



Regina Planning Commission

**Tuesday, May 12, 2026
4:00 PM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

**Public Agenda
Regina Planning Commission
Tuesday, May 12, 2026**

Agenda Approval**Adoption of Minutes**

Minutes of the meeting held April 21, 2026

Administrative Reports

RPC26-7 Zoning Bylaw Amendment – 834 Broadway Avenue

Recommendation

The Regina Planning Commission recommends that City Council:

1. Approve the application to amend *The Regina Zoning Bylaw, 2019* by:
 - a. Rezoning the property located at 834 Broadway Avenue, as shown in Appendix A-2 – Zoning, and legally described as Lots 15 and 16 – Blk/Par 18 – Plan U2439 Ext 0, from RU – Residential Urban Zone to RL – Residential Low-Rise Zone and add the HT – Height Overlay Zone, with an 8.5 metre height limit.
 - b. Amending Zoning Map 2887(A) and 2887(B) accordingly (per 1[a]).
2. Instruct the City Solicitor to prepare the necessary bylaw amendments to give effect to the recommendations to be brought forward following approval of the recommendations by City Council and the required public notice.
3. Approve these recommendations at its May 20, 2026 meeting.

RPC26-8 Concept Plan & Zoning Bylaw Amendment – 500 N Courtney Street

Recommendation

The Regina Planning Commission recommends that City Council:

1. Approve the revised *Coopertown Concept Plan*, included within this report as Appendix E – Proposed Concept Plan.



OFFICE OF THE CITY CLERK

2. Approve the application to amend *The Regina Zoning Bylaw, 2019* by:
 - a. Rezoning the property located at 500 N Courtney Street, as shown in Appendix A-1 – Location, and legally described as SE¼ 4-18-20-W2, to various zones, as shown in Appendix G – Zoning (Proposed).
 - b. Amending Zoning Maps 2092(A), 2292(A), 2293(A) accordingly (per 2[a]).
3. Amend *Design Regina: The Official Community Plan, Bylaw No. 2013-48* by adding, as the 4th bullet, the following guideline to Policy 7.1.9 of Appendix A:

“Within NEW NEIGHBOURHOODS, collector streets should prioritize *medium density* residential, *high density* residential, or mixed-use land uses, and should be designed to avoid single lot vehicular access.”
4. Instruct the City Solicitor to prepare the necessary bylaw(s) to give effect to the recommendations to be brought forward following approval of the recommendations and the required public notice.
1. Approve these recommendations at its meeting on May 20, 2026.

Adjournment

AT REGINA, SASKATCHEWAN, TUESDAY, APRIL 21, 2026

AT A MEETING OF REGINA PLANNING COMMISSION
HELD IN PUBLIC SESSION

AT 4:00 PM

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

Present: Councillor Shobna Radons, in the Chair
John Aston
Leah Morrigan
Fred Hill
Sharon Markesteyn
Nicole Torgerson
Kathleen Wilson
Councillor Dan Rashovich
Councillor George Tsiklis

Regrets: Jordan Gasior
Maynard Sonntag

Also in Attendance: Council Officer, Jennifer Gentile
Deputy City Manager, City Planning & Community Services, Deborah Bryden
Director, Planning & Development Services, Autumn Dawson
Director, Recreation & Cultural Services, Diana Burton
Manager, City Planning, Ben Mario
Manager, Planning & Partnerships, Janine Daradich
Senior Legal Counsel, Cheryl Willoughby
Senior Engineer, Chad Bosgoed
City Planner II, Zoey Drimmie
City Planner I, Tyson Selinger

APPROVAL OF AGENDA

Councillor George Tsiklis moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, at the call of the Chair.

ADOPTION OF MINUTES

Councillor Dan Rashovich moved, AND IT WAS RESOLVED, that the minutes for the meeting held on March 17, 2026, be adopted, as circulated.

ADMINISTRATION REPORTS

RPC26-5 Concept Plan & Zoning Bylaw Amendment – 3631 & 3855 Gee Crescent

Recommendation

The Regina Planning Commission recommends that City Council:

1. Approve the revised *Greens on Gardiner Concept Plan*, included as Appendix D – Concept Plan (Proposed).
2. Approve the application to amend *The Regina Zoning Bylaw, 2019* by:
 - a. Rezoning property located at 3631 Gee Crescent, legally described as Block BB, Plan 102241910, and property located at 3855 Gee Crescent, legally described as Block AA, Plan 102241910, from RH – Residential High-Rise Zone to RN – Residential Neighbourhood Zone.
 - b. Amending Zoning Map 3485(A) accordingly.
3. Instruct the City Solicitor to prepare the necessary bylaw(s) to give effect to the recommendations to be brought forward following approval of the recommendations and the required public notice.
4. Approve these recommendations at its meeting on May 6, 2026.

Kevin Reese, representing Karina Developments on behalf of Prairiescape Ventures Ltd., Regina, SK addressed the Commission.

Fred Hill moved that the recommendations contained in the report be concurred in.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Commissioner Hill
IN FAVOUR:	Commissioners: Aston, Hill, Markesteyn, Morrigan, Torgerson, Wilson Councillors: Radons, Rashovich, and Tsiklis

RPC26-6 Street Closure – Portion of 19th Avenue Right-Of-Way

Recommendation

The Regina Planning Commission recommends that City Council:

1. Approve the application to close a portion of 19th Avenue Right-Of-Way, as shown in Appendix B – Street Closure Area;
2. Instruct the City Solicitor to prepare the necessary bylaw to give effect to the recommendations, to be brought forward following approval of the recommendations by City Council and the required public notice;

and

3. Approve these recommendations at its meeting on May 6, 2026.

Councillor George Tsiklis moved that the recommendations contained in the report be concurred in.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Tsiklis
IN FAVOUR:	Commissioners: Aston, Hill, Markesteyn, Morigan, Torgerson, Wilson Councillors: Radons, Rashovich, and Tsiklis

ADJOURNMENT

John Aston moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 4:26 p.m.

Chairperson

Secretary



Zoning Bylaw Amendment – 834 Broadway Avenue

Date	May 12, 2026
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC26-7

RECOMMENDATION

The Regina Planning Commission recommends that City Council:

1. Approve the application to amend *The Regina Zoning Bylaw, 2019* by:
 - a. Rezoning the property located at 834 Broadway Avenue, as shown in Appendix A-2 – Zoning, and legally described as Lots 15 and 16 – Blk/Par 18 – Plan U2439 Ext 0, from RU – Residential Urban Zone to RL – Residential Low-Rise Zone and add the HT – Height Overlay Zone, with an 8.5 metre height limit.
 - b. Amending Zoning Map 2887(A) and 2887(B) accordingly (per 1[a]).
2. Instruct the City Solicitor to prepare the necessary bylaw amendments to give effect to the recommendations to be brought forward following approval of the recommendations by City Council and the required public notice.
3. Approve these recommendations at its May 20, 2026 meeting.

ISSUE

This report responds to an application to amend *The Regina Zoning Bylaw, 2019* (Zoning Bylaw) to rezone the property located at 834 Broadway Avenue (Subject Property) from RU – Residential Urban Zone to RL – Residential Low-Rise Zone, as shown in Appendix A-2 – Zoning, to allow for a multi-unit residential building within the Al Ritchie Neighbourhood.

IMPACTS

Policy Impact

The proposed rezoning supports key objectives of the City of Regina (City), as set forth in *Design Regina: The Official Community Plan, Bylaw No. 2013-48* (OCP), relating to efficient, cost-effective servicing; “complete neighbourhoods” and housing supply and diversity.

Strategic Priority Impact

The proposed rezoning supports the Livability Priority of the City’s *Strategic Plan*, which emphasizes the importance of accommodating diverse housing options and efficient, long-term sustainable growth.

Environmental Impact

Reducing greenhouse gas (GHG) emissions and supporting renewability are key objectives of the City, as set forth in the OCP and the *Energy & Sustainability Framework*.

The rezoning enables a development that places more people in proximity of transit and within a neighbourhood that has daily amenities and services available to residents, which has the potential to decrease personal motor vehicle usage and reduce GHGs. While the demolition of the existing single unit building will have an impact, the new construction of a multi-unit residential building will provide a more energy efficient home to more residents.

Indigenous Impact

The proposed rezoning supports key objectives of *kâ-nâsihcikêwin* (Indigenous Framework), relating to *wihci-atoskêwin askîhk* (WEE-chey-AH-toe-skay-win AHS-keek) – *Living or working together in the land in harmony*, as a multi-unit building:

- Is a more efficient use of land and resources
- Will expand housing opportunities and diversification.

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

OTHER OPTIONS

OPTION 1 – Approve the application to amend the Zoning Bylaw – RECOMMENDED

Advantage: The rezoning provides an opportunity to diversify and expand housing options within the neighbourhood, and better site development options with similar intensification as the current zoning.

Consideration: The City has received comments indicating opposition to the proposed rezoning, which are summarized in Appendix B – Public Feedback.

OPTION 2 – Refer the report back to Administration for revisions or additional information and direct that it be resubmitted to the Regina Planning Commission or returned directly to City Council – NOT RECOMMENDED

Advantage: Ensures that all information requested by the Regina Planning Commission or City Council is provided to support a decision.

Consideration: Extends the decision and development timeline for the Applicant.

OPTION 3 – Deny the application to amend the Zoning Bylaw – NOT RECOMMENDED

Advantage: Redevelopment would need to conform with the existing RU – Residential Urban Zone and the RID – Residential Infill Development Overlay Zone, which may be regarded as preferable by residents opposing building types supported by the RL – Residential Low-Rise Zone.

Consideration: Under the existing zone, the property could be developed as two four-unit buildings. The proposed rezoning would not substantially increase the potential intensity of the site.

