

Design Regina Implementation 2014 - 2018

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
	Community Priorities				
<p>Develop complete neighbourhoods Create safe and <i>inclusive</i> neighbourhoods that are easy to get around and that have a mix of housing choices, amenities, and services. Community input will drive a proactive approach to city planning.</p>	<ul style="list-style-type: none"> Transit responded to growth demands by leveraging federal funding to add the Arcola Express Route. The City reviews area plans for new neighbourhoods ensuring they are planned to be 'complete neighbourhoods.' The City reviewed and approved a concept plan for a neighbourhood within Coopertown. There were also amendments approved to The Towns Concept Plan and the Westerra Neighbourhood Plan and phase 1 concept plan. 	<ul style="list-style-type: none"> The City reviewed a comprehensive secondary plan for the northwest neighbourhood, Coopertown. The Coopertown Neighbourhood Plan provides an overarching policy framework for guiding future land-use, development and infrastructure servicing for the northwest growth area. City Council adopted the plan in 2017, which is awaiting final approval by the Province of Saskatchewan. Council also adopted a concept plan for the Rosewood Park neighbourhood within Coopertown. Community engagement was conducted for the Rosewood Park, Coopertown Neighbourhood and Chuka Creek Business Park Concept Plans. 2017 marked the grand opening of māmawēyatitān centre in the North Central Community. This centre will act as an activity centre for the community where programs and services will be provided to create a more vibrant, inclusive and healthy community. 	<ul style="list-style-type: none"> The City reviewed a comprehensive secondary plan for the Southeast Neighbourhood. The Southeast Regina Neighbourhood Plan will provide an overarching policy framework guiding future land-use, development and infrastructure servicing for the southeast growth area. The City Council adopted the plan in 2016, which is awaiting final approval by the Province of Saskatchewan. The Council also adopted concept plans within the Southeast Neighbourhood for the Towns South Neighbourhood, a mixed-use residential neighbourhood, and the East Victoria Commercial area. 	<ul style="list-style-type: none"> The Final Phasing and Financing Plan, developed as part of the Service Agreement Fee and Development Levy policy review, and now a part of the OCP, supports development of complete neighbourhoods by limiting the number of neighbourhoods developing at any one time; this also helps to mediate growth-related impacts on City operations, which reduces risk to service levels and quality of life for existing residents. New neighbourhood developments are required to meet criteria set out in the OCP. The City reviewed several proposals and concept plans in 2015 and is working with developers to ensure OCP criteria are met. 	<ul style="list-style-type: none"> In 2014, the new OCP was used to guide the review and creation of secondary and concept plans. Complete neighbourhoods and other related OCP policies guided the review and creation of the Westerra Neighbourhood Plan.
<p>Embrace built heritage, and invest in arts, culture, sport and recreation Enhance <i>quality of life</i>, community identity and pride by supporting heritage preservation, arts, <i>culture</i> and four season sport and recreation activities which will foster community vibrancy and cohesiveness.</p>	<ul style="list-style-type: none"> Taylor Field deconstruction was completed, and site was levelled and fenced. The draft Recreation Facilities Master Plan was developed after extensive public and stakeholder consultation and will be presented in Q1 2019. The plan will guide the City's role in the delivery of recreation services, including programs and facilities, over the next 20 years. The City continued work on developing a policy to support major sport and cultural event attractions. The Cultural Plan drove decisions on the restoration of Regina's Glockenspiel and participation in Reconciliation Regina and special 	<ul style="list-style-type: none"> In conjunction with the opening of the new Mosaic stadium, the grand re-opening of Confederation Park took place in 2017. A renewal of one of the oldest parks in Regina included the restoration of the historic Confederation Fountain, the installation of public art features portraying the lost voices of Confederation and the importance of the park in the development of Regina. A review of the procedures for adding and removing properties from Bylaw No. 8912 (commonly known as the Heritage Holding Bylaw) under the Heritage Conservation Program was initiated. Work on the development of the Recreation Master Plan continued in 2017, which will assist Council in making strategic decisions regarding 	<ul style="list-style-type: none"> Council approved Regina's first Cultural Plan, which prioritizes three goals to align cultural development resources: Embrace Cultural Diversity; Strengthen the Artistic and Cultural Community; and Commemorate and Celebrate the City's Cultural Heritage. The City's Horticulture Branch partnered with Wascana Centre Authority for the annual supply of 40,000 bedding plants for outdoor floral displays to ensure Regina is an attractive city for its residents and visitors. 	<ul style="list-style-type: none"> Work continued on the development of the City's first ever Cultural Plan, a 10-year strategic plan guiding the development of the arts, cultural heritage, cultural industries and inter-culturalism. It will be the primary document that guides the city's cultural policy decisions in ways consistent with the objectives of the OCP. Ongoing engagement activities occurred throughout 2015. 	<ul style="list-style-type: none"> Work continued on the development of the City's first ever Cultural Plan, a 10-year strategic plan guiding the development of the arts, cultural heritage, cultural industries and inter-culturalism. It will be the primary document that guides the city's cultural policy decisions in ways consistent with the objectives of the OCP.

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	<p>projects that included development of policies for street painting.</p>	<p>investments in recreation programs and facilities. The first round of community engagement was completed in 2017, with further engagement planned for 2018.</p> <ul style="list-style-type: none"> The City worked through the early stages of developing a policy to support major sport and cultural event attractions. 			
<p>Support the availability of diverse housing options Support a variety of housing choices to ensure people from all walks and stages of life are welcomed to live in Regina.</p>	<ul style="list-style-type: none"> In 2018, a total of 30 affordable ownership units and 50 affordable rental units were approved for funding under the Housing Incentives Policy. 	<ul style="list-style-type: none"> The Infill Housing Guidelines consultant's recommendations document was released to the public in Q4 of 2017. Work is ongoing to determine how best to translate the recommended guidelines into enforceable regulations. Minor amendments were made to the Housing Incentives Policy to ensure: funding targets, areas of greatest housing need including affordable rental projects and the developments of non-profit housing providers. 	<ul style="list-style-type: none"> City Council approved a Zoning By-law Amendment to permit the construction of six laneway suites through the laneway and garden suite pilot project. 	<ul style="list-style-type: none"> The Housing Incentives Policy underwent a complete review and update to reflect current market conditions with prioritization of funding for affordable rental units and non-profit housing providers. The City initiated two related projects to support diverse housing – a laneway and garden suites pilot project and infill housing guidelines. 	
<p>Create better, more active ways of getting around Make it easier for people of all abilities to travel by investing in public transit in appropriate locations and planning for all active forms of transportation. This includes providing access routes so all people can more easily travel from home to work and to other destinations.</p>	<ul style="list-style-type: none"> Council approved funding of \$8.6 million over two years for Transit Capital projects. This is the City's portion of the 50% shared funding agreement with the federal and provincial government through PTIF. Projects completed in 2018 include: add a new Arcola Express route. A route review was completed to ensure Transit route usage is maximized and the City is appropriately served. Transit service has been extended into new residential developments. Transit Travel Training program was implemented. This program has a person with a disability teach other individuals with disabilities on how to ride conventional transit. This provides people with disabilities more 	<ul style="list-style-type: none"> The Transportation Master Plan (TMP) was approved by Council in 2017. The TMP is a comprehensive and multi-modal transportation policy and planning document for all modes of transportation (walking, cycling, transit and vehicles), which encompasses the investment and operation of transportation infrastructure. The City installed Saskatchewan's first Transit Priority Signal on Arcola Avenue at Ring Road. The Parks & Open Space Department defined a priority sequence for clearing asphalt pathways after snowfalls during the winter months to ensure residents have alternatives for transportation methods around Regina as well as the ability to continue recreational activities in the winter months. Updated The Taxi Bylaw, 1994 which included additions to improve driver 	<ul style="list-style-type: none"> The City reviewed a comprehensive secondary plan for the Southeast Neighbourhood. The neighbourhood and concept plan approvals within the Southeast Regina Neighbourhood Plan included an array of transportation options including planning for on-street cycling lanes, multi-use pathways, transit including a transit hub within the East Victoria Avenue concept plan and road network. The City continued work on the development of the Transportation Master Plan (TMP) which is targeted to be brought before Committee and Council in 2017. The TMP is a comprehensive and multi-modal transportation policy and planning document for all modes of transportation, walking, cycling, transit and vehicles, which encompasses the 	<ul style="list-style-type: none"> A draft version of the City's first Transportation Master Plan (TMP) was completed in 2015 – a key guiding document that will advance the implementation of the OCP. This plan sets the course for how different modes of transportation are integrated into new and existing areas. The draft TMP contains policies for things such as bike and pedestrian path design, traffic flow, and roadway design, all in support of the policy goals of the OCP. A new TMP Coordinator position at the City was created to coordinate projects related to implementation of the TMP. 	<ul style="list-style-type: none"> Work proceeded on the City's first Transportation Master Plan (TMP), a key guiding document that will advance the implementation of the OCP. Public engagement was the key focus in 2014 to guide work on the development of the TMP. In planning for a city with a future population of 300,000 residents, the TMP will contain policies for things such as bike and pedestrian path design, traffic flow, and roadway design, all in support of the policy goals of the OCP.

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	<p>options to move around the city. This also allows to reduce the number of people required to book trips on Paratransit service.</p> <ul style="list-style-type: none"> Research and engagement were completed for the development of a licensing scheme for the introduction of Transportation Network Companies to the City 	<p>and customer safety and increased service levels for accessible taxicabs.</p>	<p>investment and operation of transportation infrastructure.</p>		
<p>Promote conservation, stewardship and environmental sustainability Reduce the city's environmental footprint; prioritize the conservation of land, water, and energy; and embrace new operational measures, such as leading practices for waste management.</p>	<ul style="list-style-type: none"> The City increased public communication and education on proper waste disposal and recycling practices. Council approved the permanent move to bi-weekly garbage collection from November to March. Council approved the implementation of a permanent Leaf & Yard site for the growing season to start in 2019. Council approved the development and implementation of a curbside organic waste collection service by 2023. 	<ul style="list-style-type: none"> The City of Regina endorsed the declaration on the right for a healthy environment as part of the Blue Dot Movement in 2017. The City's existing policy framework guides current and future actions to ensure Regina citizens reside within a healthy environment. The City increased public communication and education on proper waste disposal and recycling practices. Work advanced on the remaining residential services approved in Waste Plan Regina, including a permanent solution for leaf and yard waste, organics, and the future of the Big Blue Bin Program. Phase 1 of the Wastewater Master Plan was completed. The Plan will provide direction for capital investments in the wastewater collection system over the next 25 years and work towards meeting our provincial regulators commitments. The upgrades to the Waste Water Treatment Plant achieved completion. The plant will improve the quality of 	<ul style="list-style-type: none"> The Waste Water Treatment Plant met substantial completion in 2016. The plant will improve the quality of water of downstream residents through improved wastewater treatment. Landfill Gas to Energy facility became operational, converting gas from waste decomposition into electrical power. The power is sold to SaskPower. This facility produces enough electricity to power up to 1,000 houses Waste Plan Regina (WPR) achieved a diversion rate of 20 per cent of residential waste in 2016. 	<ul style="list-style-type: none"> A gas capture project began construction at the Landfill in 2015. This will allow for gas released through the operation of the landfill to be reused in generating energy by SaskPower. In 2015, the recycling program was extended to multi-family dwellings, considerably expanding the rate of diversion of solid waste from the landfill. 	

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		water to downstream residents through improved wastewater treatment.			
<p>Achieve long-term financial viability Spend money wisely to ensure the City's ability to manage its services and amenities both now and in the future. This includes considering the full costs of operating before committing to projects or services and to search out new ways to generate revenue to ensure the City has the financial resources to meet customers' needs.</p>	<ul style="list-style-type: none"> Reserve Review and Recommendations: This work aligned the City's reserves to long-range planning, ensured reasonability regarding the number, balances, and limits of reserves, and developed criteria for creation, close and maintenance of reserves. This ties directly to Section B: Financial Policies, as sound reserve management is critical to achieving long-term financial viability of the City Long Range Financial Model The City continued to utilize a long-range financial model and an annual practice to update the model. The tool helps align short term actions with long-term financial strategies and is essential for ongoing financial stability while providing a consistent level of services. It also allows the City to deliver on all Community Priorities in a financially responsible way. The model serves as the key input to our long-range financial plan. This work supports more flexibility to meet growth-related infrastructure requirements, while maintaining a manageable level of debt to support ongoing services and fiscal sustainability. Transit provided charter service to large events happening at Mosaic Stadium. Each event comprised 350 service hours moving between 6,500 to 7,000 customers each way to each event. A report was taken to Council that looked at adopting a Curbside Collection Services Funding Policy. 	<ul style="list-style-type: none"> The Long Range Financial Plan and supporting model were implemented and utilized to understand the long-term impact of financial decisions made today. This work will help manage resources over the long-term and provide more flexibility to meet growth-related infrastructure requirements, while maintaining a low, manageable level of debt to support ongoing services and fiscal sustainability. <p>The review will ensure an alignment of the Reserve Policy and Bylaw, the OCP, Long Range Financial Model and Financial Policies Framework to ensure the long-term financial goals of the City are achieved. Ensuring healthy reserves is critical to meeting the City's strategic goal of achieving long term financial viability. A report containing recommendations will be provided to Council in 2018.</p>	<ul style="list-style-type: none"> Work will continue to develop and implement a Long Range Financial Plan. The Long Range Financial Plan will enable more detailed conversations about the impact of current decisions on existing and future services and the trade-offs required to support the decision. It will put the organization in a position to understand the implications of policy recommendations in a specific area for the entire organization. 	<ul style="list-style-type: none"> The City began work in 2015 on the development of a long range financial plan that directly responds to this community priority. The plan will project revenues and expenditures over a 10 to 20-year period and assess our financial viability over that term. It will provide valuable information on what will be needed to support ongoing services, including maintenance of assets to provide those services. Having a long range financial plan allows us to better understand the future ramifications of present-day spending decisions so that the City can plan not just with the short-term in mind but also over the next 20 years. 	

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<p>Foster economic prosperity Support a vibrant and diverse economy that provides opportunities for residents to prosper and Regina to flourish.</p>	<ul style="list-style-type: none"> Railyard Renewal Project: In November 2018, the Government of Canada, Province of Saskatchewan and City of Regina jointly committed more than \$33.6 million to fund numerous improvements on Dewdney Avenue and move phase 2 of the Regina Revitalization Initiative forward. Ultimately Dewdney Avenue will be renewed to become a complete street that prioritizes pedestrian needs while supporting new businesses. This investment will support site improvements including site cleanup, installing utility infrastructure and developing public spaces. Future work will include a new pedestrian bridge that links the Warehouse District to downtown. <p>The governments of Canada and Saskatchewan and the City of Regina are each contributing up to roughly \$11 million to this project through the New Building Canada Fund—Provincial-Territorial Infrastructure Component—National and Regional Projects. The City of Regina will cover any remaining costs. The Federation of Canadian Municipalities provided an additional \$175,000 in federal funding through the Green Municipal Fund. Benefits of this project include more diverse housing options, additional urban green space and new commercial opportunities.</p>	<ul style="list-style-type: none"> Work progressed on the Regina Revitalization Initiative Railyard Renewal Project, including hosting public engagement activities. Work also progressed on the Regina Revitalization Initiative Taylor Field Neighbourhood, including the deconstruction and demolition of Mosaic Stadium at Taylor Field. City Council approved the Chuka Creek Business Park Concept Plan within the Southeast Neighbourhood Plan area which supports development of employment lands. An amended servicing agreement fee (SAF) for industrial development was approved by Council in November 2017 following policy research and analysis. The new rate for industrial development is established at one-third of the servicing agreement fee or development levy rate for other uses based on analysis that demonstrated that industrial development puts a lower demand on city services compared to residential or commercial development. 	<ul style="list-style-type: none"> The Secondary and Concept Plans for the Railyard Renewal Plan were advanced in 2016. The Waste Water Treatment Plant met substantial completion on schedule on December 31, 2016. Regina’s new stadium met substantial completion, August 31, 2016, and the City assumed responsibility of the stadium on September 1, 2016. 	<ul style="list-style-type: none"> Key projects within the Regina Revitalization Initiative (RRI) were underway in 2015 including ongoing construction of the stadium and the launch of the Railyard Renewal Project. 	
<p>Optimize regional cooperation Work cooperatively with surrounding municipalities, agencies, levels of government and other stakeholders to determine and evaluate opportunities to collaborate to plan for and potentially deliver services regionally.</p>	<ul style="list-style-type: none"> Collaborative work continued with the following groups: White Butte Regional Planning Committee (includes White City, Village of Edenwold, and the RM of 	<ul style="list-style-type: none"> Collaborative work continued with the following groups: White Butte Regional Planning Committee (includes White City, Pilot Butte, Balgonie, Village of Edenwold and the Rural Municipality of 	<ul style="list-style-type: none"> The City actively collaborated to explore planning initiatives and common interests with the following groups: White Butte Regional Planning Committee (which includes White City, Pilot Butte, Balgonie, 	<ul style="list-style-type: none"> The City actively collaborated to explore planning initiatives and common interests with the following groups: White Butte Regional Planning Committee (which includes White City, Pilot Butte, Balgonie, 	<ul style="list-style-type: none"> The City actively collaborated to explore planning initiatives and common interests with the following groups: White Butte Regional Planning Committee (which includes White City, Pilot Butte, Balgonie,

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	<p>Sherwood), Moose Jaw Regina Industrial Corridor and the Rural Municipality of Sherwood MOU Committees.</p> <ul style="list-style-type: none"> Advanced projects with the RM of Sherwood: RM Zoning Bylaw, complementary agreement to avoid unfair competition, and civic addressing service to the RM, discussions around the growth intentions map. The City finalized the liquid waste disposal agreement with Sakimay First Nations. A municipal servicing agreement between the City and the Global Transportation Hub Authority was signed on December 4, 2018 pertaining to capital contributions and operating services. 	<p>Edenwold), Moose Jaw Regina Industrial Corridor and the Rural Municipality of Sherwood Committee.</p> <ul style="list-style-type: none"> Work Plans have been developed with each group to establish work/projects for the year (e.g. Trans Canada Trail, Water Treatment partnership with the RM, Solid Waste, Utility Corridor). The City reached a signature in principle on the operating agreements with the Global Transportation Hub Authority. The City finalized water connection and access agreements with Sakimay First Nation. Advanced projects with the RM of Sherwood: proposed boundary alteration, RM Zoning Bylaw, complementary agreement to avoid unfair competition, and civic addressing service to the RM. Stakeholders from the greater region participated in the feedback and development of the Recreation Master Plan. As well, residents in the surrounding region were encouraged to participate through the online and telephone surveys as part of the community engagement process. Regina Fire & Protective Services continues to work closely with surrounding municipalities to provide fire services, mutual aid and information sharing. The department received approval to enter into a Fire Services Agreement with the RM of Edenwold from the Community & Protective Services Committee in April 2017. The Agreement aligns with the work plan of the White Butte Regional Planning Committee (WBRPC), of which the City is a member. Specifically, the work plan includes fostering and updating regional mutual aid agreements. 	<p>Village of Edenwold and the Rural Municipality of Edenwold), Moose Jaw Regina Industrial Corridor, Rural Municipality of Sherwood Committee, Global Transportation Hub Authority, and Sakimay First Nation, and the East Cottonwood Watershed Association.</p> <ul style="list-style-type: none"> The new Hauled Wastewater Station supports Regional Growth, as it delivers an improved level of service and more sustainable approach for customers throughout the region The City signed an agreement with Sakimay First Nation to service 16 acres of land outside of City limits with potable water access and fire services. This is the first agreement of this kind with a First Nation. 	<p>Village of Edenwold and the Rural Municipality of Edenwold), Regina Moose Jaw Corridor, Rural Municipality of Sherwood Committee, Global Transportation Hub Authority, and Sakimay First Nation.</p> <ul style="list-style-type: none"> The City of Regina and RM of Sherwood agreed to the definition of complementary industrial development. This agreement sets the foundation for future discussions between municipalities regarding servicing Sherwood Industrial Park in the RM north of the city and future discussions of shared services. 	<p>Village of Edenwold and the Rural Municipality of Edenwold), Regina Moose Jaw Corridor, Rural Municipality of Sherwood Committee, Global Transportation Hub Authority, and Sakimay First Nation.</p> <ul style="list-style-type: none"> The Regina and Region Water and Wastewater Study, completed in 2014 in cooperation with a number of municipalities surrounding Regina, was a successful act of regional cooperation that examined water, sewer and drainage needs of the region.
	Financial Policies:				
<p>Financial Principles 1.1 Allocate the cost of delivering programs and services based on the following</p>	<ul style="list-style-type: none"> U-Pass Agreement with Saskatchewan Indian Institute 		<ul style="list-style-type: none"> U-Pass was launched in 2016. The U-Pass program provides full cost recovery for 		

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<p>principles, which shall be referred to as the benefits model:</p> <p>1.1.1 Where the benefits of a program or service are city-wide and shared collectively among numerous beneficiaries, the costs are to be paid for by the general revenues of the City of Regina;</p> <p>1.1.2 Where the benefits of a program or service are directly attributable to specific beneficiaries, the costs are to be paid through user fees or other similar charges; and</p> <p>1.1.3 Where some of the benefits of a program or service are city-wide and some of the benefits are directly attributable to specific beneficiaries, the costs are to be paid for by a combination of general revenues of the City of Regina and user fees or other similar charges.</p> <p>1.2 Consider, except where prohibited by <i>The Cities Act</i> or other regulations, and where appropriate, establishing user fees and other similar charges in excess of full cost recovery for the program or service to which the fees apply. Such resources shall be considered general revenues for the payment of costs associated with public benefits that are shared city-wide.</p>	<p>Technologies (SIIT) in 2018. The U-Pass program provides full cost recovery for transit service enhancements that are targeted for SIIT students.</p> <ul style="list-style-type: none"> Regina Transit entered into an amended Contract Agreement with the Saskatchewan Roughriders Club. The new agreement provides full cost recovery with the user covering all costs associated with the service. Regina Transit charges full cost recovery for the service provided to the Canadian Western Agribition. The City continues to provide funding to Community Organizations through the Community Investment Grants Program (CIGP). The CIGP has three funding streams; Social Development, Culture and Sport and Recreation and each of these streams have priorities connected to the OCP. To ensure that funding allocated is connected to the vision of the City, applicants must ensure that their programs and services align with the priorities of each stream. The City updated the Community Services Fees and Charges for sport, culture and recreation facilities to ensure the department accounts for the rising operating and maintenance costs associated with inflation. A report was taken to Council that looked at adopting a Curbside Collection Services Funding Policy that would be in line with the benefits model. Council approved the option for residents to apply for additional garbage services for a fee. 	<ul style="list-style-type: none"> The 2018-2021 Strategic Plan: Making Choices Today to Secure Tomorrow that was developed in 2017 includes the strategic objective 'Increase Understanding of Service Costs and Revenues Relative to Levels of Service' as well as measures and targets intended to focus organizational efforts on these OCP Financial Principles over the next four years. Reviewed landfill and recycling fees to increase compliance and enhance alignment with OCP policies. Implementation of a Snow Site user fee for non-City Operational users. Cemetery Bylaw amendments were approved with a new two-year fee schedule to ensure full cost recovery and financial sustainability to the Cemeteries program and develop new assets required to meet sales demand. This will allow for a consistent allocation for the 100 per cent cost recovery model for the two City cemeteries. <p>This initiative supports the benefits model where the benefits of a program or service are directly attributable to specific beneficiaries, the costs are to be paid through user fees or other similar charges.</p> <ul style="list-style-type: none"> The City continues to provide funding to Community Organizations through the Community Investment Grants Program (CIGP). The CIGP has three funding streams; Social Development, Culture and Sport and Recreation and each of these streams have priorities connected to the OCP. To ensure that funding allocated is connected to the vision of the City, applicants must ensure that their programs and services align with the priorities of each stream. 	<p>transit service enhancements that are targeted for University of Regina students, but will benefit transit riders as a whole as well.</p> <ul style="list-style-type: none"> A pay-per-load fee system based on truck size was implemented at the snow storage site. With this new fee structure, the operations of the snow storage site will be supported by its users. It remains accessible to all citizens, and commercial and private contractors for the winter season. The new Hauled Wastewater Station will be operated under a full cost-recovery model. Customers who use the station will pay fees to recover the capital and operating cost and assure that non-users of the service do not bear the financial burden of it. 	<ul style="list-style-type: none"> Cemetery fees were reviewed and as a result, a new three-year fee schedule was approved to ensure full cost recovery and financial sustainability to the Cemeteries program and develop new assets required to meet sales demand. A Transit fare increase was approved which helps offset the tax supported funding needed to support the public transportation system; the plan runs through to 2017. The City of Regina Snow Storage Site is a City-owned and operated facility accessible free of charge to all users, 24 hours a day during the winter season. Approximately 60 percent of all snow hauled to the site is from commercial and private contractors with the remaining comes from Winter Maintenance activities of the City. In order to align the operations of the snow storage site with the financial principles of the OCP, a pay-per-load fee system based on truck size was proposed. With this new fee structure, the operations of the snow storage site will be supported by its users. It will also still remain accessible to all citizens, and commercial and private contractors for the winter season. 	<ul style="list-style-type: none"> The Local Improvement Program (LIP) was amended to better align with the Benefits Model set out in the OCP. Changes recognize that some of the services linked to LIP investment were services that benefited the broader community. The amendments better reflect the balance of benefits between broader community benefits resulting from the renewal of residential roadways and the localized benefit of repaired sidewalks, gutters, and curbs. The changes to the LIP program were done in association with the introduction of a new Residential Roadway Program that provides a source of funding for the necessary work outside of the LIP framework. Transit has recognized that the balance of community wide benefits and individual benefits of the transit system are not accurately reflected in the level of cost recovery at which the system currently operates. Cost recovery estimates in Canada range from 45 percent to 47 percent. The City of Regina's cost recovery is significantly lower, at 37 per cent, with a target of 45 percent. The best way to improve cost recovery is through increased ridership, which has been a driving focus of Transit's ongoing business planning. However, in 2014, Transit also determined that a fee increase was warranted. A Transit fare increase was approved to increase revenue between \$1.2 and \$1.6 million annually. The fare increase shifts the balance closer to the 45 per cent target and represents the first in a planned series of fare increases to come closer to the target by 2017.
Sustainable Services and Amenities	<ul style="list-style-type: none"> The use of liquid salt was implemented to reduce the 				

