

**GLOBAL TRANSPORTATION HUB
DEVELOPMENT STANDARDS
MANUAL – June 21, 2013**

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Global Transportation Hub Authority

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Table of Contents

1.0 INTRODUCTION	1
2.0 PLANS OF PROPOSED SUBDIVISION	1
3.0 DEVELOPMENT STANDARDS	1
3.1 STORM WATER MANAGEMENT	2
3.1.1 Detention Capacity.....	2
3.1.2 Release Rate	2
3.1.3 Private Drainage Systems	2
3.1.4 Isolation Valve.....	3
3.1.5 Major System Outlet	3
3.2 GRADING PLANS	3
3.3 WATER AND SANITARY SERVICES	3
3.3.1 Connection Policies	4
3.3.2 Size and Material	4
3.3.3 Alignment.....	5
3.3.4 Depths of Services.....	5
3.3.5 Domestic Water Service and Fire Water Lines	5
3.3.6 Service Connections to Properties Containing Underground Storage Tanks	5
3.3.7 Water Meter Installation and Back Flow Prevention	5
3.3.8 Fire Hydrants	6
3.3.9 Sanitary Back-up Valves.....	6
3.4 DRIVEWAY AND ROAD ACCESS STANDARDS	6
3.4.1 Access Limitations	6
3.4.2 Driveway Spacing	6
3.4.3 Driveway Geometry and Structure	7
3.4.4 Clear Distance	7
3.5 LANDSCAPE AND SITE DESIGN STANDARDS.....	7
3.5.1 Site Surfacing.....	8
3.5.2 Perimeter Fencing.....	8
3.5.3 Lighting and Signage	8
3.5.4 Landscaping.....	9
3.6 EASEMENTS.....	9
3.7 WASTE MANAGEMENT	9
3.7.1 Waste Water	9
3.7.2 Solid Waste Management.....	9
3.7.3 Construction Waste Management.....	10
3.7.4 Dirt on Streets	10
3.8 SNOW REMOVAL MANAGEMENT	10
3.9 HAZARDOUS MATERIAL STORAGE AND HANDLING.....	10
3.9.1 Underground storage tanks	10
3.10 CONSTRUCTION ACTIVITIES	11
3.10.1 Pre-Construction Meeting	11
3.10.2 Temporary Arrangements for Construction.....	11

**GLOBAL TRANSPORTATION HUB DEVELOPMENT STANDARDS MANUAL – JUNE 21,
2013**

3.10.3 Traffic Accommodation During Construction	11
3.11 SHALLOW UTILITIES.....	11
<hr/>	
4.0 OPERATIONS AND MAINTENANCE	12
4.1 GLOBAL TRANSPORTATION HUB AUTHORITY	12
4.2 PRIVATE LAND OCCUPANTS	13
4.3 CITY OF REGINA	13
<hr/>	
5.0 DISCLAIMER.....	13

1.0 Introduction

This development manual is provided to existing and prospective occupants of the Global Transportation Hub (GTH) to provide information on the expectations, roles and responsibilities for both the property purchasers and the Global Transportation Hub Authority (GTHA). The document provides clarification regarding development standards and procedures, as well as ongoing long-term operation and maintenance of infrastructure elements.

The GTHA will be responsible for the ongoing operations and maintenance of most of the public infrastructure. Certain major items such as water supply, waste water disposal and regional storm water management issues will reside with the City of Regina. A portion of your municipal tax dollars will flow directly to the GTHA to fund ongoing operations.

2.0 Plans of Proposed Subdivision

Following successful negotiation of a property sale (or option agreement) from the GTHA to a purchaser, the GTHA will coordinate, through its consulting team, the preparation of a Plan of Proposed Subdivision and application for subdivision approval. Following issuance of the Certificate of Approval, the GTHA will arrange for preparation of the Plan of Survey and registration at the Information Services Corporation. The cost of the application procedure will be borne by the GTHA but proponents will be expected to provide site plans and other information that may be requested.

