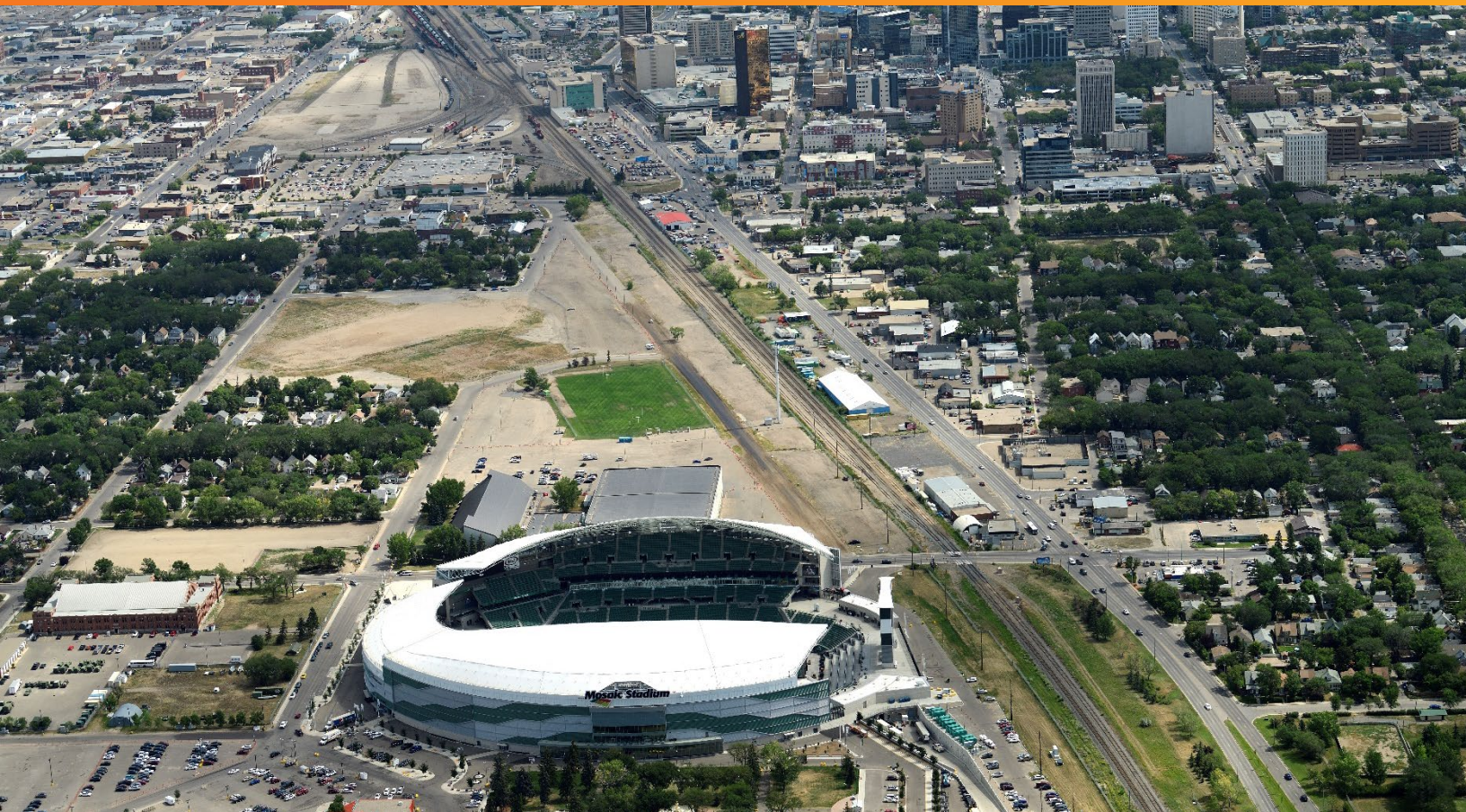


Saskatchewan Drive Corridor Plan

OCP – Part B.21



PART B.21 Saskatchewan Drive Corridor Plan

Enactment			
		Date	Bylaw
Approved	City of Regina	August 21, 2024	2024-52
	Government of Saskatchewan	October 7, 2024	N/A
Amended			

This Corridor Plan forms part of:

Design Regina: The Official Community Plan Bylaw No. 2013-48

Enactment of this Neighbourhood Plan is authorized through Section 29 of:

The Planning and Development Act, 2007

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Contents

1.0	Introduction	1
1.1	Purpose.....	1
1.2	Regulatory Context.....	1
1.3	Plan Interpretation.....	3
2.0	Plan Area	4
3.0	Vision	8
4.0	Plan Objectives	8
5.0	Land Use	8
6.0	Built Form + Site Design	12
7.0	Public Realm	15
8.0	Mobility	19
9.0	Servicing	21
10.0	Implementation	21

Appendices

Appendix A: Potential Street Cross Sections	23
Appendix B: Access Management Concepts	27

List of Maps

Map 1	Plan Area
Map 2	Neighbourhood Areas
Map 3	Land Use Policy Areas
Map 4	Gateway Locations
Map 5	Multi-Modal Mobility

List of Figures

Figure 1	Recommended Public Realm Zones & Interface with Private Frontage
Figure 2	Examples of Gateway Elements

1.0 Introduction

1.1 Purpose

The Saskatchewan Drive Corridor Plan (“Plan” or “Corridor Plan”) aims to facilitate the transformation of a 3-kilometre segment of the corridor between McTavish Street and Winnipeg Street into a multi-modal “Grand Avenue” that functions as a primary gateway into the centre of the city. The Plan considers the future of Saskatchewan Drive and how it can evolve over the next 30 years through a variety of public and private sector developments and initiatives. It is intended to build on and directly implement the Official Community Plan’s vision of environmental integrity, social well-being, and economic vibrancy.

Major below-grade infrastructure upgrades are required in the corridor to replace aging infrastructure, service existing development and accommodate future growth. These upgrades are the impetus for the Corridor Plan as they present an opportunity to improve the character of the corridor while enhancing the mobility network for all modes of transportation. The Corridor Plan is a tool for City Council and the community to manage this change in an efficient, transparent, and effective manner. While the Plan addresses a range of topics, the primary focus is twofold: to articulate the design concept for the Saskatchewan Drive road right-of-way including the public realm, and to provide land use direction along the corridor that guides future private development within the area. This direction aims to create a more vibrant, liveable centre and a balanced mobility network where walking, cycling and public transit are inviting and accessible for all.

1.2 Regulatory Context

The Saskatchewan Drive Corridor Plan is informed by and related to a hierarchy of plans, policies and tools used by the City of Regina (City) to guide land use and development across the city. These tools range from high level citywide plans like the Official Community Plan (OCP) to more detailed regulations in the Zoning Bylaw. The Saskatchewan Drive Corridor Plan is a type of secondary plan that forms part of the OCP and provides more specific direction on the evolution of Saskatchewan Drive and the redevelopment of the properties within the Plan Area. Secondary plans (OCP – Part B) must be in conformity with the OCP – Part A, Citywide Plan. Secondary plans provide a bridge between the high-level policy of OCP – Part A and the detailed land use regulations of the Zoning Bylaw.

Official Community Plan (“Design Regina”) | 2013

The *Design Regina: The Official Community Plan Bylaw No. 2013-48* is a long-term plan used to guide the city’s growth to 300,000 people by providing a comprehensive policy framework for the physical, environmental, economic, social and cultural development of the city. The OCP encourages more sustainable transportation choices for all citizens which means adopting a complete streets framework for the revitalization of existing streets, ensuring street design is compatible with the intended land use and built form, and incorporating a pedestrian strategy that provides continuous high quality, connected, safe and universally accessible walking experiences.

The OCP supports investment in an attractive and safe public realm including pedestrian friendly and lively streets. It also directs new built form to complement, enhance and accentuate adjacent streets, and supports the development of a mixed-use environment with design and density emphasis adjacent to major corridors.

Cathedral Neighbourhood Plan

The western portion of the Saskatchewan Drive Corridor Plan Area is included in the Cathedral Area Neighbourhood Plan (OCP Part B.6). This plan provides direction for future land use and development in the community which is characterized primarily by a mix of low and medium density residential development. Saskatchewan Drive forms the northern boundary of the community where it currently accommodates a range of commercial and light industrial uses. The policy objective for the “Saskatchewan Drive Commercial District” in Cathedral is to encourage long-term redevelopment along Saskatchewan Drive that is more compatible with the residential area to the south.

Downtown Neighbourhood Plan

The middle portion of the Saskatchewan Drive Corridor Plan area is included in the Regina Downtown Neighbourhood Plan (OCP Part B.4). This neighbourhood plan recognizes Saskatchewan Drive as a “significant opportunity area” that is underutilized and could be transformed into a place of “vitality and beauty”. Saskatchewan Drive is part of the “Downtown Edge Precinct” where higher buildings are appropriate for both residential and commercial development. The Downtown Neighbourhood Plan suggests redevelopment on Saskatchewan Drive should facilitate future linkages and serve as a transition between the Warehouse District north of the Canadian Pacific Railway and the Downtown Edge Precinct.