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<p>1.3 Optimize the use of existing services/amenities:</p> <p>1.3.1 Establish an asset management framework and program;</p> <p>1.3.2 Provide affordable and cost-effective services and amenities in accordance with available financial resources and capabilities; and</p> <p>1.3.3 Require that new development meets City standards for infrastructure servicing, and require the development proponent to provide any upgrades necessary as a result of the new development.</p> <p>1.4 Develop infrastructure in accordance with a phasing and financing plan.</p> <p>1.5 Provide infrastructure that meets expected growth and service levels, in accordance with financial resources and capabilities.</p>	<p>amount of sand used by 20%, resulting in cost savings overall.</p> <ul style="list-style-type: none"> A Snow Routes Pilot Project resulted in a more effective and efficient snow storm response. Crews were able to complete plowing 20% faster, produce more consistent snow ridges and impact road widths and travel lanes less when compared to traditional routes. This became a permanent program in 2018 with expansion planned for 2019/20 winter season. 	<ul style="list-style-type: none"> An asset management framework was approved in 2017 that will be adopted by all City departments. An asset management roadmap that identifies the initiatives to be completed over the next several years to advance the asset management program was endorsed in 2017. Re-assessed the current landfill design to increase the useful life of the landfill. Prepared long term plans and financial models for operation and capital planning of the landfill. An asset management plan for roadway infrastructure was completed in 2017. In the review of various new secondary and concept plans, the City directed development to align the servicing strategy with City standards and upgrade existing infrastructure when required to support the development. The Planning Department worked on reviewing and updating design standards for new infrastructure associated with water, wastewater, storm water, transportation and open space. As follow up work to the Servicing Agreement Fee and Development Levy policy review undertaken in 2015: <ul style="list-style-type: none"> The policy was updated to reflect the impact industrial greenfield development has on the City's infrastructure systems. As a result, the fee was reduced to 1/3 of the overall greenfield rate. A project was initiated to determine how the fee for development resulting in intensification should be charged. Process improvements in the Bylaw Enforcement Branch (such as the introduction of the ward system) means resources are being deployed more efficiently, resulting in faster response times and resolutions to bylaw enforcement complaints. The Water Master Plan was substantially completed, and Phase 1 of the Wastewater Master Plan was 	<ul style="list-style-type: none"> The City's Horticulture Branch partnered with Wascana Centre Authority for the annual supply of 40,000 bedding plants for outdoor floral displays to ensure Regina is an attractive city for its residents and visitors An asset management framework was developed in 2016 and will be adopted by all City departments in 2017. A framework and guide for asset management planning was developed to guide long-term infrastructure planning for both growth and maintenance needs. In the review of various new development area plans, the City directed development proponents to align proposed servicing with City standards for infrastructure, and require upgrades associated with growth and ensure that infrastructure either would meet or addressed service levels in accordance with resources and capabilities. 	<ul style="list-style-type: none"> As a follow up to the 'Interim Phasing and Financing Plan', completed in 2014, a full review of the Service Agreement Fee and Development Levy policy was undertaken in 2015. The updated SAF policies put into effect January 1, 2016 reflect the true costs of providing services to new developments and foster financial viability and sustainable growth. The policy allocates the development costs fairly between taxpayers and the developers to ensure that new development will not cause financial burdens to Regina taxpayers. 	<ul style="list-style-type: none"> The implementation of the new interim Phasing and Financing Plan, approved by City Council in the summer of 2014, helps make sure Regina's growth occurs methodically and in a way that is affordable and sustainable. Properly phasing and financing growth ensures that growth pays for growth, a key principle of the OCP. It is also a financially responsible practice because it reduces the level of financial risk associated with undertaking too much infrastructure development too quickly. In 2014, Council also committed to the completion of a final Phasing and Financing Plan in 2015.

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		completed in 2017. These plans will help to ensure that the City's services and amenities are financially sustainable.			
<p>Financial Planning – Capital Budgeting</p> <p>1.6 Make decisions on capital investment based on an understanding of the strategic priorities of the City and overall fiscal limitations.</p> <p>1.7 Align capital development plans with the policies of this Plan:</p> <p>1.7.1 Coordinate capital plans with phasing of growth and development;</p> <p>1.7.2 Update capital plans annually to account for changes in the timing and location of development;</p> <p>1.7.3 Identify and evaluate each capital project in terms of the following, including but not limited to:</p> <ul style="list-style-type: none"> - Costs; - Timing and phasing; - Funding sources; - Growth-related components; - Required financing and debt servicing costs; - Long-term costs, including operations, maintenance, and asset rehabilitation costs; - Capacity to deliver; and - Alternative service delivery and procurement options. <p>1.7.4 Identify a range of applicable funding sources over the lifecycle of an asset.</p> <p>1.8 Consider the following prioritization in developing capital investment plans:</p> <p>1.8.1 Supporting INTENSIFICATION AREAS;</p> <p>1.8.2 Completing BUILT OR APPROVED NEIGHBOURHOODS; and</p> <p>1.8.3 Developing NEW NEIGHBOURHOODS.</p>	<ul style="list-style-type: none"> • 2018 Annual Dept Report and Credit Rating: Debt management provides a long-term view of the City's debt, with a focus on addressing the future funding requirements of the City of Regina. • The City completes an annual presentation to Standard and Poor's to obtain the company's credit rating. The 2018 presentation resulted in an improved credit rating of AA+ Stable to AA+ Positive, allowing the City to access debt at a reasonable and economically viable rate. • This work responds directly to Section B: Financial Policies, as sound debt management is critical to achieving long-term financial viability of the City, ensuring the City can deliver on community priorities in a financially responsible way. 	<ul style="list-style-type: none"> • The five-year capital plan of the City of Regina is, in the case of most asset classes, based on longer term asset management plans that integrate growth components with the long-term cost of operating. • The Transportation Master Plan, approved in 2017 by City Council, identified adequate funding to accommodate population growth by improving and expanding multi-modal transportation networks to meet the Plan's goals will be needed over the next 25 years. 	<ul style="list-style-type: none"> • The Long Range Financial Model, developed in 2016, will assist Council and the Administration to understand the long-term implications of developing new infrastructure and investing in the maintenance of existing infrastructure. • The five-year capital plan of the City of Regina is now, in the case of most asset classes, based on longer term asset management plans that integrate growth components with the long-term cost of operating. • The Water and Wastewater Master Plans, which were key focuses of work in 2016, focus largely on supporting intensification areas. 	<ul style="list-style-type: none"> • The budget process for the City includes an analysis of strategic priorities in the context of overall fiscal limitations. In 2015, work was launched on the Long Range Financial Plan, which will further allow the City to assess overall fiscal limitations. • The Water and Sewer Utility has a long-term financial model that considers a twenty-five-year horizon for capital and operational costs to determine financially sustainable rates. • Capital plans are routinely developed on an ongoing basis in concert with the phasing of growth and development 	<ul style="list-style-type: none"> • The budget process for the City includes an analysis of strategic priorities in the context of overall fiscal limitations. • Capital plans are routinely developed on an ongoing basis in concert with the phasing of growth and development
<p>Financial Planning – Development Approvals</p> <p>1.9 Ensure decision-making on development applications considers the City's financial and infrastructure capacities.</p> <p>1.10 Consider requiring fiscal impact analyses for development proposals that have the potential to have an impact on the City's ability to achieve the goals of this Plan.</p>		<ul style="list-style-type: none"> • The City's current utility rate structure is easy to understand and supports the sustainability and affordability goals in the OCP. The rate structure helps the City achieve community priorities of long-term financial viability, while fostering economic prosperity. 			

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<p>1.11 Require the inclusion of the following in fiscal impact analyses:</p> <p>1.11.1 Capital and operating cost impacts, including the cost of financing and repaying debt associated with the development, if required;</p> <p>1.11.2 Tax, Servicing Agreement Fees, Development Levy, and utility rate impacts; and</p> <p>1.11.3 Any identifiable qualitative impacts.</p> <p>1.12 Ensure all agreements required to provide infrastructure, including financial and development agreements, are in place prior to proceeding with development.</p>					
<p>Financial Planning – Financial Incentives</p> <p>1.13 Ensure the financial sustainability and return on investment of financial incentives designed to further the goals and objectives of this Plan.</p>	<ul style="list-style-type: none"> Real Estate updated the valuation of land process and implemented the rates resulting from the new process. 				
<p>Revenue Sources</p> <p>1.14 Work with other levels of government to:</p> <p>1.14.1 Secure sustainable sources of municipal funding for both capital and operating needs of the City;</p> <p>1.14.2 Identify major growth-related capital works that require Provincial/Federal direct investment; and</p> <p>1.14.3 Revise funding formulas for grants and other contributions relating to growth.</p> <p>1.15 Advocate for revisions to The Cities Act, The Planning and Development Act, 2007 (as amended), and other relevant legislation and regulations to expand the authority of the City of Regina to collect revenues.</p> <p>1.16 Ensure that growth pays for growth by:</p> <p>1.16.1 Ensuring Service Agreement Fees charges are based on full capital cost;</p> <p>1.16.2 Regularly reviewing the rate and rate structure for Service Agreement Fees;</p> <p>1.16.3 Reviewing the areas to which Service Agreement Fees apply, including the possibility of fees varying with location, density and use as necessary, except where specific and deliberate subsidies are approved to support public benefits;</p>	<ul style="list-style-type: none"> Administration Bylaw Amendments: The language in the bylaw was updated to be consistent with new trade treaties and new procurement processes and documents. This work again responds to Section B: Financial Policies and achieving long-term financial viability, as adopting new methods of procurement aligns the City with industry best practice and provides additional tools to procure goods and services at reduced costs. Goal 4 (Revenue Sources) of Section B (Financial Policies) focuses on revenue growth and sustainability. This portion of the OCP speaks specifically to collaboration with other levels of government to secure additional funding. The bylaw was amended to allow Administration to enter revenue agreements from up to \$500,000 (an increase from 	<ul style="list-style-type: none"> The City received \$750,000 in funding from Multi-Material Stewardship Western, a stewardship program funded by paper and packaging generators to offset the cost of recycling their products. These funds are used to support the City’s recycling program. Generated over \$296,000 in revenue at the Snow Storage Site. Initiated discussion with the White Butte group on the regional landfill to extend its life by encouraging more waste diversion. The City sold the North Pipeline Corridor (approximately 37 hectares), considering all aspects of the sale – revenue generated, protection of assets and infrastructure through easements, reduction to operating expenses for maintenance. 	<ul style="list-style-type: none"> The City received \$750,000 in funding from Multi-Material Stewardship Western, a stewardship program funded by paper and packaging generators to offset the cost of recycling their products. These funds are used to support the City’s recycling program. A pay-per-load fee system based on truck size was implemented at the snow storage site. With this new fee structure, the operations of the snow storage site will be supported by its users. It remains accessible to all citizens, and commercial and private contractors, both local and regional, for the winter season. The new Hauled Wastewater Station will be operated under a full cost-recovery model. Customers who use the station will pay fees to recover the capital and operating cost and assure that non-users of the service do not bear the financial burden of it. This service is primarily required by residents of the region surrounding Regina. 	<ul style="list-style-type: none"> In 2015, Council approved the cost-recovery business model the new Septage Hauling Receiving Station, which was under construction in 2015 and will be operational in 2016. Through this model, customers who use the service will pay fees that recover the capital and operating costs of the facility over its lifecycle. 	<ul style="list-style-type: none"> Currently, septage haulers from the Regina region are able to unload into one of the City’s sewage lagoons for a nominal fee. The development of the new Wastewater Treatment Plant will result in decommissioning the sewage lagoons, so this option will no longer be available. The City of Regina has only a limited requirement for septage services and could have proceeded to address only its needs. However in 2014, Council determined that the new Septage Receiving Station (SRS) will continue to accept septage from customers and communities outside of Regina, but on a full cost recovery basis consistent with this policy. Providing this service to non-Regina residents helps foster cooperation and growth with the surrounding area.

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<p>1.16.4 Aligning the City's development fees, property taxes and other charges with the policies and intent of this Plan; and</p> <p>1.16.5 Achieving a balance of employment and residential lands.</p> <p>1.17 Consider options for allocating costs to non-residents for the use of City of Regina services which are not fully cost recovered through user fees.</p> <p>1.18 Continue to consider and implement innovative financing tools to pay for growth, including but not limited to:</p> <p>1.18.1 Tax increment financing;</p> <p>1.18.2 Public-Private Partnerships (P3s);</p> <p>1.18.3 Special levies; and</p> <p>1.18.4 Bonusing (e.g. to allow for additional density or height in developments).</p> <p>1.19 Encourage surrounding municipal governments and government agencies to provide 10-year forecasts of capital expenditures to allow for improved joint planning.</p> <p>1.20 Apply the benefits model to ensure that costs shared with other municipalities and external agencies are paid for on a proportionate basis.</p> <p>1.21 Collect development charges through the use of development levies or servicing fees in accordance with <i>The Planning and Development Act, 2007</i>.</p>	<p>\$100,000), which is more representative of currently offered revenue opportunities.</p> <ul style="list-style-type: none"> Applied and received funding approval through the Building Canada Fund Infrastructure Grant for the RRI - Railyard Renewal Project. Grant Planning work will begin in 2019. In June 2018, City Council approved the Intensification Levy policy to enable the City to collect fees to fund offsite servicing costs for development within existing areas of the city. This task was a follow up action that resulted from the Servicing Agreement Fee and Development Levy (SAF/DL) Policy review and update in 2014-2015. The Intensification Levy is aligned with the 'growth pays for growth' policy and will come into effect on October 1, 2019. 				
Growth Plan					
<p>Long Term Growth</p> <p>2.1 Endeavor to ensure that lands contained within the LONG-TERM GROWTH AREA (500K) are protected over the long term to accommodate a city population of 500,000, as conceptually shown on Map 1 – Growth Plan.</p> <p>2.2 Direct future growth as either intensification on or expansion into lands designated to accommodate a population of approximately 300,000, in accordance with Map 1 – Growth Plan.</p> <p>2.3 Direct at least 30% of new population to existing urban areas as the City's intensification target:</p>	<ul style="list-style-type: none"> In 2018, approximately 4% of estimated population growth was accommodated through the intensification of established areas of the city. The rate of growth through intensification has been on a downward trend since the OCP was approved in 2014. In 2014, 2015, 2016 and 2017 the intensification rates were approximately 26%, 12%, 11%, and 5% respectively. The cumulative intensification rate since the adoption of the OCP (2014-18) is approximately 13%. 	<ul style="list-style-type: none"> In the ongoing review of new development area plans, the City sought to ensure lands were protected for the continued growth to a population of 500,000 which included considerations such as protection for road right-of-way for future interchanges and services considered for extension into the 500K LONG-TERM GROWTH AREA. The Coopertown Neighbourhood Plan approved by Council in 2017 includes planning for lands beyond the 300,000 growth boundary to ensure land use planning and infrastructure considers the larger context. 	<ul style="list-style-type: none"> In 2016, approximately 11% of estimated population growth was accommodated through the intensification of established areas of the city. The City anticipates that the intensification rate will vary from year-to-year as has been the case in the past. In 2014 and 2015 the intensification rates were approximately 26% and 12%, respectively. The cumulative intensification rate since the adoption of the OCP (2014-16) is approximately 17%. Based on 2016 Census data, between 2011 and 2016, 31% of population growth was accommodated in established areas of the city. The split between greenfield and infill 	<ul style="list-style-type: none"> In 2015, approximately 12% of estimated population growth occurred through intensification of existing areas of the city. The City anticipates that the intensification rate will fluctuate from year to year as has been the case in the past. In 2014, there was approximately 26% of growth from intensification while the average over the two years since the OCP was approved (i.e. 2014-15) was 20%. While the OCP directs a five-year review of the split between greenfield and infill growth this is a measure that the City will continue to monitor closely. 	<ul style="list-style-type: none"> Land was annexed to fully incorporate the lands necessary for the 500K population growth area as conceptually identified on Map 1 – Growth Plan

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2.3.1 Review the intensification target every five years.	The City anticipates that the intensification rate will vary from year-to-year as has been the case in the past. The longer the rate stays below the 30% target the more difficult it will be to achieve the target. As an important step in supporting intensification, the City has been analyzing regulatory, environmental, social and economic barriers to private sector redevelopment of various types of underutilized sites throughout Regina through the Underutilized Land Study and Improvement Strategy.	<ul style="list-style-type: none"> In 2017, approximately 5% of estimated population growth was accommodated through the intensification of established areas of the city. The City anticipates that the intensification rate will vary from year-to-year as has been the case in the past. In 2014, 2015 and 2016 the intensification rates were approximately 26%, 12%, and 11% respectively. The cumulative intensification rate since the adoption of the OCP (2014-17) is approximately 14%. The split between greenfield and infill growth is a measure the City will continue to monitor closely. The City intends to analyse the intensification rate further through the 5-Year OCP review in 2018 and other projects. 	<p>growth is a measure the City will continue to monitor closely.</p> <ul style="list-style-type: none"> In the ongoing review of new development area plans, the City sought to ensure lands were protected for the continued growth to a population of 500,000 which included considerations such as protection for road right-of-way for future interchanges and services considered for extension into the 500K LONG-TERM GROWTH AREA 	<ul style="list-style-type: none"> The Railyard Renewal Project, a major infill project to redevelop the former Canadian Pacific railyard on Dewdney Avenue, is important in supporting the intensification strategies in the OCP. This project launched in 2015 with public consultation on its design and vision. 	
Efficient Servicing 2.4 Make use of residual capacity of infrastructure in existing urban areas. 2.5 Develop compact and contiguous neighbourhoods. 2.6 Phase and stage development in accordance with a phasing and financing plan.		<ul style="list-style-type: none"> The approval of the Rosewood Park, Chuka Creek Business Park Concept Plans and work on other concept plan applications and amendments was in accordance with the phasing and financing policies in the OCP (14.19-14.20, Map 1b). Regina Fire & Protective Services continues to conduct annual emergency response time modelling for current neighbourhoods and newly proposed development areas to ensure all residents receive essential emergency services. The Water Master Plan was substantially completed, and Phase 1 of the Wastewater Master Plan was completed in 2017. These plans aim to maximize the efficient use of existing and new infrastructure over the long-term. 	<ul style="list-style-type: none"> In the ongoing review of new development area plans, the City sought to examine the efficient use of existing infrastructure but limiting to maintain a minimum level of service. In considering new infrastructure, directing development proponents to maximize the opportunity for the catchment area of both 300K CURRENT and 500K LONG-TERM GROWTH areas in addition to existing areas to consider improving existing levels of service 	<ul style="list-style-type: none"> As part of the Phasing and Financing Plan, amendments to the OCP approved by City Council in 2015, Regina's growth to 300,000 (300K) will be sequenced by separate phases in accordance with the plan. 	
Intensification 2.7 Direct future higher density intensification to the CITY CENTRE, existing URBAN CENTRES and CORRIDORS and adjacent INTENSIFICATION AREAS where an	<ul style="list-style-type: none"> The City Centre population increased by an estimated 73 residents since the OCP was approved. Growth of the City Centre has been slow since the OCP was approved and for the first 	<ul style="list-style-type: none"> In 2017, the City completed a pre-design study for improvements to storm water management of Drainage Area #10 which includes the downtown but also extends south to Wascana Lake, north 	<ul style="list-style-type: none"> Throughout 2016, the City undertook the work of a pre-design study for improvements to Storm water management of Drainage Area #10 which includes the downtown but also extends south to Wascana Lake, north the CPR 	<ul style="list-style-type: none"> Work continued on the four-year Intensification Work Plan (IWP) developed in 2014 with the initiation of a pilot project for laneway and garden suites as well as starting the process to 	<ul style="list-style-type: none"> A four-year Intensification Work Plan (IWP) was developed as the first phase to accomplish the intensification goals outlined in the OCP. The strategy will enhance Regina's urban form through