In the event of a re-sale of a parcel of land, or portions thereof, between private parties, the GTHA will not pay the cost of surveys, application fees or land registration fees.

The GTHA is the Approving Authority for subdivision approvals. Requests for subdivision approval must include detailed site and servicing plans for review and acceptance. The GTHA will circulate the subdivision application to interested stakeholders for comments, review the comments, and work with the proponent to address any concerns. In accordance with the Planning and Development Act, the proponent may be required to enter into a Servicing Agreement with the GTHA prior to formal subdivision approval being granted.

3.0 Development Standards

This section provides information on the infrastructure development standards throughout the GTH. It relates to both public and private infrastructure. The GTH is being developed with rural

x-section roads and ditches, so there are no storm sewer pipes in the public right-of-way. The typical road x-section is attached as Standard Drawing STD-R01.

3.1 STORM WATER MANAGEMENT

The objective of the storm water management plan for the GTH is to provide a safe, cost-effective plan with a high level of service to provide at least 1:100 year protection. This protection will be provided by a combination of onsite detention, controlled release into roadway ditches, conveyance via road ditches and culverts and major conveyance and detention via lateral drainage channels and detention ponds, prior to release into the regional east-west drainage channel.

3.1.1 Detention Capacity

Private sites must provide a detention capacity equivalent to at least 50 mm of rainfall over the entire site. No reductions for landscaped areas or permeable surfaces will be considered. The required volume can be achieved via a combination of parking area depressions, rooftop storage and/or local detention facilities. Retention ponds are not encouraged for maintenance reasons, although maintenance is a private responsibility.

3.1.2 Release Rate

The maximum allowable release rate for a piped outlet from a private site into the road ditch shall be 7 l/sec/ha. This release rate must work together with the aforementioned detention capacity standard. The release rate should permit a 1:5 year storm to drain over approximately a 24 hour period, and a 1:25 year storm to drain over approximately a 32 hour period, excluding unforeseen circumstances. Each legal parcel shall have its own storm outlet to the road ditch. Private storm outlet facilities may be constructed of various pipe material including CSP, high density polyethylene or concrete but all outlets must have flared concrete ends at the road back slope, complete with adequate erosion control.

3.1.3 Private Drainage Systems

All private drainage systems must incorporate a grit/hydrocarbon separator prior to release into the road ditch. The separator must be capable of providing at least 80% removal of total suspended solids in accordance with the manufacturer's specifications.

The GTHA has developed a comprehensive storm water management system for the entire development and rough graded most sites. The storm water plan has attempted to maximize the depth available for storm sewers in private sites, but there may be instances in which the desired 1.8 m frost cover is not readily available, and insulation may be considered.

Roof drains and weeping tile must not be connected to the sanitary sewer system.

3.1.4 Isolation Valve

Each storm outlet from a private site must be equipped with an isolation valve at the property line prior to release into the road ditch. The isolation valve can assist in serving as a protective measure in the event of a spill of hazardous material into the private storm collection system. The valve must be accessible to GTHA or other emergency personnel and be located outside of fenced compounds. It must be equipped with a handwheel operator. Proponents must submit shop drawings of the isolation valve to the GTHA for review and approval.

3.1.5 Major System Outlet

All sites must be graded such that, in the event of a major storm that exceeds the capacity of the internal pipe network and detention facilities, the excess water will flow over land into the adjacent road ditch or drainage channel. Grading plans must identify these locations and incorporate appropriate erosion protection to prevent erosion of slopes. The major system outlet must be designed such that the detention volume described in Clause 3.1.1 is not reduced.

3.2 GRADING PLANS

Proponents will be provided a copy of the overall grading plan for the GTH area and will be required to grade their sites in general accordance with the intent of the Master Grading Plan. All storm water runoff must be accommodated internally to the site in accordance with the provisions of Section 3.1. Proponents must submit detailed site grading plans for review and approval by the GTHA as part of the Development Permit application.

