

# GTH Development Plan Bylaw

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This Bylaw No. 2014-01-01 shall come into force and take effect when published in the Gazette.

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Chief Executive Officer

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Chairman of the Board

<GTHA Seal>



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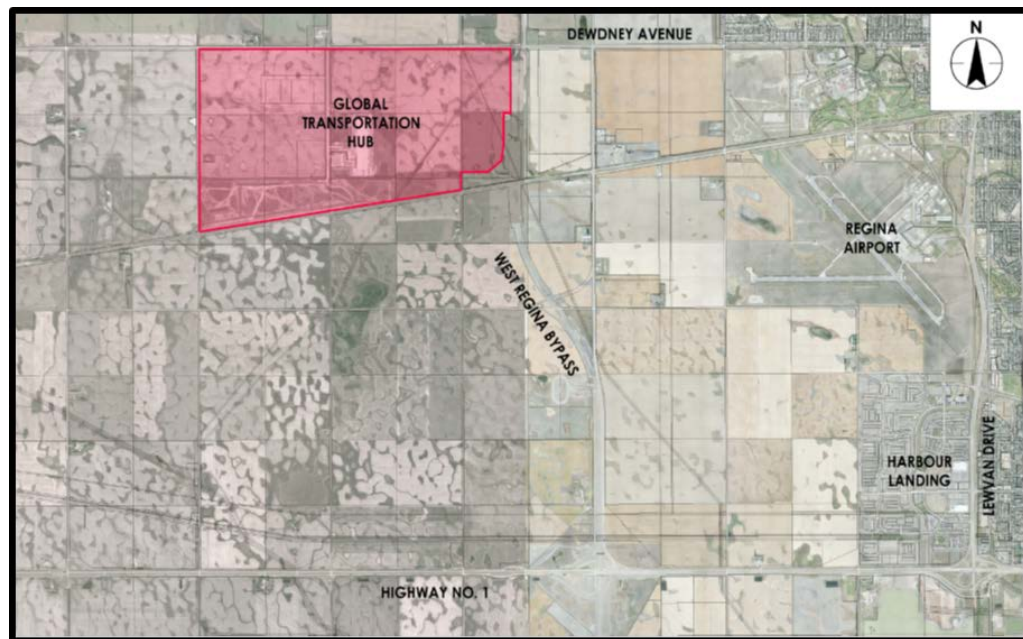
## 1.0 Introduction

### 1.1 Background

In 2007, an industrial growth study, completed for the City of Regina, identified the need for industrial expansion, including land west of the City. Following this, the Federal Government and the Province of Saskatchewan announced funding for a new intermodal facility as part of the Asia-Pacific Gateway and Corridor initiative. In February 2009, the Province authorized the annexation of land from the Rural Municipality of Sherwood in order to accommodate the proposed intermodal facility and the City's industrial expansion. After annexation, an amendment to the Regina Development Plan was undertaken. Subsequently, the City adopted the West Industrial Lands Secondary Plan as part of the Regina Development Plan, to provide more planning direction for approximately 1300 ha, including the Global Transportation Hub. Development of the GTH has proceeded with servicing and construction of the first several logistics operations and Canadian Pacific's new intermodal facility.

### 1.2 Location

Located at the west end of the City of Regina, the GTH is along the north side of the Canadian Pacific (CP) mainline and sits between the two national highway system routes—Highway 1 that runs east and west between Calgary and Winnipeg and Highway 11 that runs north to Saskatoon and Edmonton. Construction of the Highway 1/West Regina Bypass interchange is complete and the four-lane West Regina Bypass portion that will connect Highway 1 to Dewdney Avenue is currently under construction.



**Figure 1: Location Map**

The area of the GTH, and to which this Development Plan applies, is prescribed by Provincial Regulation. The GTH, as shown on **Figure 1: Location**, is that area south of Dewdney Avenue to the south side of the CP mainline, between the West Regina Bypass on the east and the City boundary on the west (Range Road 2211).

### 1.3 Legislation

In 2013, the Province adopted *The Global Transportation Hub Authority Act (the GTHA Act)*. The *GTHA Act* outlines the proposed responsibilities of the Global Transportation Hub Authority (GTHA), generally as follows: *planning, developing, constructing, managing, regulating, operating, marketing and promoting a competitive, economic, integrated and efficient transportation logistics hub*. In addition, Section 6(1) of the *GTHA Act* outlines the powers of the GTHA. This includes powers to design, develop, coordinate, direct, or control the use, development, conservation, maintenance and improvement of land, facilities, buildings and premises in the logistics hub.