Core Area Neighbourhood Plan

The eastern portion of the Saskatchewan Drive Corridor Plan Area is included in the Core Area Neighbourhood Plan (OCP Part B.8) for the neighbourhood formerly referred to as ‘the Core’ and now called Heritage. The goal of the plan is to improve the Heritage (Core) Neighbourhood by enhancing its viability as a residential neighbourhood. To accomplish this, the *Core Area Neighbourhood Plan* addresses several community needs including incorporating measures to limit through traffic from Saskatchewan Drive onto local streets.

The Core Area Neighbourhood Plan also aims to strengthen the residential character of the neighbourhood by encouraging a more appropriate transition from the mix of commercial uses downtown and along Saskatchewan Drive into the residential areas in the community.

Transportation Master Plan (TMP) | 2017

The TMP identifies a vision for Regina’s transportation network over the next 25 years and includes comprehensive multi-modal transportation policy for all modes of transportation – walking, cycling, transit and vehicles.

“A Complete Street is a street where the entire corridor is planned, designed, operated and maintained to ensure that users of all ages, abilities, and modes of transportation can use the street safely.”
- City of Regina, Transportation Master Plan

To align with the TMP’s goal to create a sustainable transportation network, improvements to the Saskatchewan Drive corridor will follow key TMP directives. These directives include enabling a range of transportation choices for all, integrating transportation and land use planning, elevating public transit, promoting active transportation for healthier communities, and optimizing road network capacity.

City Centre Core Framework | 2021

This framework supports decision-making and economic development by articulating a collective vision between the City of Regina, Regina Downtown Business Improvement District Limited (RDBID), Regina’s Warehouse Business Improvement District (RWBID) and Regina Exhibition Association Limited (REAL). The framework supports coordinating processes, complementary land uses, and the development of infrastructure required to support and connect development in the areas that make up the City Centre Core. These areas include the Saskatchewan Drive Corridor Plan area, the Yards Neighbourhood, RWBID, RDBID, the Taylor Field lands, and the lands and facilities managed by REAL.

“The Great Connection – Saskatchewan Drive Corridor

The corridor of connectivity is designed with purpose, pride and visual intent. Connecting the great places of our city, this corridor will be inviting, engaging, seamless and safe. A purposeful thread that engages the great places in the City Centre Core with the lives, businesses and experiences of a thriving city. Embracing the functional role that it must play while concurrently celebrating the story of an inclusive and vibrant community.”

- City Centre Core Framework

Regina Transit Master Plan (RTMP) | 2022

The RTMP identifies actions for Regina Transit to implement over the next 25 years to improve transit and expand mobility options for residents, employees and visitors in Regina. Improvements to Saskatchewan Drive will consider the short, mid and long-term transit objectives identified in the RTMP which include, but are not limited to, enabling more frequent service and facilitating better connectivity and accessibility to bus stops.

1.3 Plan Interpretation

1.3.1 How to Use the Plan

The Saskatchewan Drive Corridor Plan is intended to be used by City Council, City of Regina staff, community members and developers to guide and evaluate potential change. This guidance extends to the evaluation of development applications, capital projects and community initiatives and programs.

The Corridor Plan is adopted as part of Regina’s OCP and is used in conjunction with the OCP and other Neighbourhood Plans to guide and support decision making.

The document is intended to guide and inform evaluation of development applications, but it must not be considered independently of other municipal planning documents.

General OCP policies establish the broad vision and framework for growth and change in the community. Plans that focus on smaller geographic areas, such as the Corridor Plan and Neighbourhood Plans, provide more detailed guidance at the local level, aligning with and building on the broad directions of the OCP.

The Corridor Plan Area overlaps with three Neighbourhood Plans – the Cathedral, Downtown and Heritage (Core) areas. In instances where there is conflict between the Saskatchewan Drive Corridor Plan and the existing Cathedral Neighbourhood Plan, Downtown Neighbourhood Plan or the Core Area Neighbourhood Plan, the policies in the Corridor Plan will prevail.

In instances where there is a conflict between the Official Community Plan (Part A – Citywide Plan) and the Saskatchewan Drive Corridor Plan, the OCP – Part A will prevail.

1.3.2 Policy Interpretation

When reviewing policies, key terms should be interpreted as follows:

- “Shall” or “will” equates to mandatory compliance.
- “Should” infers that compliance is generally expected, except where execution of the policy is not practical or where an exceptional situation applies, etc.
- “May” infers that execution of the policy is optional; however, where “may” is used in conjunction with a City directive, the City has final authority to require or waive execution of the policy.

1.3.3 Reference Interpretation

“Saskatchewan Drive Corridor Plan” refers to this policy document, which is Part B.21 of the OCP, and is often abbreviated as either “Corridor Plan” or “Plan”.

“Plan Area” refers to the geographic area subject to the policies of this Plan, as described in Section 2.0 Plan Area. Policies and requirements of this Plan apply to the Plan Area only.

1.3.4 Map Interpretation

Unless otherwise specified in this Plan, the boundaries or locations of any symbols or land use areas shown on a map are approximate only and are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads, or existing utility rights-of-way. The precise location of land use boundaries will be determined by the City at the time of rezoning, subdivision or other development applications.

1.3.5 Use Interpretation

To provide general direction respecting the intended use and development of areas throughout the Plan Area, the Plan references land uses that may require interpretation. When specific land uses are mentioned in this Plan, refer to OCP Part A and/or to the Zoning Bylaw for further clarification.

While this Plan provides broad policy direction relative to the intended use and development of an area, the ultimate definition and approval of land uses shall be further delineated at the rezoning stage.

2.0 Plan Area

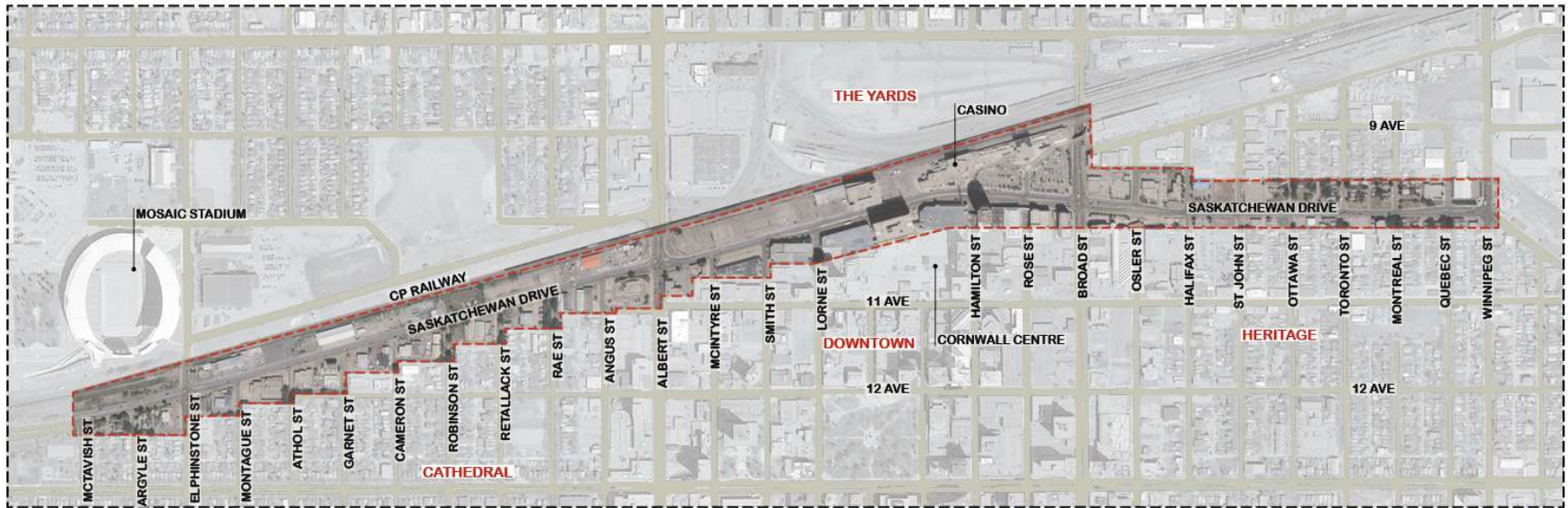
The Saskatchewan Drive Corridor Plan Area includes a 3-kilometre portion of the road in the heart of the city between McTavish Street to the west and Winnipeg Street to the east as shown on **Map 1**. The Plan Area crosses three neighbourhoods – Cathedral, Downtown and Heritage (Core), and includes the roadway and the properties directly adjacent to the street (refer to **Map 2**).