Proponents must recognize that there may be a low berm constructed along the edges of sites, fronting and flanking roads, as indicated on Standard Drawing STD-R01. This berm recognizes that there is likely to be a substantial surfacing structure constructed on top of the rough grade that is provided. The grading plans provided by the GTHA do not specifically demonstrate these berms or their elevations. In general, the berm top ranges between 600 mm and 800 mm above rough grade, complete with 4:1 side slopes. The berm occupies the space designated for the landscaped strip.

3.3 WATER AND SANITARY SERVICES

The GTHA will require a 3-way agreement to include the GTHA, the proponent and the proponent's contractor. This agreement will allow an approved contractor to work in the public right-of-way and connect to GTHA infrastructure, while incorporating safety, traffic accommodation, bonding, insurance and warranty provisions. A standard 3-way agreement is attached. Contractors must be on the City of Regina list of approved contractors in order to carry out work in the right-of way.

3.3.1 Connection Policies

Every legal parcel must have its own set of service connections that are tied into water distribution mains and collector sewers. Direct connections to trunk mains are not permitted without specific approval of the GTHA. Connections to sanitary force mains are not permitted under any circumstances. These terms are defined as follows:

- **Water distribution main:** refers to water lines 300 mm diameter or smaller, located in the public right-of-way or protected by easement. Service connections are generally permitted.
- **Water loop main:** refers to the 300 mm diameter water line that extends westward from Fleming Road along the north side of the main east-west regional drainage channel and connects to the south end of Sharp Bay. This loop main provides water network enhancement. Service connections to this line are not permitted, with the exception of the existing connection immediately west of Fleming Road.
- **Water trunk main:** refers to the 600mm diameter line that enters the GTH along the south side of Dewdney Avenue and extends to the south along the east side of Fleming Road. Service connections north of Rotary Avenue and east of Fleming Road are not permitted. Connections south of Rotary Avenue may be permitted, subject to GTHA approval, under special circumstances.
- **Collector sewer:** refers to a sanitary sewer with a diameter of at least 200 mm, located in a public right-of-way or protected by easement, that conveys flows from service connections to a trunk sewer. Service connections are permitted.
- **Trunk sewer:** refers to the 750 mm diameter sewer leading into the sewage pumping station. Service connections to this line are permitted only via a drop manhole.
- **Sanitary force main:** refers to a sanitary sewer line that operates under pressure, and in this case, extends along the east side of Fleming Road from the sewage pumping station to Dewdney Avenue, then easterly along the south side of Dewdney toward the City of Regina's wastewater treatment facilities. No service connections are permitted.

3.3.2 Size and Material

Water services will be PVC C900 pipe, 250 mm diameter, complete with a gate valve at the property line.

Sanitary sewer pipe will be at least 200 mm diameter PVC SDR35.

3.3.3 Alignment

Unless otherwise required for specific reasons, the sanitary service will be located on the left of the water when facing the property from the road. All sanitary services shall be directed into manholes in the street.

Sanitary mains in the public right-of-way are typically located in the north shoulder and west shoulder. Water mains are typically located in the south shoulder and east shoulder.

3.3.4 Depths of Services

Service connections must provide at least 2.7 m cover from top of pipe for frost protection or be designed to incorporate insulation to provide at least the equivalent amount of protection. This requirement is particularly important through the road ditches. Standard Drawing STD-R02 shows the typical arrangement for a water service.

3.3.5 Domestic Water Service and Fire Water Lines

The single 250 mm diameter water service connection should provide ample capacity for domestic water usage and fire protection service. If a proponent desires a smaller domestic water service, the line can be reduced once it has crossed onto private property or a smaller diameter domestic water service can be taken off the 250 mm service line on private property. The GTHA will not provide separate domestic and fire service lines from the street.