The *GTHA Act* states the GTHA *has the exclusive authority to grant all approvals required for a development within the transportation logistics hub... is hereby designated as an approving authority... and has the exclusive authority to exercise any power and grant any approval or make any decision that an approving authority or council can make pursuant to The Planning and Development Act, 2007*.

Specifically, Section 20(1) of the *GTHA Act* states *the authority shall prepare and adopt a development plan that will control and direct development in the transportation logistics hub*.

### 1.4 Development Plan

The *GTHA Act* states the GTHA shall prepare and adopt a development plan (and review it at least once every five years). The development plan is to be prepared and operate as an official community plan does within a typical municipality. It must be submitted to and approved by the Minister responsible for *The Planning and Development Act, 2007* (the *P+D Act*).

The *P+D Act* outlines the process and requirements for an official community plan (in this case, to be called the "development plan"). Generally, the development plan:

- shall be prepared in consultation with a professional community planner
- is to provide a comprehensive policy framework to guide the physical, environmental, economic, social and cultural development
- must incorporate any applicable provincial land use policies and statements of provincial interest
- is to contain policy about future land use and physical and economic development, the provision of public works and any hazard or environmentally sensitive lands including source water protection
- is to address implementation, including the coordination of use and public works with adjacent municipalities
- may have a map or series of maps to illustrate the policies

If the GTHA adopts policies in its development plan about site control for commercial or industrial development, conditions and performance standards for specific industrial or commercial developments can be prescribed.

## 1.5 Process

The previous plans affecting the site (the Regina Development Plan and the West Industrial Lands Secondary Plan) provide much of the basis for this Development Plan. They were prepared following the requirements of the *P+D Act* which included opportunities for consultation with adjacent landowners, key stakeholders, other interested parties and the public.

Subsequent to that, the GTHA commissioned some master planning work that sought input from a variety of stakeholders like government representatives (City of Regina, RM of Sherwood, Province of Saskatchewan) from a range of departments that cover infrastructure, transportation, planning, energy and insurance; emergency service providers (RCMP, Regina Police Service) representatives from industry (i.e., trucking companies) and existing tenants (i.e., Loblaws). The master planning work has been incorporated in the Development Plan where relevant, particularly in the Vision.

The Development Plan process has included consultation with stakeholders and public in general conformance with the *P+D Act*.

This Development Plan is to guide future land use, development, transportation and servicing decisions by the GTHA and other site users.

## 1.6 Plan Organization

After this introduction, this Development Plan describes the overall vision for the GTH and the guiding principles that flow from that. Then, land use policies are outlined for the intermodal facility, the logistics business area and the commercial service centre. Transportation, servicing and environmental policies are described. Following this, subdivision and site design issues are addressed. The Development Plan concludes with a broad description of plan implementation including the need to coordinate with other parties.

## 2.0 The Vision

### 2.1 Introduction

The *GTHA Act* specifies the desired outcome: *a competitive, economic, integrated and efficient transportation logistics hub.*

At a high level, the vision of the GTHA is to develop an innovative and integrated global transportation and logistics hub that provides a positive investment and operating environment for the logistics industry, facilitates community building and fosters economic prosperity for the people of Saskatchewan.

When fully developed, the GTH will comprise a major Western Canadian transportation and logistics centre. The GTH, as a world-class facility, will stimulate provincial economic development by providing enhanced and more efficient access to global supply chains for Saskatchewan exporters and attracting new investment.

### 2.2 Vision

A visioning session was held by the GTHA Board. Key points arising from that session are as follows:

- **Bold & Visionary:** being world class depends on the willingness to be bold and visionary
- **Appealing:** developing with high environmental standards, good appearance and with the latest technology
- **Functional & Tenant-focused:** focusing on tenant service and customer needs, with long term, efficient and effective time-sensitive service
- **Attractive:** urban amenities, quality of life elements and attractive site design and buildings must be provided on site
- **Sustainable:** keeping the public interest in mind, accounting for community, economic and environmental values
- **Safe:** ensuring safety and effective business activity

### 2.3 Principles

An outcome of the visioning was the definition of four basic long-term principles that the GTHA should follow as the GTH continues to develop and evolve, as follows:

- **Collaborative & Synergistic**

Strengths of the GTH are the relationships and mutual benefits shared by its clients and users. The intent is to strengthen the synergies between the different business in the GTH and add value to the overall supply chain. This needs to be incorporated in land use, relationships between users, proximity to access, etc.