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<p>adequate level of service and appropriate intensity and land use can be provided.</p> <p>2.8 Require intensification in BUILT OR APPROVED NEIGHBOURHOODS to be compatible with the existing built form and servicing capacity.</p> <p>2.9 Direct at least 10,000 new residents to the CITY CENTRE, which will accommodate the city's highest population and employment densities.</p> <p>2.10 Prepare an intensification development strategy, which addresses the following:</p> <p>2.10.1 Priority areas for intensification within areas identified in Policy 2.7 and 2.8;</p> <p>2.10.2 Potential obstacles to intensification and strategies to overcome them;</p> <p>2.10.3 Incentives for encouraging intensification development;</p> <p>2.10.4 Regulations and guidelines for undertaking the planning and design of intensification sites;</p> <p>2.10.5 Considerations for various types of intensification sites, including but not limited to former school sites, brownfield redevelopment sites, and CITY CENTRE sites;</p> <p>2.10.6 Guidelines for determining compatible urban design, appropriate built forms, densities, and design controls;</p> <p>2.10.7 Guidelines for future intensification of NEW NEIGHBOURHOODS and NEW MIXED-USE NEIGHBOURHOODS; and</p> <p>2.10.8 Other matters, as required by the City.</p>	<p>time decreased slightly in 2018 due to more demolitions than construction. The growth of City Centre population is expected to increase in the later years of the OCP as plans for the Railyard Renewal Project and Taylor Field Neighbourhood are finalized and implemented.</p> <ul style="list-style-type: none"> The Underutilized Land Study was completed and released to the public in the latter part of 2018. Work commenced on the Underutilized Land Improvement Study based on the consultant recommendation with a final report to Council on the Strategy anticipated for July 2019. For 2018, a total of two tax exemptions for new residential units were approved in the Centre Square neighbourhood through the Housing Incentives Program. 	<p>the CPR Main Line and east to Winnipeg Street.</p> <ul style="list-style-type: none"> In 2017, the City advanced an Underutilized Land Study that looks at potential regulatory, environmental, social and economic barriers to private sector redevelopment of various types of underutilized sites throughout the City, including brownfields, and recommend specific actions the City can undertake to improve the viability of redeveloping these lands. The City's Housing Incentives Policy includes a tax exemption for any new residential units added to the City Centre area, as identified in the OCP, to encourage additional residential density in the core area of the city. Exemptions differ for new rental versus ownership units. For 2017, there were no new units eligible for tax exemption in the City Centre area. Planning work continued for the Railyard Renewal Project, which will be a major infill development / redevelopment of a brownfield site. Development of this site will significantly contribute to the city's intensification rate in the future. Infill development and the residential intensification of the City Centre are regularly monitored. Analysis of building permit data indicates that, since the OCP was approved, approximately 84 additional residences have been added to the City Centre. This number is expected to increase in the later years of the OCP as plans for the Railyard Renewal Project and Taylor Field Neighbourhood are finalized and implemented. 	<p>Main Line and east to Winnipeg Street. This activity is captured within the intensification work plan, although does not necessarily provide specific capacity to support intensification, but rather supports the potential increase to level of service for the area during a major storm event.</p> <ul style="list-style-type: none"> The City Centre population increased by an estimated 68 residents since the OCP was approved. The growth of the City Centre population is expected to increase in the later years of the OCP as plans for the Railyard Renewal Project and Taylor Field Neighbourhood are finalized and implemented. 	<p>draft guidelines for infill development. The guidelines are intended to help provide guidance to homebuilders, designers and developers to increase the compatibility of new housing developed in Regina's existing neighbourhoods in partial fulfilment of OCP policy 7.35 and policy 2.10.6.</p>	<p>intensification and development of existing built-up areas of the city.</p>
<p>New Neighbourhoods and Employment Areas</p> <p>2.11 Require NEW NEIGHBOURHOODS and NEW MIXED-USE NEIGHBOURHOODS, as identified on Map 1 – Growth Plan, to:</p>		<ul style="list-style-type: none"> New neighbourhood developments are required to be consistent with policies in the OCP including the density targets and complete neighbourhood policies. 	<ul style="list-style-type: none"> All maps in the OCP were amended in 2016. The most notable amendment added New Neighbourhood and Employment Areas to the OCP Growth 	<ul style="list-style-type: none"> New neighbourhood developments are required to meet criteria set out in the OCP. The City reviewed several proposals and concept plans in 2015 and is working 	<ul style="list-style-type: none"> In 2014, the new OCP was used to guide the review and creation of secondary and concept plans. Complete neighbourhoods and other related OCP policies guided the

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<p>2.11.1 Be designed and planned as complete neighbourhoods in accordance with Policy 7. 1;</p> <p>2.11.2 Achieve a minimum gross population density of 50 persons per hectare (pph).</p> <p>2.12 NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS and NEW EMPLOYMENT AREAS shall:</p> <p>2.12.1 Be developed in accordance with a phasing and financing plan; and</p> <p>2.12.2 Be subject to an approved secondary plan or concept plan.</p> <p>2.13 Amend Map 1 – Growth Plan and related policies if necessary to correspond to the final alignment of the provincial highway bypass to comprehensively plan development in the southeast.</p> <p>2.14 Permit the development of lands designated as SPECIAL STUDY AREAS, as shown on Map 1 – Growth Plan, in accordance with Policy 2.15, where it can be demonstrated, to the City’s satisfaction, that:</p> <p>2.14.1 The extent to which development can proceed using capacity in existing infrastructure without significant upgrades being required;</p> <p>2.14.2 Any proposed new infrastructure supports planned long-term growth and can be provided in the financial best interest of the City of Regina from a life cycle cost perspective;</p> <p>2.14.3 Any interim servicing will be fully the responsibility of the developer until infrastructure supporting long-term growth is in place;</p> <p>2.14.4 The area can be developed in such a way so as to permit ready integration with future planned development and, where applicable, existing neighbourhoods;</p> <p>2.14.5 Impacts on the existing community, BUILT OR APPROVED NEIGHBOURHOODS, or other recommended development associated with the 300,000 population are minimal; and</p> <p>2.14.6 The proposed development conforms to the policies of this Plan.</p>		<p>The City reviewed several proposals for secondary and concept plans in 2017. The Coopertown Neighbourhood Plan and the Rosewood Park concept plan within Coopertown were both approved in 2017.</p> <ul style="list-style-type: none"> Since the adoption of the OCP, there are very limited inhabitants in new neighbourhoods (300k) with housing construction starting within Westerra only; therefore, it is too soon to track the population density of these future Regina neighbourhoods. The plans were, however, approved with land use strategies intended to exceed the 50 people per hectare threshold. 	<p>Plan in the southeast. This results in extending the planning and build-out horizon of the Plan beyond the population of 300K. At this time, the additional 4000 estimated population within the bypass plus the amount of employment growth outside the bypass (approximately 137.5 hectares) are not anticipated to have a significant impact on the overall Growth Plan and policies.</p> <ul style="list-style-type: none"> Since the adoption of the OCP, newly approved areas had no inhabitants therefore it is too soon to track the population density of these future Regina neighbourhoods. The plans were, however, approved with land use strategies intended to exceed the 50 people per hectare threshold. 	<p>with developers to ensure OCP criteria are met.</p> <ul style="list-style-type: none"> Since the adoption of the OCP, newly approved areas had no inhabitants therefore it is too soon to track the population density of these future Regina neighbourhoods. The plans were, however, approved with land use strategies intended to exceed the 50 people per hectare threshold. 	<p>review and creation of the Westerra Neighbourhood Plan.</p> <ul style="list-style-type: none"> Since the adoption of the OCP, newly approved areas had no inhabitants therefore it is too soon to track the population density of these future Regina neighbourhoods. The plans were, however, approved with land use strategies intended to exceed the 50 people per hectare threshold.

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<p>2.15 Ensure that the development of lands shown as SPECIAL STUDY AREA, as shown on Map 1 – Growth Plan, is subject to the following requirements:</p> <p>2.15.1 Only 120 hectares of the lands designated as SPECIAL STUDY AREA which are located within the southwest part of the City, as shown on Map 1 – Growth Plan, may be considered for development; however, the City may consider allowing additional land to be developed following the substantial build-out of the initial 120 hectares, in accordance with Policy 2.14; and</p> <p>2.15.2 Provided the criteria listed in Policy 2.14 has been met to the City’s satisfaction, a secondary plan or concept plan shall be prepared and approved as a prerequisite for rezoning and development.</p>					
Regional Context					
<p>Support Regional Growth</p> <p>3.1 Collaborate with regional partners to:</p> <p>3.1.1 Identify regional growth nodes and corridors and compatible land uses for each;</p> <p>3.1.2 Establish development forms that support the sustainable use of infrastructure; and</p> <p>3.1.3 Promote lands for housing and employment that support regional industry and investment.</p> <p>3.2 Work with regional partners to explore strategic planning initiatives, including but not limited to:</p> <p>3.2.1 An integrated servicing strategy that may include cost-sharing models, corresponding service levels, and performance outcomes for long-term views;</p> <p>3.2.2 Regional economic strategies;</p> <p>3.2.3 Regional health, safety and food security strategies;</p> <p>3.2.4 Regional open space and recreational strategies; and</p>	<ul style="list-style-type: none"> The City worked with the RM of Sherwood to finalize the completion of the RM’s new Zoning Bylaw while ensuring complementary growth in the Joint Planning Area. Ongoing participation with the RM of Sherwood through the MOU agreement to review development within the Joint Planning Area. Continued to participate with the proposed East Cottonwood Watershed Association to facilitate a long-term drainage solution for Harbour Landing West. Completion of the negotiation for the servicing agreements with the GTHA. Continue the implementation of the Regional Work Plan projects. Completion of the negotiation and execution of the Liquid Waste Hauling Agreement with Sakimay First Nations for Salteaux Crossing. 	<ul style="list-style-type: none"> The City worked with the RM of Sherwood to finalize the completion of the RM’s new OCP while ensuring complementary growth in the Joint Planning Area. Ongoing participation with the RM of Sherwood through the MOU agreement to review development within the Joint Planning Area. Continued discussions with the RM of Sherwood on partnering in the development of an RM Water Treatment Plant for emergency purposes. Continued to participate with the proposed East Cottonwood Watershed Association to facilitate a long-term drainage solution for Harbour Landing West. Advanced projects that were identified on the White Butte Work Plan (e.g. Trans Canada Trail, Utility Corridor). Met with George Gordon First Nation to clarify the City’s role for the potential development of reserve land southeast of the city. 	<ul style="list-style-type: none"> The City continued to collaborate actively to explore planning initiatives and common interests with the following groups: White Butte Regional Planning Committee (which includes the towns White City, Pilot Butte, Balgonie, the Village of Edenwold, the Rural Municipality of Edenwold, and the Rural Municipality of Sherwood), Moose Jaw Regina Industrial Corridor, Rural Municipality of Sherwood Committees, Global Transportation Hub Authority, Sakimay First Nations, and the East Cottonwood Watershed Association. Partnership with the White Butte Regional Planning Committee on developing a regional Trans-Canada Trail system to connect on the east of Regina. 	<ul style="list-style-type: none"> In 2014, the Regina and Region Water and Wastewater Study was completed in cooperation with a number of municipalities within the Census Metropolitan Area (CMA). The study was initiated to explore future needs of water and wastewater servicing, with the goal to identify the potential for regional collaboration in the provision of these services. In 2015, the City continued discussions to explore shared servicing opportunities with its regional partners. The City continued to collaborate actively to explore planning initiatives and common interests with the following groups: White Butte Regional Planning Committee (which includes White City, Pilot Butte, Balgonie, Village of Edenwold and the Rural Municipality of Edenwold), Regina Moose Jaw Corridor, Rural Municipality of Sherwood Committee, Global Transportation Hub Authority, and Sakimay First Nation. 	<ul style="list-style-type: none"> The Regina and Region Water and Wastewater Study, completed in 2014 in cooperation with a number of municipalities surrounding Regina, was a successful act of regional cooperation that examined water, sewer and drainage needs of the region. In particular, the study identified an opportunity to explore possible ways to provide a shared wastewater plan for Regina and surrounding communities – particularly those southeast of the city. This type of regional cooperation provides the opportunity to capture economies of scale, allowing smaller communities to benefit from services they would otherwise be unable to afford, while also reducing costs for Regina residents. At the same time, it helps strengthen regional relationships and promote goodwill for future growth plans. The City actively collaborated to explore planning initiatives and common interests with the following groups: White Butte Regional Planning Committee (which

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3.2.5 Sharing of knowledge, staff resources, and other measures in support of the above strategies.		<ul style="list-style-type: none"> Continue the implementation of the Regional Work Plan projects. Completion of the negotiation and execution of the Water Access Agreement with Sakimay First Nations for Salteaux Crossing. Completion of the negotiation for the servicing agreements with the GTHA. Met with regional stakeholders to discuss waste diversion initiatives and the future of the landfill. 			<p>includes White City, Pilot Butte, Balgonie, Village of Edenwold and the Rural Municipality of Edenwold), Regina Moose Jaw Corridor, Rural Municipality of Sherwood Committee, Global Transportation Hub Authority, and Sakimay First Nation.</p> <ul style="list-style-type: none"> As a follow up to the success of the 2013 Regional Planning for Growth Summit: The Economic Case for Regional Cooperation, the City of Regina and its regional partners, the Regina Regional Opportunities Commission (RROC) and the White Butte Regional Planning Committee, held a second summit in November 2014. The summit culminated in a half day of facilitated workshops that brought our region's leaders together to focus on opportunities and chart a clearer path for regional cooperation for the Regina area. Participation by summit delegates resulted in an action plan for the Regina region.
<p>Transportation</p> <p>3.3 Work with surrounding municipalities, the Province and other regional partners as necessary to ensure the efficient movement of people and goods within the region.</p> <p>3.4 Participate in the development of a regional transportation plan.</p> <p>3.5 Work with the Province, surrounding municipalities and other regional partners as necessary to identify roads, or corridors for future road development, of common interest that should be protected.</p> <p>3.6 Participate where necessary in defining the location and accommodation of key transportation infrastructure associated with the effective movement of goods within the region in partnership with the Province, surrounding municipalities, and the Global Transportation Hub Authority.</p> <p>3.7 Encourage the Province to upgrade strategic goods routes and commuter routes that serve the region.</p>		<ul style="list-style-type: none"> The City participated with the Saskatchewan Ministry of Highways and Infrastructure on value engineering sessions for 9 Avenue North and the west leg of the Regina Bypass. 	<ul style="list-style-type: none"> In 2016 and continuing into 2017, the City has worked the Provincial Government and the Regina Bypass Partners to ensure the successful delivery of the Regina Bypass project. This includes coordination, review and resolution of challenges of various aspects of which the City is a stakeholder in the construction of Regina Bypass infrastructure which upholding the financial, safety and security aspects for the citizens of Regina. 	<ul style="list-style-type: none"> The City has participated as a stakeholder in the provincially-led project to construct a highway bypass around Regina. 	

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3.8 Explore the opportunity and feasibility with regional partners of future regional transit connections.					
<p>Joint Planning Area</p> <p>3.9 The JOINT PLANNING AREA, as depicted on Map 3 – Regional Policy Context, provides a transition between the vacant lands in the city and RM that will transition to urban development over time. The RM and the City will collaborate where possible, particularly on the future of the City’s aspirations for urban growth outside the city, and potential future land use conflict inside the city, to clearly define and differentiate future growth and future required urban land contained within the JOINT PLANNING AREA. The objectives are:</p> <p>3.9.1 Work within the Memorandum of Understanding (MOU) framework to facilitate and manage development, land use, sharing of services and policies of mutual benefit to the RM and the City;</p> <p>3.9.2 Strengthen lines of communication between the RM and City in addressing issues for mutual benefit;</p> <p>3.9.3 Minimize potential land-use conflicts in the JOINT PLANNING AREA ; and</p> <p>3.9.4 Facilitate growth and sustainable development.</p> <p>3.10 The RM and the City acknowledge the current future growth intentions of each other as shown on Map 1a – RM of Sherwood – City of Regina Growth Intentions and agree to manage their municipal development in a way that is consistent and respects such intentions unless it is agreed that regional interests require revision of those intentions.</p> <p>3.11 Require development within the city to address the impacts on the adjacent road network in the RM where applicable.</p> <p>3.12 Require that where a proposed development will result in the need to upgrade existing, or to develop new, transportation infrastructure, in either the City or the RM, the associated costs shall be borne by the development proponent through a formal agreement with the</p>	<ul style="list-style-type: none"> • RM of Sherwood and City representatives continued to meet in 2018 on a regular, monthly basis as part of the joint-planning committees to discuss matters of mutual interest. • The Regional Planning Branch coordinated the RM’s review of the City’s Zoning Bylaw and worked with the RM to come up with solutions for potential conflicts. • Agreement with the SRATC to work on updating the MOU in 2019. • The City reviewed 13 proposed development applications within the RM of Sherwood. This included 2 concept plans, 7 discretionary uses, and 4 subdivision applications. • The RM was sent all development applications within the Joint Planning Area (JPA) for review and comment and was also consulted on all secondary and concept plans within the JPA. • The City reviewed 6 extra-municipal servicing requests for septage hauling and water/sewer connections. All requests were located within the RM of Sherwood. 	<ul style="list-style-type: none"> • Work in 2017 on Functional Design Studies for the future extension of Saskatchewan Drive, Pinkie Road and road network planning in the Coopertown Neighbourhood Plan area works towards identifying and protecting for a future road corridor within the Joint Planning Area. • RM of Sherwood and City representatives continued to meet in 2017 on a regular, monthly basis as part of the joint-planning committees to discuss matters of mutual interest. • The City’s Regional Planning Branch coordinated the City’s review of the RM of Sherwood’s zoning bylaw and worked with the RM to come up with solutions for potential conflicts between the City’s future growth intentions and existing land use and the RM’s draft zoning bylaw. • The City and the RM developed and adopted a development application review process to stream line how applications for subdivisions, zoning bylaw amendments, road closures, discretionary uses, and OCP amendments within the Joint Planning Area in the City and in the RM, are handled. • The City and the RM worked collaboratively on a boundary alteration that involves approximately 7 hectares of lands that will come into the City’s jurisdiction in the summer of 2018. All details were worked out through the first level of the MOU process (Sherwood Regina Administrative Technical Committee - SRATC). This collaboration meant that the higher-level committees, Sherwood Regina Regional Development Committee (SRRDC) and the Sherwood Regina 	<ul style="list-style-type: none"> • RM of Sherwood and City representatives continued to meet in 2016 on a regular basis as part of the joint-planning committees to discuss matters of mutual interest. • The City’s Regional Planning Branch coordinated the City’s review of the RM of Sherwood’s OCP and worked extensively with the RM to come up with solutions for potential conflicts between the City’s future growth intentions and the draft OCP. • Discussions with the RM of Sherwood on a cost sharing process for roadways within the Joint Planning Area serving both rural and urban traffic (Inland Drive). • RM of Sherwood and City staff worked collaboratively together to draft policies for each municipality’s respective OCP to address planning in proximity to the Evraz Steel Mill in Sherwood Industrial Park. The RM has included these draft policies in their proposed OCP whereas the City intends to make amendments to Design Regina as part of the 5-year review of the OCP scheduled for 2018 • The City’s Regional Planning Branch reviewed 21 proposed development applications in the surrounding municipalities. Of the 21 applications, 18 were in the RM of Sherwood, 1 was in the Town of Pilot Butte and 2 were in the RM of Edenwold. These applications included subdivisions, concept plans, and discretionary uses. • RM was consulted on all secondary plans and concept plans reviewed by the City in 2016 such as the Southeast Neighbourhood Plan. 	<ul style="list-style-type: none"> • RM of Sherwood and City representatives continued to meet in 2015 on a regular basis as part of the joint-planning committees to discuss matters of mutual interest. Through the committees the City and RM agreed to the definition of complementary industrial development. This agreement sets the foundation for future discussions between municipalities regarding servicing Sherwood Industrial Park in the RM north of the city and shared services. • The City reviewed 19 proposed development applications and five applications for servicing in the RM in 2015. Major applications located within the Joint Planning Area were brought forward to the Sherwood-Regina Administrative Technical Committee for information. 	<ul style="list-style-type: none"> • The RM of Sherwood and City of Regina established three joint-planning committees that began meeting in 2014 to discuss matters of mutual interest. The committees created a work plan that focussed attention for 2014 on key projects that included renegotiation of the Fire Services Agreement, potential servicing of Sherwood Industrial Park and a solution for septage hauling. • The City reviewed 24 proposed development applications and two applications for servicing in the RM of Sherwood in 2014. Major applications located within the Joint Planning Area were brought forward to the Sherwood-Regina Administrative Technical Committee for information.

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<p>relevant jurisdiction (e.g. City or RM), excepting situations where City Council or the RM, at its discretion, agrees to cost sharing for infrastructure.</p> <p>3.13 Work with the RM towards mutually beneficial planning of REGIONAL GATEWAYS and major entrance points to Regina conceptually shown on Map 3 – Regional Policy Context to reinforce Regina’s identification as the capital city of Saskatchewan.</p> <p>3.14 Enhance the design and appearance of REGIONAL GATEWAYS and major entrance points to Regina that are well-defined and emphasized through landscaping and wayfinding.</p> <p>3.15 The development review process for land within the JOINT PLANNING AREA shall follow the process outlined in the MOU framework, through the committees as identified in the MOU framework, and processes as required by The Planning and Development Act, 2007 (as amended) or any other applicable Acts and as follows:</p> <p>3.15.1 Refer all subdivision, zoning amendment, discretionary use, and road closure applications, as well as draft land use policies and proposed amendments to this Plan, within the JOINT PLANNING AREA to the RM for their comment;</p> <p>3.15.2 Consult the RM prior to adoption of concept plans and secondary plans for new development within the JOINT PLANNING AREA;</p> <p>3.15.3 Allow 30 days from the circulation date for written responses to be submitted unless otherwise negotiated. If no response is received within 30 days of the circulation date the response may be considered as “no objection/ no comment; and</p> <p>3.15.4 Submit any relevant planning studies and non-planning studies within the JOINT PLANNING AREA to the RM.</p> <p>3.16 The Sherwood-Regina Administrative and Technical Committee (SRATC) is the joint administrative and technical committee to address and collaborate on larger regional issues and policy matters, in accordance</p>		<p>Governance Committee (SRGC), were not required in the process.</p> <ul style="list-style-type: none"> • Agreement with the SRATC to work on updating the MOU in 2018. • The City reviewed 19 proposed development applications within the RM of Sherwood. This included 1 concept plan, 1 zoning bylaw amendment, 8 discretionary use, and 9 subdivision applications. • The RM was sent all development applications within the Joint Planning Area (JPA) for review and comment and was also consulted on all secondary and concept plans within the JPA such as the Chuka Creek Business Park and Rosewood Park Concept Plans. • The City reviewed 15 extra-municipal servicing requests for septage hauling and water/sewer connections. Fourteen requests were located within the RM of Sherwood and one in the RM of Pense. 	<ul style="list-style-type: none"> • The Sherwood-Regina Administrative and Technical Committee (SRATC) has agreed to work on the following items in 2017: policy on (jointly-funded) infrastructure projects, annexation – geographic considerations, policy, development application review process, process of developing reports/ recommendations with divergent views, secondary plan for mutual growth areas – develop list of areas, serviceability/services, road network planning, policy on joint services/servicing – both large and smaller areas, and agreement on what residential development looks like. • The City’s Regional Planning Branch reviewed 5 extra municipal servicing requests for septage hauling to our City facilities. Of the 5 requests, 3 were in the RM of Sherwood and 2 were in the RM of Edenwold. 		