Saskatchewan Drive is a gateway to the core of the city and serves as an important east-west connector to the Downtown linking residents and visitors to key employment areas, services, and cultural and entertainment facilities.

The Canadian Pacific Railway mainline forms the northern boundary of the Plan Area through the Cathedral Neighbourhood and the Downtown. East of Broad Street in the Heritage (Core) Neighbourhood the corridor is framed by development on both sides of the street.

The policies of this Corridor Plan apply to the area shown on **Map 1: Plan Area**; however, the directions of this Plan should be considered in planning and development applications associated with properties in close proximity to the Plan Area boundary.

MAP 1: PLAN AREA

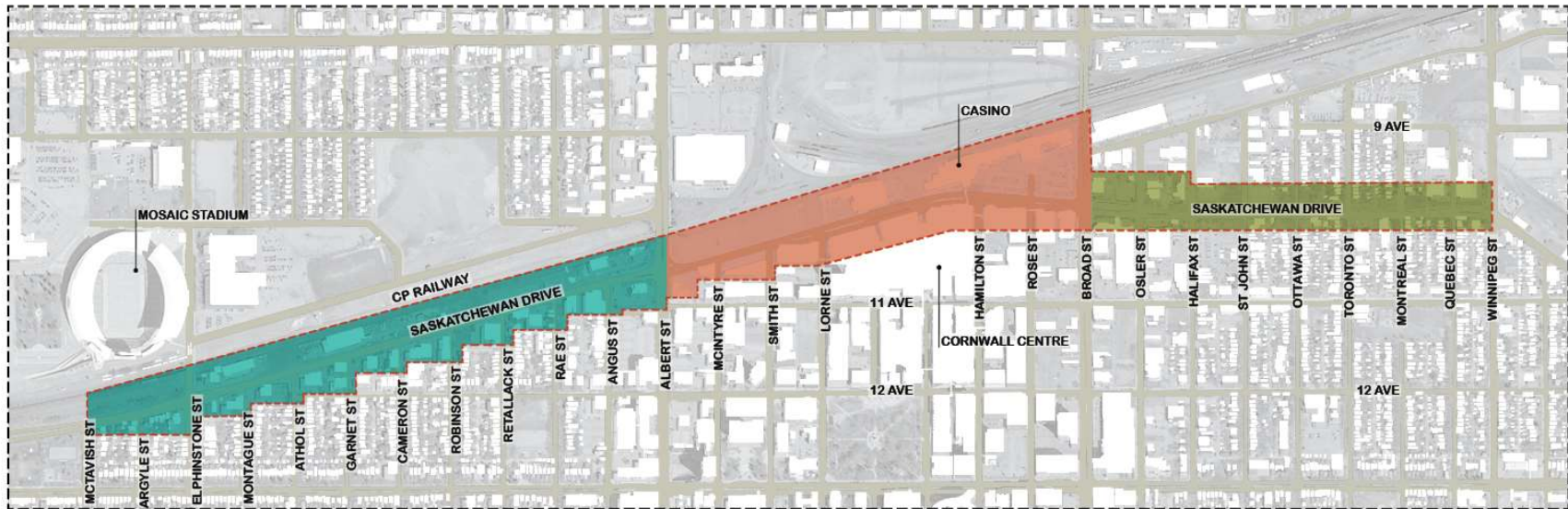


LEGEND

--- Plan Area Boundary



MAP 2: NEIGHBOURHOOD AREAS



LEGEND

- Cathedral Neighbourhood
- Downtown
- Heritage (Core) Neighbourhood
- Plan Area Boundary



3.0 Vision

- 3.1 Saskatchewan Drive will continue to be a key gateway to the City Centre that celebrates the unique culture and heritage of the region. The corridor will be designed to improve safety and enhance multi-modal connectivity for commuters and pedestrians. An enhanced public realm will support quality of life along the corridor and for adjacent neighbourhoods.

4.0 Plan Objectives

- 4.1 The Plan is informed by the following Plan Objectives:
- a) Design a safe and accessible environment for all users;
 - b) Provide more mobility options for citizens;
 - c) Enhance connectivity to and along the corridor;
 - d) Deliver an attractive and high-quality public realm that supports street life;
 - e) Support a mix of uses while ensuring buildings are compatible with surrounding neighbourhoods; and
 - f) Design sustainable infrastructure that conserves resources and minimizes impacts on the environment.

5.0 Land Use

- 5.1 Policy in this section relates to the use of land in the Plan Area which is intended to help create more activity along Saskatchewan Drive while ensuring new uses are compatible with adjacent neighbourhoods.
- 5.2 Future rezoning and proposed developments shall be consistent with the land uses shown on **Map 3**.
- 5.3 New auto-oriented uses shall not be permitted. These include, but are not limited to, gas/service stations, auto repair shops, tire shops, car washes, drive-through restaurants, outdoor/vehicle sales lots and principal use parking lots.
- 5.4 Notwithstanding policy 5.3, auto-oriented uses, excluding principal use parking lots, may be considered by the City for new or redevelopments at the intersection of Saskatchewan Drive and Winnipeg Street, or expansions to existing uses at other locations along the corridor, if the development meets the overall intent of the Plan.
- 5.5 Institutional uses may be considered where the uses are compatible, appropriate, and consistent with the intent of the surrounding areas.
- 5.6 Developments located within close proximity to the railway, particularly within the Downtown, will consider national best practice guidelines to apply appropriate setbacks or other mitigative measures.

Landscape Buffer Area

- 5.7 A new linear greenspace shall be located along the north side of Saskatchewan Drive between Elphinstone Street and Albert Street, as shown on **Map 3**, to function as a landscape buffer between the railway and development on Saskatchewan Drive.
- 5.8 The Landscape Buffer Area will:
- a) Provide a buffer between the railway and the Cathedral neighbourhood; and
 - b) Be designed to ensure public safety including safe pedestrian access to transit.
- 5.9 This linear landscape buffer area may:
- a) Act as a future utility corridor and public greenway that provides options for passive recreation, naturalized green spaces and gardens;
 - b) Include a multi-use pathway to support multi-modal connectivity; and
 - c) Provide site-specific placemaking opportunities and incorporate opportunities for public art.

Commercial Use Area

- 5.10 The Commercial Use Area, as shown on **Map 3**, will permit a range of predominantly commercial uses with pedestrian oriented street-fronts intended to activate the corridor. Active commercial uses may include but are not limited to a variety of retail uses, personal services, and restaurants. Small-scale office use (less than 1,000 m²) is permitted, preferably located above the ground floor.
- 5.11 Vertical mixed-use (commercial use at-grade with residential use above) or multi-unit residential developments may be considered where they meet the intent of the Commercial Use Area and are deemed appropriate by the City.
- 5.12 Limited outdoor loading, servicing, and storage that are accessory to a principal use should occur at the rear of buildings or along side streets where the scale of such activities does not unduly conflict with the residential uses in the area or create nuisances through their operations within and outside a building.

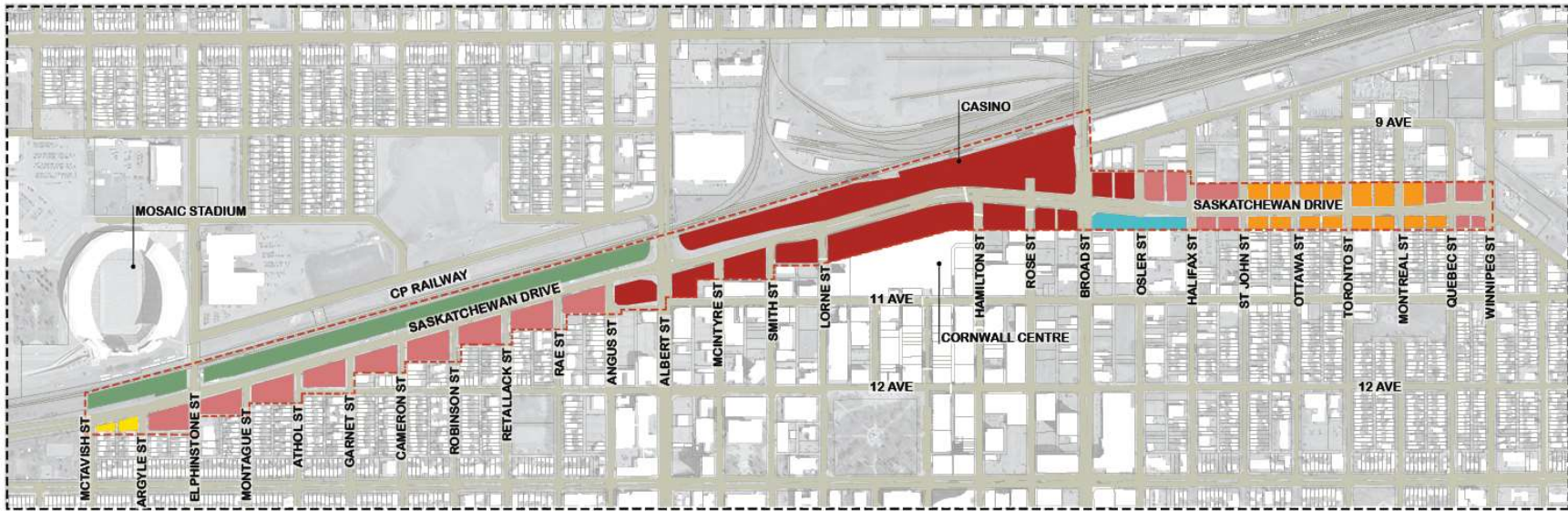
Downtown Mixed-Use Area

- 5.13 The Downtown Mixed-Use Area, as shown on **Map 3**, will continue to promote uses that support the city's business centre and variety of uses in the Downtown core.
- 5.14 The predominant land uses in this Area should be consistent with the Downtown Neighbourhood Plan and Direct Control District for the Downtown which include but are not limited to offices, retail stores, restaurants and multi-unit residential/ mixed-use developments.
- 5.15 The Downtown Mixed-Use Area should support a variety of uses at street level that promote pedestrian activity and contribute to a more vibrant environment along Saskatchewan Drive.