- **Logistically Superior**

The GTH must be functional, efficient, client-focused and responsive to change. These characteristics must be incorporated in both the process and the Development Plan. For example, this speaks to flexibility and scalability into the structure, maximizing truck flow efficiency and quality design.

- **Enabling Sustainability**

As part of its global position, the GTH must be seen as a leader in the promotion and application of sustainability for a variety of reasons. Green building, waste diversion,

stormwater management, etc., should be addressed at the scale of the overall development and individual parcels.

- **Safe & Secure**

The approach is two-fold: designing out crime and designing in public safety to create a safe environment and reduce the burden on public services. Safety and security issues should be an integral part of designating land use and designing sites, buildings and open spaces to deter, detect and allow for quick response.



## 3.0 Policies

### 3.1 Introduction

Section 5 of the *GTHA Act* specifies the uses that the lands in the GTH *may be used as the location for any or all of the following*:

- a) *facilities and premises used for or required by any mode of transportation, including rail, road, water, or air;*
- b) *facilities and premises used for or required by industry, warehousing, distribution manufacturing or logistics operations that require or utilize the services of a mode of transportation operating in or located in the transportation logistics hub;*
- c) *public improvements;*
- d) *facilities and premises that service the things mentioned in clauses (a) to (c);*
- e) *any other prescribed use or purpose.*

In other words, the GTH is to focus on the logistical business sector (such as warehousing, distribution, manufacturing, etc.) and its supporting transportation, servicing and support systems.

### 3.2 Land Use Policies

Based on the mandate and vision of the GTHA, this Development Plan needs to focus on several key land use areas: the CPR Intermodal Facility (CP IMF), the main logistics business area and the commercial service centre that support the functioning of the overall area. Policies for each of these are described below and shown on *Figure 2: Development Plan*.

#### 3.2.1 CP Intermodal Facilities

The area identified as CP Intermodal Facility on *Figure 2: Development Plan* is designated for CP to operate an intermodal facility as a key component of the GTH.

##### Uses

The following uses are considered important to ensure the CP IMF will function as an important component of the GTH:

- **Intermodal Facility:** Appropriate land uses in this area include switching and freight yards; lift and storage tracks; outdoor overhead cranes and gantries; railroad rights-of-way and all associated track improvements, including tracks, ties, switches, lead tracks, connecting tracks, spur tracks, gates and signals; operations and storage buildings, train fuelling and maintenance facilities; and grain elevators. This also includes the parking, storage, loading and movement of trucks and containers.
- **Utilities:** Major and minor utilities are permitted as part of the overall GTH servicing networks.

##### Policies

The GTH should be designed and developed on the basis of the following policies as they affect the CP IMF:

- **Access:** Development along Fleming Road should be managed to ensure maximum accessibility to the CP IMF.
- **Direct Access:** Adjacent users (north of the drainage channel) may negotiate direct access with CP to the IMF facility.