COMMUNICATIONS & ENGAGEMENT

Public and stakeholder engagement is summarized in Appendix B – Public Feedback. A petition opposing the Proposed Development, which includes 102 signatures, was submitted and reviewed. No submissions were received from the Al Ritchie Community Association.

Public notice of City Council’s consideration of this application, and of the public hearing conducted in relation to consideration of the proposed amending bylaw, will be given in accordance with *The Public Notice Policy Bylaw, 2020*. Additionally, the Applicant and other interested parties will receive a copy of the report and notification of their right to appear as a delegation at the City Council meeting when the application will be considered.

DISCUSSION

Overview

Innova Developments Ltd. (Applicant), on behalf of Tetra Property Corporation (Landowner), is applying to amend the Zoning Bylaw to pursue a multi-unit residential building. The proposed RL – Residential Low-Rise Zone (RL Zone) is intended to accommodate “...a neighbourhood environment characterized by a mixture of low-rise multi-unit building types.”

The Subject Property is located in the Al Ritchie Neighbourhood, at the intersection of Wallace Street and Broadway Avenue, which are, respectively, local and collector roadways. It currently accommodates one bungalow-style single-detached dwelling and consists of two parcels – the current dwelling spans both parcels. The current zone would support a four unit building on each lot, yielding up to eight-units.

The surrounding land use and built-form context consists primarily of similar bungalow-style single detached dwellings, which have a height range between five to seven metres and are also zoned RU Zone. Although the surrounding context may be defined as “low-density”, the built-form is somewhat compact, as many of the properties are narrow, 7.5 metre wide urban lots. The nearest high-density development is a 10-storey residential building, zoned RL Zone, located 130 metres to the west.

Although the City is not reviewing a development application at this time, the Applicant has indicated that they are looking to pursue a stacked (basement units and above-grade) townhouse development with eight dwelling units. The RL Zone may allow for a broad range of building types, up to 15 metres in height as a permitted use. Considering the context of the Subject Property, a recommendation to limit building height to 8.5 metres, through the application of the H – Height Overlay Zone, is being recommended.

Assessment

Per Section E, Policy 14.40 of the OCP – Part A, the proposed rezoning has been reviewed from the perspective of OCP conformity, land use compatibility, transportation and community services.

The proposed rezoning supports key City objectives relating to housing supply, housing diversity, complete neighbourhoods, the provision of efficient and cost-effective infrastructure and services, GHG reduction and environmental sustainability.

The Subject Property meets several of the criteria, per OPC Policy 2.7A, associated with sites deemed suitable for “higher density intensification”, including: collector roadway and transit adjacency; rear lane access; corner lot site. The rezoning, therefore, will help the City achieve its intensification objectives, which is to direct at least 40 per cent of new housing units to existing urban areas.

Under the current RU zoning, the subject property could accommodate up to eight units, as it consists of two parcels and the RU Zone permits up to four units per lot within the Intensification Boundary. While the proposed RL zoning may allow a single multi-unit building (four or more units), the overall unit count and building size are unlikely to be significantly greater than what is currently permitted under the RU Zone.

In order to ensure compatibility with the community character and surrounding built-form, a recommendation of this report is to limit building height to 8.5 metres through the application of the HT – Height Overlay Zone. This height limit equates to the current height limit prescribed by the RID – Residential Infill Development Overlay Zone.

Traffic is not being considered as an issue, as the Subject Property fronts a collector roadway with transit service and the relatively small parcel size, combined with proposed height restriction, will limit unit numbers. Per the City’s transportation standards, a traffic impact analysis is not warranted.

The City continues to improve sanitary sewer and storm water servicing throughout the city through various ongoing initiatives, including the *AI Ritchie Drainage Improvement Project*. While some residents have indicated a concern that a multi-unit residential development, at the Subject Property location, will exacerbate drainage and sanitary sewer issues within the area, it is noted that:

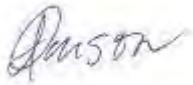
- A new development at the Subject Property location is not expected to introduce any new risk to the surrounding properties relating to storm water drainage.
- Wastewater will be directed to the west, along Broadway Avenue, away from the majority of the AI Ritchie Neighbourhood.
- The *AI Ritchie Drainage Improvement Project* will be completed in 2027.

At the development permit stage, implications for water, storm water and sanitary sewer will be further assessed based on a specific development proposal. The developer will be responsible for any upgrades required to ensure that City standards are met.

DECISION HISTORY & AUTHORITY

City Council's approval is required pursuant to Part V of *The Planning and Development Act, 2007*.

