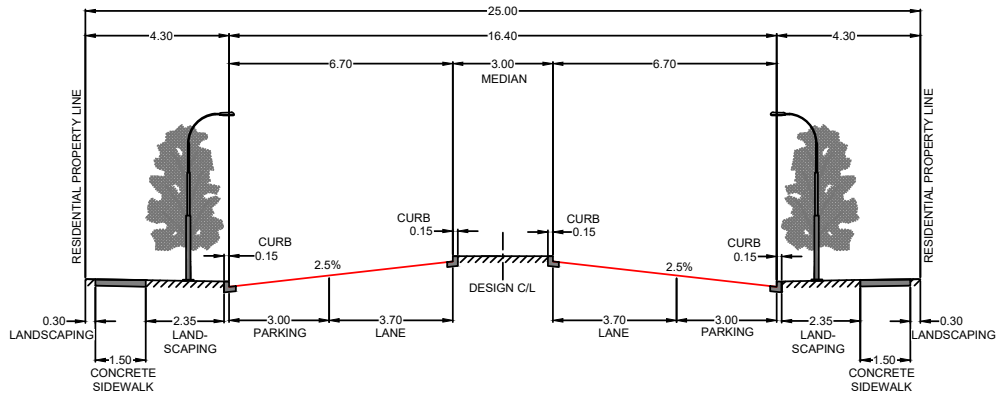
31.0 m MAIN ENTRANCE COLLECTOR (DIAGONAL SECTION NEAR N/S ARTERIAL THROUGH BUSINESS PARK)



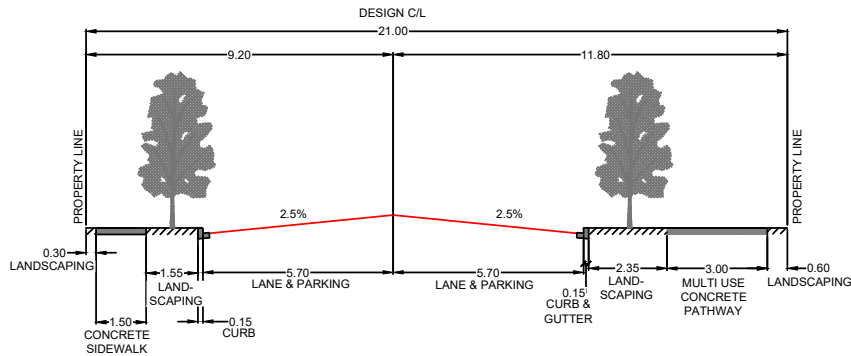
25.0 m COLLECTOR WITH GREENWAY



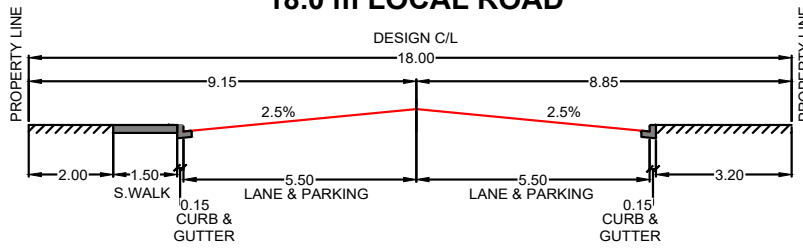
25.0 m LIVE WORK COLLECTOR



21.0 m LOCAL ROAD WITH GREENWAY

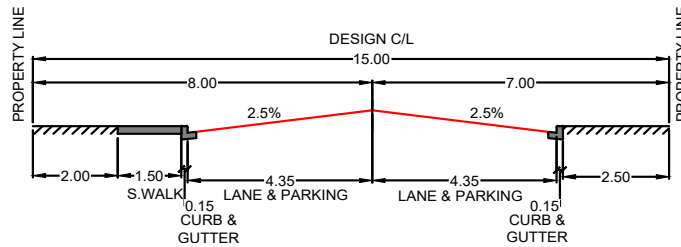


18.0 m LOCAL ROAD



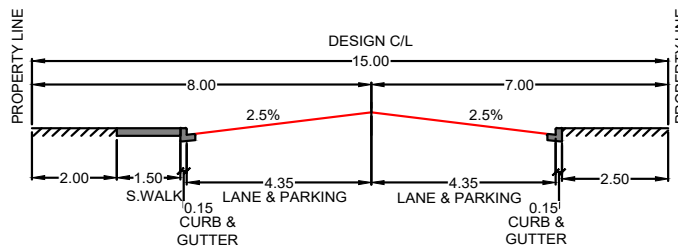
15.0 m LOCAL ROAD

(USED WHERE DOUBLE FLANKAGE AND NOT FOR MEDIUM OR HIGH DENSITY)

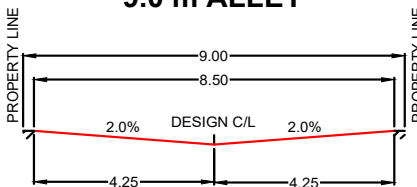


15.0 m LOCAL ROAD

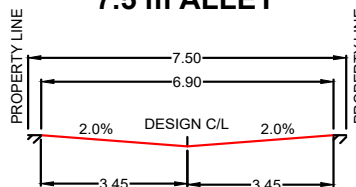
(USED WHERE DOUBLE FLANKAGE AND NOT FOR MEDIUM OR HIGH DENSITY)



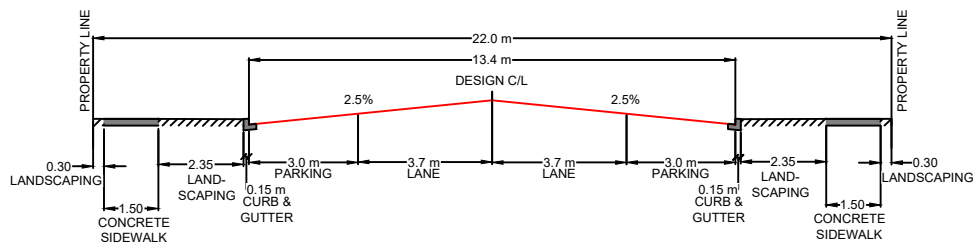
9.0 m ALLEY



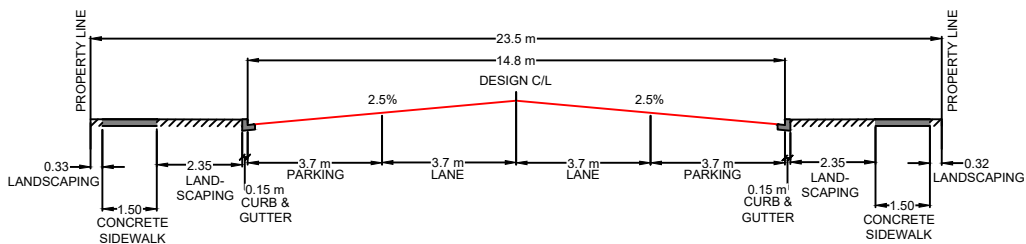
7.5 m ALLEY



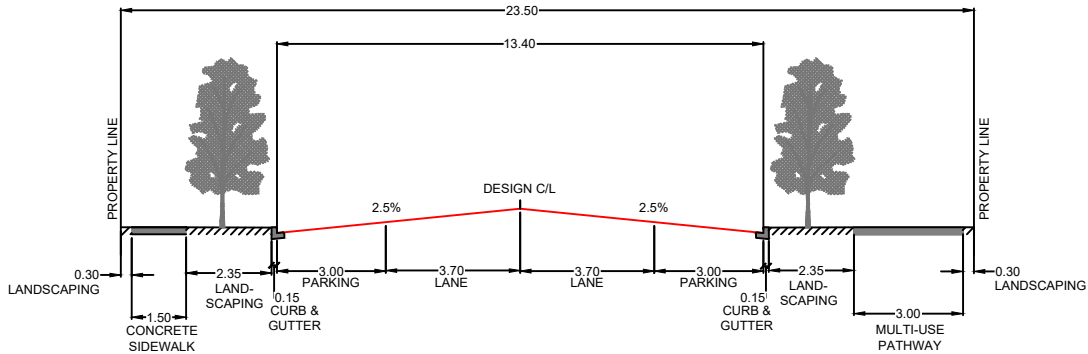
22.0 m COLLECTOR



23.5 m COLLECTOR (ADJACENT TO HIGH DENSITY AND MAIN BUSINESS PARK ROAD)



23.5 m COLLECTOR - INNER LOOP



4.4 Traffic Impact Analysis and Off Site Improvements

In support of the Concept Plan, a traffic impact assessment has been completed to identify immediate and long term improvements to the transportation network necessary to support the implementation of Westerra. This has been submitted under separate cover. The improvements contemplated for the CP shall be undertaken in accordance with the traffic impact assessment.

4.5 Public Transit

The purpose of the overall Westerra Neighbourhood Plan is to accommodate efficient future public transit service at the point in time where population growth and transit demand makes the provision of local public transit feasible. A non-binding transit coverage and mobility assessment is included in the Neighbourhood Plan. As part of the CP, the potential roads that will accommodate transit routing and transit stop locations is shown along with a transit hub is shown on **Figure 27 - Transit Coverage and Mobility Assessment**. The transit hub will provide the appropriate amenities for passengers such as shelter, benches, a paved landing, and good lighting, etc. As later phases of Westerra are introduced, changes to the transit routing may be undertaken to achieve the ultimate transit scenario as detailed in the Westerra NP.

4.6 Active Transportation

The CP provides active transportation opportunities via cycling, walking and transit as shown in **Figure 28 - Active Transportation**. Roadways within the CP area have been designed to support pedestrian, vehicular and cycling circulation in a manner which is consistent with the direction and intent of the Westerra NP. Mid-block crossings have been incorporated at appropriate locations for pedestrian and cyclist safety. Various methods of marking the crossings and traffic calming devices will be identified at the detailed design stage. The collector roads within the CP area shall serve as the main bicycle route and room for cyclists has been accommodated on portions of the collector road network considered the Collector - Inner Loop (See **Figure 26 - Road Network Cross Sections Proposed**). Cyclists and vehicles will be encouraged to share the road where there is no designated cycling infrastructure. Pedestrians are accommodated through a system of sidewalks and walkways as shown on **Figure 28 - Active Transportation**. Together with transit, active modes of transportation will provide access to all services within the community, including the retail and employment areas in the CP.

Figure 27 - Transit Coverage and Mobility Assessment

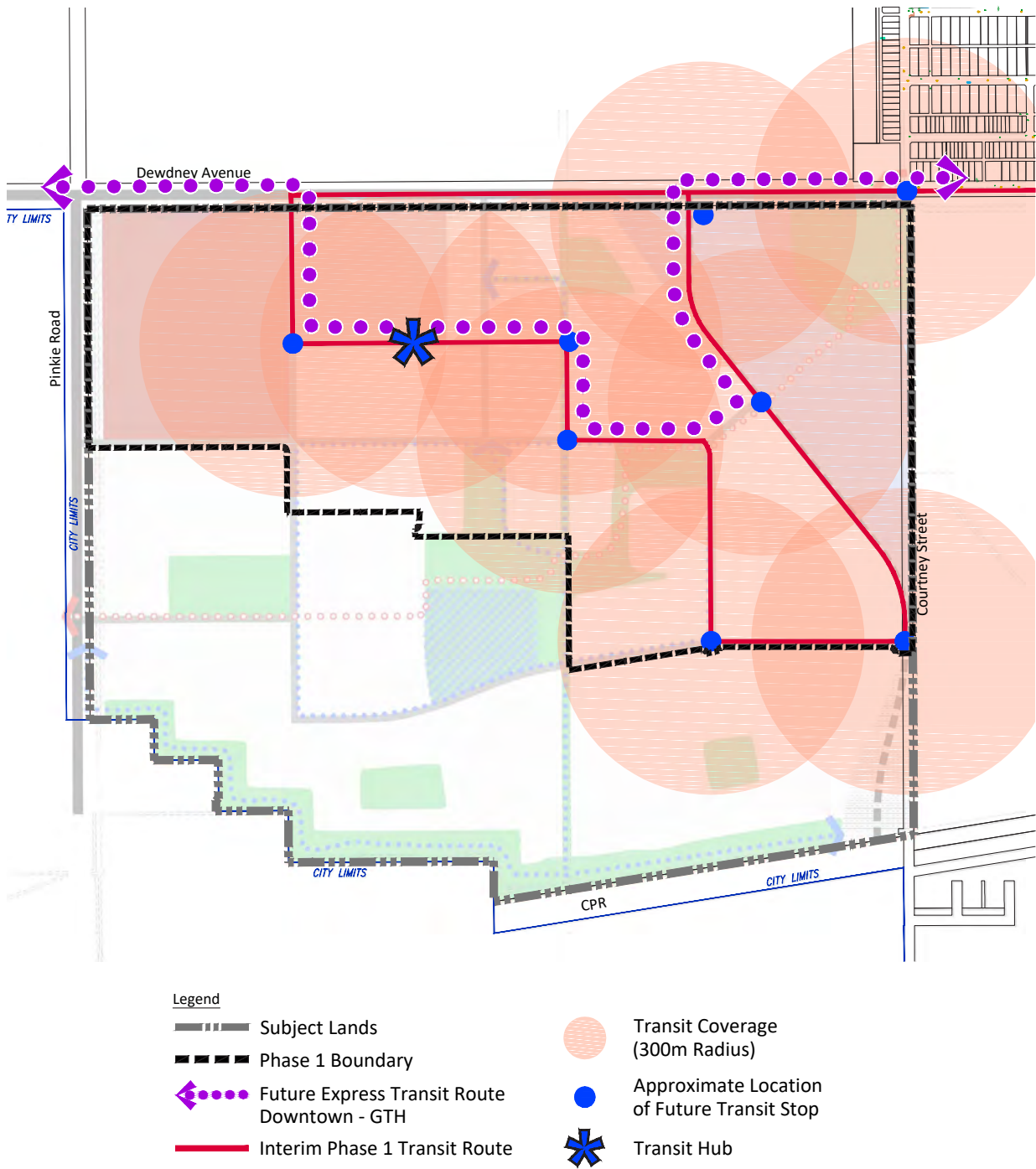
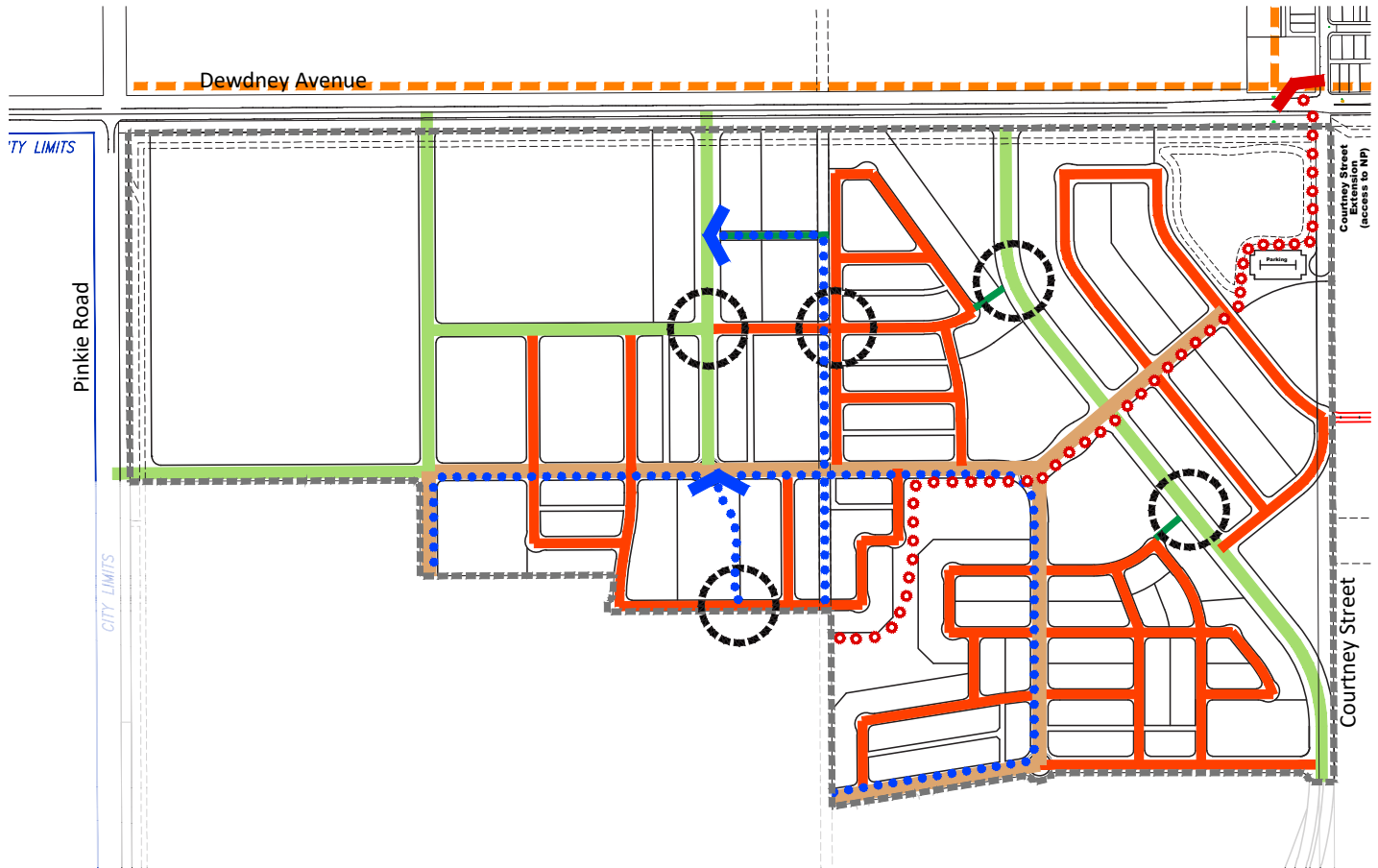


Figure 28 - Active Transportation



Legend

- Phase 1 Boundary
- Sidewalk Both Sides
- Sidewalk One Side and Multi-Use Pathway On Other Side
- Sidewalk One Side Only
- Potential Future Multi-Use/Boulevard Trail
- Walkways
- Devonian Pathway
- Local Pathway
- Mid-Block Crossings

5.0 Servicing

5.1 Servicing Overview

Servicing includes the provision of water, sanitary and stormwater management. The quality of servicing is fundamental to the ability of a community to sustain itself over time. The NP addresses servicing for the entire community of Westerra and has been based on efficiency and involves logical extensions of existing infrastructure. The alignments have been determined in consultation with the City.