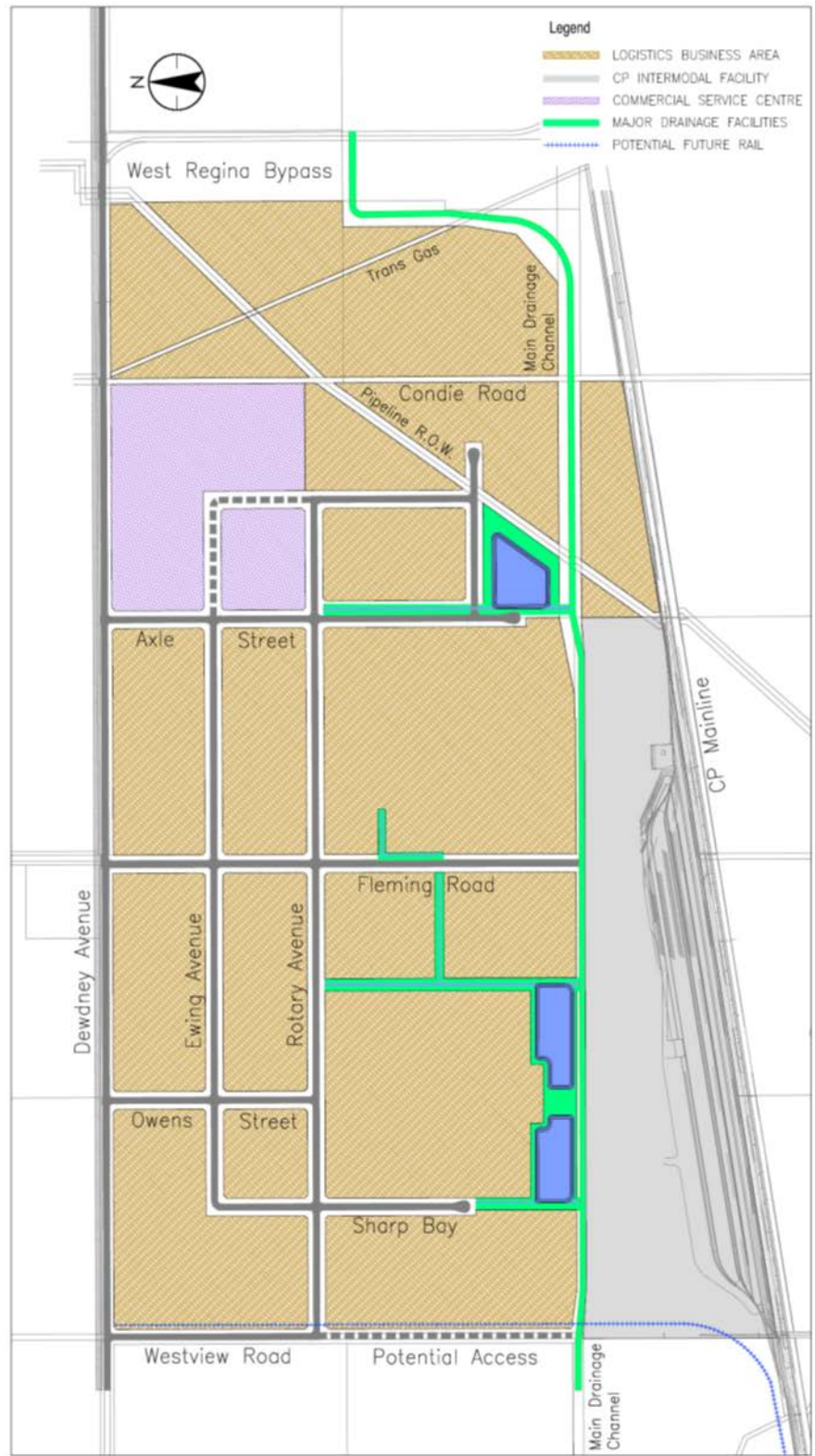


Figure 2: Development Plan

### 3.2.2 Logistics Business Area

The area identified as Logistics Business Area on *Figure 2: Development Plan* covers the majority of the GTH and is designated for a variety of transportation-related, warehouse, cargo, distribution and logistics uses.

#### Uses

The following uses are considered important to ensure the logistics business area is designed consistent with the mandate of the GTHA:

- **Logistics:** This area is to be used primarily for facilities and premises used for or required by industry, warehousing, distribution, manufacturing or logistics operations that require or utilize the transportation facilities of the GTH.
- **Manufacturing:** This area may accommodate manufacturing and processing related industries that are generally connected to the intermodal supply chain.
- **Utilities and Protective Services:** Major and minor utilities are permitted as part of the overall GTH servicing networks. Facilities for emergency services (police, fire and rescue) may be located here if required.
- **Open Space:** Open space, for passive and/or active recreation, may be an accessory use to logistics and manufacturing uses.
- **Agriculture:** Agriculture is permitted as an interim use on undeveloped sites within the logistics business area only on lands owned by the GTHA.
- **Commercial Services:** At the discretion of the GTHA, the logistics area may have minor amounts of supporting commercial services if they do not detract from the viability of the commercial service centre, do not conflict with the logistics and manufacturing uses, are integral to the logistics supply chain, and do not attract unnecessary visitor traffic into the logistics business area.

#### Policies

The business logistics area should be designed and developed on the basis of the following policies:

- **Parcel Structure:** In general, the largest parcels will be located closer to the CP IMF, with smaller parcels located further to the north for smaller distributors or users with customer/client relationships with the larger users. Overall, the GTH should provide a variety of parcel sizes to facilitate a wide variety of users.
- **Subdivision Design:** Parcels shall be configured to minimize the number of access points on major roadways.
- **Grid Structure:** Given the predominance of large truck traffic, roadways should be primarily designed using an interconnected grid with the use of culs-de-sac discouraged.
- **Proximity to CP IMF:** Users with the greatest interconnection with the CP IMF should ideally be located closest to that facility.
- **Amenity Space:** Sites will provide open space for employees.
- **Pipelines:** Subdivision design and development shall respect the existing pipelines (Spectra Energy, Kinder Morgan and Trans Gas) in the eastern portion of the GTH.
- **Adjacent Agricultural Land:** The operations within the logistics business area should not have any adverse impact on adjacent agricultural lands.