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<p>with the MOU framework. The SRATC will undertake the following efforts to support their review of development in the JOINT PLANNING AREA:</p> <p>3.16.1 Explore a variety of planning, development, and finance tools to manage change in the JOINT PLANNING AREA, such as:</p> <p>3.16.1.1 Concept/secondary plans;</p> <p>3.16.1.2 Inter-municipal servicing agreements;</p> <p>3.16.1.3 Inter-municipal planning processes;</p> <p>3.16.1.4 Revenue sharing; and</p> <p>3.16.1.5 Development standards and design guidelines to guide development areas where future intensification and urban servicing is anticipated.</p> <p>3.16.2 Draft a document listing the basic requirements for a complete concept/secondary plan that may be required for new development in the JOINT PLANNING AREA and either municipality can require additional information for developments within their individual jurisdictions at their discretion. Requirements should include and not be limited to:</p> <p>3.16.2.1 Transportation;</p> <p>3.16.2.2 Servicing strategy;</p> <p>3.16.2.3 Community needs assessment;</p> <p>3.16.2.4 General use of land; and</p> <p>3.16.2.5 Stakeholder engagement.</p> <p>3.16.3 Manage the changes of use of land such that they do not impinge on the long term growth objectives of the City, as described in this Plan, and are in keeping with the overall intent of the RM OCP including:</p> <p>3.16.3.1 Agriculture and Small Lot Agriculture uses, including related home occupations and discretionary uses;</p> <p>3.16.3.2 Diversification of agricultural production and more intensive agricultural practices, including organic farming, value-added processing and points of sale, farm-</p>					

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>related tourism and other agricultural activities that benefit from the proximity to the city; and</p> <p>3.16.3.3 Other employment, residential, and mix of uses as described in the RM OCP.</p> <p>3.16.4 Notwithstanding the above, the following developments are not to be permitted in the JOINT PLANNING AREA:</p> <p>3.16.4.1 Intensive livestock operations; and</p> <p>3.16.4.2 Natural resource extraction.</p> <p>3.16.5 Draft a document listing the standard submission requirements for new development applications in the JOINT PLANNING AREA and either municipality can require additional information for developments within their individual jurisdictions at their discretion.</p> <p>3.16.6 Identify and protect future road corridors in the Joint Planning Area .</p> <p>3.16.7 Identify Special Servicing Areas that correspond to strategic nodes and corridors in the JOINT PLANNING AREA.</p> <p>3.16.8 Development served by City infrastructure will be complementary to development within the city limits. The SRATC will prepare a set of valuation criteria to determine development that qualifies for City services in the Special Servicing Areas. The criteria will address at minimum the following:</p> <p>3.16.8.1 Define complementary development;</p> <p>3.16.8.2 Allocation of available capacity; and</p> <p>3.16.8.3 Use of concept planning processes.</p> <p>3.16.9 In the interim, while valuation criteria are being established in accordance with policy 3.16.8, the City’s Extra-Municipal Servicing Policy will be used to accommodate development.</p> <p>3.16.10 Develop servicing standards for development in the JOINT PLANNING AREA that are compatible with the City standards, including:</p> <p>3.16.10.1 Roads;</p> <p>3.16.10.2 Water; and</p>					

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>3.16.10.3 Wastewater, including strategies for hauled liquid waste.</p> <p>3.17 The RM and the City agree and see the benefit of development in the COLLABORATIVE PLANNING AREA (as shown on Map 1a – RM of Sherwood – City of Regina Growth Intentions). This area represents unique challenges and opportunities that would best be met by innovative approaches that could serve as a model for future inter-municipal collaboration. The intent of the work in this area is to achieve development that reflects the highest and best use of land over the long term that mutually benefits both municipalities and the region.</p> <p>3.17.1 The RM and the City will work together to prepare a concept/secondary plan for the COLLABORATIVE PLANNING AREA as shown on Map 1a – RM of Sherwood – City of Regina Growth Intentions guided by the following principles:</p> <p>3.17.1.1 The Plan results in the coordination of use of land;</p> <p>3.17.1.2 The Plan coordinates the efficient and effective servicing and transportation connections for the RM, City and Region;</p> <p>3.17.1.3 The Plan will support economic development opportunities that benefit each municipality and the region; and</p> <p>3.17.1.4 The Planning process will incorporate the spirit of the inter-municipal process outlined in the MOU framework.</p> <p>3.17.2 The secondary plan will address¹, unless agreed to be waived by the RM and City, the following:</p> <p>3.17.2.1 Land Use Planning;</p> <p>3.17.2.2 Transportation networks;</p> <p>3.17.2.3 Servicing;</p> <p>3.17.2.4 Tax revenue sharing;</p> <p>3.17.2.5 Capital/Recreational funding;</p> <p>3.17.2.6 Phasing of development; and</p> <p>3.17.2.7 Any other matters as the RM and the City see fit.</p>					

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>3.17.3 The RM and the City acknowledge the advanced plans for section 33 and will encourage but not require the landowners to participate in the COLLABORATIVE PLANNING AREA planning process.</p> <p>3.17.4 The RM and the City acknowledge their intentions to make all critical decisions by consensus and any unilateral decision making in the COLLABORATIVE PLANNING AREA is undesirable, even if the formal authority of either party may allow for such decision.</p> <p>3.17.5 The RM and the City agree that as the functioning of the COLLABORATIVE PLANNING AREA develops, they will examine new models of governance that may fit the needs of the COLLABORATIVE PLANNING AREA better.</p> <p>3.18 The JOINT PLANNING AREA boundary is fluid and is subject to change over time through the MOU framework process.</p> <p>3.19 Future expansion and annexation by the City of Regina of lands within the JOINT PLANNING AREA should be phased to allow for transitional development in the interim if such development is mutually beneficial to the City of Regina and the RM, and meets the overall intent of this Plan.</p>					
<p>Connected Natural System</p> <p>3.20 Partner with surrounding municipalities and other stakeholders in preparing a regional NATURAL SYSTEM management plan that will:</p> <p>3.20.1 Define, implement and monitor an ecosystems-based approach to regional environmental protection;</p> <p>3.20.2 Identify compatible land uses and design guidelines to guide development within or adjacent to the regional NATURAL SYSTEM;</p> <p>3.20.3 Identify environmental conservation measures to protect the regional NATURAL SYSTEM;</p>	<ul style="list-style-type: none"> Worked with University of Regina to assess water quality downstream of Regina on Wascana Creek and the Qu'Appelle River to determine sources of impacts. 	<ul style="list-style-type: none"> The City endorsed and agreed to participate as a member of the White Butte group on a project to complete the Trans Canada Trail (TCT). The project received approval for TCT funding for Phase 1. Collaboration with the proposed East Cottonwood Watershed Association to seek regional partnership opportunities for natural system management, environmental conservation and protection, and source water protection. 	<ul style="list-style-type: none"> Regional Planning has been working with the White Butte group on the TransCanada Trail that will connect the City portion of the trail to communities east of the City. Collaboration with the proposed East Cottonwood Watershed Association to seek regional partnership opportunities for natural system management, environmental conservation and protection, and source water protection. 		

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<p>3.20.4 Identify a regional trail and recreation system connected to the POTENTIAL OPEN SPACE CONNECTIONS; and</p> <p>3.20.5 Identify and monitor source water protection areas consistent with provincial initiatives.</p> <p>3.21 Provide natural and open space connections to the regional NATURAL SYSTEM with an emphasis on enhancing connections to primary entrances or REGIONAL GATEWAYS to the city, significant landscapes, and major institutions.</p>					
Environment					
<p>Natural System</p> <p>4.1 Maintain and enhance the NATURAL SYSTEM conceptually identified on Map 4 – Environment, including but not limited to the:</p> <p>4.1.1 Protection and rehabilitation of NATURAL AREAS from a “no net loss” perspective, using, wherever possible, native plant species and naturalization methods;</p> <p>4.1.2 Provision of sufficient vegetated buffers on the banks of STREAMS, WETLANDS and WATERBODIES;</p> <p>4.1.3 Preservation of FLOODPLAIN and floodway fringe based on the 500-year flood event (provincial standard); and</p> <p>4.1.4 Creation of high-quality, well-connected NATURAL CORRIDORS and NATURALIZED CORRIDORS to enhance biodiversity and facilitate species migration and movement.</p> <p>4.2 Restore beds and shores of STREAMS throughout the city to a naturalized state, where appropriate.</p> <p>4.3 Restore, protect, enhance and expand the diversity of species and ecosystem types within the NATURAL SYSTEM, including habitat protection for all rare species or species at risk.</p> <p>4.4 Require an ecological assessment for all new development, where appropriate, that identifies the following:</p>	<ul style="list-style-type: none"> Continuation of naturalization initiatives, such as planting of native plants at storm water retention ponds. 	<ul style="list-style-type: none"> Continuation of naturalization initiatives, such as planting of native plants at storm water retention ponds. The City developed a framework to manage unwanted substances entering municipal wastewater and the landfill. Collaboration by the City with the proposed East Cottonwood Watershed Association to seek regional partnership opportunities for natural system management, environmental conservation and protection, and source water protection. The ‘Buzz on Bugs’ campaign led by the Parks & Open Space Department was launched to better manage media interest and education in all things pests, forestry and horticulture during the summer months. The 17-week initiative twice received national media coverage, with one focal point being the release of 300,000 ladybugs in Victoria Park as an environmental method to control aphids. An estimated 600 people, including kids from area daycares and summer camps, gathered over the lunch hour to learn about natural pest control mechanisms and spread ladybugs throughout the park. 			

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>4.4.1 The location of the NATURAL SYSTEM, species, ecologically sensitive areas, hazard lands, contaminated lands, features, buffers, and development limits; and</p> <p>4.4.2 Mitigation and protection strategies related to an ecological assessment, as appropriate.</p> <p>4.5 Work with the Wascana Centre Authority to protect and enhance the WASCANA CENTRE and its public open space features, WATERBODIES and HABITAT AREAS.</p> <p>4.6 Integrate environmental conservation efforts with the surrounding municipalities and the Province.</p>					
<p>Urban Forest</p> <p>4.7 Maintain and continually expand a healthy and diverse urban tree canopy to improve air quality, increase carbon sequestration, reduce heat island effect and enhance the aesthetic character of the city by:</p> <p>4.7.1 Increasing the urban forest to one tree per person in public spaces;</p> <p>4.7.2 Requiring appropriate street tree plantings and landscaping in all development and other infrastructure projects;</p> <p>4.7.3 Requiring drought- and/or flood-tolerant shrubs and trees with low water requirements in landscape design where appropriate;</p> <p>4.7.4 Requiring tree conservation strategies for construction of new development, redevelopment and intensification projects; and</p> <p>4.7.5 Encouraging and developing forest strategies in commercial and industrial areas.</p>	<ul style="list-style-type: none"> Regina is proud of its urban forest – recognizing that every tree in the community has been planted. In 2018, Regina had 210,537 trees in public spaces, or 0.90 trees per person. This is a small decline from 2017, when we had 0.93 trees per person. While the number of trees increases every year, at the current time, they are increasing at a rate slower than our population growth. 	<ul style="list-style-type: none"> The City inventoried 30,000 trees using GIS technology as part of a long-term goal of having a complete asset register of the urban forest that can be used to formulate changes to the Regina Urban Forest Management Strategy. Continuing to protect, promote and expand Regina’s urban forest and street tree canopy, the City continued its tree planting program, planting 475 new trees, and encouraged developers to plant drought and flood-tolerant foliage with low water requirements. Regina is proud of its urban forest – recognizing that every tree in the community has been planted. In 2017, Regina had 208,616 trees in public spaces, or 0.93 trees per person. While the number of trees increases every year, at the current time, they are increasing at a rate slower than our population growth. 		<ul style="list-style-type: none"> In 2015, the City reduced the Urban Forest’s pruning cycle by one year after exceeding the department’s pruning target by 2000 trees. This effort should improve the health of the tree canopy over the longer term. Continuing to protect, promote and expand Regina’s urban forest and street tree canopy, the City continued its tree planting program and encouraged developers to plant drought and flood-tolerant foliage with low water requirements. 	<ul style="list-style-type: none"> Continuing to protect, promote and expand Regina’s urban forest and street tree canopy, the City planted 475 trees and encouraged developers to plant drought and flood-tolerant foliage with low water requirements. Increasing the number of trees improves air quality, increases carbon sequestration, and enhances the aesthetic character of the city. Encouraging the use of specific foliage significantly reduces the amount of irrigation required to establish the foliage as well as reduces replacement costs of plant material that may be exposed to extreme Saskatchewan weather conditions.
<p>Water Protection</p> <p>4.8 Develop strategies to protect the quality and quantity of surface and ground water resources from contamination and impacts.</p> <p>4.9 Work with stakeholders to establish an AQUIFER management framework that protects AQUIFER water quality.</p>	<ul style="list-style-type: none"> Improved instrumentation for a program to monitor the quality of sewage sent to the Wastewater Treatment Plant (WWTP) for treatment providing increased protection of the WWTP and the environment. 	<ul style="list-style-type: none"> Initiated a program to monitor the quality of sewage sent to the Wastewater Treatment Plant (WWTP) for treatment providing increased protection of the WWTP and the environment. 	<ul style="list-style-type: none"> The design work for the Trunk Relief Initiative will reduce the risk of wastewater entering other waterbodies. 	<ul style="list-style-type: none"> Regina’s Zoning Bylaw was amended to extend the aquifer protection overlay zones following the 2014 boundary alteration to identify areas of low, moderate or high aquifer sensitivity. 	

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>4.10 Minimize the impacts of current and future urban land development and land use on water quality and sedimentation rates in city STREAMS and WATERBODIES.</p> <p>4.11 Work with the province and other stakeholders to develop and update an inventory and assessment of the status of surface water and watersheds.</p> <p>4.12 Implement an integrated watershed planning approach to deal effectively with relationships between land use, water quality management, and water supplies.</p> <p>4.13 Work with stakeholders to protect the City of Regina's primary and secondary water sources to ensure they are not compromised by new development or other impacts.</p>	<p>Operated the landfill to enhance the protection of groundwater assets.</p>	<ul style="list-style-type: none"> Operated the landfill to enhance the protection of groundwater assets. 			
<p>Resiliency</p> <p>4.14 Work with stakeholders to:</p> <p>4.14.1 Promote more energy-efficient new construction;</p> <p>4.14.2 Improve Regina's air quality, including reduction of corporate and community greenhouse gas (GHG) emissions;</p> <p>4.14.3 Monitor changes in climate and its impact on the city, and develop mitigation strategies;</p> <p>4.14.4 Encourage green building design; and</p> <p>4.14.5 Encourage the reduction of greenhouse gas emissions through the use of alternative energy sources.</p>	<ul style="list-style-type: none"> Monitored sewer flows to evaluate the effects of weather extremes on the domestic sewer system. 	<ul style="list-style-type: none"> Completion of the 2016 Greenhouse Gas (GHG) emission inventory for the City of Regina along with the anticipated impact of pending GHG regulations or taxes. 			
Transportation					
<p>Sustainable Transportation Choices</p> <p>5.1 Use the Transportation Master Plan, which shall be consistent with the objectives and policies of this Plan, as the guiding document for transportation policy and planning within the city.</p> <p>5.2 Review, update and maintain the city's road classification system to align future demands for all travel modes with the year-round functional requirements anticipated by this Plan.</p> <p>5.3 Develop achievable mode share targets for city-wide and area-specific travel, reflecting a more multi-modal city and</p>	<ul style="list-style-type: none"> The City employed a Transportation Master Plan Coordinator to aid in implementing the TMP. Transit received a donation for an additional bus shelter. The installation of a bus shelter enhances transit service in existing residential neighbourhoods. Council approved funding of \$8.6 million over two years for Transit Capital projects. This is the City's portion of the 50% shared funding 	<ul style="list-style-type: none"> The Transportation Master Plan (TMP) was approved by Council in 2017. The TMP is a comprehensive and multi-modal transportation policy and planning document for all modes of transportation, including walking, cycling, transit and vehicles, which encompasses the investment and operation of transportation infrastructure. The TMP consists of 7 Transportation Directions, 33 Goals, 216 Transportation Policies and Recommended Actions, Transportation 	<ul style="list-style-type: none"> The City continued work on the development of the Transportation Master Plan (TMP) which is targeted to be brought before Committee and Council in 2017. The TMP is a comprehensive and multi-modal transportation policy and planning document for all modes of transportation, walking, cycling, transit and vehicles that encompasses the investment and operation of transportation infrastructure. 	<ul style="list-style-type: none"> Beginning in the winter of 2015, the City of Regina cleared sidewalks adjacent to City-owned parks on category 3 and 4 roads. This change to the Winter Road Maintenance Policy adds 26 km of sidewalks to the snow clearing schedule and, in turn, improves accessibility for citizens throughout the winter months. The OCP has been used to guide the development of operational plans for the new stadium, particularly the draft transportation and parking strategy which places a greater emphasis on 	<ul style="list-style-type: none"> Changes made to the Winter Maintenance Policy will contribute to improve all-season accessibility and mobility for Regina residents. In 2014, the Winter Maintenance Policy was amended to enhance service levels by including sidewalk clearing adjacent to City-owned parks located next to public schools. To help enhance the city centre and establish the location as a central hub, recommendations from the Downtown Transportation Study saw the implementation of a shared traffic and

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<p>emphasizing walking, cycling, car-pooling and transit on a year-round basis.</p> <p>5.4 Establish all-season design and maintenance priorities for roads, sidewalks and pathways to ensure the transportation network provides safe travel, access and mobility, including for the following:</p> <p>5.4.1 Key transit facilities;</p> <p>5.4.2 Key pedestrian and cycling routes; and</p> <p>5.4.3 Public buildings and institutions.</p> <p>5.5 Where necessary, require Transportation Demand Management Plans for new development that identify access to transportation choices other than private auto.</p> <p>5.6 Adopt a complete streets framework for new road construction as well as the renewal of existing streets, where feasible.</p> <p>5.7 Proactively and strategically promote walking, cycling, carpooling and transit choices by using City and community-led programs and organizations to provide education and promote awareness.</p> <p>5.8 Protect and acquire lands that are near or adjacent to transportation rights-of-way necessary to ensure overall connectivity within the transportation network.</p>	<p>agreement with the federal and provincial government through PTIF. Transit responded by replacing and adding new bus shelters to enhance transit service.</p> <ul style="list-style-type: none"> • Research and engagement were completed for the development of a licensing scheme for the introduction of Transportation Network Companies to the City • Implementation of an electronic payment system and installation of new paid parking infrastructure are building blocks to facilitate improvements in parking policies. 	<p>Network Maps for all modes of travel, and a Complete Streets Framework.</p> <ul style="list-style-type: none"> • With the approval of the TMP, a Road Network classification based on function was adopted to address the diversity of roadway functions. • Mode share targets were developed and included as part of the TMP for all modes with both short-term and long-term goals. • A portion of the road right-of-way required for the future upgrade to Pinkie Road was acquired and dedicated in 2017. Work on Functional Design road network planning and the development and approval of secondary and concept plans identified to protect for future road right-of-way and multi-use pathways in other locations to ensure overall connectivity within the transportation network for all modes. • Saskatchewan’s first Transit Priority Signal was installed at Arcola Avenue at Ring Road. • Successful experimentation of liquid salt mixed with sand which is anticipated to result in safer roads, better winter driving conditions, and reduced amount of sand and salt usage. • Rapid Rectangular Flashing Beacons installed at three crosswalk locations to improve and enhance safety for pedestrians at un-signalized intersections and mid-block pedestrian crossings. • Initiated Rail Safety Program in cooperation with CN and CP Rail. • Updated The Taxi Bylaw, 1994 which included additions to improve driver and customer safety and increased service levels for accessible taxicabs. 	<ul style="list-style-type: none"> • Beginning in January of 2016, the City of Regina enhanced the Sidewalk Clearing program to further clear sidewalks adjacent City-owned parks on Category 3 and 4 roads, as well as all no frontage locations. This change to the Winter Road Maintenance Policy added 26 km of sidewalks to the snow clearing schedule and in turn improves accessibility for citizens throughout the winter months. The recommendations are in response to the goals and actions outlined in the OCP, specifically, the first goal in Transportation to “offer a range of year-round sustainable transportation choices for all, including a complete streets framework.” 	<p>active travel modes and transit use for stadium events. The strategy will be considered by Council in 2016.</p> <ul style="list-style-type: none"> • Regina’s municipal transit system was the first in Saskatchewan to install heated bus shelters. Four heated and lit bus shelters were installed along 11th Avenue in the downtown. 	<p>pedestrian corridor along 12th Avenue between Hamilton Street and Lorne Street. The changes to this corridor improve the flow of traffic through the downtown, while maintaining a safe and accessible corridor for pedestrian traffic.</p>
<p>Public Transit</p> <p>5.9 Plan for and protect EXPRESS TRANSIT CORRIDORS identified on Map 5 – Transportation for future transit and rapid transit. These corridors will serve to provide higher levels of transit service and link corridors to TRANSIT NODES.</p>	<ul style="list-style-type: none"> • A route review was completed to ensure Transit route usage is maximized and the City is appropriately served. Transit service has been extended into new residential developments. 	<ul style="list-style-type: none"> • City Council approved the Transportation Master Plan (TMP). The TMP identifies and provides guidance on the general location of express transit corridors within the City. 	<ul style="list-style-type: none"> • There was the addition of two buses to the Paratransit fleet to respond to increasing demands for use. Furthermore, the use of taxis in this service were two of the successful 	<ul style="list-style-type: none"> • Implemented bus route changes on Victoria Avenue East to cover more area in the Victoria East area at no additional cost. The changes allowed residents to have more choice in bus routes and made 	<ul style="list-style-type: none"> • In 2014, transit was extended into Eastgate. This decision built on top of significant transit improvements in July 2013 when service was expanded to previously unserved or poorly served

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<p>5.10 Promote intensification and mixed-use development along EXPRESS TRANSIT CORRIDORS and at TRANSIT NODES and POTENTIAL TRANSIT NODES through increased service levels, more direct routes, express services, and competitive travel times.</p> <p>5.11 Enhance transit service in existing neighbourhoods to support continued residential and employment growth.</p> <p>5.12 Support ridership by better connecting active transportation choices to transit service and enhanced passenger amenities.</p> <p>5.13 Maximize the accessibility of the conventional transit system while ensuring the paratransit system meets the needs of those unable to use the conventional system.</p>	<p>New service was expanded to Fairways West, Tuxedo Park, the Greens on Gardiner as well as additional service to Harbour Landing. A new express route was also introduced along Arcola Avenue.</p> <ul style="list-style-type: none"> • Council approved funding of \$8.6 million over two years for Transit Capital projects. This is the City's portion of the 50% shared funding agreement with the federal and provincial government through PTIF. Transit responded to growth demands by leveraging the federal funding to add a new Arcola Express route. The Arcola Express route made it easier, more convenient and a more direct, quicker route for customers from the East part of the City to downtown. This route has seen high ridership. • A U-Pass Agreement with Saskatchewan Indian Institute Technologies (SIIT) was approved in 2018. The U-Pass program provides full cost recovery for transit service enhancements that are targeted for SIIT students. • All Conventional Transit buses are low floor and are accessible to all customers. Visual bus stops announcement reader boards were installed on 63 buses for those that may have hearing. Conventional Transit is transporting more customers that used Paratransit service in the past. This along with the utilization of taxis where possible has assisted in a reduction in denied Paratransit trips. • Paratransit conducted a Customer Engagement survey to receive feedback from their customers on what is working well and areas of improvement. This will allow Paratransit to focus on enhancing 	<ul style="list-style-type: none"> • Council approved funding of \$17.2 million for Transit Capital projects. This funding was possible through a shared funding with the federal and provincial governments called the Public Transit Infrastructure Fund (PTIF). Projects worked on in 2017 include: <ul style="list-style-type: none"> ○ purchase additional buses for a new Express route on Arcola Avenue and the overall spare fleet ○ purchase additional buses for the overall spare fleet of both conventional and paratransit fleet ○ purchase 17 replacement 40-foot buses ○ purchase 9 replacement paratransit buses ○ update conventional bus stops with new concrete pads ○ made accessibility enhancements to bus stops including high visibility poles and enhanced accessible signage with braille and raised lettering ○ purchase more modern bus shelters ○ purchase and implement new dispatch software for the conventional operations • Increase in ridership by 3% to a total of 6.6 million rides • Paratransit continues to provide additional service and utilize taxis to reduce the number of unaccommodated trips. In 2017, Paratransit was able to reduce its unaccommodated trip rate to approximately 0.24% of all trips requested. • Charter Service increased dramatically for 10 Saskatchewan Roughrider games and 2 Music Concerts at Mosaic Stadium. The average for each event was 6,620 transit customers with an overall total of 79,444 rides. • Council delegated authority to City Administration to negotiate and approve a contract with the Saskatchewan Indian Institute of Technology (SIIT) for a U-Pass program for a duration of three years. 	<p>variables to reduce the unaccommodated refusal rate to 0.7.</p> <ul style="list-style-type: none"> • Audible Stop Announcement software was installed making the bus trip more assessable for many customers assisting them to know the next stop. • The launch of the Universal Bus Pass (U-Pass) at the University of Regina resulted in additional routes and enhanced service frequencies. More direct, quicker routes were implemented. This will enhance the overall Transit system and the services for residents 	<p>it easier and more convenient to take the bus.</p> <ul style="list-style-type: none"> • Service was introduced on five additional stat holidays that previously did not have any transit service. This allowed another transportation option during holidays. On average there were 3,200 rides given on each holiday. • The approval of a Universal Bus Pass (U-Pass) at the University of Regina will require addition routes and enhanced service frequencies to support the increase of students taking the bus. More direct, quicker routes will be implemented to make the service attractive. Around 10,000 students will have a U-Pass and will be able to use the Transit service while going to the University. This will enhance the overall Transit system and the services for residents. Ridership is expected to increase gradually as new users to the Transit system try it for the first time. This will build future generation Transit riders that will form new transportation habits. • Bus service was introduced in the Hawkstone development to ensure this area had no more than a 400 meter walk to Transit services. Previously the distance was over 1,000 meters. This change connects Hawkstone to the rest of the neighbourhood and allows choice in transportation for the residents in this area. • In 2015, the City continued its pursuit of an overall action plan with respect to accessible taxicabs, supporting the priorities of sustainable transportation choices and social inclusion. This approach supports Transit Services' plan for reducing Paratransit refusal rates by utilizing taxicabs. 	<p>neighbourhoods including Maple Ridge, Lakeridge, Lakeridge Addition, Skyview, Kanosis, Windsor Park, Spruce Meadows, the Greens on Gardiner, the Refinery, Ross Industrial East, and Wascana Park/Science Centre. At the same time, two new express routes operating on Albert Street and Victoria Avenue were added. Finally, as part of the 2015 budget, approved in December 2014, Council made a decision to expand Transit service to the following statutory holidays: Victoria Day, Canada Day, Saskatchewan Day, Labour Day and Thanksgiving Day.</p>

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	<p>the service provided where needed.</p> <ul style="list-style-type: none"> Transit implemented a Class Trip Program. This program allows schools to access transit service for external class trips. In providing this service Transit will increase awareness of transit services and their benefits to a younger age group as potential future customers. Over 1,000 students took advantage of this service in the first four months of implementation. Transit Fare changes are proposed for 2019. The incentives are to attract new customers and encourage the use of transit. Included in the changes are an Affordable bus pass for those with a lower income. Individuals with a lower income have the ability to purchase a reduced bus pass. 				
<p>Integrated Transportation and Land Use Planning</p> <p>5.14 Ensure street patterns in NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS and NEW EMPLOYMENT AREAS provide both internal and external connectivity, pedestrian-scaled block sizes, and transportation choices.</p> <p>5.15 Require the analysis of transportation and multimodal needs of the broader area surrounding new development, where appropriate.</p> <p>5.16 Provide transit service in NEW NEIGHBOURHOODS as soon as feasible to encourage transit use and influence early adoption.</p> <p>5.17 Adopt approaches to parking standards and management that encourage multi-modal transportation options.</p> <p>5.18 Develop standards requiring the provision of bicycle parking for industrial, commercial, institutional, and multi-family residential land uses.</p> <p>5.19 Ensure that street design is compatible with the intended land use and built form.</p>	<ul style="list-style-type: none"> City administration worked with developers on the preparation of the Coopertown Concept Plan to ensure that it includes planning for future road, cycling, pedestrian and transit network extensions for The Saskatchewan Drive Extension and Pinkie & Courtney Functional Design projects were completed and are designed to be supportive of future growth. 	<ul style="list-style-type: none"> The review and approval of the Coopertown Neighbourhood Plan, Rosewood Park Concept Plan and Chuka Creek Business Park Concept Plan and work on other concept plan applications and amendments integrated transportation and land use planning through the identification of various road classifications, transit routing, on-street cycling and multi-use pathway connections to align with City policy and standards. Street design at the concept plan level was considered and identified in all concept plans approved in 2017. 			