The CP requires construction of portions of the overall servicing network. Servicing will be implemented as required by the proposed development within the CP and will be administered via servicing agreements. In general, stormwater management has been integrated within the open space system featuring a detention pond in the northeast corner. This area will be a recreational and aesthetic feature for the CP. Water and sanitary servicing generally follow the routing of the road network. A lift station will be required as part of the sanitary servicing and as part of the storm water servicing.

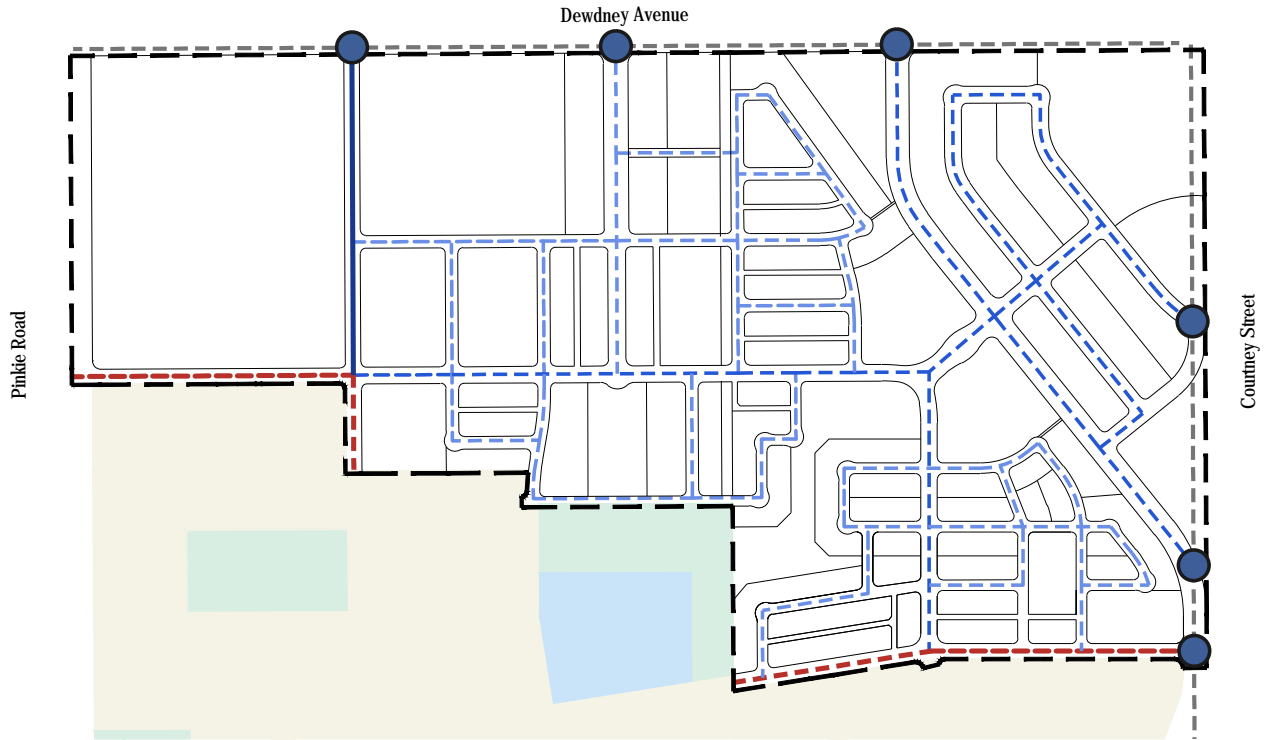
5.2 Water

Water service will be provided to the development as shown in the water servicing concept included in **Figure 29 - Water Servicing**. Connections in Phase 1 include a 250 mm distribution loop to provide Level 3 service to the business park lands connected twice to the 750 mm trunk at Courtney Street and once to the 600 mm trunk at Dewdney Avenue. A 200 mm distribution main will be used to provide looped service for main street retail and live-work residential land use areas connected to the 600 mm trunk at Dewdney Avenue. A 300 mm feeder main will be connected to the 600 mm trunk at Dewdney Avenue. Finally, the feeder loop will be oversized to 600 mm and connected to the Courtney Street Trunk. This oversizing is intended to provide future water service to properties west of Pinkie Road. The existing water mains along Courtney Street and Dewdney Avenue have sufficient capacity to provide water service to this subdivision. Consequently, no significant capital improvements shall be required within the water distribution system during the initial phases of development. The detailed water servicing analysis is contained in the servicing plan prepared in support of the Westerra Neighbourhood Plan.

5.3 Sanitary

The preliminary sanitary collection system layout is shown in the Sanitary Concept diagram in **Figure 30 - Sanitary Servicing**. The CP requires construction of a lift station and force main, which will be able to be expanded to accommodate off site sanitary flows depending on future development. The pumps will be designed to be constructed in phases and expanded as needed for future developments. Further, the force main from this lift station will either be oversized during the first phase of development or be twinned at a future date when additional capacity is required. The detailed wastewater servicing analysis is contained in the servicing plan prepared in support of the Westerra Neighbourhood Plan.

Figure 29 - Water Servicing

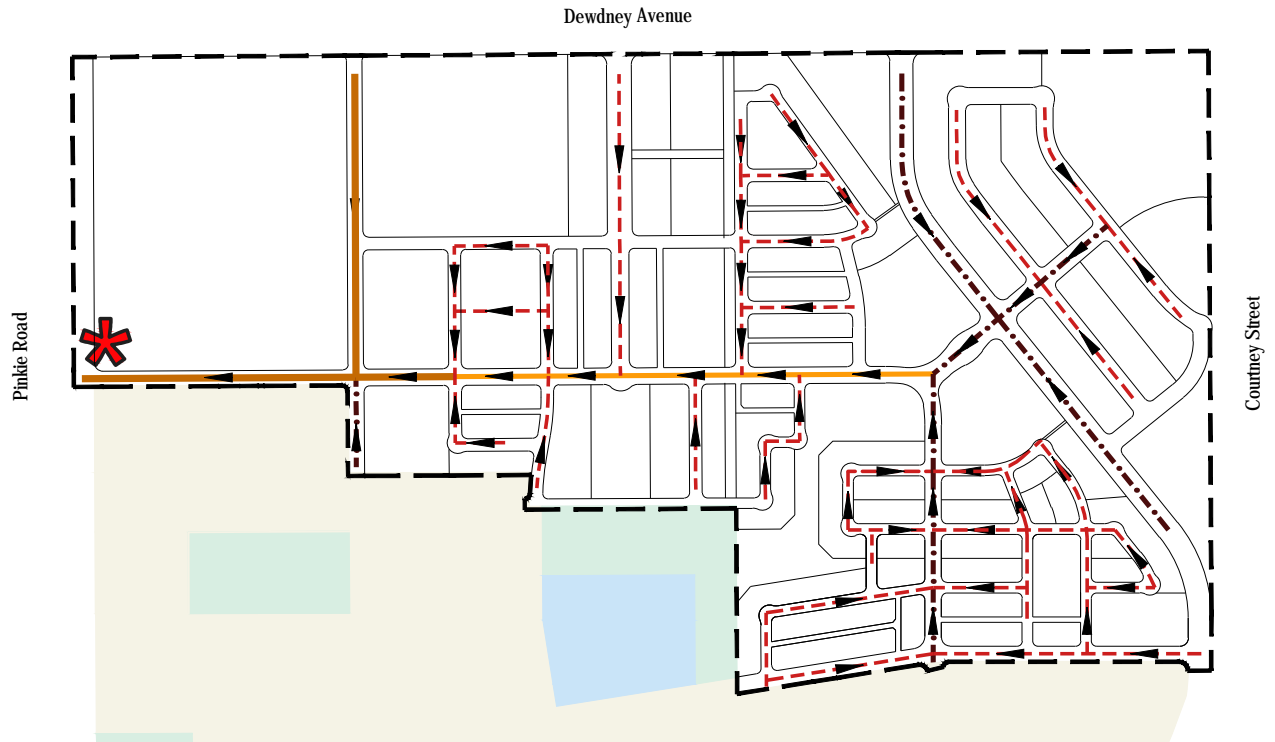


Legend

- - - - - Proposed 200mm Water
- - - - - Proposed 250mm Water
- Proposed 300mm Water
- - - - - Proposed 600mm Water
- - - - - Existing Water Mains
- Connection to Existing
- ▬▬▬▬ Phase 1 Boundary



Figure 30 - Sanitary Servicing



Legend

- - - - - Proposed 200mm Sanitary Sewer
- · - · - Proposed 250mm Sanitary Sewer
- Proposed 450mm Sanitary Sewer
- Proposed 600mm Sanitary Sewer
- * Lift Station
- ▶ Direction of Flow
- - - - - Subject Lands



5.4 Stormwater

Surface drainage generated within the CP area will be conveyed to the detention pond in the northeast corner of the CP. The design of the pond will include capacity to manage the 1:100 year storm event. Discharge will be limited to the pre-development flow rate. Based on the relatively flat grades and the lack of a deep storm trunk, the Westerra proposed detention pond will be drained via a new gravity sewer in the right of way for the Courtney Street drainage ditch that connects to the existing drop structure at Wascana Creek.

The proposed stormwater catchment area is shown on **Figure 31 - Catchment Area Concept**. Stormwater management in the CP will be accommodated by drainage facilities constructed by the developer as conceptually illustrated in **Figure 32 - Storm Servicing Concept**. The approach and preferred option to stormwater management is detailed by the Servicing plan prepared in support of the Westerra Neighbourhood Plan.

5.5 Shallow Utilities

Shallow utility services including electric power, natural gas, telephone, cable and internet services will be provided by local utility companies. It is anticipated that underground utilities will be located within the road rights-of-way and private easements as required to serve all proposed development.

Stakeholder meetings held with the utility corporations have confirmed that adequate capacity exists within their systems to service the Westerra Neighbourhood Plan. The developer will work with the utility companies at the time of subdivision to provide all necessary services.

Figure 31 - Catchment Area Concept

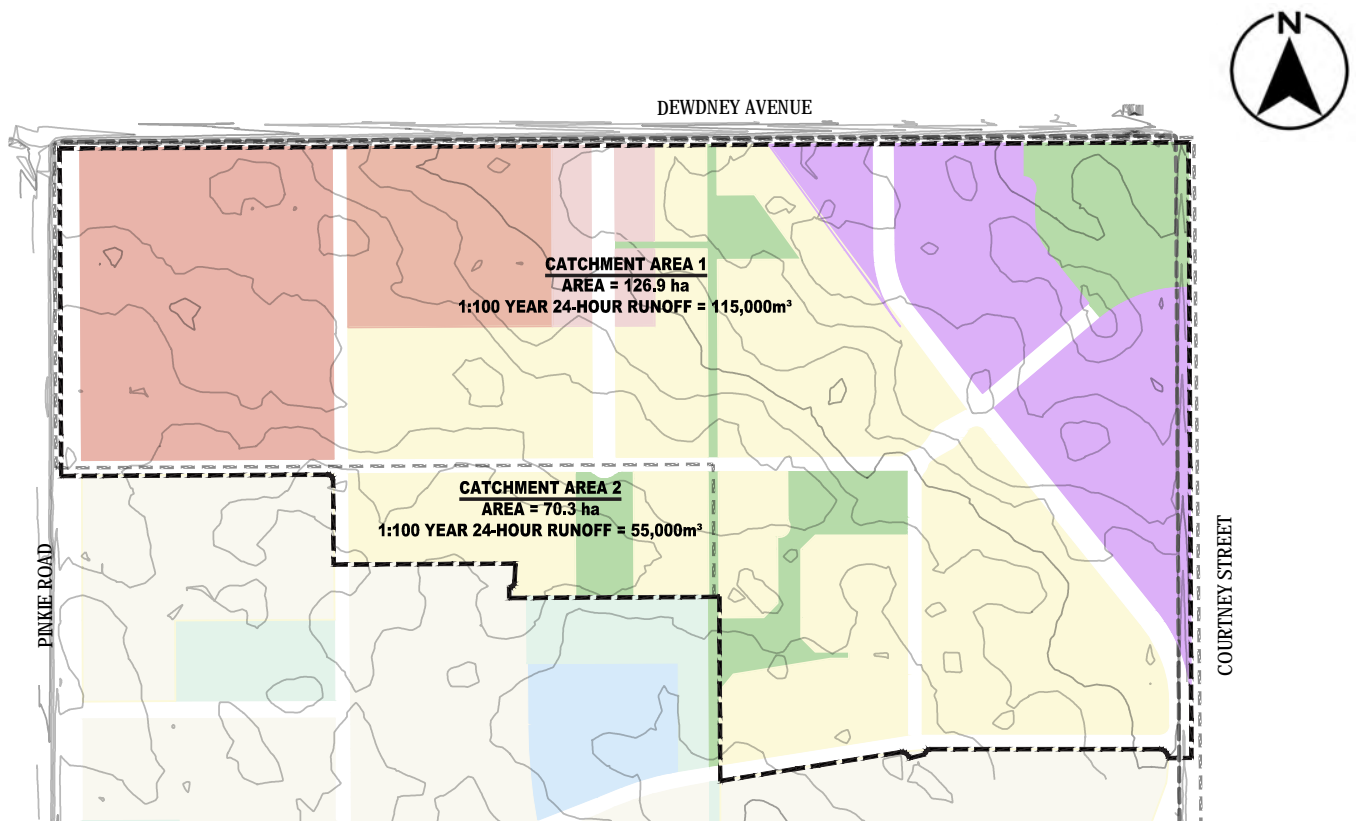
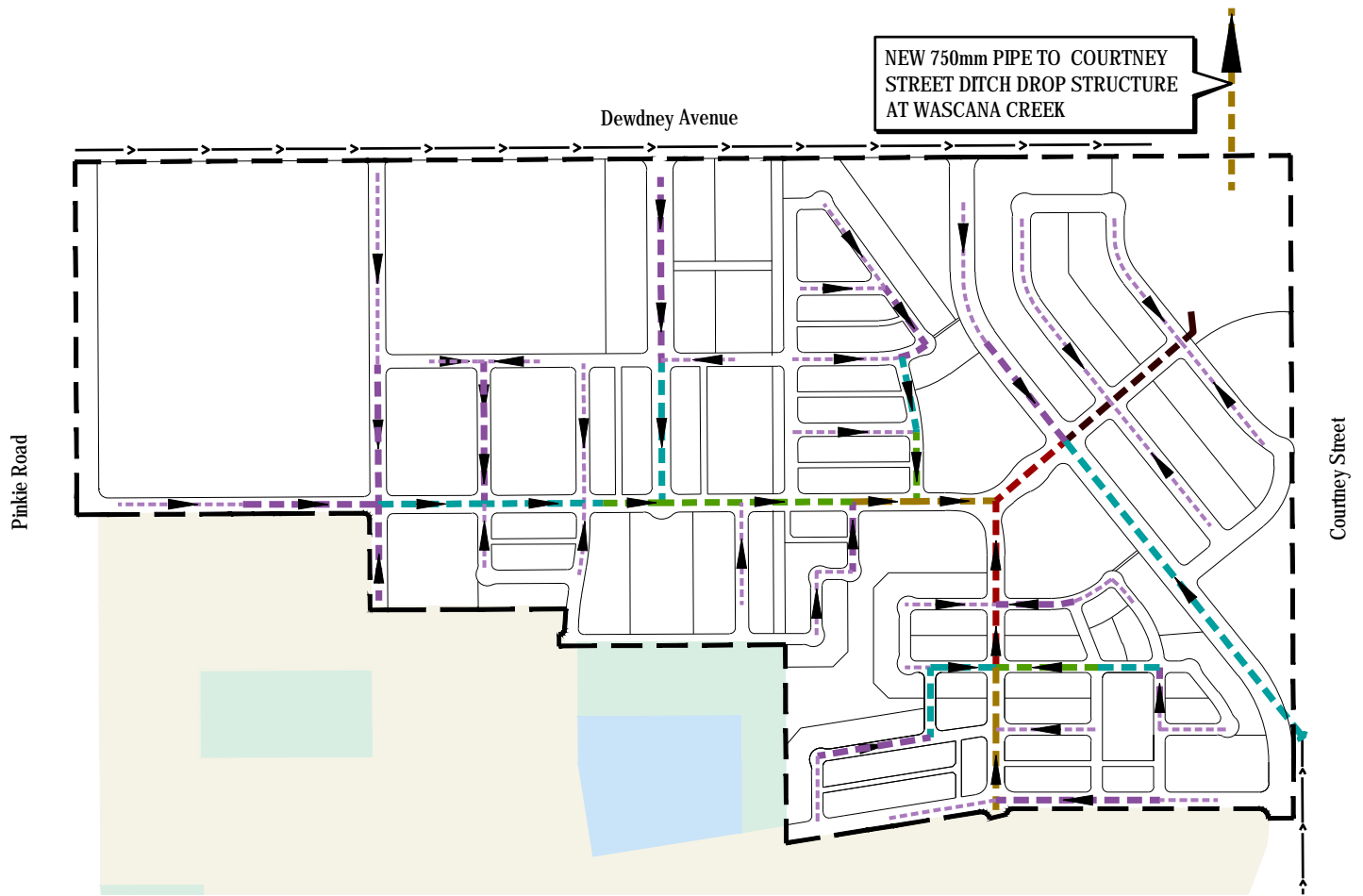