### 3.2.3 Commercial Service Centre

The area identified as Commercial Service Centre on *Figure 2: Development Plan* is intended for a welcoming service-focused environment designed to address the needs of drivers, employees and the traveling public in one convenient location. While the service centre must provide a comprehensive range of services to a variety of visitors and employees, the primary market is the trucking industry on which the GTH relies. Design and operations are required to support high volumes of single and long haul combination vehicles (e.g., turnpike doubles and triples).

#### Uses

The following uses are considered important to ensure the service centre serves the broad range of users that would come to the site:

- **Short Term Truck Parking:** Truck parking should be provided to accommodate parking in a location which is reasonably accessible to services and amenities. Truck parking should be considered for waiting for just-in-time deliveries. Short term parking should not exceed four hours. Parking solutions should delineate separate truck and passenger vehicle parking to maximize efficiency and public safety.
- **Long Term Truck Parking:** Longer term and/or overnight parking, possibly storage, should be provided. Service connections to reduce idling should be provided. Longer term parking should be located nearby to services.
- **Fueling:** Diesel, gasoline and other possibilities such as biodiesel and LNG, should be provided, all in multi-lane configurations to support standard double trailers. It is desirable to separate fueling for large trucks from light vehicles of employees and site visitors.
- **Truck Service, Maintenance and Repair:** Truck repair and maintenance (light duty such as oil changes, brakes, tires, etc. or possibly heavier duty repairs) and washing facilities should be provided.
- **Food and Restaurants:** It is anticipated that there will be a combination of sit-down dining, fast food restaurants and brand name or other coffee shops. Consistent with its objectives, the GTH is looking for healthy alternatives, perhaps bakeshops, etc.
- **Utilities:** Major and minor utilities are permitted as part of the overall GTH servicing networks. Facilities for emergency services (police, fire and rescue) may be provided if required.
- **Other Uses:** The centre could contain other uses, compatible with the overall intent of the service centre, which will add to its attractiveness and success. If the area designated for the commercial service centre is not required for the types of uses described above, the site may include those types of uses allowed in the logistics business area.

#### Principles

The commercial service centre should be designed and developed on the basis of the following design principles:

- **Synergistic Design:** The site will require an overall master plan. The site should be designed to locate uses so that it operates in a synergistic manner to accommodate the safe and efficient movement of vehicular traffic. Development within the commercial service centre should be clustered, wherever possible, to maximize the efficient use of land and infrastructure and support the safe and

efficient movement for linkages between uses. For example, there should be linkages for both pedestrians and vehicles between truck parking, amenities and services.

- **Connections:** The site should be designed to fit with the overall transportation network—access should be designed to maintain the free flow of vehicles on GTH roadways. While the site should connect to the overall transportation layout, the site should be designed to avoid conflicts by discouraging non-GTH users from penetrating the remainder of the GTH site. Access will be from internal roadways with no direct site access to Dewdney Avenue.
- **Servicing:** It will be serviced with the full range of services, including wide truck-friendly roads. Drainage may be a combination of pipes, ditches, ponds and drainage channels. It is expected that storm water will be primarily managed on-site with runoff limited to a specific flow rate consistent with the GTH's designed servicing capacity.
- **Landscaping:** Landscaping will contribute to an attractive site and should be provided at the perimeter of the site and parking areas and for screening disposal and utility structures. Weather protected seating should be provided at appropriate locations. Spaces for snow storage should be provided.
- **Staging:** The development should be staged in a manner consistent with the phased development of the GTH. The priority uses would be parking with fuel and food, with the service centre expanding into other uses over time.
- **Sustainability:** The commercial service centre should be consistent with the GTH's objectives for sustainability and address best practices, recycling and composting. Services for truck traffic will encourage reduced idling.
- **Safety and Security:** The commercial service centre should be designed with CPTED (Crime Prevention through Environmental Design) principles for the safety and security of users, equipment and materials as well as risk management. The truck parking area should be secure with controlled access and egress. Where pedestrian and cyclist routes are provided, they shall be designed to be safe.
- **Flexibility:** If the site contains land beyond that required for the commercial service centre uses, they should be planned for development for uses consistent with the main mandate of the GTH as a logistics facility.
- **Parking:** The commercial service centre shall have enough visitor parking to support the commercial service centre. Truck parking, both short and long term, should ensure that deliveries to the GTH can be managed in a timely manner. It is intended that long term parking is a user-pay service.