For large parcels, for example greater than 2 hectares, or those parcels that abut two or more streets, it may be appropriate to provide service connections in two or more directions. The GTHA will review this type of service capacity on a case-by-case basis. Additional services shall be constructed at the proponent's cost.

3.3.6 Service Connections to Properties Containing Underground Storage Tanks

For servicing property containing or which has contained underground storage tanks for the storage of petroleum or any other material classified as hazardous, use ductile iron pipe or other material as may be approved for services. Install an impermeable barrier of Bentonite or other approved material in the service trench at the property line in accordance with the City of Regina Standard Construction Specifications.

3.3.7 Water Meter Installation and Back Flow Prevention

Metering is required on each water service connected to the distribution system. Water meters are sized, supplied and installed by the City of Regina and remain City of Regina property. Refer to City of Regina Standard Drawings describing installation of meter(s) and back flow preventer where stipulated.

Applicants for every new water service must complete a meter sizing form so that the appropriate meter size can be determined by the City of Regina. Meter sizing forms can be obtained from the City of Regina. Proponents are encouraged to contact the cross connection control coordinator for the City for direction regarding the requirement for back flow prevention within their proposed facilities. All users will require back flow prevention.

3.3.8 Fire Hydrants

Public fire hydrants at the streets are relatively widely spaced due to the large land parcels and unknown occupancies. Proponents must design private fire hydrant installations in accordance with National Fire Protection Association standards or other suitable industry requirements and to the approval of the City of Regina Fire Department.

3.3.9 Sanitary Back-up Valves

Proponents must provide back-up valves on sanitary connections in accordance with City of Regina building standards.

3.4 DRIVEWAY AND ROAD ACCESS STANDARDS

This section is intended to provide proponents with direction regarding access to public rights-of-way from private sites.

3.4.1 Access Limitations

No direct access from private sites to Dewdney Avenue will be permitted. All access to Dewdney must occur via other public streets.

Properties fronting Fleming Road south of Rotary Avenue may be permitted direct driveway access to Fleming in accordance with the standards that follow in this section. Parcels that flank Fleming Road but also have frontage onto other streets must provide access via Rotary Avenue or Ewing Avenue. No direct access to Fleming Road will be permitted north of Rotary Avenue.

3.4.2 Driveway Spacing

Driveways must be spaced in order to provide ample room for commercial vehicles to carry out turning movements without impeding traffic flow or blocking other driveways or street intersections. Therefore, the minimum separation distance from the centre line of a driveway to the centre line of a street intersection is 100 m.

When driveways are already in existence across the street or adjacent to the proponent's site, the new driveway must either align directly with that across the street or provide a minimum spacing of 40 m centre-to-centre. The minimum spacing between driveways is shown on Standard Drawing STD-R03 and is summarized as follows:

1. Minimum spacing between a roadway and any site access shall be 100 m.
2. Minimum spacing between employee/light vehicle accesses shall be 40 m.
3. Minimum spacing between truck accesses shall be 80 m.
4. Minimum spacing between an employee access and a truck access shall be 60 m.
5. Minimum spacing between an employee access and a property line shall be 20 m.
6. Minimum spacing between a truck access and a property line shall be 40 m.
7. All references to spacing or distance refer to roadway or access centerline.

3.4.3 Driveway Geometry and Structure

Proponents must design and construct their driveways for large truck traffic in accordance with attached Standard Drawing STD-R04. Side slopes must be no steeper than 4:1. All driveways must accommodate ditch drainage by incorporating culverts, sized in accordance with the overall GTH storm water management plan. Culverts must be Class 5 concrete with flared ends to suit side slopes. All driveways must be paved with asphaltic concrete surfacing or Portland cement concrete surfacing. The pavement structure for large truck traffic should be the same as the street to which it connects.

Driveways for employee parking and light vehicle usage only should be designed in accordance with attached Standard Drawing No. STD-R05. Side slopes and culverts must be designed as per the previous paragraph. Culverts must be at least Class 3 concrete. All driveways must be paved with asphaltic concrete or Portland cement concrete surfacing. The pavement structure for a light vehicle driveway should be the same as the street to which it connects.