Figure 32 - Storm Servicing Concept



Legend

- Proposed 300mm Storm Sewer
- Proposed 375mm Storm Sewer
- Proposed 450mm Storm Sewer
- Proposed 600mm Storm Sewer
- Proposed 750mm Storm Sewer
- Proposed 900mm Storm Sewer
- Proposed 1050mm Storm Sewer
- Future Storm Sewer
- Proposed Ditch Drainage
- ▲ Direction of Flow
- ▬▬▬ Subject Lands



6.0 Implementation

6.1 Staging Plan

The Westerra CP consists of an area that will be developed in multiple stages. Residential development will occur from east to west mainly in the first stage. Commercial development in the retail areas including the large format retail and main street will be completed in the second stage. Business Park development will begin in the third stage. The pace of development will be driven by market demand. An overview of the anticipated staging of development with the CP area is generally shown in **Figure 33 - Staging Plan**. A shadow plan showing how roads and adjacent land uses will be integrated is provided in **Appendix A - Demonstration Plan**.

6.2 Capital Improvement Plan

Major infrastructure work required to implement Westerra has been addressed as part of the Westerra Neighbourhood Plan Servicing Strategy. The specific details of infrastructure design and improvements required to support a particular phase of development shall form part of detailed engineering plans and specifications prepared in support of conditional subdivision approvals and forming part of future servicing agreements with the City of Regina.

In terms of major infrastructure work, the CP will require construction of the sanitary lift station and forecmain within the southwest corner of the large format retail area, and the northeast stormpond. According to the Traffic Impact Assessment (TIA) prepared in support of the NP, Dewdney Avenue must be twinned in the first phase.

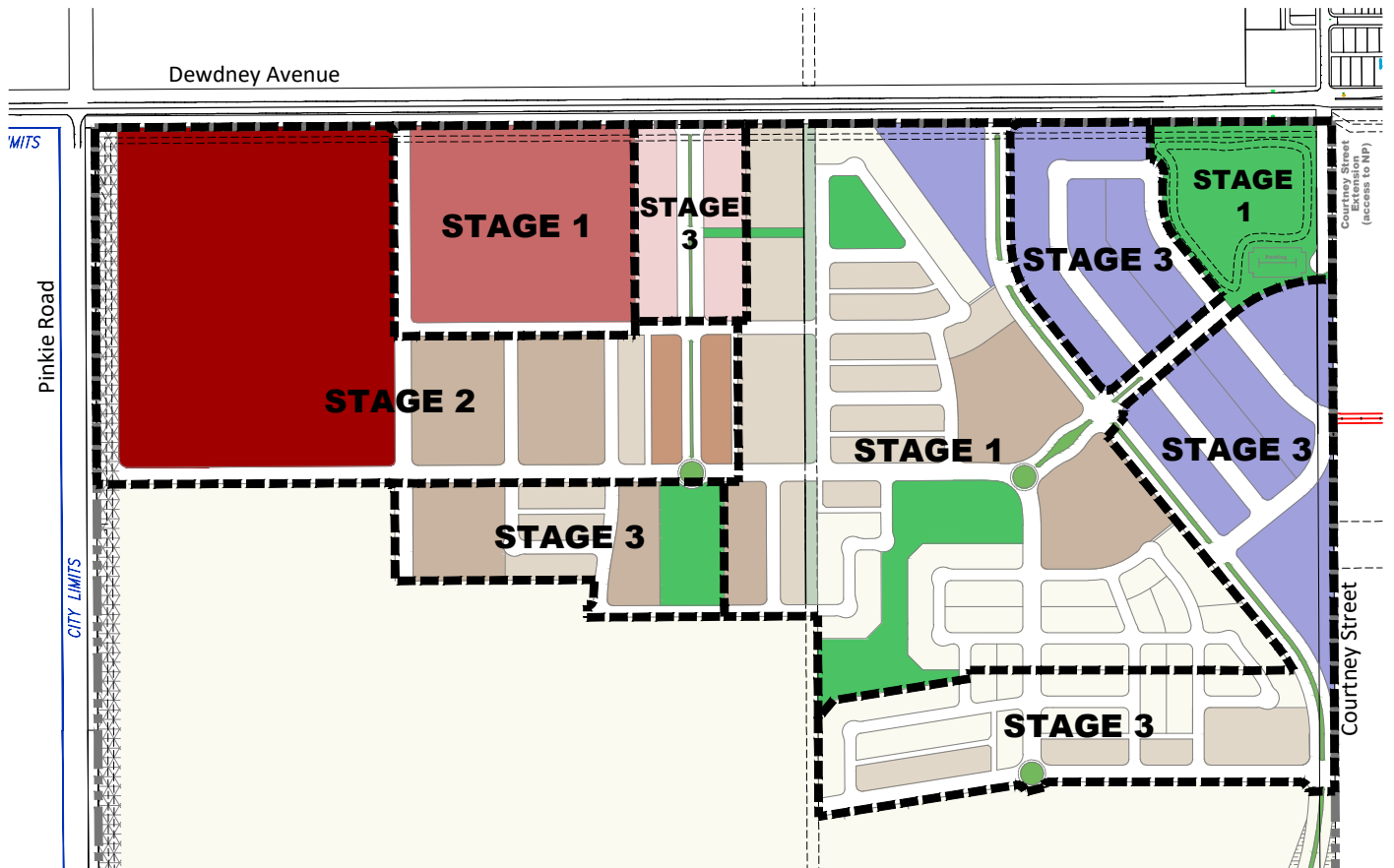
6.3 Anticipated Zoning

Prior to subdivision and development, the lands will be subject to a redesignation application. Proposed zones will be reviewed through the zoning application process and in accordance with the Land Use Bylaw. Where required, direct control districts may be developed to outline and establish specific use regulations and development standards necessary to support the implementation of the CP. It is expected that the entire CP will be redesignated in accordance with a single land use amendment application. Specific technical items required prior to redesignation is listed in **Appendix B - Supporting Technical Documents**.

6.4 Subdivision

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

Figure 33 - Staging Plan



Legend

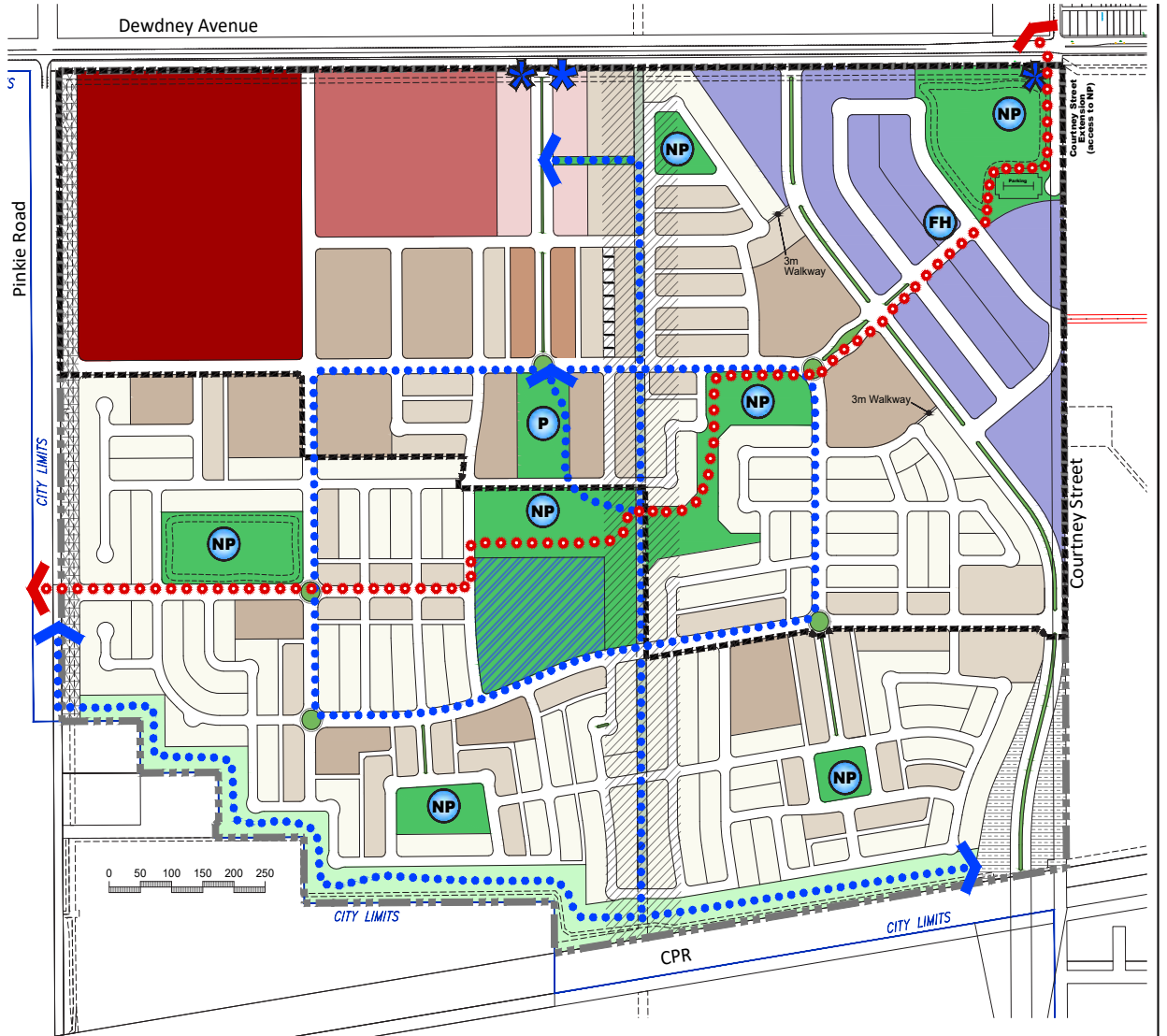
■■■■■■■	Stage Boundaries
STAGE 1 (2014-2015)	48.45 ha± (119.72 ac±)
STAGE 2 (2015-2016)	26.97 ha± (66.65 ac±)
STAGE 3 (2016-2018)	35.58 ha± (87.91 ac±)



 Large Format Retail	 Low Density Residential
 Mixed-Use Community Retail	 Live Work Residential
 Main Street Retail	 Business Park
 High Density Residential	 Municipal Reserve
 Medium Density Residential	

Appendix

Appendix A - DEMONSTRATION PLAN



Legend 1:3000

	Plan Area	199.84 ha± (493.79 ac±)	(100.0%)
	Large Format Retail	15.98 ha± (39.48 ac±)	(8.0%)
	Community Retail	7.50 ha± (18.52 ac±)	(3.8%)
	Main Street Retail	2.76 ha± (6.83 ac±)	(1.4%)
	High Density Residential	17.22 ha± (42.54 ac±)	(8.6%)
	Medium Density Residential	20.62 ha± (50.94 ac±)	(10.3%)
	Low Density Residential	39.80 ha± (98.34 ac±)	(19.9%)
	Live Work Residential	1.33 ha± (3.28 ac±)	(0.7%)
	Business Park	12.81 ha± (31.65 ac±)	(6.4%)
	Potential School or Residential	3.60 ha± (8.89 ac±)	(1.8%)

Parks & Open Space		
	Municipal Reserve	16.88 ha± (41.71 ac±) (8.4%)
	Municipal Buffer	8.89 ha± (21.97 ac±) (4.4%)
	Municipal Utility Parcel	1.77 ha± (4.38 ac±) (0.9%)
Walkways		
	Overpass Dedication	0.02 ha± (0.06 ac±)
	Road Widening	2.90 ha± (7.17 ac±) (1.5%)
Roads		
	Potential Road	45.55 ha± (112.57 ac±) (22.8%)
	Special Development Area (60m Setback)	
	Existing Right of Way Easement	
	Neighbourhood Park	
	Neighbourhood Park / Plaza	