Medium Density Mixed-Use Area

- 5.16 The Medium Density Mixed-Use Area, as shown on **Map 3**, will support a mix of uses with a focus on medium density residential development, commercial and community service uses that promote activity on Saskatchewan Drive.
- 5.17 Mixed-use development should encourage commercial uses at-grade to support a pedestrian focused streetscape.
- 5.18 Principal use commercial buildings and medium density residential buildings may be considered by the City when the design of new development demonstrates active frontage on Saskatchewan Drive.

MAP 3: LAND USE POLICY AREAS



LEGEND

- - - Plan Area Boundary
- Landscape Buffer Area
- Commercial Use Area
- Downtown Mixed Use Area
- Medium Density Mixed-Use Area
- Institutional Use Area
- Residential Use Area



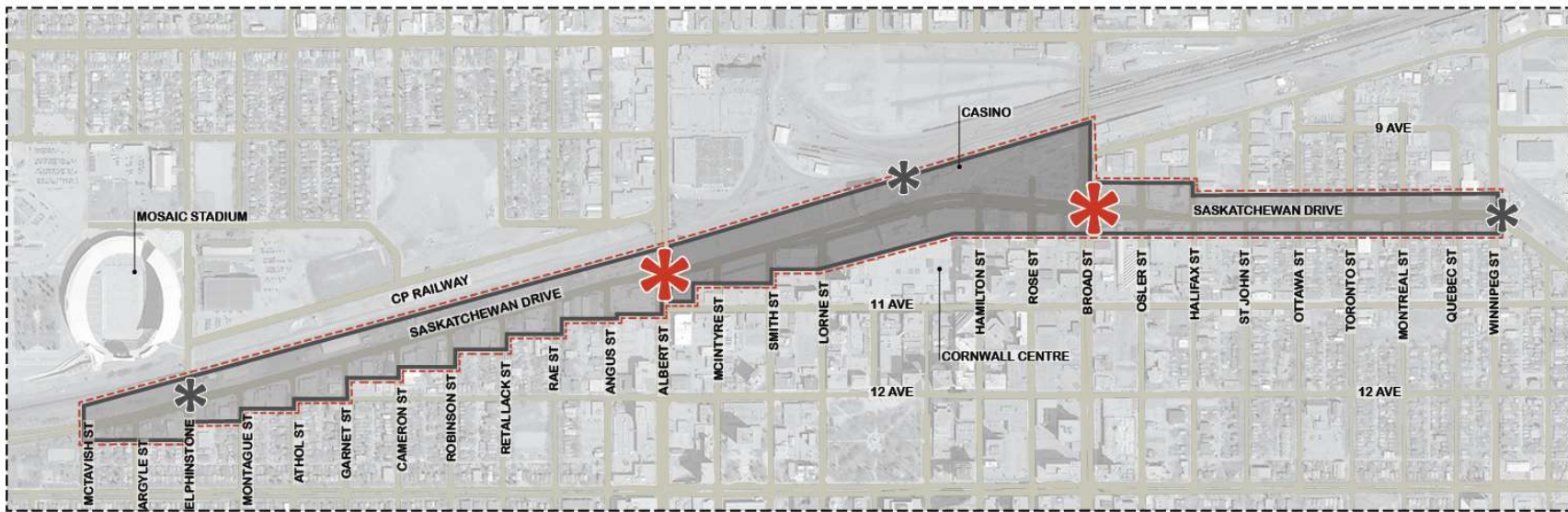
6.0 Built Form + Site Design

- 6.1 Policy in this section addresses the relationship between proposed buildings, the street and existing development.
- 6.2 Development should contribute to an active pedestrian-oriented streetscape throughout the Plan Area by:
- a) Expanding and improving the public realm;
 - b) Creating a consistent street wall that is pedestrian-scaled;
 - c) Locating active uses at-grade and providing a fine grain of building articulation with multiple entrances on long building faces;
 - d) Locating entrances and windows along the street with appropriate glazing to ensure views into and out of at-grade units are open and clear; and
 - e) Limiting uncomfortable conditions (e.g. wind) for pedestrians.
- 6.3 Blank walls facing streets shall be prohibited.




Buildings + Setbacks

- 6.4 To define the streetscape and avoid disruption of the public realm, buildings should create a continuous street wall.
- 6.5 Parcels located on a corner at the intersection of two streets may be required to dedicate land for a corner cut to improve safety and enhance the public realm at intersections.
- 6.6 New buildings situated at gateway intersections, as shown on **Map 4**, should be designed to reinforce the corner and a sense of entrance and arrival. For example:
- a) Primary building façades should be oriented to the corner/intersection.
 - b) Architectural elements and landscape features should be incorporated which reinforce the intersection/corner and create a sense of identity and place.
- 6.7 New development should provide appropriate height transition to adjacent low-rise residential buildings to minimize the impact of new development on existing homes.
- 6.8 Building massing, orientation and fenestration should be designed to minimize impacts on existing private amenity spaces on adjacent properties. The City may consider rear setbacks greater than the required minimums in the Zoning Bylaw to help address these impacts.
- 6.9 Buildings should have prominent pedestrian entrances located on Saskatchewan Drive or a side street, with a direct connection to a sidewalk.

MAP 4: GATEWAY LOCATIONS



LEGEND

-  Primary Gateway
-  Secondary Gateway
-  Plan Area Boundary



Parking

- 6.10 New principal use surface parking lots are not permitted.
- 6.11 Structured parking facilities may be considered by the City; however, these buildings shall be designed to a high standard with the objective of screening parking through high quality façade treatments and other architectural elements.
- 6.12 New structured parking facilities shall incorporate active uses at-grade fronting Saskatchewan Drive and secondary streets.
- 6.13 The City will explore the viability of replacing surface parking lots associated with the Regina Police Service headquarters within the Heritage (Core) Neighbourhood with a structured parking facility.
- 6.14 Where surface parking is provided to support the primary use on the property, parking lots shall be located to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side of the property.

7.0 Public Realm

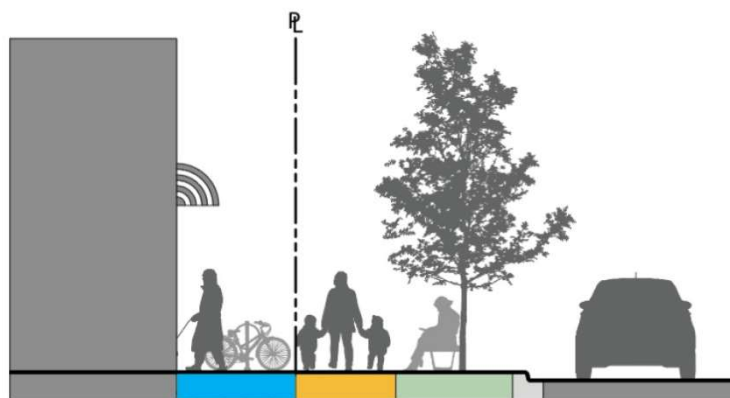
- 7.1 Policy in this section applies to the public realm which includes land within the public right-of-way: sidewalks, pathways, boulevards and the roadway, as well as privately owned spaces that are publicly accessible and abut the public right-of-way.
- 7.2 Public realm improvements shall facilitate safe and accessible active modes of transportation and contribute to Saskatchewan Drive's identity as a Grand Avenue with features stated in policy 7.3.
- 7.3 The public realm shall be designed to:
- a) Improve mobility, comfort, and linkages for active modes of transportation (pedestrians and cyclists);
 - b) Support the role of Saskatchewan Drive as a primary travel route for active modes (pedestrians and cyclists), transit users, and vehicles;
 - c) Optimize space and soil volumes for vegetation and trees to encourage a tree canopy that reduces the heat island effect, reduces wind, and improves stormwater run-off and aesthetics;
 - d) Consider integrating absorption and retention of stormwater within the linear green space with bioretention areas to convey, treat and attenuate stormwater runoff (e.g., rain gardens, absorbent landscaping, bioswales);
 - e) Provide consistent high-quality streetscape treatments such as decorative paving, lighting, street furniture, public art and planters to contribute to the street's identity as a Grand Avenue; and
 - f) Define gateway elements.