Respectfully Submitted,



Autumn Dawson, Director
Planning & Development Services

Respectfully Submitted,



Deborah Bryden, Deputy City Manager
City Planning & Community Services

Prepared by: Jeremy Fenton, Senior City Planner

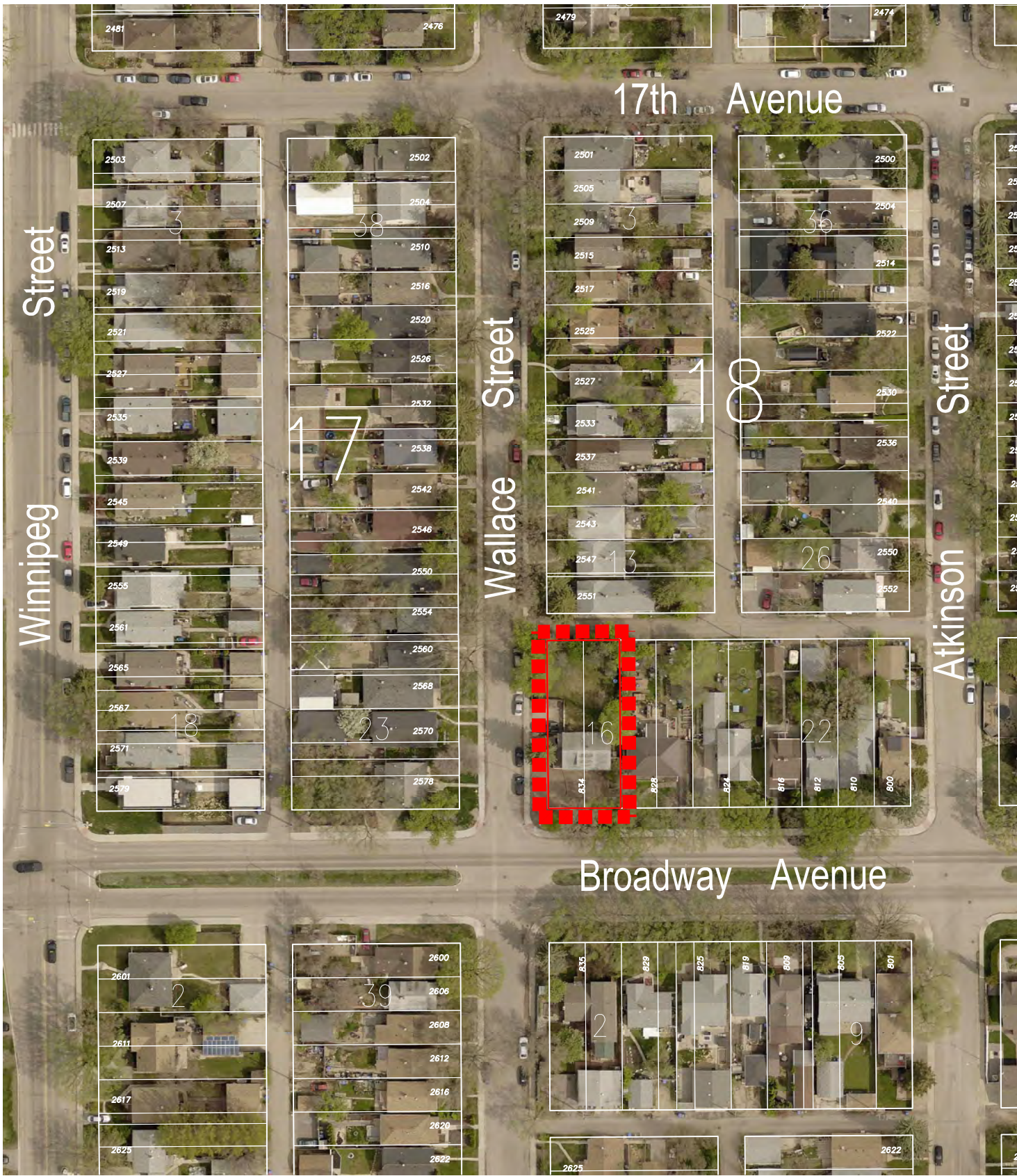
ATTACHMENTS

Appendix A-1 - Location

Appendix A-2 - Zoning

Appendix B - Public Feedback

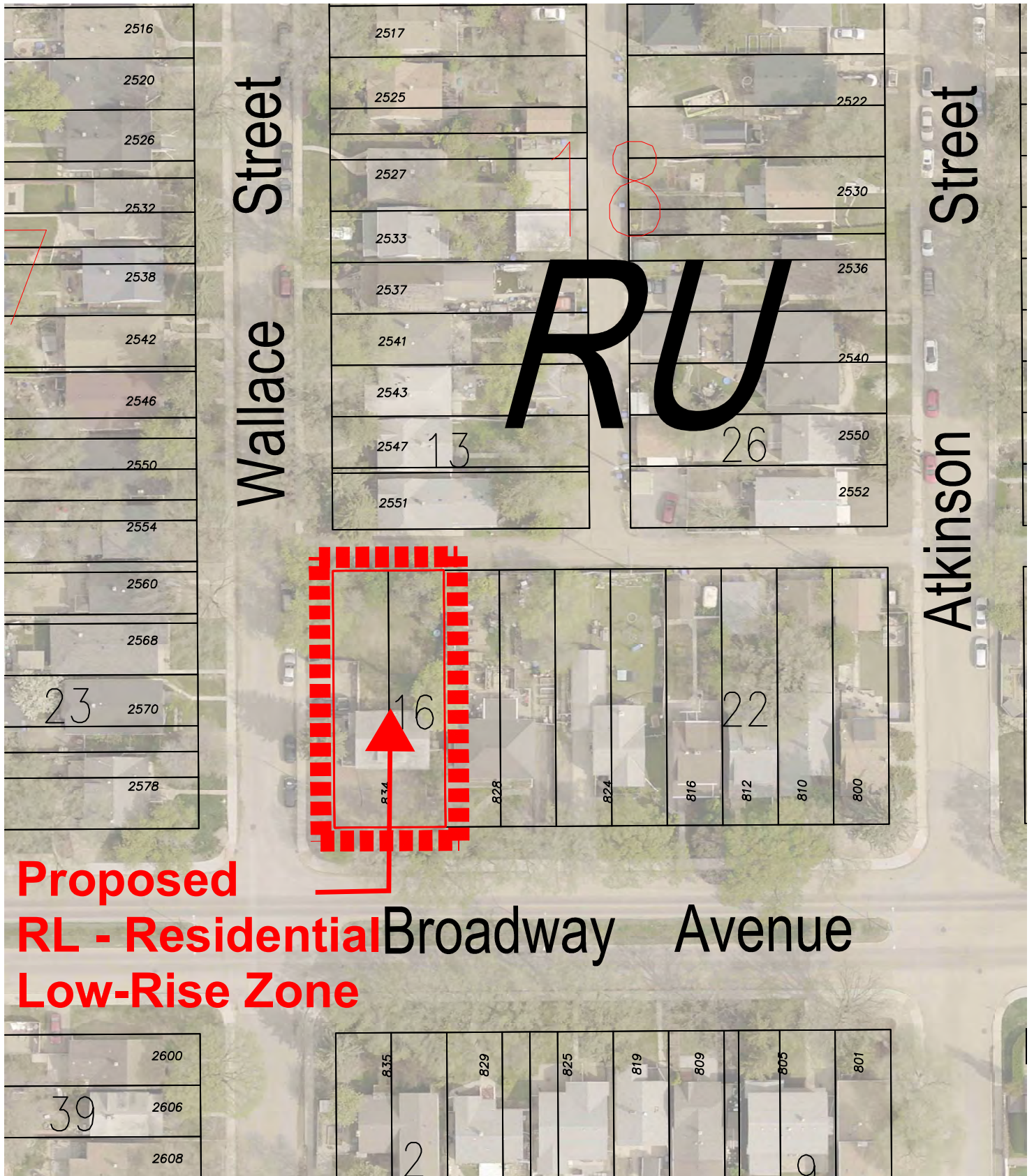
Appendix C - Zoning Comparison



Subject Property

Date of Photography: 2024





**Proposed
RL - Residential
Low-Rise Zone** Broadway Avenue



Subject Property

Date of Photography : 2024



Community Contact and Feedback Summary
Communications

Public Notice Sign February 5, 2026	<ul style="list-style-type: none"> One Public Notice sign posted at Subject Property
Public Notice Letter February 5, 2026	<ul style="list-style-type: none"> Mailed (Canada Post) to 68 addresses Standard notification radius (75 metres) Sent to AI Ritchie Community Association – No comments received
Website Information February 5, 2026	<ul style="list-style-type: none"> Information Notice posted (initial posting) Online comment portal open

Comments/Feedback

Response	#	Comments
Support	7	<ul style="list-style-type: none"> Other/No Explanation Benefits of infill and intensification, generally Applicant's proposed building is positive (type/design) Potential to increase property values in neighbourhood Potential to enhance economic development in the neighbourhood
Qualified Support	9	<ul style="list-style-type: none"> Need to accommodate additional on-site parking (at least one stall per unit) (Concern that on-site parking deficiency will result in on-street parking issues) Need to reduce the number of units
Oppose	64	<ul style="list-style-type: none"> Does not support multi-unit building/increased density (Concern with RL – Residential Low-Rise Zone 20 metre height) Will exacerbate existing on-street parking issues (lack thereof) (Additional concern with Applicant's proposal – not enough on-site parking) Will exacerbate existing traffic issues Property impact – Property values will be negatively affected Property impact – Sanitary sewer back up Lack of information
Total	80	

City Administration Response**1. Issue: Height**

Administration's Response: It is recognized that the 15-metre permitted height limit associated with the proposed RL – Residential Low-Rise Zone is a concern with some residents in terms of community character (e.g. streetscape) and added density.

A recommendation of this report is to limit building height to 8.5 metres through the application of the H – Height Overlay Zone. This height limit equates to the current height limit prescribed by the RID – Residential Infill Development Overlay Zone (RID Zone applies).

The Subject Property, following the current zoning (RU Zone), could potentially yield eight units, as the Subject Property consists of two parcels and the RU Zone allows up to four units per lot within the Intensification Boundary (which applies).

2. Issue: Shadow

Administration's Response: A recommendation of this report is to limit building height to 8.5 metres through the application of the H – Height Overlay Zone. This height limit equates to the current height limit prescribed by the RID – Residential Infill Development Overlay Zone (RID Zone applies).

Shadows cast by buildings are common in an urban environment; however, it should also be noted that the shadow effect is transitory, affecting any one geographic point only momentarily.

Where a proposed development may have significant shadow impacts, the City may require the submission of a shadow impact analysis; however, this is deemed unnecessary in this case, because the application is for rezoning only. Administration can further review design impacts at the development application stage.

3. Issue: Privacy

Administration's Response: It is recognized that the potential for a multi-unit building, with balconies, afforded by the proposed RL – Residential Low-Rise Zone, may be a concern with some residents, who are immediate neighbours, in terms of backyard privacy.

A recommendation of this report is to limit building height to 8.5 metres through the application of the H – Height Overlay Zone. This height limit equates to the current height limit prescribed by the RID – Residential Infill Development Overlay Zone (RID Zone applies).

Except for exceptional or unique contexts (e.g. downtown; areas architecturally or historically unique), the City does not regulate the location of windows or balconies and, further, does not regulate development from the perspective of guaranteeing privacy and seclusion.

It should also be noted that, through the existing RU – Residential Urban Zone, a typical 8.5 metre tall building could also, potentially, pose privacy concerns.

4. Issue: Parking

Administration's Response: It is recognized that the proposed RL – Residential Low-Rise Zone is a concern with some residents in terms of added density and, consequently, implications for on-street parking (lack thereof), which is regarded by some as an existing issue.

Per *The Regina Zoning Bylaw, 2019*, there is no minimum requirement at this time for on-site motor vehicle parking stalls (except specified situations); therefore, the number provided is at the discretion of the developer. The purpose of not requiring motor vehicle parking stalls is to: maximize the efficient use of land and City services; support active transportation and transit; support housing by reducing construction costs; support a market-based approach to parking.

While the City has received comments, from some residents, that on-street parking is a concern, it is noted that on-street parking is a shared public resource and that, further, there are no land uses (e.g. schools, hospitals) in the vicinity having special parking needs that might conflict with residential parking.

5. Issue: Traffic

Administration's Response: It is recognized that the proposed RL – Residential Low-Rise Zone is a concern with some residents in terms of added density and, consequently, implications for traffic, which is regarded by some as an existing issue.

Where a proposed development or rezoning may have traffic implications, the City may require the submission of a traffic impact assessment (TIA) to identify implications and upgrades; however, this is deemed unnecessary in this case:

- The current application is for rezoning only, affecting a relatively small site with limited unit potential due to parcel size and proposed 8.5 metre height limit.
- Determining implications for traffic will be deferred until the City receives confirmation of the proposed development through a future development application.

6. Issue: Property Value

Administration's Response: Per, Policy 14.40 of OCP – Part A, Section E, the spectrum of factors that must be assessed, when reviewing a rezoning application, centre on land use compatibility, traffic and serviceability. Conformity with the OCP Growth Plan, and any applicable neighbourhood plan and concept plan are also important considerations.

Administration acknowledges that implications for property value are a concern for many residents; however, there is nothing to indicate that a new development within the neighbourhood will negatively impact property values and is a matter affected by multiple market and location related variables and factors.

7. Issue: Sewers

The City continues to improve sanitary sewer and storm water servicing throughout the City through various ongoing initiatives, including the Al Ritchie Drainage Improvement Project. While some residents have indicated a concern that a multi-unit development, at the Subject Property location, will exacerbate drainage and sanitary sewer issues within the area, it is noted that:

- A new development at the Subject Property location is not expected to introduce any risk to the surrounding properties relating to storm water drainage.
- Wastewater will be directed to the west, along Broadway Avenue, away from the majority of the Al Ritchie Neighbourhood.
- The Al Ritchie Drainage Improvement Project will be completed in 2027.

Appendix C

Comparison of Existing and Proposed Zoning for 834 Broadway Avenue RU – Residential Urban Zone vs. RL – Residential Low-Rise Zone

Summary		RU Zone (Existing)	RL Zone (Proposed)
	Intent		Accommodate a neighbourhood environment characterized by buildings with one to four units.
Location		Residential neighbourhoods – typical, but not limited to: local streets; school proximity.	Residential neighbourhoods – typical, but not limited to: collector streets; hubs/centres.