Appendix B - SUPPORTING TECHNICAL DOCUMENTS

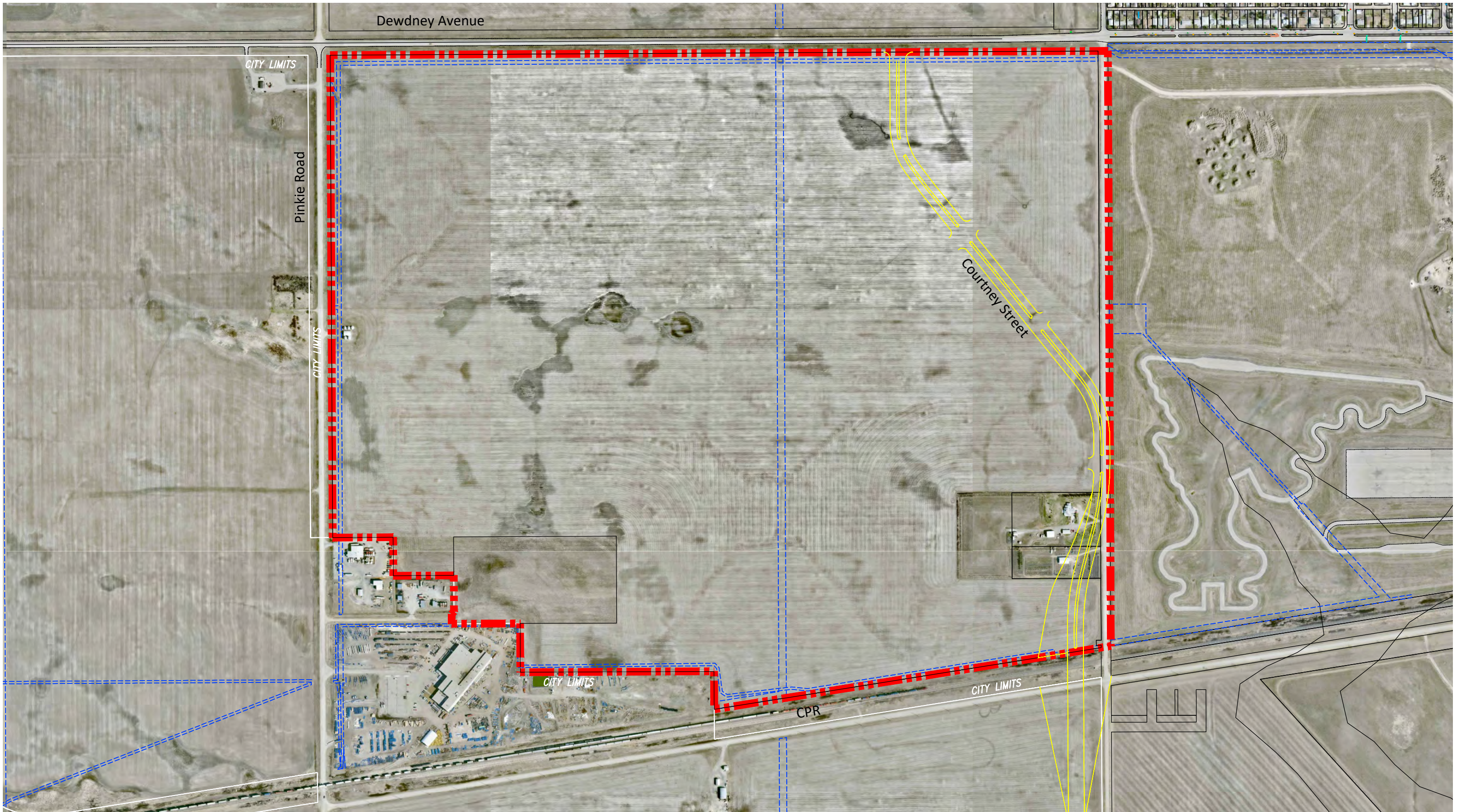
The following will be provided prior to redesignation:

1. A traffic accommodation plan and level of pedestrian protection
2. A Street Naming Plan

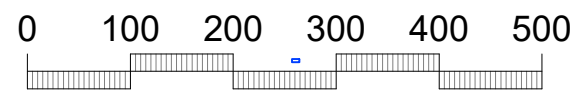


Westerra

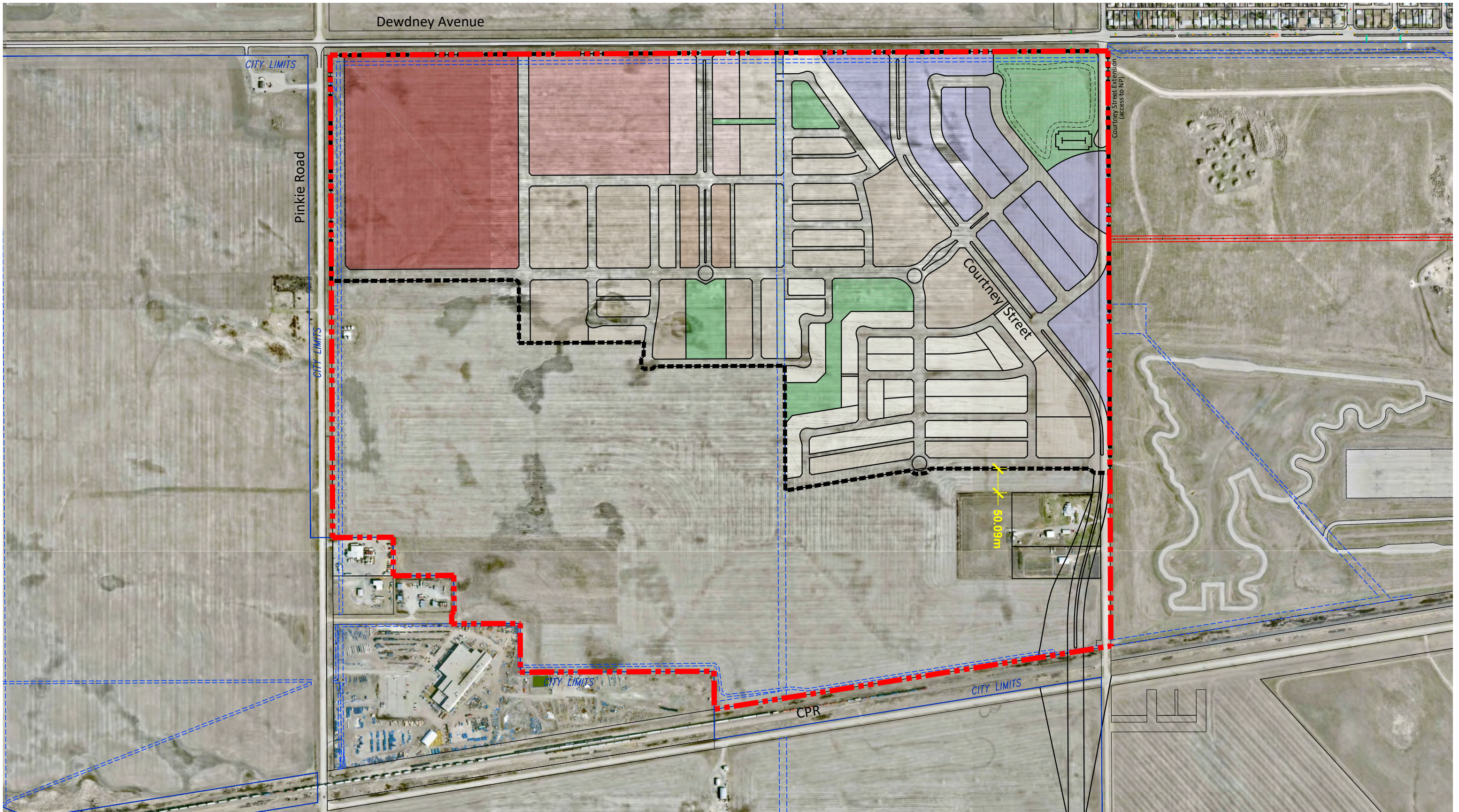
Phase 1 Concept Plan



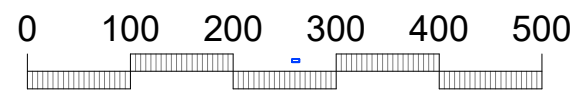
Proposed Courtney Street Alignment



Dec 12, 2014 - 11:03am W:\1475 Dewdney (Regina) Industrial\dwg\1475 Courtney Existing Parcels Overlay_DEC2014.dwg Layout: Courtney Alignment



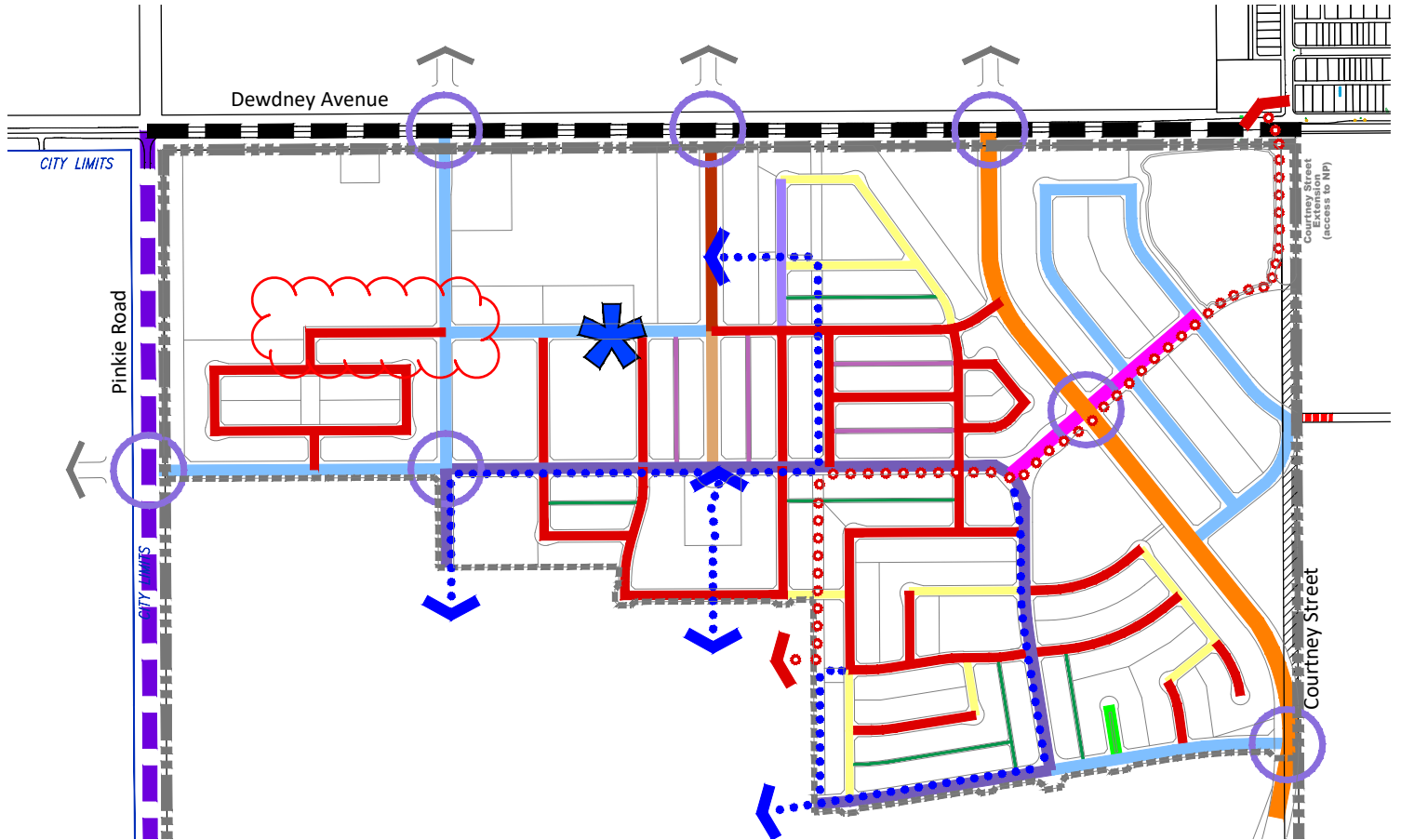
Proposed Courtney Street Alignment



Jan 05, 2015 - 3:01pm W:\1475 Dewdney (Regina) Industrial\04\1475 Courtney Existing Parcels Overlay JAN2015.dwg Layout-Courtney Alignment

SCHEDULE "J"