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<p>Road Network Capacity</p> <p>5.20 Consider improvements to existing infrastructure before constructing new or expanded roadways.</p> <p>5.21 Adopt Transportation Demand Management strategies to encourage alternative ways of getting around.</p> <p>5.22 Analyze and implement the use of transit and high-occupancy vehicle lanes to encourage mode shift, where feasible.</p> <p>5.23 Where feasible, identify and implement new technologies and best practices to enhance traffic management and safety and minimize environmental impacts.</p> <p>5.24 Provide a truck route network for the transportation of heavy, over-sized, and dangerous goods.</p>				<ul style="list-style-type: none"> In 2015, the City of Regina undertook efforts to widen and improve the overall quality of the roadway on Victoria Avenue East between Prince of Wales Drive and Coleman Crescent. Through this project, accessibility and safety were improved and now allow for a more walkable neighbourhood while also improving traffic safety. 	
<p>Active Transportation</p> <p>5.25 Develop an inviting and efficient citywide bikeway network to expand on-street and off-street cycling infrastructure to connect key trip generators and destinations.</p> <p>5.26 Maintain, enhance, and where feasible expand the city's multi-use pathway network to new and existing neighbourhoods for all seasons.</p> <p>5.27 Develop a citywide pedestrian strategy to provide a continuous high-quality, connected, safe, and universally accessible walking experience.</p> <p>5.28 Develop processes and policy for neighbourhood traffic calming, including the use of road diets, to create safer, more walkable, and cycle-friendly streets.</p>	<ul style="list-style-type: none"> The cycling projects identified in the TMP were re-evaluated based on existing corridor information and site analysis. The result of this was an updated and prioritized network comprising an approximate 94 km of cycling infrastructure located in developed areas of the city. Through the course of yearly road maintenance, 32 km of sidewalk was rehabilitated to improve safety, 495 m of missing sidewalk was constructed, and eight bus stop connections were built. Through the Street Infrastructure Renewal Program and the Residential Road Renewal Program approximately 310 pedestrian ramps were installed or upgraded to ensure safety for all pedestrians 	<ul style="list-style-type: none"> The City defined a priority sequence for clearing asphalt pathways after snowfalls during the winter months to ensure residents have alternatives for transportation methods around Regina as well as the ability to continue recreational activities in the winter months. Lorne Street on-street bikeway extension was completed from Victoria Ave to 12th Avenue. Multi-use pathways were constructed by developers as part of new developments in Fairways West and the Greens on Gardiner. Additionally, the Albert Park Community Association contributed to a new multi-use pathway for Realtors Park. 	<ul style="list-style-type: none"> Multi-use pathways were constructed by developers as part of new developments in Fairways West/Westhill, Harbour Landing, Hawkstone, Kensington Greens, Riverbend, the Creeks and the Greens on Gardiner. 	<ul style="list-style-type: none"> In 2015, the City opened an on-street bikeway along Chuka Boulevard in The Greens on Gardiner neighbourhood. There was also a boulevard trail along Parliament Avenue, from Pasqua Street to Lewvan Drive, constructed in 2015. Multi-use pathways were constructed by developers as part of new developments in Harbour Landing, Riverbend, Skyview and the Greens on Gardiner neighbourhoods. 	<ul style="list-style-type: none"> Multi-use pathways were constructed by developers as part of new developments in the Creeks and the Greens on Gardiner neighbourhoods.
Infrastructure					
<p>Safe and Efficient Infrastructure</p> <p>6.1 Design, construct and operate infrastructure to comply with relevant legislative and regulatory requirements.</p>	<ul style="list-style-type: none"> Admin Bylaw Amendments Section D4 (Infrastructure) of the OCP directs the City to meet regulatory requirements and 	<ul style="list-style-type: none"> The City implemented recommendations brought forward through the Airspace Efficiency Audit, a report outlining best practices for the 	<ul style="list-style-type: none"> Capital upgrade projects currently underway at the Buffalo Pound Water Treatment Plant will ensure the plant can continue to meet regulatory 		

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6.2 Ensure new and reconstructed infrastructure follows industry best practices and overall City standards for design and construction.	industry best practice when considering new infrastructure. The amended bylaw implements industry best practice and aligns with trade treaties. While these proposed changes are not necessarily new infrastructure in their own right, these changes to the procurement process provide the mechanisms to help the City procure the right infrastructure while minimizing risk to the City	<p>City's landfill. The changes will improve operations and user experience, increasing landfill life and enhancing environmental protection at the landfill.</p> <ul style="list-style-type: none"> The Water Master Plan was substantially complete in 2017. The plan will ensure the City meets regulatory requirements and industry best practices for design, construction and operation of infrastructure. Phase 1 of the Wastewater Master Plan was completed. The Plan will provide direction for capital investments in the wastewater collection system over the next 25 years and work towards meeting the City's provincial regulatory commitments. 	requirements and provide the City with a reliable water source.		
<p>Asset Management and Service Levels</p> <p>6.3 Prepare and implement an asset management strategy for infrastructure to:</p> <p>6.3.1 Guide City planning and operations;</p> <p>6.3.2 Establish a service framework and levels of service for existing and new assets; and</p> <p>6.3.3 Focus resources for managing and investing in infrastructure.</p> <p>6.4 Adopt a continuous improvement framework to address the current infrastructure gap and ensure that future requirements for infrastructure are aligned with the priorities, goals and policies of this Plan.</p> <p>6.5 Determine requirements to upgrade and finance existing infrastructure to service new development at defined service levels.</p>	<ul style="list-style-type: none"> Roadways & Transportation completed the fifth year of the Residential Road Renewal Program, delivering 56 projects and covering 17.1 km of residential roadways. Additionally, 8 km (13 projects) were completed on the major road network. New Residential Road Renewal Program strategy was adopted by council. 	<ul style="list-style-type: none"> A service framework was developed to guide how the City measures success against established service delivery targets (known as 'levels of service'). The City is building its capability for long-term planning with existing human resources. An additional four asset management plans were developed for a total of six to date, which plan long-term for the operations, replacement, and building of new assets. Plans were developed for City Facilities, Waste Water, Roadways and Asphalt Plant. Restorative Seals project to extend asphalt, concrete, and paving life cycle. This was done following research and evaluation of options for preventative maintenance. In total 260,000 m2 of City roads were treated. Asset management plans for the Asphalt Plant and Roadway Infrastructure were completed in 2017. Reviewed and updated Standard Construction Specification and identified necessary changes to improve roadway performance. Implemented third year of the Residential Road Renewal Program by completing 67 projects covering 18.7 km of roadways. Implemented another year 	<ul style="list-style-type: none"> The City completed a maturity assessment and gap analysis. This feeds a 10-year corporate strategy and roadmap that will be geared toward maintaining and improving City infrastructure and capital assets while keeping costs for Regina residents affordable (to be completed in 2017). An asset management continuous improvement framework will be adopted by all City departments in early 2017. A service framework is being developed to guide how we measure success against our service delivery targets (known as 'levels of service'). The City is building its capability for long-term planning with existing human resources. The City developed its first two asset management plans, which plan long-term for the operations, replacement, and building of new assets. Plans were developed for City bridges and the infrastructure supporting City's potable water service, including both pump facilities and the underground pipe network. 	<ul style="list-style-type: none"> City is developing master plans for the following asset categories: <ul style="list-style-type: none"> Water Waste Water Facilities The Residential Road Renewal Program applies an asset management strategy with dedicated funding, through the 1 percent mill rate, to improve the condition of our residential streets. The Program allocates 10 percent of funding to roads in 'good' condition, 65 percent to roads in 'fair' condition and the remaining 25 percent to roads in 'poor' condition. In 2015, 87 projects improved the condition of a 19.2 km of our residential road network. The 2016 construction season will include approximately 20.8 km of roadway improvements and will continue to increase which will continue to maintain and improve our residential roads overall. 	<ul style="list-style-type: none"> In 2014, Council approved a proposal to allocate 1 per cent of the annual mill rate increase for the next five years to residential roadway renewal. Before this decision, the renewal of residential roads has been limited and failed to address a significant gap in service. Work has started to create a new Residential Road Network Improvement Plan. The plan will set out project timelines for the renewal and maintenance of residential roadways in a systematic manner, and steadily improve the overall quality of residential roads in our city. Work was completed on the Second Pressure Zone project, delivering improved water pressure including water pressure sufficient for fire response to residents in the northern portion of the community. This second pressure zone ensures service expectations are maintained while infrastructure growth continues in a sequential and coordinated manner.

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
		<p>of the Street Infrastructure Renewal Program by completing 25 projects covering 15.5 km.</p> <ul style="list-style-type: none"> Four bridge replacements (Ring Road over Victoria Ave Overpass, Wascana Parkway over Ring Road Overpass, and two pedestrian bridges over the South Storm Channel) were completed. Bridge work on Ring Road over Victoria Ave Overpass was completed ahead of schedule. Traffic signals installed at eight new intersections, traffic signals rehabilitated at seven intersections, four new overhead signal pedestrian corridors, 32 uninterruptable power supplies, and 15 new expressway lights with all new ducts and cables. The City proactively rehabilitates and replaces both water and wastewater mains as part of its renewal program. In 2017, over 25 km of wastewater mains were relined and approximately 5 km of water mains were relined and replaced. The creation of master plans for water and wastewater will ensure infrastructure decisions result in long-term sustainability of the City's assets. The City replaced irrigation infrastructure to address deteriorating assets at the end of their life cycle. 			
<p>Planned Infrastructure For Growth</p> <p>6.6 Develop infrastructure plans that will:</p> <p>6.6.1 Address both short- and long-term growth requirements;</p> <p>6.6.2 Manage the impacts of new development on system-wide services;</p> <p>6.6.3 Optimize use of existing infrastructure to minimize financial and environmental impacts of growth; and</p> <p>6.6.4 Align the approval process for capital funding with requests for ongoing operating funding.</p> <p>6.7 Integrate stormwater management into municipal reserves and open space in a manner that is compatible with the intended function of the open space.</p>	<ul style="list-style-type: none"> The Water Master Plan was approved by Council in 2018. The plan will ensure the City meets regulatory requirements and industry best practices for design, construction and operation of infrastructure. Work on the Wastewater Master Plan was advanced in 2018. 	<ul style="list-style-type: none"> The City, with the developer of Rosewood Park and the developer of Phase 1b within the Coopertown Neighbourhood Plan area worked towards a solution to transition servicing utilizing existing wastewater pump station to a new larger wastewater pump station to service the entire plan area. The City review of concept plans for new growth areas examined the integration of storm water management into municipal reserves and open space that allowed for the continued operation intended for the open space while providing the level of protection 	<ul style="list-style-type: none"> The City, with the developer of the Towns and in consultation with developers within the Greens on Gardiner and The Creeks, completed a planning pre-design study for the near-term expansion of the Creeks Sanitary Pump Station to maximize the available capacity to service new growth within the South East Neighbourhood Plan. The City review of Concept Plans for new growth areas examined the integration of storm water management into municipal reserves and open space that allowed for the continued operation intended for the open space while providing the level of 	<ul style="list-style-type: none"> The Wastewater Treatment Plant project continued throughout 2015. The development of the new plant supports the environmental objectives of the OCP, improving effluent quality. It also supports the future growth of the community. The Water Master Plan, which will guide the development of Regina's water infrastructure over the long term, was started in 2015. This is consistent and encouraged by the OCP, which proposes that "the infrastructure needed for growth will be planned from a long-term perspective." The way the Utility does financial planning is also consistent with 	

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<p>6.8 Assess infrastructure requirements prior to reconstruction to ensure that the design accommodates future growth, where feasible.</p> <p>6.9 Consider operational aspects, such as providing solid waste management services, in the design of new developments.</p>		<p>required by City standards in a major storm event.</p> <ul style="list-style-type: none"> The City considered the operational aspects including efficient garbage collection in the road and alley layout of planned new development areas within the various concept plans approved and under review. The Water Master Plan was substantially complete in 2017. The plan will ensure infrastructure needed for growth will be planned from a long-term perspective. Phase 1 of the Wastewater Master Plan was completed. The Plan will provide direction for capital investments in the wastewater collection system over the next 25 years to renew existing infrastructure and plan for new infrastructure in support of growth. 	<p>protection required by City standards in a major storm event.</p> <ul style="list-style-type: none"> The City examined various infrastructure requirements for growth prior to reconstruction including various roadway and bridge maintenance activities as well as planned water and sanitary service infrastructure. (examples: Ring Road over Victoria Avenue bridge deck replacements, 3rd McCarthy Boulevard force main, planning for realignment of Water Supply lines to include a future 3rd supply line, Wascana Parkway over Hwy #1 Bypass bridge deck replacement planning) The City considered the operational aspects including efficient garbage collection in the road and alley layout of planned new development areas within the various Concept Plans approved and under review. 	<p>the OCP. One of the goals is to “ensure the sustainability of the City by understanding and planning for the full cost of capital investments, programs and services in advance of development approval and capital procurement.” The Utility has a long-term financial model to include capital and operational costs to support financially sustainable rates.</p>	
<p>Conservation and Environment</p> <p>6.10 Monitor the demand for City water and develop environmental conservation strategies.</p> <p>6.11 Support runoff infiltration and retention by:</p> <p>6.11.1 Separating stormwater and sanitary sewer systems and continuing to reduce the incidence of water runoff being directed to the sanitary system; and</p> <p>6.11.2 Adopting standards regulating the quality of stormwater.</p> <p>6.12 Explore waste-to-energy processes whereby waste and waste byproducts of one activity are used as resources for another.</p>	<ul style="list-style-type: none"> Continued to seek and eliminate cross connected sewers. 	<ul style="list-style-type: none"> Operated the Landfill Gas to Energy System, creating electricity from landfill gas. Ongoing drainage upgrades were advanced along 5th Avenue North and 12th Avenue, which will reduce the risk of flooding and assist in reducing rainwater in the wastewater system. A third forcemain was constructed from the McCarthy Boulevard Pumping Station to the Waste Water Treatment Plant. The additional forcemain will allow the City to pump more wastewater during major rainfall events and reduce the risk of wastewater overflows and sewer backups. Construction was completed on a new Ultra Violet Facility at the Buffalo Pound Water Treatment Plant, which improves the overall water treatment process. Master plans for water and wastewater will ensure that infrastructure is designed to conserve resources and minimize impacts on the environment. 	<ul style="list-style-type: none"> Landfill Gas to Energy facility became operational, converting gas from waste decomposition into electrical power. The power is sold to SaskPower. This facility produces enough electricity to power up to 1,000 houses. 	<ul style="list-style-type: none"> The construction of a waste-to-energy facility began in 2015. Beginning in 2016, this facility will convert landfill gas, a by-product of decomposing waste, into electricity. This electricity will be sold to SaskPower through the Green Options Partners Program. 	
Infrastructure Staging					

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>6.13 Sequence infrastructure based on a phasing and financing plan.</p> <p>6.14 Plan and build infrastructure from a long-term perspective and permit servicing only when aligned with the servicing needs for long-term growth.</p> <p>6.15 Align new infrastructure with planned upgrades to existing City assets.</p> <p>6.16 Encourage collaboration with other utility providers to maintain and enhance public and private facilities and services such as electricity, gas and telecommunications.</p>		<ul style="list-style-type: none"> The review and approval of new concept plans in 2017 was in line with the phasing and financing policies outlined in the OCP (14.19-14.20, Map 1b); new infrastructure supporting the development will also be in-phase while incorporating the necessary design aspects to consider the longer planning horizon. Master plans for water and wastewater will ensure infrastructure needed for growth will be planned from a long-term perspective. 	<ul style="list-style-type: none"> Infrastructure staging for the concept plans under review or approved is directed to be in line with the phasing policies of the OCP and planned for the long-term perspective, unless specific phasing circumstances required the use of interim infrastructure or the planned decommissioning of existing infrastructure. 	<ul style="list-style-type: none"> The City ensures development of new infrastructure needed for City services, such as water, wastewater, drainage, landscaping and transportation, is meeting the necessary regulations and City standards. In 2015, the City managed 17 servicing agreements with developers to construct new infrastructure in the following communities: <ul style="list-style-type: none"> Hawkstone The Greens on Gardiner The Creeks Harbour Landing Kensington Greens 	
Land Use and Built Environment					
<p>Complete Neighbourhoods</p> <p>7.1 Require that NEW NEIGHBOURHOODS, NEW MIXED USE NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS are planned and developed to include the following:</p> <p>7.1.1 A collaborative planning process involving stakeholders;</p> <p>7.1.2 Integration and interconnectivity with all adjacent neighbourhoods, the city, and where appropriate, the region;</p> <p>7.1.3 A framework, where appropriate, of smaller neighbourhood districts and a centrally located neighbourhood hub;</p> <p>7.1.4 Opportunities for daily lifestyle needs, such as services, convenience shopping, and recreation;</p> <p>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;</p> <p>7.1.6 Specialized open space, such as squares, civic centres, and parks, which are optimally located and designed;</p> <p>7.1.7 Streets, pedestrian paths and bike paths that contribute to a network of fully connected, safe and accessible routes to all destinations;</p> <p>7.1.8 A distinctive character, identity and sense of place;</p>	<ul style="list-style-type: none"> The City reviews area plans for new neighbourhoods ensuring they are planned to be 'complete neighbourhoods.' The City reviewed and approved a concept plan for a neighbourhood within Coopertown. There were also amendments approved to The Towns Concept Plan and the Westerra Neighbourhood Plan and phase 1 concept plan. The Welcome Services Pavilion was tendered in 2018 with construction anticipated to commence in Q1, 2019. The Underutilized Land Study was completed and released to the public in the latter part of 2018. Work commenced on the Underutilized Land Improvement Study based on the consultant recommendation with a final report to Council on the Strategy anticipated for July 2019. 	<ul style="list-style-type: none"> The City reviewed a comprehensive secondary plan for the Coopertown Neighbourhood Plan. The Coopertown Neighbourhood Plan provides an overarching policy framework guiding future land-use, development and infrastructure servicing for the northwest growth area. City Council adopted the plan in 2017 which is awaiting final approval by the Province of Saskatchewan. Progress on a corridor and neighbourhood sequencing plan began in 2017 and will continue into 2018. This work will allow the City to establish criteria to evaluate and determine the order in which updates to neighbourhood plans will occur starting in 2019. 	<ul style="list-style-type: none"> In 2016, Council approved a Shopping Centre on Chuka Drive in the Greens on Gardiner, which will provide needed local services including a grocery store for area residents. In addition, Zoning Bylaw Amendments were made for the first phases of the East Victoria Concept Plan Aurora, and The Towns/ Eastbrook Concept Plan. The City reviewed a comprehensive secondary plan for the Southeast Neighbourhood. The Southeast Regina Neighbourhood Plan will provide an overarching policy framework guiding future land-use, development and infrastructure servicing for the southeast growth area. City Council adopted the plan in 2016 which is awaiting final approval by the Province of Saskatchewan. In 2016, City Council approved development applications for two mixed use buildings (125 Hamilton Street and 120 Broad Street). In 2016, City Council approved Live/Work Zoning Regulations and a live/work development in Westerra. City Council approved a Zoning By-law Amendment to permit the construction 	<ul style="list-style-type: none"> The Final Phasing and Financing Plan, developed as part of the Service Agreement Fee and Development Levy policy review, and now a part of the OCP, supports development of complete neighbourhoods by limiting the number of neighbourhoods developing at any one time; this also helps to mediate growth-related impacts on City operations, which reduces risk to service levels and quality of life for existing residents. A pilot project for laneway and garden suites was initiated. New neighbourhood developments are required to meet criteria set out in the OCP. The City reviewed several proposals and concept plans in 2015 and is working with developers to ensure OCP criteria are met. 	<ul style="list-style-type: none"> New neighbourhood developments are required to meet criteria set out in the OCP and the Westerra Neighbourhood is the first residential neighbourhood to gain approval that is within the 300K population growth plan. The neighbourhood takes advantage of a mix of uses, including residential, open space recreation and employment, and higher density to create a more complete neighbourhood.