3.4.4 Clear Distance

All driveways must provide a clear “throat” distance into a site in order to avoid back-up of trailers onto the public street. Sites should be designed such that a tractor unit plus 2-53’ trailers entering a site can be located outside of a security check-in gate without encroaching on the shoulder of the street.

Driveway location and design must also consider separation from obstacles such as street lights, hydrants and street signage. The proponent will be required to pay the cost of all driveway construction, as well as any relocations of any services above or below ground that may be existing.

3.5 LANDSCAPE AND SITE DESIGN STANDARDS

Proponents will be required to landscape their sites in accordance with the regulations of the GTH Zoning Bylaw. A 4 m landscape strip is to be provided along the property abutting all

streets. Those properties backing Dewdney Avenue must provide a 9 m wide landscape strip. These strips remain the property of the proponent and shall be maintained by the individual property owner.

3.5.1 Site Surfacing

The front portion of sites, to at least the front face of buildings, must be hard surfaced with asphaltic concrete, portland cement concrete, or other material acceptable to the GTHA. The remainder of sites may be surfaced with more permeable materials such as granular base or reclaimed asphalt. By-products of steel production, commonly referred to as slag, are not acceptable for surfacing or for use as sub base or base under asphaltic concrete or portland cement concrete surfacing.

Tracking of mud or debris from private sites onto the streets must be controlled by the proponents/operators of the sites, who will be responsible for the cost of cleaning such material from streets.

3.5.2 Perimeter Fencing

All fencing must be located on private property on the inside of the designated 4m or 9m wide landscape strip and be maintained by the property owner. Fencing should satisfy the security needs of the property owner while meeting the aesthetic objectives of the GTHA. There may be instances in which fences must divert around utility installations and the property owners must provide suitable access to the utility corporations for maintenance and operational purposes. Fencing designs should consider CPTED principles.

Fencing plans must be approved by the GTHA. Acceptable types of fencing include chain link (both vinyl and welded mesh hot galvanized and powder-coated), concrete and masonry. Wood fencing is not permitted for perimeter fencing for long-term maintenance reasons. Barb wire fencing is not permitted at a height below 1.8 m from ground level, but may be included as an additional security measure above 1.8 m.

3.5.3 Lighting and Signage

The GTHA will provide street lighting and signage, both regulatory and way-finding, in the public right-of-way. Proponents will be responsible for these items on private property.

If street lights exist and a proponent's new driveways conflict with the light locations, the proponent will be responsible for the cost of relocating street lights to suit the layout. Alternatively, it may be necessary to adjust the site design in order to minimize or eliminate such conflicts.

Lighting should be designed to provide visibility and enhance site safety and security. Luminares should be sturdy and resistant to vandalism, tampering and adverse weather

conditions. The lighting design should support surveillance by CCTV and should not be restricted by trees, signage or other features.

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 the light downward is encouraged.

All signs must be installed on private property and should clearly direct visitors to the appropriate locations within the site. Client signage within the public road right-of-way is not permitted.

3.5.4 Landscaping

Proponents must submit for approval their landscape plans as described in the GTH Zoning Bylaw.

3.6 EASEMENTS

Proponents may be required to grant easements to the utility corporations in order to effectively service their properties and others. Most utility mains will be located in the perimeter right-of-way, typically within the ditch and back slope of the ditch. There will be situations in which the utility may require a pad or pedestal or other facility to be located on flat terrain on the private property. Specific details will need to be worked out with the various utilities.

Proponents must contact each individual utility corporation to arrange service to their sites. The GTHA can assist in providing contact information or facilitating meetings if desired.

3.7 WASTE MANAGEMENT

3.7.1 Waste Water

All waste water generated within the GTH footprint is collected and pumped to the City of Regina waste water treatment facilities. All waste water must satisfy the City of Regina Sewer Service Bylaw requirements. Sanitary sewer utility charges will be payable by the proponent to the City of Regina on an ongoing basis.