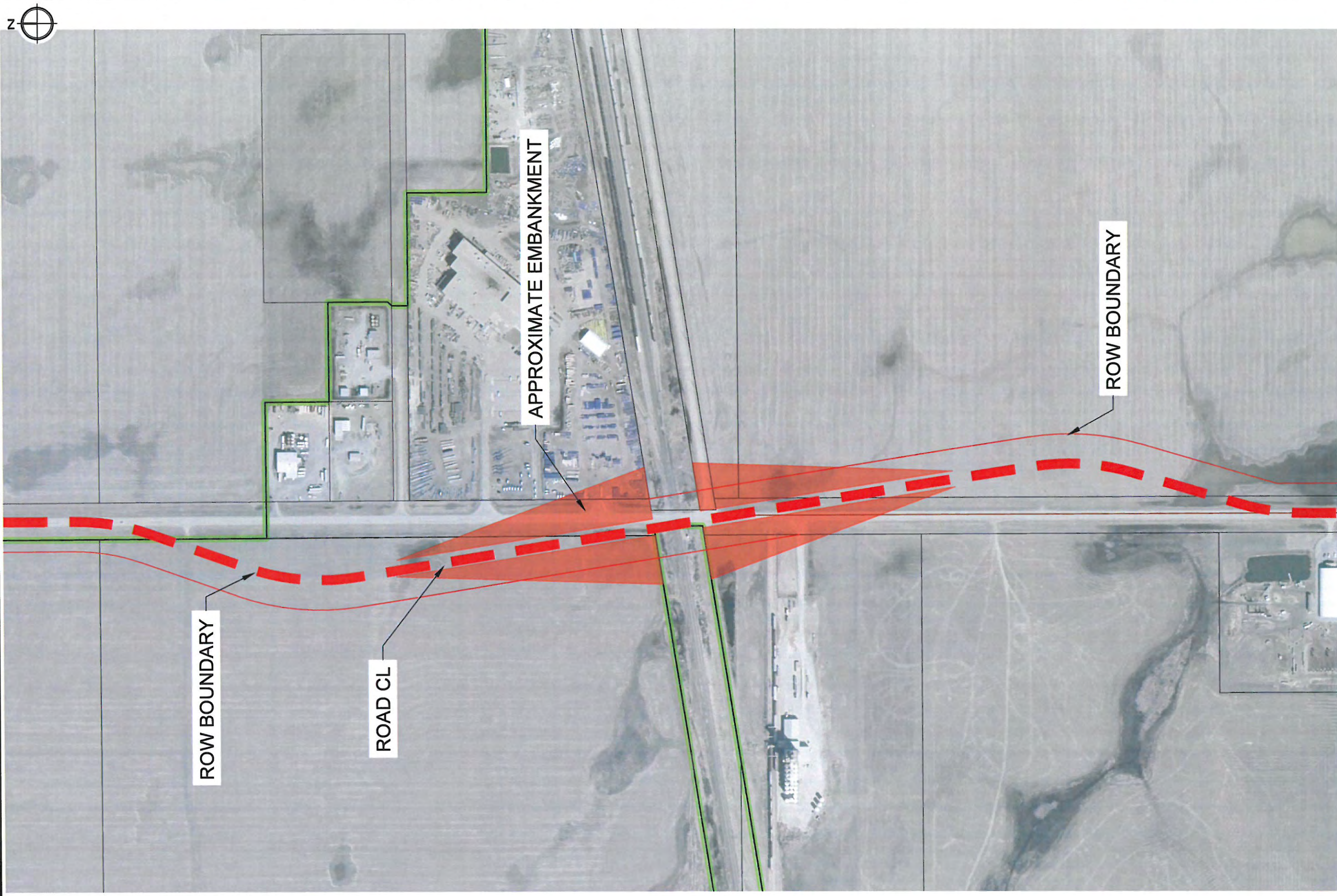
Phase 1 Concept Plan - Circulation Plan

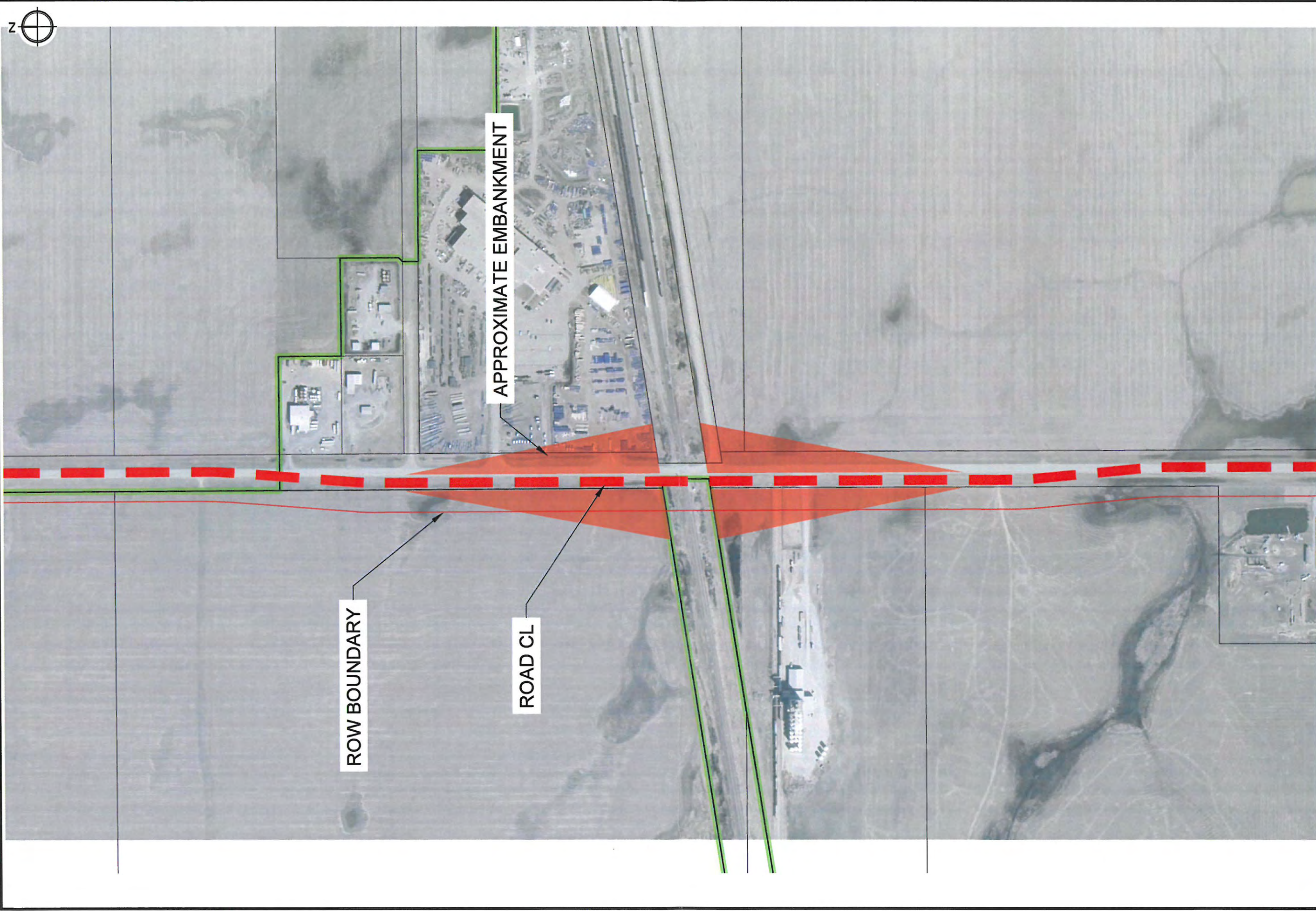


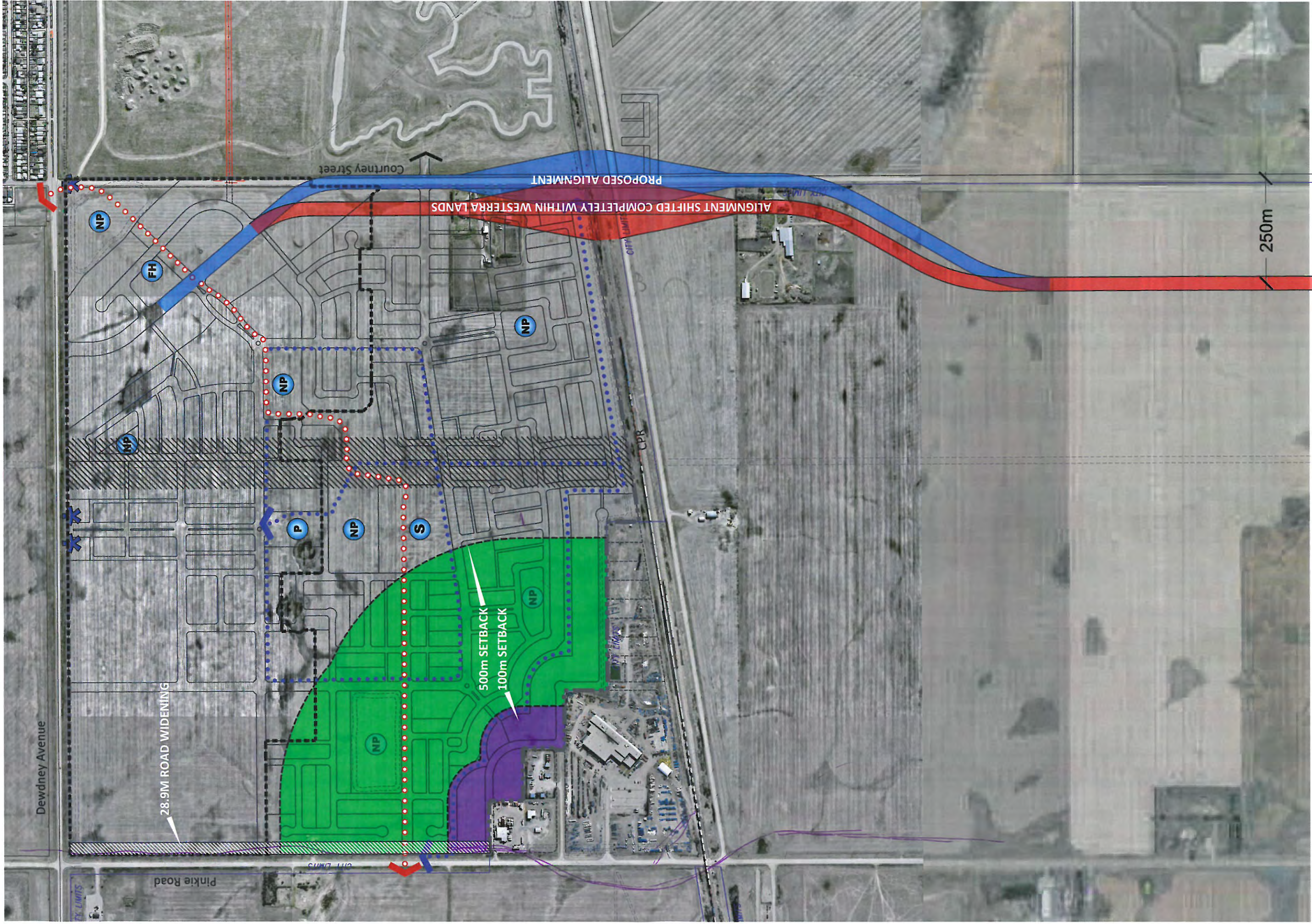
Legend

- Phase 1 Boundary
- Arterial
- Expressway Arterial
- 33.0m Minor Arterial
- 33.0m Main Street Collector
- ±31m Main Entrance Collector w/ Varying Greenway
- 25.0m Live-Work Collector
- 23.5m Collector - Inner Loop
- 22.0m Collector
- 23.5m Local Road
- 18.0m Local Road
- 17.0m Local Road
- 15.0m Local Road
- 7.5m Lane
- 6.0m Lane
- Potential Tie-in to RCMP Training Centre
- Devonian Pathway
- Local Pathway
- Transit Hub
- Signalized Intersection
- Portion of Existing Courtney Street to be closed 0.93 ha± (2.31 ac±)

Note: The City, at its discretion, may allow variations to the ROW widths without an amendment to the Concept Plan being required.









Planning 101 - for Westerra/ Dieppe Community Association



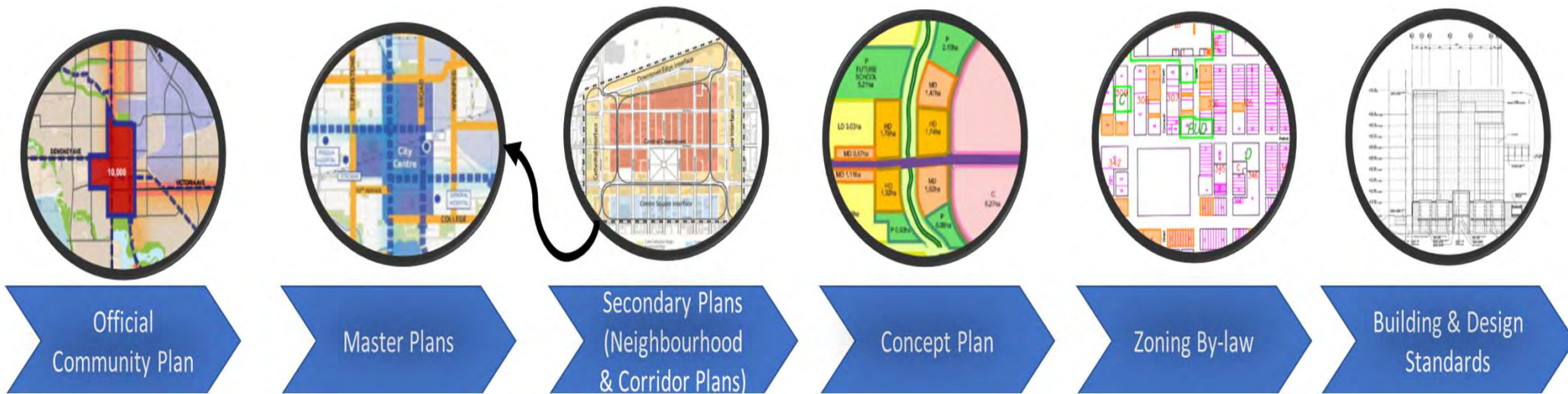
Overview

Purpose: Provide the Westerra/ Dieppe Community Association with basic understanding of the city planning process in Regina, to effectively participate.

- Introduction
- Planning Document Hierarchy
- Review Process



Planning Document Hierarchy



Legislation

- Establishes planning and development system in the province.
- Sets basic requirements of municipalities and limits of authority.
- OCP, Zoning, public participation, subdivision of land, appeal processes

The Planning and Development Act, 2007

being

Chapter P-13.2* of the *Statutes of Saskatchewan, 2007* (effective March 21, 2007) as amended by the *Statutes of Saskatchewan, 2010, c.E-10.22, c.N-5.2 and c.36; 2012, c.28; 2013, c.C-21.1, c.R-9.11, c.23 and c.32; 2014, c.19; 2015, c.30; 2016, c.P-31.1; 2018, c.27; and 2019, c.8 and c.25.*

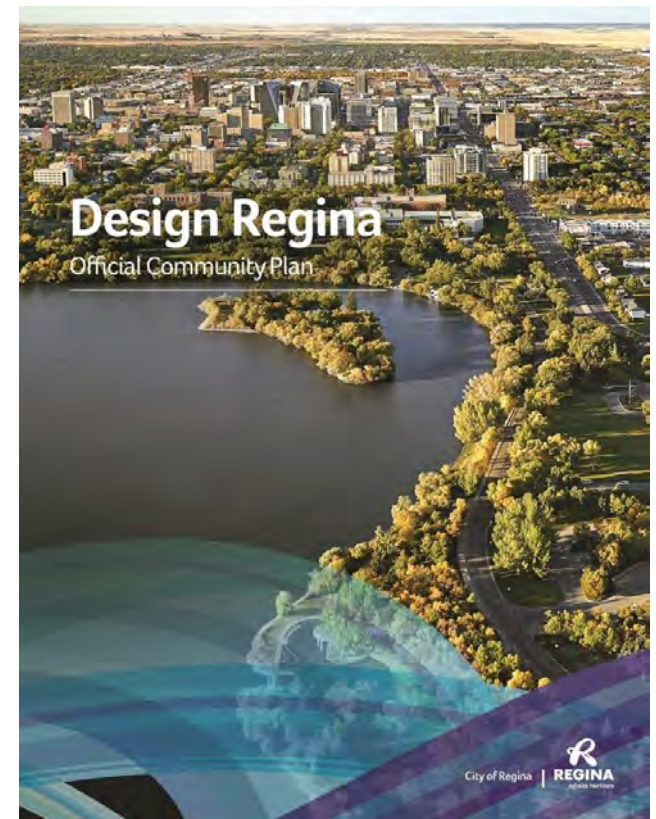
***NOTE:** Pursuant to subsection 33(1) of *The Interpretation Act, 1995*, the Consequential Amendment sections, schedules and/or tables within this Act have been removed. Upon coming into force, the consequential amendments contained in those sections became part of the enactment(s) that they amend, and have thereby been incorporated into the corresponding Acts. Please refer to the Separate Chapter to obtain consequential amendment details and specifics.

NOTE:

This consolidation is not official. Amendments have been incorporated for convenience of reference and the original statutes and regulations should be consulted for all purposes of interpretation and application of the law. In order to preserve the integrity of the original statutes and regulations, errors that may have appeared are reproduced in this consolidation.

Design Regina: The Official Community Plan

- Comprehensive policy plan to guide the long-term physical, environmental, economic, social and cultural development of the community
- The OCP is a long-term plan for growth and change in the city
- Contains the Vision, Community Priorities, and Goals to Develop Complete Neighbourhoods
- All development must conform to the OCP
- 10 Year Review in 2023



Map 1

GROWTH PLAN

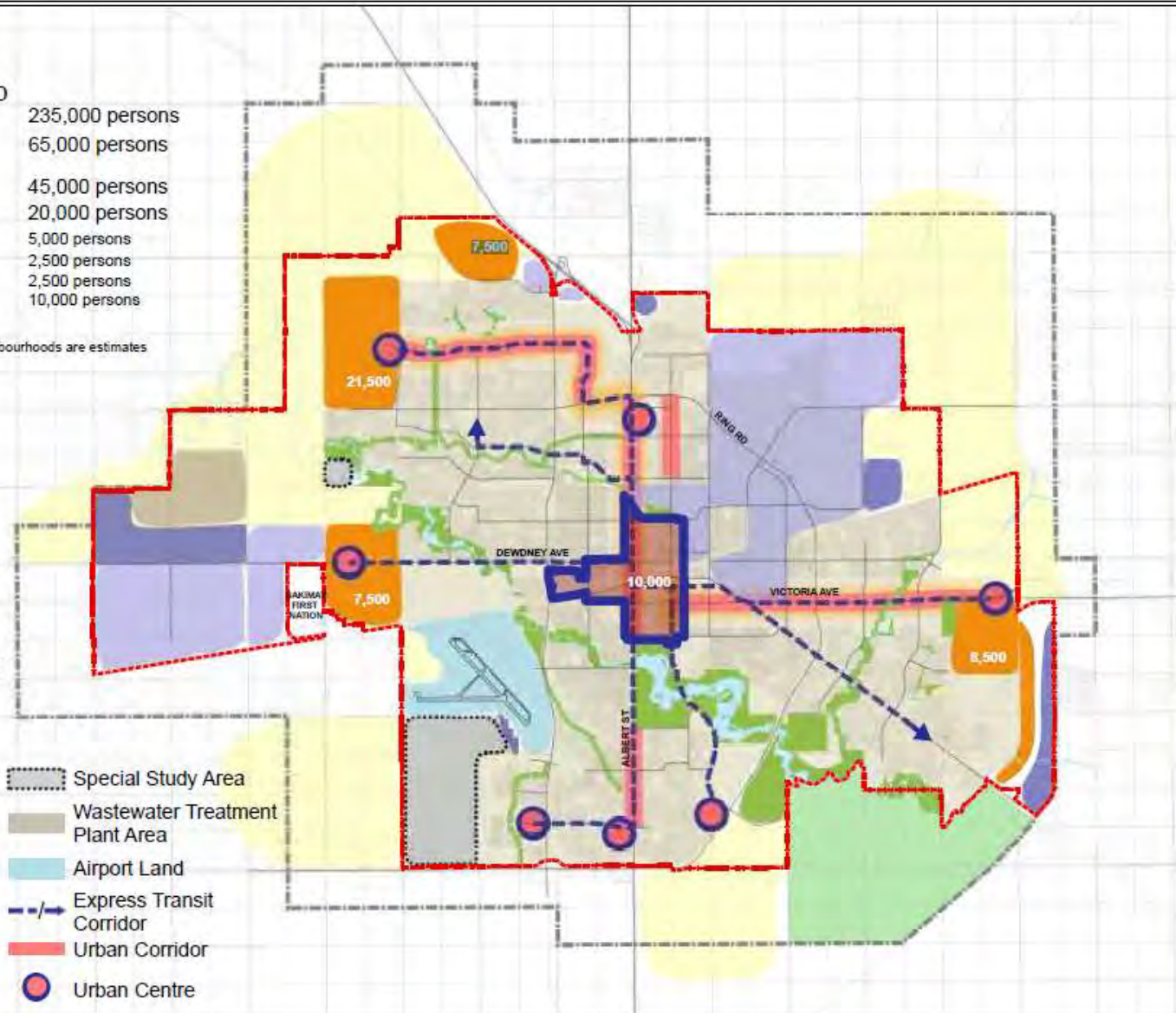
WITHIN BUILT OR APPROVED NEIGHBOURHOODS: 235,000 persons
TO REACH 300,000: 65,000 persons

New Neighbourhoods: 45,000 persons
Intensification: 20,000 persons
City Centre - Downtown: 5,000 persons
City Centre - RRI: 2,500 persons
City Centre - Elsewhere: 2,500 persons
Other Parts of the City: 10,000 persons

Note: Populations indicated for new neighbourhoods are estimates

LEGEND

- Joint Planning Area Perimeter
- City Boundary
- Major Road
- Built or Approved Neighbourhoods
- New Neighbourhoods (300k)
- Intensification Area (300k)
- Future Long-Term Growth (~500k)
- City Centre
- Existing Approved Employment Area
- New Employment Area
- Collaborative Planning Area
- Special Study Area
- Wastewater Treatment Plant Area
- Airport Land
- Express Transit Corridor
- Urban Corridor
- Urban Centre



Complete Communities

POLICY 7.1.1

A collaborative planning process involving stakeholders.