### 3.3 Transportation Policies

The site is currently accessed by one road connection from Dewdney Avenue on the GTH's northern boundary. The internal roadway system is based on a grid system of wide roads to ensure access into and throughout the site. As provided in the *GTHA Act*, all public highways within the GTH are deemed to be provincial highways.

The transportation network for the GTH should be designed and developed on the basis of the following policies:

- **Primary Access:** The primary accesses to the site will be from Dewdney Avenue at Fleming Road and on Rotary Avenue from the West Regina Bypass.
- **Restricted Access:** Direct access will not be permitted from Dewdney Avenue to abutting properties. There will be no direct access to Fleming Road between

Dewdney Avenue and Rotary Avenue.

- **Traffic Control:** There will likely be a requirement for east-bound acceleration lanes along Dewdney Avenue for trucks exiting GTH roadways. The system of turning lanes, signalization, marking and controls should be designed to maximize the free flow of truck traffic wherever possible.
- **Secondary Access:** Secondary access to the site will be provided from Dewdney Avenue, on half mile intervals: Axle Street, Owens Street and Range Road 2211.
- **West Access:** Range Road 2211, south of Rotary Avenue, will only provide secondary/emergency access to the CP IMF and other parcels, but should be protected for potential future road improvements in case it is needed for future development or GTH expansion.
- **Grid Structure:** Given the predominance of large truck traffic, roadways should be primarily designed using an interconnected grid with culs-de-sac discouraged where possible.
- **Commercial Service Centre:** This facility should be designed to minimize the need for commercial service centre traffic to travel through other areas of the GTH.
- **Driveways:** In order to ensure an appropriate balance between overall vehicular circulation and effective site access, the spacing and number of driveways from the public roads should be minimized. As they are main routes, development along Fleming Road and Rotary Avenue should be carefully managed ensure maximum accessibility to the CP IMF. Direct access to Fleming Road will only be permitted south of Rotary Avenue. Driveway design and location is to be in accordance with the GTH Development Standards Manual.
- **Parking:** The commercial service centre, and other sites as required, shall provide sufficient parking so there should will not be queuing or parking on adjacent roads.
- **Commuter Options:** The GTHA should explore opportunities for public transit to and within the site to facilitate employee access to the GTH, reduce traffic on site, reduce the potential conflict between pedestrians and truck traffic and encourage alternate modes (such as cycling) to provide a sustainable alternative to single occupancy vehicles. The grid road system in the GTH is designed so that it can provide looped transit or shuttle service in the future should it become economically feasible. Businesses should be encouraged to organize carpooling, telecommuting, and staggered shifts.
- **Standards:** Roadway standards are to be in accordance with the GTH Development Standards Manual.
- **Rail:** The potential for a rail extension along Range Road 2211 (on either side) should be maintained unless the viability and demand has been determined otherwise. The GTH should work with CP Rail to avoid trains blocking nearby roads for too long.
- **Regina Airport:** The GTH is outside the development control area necessary to protect the airport operations. Nevertheless, the GTHA will continue to consult with the Regina International Airport Authority and NAV Canada to ensure there is no negative impact on airport operations from development (considering issues such as height of structures over 45 m, emissions such as smoke or steam, drainage, and standing water, etc.) at the GTH.

### 3.4 Servicing Policies

The GTH requires the full range of services expected of a modern industrial development: water, sanitary sewer, stormwater management, power, telephone, natural gas, cable, etc. The GTHA will ensure that corridors, easements, and land required for public works and infrastructure is protected through the subdivision and development process and that the design and location of public works facilities are compatible with the overall GTH land use pattern. The GTHA will prepare comprehensive servicing plans using best management practices for the various services, as follows:

- **Stormwater:** Storm water will be managed via roadway ditches, lateral drainage channels, public detention ponds and a regional overland drainage channel, which flows from east to west, ultimately discharging to Cottonwood Creek. Individual developments will manage their on-site stormwater to meet GTH standards for release rates and the protection of downstream water quality. Individual sites will have their own stormwater detention facilities which could incorporate bio-swales. Drainage facilities shall be designed, constructed, and operated to ensure drainage capacities and avoid any adverse impacts on aquifers and groundwater.
- **Water:** Based on the extension of a major water main from the City along Dewdney Avenue, the GTH will be provided with a complete looped water system to service all development and provide for fire suppression. The design and construction of water systems shall ensure water quality for human consumption or hygienic use is not compromised. All sites will require private fire hydrants as hydrants on roadways cannot provide adequate coverage for larger development sites.
- **Sanitary Sewer:** Sanitary sewage from the GTH will be collected by gravity at the regional pump station at the intersection of Fleming Road and Rotary Avenue and then via force main to the City of Regina lagoons and waste water treatment facilities to the north.
- **Other Utilities:** Telephone, power, cable, etc. will generally be located in road rights-of-way. In some cases, easements may be required on development sites.
- **Development Standards:** The GTHA will prepare and maintain a GTH Development Standards Manual which describes appropriate servicing and operational requirements.

### 3.5 Community & Protective Services Policies

Logistic park development has unique safety and community service related issues. The following policies shall apply in the GTH:

- **Safety:** Safety will be promoted through site design measures, emergency response resources and traffic regulations. The GTHA will work with a broad based committee (including Fire, RCMP, Border Services, CSIS, EMS, SGI, and other experts) to address security and protection. The GTHA will prepare and maintain an emergency response strategy that addresses the movement of hazardous and volatile materials, wildfire, chemical spills, fire, conspicuous civic numbering, security and other related matters. The GTHA shall require an up to date inventory of the location of hazardous materials.
- **Crime Prevention:** The GTHA shall encourage the use of CPTED (Crime Prevention through Environmental Design) principles as a crime mitigation tool.
- **Fire Protection:** The GTHA should provide fire suppression, prevention, plan

review, and investigation services through agreement with the City of Regina's Fire Department.

- **Parks & Recreation:** Where amenity space is to be provided, the amenity space should be strategically located in order to support pedestrian safety, user convenience and to enhance the overall design and include hard surfacing, seating areas, ample tree coverage, landscaping, ornamental lighting and waste receptacles.
- **Municipal Reserves:** While generally not a priority within industrial landscapes, parks and recreation lands may be considered within the commercial service centre. While the preference is towards private amenity space, the GTHA may decide at the land sale and subdivision stage that municipal reserves may be required and dedicated as part of the subdivision process.
- **Bio-security:** As the GTH's focus is the movement of goods, the GTHA and its businesses should be careful to manage their activities in accordance with legislation and best practices to prevent and mitigate the impact of potential material spills and the introduction of potentially damaging pests and diseases.
- **Lighting:** Lighting should be designed to provide visibility and enhance site safety and security. The lighting design should support surveillance by CCTV.

### 3.6 Environmental Policies

The *P+D Act* requires the GTHA to address environmental issues. The following policies shall apply in the GTH:

- **Natural Environment:** The intent of this Development Plan is to support the protection of the natural environment. Significant natural features within the plan area are negligible. As future industrial development may have the potential to impact ground water, air quality and adjacent creek systems, this Development Plan promotes appropriate land-use policies, engineering standards and site, building and landscaping design, energy and water conservation and the maintenance of healthy ecosystems (in conjunction with stormwater facilities where practical).
- **Environmental Reserves:** As there are currently no natural areas, habitat areas, or natural water courses within the GTH, there is no requirement for environmental reserve dedication under the provisions of the *P+D Act*.
- **Hazard Lands:** Development is prohibited within the 1:500 year flood elevation and requires flood proofing of new buildings and additions to buildings to an elevation 0.5 m above the 1:500 year flood elevation within the flood fringe. No other hazard lands have been identified in the GTH footprint.
- **Aquifer Protection:** Although the underlying aquifer has been rated as low sensitivity, the GTHA will manage and regulate construction, design, operations and development to minimize any adverse impact on the aquifer.

### 3.7 Site Design & Landscaping Policies

Site design and landscaping will add to the functionality and attractiveness of the GTH.

- **Design:** Planning and design should be driven by the need to attain the GTH's guiding principles: logistics superiority, safety and security, sustainability, collaboration and synergies.
- **Landscaping:** Landscaping should contribute to an attractive site and should be provided at the perimeter of sites (particularly along the Dewdney Avenue corridor) and parking areas and for screening disposal and utility structures—as required by



the Zoning Bylaw. The GTHA will encourage the City of Regina to undertake tree planting along the north side of Dewdney Avenue, adjacent to the GTH. Low impact design measures, in accordance with standard practice, for industrial development shall be encouraged.