Land-Use			RU Zone (Existing)	RL Zone (Proposed)
	Dwelling	Dwelling, Unit		Permitted Use
Group Care			Permitted Use	Permitted Use
Institution	Day Care		Permitted: <ul style="list-style-type: none"> Arterial/Collector corner lot; 30 kids or less, or Existing non-residential building; 30 kids or less 	Permitted: <ul style="list-style-type: none"> Arterial/Collector corner lot; 30 kids or less, or Existing non-residential building; 30 kids or less
		Education		Otherwise, Discretionary
Assembly	Recreation		Not allowed	Not allowed
	Religious		Discretionary Use	Discretionary Use
Food & Beverage	Restaurant		Discretionary Use	Discretionary Use
	Lounge		Not allowed	Not allowed
Retail Trade	Shop		Not allowed	Not allowed
	Fuel Station		Not allowed	Not allowed
Service Trade	Personal		Not allowed	Not allowed
	Wash – Light		Not allowed	Not allowed
Transport	Parking Lot		Not allowed	Not allowed
Office			Not allowed	Not allowed

The intent of this land use comparison is to show how typical classes of land use may apply to the zone using examples – this list is not exhaustive and does not include all of the land uses that may be allowed in the zones.

Standards		Existing Zone(s)	Proposed Zone(s)
	Max Units/Lot	RU Zone: 4.0 ¹	RU Zone: No max
	Max Height	RID Zone: 8.5m ²	HT Zone: 8.5m ³
Setbacks	Generally similar for both zones; however, the RL Zone has increased side yard setbacks where a building exceeds 11 and 15 metres (this does not apply, as proposed HT Zone will limit height to 11 metres).		

¹ This maximum unit yield (four per lot) applies to areas located within the Intensification Area of the City.

Through the existing RU – Residential Urban Zone, eight residential units could be accommodated at the Subject Property, as there are two lots and the maximum number of units per lot is four (e.g. two four-unit buildings).

² The RID – Residential Infill Development Overlay Zone also applies to the Subject Property as a zoning overlay: This has a height limit of either 8.5 metres or the average height of the buildings along the same block (but not exceeding 11 metres, which is the maximum height of the underlying RU – Residential Urban Zone).

³ The HT – Height Overlay Zone is also being recommended, as a zoning overlay (replacing the RID Zone). The recommended height limit is 8.5 metres, which will supersede the maximum height limit of the RL Zone (20 metres).



Concept Plan & Zoning Bylaw Amendment – 500 N Courtney Street

Date	May 12, 2026
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC26-8

RECOMMENDATION

The Regina Planning Commission recommends that City Council:

1. Approve the revised *Coopertown Concept Plan*, included within this report as Appendix E – Proposed Concept Plan.
2. Approve the application to amend *The Regina Zoning Bylaw, 2019* by:
 - a. Rezoning the property located at 500 N Courtney Street, as shown in Appendix A-1 – Location, and legally described as SE¼ 4-18-20-W2, to various zones, as shown in Appendix G – Zoning (Proposed).
 - b. Amending Zoning Maps 2092(A), 2292(A), 2293(A) accordingly (per 2[a]).
3. Amend *Design Regina: The Official Community Plan, Bylaw No. 2013-48* by adding, as the 4th bullet, the following guideline to Policy 7.1.9 of Appendix A:

“Within NEW NEIGHBOURHOODS, collector streets should prioritize *medium density* residential, *high density* residential, or mixed-use land uses, and should be designed to avoid single lot vehicular access.”
4. Instruct the City Solicitor to prepare the necessary bylaw(s) to give effect to the recommendations to be brought forward following approval of the recommendations and the required public notice.

1. Approve these recommendations at its meeting on May 20, 2026.

ISSUE

This report responds to applications to amend the *Coopertown Concept Plan* (Coopertown CP) and *The Regina Zoning Bylaw, 2019* (Zoning Bylaw), which are intended to accommodate various land uses at 500 N Courtney Street (Subject Property) in the Coopertown Neighbourhood, as shown in Appendix A-1 – Location. The amendments will allow for new neighbourhood development.

IMPACTS

Policy Impact

The proposed amendments support key objectives of the City of Regina (City), as set forth in *Design Regina: The Official Community Plan, Bylaw No. 2013-48* (OCP), relating to “complete neighbourhoods,” housing supply and diversity, and access to recreation, schools and amenities. The proposed amendments also comply with the Coopertown Neighbourhood Plan.

Strategic Priority Impact

The proposed amendments support the Livability Priority of the City’s *Strategic Plan*, which emphasizes the importance of accommodating diverse housing options and amenities.

Environmental Impact

Reducing greenhouse gas (GHG) emissions and supporting renewability are key objectives of the City, as set forth in the OCP and the *Energy & Sustainability Framework*.

The development of new neighbourhoods results in GHG production associated with construction (buildings and infrastructure), as well as motor vehicle traffic associated with eventual occupation. These impacts are partially offset through investment towards alternate modes of transportation (active and transit) and through the City’s commitment towards “complete neighbourhoods”. Further measures include energy efficient construction, which is partly achieved through requirements of the National Building Code, as well as various incentive and subsidization programs.

Indigenous Impact

The Coopertown Neighbourhood is planned as a “complete neighbourhood”; therefore, supports key objectives of *kâ-nâsihtikawin* (Indigenous Framework) relating to *wihci-atoskêwin askîhk* (WEE-chey-AH-toe-skay-win AHS-keek) – living together on the land, in harmony – through diverse housing options and other amenities.

There are no financial, legal, labour or inclusion, diversity, equity and accessibility impacts respecting this report.

OTHER OPTIONS

OPTION 1 – Approve the revised Coopertown CP and rezoning – RECOMMENDED

Advantage: The proposed amendments support the advancement of a new neighbourhood; joint-use school site and the Northwest Regional Wastewater Lift Station, which is a facility that will benefit existing neighbourhoods as well.

Consideration: The application represents a revision to an existing, approved concept plan and is intended to provide a land use framework that better reflects current market demands and design choices of the Applicant.

A new joint-use school site has been identified, by the school divisions and the Ministry of Education, as a requirement to meet student enrollment projections, and the proposed new Coopertown CP includes a site for this purpose, which is absent in the current/approved version.

OPTION 2 – Refer the report back to Administration for revisions or additional information and direct that it be resubmitted to the Regina Planning Commission or returned directly to City Council – NOT RECOMMENDED

Advantage: Ensures that all information requested by Regina Planning Commission or City Council is provided to support a decision.

Consideration: Extends the decision and development timeline for the Applicant.

OPTION 3 – Deny the application – NOT RECOMMENDED

Consideration: The proposed revised Coopertown CP is required to advance the neighbourhood, a potential new joint-use school site and the Northwest Regional Wastewater Lift Station, which is a facility that will also benefit existing neighbourhoods.

COMMUNICATIONS & ENGAGEMENT

Public and stakeholder engagement is summarized in Appendix B – Public Feedback. The neighbouring community associations are currently inactive; therefore, no community association was contacted.

The review process included ongoing dialog, and multiple meetings, with the school divisions and the Ministry of Education to establish an appropriate site for a potential new joint-use school.

Public notice of City Council's consideration of this application and of the public hearing conducted in relation to the proposed amending bylaws will be given in accordance with *The Public Notice*

Policy Bylaw, 2020. Additionally, the Applicant and other interested parties will receive a copy of the report and notification of their right to appear as a delegation at the City Council meeting when the application will be considered.

DISCUSSION

Overview

Dream Asset Management Corporation (Applicant and Landowner) is requesting an amendment to the *Coopertown Concept Plan* (Coopertown CP) and Zoning Bylaw to support the development of a new neighbourhood (Coopertown) at the Subject Property location (Appendix A-1 – Location).

The proposed key amendments to the Coopertown CP include:

- Expanding the overall Concept Plan area (neighbourhood boundary).
- Reconfiguration of the land use, roadway and open space framework (Appendix E – Proposed Concept Plan).
- A site for a potential new joint-use school.

The intent of the Zoning Bylaw amendment is to rezone part of the Subject Property to various zones that support the proposed Coopertown CP amendments (Appendix G – Zoning [Proposed]).

The proposed amendments respond to:

- Current and evolving market trends, which reflect more diverse housing needs, and provides flexibility to utilize Municipal Reserve dedication for a joint-use elementary school.
- The construction of the Northwest Regina Regional Lift Station.
- A more refined understanding of the 9th Avenue North – Fairway Road proposed interchange.

The proposed boundary expansion will expand the Concept Plan area by approximately 24 per cent and increase the population from 3,568 to approximately 5,600 people.

The Coopertown CP was approved by City Council in 2018; however, no development has occurred. City Council approved rezoning for an initial development stage (Phase 1, Stage 1) in 2022 and the City is currently reviewing a subdivision application for this area (shown on Appendix F – Proposed Detailed Reference Plan). This initial development stage is in accordance with the current Coopertown CP and will be carried forward into the new proposed new Coopertown CP.

This report includes three concept plan figures, which illustrate both the current/ approved version and what is being proposed. Appendix C – Changes to Concept Plan Format explains the relationship between these figures.

Assessment

The Coopertown CP amendment and Zoning Bylaw amendment have been reviewed from the perspective of OCP – Part A compliance; OCP – Part B.17 (*Coopertown Neighbourhood Plan*) compliance; transportation, utility and community services.

Policy Review

The Coopertown CP amendment and Zoning Bylaw amendment have been reviewed from the perspective of the OCP – Part A and deemed to align with the policies and objectives:

- The revised Coopertown CP aligns with the *Guidelines For Complete Neighbourhoods* (Section D5, Policy 7.8; Appendix A) by including a framework for housing diversity, interconnected street system and a centrally located neighbourhood hub and park.
- Supporting data demonstrates that the intent is to exceed the minimum population density requirement of 50 people per hectare (Section C, Policy 2.11.2).
- The expansion area up to the future north-south arterial street, along west boundary, is consistent with the newly approved growth plan policies.

The revised Coopertown CP includes a site for a potential new joint-use school, which was identified as a potential requirement through consultation with the school divisions and the Ministry of Education. The proposed site aligns with the school location guidelines (OCP; Section E; Policy 14.37B.1): collector roadway adjacency; neighbourhood hub proximity; multi-use pathway connectivity; adequate street frontage.