3.7.2 Solid Waste Management

Waste management in the City of Regina is governed by “The Environmental Management and Protection Act” of the Province of Saskatchewan and the affiliated “Municipal Refuse Management Regulations”, City of Regina Bylaw entitled “Regina Waste Management Bylaw No. 9935” and the latest version of the City of Regina Solid Waste Management Plan as approved by City Council.

The GTHA does not operate a solid waste management facility nor does the GTH provide solid waste pickup. The City of Regina does not provide solid waste collection service within the GTH. Therefore, proponents must arrange for private waste management collection and site designs should accommodate appropriate locations and access considerations for solid waste collection containers. These details must be demonstrated on site plans.

3.7.3 Construction Waste Management

Proponents must consider waste management during construction in their development plans. These considerations must include proper sanitary facilities for workers during construction and the provision of appropriate collection containers for construction debris. Any cost faced by the GTHA for clean-up of waste material from construction sites will be charged back to the land purchaser.

3.7.4 Dirt on Streets

Proponents and their contractors must be cognizant of the need to minimize tracking of mud, dirt, and other deleterious substances onto paved roads within the GTH, particularly during construction, but also during ongoing operations. Proponents must clean deposited material from the streets on a daily basis, or the GTHA may elect to undertake the cleaning and charge back to the proponent.

3.8 SNOW REMOVAL MANAGEMENT

The GTHA is responsible for winter road maintenance and snow removal on the public rights-of-way. Proponents will be responsible for snow removal management of their own sites including driveway approaches from the edge of pavement on the street into the property. Site design drawings must demonstrate snow storage locations.

The GTHA does not operate a snow dump site and all occupants must accommodate snow removal and storage on their own properties or arrange for hauling off-site to an approved storage facility. Snow melt runoff must be contained to the individual site and must not extend onto property owned by others. Storage of snow in road ditches is not permitted. The GTHA will remove snow and ice from culverts through public roads and also through driveways in order to enhance spring runoff.

3.9 HAZARDOUS MATERIAL STORAGE AND HANDLING

3.9.1 Underground and above-ground storage tanks

Storage tanks must be approved by the GTHA and satisfy Saskatchewan Ministry of Environment regulations, as well as the Planning and Development Act.

3.10 CONSTRUCTION ACTIVITIES

3.10.1 Pre-Construction Meeting

Proponents must attend a pre-construction meeting with the GTHA prior to work commencing on their site. Proponents must provide the GTHA with at least three weeks' notice for this meeting. This meeting will establish lines of communication and clarify the expectations of the parties. Typical topics for discussion will include, but not be limited to, access, safety and security, contractor lay-down areas, traffic accommodation, utilities, schedule and site cleanliness.

3.10.2 Temporary Arrangements for Construction

Proponents must plan and allow time for approvals of temporary arrangements to accommodate construction, including, but not necessarily limited to:

- Written request for temporary access and drainage measures.
- Temporary fencing for safety and security purposes.
- Temporary service for electrical, gas, telephone, sewer or water, including backflow protection. Proponents must contact the appropriate utility as noted in Section 3.11.
- Temporary road closures or restrictions.

3.10.3 Traffic Accommodation During Construction

Proponents must provide appropriate traffic accommodation during construction, and particularly during work within the road right-of-way. Proponents must follow the Saskatchewan Ministry of Highways and Transportation Traffic Accommodation Manual and provide traffic accommodation plans to the GTHA for approval. Flag person(s) must be provided when traffic restrictions are present. Public roads must remain open for site operation at all times, or suitable detour arrangements worked out with the GTHA in advance of construction. Proponents must provide the GTHA at least 48 hours' notice (2 business days) in advance of construction in order to allow for proper notification of emergency services and other stakeholders.