Streetscape

- 7.4 Buildings, sidewalks, and public spaces shall be designed to provide a sense of comfort and security for pedestrians by providing boulevards to separate pedestrian and vehicular movement, encouraging activity throughout the day, providing 'eyes on the street', and defining and beautifying the public realm.
- 7.5 Where the recommended minimum public realm dimensions shown in **Figure 1** cannot be achieved within the public road right-of-way, additional building setbacks may be required, and public space may be secured through easements or public access agreements.
- 7.6 Development should provide a minimum building setback of 6.0 metres from the back of curb to provide adequate space for the public realm. The City may adjust this minimum setback where site constraints or opportunities impact the ability to develop the site.
- 7.7 Streetscape elements should include street trees, lighting, and street furniture to enhance the public realm and support pedestrian comfort.

Refer to **Appendix A: Potential Street Cross Sections** which illustrate improvements to the streetscape in the future public right-of-way.

Figure 1: Recommended Public Realm Zones + Interface with Private Frontage



Private Frontage Zone (may supplement the public realm in the road right-of-way)	Width: Variable
	Uses: Seating, bicycle racks, building and entrance projections, windows, signage, canopies.
	Surface treatments: Consistent with pedestrian zone.
Pedestrian Zone	Width: Minimum 1.8 metres
	Uses: Sidewalks and multi-use pathways kept clear of obstructions. Can be used for underground utilities.
	Surface treatments: Non-slip, smooth surface.
Boulevard Zone	Width: Minimum 2.1 metres
	Uses: Street trees, low impact development (LID) stormwater management, street furniture bicycle racks and bus stops. Can be used for underground utilities if space permits with street trees.
	Surface treatments: Vary depending on use – vegetation, concrete surface (Downtown), stormwater retention areas.

Note: The information presented in Figure 1, including the table, is non-binding and intended to convey recommended minimum standards and the connection between the private and public realms.

Public Art

- 7.8 Public art should be incorporated into the Plan Area in both public spaces and private spaces that are accessible and visible from the public realm to help activate Saskatchewan Drive and affirm its identity as a Grand Avenue.
- 7.9 Public art that supports expression of the area's identity, Indigenous history, and local cultural and natural heritage is encouraged.

Gateways

- 7.10 Primary and secondary gateways are identified on **Map 4**. Primary gateways are the main points of entry to the centre of the city and are located on the right-of-way of major road intersections. Secondary gateways may be located on private property or within a public right-of-way and are considered ancillary entry points to the centre of the city. The exception is at the intersection of Elphinstone Street where this is also a primary gateway to Mosaic Stadium and the REAL District.
- 7.11 All gateways should be built to a high-quality design standard with high-end finishes.
- 7.12 Primary gateways should incorporate:
 - a) Public art;
 - b) Directional and wayfinding signage;
 - c) Distinctive surface treatments for pedestrian crossings;
 - d) Wider sidewalks;
 - e) Enhanced lighting or illumination; and
 - f) Enhanced landscaping.
- 7.13 Utilities should be located out of public view at gateways.
- 7.14 Underpass infrastructure should be considered an extension of the Primary gateways at Albert Street and Broad Street where possible. This may include enhanced landscaping, creative lighting, railing details and art installations.
- 7.15 Explore opportunities to incorporate artistic elements into gateway design features.

Refer to **Figure 2** for examples of gateway elements including illumination, including illuminated underpasses, the use of public art to create a sense of place and identity, and vertical expressions of public art to facilitate wayfinding.

Figure 2: Examples of Gateway Elements

Illumination



Wayfinding & Landmarks



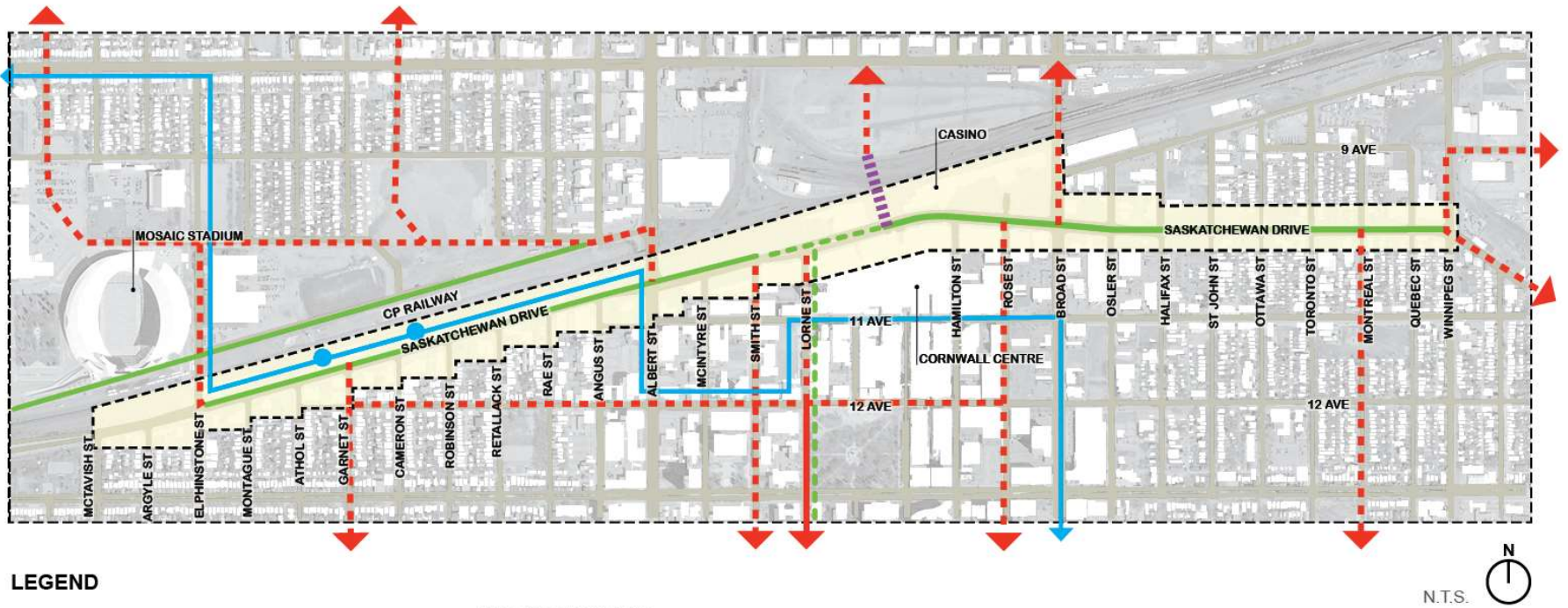
Public Art / Artistic Elements



8.0 Mobility

- 8.1 Policy in this section is intended to facilitate improvements addressing the multi-modal nature of Saskatchewan Drive.
- 8.2 Street network improvements shall include facilities for pedestrians, cyclists, transit users and shared mobility users within the right-of-way in accordance with **Map 5: Multi-Modal Mobility**.
- 8.3 Street network improvements shall ensure safety for all modes and users and provide accessible options that connect to the broader network.
- 8.4 The reconstruction of Saskatchewan Drive shall be designed to:
- a) Improve comfort and safety for active transportation modes (pedestrians and cyclists) along the corridor including safe crossings;
 - b) Improve accessibility and barrier free movement along the corridor, including at transit stops;
 - c) Improve roadway safety for all users;
 - d) Improve multi-modal connectivity to existing and planned destinations (e.g., Downtown, REAL District, and Warehouse District); and
 - e) Manage access to properties to reduce conflicts between modes in the public realm and improve traffic flow. Refer to **Appendix B: Potential Access Management Strategy**.
- 8.5 Street design should align with the Complete Streets principles in Regina's Transportation Master Plan.
- 8.6 A continuous network of pedestrian sidewalks and multi-use pedestrian/bicycle pathways should be provided throughout the Plan Area in accordance with **Map 5: Multi-Modal Mobility**.
- 8.7 Parking, loading and servicing accesses for developments shall be consolidated and located in rear lanes and on side streets.
- 8.8 Street design should support barrier-free movement with safe and accessible curb ramp designs and level footpaths, and by removing obstructions from the pedestrian zone (e.g., power poles, waste receptacles).
- 8.9 Sidewalks, crosswalks and signalized intersections should be designed to provide appropriate cues to the hearing and visually impaired such as auditory signals and tactile warning surfaces at crosswalks.
- 8.10 On-street parking is permitted on secondary streets that intersect with Saskatchewan Drive. Consideration should be given to slowing vehicular traffic in these areas by incorporating curb extensions on side streets, street trees, variations in paving materials and well-lit pedestrian crossings.