The intent is to locate the school on a 2.6-hectare site, dedicated as Municipal Reserve, which would be reserved for school purposes. This site forms part of a larger centrally located neighbourhood park, which would include an athletic field and other facilities. The intent is that park facilities would be shared between the school divisions and the community in a coordinated fashion, which reflects an arrangement pursued elsewhere in the city.

Provincial approval of funding for the proposed school construction has yet to be announced or confirmed. If the school construction does not proceed, the site identified for school purposes will transition to residential land use. The school site is identified on the Coopertown CP, as a “Flex Area” which allows for both above noted scenarios.

Further, the proposed amendments align with the *Coopertown Neighbourhood Plan*, which designates the Subject Property as “Neighbourhood Area”, supporting a “...diversity of residential types, parks and open space, local commercial and appropriate civic, recreation and institutional uses” (Section 4.2.1). The proposed amendments are consistent with the land use intent of this Plan, as well as the framework for major roadways, multi-use pathways and infrastructure.

Servicing Review

No capacity exists in the existing wastewater networks; therefore, wastewater will need to be routed, through a new trunk, to the proposed new Northwest Regional Wastewater Lift Station (NRWLS), which is scheduled to be completed in 2028. Until the NRWLS is operational, the Applicant has indicated that they may pursue private, on-site storage, which would need to be pumped out and hauled to a wastewater receiving station.

Storm water management will be accommodated through a combination of major and minor systems including, as the main storage facility, a proposed detention pond, which is to be co-located with an athletic field situated within the proposed neighbourhood-level park.

As the athletic field will also detain storm water and may be shared with students attending the potential school, it is a requirement (OCP; Section D9; Policy 11.4) that safety measures be implemented. Safety will be achieved through design (slopes), fencing and student management, which has been discussed with the school boards and the Ministry of Education. The presence of water, following a rain event, will be temporary and required to drain within a prescribed timeframe.

The provision of water service is not considered an issue. Activation of the recently completed Redbear Avenue Pumping Station will boost water pressure in the Primary Pressure Zone and benefit the Coopertown development.

Courtney Street will serve as the primary roadway providing access in and out of the Coopertown CP area, until such time as the future arterial, framing the west side of the neighbourhood, is constructed. Courtney Street will be constructed as an urban arterial roadway and will be phased-in as Coopertown is developed. 9th Avenue N will eventually transition to an urban expressway (Ring Road) and the Courtney Street – 9th Avenue N intersection will transition to an interchange – these represent future upgrades and are not necessary for this phase of the Coopertown area.

The proposed open space network includes a centrally located 6.25 hectare neighbourhood park and a municipal buffer (MB) along the major roadways. The park will accommodate an athletic field, accessible play area and other features, which will be confirmed at the subdivision stage. The MB will include landscaping, a gas pipeline and, potentially, a walkway. Additionally, a .38 hectare “pocket park” will be constructed, which was approved through above noted Phase 1, Stage 1 rezoning. This open space solution complies with the City’s Recreation Master Plan.

OCP Amendment

An amendment to the OCP is being recommended to ensure consistent development outcomes along collector roads. The amendment will prioritize collector roads as an appropriate location for medium and higher density residential and mixed-use land uses; therefore, reserving lower density residential for local streets. Furthermore, single lot frontage vehicular access would be avoided on collector roads, which would then require subdivisions to include rear lanes.

This proposed policy ensures that collector streets are maintained for pedestrian and motorist safety, space for tree canopy, snow storage, and street parking. This general design principle is already being implemented in new neighbourhoods through detailed concept plans; however, policy guidance is being recommended to ensure consistent outcomes across all new neighbourhoods

DECISION HISTORY & AUTHORITY

On July 30, 2018, City Council considered item *CR18-75 Proposed Coopertown Concept Plan* and adopted a resolution to approve the Coopertown CP.

On July 30, 2025, City Council considered item *CR25-88 Concept Plan Amendment – 500 N Courtney Street* and adopted a resolution to approve the amendment.