POLICY 7.1.2

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

POLICY 7.1.3

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

POLICY 7.1.4

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

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*.

POLICY 7.1.6

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

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.

POLICY 7.1.8

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

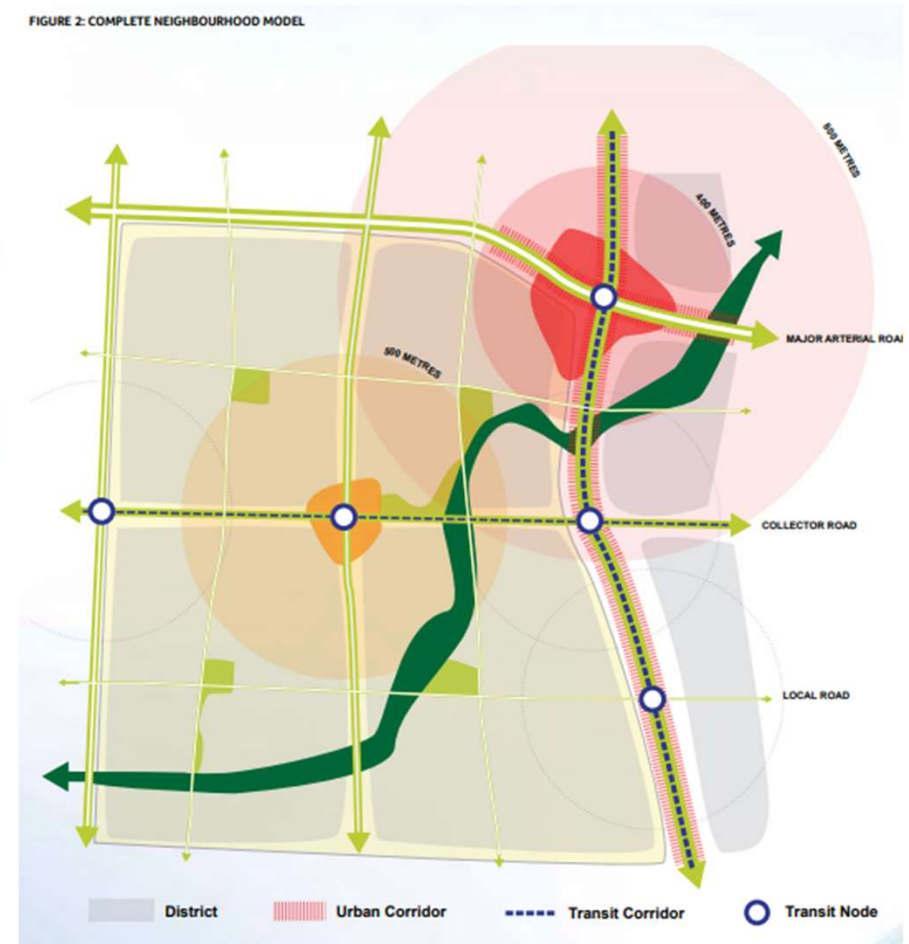
POLICY 7.1.9

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

POLICY 7.1.10

Convenient access to areas of employment.

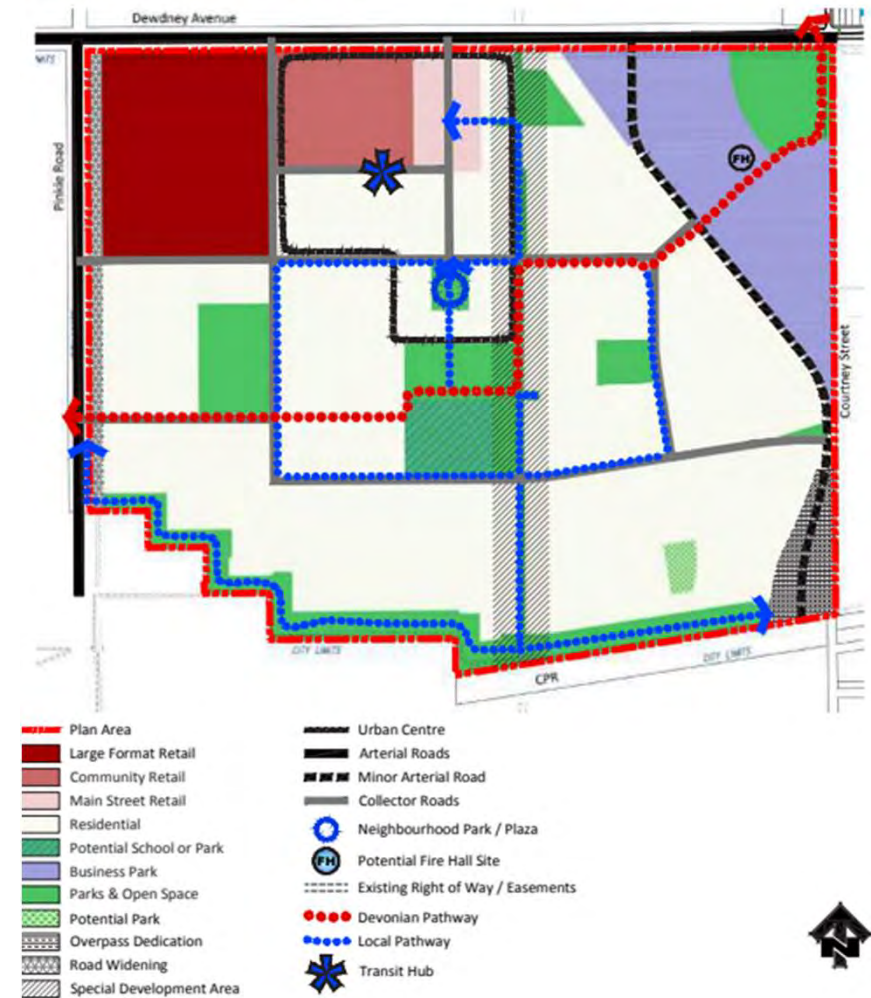
FIGURE 2: COMPLETE NEIGHBOURHOOD MODEL



Neighbourhood Plan

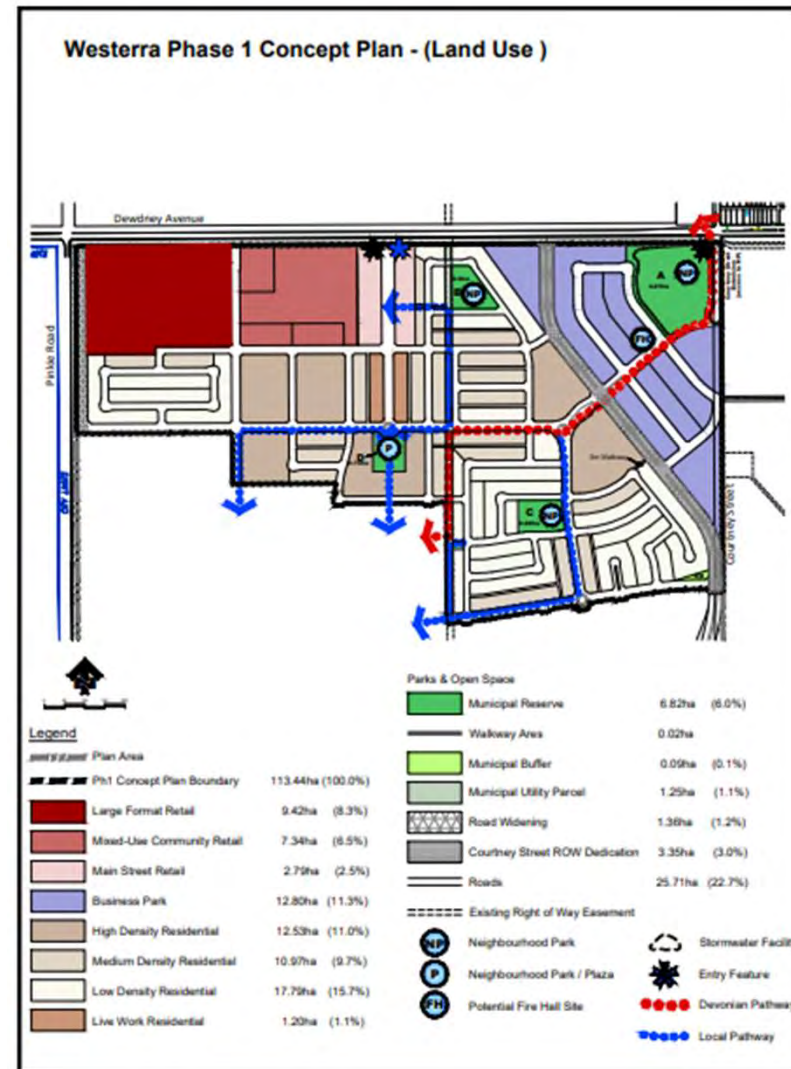
- Implements OCP policies at a neighbourhood level.
- Guides subsequent concept plan approvals, which are more detailed.
 - Technical surveys (topography, hazard identification (rail, gas plant, airport))
 - Contextual analysis (RCMP, Dieppe, Dewdney Ave, etc)
 - Servicing constraints and development strategies
 - Mitigation, phasing, land use distribution
- Land use and transportation concept

Figure 10 - General Land Use Concept



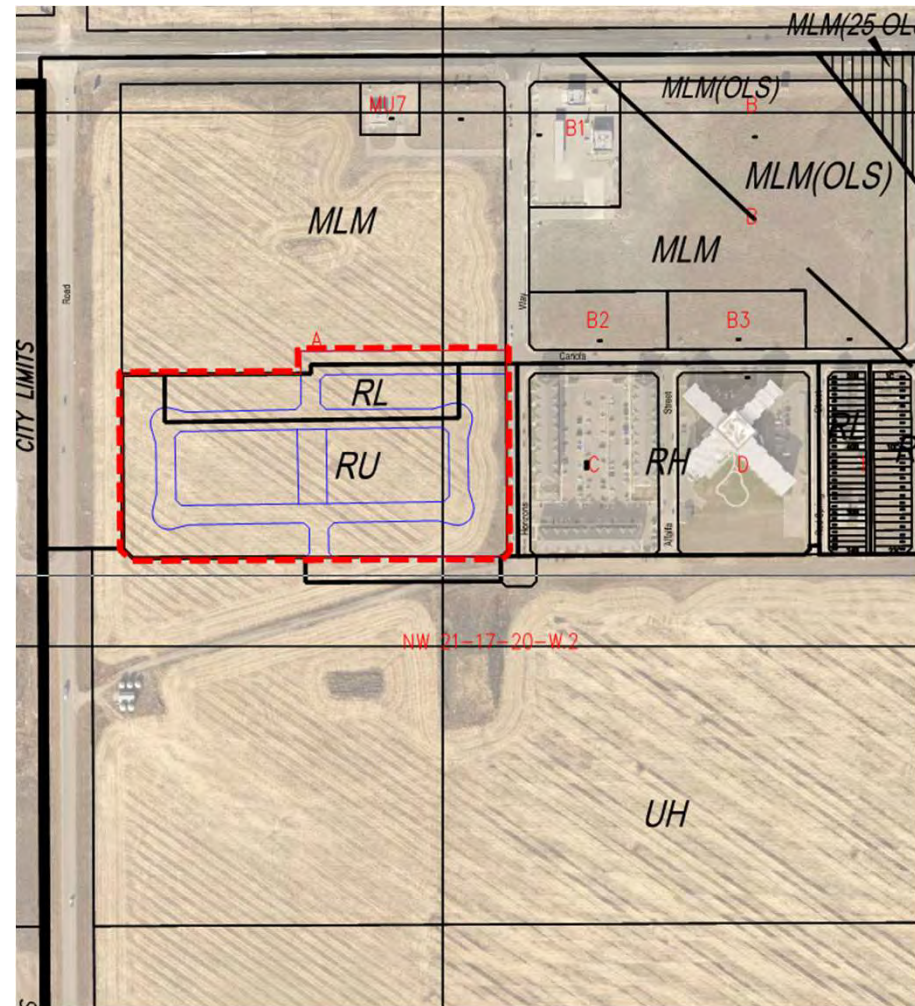
Concept Plan

- Follows lead of Neighbourhood Plan
- More detailed, shorter time frame
- Confirms conceptual servicing analysis
- Possible amendments



Subdivision and Rezoning

- Implements the Concept Plan, stage by stage
- Follows market uptake
- Extension of services
- Rezoning- Council
- Subdivision- Delegated to City Staff



Zoning Bylaw

- Divides the City into Zones (Residential, Mixed Use, Industrial, Special Zones)
- Categorizes and defines all land uses
- All land uses within a zone are either Permitted, Discretionary or Prohibited.
- Approval processes.

Sec.	Land Use Group	Permitted	Discretionary	Land Use Specific Regulations
T2.1	<ul style="list-style-type: none"> • Dwelling, Assisted Living • Dwelling, Group Care • Dwelling, Unit 	Permitted	---	(1) Developments containing 20 or more Dwelling Units shall allocate a minimum of five per cent of the total lot area to the communal amenity area. (2) Where the required communal amenity area is provided outdoors, the soft landscaping portion of such communal amenity area may be included as part of the minimum landscaping requirements listed in subpart 3C.7.
T2.2	<ul style="list-style-type: none"> • Open Space, Active 	Permitted	---	(1) The "Open Space, Active" land use may not be established where it will be closer than 182.88 metres to a "Service Trade, Body Rub Establishment" land use. (2) The measurement required in subsection (1) shall be: (a) a straight line, measured from the nearest point of the portion of the building used for the "Service Trade, Body Rub Establishment" land use to the nearest portion of the lot requiring separation. (b) assessed as of the date of receipt of a complete application as determined by the Development Officer.
T2.3	<ul style="list-style-type: none"> • Dwelling, Secondary Suite 	Permitted	---	Refer to Section 2C.2 in Chapter 2 of the Zoning Bylaw for land use specific regulations.

Zoning Bylaw

Development Standards

- Proposed Developments are required to conform to minimum standards
 - Side yard setbacks
 - Height
 - Lot coverage etc.
 - Landscape
 - Front driveways (maximums)

TABLE 3C.T3 RESIDENTIAL LOW-RISE ZONE DEVELOPMENT STANDARDS						
Sec.	Development Criteria	Standards (Per lot except for Building, Row where standards are per unit)				
		• Building, Detached • Building, Stacked ¹	• Building, Stacked ²	• Building, Row	• Building, Planned Group	
T3.6	Minimum Side Yard Setback for Interior Lots					
	(1) Where lot frontage is less than 10 metres					
	(a) single side yard	450 millimetres	N/A	End Unit: 1.2 metres Interior Unit: Nil	Minimum side yard setback for interior lots otherwise required for each of the building types as identified in T3.6.	
	(b) other side yard	750 millimetres		End Unit: Nil Interior Unit: Nil		
	(2) Where lot frontage is 10 metres or more					
	(a) portions of any building or structure up to 11 metres in height	1.2 metres	1.2 metres	End Unit: single side yard - 1.2 metres other side yard - Nil Interior Unit: Nil		
(b) portions of any building or structure over 11 metres but up to 15 metres in height	N/A	3.25 metres	N/A			
(c) portions of any building or structure over 15 metres but up to 20 metres in height	N/A	5.0 metres	N/A			
T3.7	Maximum Lot Coverage	60%	60%	60%	50%	
T3.8	Maximum Floor Area Ratio	0.75	3.0	0.85	Maximum floor area ratio otherwise permitted for each building type as identified in the T3.8.	
T3.9	Maximum Building Height	11 metres	20 metres	11 metres	Maximum building height permitted for each building type in T3.9.	
Notes:						
1. These standards apply to a Building, Stacked containing three or less units.						
2. These standards apply to a Building, Stacked containing more than three units.						