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>7.1.9 Buildings which are designed and located to enhance the public realm, and contribute to a better neighbourhood experience; and</p> <p>7.1.10 Convenient access to areas of employment.</p> <p>7.2 Encourage, through any applicable planning and development initiative or approval as determined by the City, that NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS conform to the guidelines outlined in Appendix A – Guidelines for Complete Neighbourhoods.</p> <p>7.3 Collaborate with stakeholders to determine whether former institutional properties are required for a civic use or should be converted to an alternate land use.</p> <p>7.4 Ensure redevelopment of surplus school sites considers Appendix B – School Site Re-Use Guidelines where it has been determined that a former school site is not required for civic use.</p> <p>7.5 Encourage appropriate mixed-use development within neighbourhoods, as well as the retention of existing local and neighbourhood commercial spaces.</p> <p>7.6 Permit live/work opportunities within URBAN CENTRES and URBAN CORRIDORS and within residential areas as identified within approved secondary plans or concept plans.</p>			<p>of six laneway suites through the laneway and garden suite pilot project.</p>		
<p>City Centre</p> <p>7.7 Collaborate with stakeholders to enhance the CITY CENTRE, as depicted on Map 1 – Growth Plan, by:</p> <p>7.7.1 Investing in an attractive, safe public realm, including pedestrian-friendly and lively streets, and inviting, versatile multi-season public spaces;</p> <p>7.7.2 Ensuring the CITY CENTRE maintains a healthy urban forest;</p> <p>7.7.3 Requiring built form that complements, enhances and accentuates adjacent streets and public places;</p>	<ul style="list-style-type: none"> The Welcome Services Pavilion was tendered in 2018 with construction anticipated to commence in Q1, 2019. The Underutilized Land Study was completed and released to the public in the latter part of 2018. Work commenced on the Underutilized Land Improvement Study based on the consultant recommendation with a final report to Council on the Strategy anticipated for July 2019. 	<ul style="list-style-type: none"> The City advanced an Underutilized Land Study that looks at potential regulatory, environmental, social and economic barriers to private sector redevelopment of various types of underutilized sites throughout the City. This study will recommend specific actions the City can undertake to improve the viability of redeveloping these lands. In 2017, key development approvals related to City Centre infill growth included 2 adaptive reuse approvals for 	<ul style="list-style-type: none"> In 2016, key development approvals included City Centre infill growth including several adaptive reuse approvals for buildings in the Transition Area (also known as the Centre Square Neighbourhood) and the Warehouse District. The Regina Downtown Business Improvement District was established to improve the downtown's appearance and image, promote and market the downtown and undertake projects and 	<ul style="list-style-type: none"> Since its endorsement by Council in the fall of 2009, the City has been working with partners like Regina Downtown Business Improvement District to implement the Regina Downtown Neighbourhood Plan (RDNP). Work is ongoing or complete on 27 of the plan's 32 actions. 	<ul style="list-style-type: none"> Since its endorsement by Council in the fall of 2009, the City has been working with partners like Regina Downtown Business Improvement District to implement the Regina Downtown Neighbourhood Plan (RDNP). Work is ongoing or complete on 27 of the plan's 32 actions.

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>7.7.4 Supporting the development of a mixed use environment, with design and density emphasis adjacent to major corridors and public spaces;</p> <p>7.7.5 Supporting HISTORIC PLACES, cultural and civic resources and events;</p> <p>7.7.6 Supporting a range of density while respecting the unique characteristics of the neighbourhoods within the area; and</p> <p>7.7.7 Implementing the Regina Downtown Neighbourhood Plan.</p> <p>7.8 Ensure that a future Neighbourhood Plan(s) for the CITY CENTRE addresses the following:</p> <p>7.8.1 Enhancement of the Albert Street and Broad Street corridors, including the underpasses;</p> <p>7.8.2 Integration of the Regina Revitalization Initiative;</p> <p>7.8.3 A pedestrian connection between the DOWNTOWN and the Warehouse District;</p> <p>7.8.4 Better connections to and between the Warehouse District, the stadium site and exhibition grounds, the future Taylor Field Neighbourhood, the DOWNTOWN, and surrounding neighbourhoods;</p> <p>7.8.5 A strategy for supporting a mixed-use environment;</p> <p>7.8.6 Guidelines and regulations for heritage conservation, architecture and urban design, place making, and neighbourhood identity;</p> <p>7.8.7 Details on implementation, which may include revitalization incentives, future zoning and development standards, and capital improvements; and</p> <p>7.8.8 A strategy for providing adequate levels of utility and transportation services.</p> <p>7.9 Explore actions necessary to convert vacant or underutilized properties to market-ready development sites to realize intensification in the CITY CENTRE.</p>		<p>buildings, and Commercial Building Permits for 66 renovations and 15 changes of use in the City Centre.</p> <ul style="list-style-type: none"> Saskatchewan Municipal Board decision confirms that the Development Officer's decision on a development permit is guided by Transitional Area Neighbourhood Plan (OCP Part B.3) policies related to retention of streetscape character. Significant work was undertaken to rehabilitate two heritage buildings at the Cornwall Centre which will improve the 11th Avenue streetscape. In the City Centre, significant work was undertaken to repair three designated Municipal Heritage Properties (one with financial assistance provided under the Heritage Building Rehabilitation Program). Information on the Heritage Conservation Program was sent by mail to all owners of properties designated as either Municipal Heritage Properties or as part of the Victoria Park Heritage Conservation District, and properties listed under <i>Bylaw No. 8912</i> (commonly known as the Heritage Holding Bylaw). Approximately 25% of these properties were represented at information sessions. In 2017, Council approved partnership agreements with the Regina Downtown Business Improvement District (RDBID) to construct an addition to the maintenance building in Victoria Park and to construct a welcome pavilion on City Square Plaza in the future. Both projects will assist in providing programs and services and activating the spaces in downtown. City Council approved entering into partnership with the RDBID for the long-term capital maintenance of the pavilion in City Square Plaza. 	<p>initiatives that facilitate ongoing enhancement and redevelopment within the RDBID boundary. The RDBID will provide a number of programs and services to business owners, including streetscape beautification, street cleaning, graffiti removal and inclusion in marketing and promotional campaigns</p>		
<p>Urban Centres and Corridors</p> <p>7.10 Support the development or redevelopment of lands within identified</p>		<ul style="list-style-type: none"> In 2017, work began on a Neighbourhood & Corridor Sequencing 			

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>URBAN CENTRES and URBAN CORRIDORS to incorporate:</p> <p>7.10.1 An appropriate mix of higher density residential and commercial development;</p> <p>7.10.2 Mixed-use, transit-oriented development; and</p> <p>7.10.3 Community amenities and open space.</p> <p>7.11 Ensure land use, scale and density of development within an URBAN CENTRE or URBAN CORRIDOR is compatible with servicing capacity and provides appropriate transition to surrounding areas.</p> <p>7.12 Cluster high density built form within URBAN CORRIDORS adjacent to TRANSIT NODES, POTENTIAL TRANSIT NODES, or prominent intersections.</p> <p>7.13 Support the redevelopment of existing retail areas to higher density, mixed-use, and transit-oriented development with densities appropriate to servicing capacity.</p> <p>7.14 Identify segments and/or sites along identified URBAN CORRIDORS that should be subject to priority investment and redevelopment, through the intensification development strategy.</p>	<ul style="list-style-type: none"> In 2018, development of lands within urban centres and corridors was supported with the Aurora Development located at the east city limits. The development includes Costco which opened in 2018. In 2018, work continued on a Neighbourhood & Corridor Sequencing Plan. The Sequencing Plan will establish and provide a rationale for prioritizing neighbourhood and corridor planning processes over the short, medium and long term 	<p>Plan. The Sequencing Plan will establish and provide a rationale for prioritized groups of neighbourhoods and corridors to enable City Council to make informed decisions around the timing of the creation of new neighbourhood and corridor plans over the short, medium and long term.</p>			
<p>Employment Areas</p> <p>7.15 Plan and develop NEW EMPLOYMENT AREAS, as shown on Map 1 – Growth Plan to include the following land-use and design elements:</p> <p>7.15.1 Clustering of complementary development;</p> <p>7.15.2 Safe and convenient transit, cycling, pedestrian and vehicular accessibility and wayfinding, including parking for all modes;</p> <p>7.15.3 Compatibility with adjacent residential land use through the minimization of off-site impacts; and</p> <p>7.15.4 Site, building and stormwater design that support the sustainability of the NATURAL SYSTEM, and the establishment of a quality and aesthetically pleasing environment.</p>	<ul style="list-style-type: none"> In 2018, the City approved a subdivision application for the Chuka Creek Business Park Phase 1. The Business Park provides new employment opportunities between the Regina Bypass and east city limits. Included within the Chuka Creek Business Park is an intermodal facility, which will include a rail siding two gantry tracks, a single internal roadway, and container storage. The intermodal yard is expected to reach full operating capacity within fifteen years. 				

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>Employment Areas – Commercial</p> <p>7.16 Encourage local commercial within residential areas.</p> <p>7.17 Require new large-format retail to be located on URBAN CORRIDORS or within identified URBAN CENTRES and designed:</p> <p>7.17.1 To reinforce the streetscape, a high-quality public realm, and access to transit through the orientation of buildings and site design;</p> <p>7.17.2 To allow for change and intensification over time;</p> <p>7.17.3 To mitigate potential adverse impacts on adjacent residential uses; and</p> <p>7.17.4 To be accessible and integrated with surrounding neighbourhoods.</p>	<ul style="list-style-type: none"> In 2018, the City approved large format retail at urban corridors through approving several building permits for the Aurora Development including the new Costco development. 				
<p>Employment Areas – Major Institutional Areas</p> <p>7.18 Require major institutional areas to be accessible and well served by transit and provide a high-quality public realm.</p> <p>7.19 Encourage related housing, services and amenities, including hotels or short-term accommodations, to locate near or adjacent to major institutional areas.</p>					
<p>Employment Areas – Industrial</p> <p>7.20 Permit industrial development in NEW EMPLOYMENT AREAS where supported by a secondary plan or concept plan and within EXISTING APPROVED EMPLOYMENT AREAS.</p> <p>7.21 Ensure an adequate supply of serviced industrial land to maintain a diverse range of development opportunities.</p> <p>7.22 Consider establishing additional industrial or commercial land-use designations, such as flexzones, industrial plus, and start-up districts to accommodate a wide range of economic activity.</p> <p>7.23 Protect industrial lands by avoiding re-designations of industrial areas, except where the City determines that a different land use is more beneficial.</p> <p>7.24 Within industrial areas, permit supporting services or amenities that</p>	<ul style="list-style-type: none"> In 2018, the City supported industrial development in new employment areas through the approval of Phase 1 of the Chuka Creek Business Park. The Business Park provides new employment opportunities between the Regina Bypass and east city limits. 	<ul style="list-style-type: none"> City Council approved the Chuka Creek Business Park Concept Plan within the Southeast Neighbourhood Plan area which supports development of employment lands between the Regina Bypass and east City limits. An amended servicing agreement fee (SAF) for industrial development was approved by Council in November 2017 following policy research and analysis. The new rate for industrial development is established at one-third of the servicing agreement fee or development levy rate for other uses based on analysis that demonstrated that industrial development puts a lower demand on city services compared to residential or commercial development. 			

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>complement industrial uses or cater to industrial employees or customers.</p> <p>7.25 Consider heavy industrial development only within NEW EMPLOYMENT AREAS or EXISTING APPROVED EMPLOYMENT AREAS where it can be demonstrated to the satisfaction of the City that the proposed development:</p> <p>7.25.1 Is in accordance with an approved secondary plan or concept plan;</p> <p>7.25.2 Is compatible with adjacent land uses and the NATURAL SYSTEM;</p> <p>7.25.3 Meets all regulatory requirements; and</p> <p>7.25.4 Has adequate access to regional transportation infrastructure.</p> <p>7.26 Consider light industrial development as part of mixed-use areas, providing that:</p> <p>7.26.1 The proposed development is compatible with the natural environment and adjacent uses; and</p> <p>7.26.2 Adequate measures are undertaken to ensure appropriate design and transition between land uses.</p> <p>7.27 To ensure optimal use of industrial lands, monitor market conditions and undertake the following:</p> <p>7.27.1 An inventory of the existing land use composition and vacancy;</p> <p>7.27.2 An analysis of land use and servicing issues and options; and</p> <p>7.27.3 Preparation of a secondary plan or concept plan for guiding redevelopment where required.</p>					
<p>Office Development</p> <p>7.28 Endeavour to ensure, over the life of the Plan, that at least 80% of the total office floor area in the city, pertaining to medium office and major office development, is located in the DOWNTOWN/CENTRAL CITY OFFICE AREA, as identified on Map 6 – Office Areas.</p> <p>7.29 Require medium office and major office to locate inside the DOWNTOWN, except for in the following contexts:</p> <p>7.29.1 The conversion of designated heritage buildings or the development of new medium office buildings in the</p>	<ul style="list-style-type: none"> The office development policies are being reviewed as part of the five-year review of the OCP. In 2018, 80% of medium and major office space was located in the Downtown/Central City Office Area. 	<ul style="list-style-type: none"> Office policies in the OCP are reviewed annually respecting the effectiveness and potential impacts the policies may be having on the Regina office market conditions. In 2017, a review of the office policies was undertaken based on fall 2016 data, which resulted in no changes to the policies. In 2016, 83% of medium and major office space was located in the Downtown/Central City Office Area. Office distribution is not anticipated to 	<ul style="list-style-type: none"> Office policies in the OCP are reviewed annually respecting the effectiveness of the office policy and potential impacts the policy may be having on the Regina office market conditions. In 2015, a minor amendment was made to the OCP to allow Council to consider anomalous situations to relocate medium and major office away from potential hazards. 	<ul style="list-style-type: none"> Office policies in the OCP are reviewed annually respecting the effectiveness of the office policy and potential impacts the policy may be having on the Regina office market conditions. In 2015, a minor amendment was made to the OCP to allow Council to consider anomalous situations to relocate medium and major office away from potential hazards. 	

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>Warehouse District, located within the DOWNTOWN/CENTRAL CITY OFFICE AREA, as identified on Map 6 – Office Areas;</p> <p>7.29.2 The development of medium office and major office buildings in the Centre Square Neighbourhood, in accordance with a Neighbourhood Plan;</p> <p>7.29.3 The development of medium office buildings associated with the operations of and located within Regina AIRPORT LAND;</p> <p>7.29.4 The development of medium office and major office buildings associated with and located adjacent to a major institutional area (e.g. university, hospital) or civic use;</p> <p>7.29.5 The development of medium office buildings within identified OFFICE AREAS and URBAN CENTRES that are conceptually located on Map 6 – Office Areas; and</p> <p>7.29.6 The development of medium office and major office buildings along Albert Street and Broad Street, in accordance with the Map 6 – Office Areas location and size limitations.</p> <p>7.30 Ensure the development of medium office buildings within identified OFFICE AREAS and URBAN CENTRES is in accordance with the “Office Area” zone of the City’s zoning bylaw, which shall include the following stipulations:</p> <p>7.30.1 Office use shall be limited to businesses that can benefit from close access to major corridors and regional customers;</p> <p>7.30.2 Proposed new medium office buildings shall be considered as a discretionary use; and 7.30.3 Surface parking area shall be restricted; however, additional parking may be allowed where structured parking is used, or where contributions are made towards community amenities or services.</p> <p>7.31 Ensure the development of medium office buildings within identified OFFICE AREAS and URBAN CENTRES is in</p>		<p>have seen much changed much in 2017 from the previous year.</p> <ul style="list-style-type: none"> The office development policies will be reviewed as part of the five-year of the OCP in 2018. 			

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>accordance with an approved secondary plan or concept plan, which illustrates, in addition to other considerations:</p> <p>7.31.1 The area of land comprising the OFFICE AREA or URBAN CENTRE;</p> <p>7.31.2 The location, amount and type of office development proposed; and</p> <p>7.31.3 How land identified for medium office development can transition to other land uses, should offices not be approved or not otherwise occur.</p> <p>7.32 Ensure that no OFFICE AREAS or URBAN CENTRE includes more than 16,000 square metres of total gross medium office floor area.</p> <p>7.33 Prohibit development or rezoning to accommodate a medium office building(s) within an identified OFFICE AREA or URBAN CENTRE unless a market analysis, which has been prepared by a qualified expert based on the most recent available data, demonstrates, to the City's satisfaction, the following:</p> <p>7.33.1 That there is a clear need for the office development;</p> <p>7.33.2 That the proposed amount of office floor area will not result in, or contribute to, the DOWNTOWN/CENTRAL CITY OFFICE AREA retaining less than 80% of the city's total office floor area pertaining to medium office and major office; and</p> <p>7.33.3 That the vacancy rate, as interpreted by the City, pertaining to medium office and major office development in the DOWNTOWN, does not exceed 6.5%.</p>					
<p>Built Form and Urban Design</p> <p>7.34 Support design excellence by ensuring that public and private spaces and buildings contribute to a sense of place and an enhanced public realm through high-quality design and strategic location.</p> <p>7.35 Ensure quality design through preparation of guidelines or regulations for development that has a significant influence on the public realm (e.g. large-format retail, multi-unit residential, and major corridors).</p>	<ul style="list-style-type: none"> The City issued a building permit for expansion to an existing parkade located at 1900 Albert Street. The development supports re-occupation of the building for a new tenant and includes a community amenities agreement to improve the public realm in the vicinity of the property. The City processed three applications under the heritage 	<ul style="list-style-type: none"> Design excellence was supported by ensuring that Development Permit applications for privately-owned properties in the Former Diocese of Qu'Appelle Neighbourhood (also known as Canterbury Park) were assessed for compliance with the design guidelines established under Architectural Control District – 1. As such, new buildings will contribute to a sense of place, which is characteristic of the area. 		<ul style="list-style-type: none"> Consultation regarding the creation of Infill housing guidelines commenced. The guidelines are intended to provide guidance to homebuilders, designers and developers to increase the compatibility of new housing developed in Regina's existing neighbourhoods in partial fulfilment of OCP policy 7.35 and policy 2.10.6. 	

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>7.36 Consider the inclusion of the following elements where a secondary plan or concept plan is required in support of a proposed development:</p> <p>7.36.1 Design principles or guidelines for landscaping, building treatment, PUBLIC ART, site design and other elements;</p> <p>7.36.2 Strategies for providing a high-quality built environment and public realm, including but not limited to consistent built-form edge, appropriate transitioning of density, and active street frontages; and</p> <p>7.36.3 Strategies for including PUBLIC ART in the design and development of City parks and plazas, where required by the City.</p> <p>7.37 Explore the establishment of an urban design review process.</p> <p>7.38 Consider impacts of alterations, development, and/or public realm improvements on or adjacent to an HISTORIC PLACE to ensure heritage value is conserved.</p> <p>7.39 Support safe and accessible open space within the city, through the planning and subdivision process by:</p> <p>7.39.1 Discouraging the rear or side portions of residential lots from abutting parks that cater to active recreation use;</p> <p>7.39.2 Encouraging the design of parks that have streets abutting them; and</p> <p>7.39.3 Ensuring that street design and configuration, especially in primarily residential and mixed-use areas, provides a safe environment for pedestrians through traffic management, pedestrian infrastructure, and through an integrated network that allows for multiple route options.</p> <p>7.40 Consider the built form and urban design policies in all aspects of development and approvals.</p>	<p>building rehabilitation program for St. Chad’s Chapel and College, Henderson Terrace, and Sacred Heart Academy.</p> <ul style="list-style-type: none"> City Council approved municipal heritage designation applications for the Regina Cartage Building (2220 Dewdney Avenue) and the Louis Residence (1431 Victoria Avenue). Through the heritage alteration permit process, alterations and developments on seven historic properties were assessed for compliance with the “Standards and Guidelines for the Conservation of Historic Places in Canada” Community and industry stakeholders were engaged to help determine which of The Infill Housing Guidelines recommendations would be advanced to become regulations as part of the new Zoning Bylaw. 	<ul style="list-style-type: none"> Impacts of alterations and development on 10 historic places were assessed for compliance with the “Standards and Guidelines for the Conservation of Historic Places in Canada” The Infill Housing Guidelines consultant’s recommendations document was released to the public in Q4 of 2017. Work is ongoing to determine how best to translate the recommended guidelines into enforceable regulations. 			
Housing					
Housing Supply and Affordability	<ul style="list-style-type: none"> Two of the six laneway suites approved under the Infill Laneway 	<ul style="list-style-type: none"> In 2017, the City advanced an Underutilized Land Study that looks at 	<ul style="list-style-type: none"> The City was an active participant in the Housing First Initiative led by the YWCA. 	<ul style="list-style-type: none"> The Housing Incentives Policy underwent a complete review and update to reflect 	<ul style="list-style-type: none"> Housing incentives tax exemptions provided 454 rental units and 87

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>8.1 Support attainable housing in all neighbourhoods through ownership, rental housing and specific needs housing.</p> <p>8.2 Leverage the City's land assets to increase the supply and diversity of housing.</p> <p>8.3 Decrease the number of vacant, non-taxable and underutilized lots within the city that are appropriate for residential development.</p> <p>8.4 Establish accessory suite regulations within appropriate residential areas.</p> <p>8.5 Support the redevelopment of brownfield and former institutional and commercial properties that are appropriate for housing.</p> <p>8.6 Support the conversion of non-residential and heritage buildings to new residential uses where appropriate.</p> <p>8.7 Use incentives and alternative approaches to increase the supply of attainable housing, adequate specific needs housing, and innovative housing developments.</p> <p>8.8 Support residential intensification in existing and NEW NEIGHBOURHOODS to create complete neighbourhoods.</p>	<p>and Garden Suite Pilot Project completed construction and are now occupied.</p> <ul style="list-style-type: none"> The Underutilized Land Study was completed and released to the public in the latter part of 2018. Work commenced on the Underutilized Land Improvement Study based on the consultant recommendation with a final report to Council on the Strategy anticipated for July 2019. The City's Housing Incentive policy committed \$1,190,000.00 in capital grant funds for 30 affordable ownership and 50 affordable rental units throughout the city in 2018. Units receiving capital grant funding for affordability are eligible for a five-year tax exemption. A total of 20 affordable units received capital grant funding within the intensification area. 	<p>potential regulatory, environmental, social and economic barriers to private sector redevelopment of various types of underutilized sites throughout the City, including brownfields, and recommend specific actions the City can undertake to improve the viability of redeveloping these lands.</p> <ul style="list-style-type: none"> Minor amendments were made to the Housing Incentives Policy in 2017 to ensure funding for the greatest housing needs including affordable rental projects and the developments of non-profit housing providers. Through the City's Housing Incentives Policy, the City committed \$2,280,000 in capital grant funds for affordable housing in 2017. In total, funding was committed for 60 affordable rental units and 91 affordable homeownership units through the City's Housing Incentives Policy. Units receiving capital grant funding for affordability are eligible for a five-year tax exemption. The 60 affordable units are in intensification areas. In 2017, five-year tax exemptions were approved to begin in 2018 for 522 new rental and affordable ownership units. The projected municipal tax exemption value of the units is \$2,560,000. Three of the six laneway suites approved under the Infill Laneway and Garden Suite Pilot Project began construction. 	<ul style="list-style-type: none"> City Council approved a Zoning By-law Amendment to permit the construction of six laneway suites through the laneway and garden suite pilot project. 	<p>current market conditions with prioritization of funding for affordable rental units and non-profit housing providers.</p> <ul style="list-style-type: none"> Housing incentives tax exemptions were provided for 883 rental units and 142 ownership units for a total municipal investment of \$679,622 for new units, and \$1,576,918 for new and existing residential tax exemptions in 2015. Housing incentives capital grants were committed for 73 affordable rental units and 89 affordable ownership units for a total investment of \$2,430,000 in 2015. The City plays a key role in the federal government's Homelessness Partnering Strategy by providing leadership on the Regina Community Plan on Homelessness and the Community Advisory Board. In 2015, the following was accomplished to support the homeless population: <ul style="list-style-type: none"> Allocated over \$700,000 to organizations for capital projects and to deliver housing and support services; Completed a 'Point-in-Time Count' to identify the needs of the homeless; and Developed a Housing First Model for Regina to be implemented in early 2016. Laneway and garden suites guidelines were developed to allow the City to test and monitor the development of a limited number of these housing forms in existing neighbourhoods throughout the City, in partial fulfillment of the OCP's 30 per cent Intensification goal and Comprehensive Housing Strategy, strategies 3 and 25. 	<p>ownership units for a total investment of \$629,746 in 2014.</p> <ul style="list-style-type: none"> Housing incentives capital grants provided 22 rental units and 118 ownership units for a total investment of \$1,945,000 in 2014. The City hosted the second Mayor's Housing Summit in fall 2014, which built upon the momentum of implementing the Comprehensive Housing Strategy and the previous year's summit. There were 191 people in attendance representing all spectrums of the housing continuum, with participants from government, private and non-profit sectors. Social Housing: in 2014 the City continued to participate on the Homelessness Partnering Strategy to implement the Community Plan by having a member on the Community Advisory Board. This project leverages federal government investment in community social housing of \$1.1 million each year for five years. In 2014, the City approved a Laneway Housing Pilot Project in the Greens on Gardiner Neighbourhood. Laneway housing will allow the creation of detached secondary suites in both existing neighbourhoods and new developments. Under the current bylaw, only secondary suites within a single dwelling unit, such as a basement suite, are allowed. Laneway housing provides another option for homeowners and tenants that will improve urban density.
<p>Existing Housing Stock</p> <p>8.9 Adopt measures to retain existing housing stock and improve its condition.</p> <p>8.10 Ensure the Condominium Conversion Policy Bylaw is consistent with the policies of this Plan and any strategies related to this Plan.</p>		<ul style="list-style-type: none"> Significant work was undertaken to repair an existing rental apartment building under the Heritage Building Rehabilitation Program. The building is designated as a Municipal Heritage Property. 		<ul style="list-style-type: none"> The Condominium Policy Bylaw, which governs condominium conversions, was revised to address changes in provincial legislation requiring that the impact of a condominium conversion be measured. The revised Bylaw restricts conversions 	