3.11 SHALLOW UTILITIES

All utility mains and services shall be buried. Proponents must contact the appropriate utility corporation to arrange for services to the site. The GTHA will pay the capital cost of distribution utility mains in the public right-of-way and the proponent will pay the cost of service into the site.

Utility corporation contact personnel may change from time to time, but the following list is relevant as of June, 2013.

SaskPower electrical	Jason Kraus	566-2401
SaskEnergy, natural gas	Shawn Fairman	777-9224
	Rick Leeks	777-9321
Sasktel, telephone and internet	Dwayne Wandler	777-4083

The typical right-of-way assignment for utilities is shown on Standard Drawing STD-R01, although proponents must verify the locations for each specific site. Shallow utilities will typically be located in the north ditch of east-west roads and in the west ditch of north-south roads.

4.0 Operations and Maintenance

The ownership, operation and maintenance responsibilities for infrastructure within the GTH will be a combination of the Global Transportation Hub Authority, the individual occupants and the City of Regina. The breakdown of these responsibilities follows:

4.1 GLOBAL TRANSPORTATION HUB AUTHORITY

- Water mains and sanitary sewer mains within the public right-of-way.
- Water and sanitary sewer service connections from the mains in the street to the property line including the water valve at the property line.
- Maintenance of roads in public rights-of-way, excluding driveway accesses, including street sweeping, asphalt patching, line painting and re-capping.
- Winter road maintenance of public roads, excluding driveway accesses, including sanding, salting, sweeping and snow removal.
- Road embankments, ditch back slopes and ditch bottoms, including water runoff conveyance in ditches, culverts and channels, and mowing.
- Street lights, traffic signals, pavement markings, guide signing and traffic information signing and traffic control signs.
- Public storm detention ponds and channels.
- The main east-west regional drainage channel including water conveyance, culvert structures and side slopes within the right-of-way.