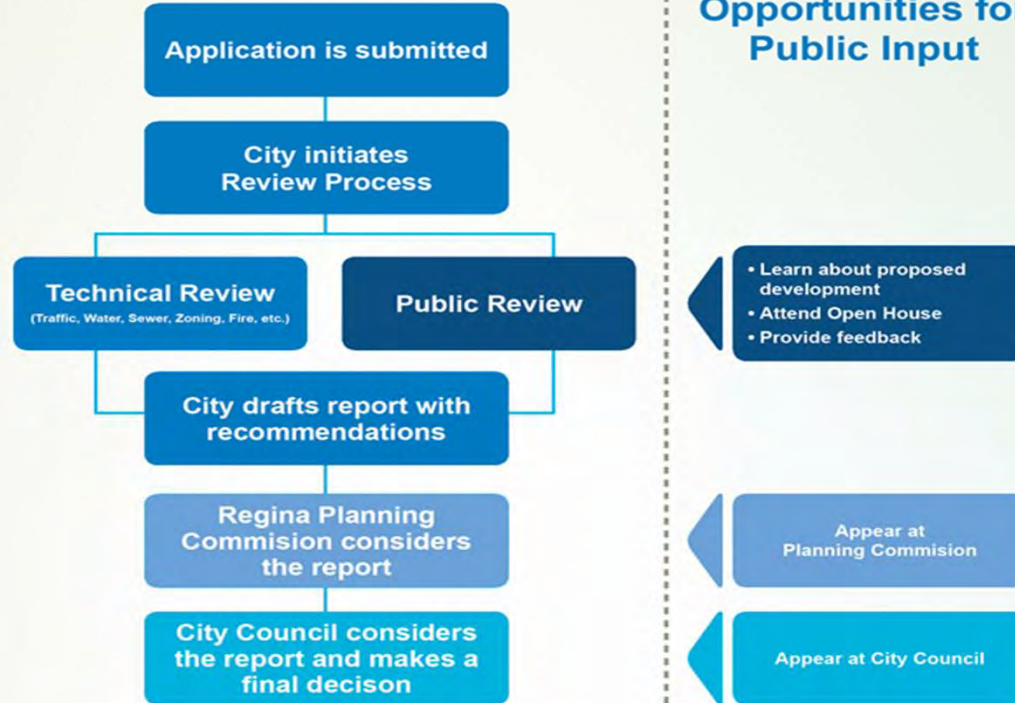
Zoning Bylaw

Zoning regulates physical development forms and land use activities.

Zoning does NOT:

- Regulate tenancy (rental or ownership)
- Regulate people (e.g. where they're from, or how many live there)
- Regulate building code
- Regulate architecture (with some exceptions)

Application Review Process



Building the City

City-wide Policies and Bylaws

- Include the Official Community Plan, Zoning Bylaw, Master Plans, etc...
- Sets long-term direction and is essential for managing future growth and development.
- Comprehensive policy framework that guides physical, environmental, economic, social and cultural development.



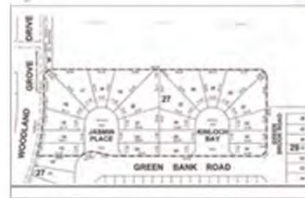
Secondary and Concept Plans

- Provide primary policy direction for land use, urban design and infrastructure for a specific geographical area of the city.



Zoning

- Includes finding appropriate unused land, or changing the land use of existing property to allow for building on the site in accordance with specific zones defined through the Zoning Bylaw.

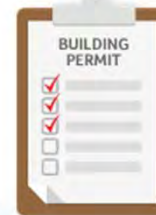


Subdivision of land/Servicing Agreements

- Allows for the creation of new land titles, roads and easements consistent with the regulations and policies that guide development.
- Servicing Agreements outline developer responsibilities and fees.

Development Application/ Building Permit

- Required for new construction, demolition, alteration, addition, change in use/occupancy or repair to a building.
- Reviewed for compliance with Building Standards, including the National Building Code, applicable legislation and City Bylaws.
- Work begins once a permit is issued by the City.



Inspections

- Required for new homes, additions, secondary suites, garages, decks, demolitions and more.
- Owners are responsible for booking inspections as required.
- Number of inspections may vary depending on project type.

Occupancy

- An Occupancy Permit is required for new buildings.



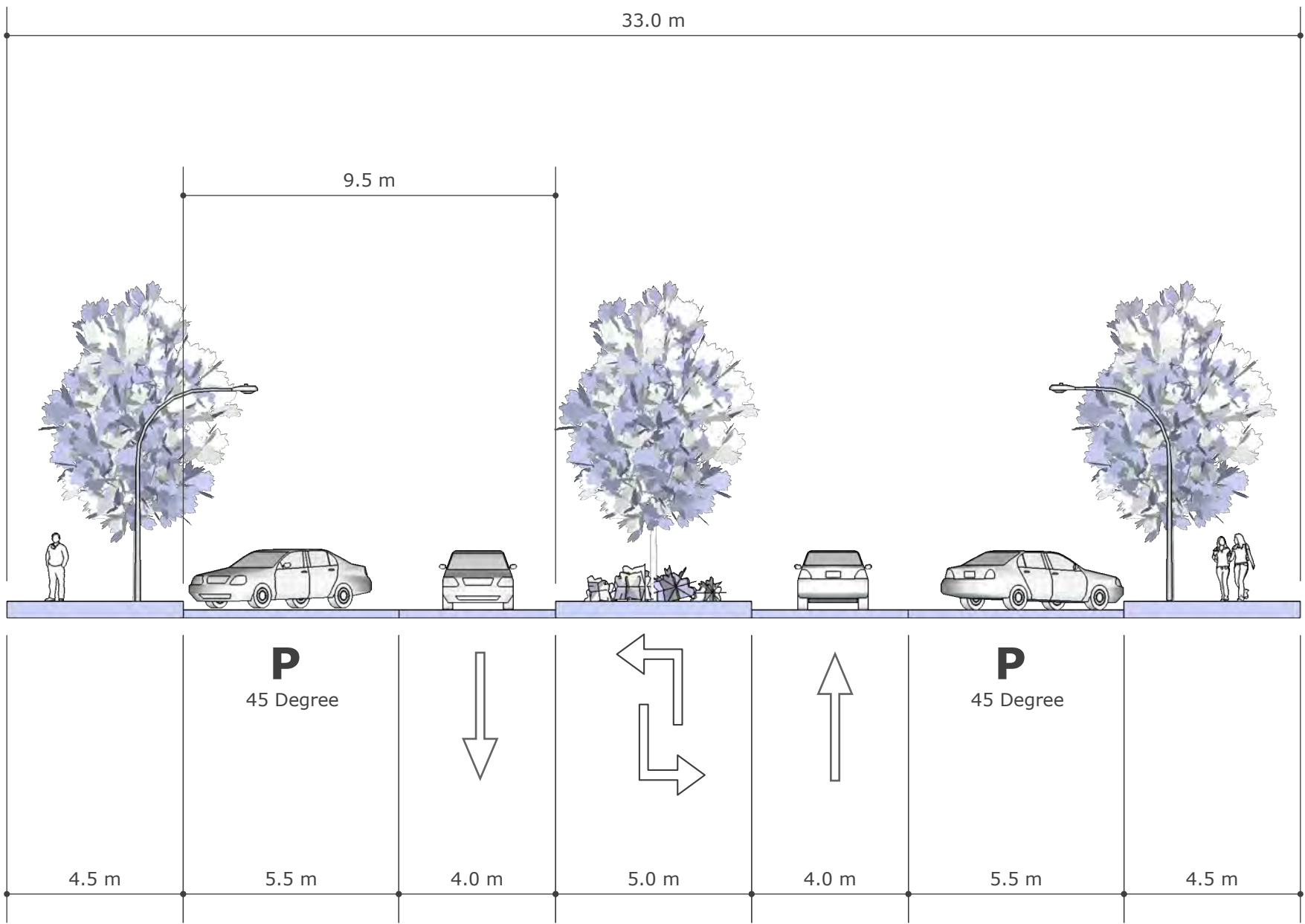
← City Council and/or Provincial approval

→ City Administration approval

306-777-7000
Regina.ca

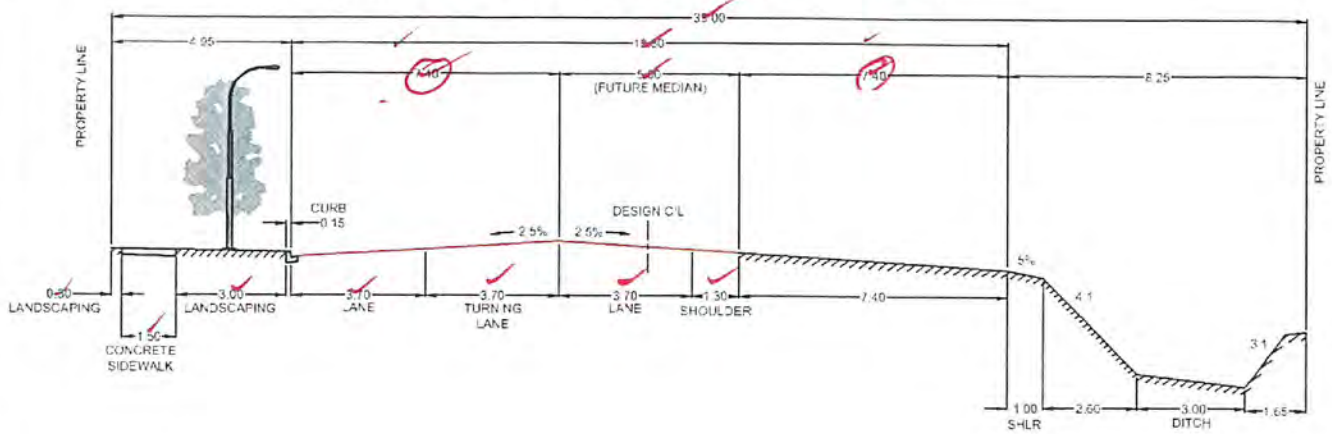


Questions?

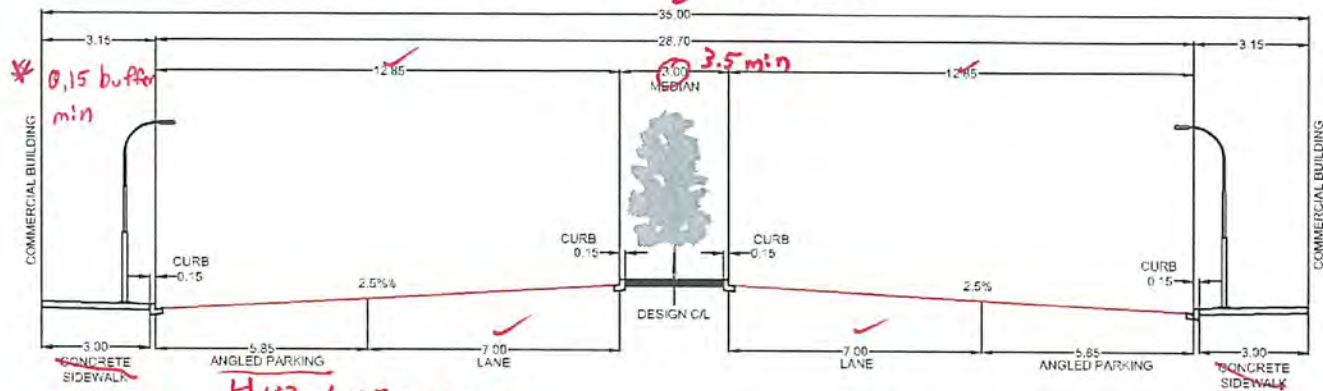


NOTE: These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract

33.0 m MAJOR COLLECTOR (COURTNEY STREET)

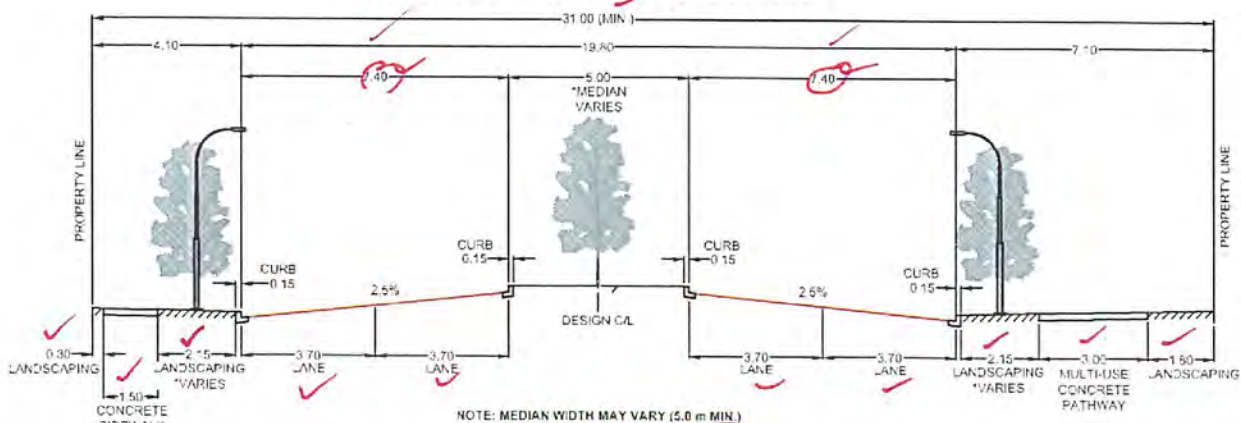


35.0 m MAIN STREET COLLECTOR



** 0.15 buffer min*
Multi-use Pathway 4.43-6.45 required for various angles

31.0 m MAIN ENTRANCE COLLECTOR



NOTE: MEDIAN WIDTH MAY VARY (5.0 m MIN.)
3.6 - 6.0

** Arterial Row = 33.1 m (Max.) typical 30m divided Arterial *
 - 15.8m total for 4-lane divided arterial.*

DRAWING: Westerra_Proposed Road Cross Sections.dwg DATE: 2014-08-22 DRAWN BY: hurrellb



MMM Group Limited
 601 - 1853 Hamilton St
 Regina, SK, S4P 2B9
 t. 306 522.7158
 www.mmm.ca

Issued Date - 2014-08-22
 Scale: NTS
 Note: All Dimensions shown in Metres unless otherwise noted

Proposed Road Cross Sections - Sheet 1

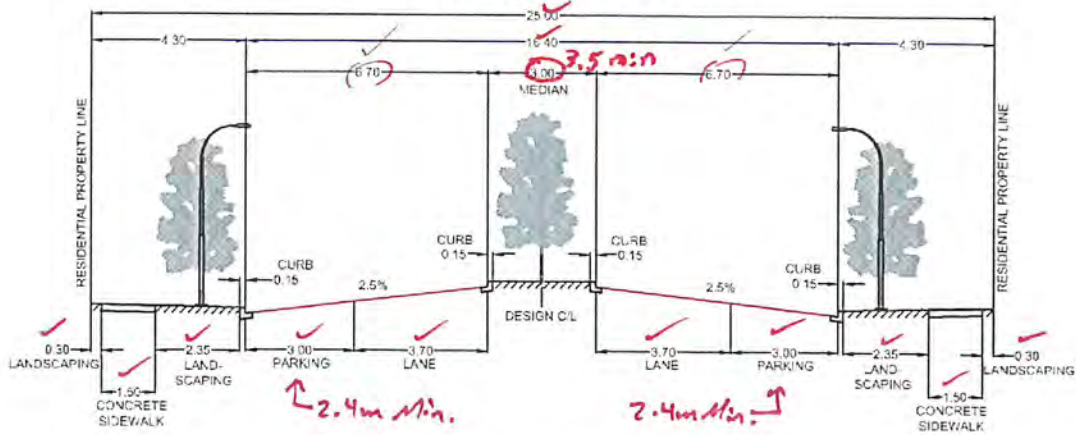
Westerra

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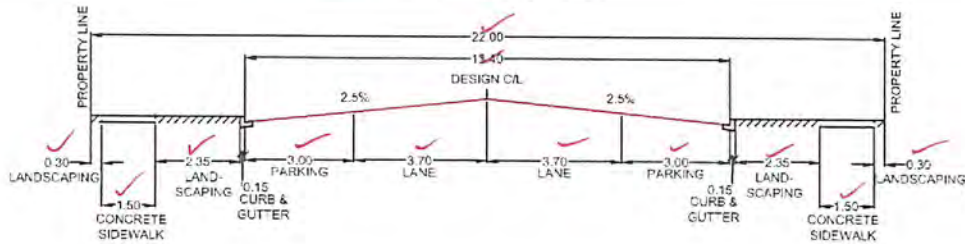
25.1 m COLLECTOR WITH GREENWAY