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
		<ul style="list-style-type: none"> In 2017 the Bylaw Enforcement Branch prioritized maintenance and yard concerns, ensuring the upkeep and regeneration of existing housing stock. 		<p>from taking place if the result of the conversion would decrease the rental vacancy rate below three per cent at the neighbourhood level.</p>	
<p>Diversity of Housing Forms</p> <p>8.11 Encourage developers to provide a greater mix of housing to accommodate households of different incomes, types, stages of life, and abilities in all neighbourhoods.</p> <p>8.12 Allow for flexibility and adaptability in the design and function of housing and consider enabling regulation to increase innovation within the housing stock to accommodate the changing needs of households.</p> <p>8.13 Expand areas where apartments and multi-unit buildings are permitted uses.</p> <p>8.14 Consider alternatives for parking, height, or other development standards in support of specific needs housing and innovative housing within new development.</p>		<ul style="list-style-type: none"> The scorecard for the Housing Incentives Policy includes criteria for affordable units to ensure more points are scored for developments addressing targeted housing needs including micro-suites, large units for families, barrier-free units and supportive housing developments. 			
<p>Housing for Persons with Special Needs</p> <p>8.15 Work with stakeholders to create and preserve barrier-free housing and housing for persons with specific needs.</p> <p>8.16 Permit group care facilities in residential and mixed-use neighbourhoods.</p>				<ul style="list-style-type: none"> A multi-generational care facility (Orange Tree) was approved in Harbour Landing. 	
<p>Collaboration with Partners</p> <p>8.17 Support non-profit housing organizations through incentives, partnership arrangements, and other forms of assistance.</p> <p>8.18 Work with industry partners and investors on alternative housing and financing options to support appropriate worker housing in the city.</p> <p>8.19 Work with federal and provincial governments and other partners to meet the diverse housing needs of the city through:</p> <p>8.19.1 Policy and regulatory changes to increase access to attainable housing and specific needs housing;</p>	<ul style="list-style-type: none"> Updates on the federal National Housing Strategy was provided to members of the Mayor's Housing Commission in February and November of 2018. 	<ul style="list-style-type: none"> Minor amendments were made to the Housing Incentives Policy in 2017 to ensure funding for the greatest housing needs including affordable rental projects and the developments of non-profit housing providers. The National Housing Strategy, released in November 2017, includes provisions to involve municipalities in achieving the goals of the strategy including affordable, mixed-use and mixed-income housing development. The City is working closely with other municipalities and groups to understand 			

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>8.19.2 Increased access to specific needs housing for the most vulnerable populations;</p> <p>8.19.3 Retention and regeneration of existing housing stock;</p> <p>8.19.4 Prototypes and pilot initiatives of innovative housing forms;</p> <p>8.19.5 Coordination of assembly, use, and disposal of City-owned lands to maximize program subsidies and increase housing options; and</p> <p>8.19.6 Alignment of City initiatives with provincial and federal funding sources.</p>		<p>the impacts to and role of municipalities in the new federal strategy.</p>			
Parks, Recreation and Open Space					
<p>Open Space and Recreation Principles</p> <p>9.1 Develop the OPEN SPACE SYSTEM generally in accordance with Map 7 – Parks, Recreation and Open Space and adhere to the following principles:</p> <p>9.1.1 The OPEN SPACE SYSTEM will be managed in a comprehensive and environmentally sensitive manner;</p> <p>9.1.2 The OPEN SPACE SYSTEM will be effectively and equitably distributed;</p> <p>9.1.3 Minimum standards for quantity and quality will guide the management of the OPEN SPACE SYSTEM, including where population densities are increasing in existing neighbourhoods;</p> <p>9.1.4 Responsive planning, design, development and maintenance practices of parks and open space; and</p> <p>9.1.5 Appropriate requirements for structured and unstructured recreational needs.</p> <p>9.2 Ensure that new and existing neighbourhoods integrate access to ACTIVITY CENTRES as conceptually depicted in Map 7 – Parks, Recreation and Open Space.</p> <p>9.3 Co-locate or cluster parks and open space, where possible, with ACTIVITY CENTRES or other community resources.</p> <p>9.4 Connect neighbourhoods, where possible, via active transportation routes to multi-use pathways, regional trails, and the NATURAL SYSTEM.</p>	<ul style="list-style-type: none"> Regina Minor Football opened a new support facility for Leibel Field in partnership with the City of Regina, which continues to improve on Douglas Park as an activity center. 	<ul style="list-style-type: none"> Spray pads renewals were completed through the Canada 150 grant program to improve on Gocki Park and Rick Hansen Optimist Playgrounds as activity centres. The grand opening of the spray pad at the North West Leisure Centre took place in 2017, again building on the site as an activity centre for the North West area of the city. All park development and redevelopment plans are reviewed using CPTED principles. In 2017, Fire & Protective Services took the lead on the Regina Smoking Bylaw, which was passed by Council and brought into effect in July 2017. The Regina Smoking Bylaw supports OCP policies for Parks, Recreation, and Open Space, and integrates public health and safety considerations into the terms of use for city-owned recreation facilities. Further, the Regina Smoking Bylaw addresses concerns of second-hand smoke pollution in outdoor environments. 	<ul style="list-style-type: none"> The City's Horticulture Branch partnered with Wascana Centre Authority for the annual supply of 40,000 bedding plants for outdoor floral displays to ensure Regina is an attractive city for its residents and visitors Concept Plans under review or approved for parks and open space included consideration of connection to multi-use pathways and the natural system as well as considering Crime Prevention through Environmental Design (CPTED) principles in the adjacent land uses and being able to have eyes on the space. 	<ul style="list-style-type: none"> The City reviewed and revised the Herbicide Reduction Plan to ensure the long-term health of open space assets by managing weeds while reducing herbicide use in parks and open space areas. 	

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
9.5 Integrate public safety considerations into the planning and design of parks and recreation facilities.					
<p>Access to Recreation Programs and Service</p> <p>9.6 Develop and manage recreation facilities, programs and services such that they adhere to the following:</p> <p>9.6.1 Multifunctional parks and open space will be strategically located to provide convenient access and designed to accommodate diverse and changing needs and interests;</p> <p>9.6.2 A variety of recreation programs and services will be provided either directly by the City or indirectly through partnership with other organizations;</p> <p>9.6.3 Minimized barriers to the use of municipal facilities, programs or services;</p> <p>9.6.4 Recreation programs will consider the needs of the most vulnerable populations; and</p> <p>9.6.5 Parks and open space will be designed for year-round use, whenever possible.</p> <p>9.7 Study the application of new financing strategies and development incentives to provide, maintain and operate recreation facilities.</p> <p>9.8 Encourage and facilitate partnerships to enable Policies 9.6 and 9.7.</p>	<ul style="list-style-type: none"> • Delivery of a range of sport, culture and recreation services and programs directly and through partnerships. • A new online registration system, providing a more modern registration and facility booking process for customers, was introduced this year. • Playgrounds were renewed at Elsey Dorsey Park and McNab Park through the annual playground renewal program • McNab Community Association installed a shade structure at McNab Park in partnership with the City to build on McNab park as an activity centre for their neighbourhood. 	<ul style="list-style-type: none"> • Delivery of a range of sport, culture and recreation services and programs directly and through partnerships. • māmawēyatitān centre opened in 2017. The City is continuing work with partner organizations to develop integrated programs to benefit the community. • Renewal of Confederation Park was completed, including the restoration of the Confederation Park Fountain and the creation and installation of public art features that mark the importance of the Park in the development of Regina, and pay homage to the missing voices of Confederation. • Spray pads renewals were completed through the Canada 150 grant program to improve on Gocki Park and Rick Hansen Optimist Playgrounds as activity centres. • The grand opening of the spray pad at the North West Leisure Centre took place in 2017, again building on the site as an activity centre for the North West area of the city. 		<ul style="list-style-type: none"> • A private developer partnered with the City of Regina by donating the funds required to construct a spray pad on the site of the Northwest Leisure Centre. The initiative leverages partnerships to expand the services available to residents in the northwest of the City by creating a multifunction destination, increasing the variety of programs and services provided, and increasing access to a wide range of populations. 	
Culture					
<p>Support Cultural Development and Cultural Heritage</p> <p>10.1 Build partnerships and work collaboratively with community groups, other levels of government, and the private and voluntary sectors to encourage cultural development opportunities and conserve HISTORIC PLACES.</p> <p>10.2 Consider cultural development, cultural resources and the impact on HISTORIC PLACES in all areas of municipal planning and decision-making.</p> <p>10.3 Identify, evaluate, conserve and protect cultural heritage, HISTORIC PLACES, and cultural resources, including but not</p>	<ul style="list-style-type: none"> • The Cultural Plan drove decisions on the restoration of Regina’s Glockenspiel and special projects that included development of policies for street painting. • A Lieutenant Governor’s Heritage Award in the Physical Heritage Conservation category was presented to the City of Regina and the City’s project team of architects and contractors for restoration of the fountain in Confederation Park. 	<ul style="list-style-type: none"> • The City participates in a seven-year, multi-party partnership for arts research. • A Lieutenant Governor’s Heritage Award was presented to the City of Regina and the City’s project team of architects and contractors for the restoration of Old Fire Hall No. 1 on 11th Avenue (see 2016 project description). • City Council presented four heritage awards under the City of Regina Heritage Awards Program for the Viterra Building, Saskatchewan Legislative Building Dome, St. Paul’s Cathedral, and the Regina Downtown Cultural Trailway. 	<ul style="list-style-type: none"> • In 2016, the City of Regina contributed land to the University of Regina College Avenue Campus Renewal project. This partnership with the University will enable the conservation of a provincially-significant historic campus. • In April of 2016, City Council considered four reports seeking Municipal Heritage Property designation for the Frontenac Apartments, Somerset Block, Weston Bakery and Old Fire Hall No. 1, which were all approved. City Council also approved the removal of the Watchler 2nd Residence (13 Leopold Crescent) from 	<ul style="list-style-type: none"> • The City committed financial support to a bid to host the 2016 <i>Breakout West Awards and Festival</i>, a celebration of the music industry in Western Canada. This funding was provided in partnership with a number of other partners and resulted in a successful bid for the event. • Renewal of Confederation Park on the site of the new Mosaic Stadium was initiated in 2015. Confederation Park is one of the oldest park areas in the City and the renewal project responds to the OCP’s direction to conserve historic places. 	<ul style="list-style-type: none"> • Work continued on the development of Regina’s first ever Cultural Plan, a 10-year strategic plan guiding the development of the arts, cultural heritage, cultural industries and inter-culturalism. It will be the primary document that guides our cultural policy decisions in ways consistent with the objectives in the OCP.

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>limited to PUBLIC ART identified on Map 8 – Cultural Resources, to reinforce a sense of place.</p> <p>10.4 Protect, conserve and maintain HISTORIC PLACES in accordance with the “Standards and Guidelines for Historic Places in Canada” and any other guidelines adopted by Council.</p> <p>10.5 Encourage owners to protect HISTORIC PLACES through good stewardship and voluntarily designating their property for listing on the Heritage Property Register.</p> <p>10.6 Develop a set of cultural heritage themes that reflect Regina’s identity and the diverse values of residents, and ensure that the list of HISTORIC PLACES recognized within the Heritage Property Register and Heritage Holding Bylaw adequately represent these themes.</p> <p>10.7 Identify, prioritize and develop (via monuments, plaques, PUBLIC ART and other applied cultural resources) locations that provide a sense of arrival and departure into significant cultural landscapes.</p> <p>10.8 Evaluate POTENTIAL HERITAGE CONSERVATION DISTRICTS conceptually identified in Map 8 – Cultural Resources and consider them for designation.</p> <p>10.9 Consider the cultural heritage value in the acquisition, disposal, upgrading and development of City-owned property and open space.</p> <p>10.10 Develop and enforce vacant building, property maintenance, and property standards by-laws to protect heritage properties against deterioration.</p> <p>10.11 Leverage and expand funding, financial incentive programs and other means of support to advance cultural development, cultural resources and conservation of HISTORIC PLACES.</p>	<ul style="list-style-type: none"> City Council approved two municipal heritage designation applications for the Regina Cartage Building (2220 Dewdney Avenue) and the Louis Residence (1431 Victoria Avenue). The City processed three applications under the heritage building rehabilitation program for St. Chad’s Chapel and College, Henderson Terrace, and Sacred Heart Academy. 	<ul style="list-style-type: none"> City Council approved an application for a street name change to rename the portion of Tower Road between east Victoria Avenue and Arcola Avenue as “Anaquod.” In commemorating and celebrating Regina’s cultural heritage, restoration funding for the Glockenspiel was approved in 2017, which is consistent with OCP Section D8 Culture Goal 1, Policy 10.3 with calls for conservation of cultural heritage resources. City Council considered one report seeking Municipal Heritage Property designation for the Broderick Residence. Restoration of the fountain in Confederation Park was completed. While the Park is not a designated Municipal Heritage Property, the restoration of the fountain was conducted in accordance with the “Standards and Guidelines for Historic Places in Canada.” Information on the Heritage Conservation Program was sent by mail to all owners of properties designated as either Municipal Heritage Properties or as part of the Victoria Park Heritage Conservation District, and properties listed under <i>Bylaw No. 8912</i> (commonly known as the Heritage Holding Bylaw). Approximately 25% of these properties were represented at information sessions. Owners of properties listed under the Heritage Holding Bylaw were encouraged to designate their property. An increased interest in designation can be attributed to promotion of the financial incentives available to designated property under the Heritage Building Rehabilitation Program. The City developed a Thematic Framework model using five themes that highlight Regina’s diverse cultural, economic and social history. The City processed one application under the Heritage Building Rehabilitation Program for St. Matthew’s Anglican Church. 	<p>Heritage Holding Bylaw No. 8912 that spring.</p> <ul style="list-style-type: none"> Restoration of the fountain in the City-owned Confederation Park on the site of the new Mosaic Stadium continued in 2016. Confederation Park dates to the celebration of the Diamond Jubilee of Canadian Confederation in 1927 and the project responds to the OCP’s direction to conserve historic places. Restoration of the Old Fire Hall No. 1 on 11th Avenue was also completed in 2016. The project should be recognized for its notable contribution to the conservation of a prominent City-owned heritage building including careful sourcing of replacement shingles and repair of wood, masonry and metal materials. In 2016, the Development Services Department processed two applications under the Heritage Building Rehabilitation Program including the Frontenac Apartments (2202 Lorne Street) and Knox Metropolitan United Church on the north-west corner of the intersection of Victoria Avenue and Lorne Street. 	<ul style="list-style-type: none"> City Council approved the Heritage Building Rehabilitation Program which replaced the former Municipal Incentives Policy for the Preservation of Heritage Properties which was adopted in 1991. The new Program provides a tax exemption to owners of municipally designated heritage properties equal to 50% of the costs associated with upgrading heritage character defining and structural elements of the designated buildings for up to a period of 10 years. In 2015, the Development Services Department processed three applications under the new Program including the Viterra Offices at 2006 Albert Street (Former C.W. Sherwood Department Store), the Patton Residence at 2398 Scarth Street, and the Hill Residence Carriage House at 2990 Albert Street for a total investment of \$ 3.3 million over 10 years. Work continued on the development of the City’s first ever Cultural Plan, a 10-year strategic plan guiding the development of the arts, cultural heritage, cultural industries and inter-culturalism. It will be the primary document that guides the city’s cultural policy decisions in ways consistent with the objectives of the OCP. Ongoing engagement activities occurred throughout 2015. 	

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>Inclusion</p> <p>10.12 Respond to the cultural needs and aspirations of Regina’s increasingly diverse population through culturally relevant programs, services and facilities.</p> <p>10.13 Engage with Regina’s First Nations, Métis and Inuit communities to determine collaborative strategies and approaches to addressing cultural needs and aspirations.</p> <p>10.14 Encourage the strengthening and expansion of festivals and events that reflect diverse community interests and needs.</p>	<ul style="list-style-type: none"> The City of Regina Archives launched its 150 Stories timeline on National Indigenous Peoples Day, June 21, 2018. The virtual timeline explores Regina from an Indigenous perspective and includes shared wisdom, stories and personal reflections on video and audio as well as photographs and material from the City of Regina Archives’ collections. The Cultural Plan drove decisions on the participation in Reconciliation Regina. 	<ul style="list-style-type: none"> Protocol of Recognition, Partnership and Respect signed between the City of Regina and File Hills Qu’Appelle Tribal Council. This partnership intends to strengthen relationships, improve lives, promote better understanding of cultures and cooperation on mutual issues of concern are integral to the overall wellbeing of the city, community and province. 	<ul style="list-style-type: none"> City Council approved Municipal Heritage Property designation of the Regina Indian Industrial School Cemetery (701 Pinkie Road). The project was recognized as responding to the Truth and Reconciliation Calls to Action #75 and 76. 	<ul style="list-style-type: none"> In partnership with a number of community stakeholders, the City of Regina participated in activities to welcome 450 Syrian refugees to the community. A coalition led by the Regina Open Door Society provided support services, programs, and facilities to ensure the successful settlement of these new residents. 	
<p>Accessibility</p> <p>10.15 Partner with stakeholders to improve promotion of, awareness of, and access to cultural resources, learning opportunities, and activities.</p> <p>10.16 Support equitable access to cultural resources, practices and activities.</p>				<ul style="list-style-type: none"> In partnership with a number of community stakeholders, the City of Regina participated in activities to welcome 450 Syrian refugees to the community. A coalition led by the Regina Open Door Society provided support services, programs, and facilities to ensure the successful settlement of these new residents. 	
Health and Safety					
<p>Safety and Urban Planning</p> <p>11.1 Ensure the compatibility of new development within LAND USE COMPATIBILITY TRANSITION AREAS identified on Map 9 – Health and Safety.</p> <p>11.2 Collaborate with stakeholders to ensure the long-term health and safety of Regina’s residents by:</p> <p>11.2.1 Ensuring complementary land use adjacent to MAJOR HEALTH FACILITIES;</p> <p>11.2.2 Providing appropriate public access to MAJOR HEALTH FACILITIES and service centres;</p> <p>11.2.3 Providing municipal services and supporting amenities that meet the long-term growth needs of existing healthcare institutions;</p>		<ul style="list-style-type: none"> As part of the 2017 Standards of Cover, Regina Fire & Protective Services (RFPS) completed a community risk assessment on over 82,000 properties across the city. Using the most current data available from City of Regina Assessment and Taxation Department and the Department’s records management system, RFPS assigned risk levels of low, moderate, high or special for all property types across the service areas of fire suppression, emergency medical services, hazardous materials and technical rescue. 	<ul style="list-style-type: none"> RM of Sherwood and City staff worked collaboratively together to draft policies for each municipality’s respective OCP to address planning in proximity to the Evraz Steel Mill in Sherwood Industrial Park. The RM has included these draft policies in their proposed OCP whereas the City intends to make amendments to Design Regina as part of the 5-year review of the OCP scheduled for 2018. 		

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>11.2.4 Evaluating the potential health effects of a planned development or project in partnership with the health region, where appropriate; and</p> <p>11.2.5 Ensuring compatible land use adjacent to MAJOR EMERGENCY RESPONSE FACILITIES.</p> <p>11.3 Encourage utility providers to bury high voltage transmission lines when adjacent to residential neighbourhoods.</p> <p>11.4 Encourage school boards and developers to locate schools such that the safety and level of activity of children is optimized.</p> <p>11.5 Prohibit the development of new buildings and additions to buildings in the flood way of the 1:500 year flood elevation of any watercourse or water body; and</p> <p>11.6 Require flood-proofing of new buildings and additions to buildings to an elevation of 0.5 metres above the 1:500 year flood elevation of any water course or water body in the flood fringe.</p>					
<p>Health and Environmental Impacts</p> <p>11.7 Employ appropriate setback standards to ensure compatible development adjacent to the following: railway, pipeline, and other utility corridors, energy-generation facilities and other features, where required.</p> <p>11.8 Identify and employ a framework for the completion and evaluation of impact assessments.</p> <p>11.9 Ensure city roadways are able to provide all-season emergency response access, maximize connectivity, and minimize response times.</p> <p>11.10 Consider the impact of new development on emergency response infrastructure.</p> <p>11.11 Require environmental impact assessments and remediation of brownfield sites prior to development.</p> <p>11.12 Provide appropriate crime and fire education and prevention programs in collaboration with community associations and other stakeholders.</p>		<ul style="list-style-type: none"> Work continued to maintain a series of partnerships with external organizations such as the Ministry of Social Services and the Open Door Society to help educate seniors, new Canadians, children and families about fire safety. Another partnership, with the University of Regina, resulted in the publication of the Residential Cooking Fires Research Project Final Report – the culmination of a two-year research partnership between Regina Fire & Protective Services and the Community Research Unit at the University of Regina. Ultimately, the research project seeks to guide development and implementation of evidence-based education strategies designed to reduce these incidents (policy 11.12). Regina Fire & Protective Services initiated a review of the Regina Fire Bylaw with a goal of improving public safety through encouraging behaviour changes. 	<ul style="list-style-type: none"> In 2016 the City undertook a study to examine the various standards and criteria associated with risk assessment of sources of risk and setbacks from various lands uses. The study will inform future work to consider whether the City current setback analysis requirements associated with future development require revision. 		<ul style="list-style-type: none"> A series of partnerships were initiated with external organizations such as Social Services and the Open Door Society to help educate seniors, new Canadians, children and families about fire safety. Another partnership, with the University of Regina, will study residential cooking fires. The City of Regina and the Regina Humane Society reached a 20-year agreement for animal control services. Part of this agreement involves the development of a new Animal Community Centre. The Centre is planned to be a progressive shift away from the historical model of a “city pound” and instead serve as a vibrant, central hub with improved spaces for animal care, greater community access, expanded education programming, and an improved working environment for staff and volunteers.