MAP 5: MULTI-MODAL MOBILITY



- 8.11 Transit stops will be upgraded through streetscape redevelopment including:
- a) Design to facilitate accessible rider boarding and lighting;
 - b) Improved shelters, seating, lighting, and passenger information; and
 - c) Space for street trees.

Refer to **Appendix A: Potential Street Cross Sections** which illustrate how improvements to multi-modal mobility can be achieved in the future public right-of-way.

9.0 Servicing

- 9.1 Upgrades to water, wastewater and stormwater infrastructure shall be completed in accordance with the City's servicing plans and standards.
- 9.2 Upgrades to water, wastewater and stormwater infrastructure shall accommodate future growth projections and support intensification.

Low Impact Development

- 9.3 Stormwater management in the Plan Area should incorporate Low Impact Development (LID) practices where possible, which rely on natural processes to manage water quality and quantity.
- 9.4 Natural landscape features should be incorporated into the design of medians and/or boulevards to improve stormwater management. LID practices include but are not limited to:
- Rain gardens;
 - Bioswales;
 - Permeable pavements;
 - Naturalized drainage ways; and
 - Rainwater harvesting for reuse.

10.0 Implementation

- 10.1 Upgrades to underground utilities will prompt above-grade improvements including measures to enhance roadway capacity and safety in the Plan Area. As such, access management strategies, such as the inclusion of a median, should limit and hasten the consolidation of driveway access from Saskatchewan Drive. Refer to **Appendix B** for conceptual approach to access management.
- 10.2 Driveways in Cathedral and Heritage (Core) areas should be closed/consolidated as soon as possible if they meet two criteria: 1) the driveway is a high conflict location; and 2) there is a clear existing alternative.
- 10.3 The City may require additional land at the north-east corner of Saskatchewan Drive and Albert Street for future higher order transit infrastructure (e.g. Bus Rapid Transit or Light Rail Transit).
- 10.4 Policies in this Plan do not address the specific situation or condition of each site within the Plan Area. As such, the policies in this Plan shall not be interpreted as an approval. Site conditions

and constraints such as environmental contamination must be assessed on a case-by-case basis as part of rezoning, subdivision or development permit application.

- 10.5 Since this Corridor Plan is a long-term planning document, new concepts and ideas may arise over time that are not anticipated by this Plan and that may be constrained by or contradictory to certain policies. Where new concepts and ideas respond to and meet the intent of the Vision and Plan Objectives or offer a creative solution to a particular problem, efforts shall be made to find ways to allow for their implementation, including amendments to the Plan.
- 10.6 Applications to amend this Plan to accommodate a proposed development shall be contingent on demonstration, to the City's satisfaction, that the proposed development is:
- a) In accordance with the Plan objectives; and
 - b) Is considered complementary and compatible with adjacent development.
- 10.7 At the City's discretion, this Plan may be subject to periodic reviews to ensure that the information and policies remain current and continue to reflect resident aspirations.
- 10.8 Notwithstanding any other part of this Plan, the Variance and Exception provisions authorized through the Zoning Bylaw shall apply.