Respectfully Submitted,

Respectfully Submitted,



Autumn Dawson, Director
Planning & Development Services

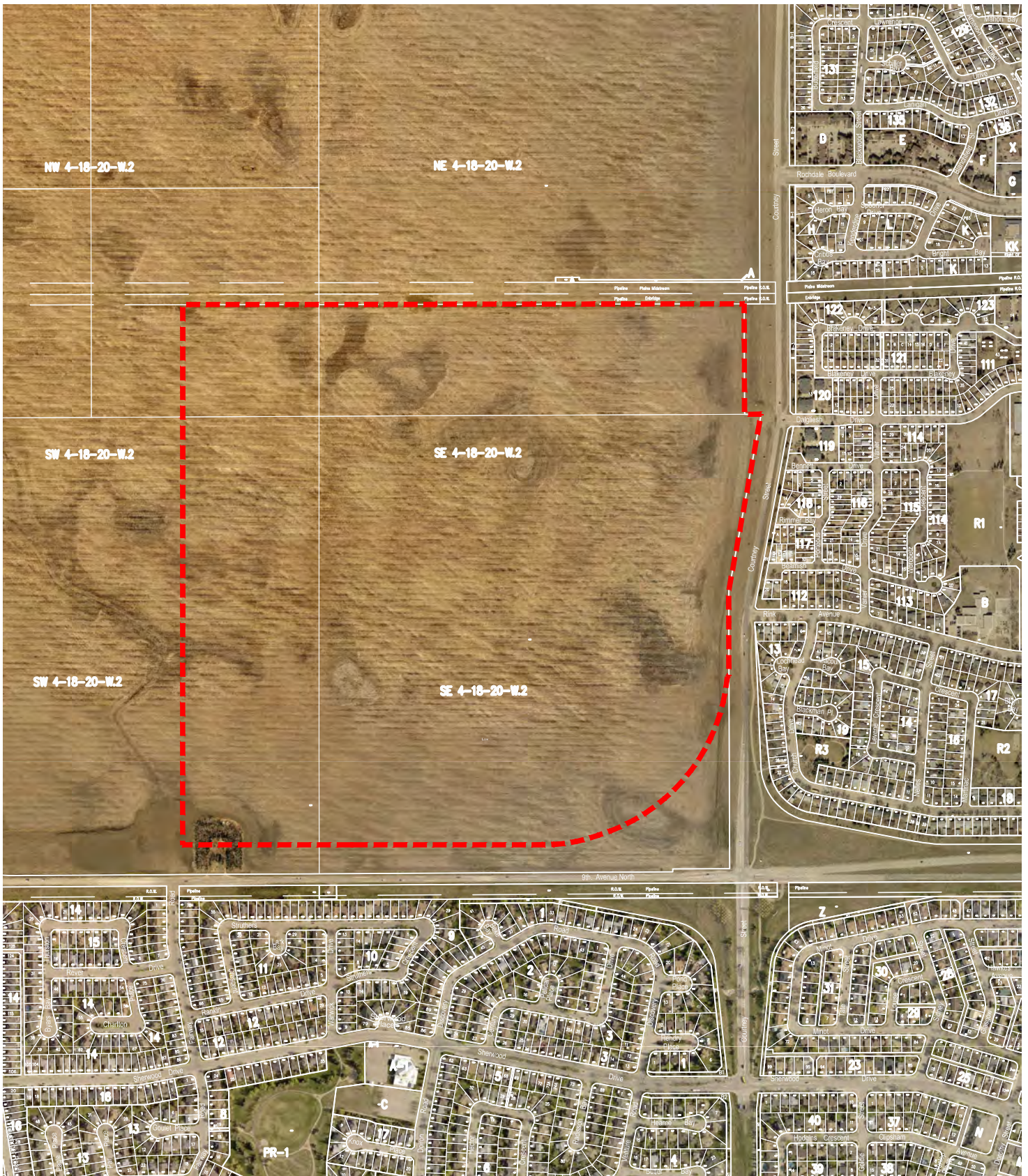


Deborah Bryden, Deputy City Manager
City Planning & Community Services

Prepared by: Zoey Drimmie, City Planner II

ATTACHMENTS

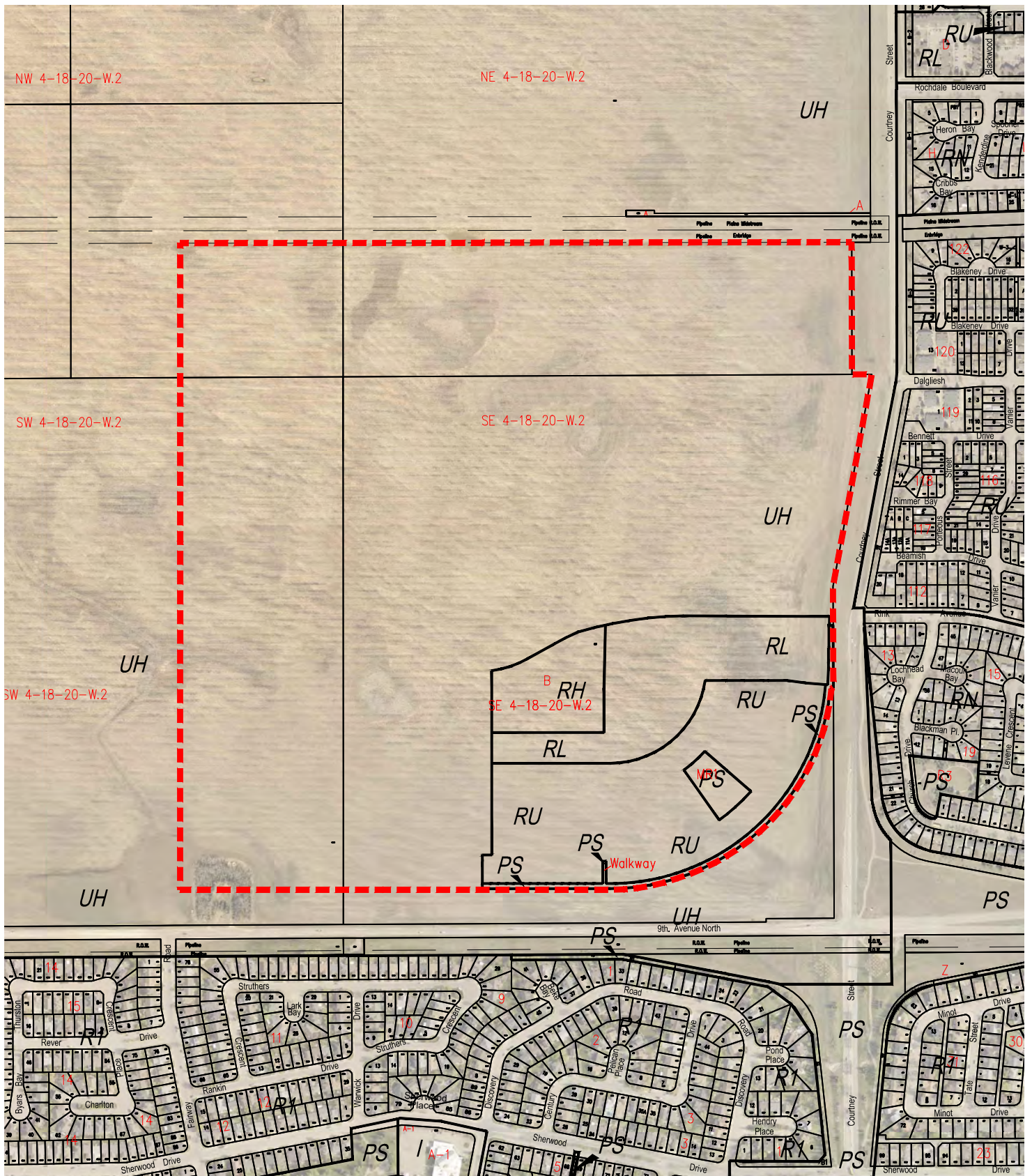
- Appendix A-1 - Location
- Appendix A-2 - Zoning (Existing)
- Appendix B - Public Feedback
- Appendix C - Changes to Concept Plan Format
- Appendix D - Existing Concept Plan
- Appendix E - Proposed Concept Plan
- Appendix F - Proposed Detailed Reference Plan
- Appendix G - Zoning (Proposed)




Date of Photography: 2024



 Subject Property



Date of Photography : 2024

 Subject Property



Community Contact and Feedback Summary
Communications

Public Notice Sign N/A	<ul style="list-style-type: none"> Per Section 11(a)(i) of <i>The Public Notice Policy Bylaw 2020-28</i>, no sign was posted on-site due to the size and location of the Subject Property.
Public Notice Letter January 30, 2026	<ul style="list-style-type: none"> Mailed (Canada Post) to 153 addresses Customized notification radius
Website Information January 30, 2026	<ul style="list-style-type: none"> Information Notice posted on the City of Regina website Online comment portal open

Comments/ Feedback

Response	#	Comments
Completely opposed	0	
Accept if different	2	<ul style="list-style-type: none"> Need noise attenuation measures along Courtney Street. Need to keep high-density residential away from Courtney Street or closer to existing high-density in Rosewood Park, as it is incompatible with the low-density nature of adjacent neighbourhoods. Need to keep commercial away from Courtney Street as it is incompatible with adjacent neighbourhoods. Upgrades to Courtney Street ahead of development and add lights to intersections.
Support proposal	0	
Total	2	

City Administration Response
1. Issue: Noise attenuation
Administration's Response:

The implementation of noise attenuation measures is directed by the City's *Noise Attenuation Policy*, which was approved by City Council on June 11, 2025.

The current Coopertown Concept Plan was approved in 2018, prior to the *Noise Attenuation Policy*, which was approved in 2025; therefore, the developer is not required to install an acoustic barrier along segments of Courtney Street and 9th Avenue North that abut the boundary of the current Coopertown Concept Plan.

The proposed/new Coopertown Concept Plan includes a boundary extension, which aligns the west boundary with the proposed 9th Avenue North – Fairway Road intersection (future interchange); therefore, as part of a future subdivision and servicing agreement, the City will assess the need to study acoustic implications resulting from this interchange.

2. Issue: High Density Residential and Commercial along Courtney Street**Administration's Response:**

The application relates to an amendment to an already approved concept plan, which currently allows for commercial and some high-density in, approximately, the same location as the proposed new concept plan.

Courtney Street is identified as an arterial road and will be widened in the future, with additional lanes added. Due to high vehicle capacity and potential for higher levels of transit service, arterial roadways are generally regarded as appropriate locations for higher density residential and commercial development, subject to planning approval.

Notwithstanding the potential for more intense land use along Courtney Street, the Coopertown Concept Plan restricts high density residential along most of Courtney Street, within the neighbourhood, and limits commercial to one node, which corresponds to a "neighbourhood hub" location identified and approved through the *Coopertown Neighbourhood Plan*, which allows for commercial at this location.

Further, the Coopertown Concept Plan contemplates a buffer between the development and Courtney Street, which exceeds typical buffer width.

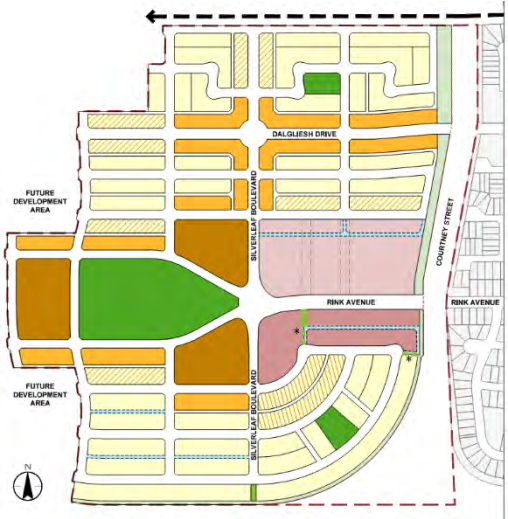


3. Issue: Upgrades to Courtney Street**Administration's Response:**

Courtney Street will serve as the primary roadway providing access in and out of the Coopertown CP area, until such time as the future arterial, framing the west side of the neighbourhood, is constructed. Courtney Street will be constructed as an urban arterial roadway and will be phased-in as Coopertown is developed.

Changes to the Concept Plan Format

Background: This Appendix is added to provide an explanation of why there are three Coopertown CP figures, as described below. Previous/existing concept plans direct future rezoning and subdivision applications by showing the specific location of land use, residential densities and the open space and roadway network. Through a recent review of this format, it has been concluded that:

- Through recent proposed Official Community Plan (OCP) amendments, policy exists for directing the configuration of all new neighbourhoods through common, generally applicable, expectations; therefore, it is no longer needed to specify this for each concept plan.
- Building too much detail into concept plans results in ongoing amendments; therefore, better to be more conceptual and “higher-level”.

Existing/Approved Concept Plan Appendix D in Report	Proposed/New Concept Plan Appendix E in Report	Proposed Detailed Reference Plan Appendix F in Report
		
<ul style="list-style-type: none"> • The intent is to replace this with the Proposed/New Coopertown CP included as Appendix E. • The configuration of land use, blocks and streets is obsolete, which illustrates why too much detail leads to revisions. 	<ul style="list-style-type: none"> • This is the Proposed/New Coopertown CP and the version that would be subject to City Council approval. • This shows the location of land use, residential densities and the open space and roadway networks at a high-level. • The intent is to avoid amendments, and to defer design detail to future planning stages. 	<ul style="list-style-type: none"> • This shows a potential, hypothetical, full build-out scenario, based on Proposed/New Coopertown CP, and implementation relevant policies and standards. • This version is not subject to City Council's approval, but will be referenced and updated as requests for rezoning are proposed.