4.2 PRIVATE LAND OCCUPANTS

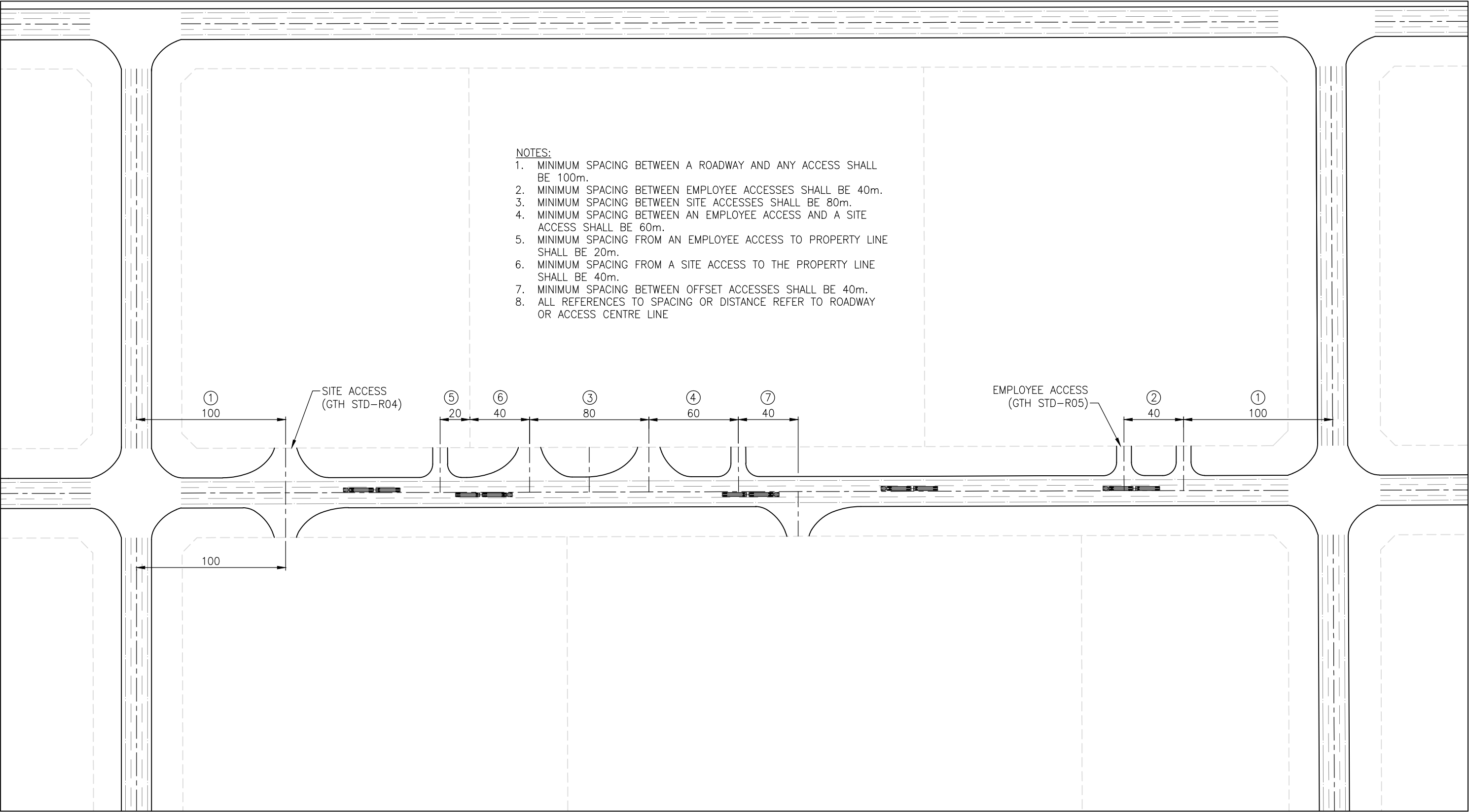
- Driveway accesses from public roads into the private sites including the approach embankment, curbs and pavement from the shoulder of the road to the property line.
- Water and sewer service lines and hydrants on the private side of the property line.
- Storm water management facilities on the private side including the storm outlet to the road ditch or drainage channel and affiliated erosion control.
- Site lighting and entrance lighting.
- Perimeter fencing and landscaped strip.

4.3 CITY OF REGINA

- Sewage pumping station and force main(s) that directs waste water to the City of Regina waste water treatment facilities.
- Water supply trunk main and water supply, i.e., 600 mm diameter water trunk along the south side of Dewdney Avenue and the east side of Fleming Road to the southern extremity of Fleming Road.
- Water meters.
- Fire and police services.

5.0 Disclaimer

The GTHA reserves the right to review and update these standards at any time. It is the responsibility of the proponents to ensure that they have the most current version. If proponents are unsure of any item or of the status of the standards they should contact the GTHA directly.



- NOTES:
1. MINIMUM SPACING BETWEEN A ROADWAY AND ANY ACCESS SHALL BE 100m.
 2. MINIMUM SPACING BETWEEN EMPLOYEE ACCESSES SHALL BE 40m.
 3. MINIMUM SPACING BETWEEN SITE ACCESSES SHALL BE 80m.
 4. MINIMUM SPACING BETWEEN AN EMPLOYEE ACCESS AND A SITE ACCESS SHALL BE 60m.
 5. MINIMUM SPACING FROM AN EMPLOYEE ACCESS TO PROPERTY LINE SHALL BE 20m.
 6. MINIMUM SPACING FROM A SITE ACCESS TO THE PROPERTY LINE SHALL BE 40m.
 7. MINIMUM SPACING BETWEEN OFFSET ACCESSES SHALL BE 40m.
 8. ALL REFERENCES TO SPACING OR DISTANCE REFER TO ROADWAY OR ACCESS CENTRE LINE

Global Transportation Hub Authority

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--- PROPERTY LINE
TRUCK - WB36

Project
STANDARD DETAILS

Figure No.
STD-R03

Title
ACCESS SPACING