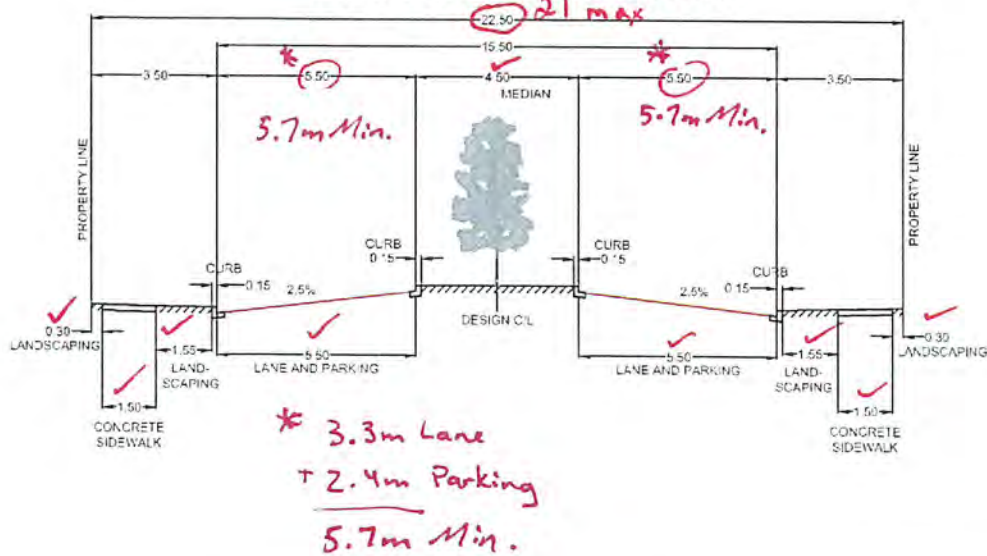
25.0 m LIVE WORK COLLECTOR



22.0 m COLLECTOR



22.5 m LOCAL ROAD WITH MEDIAN



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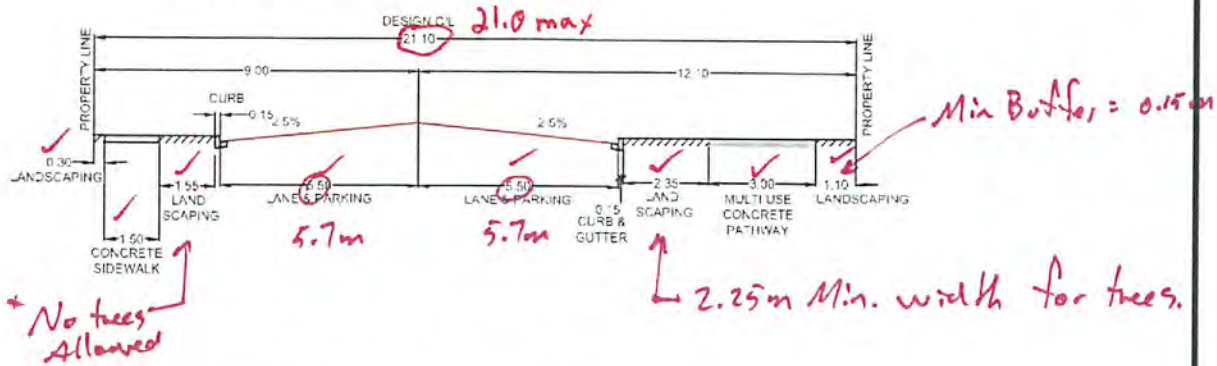
Issued Date - 2014-08-22
Scale: NTS
Note: All Dimensions shown in Metres unless otherwise noted

Proposed Road Cross Sections - Sheet 2

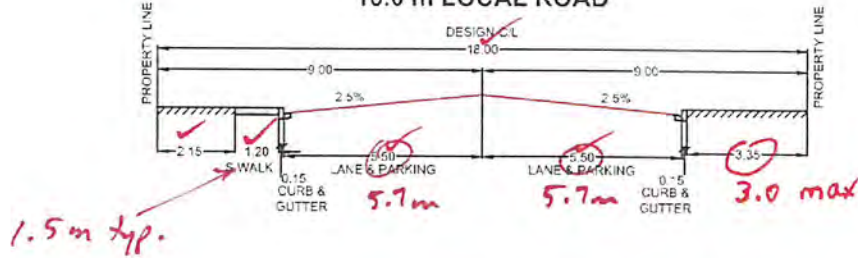
Westerra

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21.1 m LOCAL ROAD WITH GREENWAY

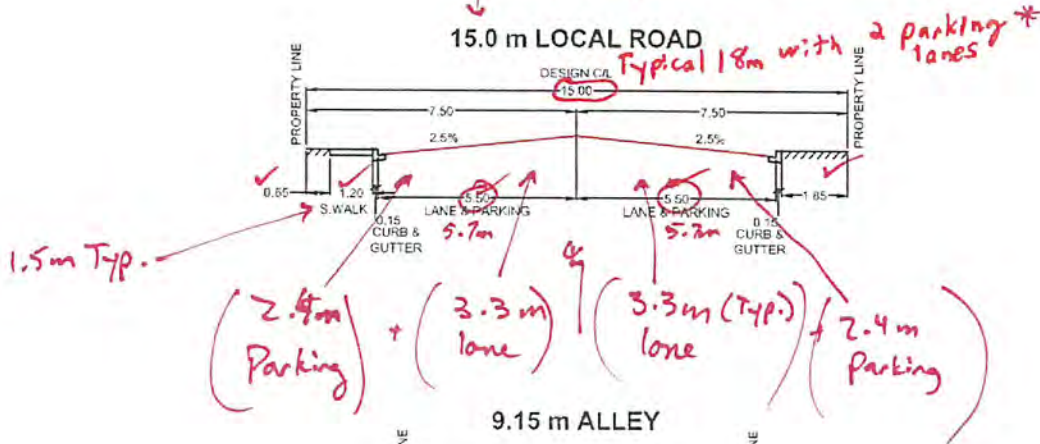


18.0 m LOCAL ROAD

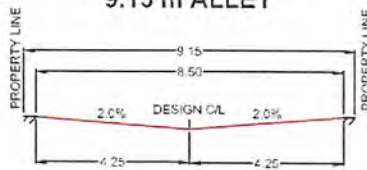


Parking on 1-side only (15m Row)

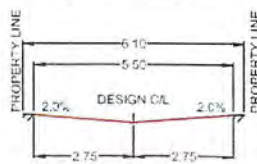
15.0 m LOCAL ROAD



9.15 m ALLEY



6.1 m ALLEY

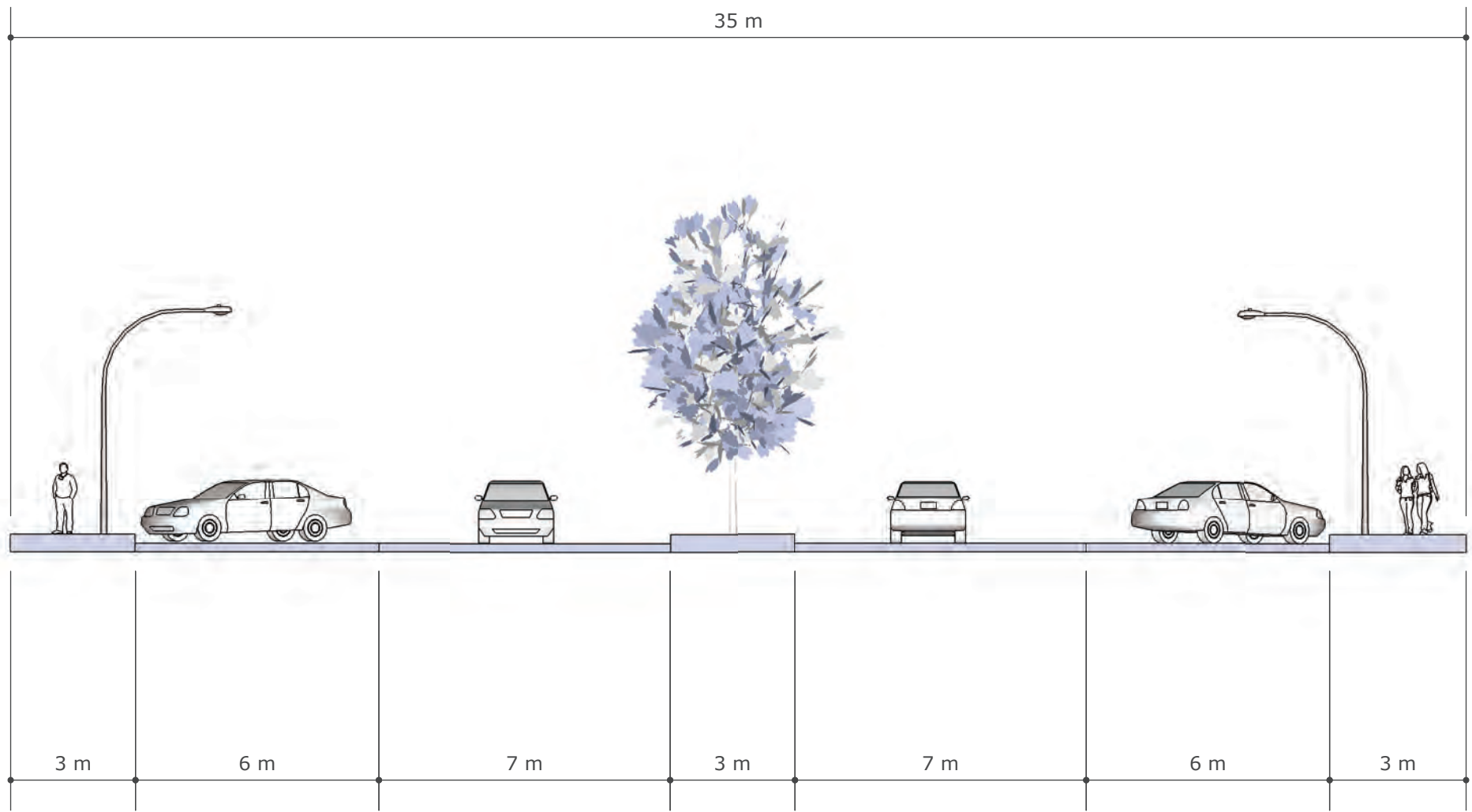


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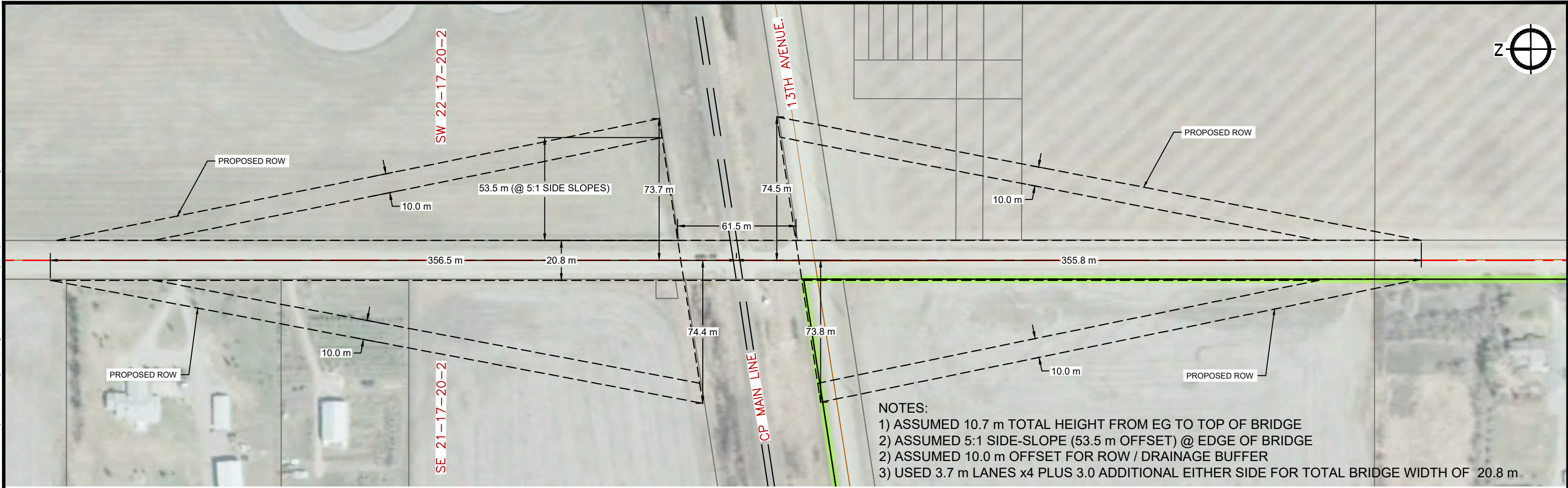
Proposed Road Cross Sections - Sheet 3

Westerra



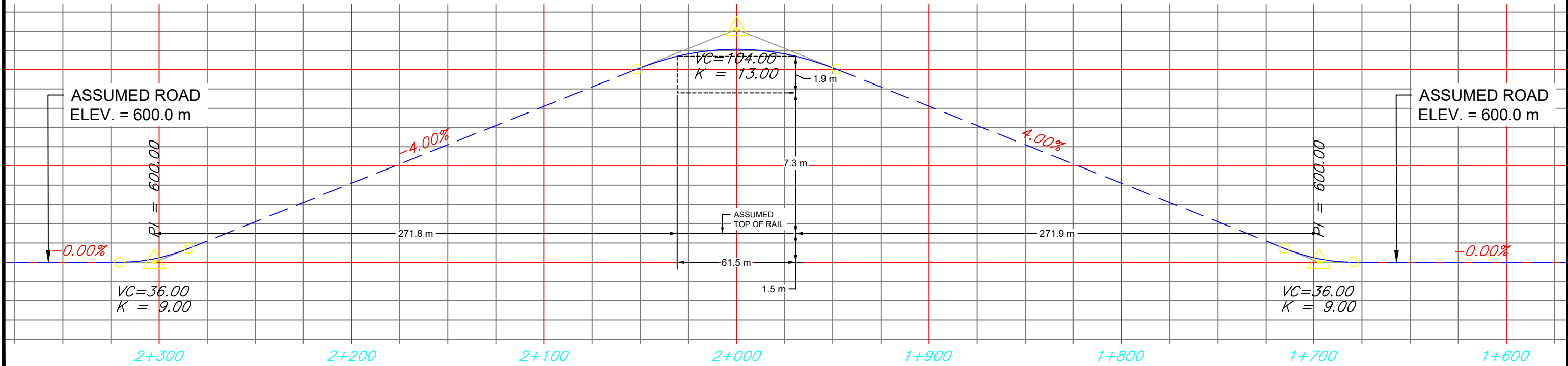


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- NOTES:**
- 1) ASSUMED 10.7 m TOTAL HEIGHT FROM EG TO TOP OF BRIDGE
 - 2) ASSUMED 5:1 SIDE-SLOPE (53.5 m OFFSET) @ EDGE OF BRIDGE
 - 2) ASSUMED 10.0 m OFFSET FOR ROW / DRAINAGE BUFFER
 - 3) USED 3.7 m LANES x4 PLUS 3.0 ADDITIONAL EITHER SIDE FOR TOTAL BRIDGE WIDTH OF 20.8 m

PLAN



PROFILE

DRAWING: XREF-01-CADASTRAL.dwg DATE: 2013-09-16 DRAWN BY: marrowke

PRELIMINARY



MMM Group Limited
601 - 1853 Hamilton St.
Regina, SK, S4P 2B9
t. 306.522.7158
www.mmm.ca

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Embankment Assessment

Westerra