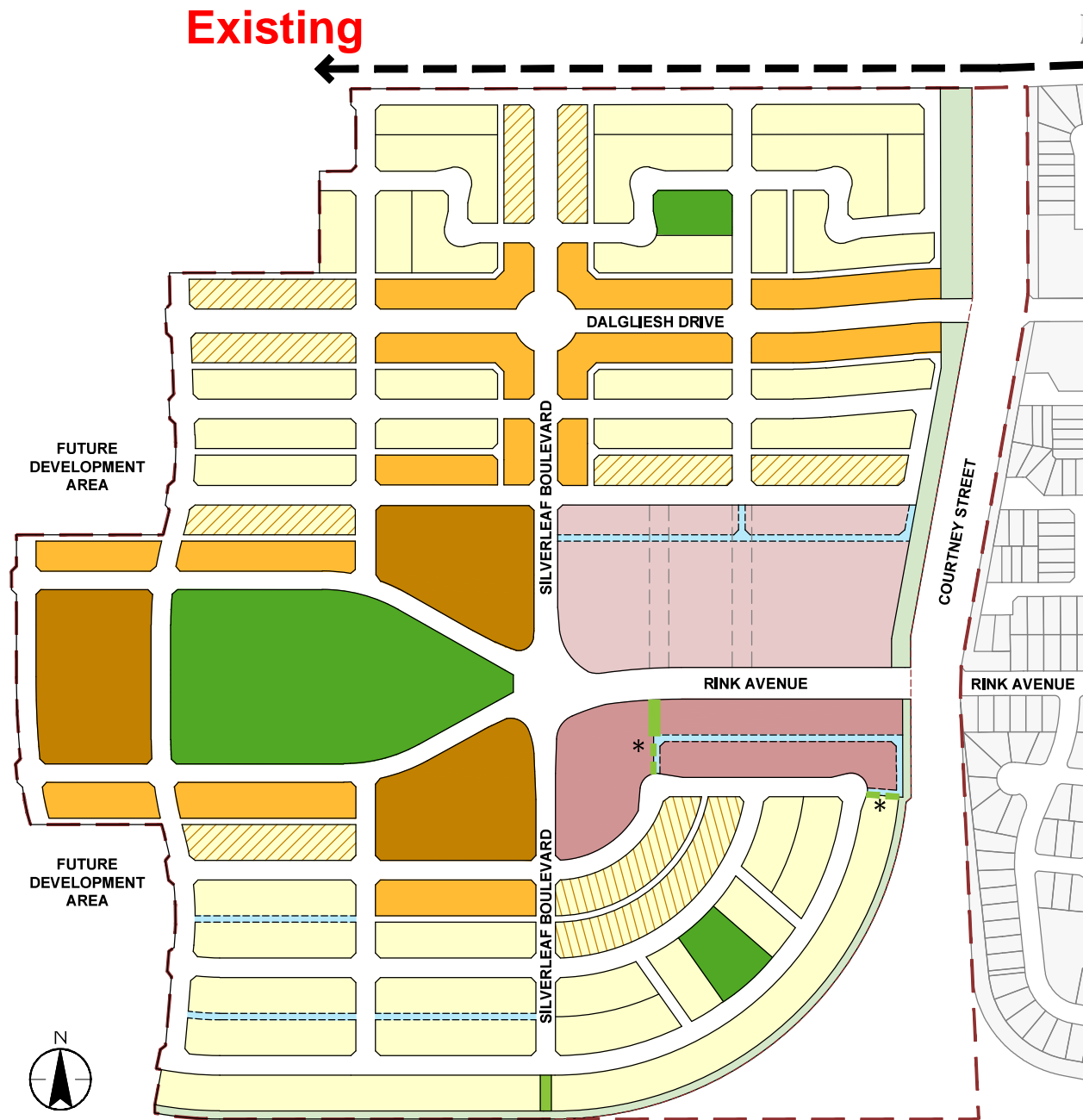
Coopertown Concept Plan - Land Use Plan

Appendix D

Legend

- Low Density Units
- Low or Medium Density Units
- Medium Density Units
- High Density Units
- Flex Area 1 (Limited to: Commercial, Mixed-Use, Office, Low, Medium, and High Density Residential)
- Flex Area 2 (Limited to: Mixed-Use, Office, Low, Medium, and High Density Residential)
- Municipal Reserve
- Municipal Buffer
- Municipal Walkway
- Potential Municipal Walkway
- Potential Roads
- Potential Lanes
- Hydrocarbon Pipeline Corridor

Land Use Category	Ha	%	Units/Ha	Units	Ppl/Ha	Pop.
Low Density Units	16.416	25.0%	25	411	67.5	1109
Low or Medium Density Units	4.382	6.7%	37.5	165	97.5	428
Medium Density Units	5.713	8.7%	50	286	125	715
High Density Units	4.743	7.2%	100	475	180	854
Flex Area 1 - Commercial	3.640	5.5%	-	-	-	-
Flex Area 1 - Residential	0.863	1.3%	75	65	135	117
Flex Area 2	2.551	3.9%	75	192	135	345
Municipal Reserve	4.775	7.3%	-	-	-	-
Local Roads and Lanes	19.952	30.4%	-	-	-	-
Municipal Buffer	1.833	2.8%	-	-	-	-
Municipal Walkway	0.066	0.1%	-	-	-	-
Potential Lanes	0.706	1.1%	-	-	-	-
Total	65.640	100.0%		1594	54 ppl/ha	3568
Courtney St. & Interchange Lands	7.330	-	-	-	-	-
Concept Plan Area	72.970					



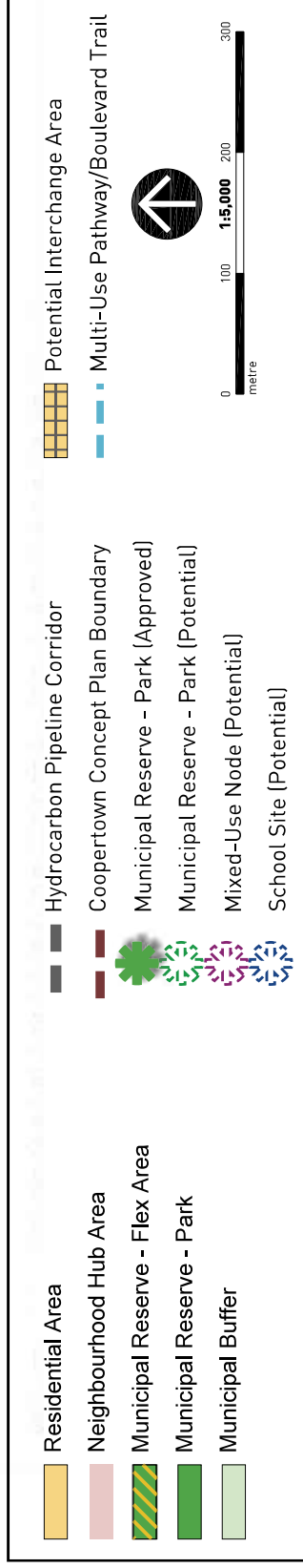
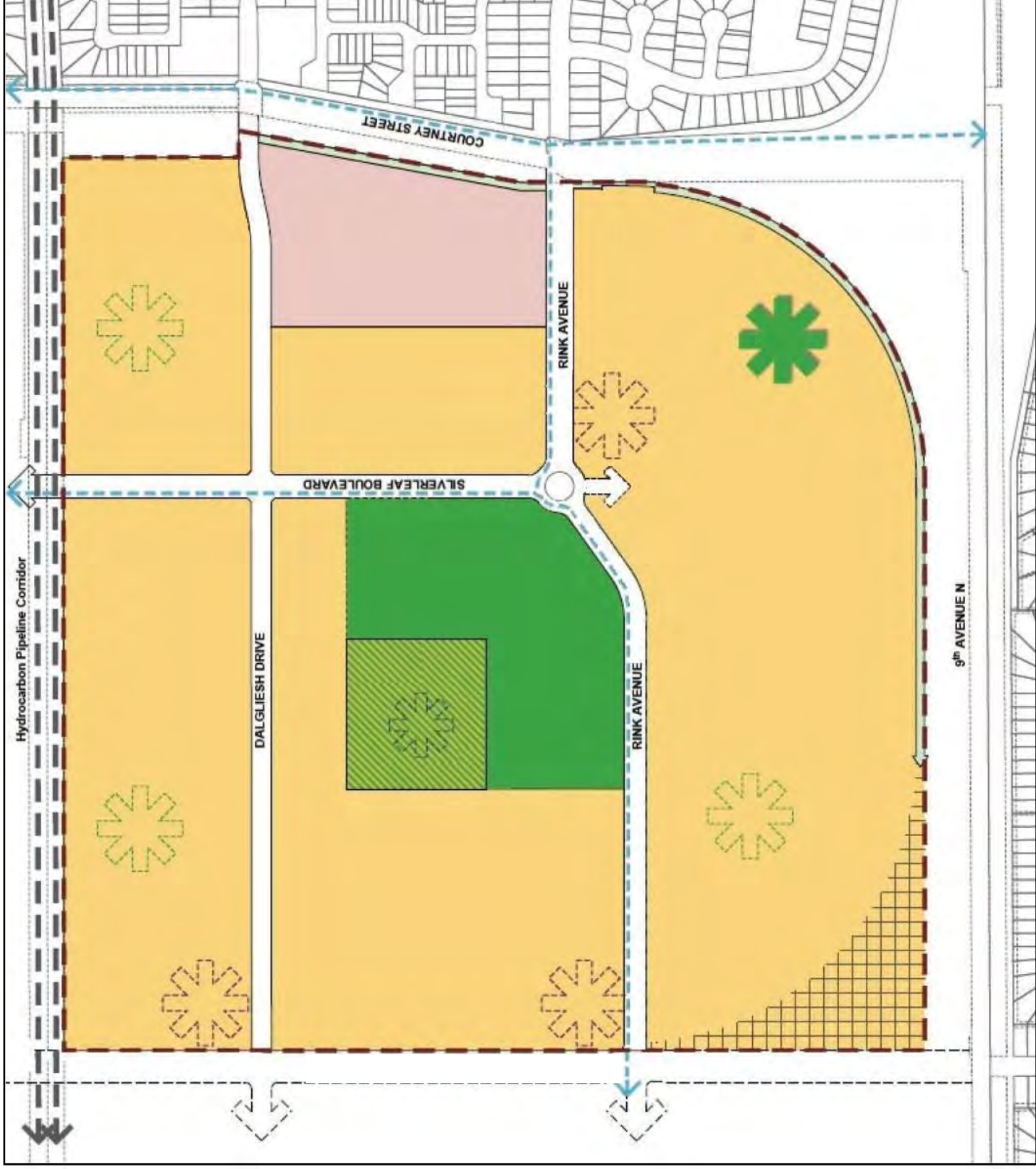
* DENOTES AREA MUNICIPAL WALKWAY REQUIRED IF POTENTIAL LANE NOT INSTALLED.

NOTE:
As a prerequisite for subdivision approval, reports, completed by the landowner or developer, shall be prepared to the City's satisfaction that demonstrates water, wastewater and stormwater serviceability.