Appendix A

Potential Street Cross Sections

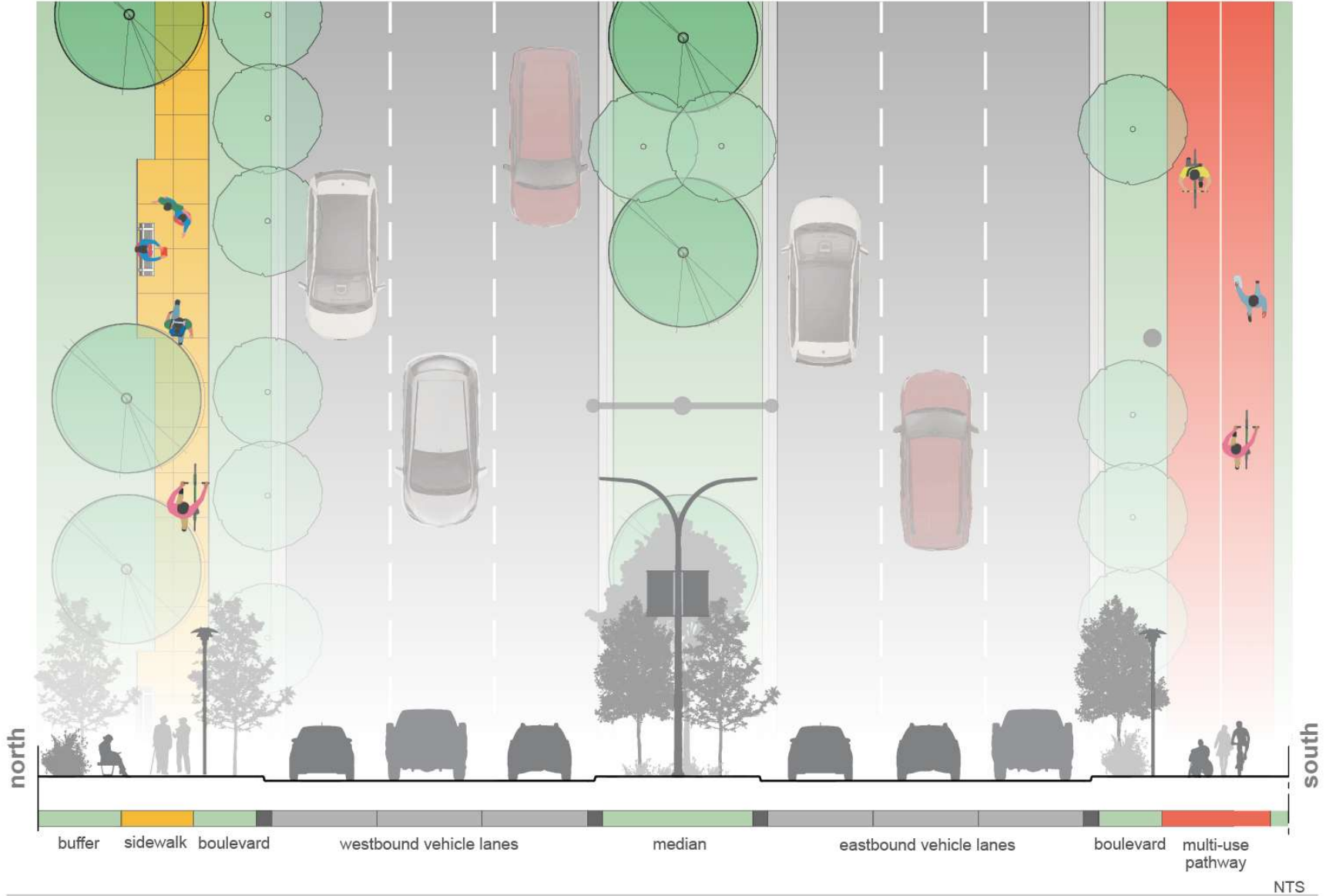


FIGURE A.1: SASKATCHEWAN DRIVE CROSS SECTION – CATHEDRAL AREA

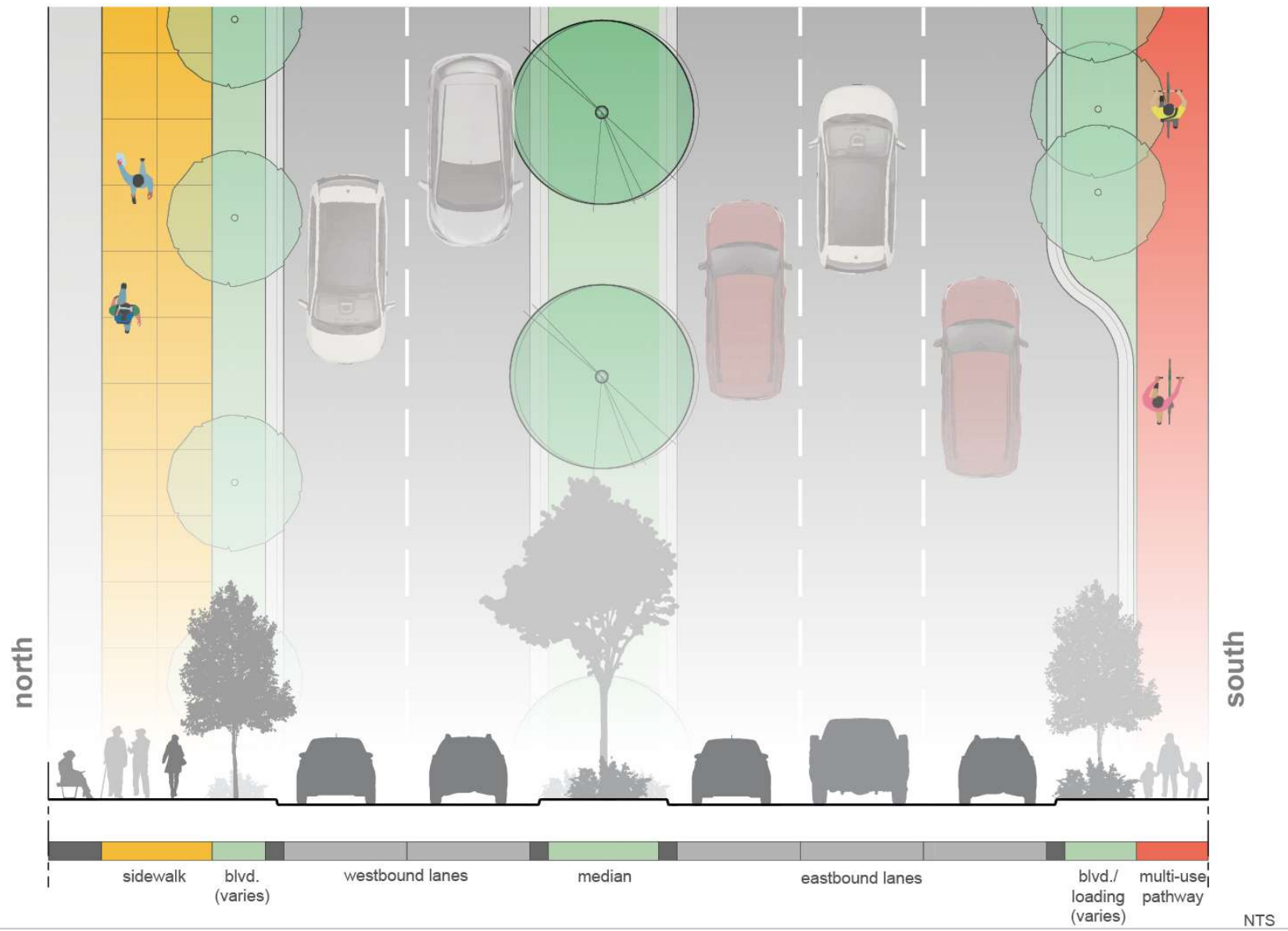


FIGURE A.2: SASKATCHEWAN DRIVE CROSS SECTION – DOWNTOWN

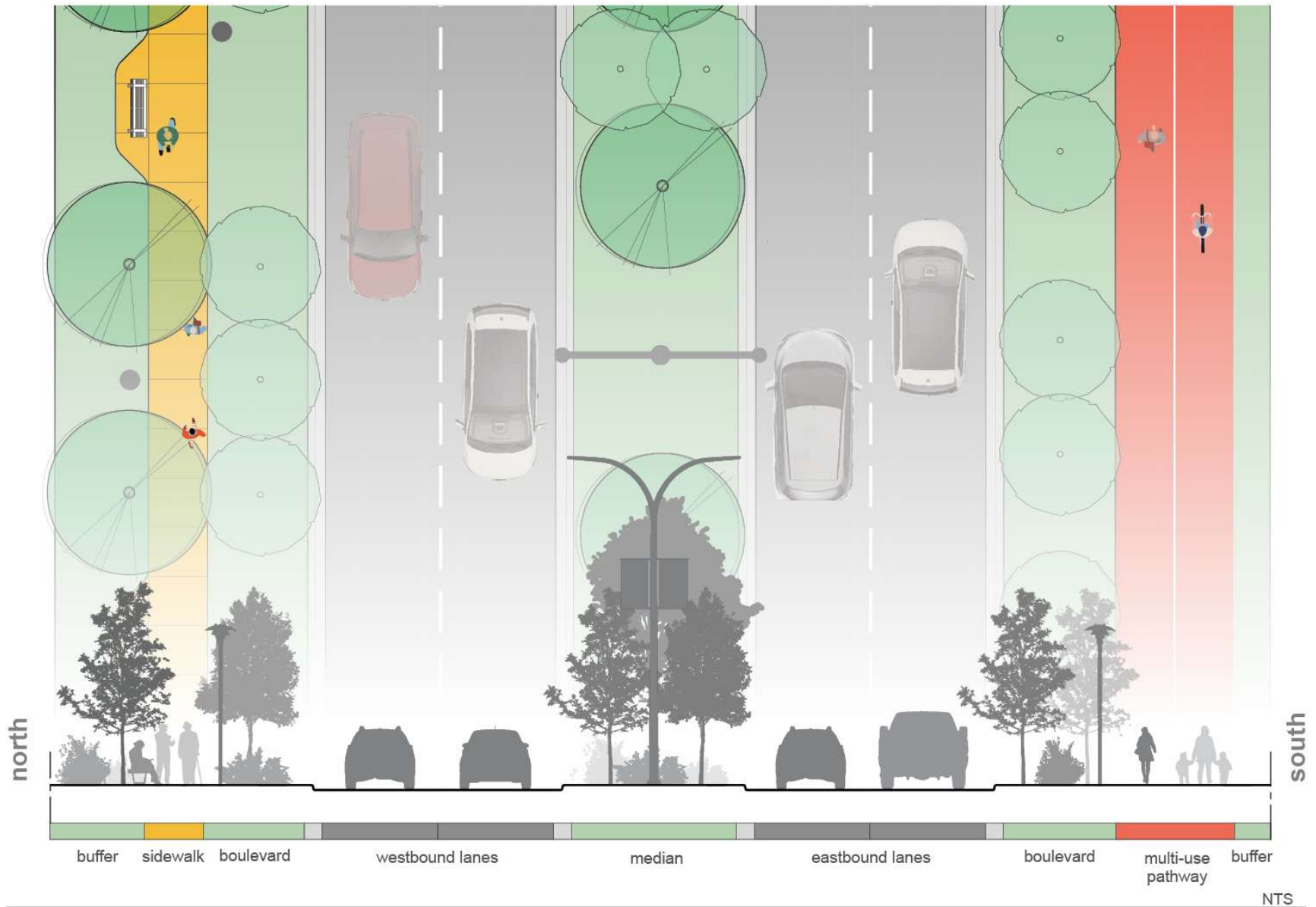
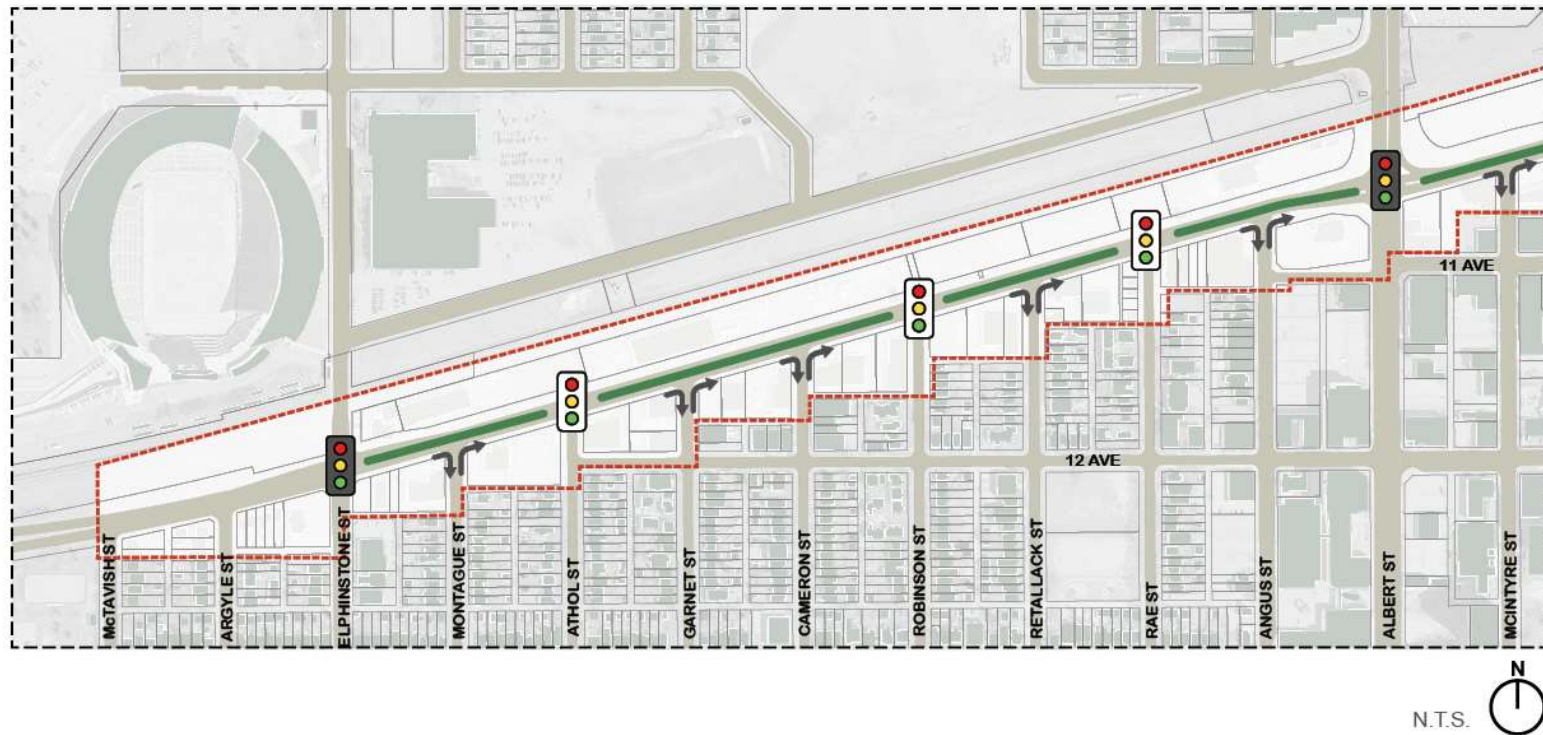