- **Snow Storage:** Site design should ensure that adequate snow storage space is accommodated on site.
- **Vacant Land:** Careful attention must be paid to control invasive weeds and minimize potential unsightliness. Land not used for buildings, parking, landscaping and storage areas, or any other form of development, should be farmed or planted with trees or native vegetation, such as prairie grass, as part of a comprehensive weed management program.
- **Zoning:** The GTHA's zoning requirements should address the placement, form and design of site elements (lot configuration, buildings, landscaping standards and materials, open space, signage, lighting, fencing, parking, outdoor storage areas, etc.). Design should contribute to maximizing site coverage and efficient use of utility infrastructure to promote a more sustainable land-use pattern; enhanced quality-of-life through building design, landscaping, tree planting and the provision of amenity space; the minimization of off-site impacts from noise, odour, light spillage, etc.; the screening of parking areas, outdoor storage areas and utility structures from Dewdney Avenue and the West Bypass Road.
- **Signage:** The GTH shall develop a comprehensive signage program and enhanced way finding for the safe, efficient movement of vehicle and pedestrian traffic.
- **Lighting:** Lighting should be designed to provide visibility and enhance site safety and security. Energy efficient lighting technology such as compact fluorescent or LED is encouraged. Light spillage across property lines should be avoided. Dark sky lighting that concentrates light downward is strongly encouraged.

## 4.0 Implementation

With an undertaking this large, and one that is evolving as clients are identified, this Development Plan has been written to ensure a degree of flexibility for implementation. All planning decisions shall be in accordance with the *P+D Act* and the *GTHA Act*.

### ▪ Staging & Servicing

The development is already successfully underway. While some major servicing decisions have been made and construction of some roadways and utilities has been completed, the project will be staged in a manner that meets client needs as they are identified in conjunction with the logical and cost-effective staging of services. The GTHA will liaise with the City of Regina and other service providers to ensure that phasing of development is efficient and does not compromise overall area servicing schemes and capacities.

### ▪ Development Standards Manual

The GTHA will prepare, and update as required, a GTH Development Standards Manual which describes appropriate servicing requirements. Consistent with the *GTHA Act*, the GTHA may require an applicant for a development permit or subdivision to pay for the cost of roadways or other infrastructure for the development.

### ▪ Zoning

The GTHA, as approving authority, shall prepare, and update as required, a Zoning Bylaw, that meets legislative parameters, respects the mandate outlined in the *GTHA Act* to focus on a logistics and transportation facility, provides a high degree of flexibility to respond to evolving circumstances and provides an efficient process for permits.

### ▪ Subdivision

In general, the lots will be larger than in typical suburban industrial parks. There are policies for configurations, etc., but the GTHA should only approve subdivisions in the context of what will work within the GTH footprint. Subdivisions shall be in conformity with *The Subdivision Regulations*. The GTHA will ensure land required for public works and infrastructure is protected.

### ▪ Building Permits

The GTHA shall manage a building permit process in which the review process is generally out-sourced and financed by user application fees.

### ▪ Occupancy Permits

As part of the overall permitting process, occupancy permits will ensure that development and building permits conditions are met before developments are utilized.

### ▪ Plumbing Permits

As part of the overall permitting process, plumbing permits will ensure that appropriate standards are enforced in the GTH.

### ▪ Cooperation

The GTHA will maintain cooperative ongoing dialogue and relationships with stakeholders, particularly neighbouring landowners, service providers, the RM of Sherwood, the Sakimay First Nation, the Village of Grand Coulee, the Regina International Airport Authority, the City of Regina, Regina-Moose Jaw Industrial Corridor

Committee, Regina Regional Opportunities Commission and various provincial departments, on implementation of this Development Plan and other matters of short and long term mutual interest, particularly development standards, land use, and transportation. The intent is to understand and minimize undesirable development impacts on other stakeholders and to ensure that GTH interests are addressed positively by off-GTH planning, development, and infrastructure decisions.

Responsibilities for constructing and maintaining local and regional public works assets and servicing capacities need to be coordinated for the benefit of the development of the overall area, including the Sakimay lands.

- **Amendment and Review**

As required by the *GTHA Act*, the GTHA will complete a review of this Development Plan at least once every five years.

In the meantime, the GTHA will amend the plan as required in response to changing circumstances in pursuit of the overall vision.