9th AVENUE NORTH

Coopertown Concept Plan

Approved:



Statistics

Land Use Category	Ha	%	U/Ha	Units	Ppl/Unit	Pop	Ppl/Ha
Residential Area	49.28	55.9%	30.0 to 35.0	1,478 to 1,725	2.6	3,843 to 4,484	78 to 91
Neighbourhood Hub - Commercial	1.10	1.3%	60.0 to 91.0	66 to 101	1.8	119 to 181	108 to 164
Neighbourhood Hub - Residential	2.55	2.9%					
Municipal Reserve - Flex Area	2.55	2.9%	75.0 to 125.0	191 to 319	1.8	344 to 574	135 to 225
Municipal Reserve Park	2.60	2.9%	0.0 to 25.0	0 to 65	2.6	0 to 169	0 to 65
Municipal Buffer	6.63	7.5%					
Internal Roads, Lanes & Walkways	1.48	1.7%					
	21.88	24.8%					
Concept Plan Area	88.08	100.0%		1,736 to 2,209		4,307 to 5,408	49 to 61
	hectares			units		people	people per hectare

Potential Interchange Area

Category	Ha	%	U/Ha	Units	Ppl/Unit	Pop	Ppl/Ha
Residential Area	2.14	2.4%	30.0 to 35.0	64 to 75	2.6	167 to 194	78 to 91
Municipal Buffer	0.12	0.1%					
Concept Plan Area (Including Potential Interchange Area)	90.34			1,800 to 2,284		4,474 to 5,602	50 to 62
	hectares			units		people	people per hectare

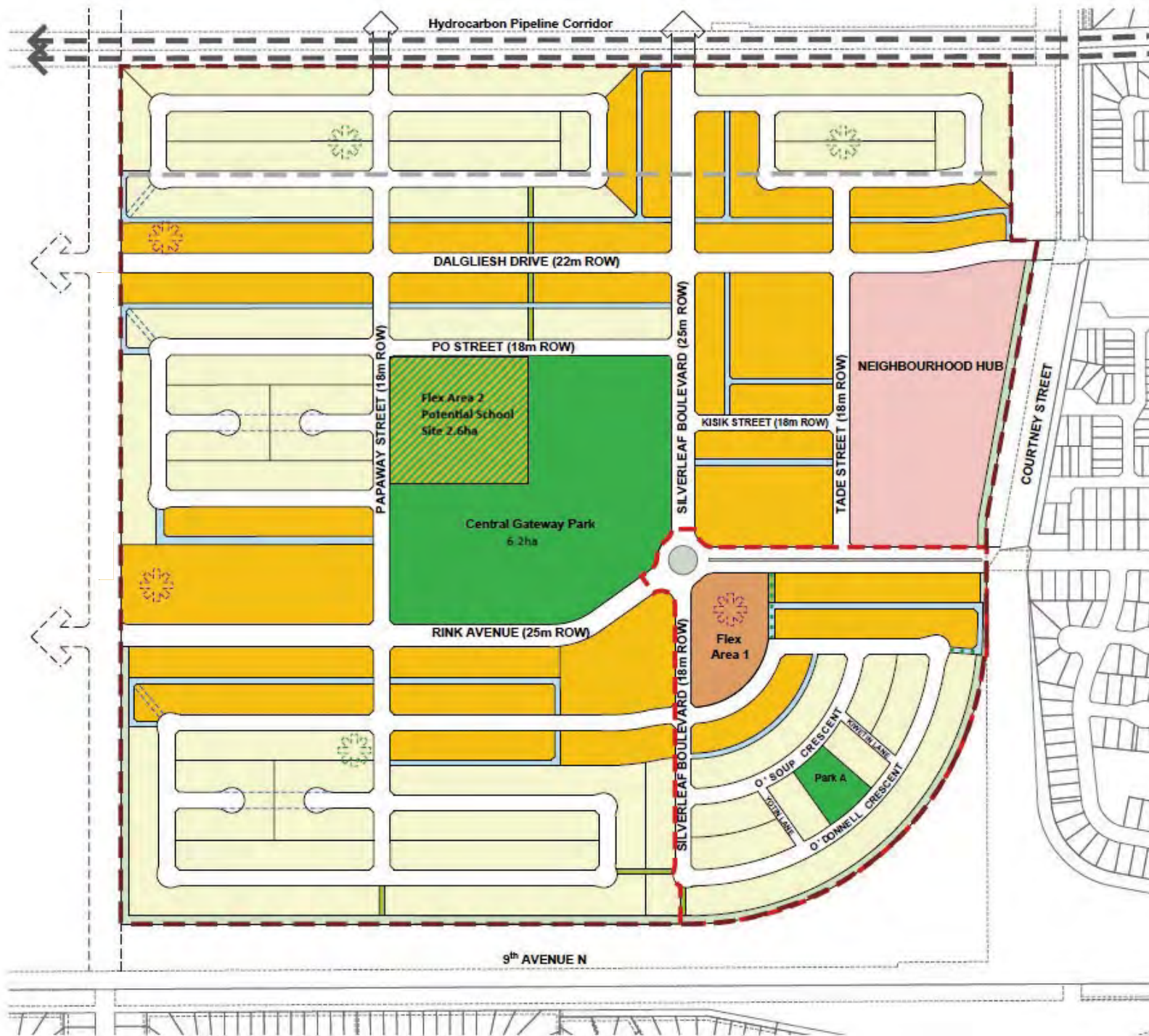
* Land Use Areas are approximate and are subject to change. Any changes will maintain overall density ranges.

Land Use

Residential Area	Dwelling land-use and complementary uses per the applicable residential zone.
Neighbourhood Hub - Commercial	Per Official Community Plan - Part A - Appendix C (Definitions)
Mixed Use Node (Potential)	Mixed-Use Building(s); local commercial; office
Municipal Reserve - Park	City recreation facilities
Municipal Reserve - Flex Area	School Site or Residential Area land uses

Policy

- At least 50% of the Neighbourhood Hub Area shall be reserved for commercial land use.
- Should the Interchange Area not be required to support roadway infrastructure (whole or in part), it should be developed as residential, per Residential Area Policy.
- The maximum allotment and configuration of Municipal Reserve shall be in accordance with the Concept Plan figure; however:
 - Should a school not be required, the area shown as "Municipal Reserve - Flex Area" shall transition to residential land use.
 - Areas identified as "Municipal Reserve - Park (Potential)" would only be considered as Municipal Reserve if the City identifies the need for additional park space.
 - The dedication of Municipal Reserve will be determined by the City at the rezoning and/or subdivision stage.
- The location and configuration of land use, transportation corridors and dedicated lands shall be in general accordance with this figure; however, the City may consider minor variations at the rezoning stage without a Concept Plan amendment being required.
- The location of different residential types and densities shall be identified at the rezoning and subdivision stage in accordance with OCP policy.
- As a prerequisite for subdivision approval, a storm water servicing strategy, applying to the Concept Plan area, shall be completed to the City's satisfaction.



Non-Binding Demonstration Land Use Plan

The statistics below represent an estimate of the areas, units, and population anticipated within the Coopertown plan area based on the demonstration plan, but actual numbers may vary higher or lower at the subdivision stage.

Land Use Category	Ha	%	U/Ha	Units	Ppl/Unit	Pop	Ppl/Ha
Low Density Units	29.15	32.3%	22.5 to 27.5	656 to 802	2.7	1,771 to 2,165	61 to 74
Medium Density Units	22.51	24.9%	47.5 to 52.5	1,069 to 1,182	2.5	2,673 to 2,955	119 to 131
Neighbourhood Hub - Commercial	2.55	2.8%					
Neighbourhood Hub - Residential	2.55	2.8%	75.0 to 125.0	191 to 319	1.8	344 to 574	135 to 225
Flex Area 1 - Residential / Commercial / Office	1.10	1.2%	75.0 to 100.0	83 to 110	1.8	149 to 199	135 to 180
Flex Area 2 - Residential / School / Park	2.60	2.9%	0.0 to 25.0	0 to 65	2.7	0 to 175	0 to 68
Municipal Reserve	6.63	7.3%					
Municipal Buffer	1.60	1.8%					
Potential Walkway	0.18	0.2%					
Potential Lane	2.52	2.8%					
Roads	18.93	21.0%					
Concept Plan Area	90.34 hectares	100.0%		2,000 to 2,478 units		4,938 to 6,068 people	55 to 67 people per hectare

- Low Density Residential Frontages - 8349.93 m
- Medium Density Residential Frontages - 4669.91 m



0 100 200 300
metre

- Low Density Residential
- Medium Density Residential
- Neighbourhood Hub
- Flex Area 1
- Flex Area 2
- Municipal Reserve
- Municipal Buffer
- Potential Municipal Reserve Parks
- Potential Mixed-Use Node (Local Commercial, Residential, Office)

- Hydrocarbon Pipeline Corridor
- 120m 1 in 1 Million Risk Contour from Pipeline Corridor
- Potential Lane
- Potential Municipal Walkway
- Walkway (*Denotes area municipal walkway required if potential lane not installed)
- Existing Legal Line
- Existing ROW
- Potential Road or Lane
- Coopertown Concept Plan Boundary
- Approved Subdivision Plan Boundary Under Construction

Coopertown Concept Plan - Option 2
Non-Binding Demonstration Plan

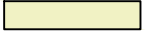






April 27, 2026

COOPERTOWN

PROPOSED ZONING PLAN FOR PART OF SEC 4, TWP 18, RGE 20, W2 Mer REGINA, SASKATCHEWAN

NOT TO SCALE

ZONING:

RESIDENTIAL URBAN (RU)	
RESIDENTIAL NEIGHBOURHOOD (RN)	
RESIDENTIAL LOW-RISE (RL)	
RESIDENTIAL HIGH-RISE (RH)	
MIXED LOW-RISE (ML)	
MIXED HIGH-RISE (MH)	
PUBLIC SERVICE (PS)	

OWNER - DEVELOPER:
DREAM ASSET MANAGEMENT CORPORATION

**REDUCED DRAWING
* NOT TO SCALE ***