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>Special Policy Areas – Airport</p> <p>11.13 Adhere to the regulations respecting the location and height of buildings within identified areas on Map 10 – Airport Vicinity around the Regina International Airport.</p> <p>11.14 Promote public safety and avoid issues of nuisance and incompatibility within the vicinity of the Regina International Airport by applying the following policies:</p> <p>11.14.1 Apply noise attenuation standards to new residential development in the area between 25 and 30 NOISE EXPOSURE FORECAST in accordance with the Zoning Bylaw;</p> <p>11.14.2 Prohibit residential land use within the 30 NOISE EXPOSURE FORECAST contour;</p> <p>11.14.3 Minimize the potential to attract migratory birds by discouraging stormwater retention and reducing the amount of natural ponding;</p> <p>11.14.4 Protect navigation aids by applying the development standards set out by federal regulations. This will apply to development in the area shown on Map 10 – Airport Vicinity; and</p> <p>11.14.5 Prohibit uses with emissions that may affect airport visibility on lands adjacent to the airport.</p>					
<p>Special Policy Areas – Steel Mill and Refinery</p> <p>11.15 Ensure that landowners register an interest on all residential and potentially affected non-residential property titles, at a time before or during the subdivision stage, in accordance with the following contexts and requirements:</p> <p>11.15.1 That within the secondary plan or concept plan areas affected by the 1000m IPSCO buffer (excluding the Lakeridge neighbourhood, which has had an approved concept plan in place since 1988), as shown on Map 9 – Health and Safety, future lot owners shall be made</p>			<ul style="list-style-type: none"> RM of Sherwood and City staff worked collaboratively together to draft policies for each municipality’s respective OCP to address planning in proximity to the Evraz Steel Mill in Sherwood Industrial Park. The RM has included these draft policies in their proposed OCP whereas the City intends to make amendments to Design Regina as part of the 5-year review of the OCP scheduled for 2018. 		

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
<p>aware of potential noise and emissions associated with this operation; and</p> <p>11.15.2 That within the secondary plan or concept plan area located north of Uplands and bound by Winnipeg Street to the east, city limits to the north and the CP rail line to the southwest, future lot owners shall be informed of potential noise and emissions associated with the petroleum refinery.</p>					
Economic Development					
<p>Economic Vitality and Competitiveness</p> <p>12.1 Ensure an orderly regulatory environment within which business and industry can operate assured of transparency, predictability, and fairness in their dealings with the City.</p> <p>12.2 Minimize regulatory barriers to economic growth to the greatest possible extent while balancing the needs and aspirations of all Regina residents, fee-and taxpayers, and the sustainability of the city.</p> <p>12.3 Establish taxation rates and other residential and business fees and charges that consider the sustainability of services.</p> <p>12.4 Provide easy access to information about investing in, conducting business in, and visiting Regina.</p>	<ul style="list-style-type: none"> For the 26th consecutive year, the City received the Government Finance Officers Association’s (GFOA) award for presentation of the City’s Annual Report. The 2019 Budget sets the fiscal foundations for the City to achieve the goals and objectives in the Official Community Plan, while adhering to the community priority of achieving long-term financial viability. The 2019 Budget demonstrates Administration’s commitment to reasonable, affordable property tax and fee changes that support planned, sustainable growth and maintenance of the City. The City’s utility rate structure is easy to understand and supports the sustainability and affordability goals in the Official Community Plan. Our rate structure helps the City achieve community priorities of long-term financial viability, while fostering economic prosperity. The five-year capital plan of the City of Regina is, in the case of most asset classes, based on longer term asset management plans that integrate growth components with the long term cost of operating. 	<ul style="list-style-type: none"> The 2017 Budget sets the fiscal foundations for the City to achieve the goals and objectives in the OCP, while adhering to the community priority of achieving long-term financial viability. The 2017 Budget demonstrates Administration’s commitment to reasonable, affordable property tax and fee changes that support planned, sustainable growth and maintenance of the City. Industrial Barriers research and SAF policy, Support Economic Development Regina work on industrial land inventory 	<ul style="list-style-type: none"> Regina has continued to operate without a business tax to ensure a competitive environment for business to operate. Economic Development Regina ensured that businesses wishing to locate in Regina and tourist visitors to Regina had easy access to information and support. Economic Development Regina successfully led bids to host a number of major national and international events in Regina during 2016, including the 2017 Skate Canada and the 2018 Tim Horton’s Brier. 	<ul style="list-style-type: none"> Regina has continued to operate without a business tax to ensure a competitive environment for business to operate. Economic Development Regina ensured that businesses wishing to locate in Regina and tourist visitors to Regina had easy access to information and support. 	<ul style="list-style-type: none"> Regina has continued to operate without a business tax to ensure a competitive environment for business to operate. Economic Development Regina ensured that businesses wishing to locate in Regina and tourist visitors to Regina had easy access to information and support.

OCP Policy	2018 Actions	2017 Actions	2016 Actions	2015 Actions	2014 Actions
	<ul style="list-style-type: none"> For the first time, the City's budget book received the Government Finance Officers Association's (GFOA) award for presentation of the budget. The City's newly established long-range financial model serves as a key input to the budgeting process, helping us understand the long-term financial impacts of decisions made today. 				
<p>Economic Growth</p> <p>12.5 Establish and implement mechanisms to expand and diversify the economy, promote the attractiveness of Regina and the region as a place to live, invest, do business, and visit, by:</p> <p>12.5.1 Identifying and leveraging opportunities to expand existing industries;</p> <p>12.5.2 Identifying and encouraging the development of new economic opportunities; and</p> <p>12.5.3 Promoting and enhancing tourism.</p> <p>12.6 Collaborate with community economic development stakeholders across the region to leverage shared economic advantages and tourism opportunities, including but not limited to:</p> <p>12.6.1 Working with the Province to build upon Regina's role as the provincial capital;</p> <p>12.6.2 Working with the Wascana Centre Authority to promote physical connections between provincial facilities and adjacent areas;</p> <p>12.6.3 Collaborating with surrounding First Nations, Métis and Inuit communities to promote shared prosperity;</p> <p>12.6.4 Maximizing potential linkages and leveraging special economic assets such as Innovation Place, the Global Transportation Hub, Regina International Airport, the University of Regina and other specific lands and land uses with high linkage/spinoff potential; and</p>		<ul style="list-style-type: none"> The City initiated a project to redesign Regina.ca to provide residents with easier access to information on City programs and services. The project is intended to improve City communications by providing residents with a website that is easy to use – especially via smartphones. Signed and implement water access agreement with Sakimay First Nations to facilitate Treaty Land Entitlement (TLE) land development for commercial and light industrial. Met with George Gordon First Nation and Cowessess First Nation to discuss and review options for land development under TLE. 			

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12.6.5 Support urban reserves that are in keeping with overall land use and growth policies.					
<p>Economic Generators</p> <p>12.7 Encourage innovative options to support and incubate new entrepreneurs and commercial ventures:</p> <p>12.7.1 Encourage the development and commercialization of new ideas that have the potential to diversify the economy;</p> <p>12.7.2 Consider leasing or selling City-owned properties for use as live/work spaces, studio spaces and offices for arts organizations;</p> <p>12.7.3 Consider the inclusion of live/work spaces, studio space and cultural facilities in new and renovated developments as a community amenity;</p> <p>12.7.4 Collaborate with stakeholders to create opportunities for all residents to participate in the labour force, including, but not limited to, on-the-job training, mentorship, and skill development in wide-ranging occupations; and</p> <p>12.7.5 Encourage new and existing industry clusters, including cultural and creative industries, to increase collaboration, innovation and shared industry infrastructure.</p> <p>12.8 Compete in the marketplace where it is appropriate and within the legislative authority of the City when:</p> <p>12.8.1 Policies and practices are in place to ensure transparency and fair dealing by the City of Regina;</p> <p>12.8.2 The financial benefit to Regina residents of competing in the marketplace can be quantified; and</p> <p>12.8.3 Participation in the marketplace ensures the sustainability of critical services or infrastructure.</p>					
Social Development					
Social Sustainability		<ul style="list-style-type: none"> 2017 marked the grand opening of māmawēyatitān centre in the North 	<ul style="list-style-type: none"> The māmawēyatitān centre is a new facility under construction in the heart of 	<ul style="list-style-type: none"> Regina Public Library (RPL) partnered with the City of Regina and other groups 	<ul style="list-style-type: none"> Plans for Regina’s North Central Shared Facility were advanced throughout 2014

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<p>13.1 Develop community resources to provide opportunities for social activities, events and programming for Regina residents.</p> <p>13.2 Require new development plans to demonstrate access and connections to ACTIVITY CENTRES and the OPEN SPACE SYSTEM.</p> <p>13.3 Encourage the use of ACTIVITY CENTRES, open space, community resources, and other areas within the public realm for neighbourhood gatherings, accommodation of service providers, and delivery of community programs.</p> <p>13.4 Collaborate with partners and the community to identify required social programs and services to address the diverse needs of residents, including the most vulnerable populations.</p> <p>13.5 Encourage the provincial government and the community to establish locally based attainable childcare facilities, which are essential to enabling parents to secure access to employment.</p> <p>13.6 Encourage intensification as a means to revitalize and renew neighbourhoods and existing community resources.</p> <p>13.7 Provide neighbourhood organizations with information on available programs to be used for the maintenance and renovation of properties.</p> <p>13.8 Collaborate with stakeholders on education and outreach for physical and social health programs.</p>		<p>Central Community. This centre will act as an activity centre for the community where programs and services will be provided to create a more vibrant, inclusive and healthy community.</p> <ul style="list-style-type: none"> The City of Regina participated in the Cold Weather Strategy in collaboration with non-profit and provincial entities to ensure no one sleeps outside during extreme cold. The Strategy is in place from November 1 – March 31 of each year. 	<p>North Central. The Centre is a community hub and will house Scott Collegiate, a child care facility, the City’s recreation services, public library, and a community policing centre. The Centre is expected to be completed in spring 2017 and open to the public in June. Overall cost of the project is approximately \$41 million with Regina Public Schools contributing \$31 million with support from the Province. The City is providing \$8.8 million and the Regina Public Library is investing \$2.5 million.</p> <ul style="list-style-type: none"> Plans for Regina’s Railyard Renewal were advanced throughout 2016. With the completion of the Regina’s new Mosaic Stadium, decommissioning of the old stadium will begin in 2017 releasing twenty acres of prime development land within the North Central neighbourhood. This land will be developed as a complete neighbourhood. The North Central community will have input into the planning process. Some potential benefits for North Central are increased business and investment opportunities in the neighbourhood. 	<p>to lead development and initiate construction of the Mâdawêyatîân Centre (formerly called the North Central Shared Facility). The facility will be a hub of community activities and will include Scott Collegiate, a child care facility, City recreational complex, the RPL’s Albert Branch and a community policing centre. By the end of 2015, the project was over 25% complete and well on its way to being finished on schedule in mid-2017.</p> <ul style="list-style-type: none"> The YMCA organized a ‘Point-in-Time Count’ to identify the needs of the homeless. 	<p>and Council formalized its support for the facility in the 2015 budget, approved December 2014. The facility is an innovative use of space that combines a community centre, high school, public library, a community police centre and space for community organizations all in a single location. This multi-use facility will act as a community hub to foster socially inclusive interactions.</p>
<p>Food</p> <p>13.9 Support community gardens on public and private land.</p> <p>13.10 Collaborate and seek partnerships to increase access to healthy, diverse and affordable food within neighbourhoods through Policy 3.2.3 and the following:</p> <p>13.10.1 Building capacity in the food sector;</p> <p>13.10.2 Supporting local-food and food-related business; and</p> <p>13.10.3 Promoting community gardens and year round space for farmers markets within the city.</p>		<ul style="list-style-type: none"> The City has leased out City owned land to accommodate 6 Community Gardens through the local Community Associations. The mâdawêyatîân centre site plan includes community garden plots that will be managed by the North Central Community Association. There was also a conscious decision made by the partners to include a variety of fruit bearing trees on the site, which will provide local residents with onsite healthy food opportunities. As well there will be opportunities for the 	<ul style="list-style-type: none"> At the request of City Council, the City created a community garden policy and program to ensure that non-profit organizations interested in establishing a community garden have access to land both City and other. The interest and support for community gardens continued to increase in 2016: <ul style="list-style-type: none"> Regina currently has 15 community gardens. The majority are on City land One private charitable garden continues to operate at the University of Regina 		

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		<p>partners and community to use the fruit onsite in the programming provided at the centre.</p>	<ul style="list-style-type: none"> - Six schools have gardening programs. - The Four Seasons Urban Agriculture Project is a new initiative of the Food Bank. The project provides 2400 sq. ft. of year-round indoor green space to grow fresh produce and to engage clients and community members in different aspects of the food system. As an added bonus the project has diverted 350 lbs of waste from the landfill by using earthworms to convert organic waste into fertilizer. (this is not a city initiative so not sure it should be included unless we funded through the community investment grants) - The City is working with the community to establish a new community garden in Southwest Regina. • Food Regina is a network of local food organizations that exists to improve the security, sustainability and resiliency of Regina's local food system. The Food Regina Board of Directors work together to improve community food security by supporting research, public awareness, education, infrastructure, and policies related to the local food system. The City is an ex-officio member of Food Regina. 		
<p>Community Security</p> <p>13.11 Recognize that prevention is a crucial component to health and safety.</p> <p>13.12 Promote health and safety by embracing the principles of Crime Prevention through Environmental Design (CPTED).</p> <p>13.13 Collaborate and partner with other levels of government, stakeholders, and the broader community to:</p> <p>13.13.1 Deliver, where feasible, community education, outreach, and programs on crime and fire prevention and disaster survival;</p> <p>13.13.2 Improve the management of litter;</p>		<ul style="list-style-type: none"> • The City is a member of the Canadian Municipal Network on Crime Prevention, a partnership with municipalities across Canada that provides training and information sharing on crime-prevention strategies. • In 2017, the Bylaw Enforcement Branch placed a greater focus on education and outreach, in combination with an emphasis on proactive enforcement. This supports community safety by mitigating community-identified social issues such as health and safety hazards, and unsightly properties before they 	<ul style="list-style-type: none"> • As part the Graffiti Management Program, the City partnered with the Cathedral Area Community Association and Regina Police Service to wipe-out graffiti in the Cathedral neighbourhood prior to the 25th Anniversary Celebration of the Cathedral Arts Festival. The initiative included a media event, communications to Cathedral residents and businesses, enhanced removal of graffiti from City and other stakeholder assets and enhanced bylaw and police enforcement. 		

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<p>13.13.3 Implement the Graffiti Management Program; and</p> <p>13.13.4 Develop and implement strategies to address community-identified social issues.</p>		<p>become larger problems in the community.</p>			
<p>Vulnerable and Marginalized Populations</p> <p>13.14 Work with others to ensure that all residents have secure access to basic needs, such as food, housing and other services.</p> <p>13.15 Participate in the development of a comprehensive plan to address homelessness in partnership with other levels of government.</p> <p>13.16 Work with the community to coordinate the delivery of and provide information about social programs and services to those in need.</p>	<ul style="list-style-type: none"> A member of City Administration sits on the Regina Homelessness Community Advisory Board for the federal government funding under the Homelessness Partnering Strategy (HPS). In 2018, \$1.8 million in federal HPS funding was committed to organizations working on homelessness in the community including \$750,000 for Housing First. The creation of A Plan to End Homelessness for Regina was launched in February. 	<ul style="list-style-type: none"> In fall 2017, Council approved a motion to support A Plan to End Homelessness for Regina and provide \$60,000 funds towards the creation of the Plan. Matching funds were provided by federal Homelessness Partnering Strategy funds. Work on the Plan will commence in 2018. The City is a member of the Regina Homelessness Community Advisory Board for the federal government's Homelessness Partnering Strategy. In 2017, \$1.7 million in federal funding was provided including \$1 M for a Housing First program in Regina and \$700,000 to organizations involved in rapid re-housing, housing support, program evaluation and case management services for those experiencing or at risk of homelessness. 	<ul style="list-style-type: none"> The City provides over \$800,000 in Social Development Community Investment funds to non-profit organizations to deliver programs to assist vulnerable and marginalized populations with basic and other needs. The City continued to play a key role in the federal government's Homelessness Partnering Strategy by providing leadership on the Regina Community Plan on Homelessness and the Community Advisory Board. In 2016, the following was accomplished to support the homeless population: <ul style="list-style-type: none"> Allocated over \$700,000 to organizations for capital projects and to deliver housing and support services; Launched Regina's Housing First program to house individuals experiencing chronic homelessness and with acute needs; Initiated a Rapid Rehousing program to house individuals experiencing episodic homelessness and with moderate needs and to work in tandem with Housing First; and Secured the services of an evaluator to evaluate Regina's efforts and to grow the program 	<ul style="list-style-type: none"> In partnership with a number of community stakeholders, the City of Regina participated in activities to welcome 450 Syrian refugees to the community. A coalition led by the Regina Open Door Society provided support services, programs, and facilities to ensure the successful settlement of these new residents. 	
<p>Social Inclusion</p> <p>13.17 Partner with stakeholders and the broader community to promote education and awareness programs and social marketing strategies as a way to advance cultural awareness, as well as to prevent and reduce bullying, racial tensions, and misunderstanding among diverse populations.</p> <p>13.18 Provide opportunities for residents to be engaged in civic life, including, but not</p>	<ul style="list-style-type: none"> The City transferred the contents of Welcometoregina.ca to Regina.ca to provide better access to newcomers by consolidating all City information on accessing services, activities and employment on one web site. 	<ul style="list-style-type: none"> The Zoning Bylaw was amended in response to a request by the Islamic Association of Saskatchewan to allow for religious institutions in the Industrial Tuxedo area. This amendment provides opportunity for all religious affiliations to establish a physical presence and build community in an area of the city that suits their needs. 	<ul style="list-style-type: none"> There was the addition of two buses to the Paratransit fleet to respond to increasing demands for use. Furthermore, the use of taxis in this service were two of the successful variables to reduce the unaccommodated refusal rate to 0.7 Audible Stop Announcement software was installed making the bus trip more assessable for many customers 	<ul style="list-style-type: none"> Paratransit initiated an Interactive Voice Response program and piloted the use of taxis to reduce the number of unaccommodated trips. In 2015, the City continued its pursuit of an overall action plan with respect to accessible taxicabs, supporting the priorities of sustainable transportation choices and social inclusion. 	<ul style="list-style-type: none"> The number of licences for accessible taxis increased from four to 10 as a way of increasing transportation options for all residents. The fare for using accessible taxicabs has also been equalised to the fare of regular taxicabs.

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<p>limited to, sitting on boards and committees that advise City Council and Administration.</p> <p>13.19 Establish programs and a fee structure to ensure that City programs, services and facilities are affordable, accessible, and welcoming to all residents of Regina.</p> <p>13.20 Support the city's population of seniors and persons with specific needs by:</p> <p>13.20.1 Promoting "aging in place" within the design of new and existing neighbourhoods;</p> <p>13.20.2 Using principles of barrier-free and universal design in creating public space to ensure accessibility for all; and</p> <p>13.20.3 Coordinating accessibility actions and initiatives across City departments.</p> <p>13.21 Collaborate with First Nations, Métis and Inuit communities and other levels of government to identify opportunities to support Aboriginal initiatives within the city.</p> <p>13.22 Identify opportunities to collaborate with the community and support the improved settlement and integration of international immigrants.</p> <p>13.23 Develop an integrated multi-modal transportation system that offers choices to all of Regina's residents regardless of location, income level or ability.</p>		<ul style="list-style-type: none"> The City of Regina maintains a webpage, welcometoregina.ca, for newcomers to the City including information on accessing basic services, activities, and employment. 	<ul style="list-style-type: none"> The City participated in efforts to support the arrival, settlement and integration of the Syrian refugees by working in partnership with the Regina Open Door Society. Approximately 650 Syrian refugees (about 67% of them children) had arrived in Regina by the end of December 2016. 	<ul style="list-style-type: none"> Introduced an additional eight accessible taxicab licences in 2015, ahead of the original plan of adding four in 2015 and another four in 2016 Intent was to make accessible services comparable to regular taxicab services in terms of 24/7 availability and wait times Supports Transit Services plan for reducing Paratransit refusal rates by utilizing taxicabs. Two buses were added to the Paratransit fleet to increase capacity by 4,000 hours and increase the amount of service available to those that need it. The trip refusal rate is has been decreasing and more trips are being accommodated. A pilot of an accessible bus stop was implemented at the transit hub on 11th Avenue. This initiative was supported by the installation of four heated and lit bus shelters along 11th Avenue. 	
Realizing the Plan					
<p>Relationship Between Plans</p> <p>Ensure alignment between the OCP and its cascading and related plans, practices, standards, and other guiding documents.</p> <p>14.21 Develop or renew City Plans, strategies and approaches to ensure the goals and policies of this Plan are actionable and realized over time. Such strategies may be cross-department (e.g. strategic plans and business plans) or within a particular subject area or discipline (e.g. master plans).</p> <p>14.22 Give priority to policies in Part A in the event of any conflict that may exist between policies in Part A and Part B.</p>	<ul style="list-style-type: none"> Since the 2014 Annual Report, an annual update of progress on the implementation of the OCP has been prepared and published in the Annual Report. A Planning and Performance Framework has been developed and adapted to ensure the monitoring of the OCP implementation. Master plans can be described as the next level of detail from the OCP. In 2018, the Water Master Plan was approved, the Recreation Master Plan neared completion 	<ul style="list-style-type: none"> Since the 2014 Annual Report, an annual update of progress on the implementation of the OCP has been prepared and published in the Annual Report. A Planning and Performance Framework has been developed and adapted to ensure the monitoring of the OCP implementation. The 2018-2021 Strategic Plan: Making Choices Today to Secure Tomorrow was developed in 2017 to advance the OCP. This plan focuses on the advancements required over the next four years to achieve long-term delivery of effective, 	<ul style="list-style-type: none"> The Corporate Policy Framework originally developed in 2010 was updated and extended to include policies approved by City Council. Various employee groups with the responsibility for policy development were consulted in the creation of definitions, criteria and tools. Master plans can be described as the next level of detail from the OCP. Cross-divisional collaboration resulted in the development of guidelines and a template for all City of Regina master plans. This was established to offer corporate consistency in approach and 		

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	<p>and work progress on implementation of the Transportation Master Plan and Cultural Plan.</p> <ul style="list-style-type: none"> The City continued to advance Zone Forward – a project to comprehensively review the Regina Zoning Bylaw 9250. This project aligns most closely with OCP Section E – Realizing the Plan, Goal 7 – Zoning Bylaw Compliance to ‘Ensure that the Zoning Bylaw facilitates development in accordance with the goals and policies of this Plan.’ The draft bylaw was reviewed by staff and key external stakeholders in 2018. The new Zoning Bylaw will be presented to Council for consideration in 2019. 	<p>reliable services in a way that balances the community needs and wants articulated in the OCP. The Strategic Plan is cascaded throughout the organization via annual business planning processes and is built into work plans for implementation.</p> <ul style="list-style-type: none"> Master plans can be described as the next level of detail from the OCP. Cross-divisional collaboration resulted in the development of guidelines and a template for all City of Regina master plans. This was established to offer corporate consistency in approach and content but extend enough flexibility for business areas to adapt to any specific needs of each policy document. Some master plans are currently in development with more in business plans for future development over the next few years. Created public engagement tools and processes and launched an internal practitioners circle. Launched CityConnect, the City’s new intranet which provides information sharing between departments including business plans, project information, and scripts. The City started developing a social media framework to increase engagement. In the early stages of developing a program for Naming Rights, Sponsorships, and advertising. Started the development of a Corporate City of Regina engagement framework. The City continued to advance Zone Forward – a project to comprehensively review the Regina Zoning Bylaw 9250. This project aligns most closely with OCP Section E – Realizing the Plan, Goal 7 – Zoning Bylaw Compliance to ‘Ensure that the Zoning Bylaw facilitates development in accordance with the goals and policies of this Plan.’ 	<p>content but extend enough flexibility for business areas to adapt to any specific needs of each policy document. Some master plans are currently in development with more in business plans for future development over the next few years.</p>		