FIGURE A.3: SASKATCHEWAN DRIVE CROSS SECTION – HERITAGE (CORE) AREA

Appendix B

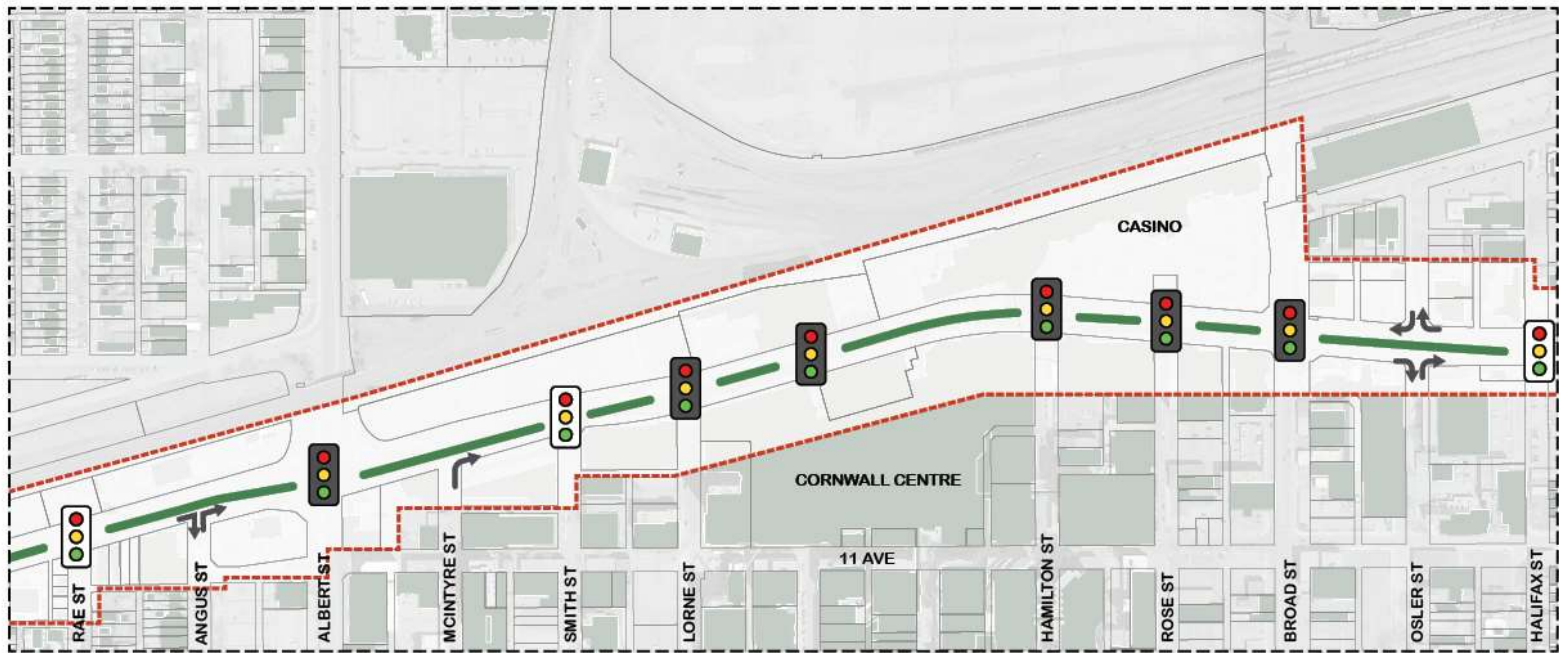
Access Management Concepts



LEGEND

-  Potential Future Median
-  Existing Signalized Intersection
-  Potential Future Signalized Intersection
-  Potential Right-In/Right-Out

FIGURE B.1: ACCESS MANAGEMENT – CATHEDRAL AREA

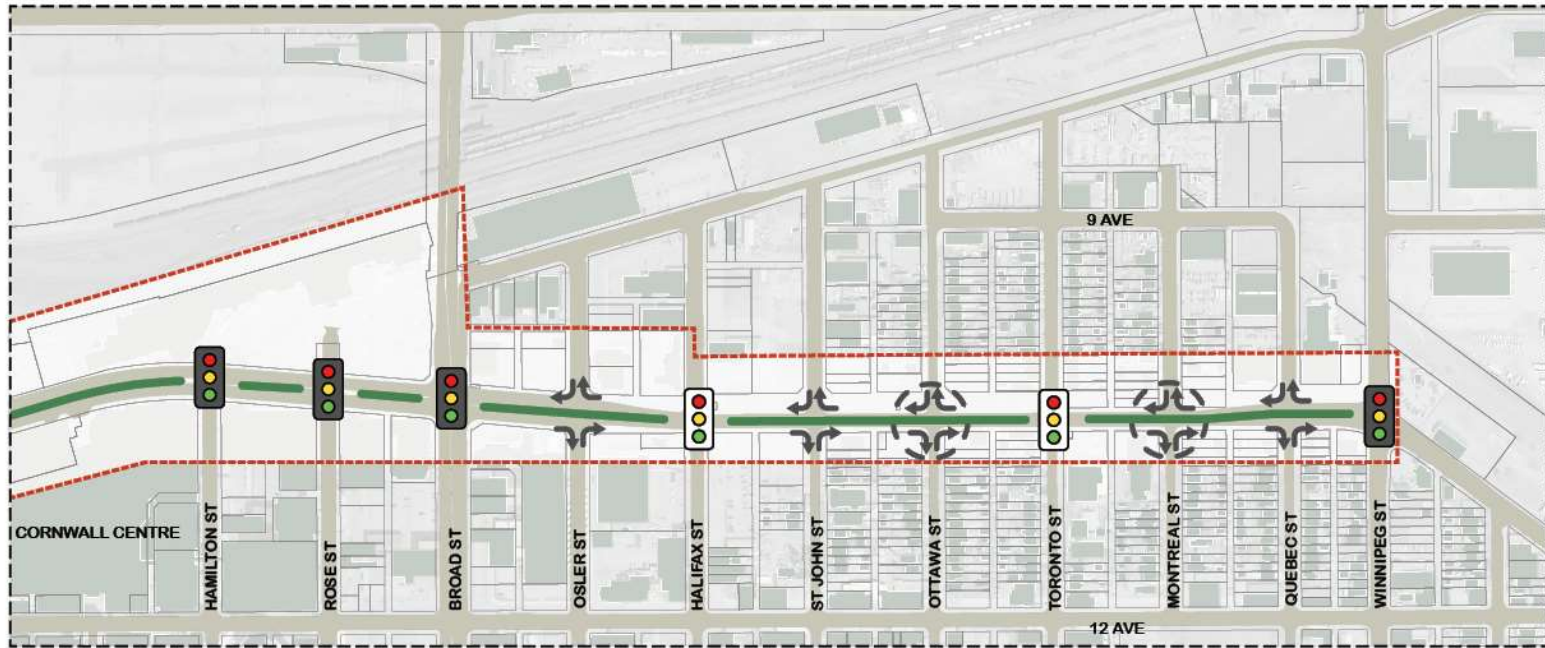


N.T.S. 

LEGEND

-  Potential Future Median
-  Existing Signalized Intersection
-  Potential Future Signalized Intersection
-  Potential Right-In/Right-Out
-  One-way Southbound
-  One-way Northbound

FIGURE B.2: ACCESS MANAGEMENT – DOWNTOWN AREA



LEGEND

-  Potential Future Median
-  Existing Signalized Intersection
-  Potential Future Signalized Intersection
-  Potential Right-In/Right-Out
-  Potential Active Modes Crossing

N.T.S. 

FIGURE B.3: ACCESS MANAGEMENT – HERITAGE (CORE) AREA

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