

The Global Transportation Hub Authority Act

GLOBAL TRANSPORTATION HUB — DEVELOPMENT PLAN BYLAWS

The Development Plan Bylaws of the Global Transportation Hub Authority are hereby enacted as follows:

1 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 – Provincial Highway No. 1 that runs east and west between Calgary and Winnipeg and Provincial Highway No. 11 that runs north to Saskatoon and Edmonton. Construction of the Provincial Highway No. 1/West Regina Bypass interchange is complete and the four-lane West Regina Bypass portion that will connect Provincial Highway No. 1 to Dewdney Avenue is currently under construction.

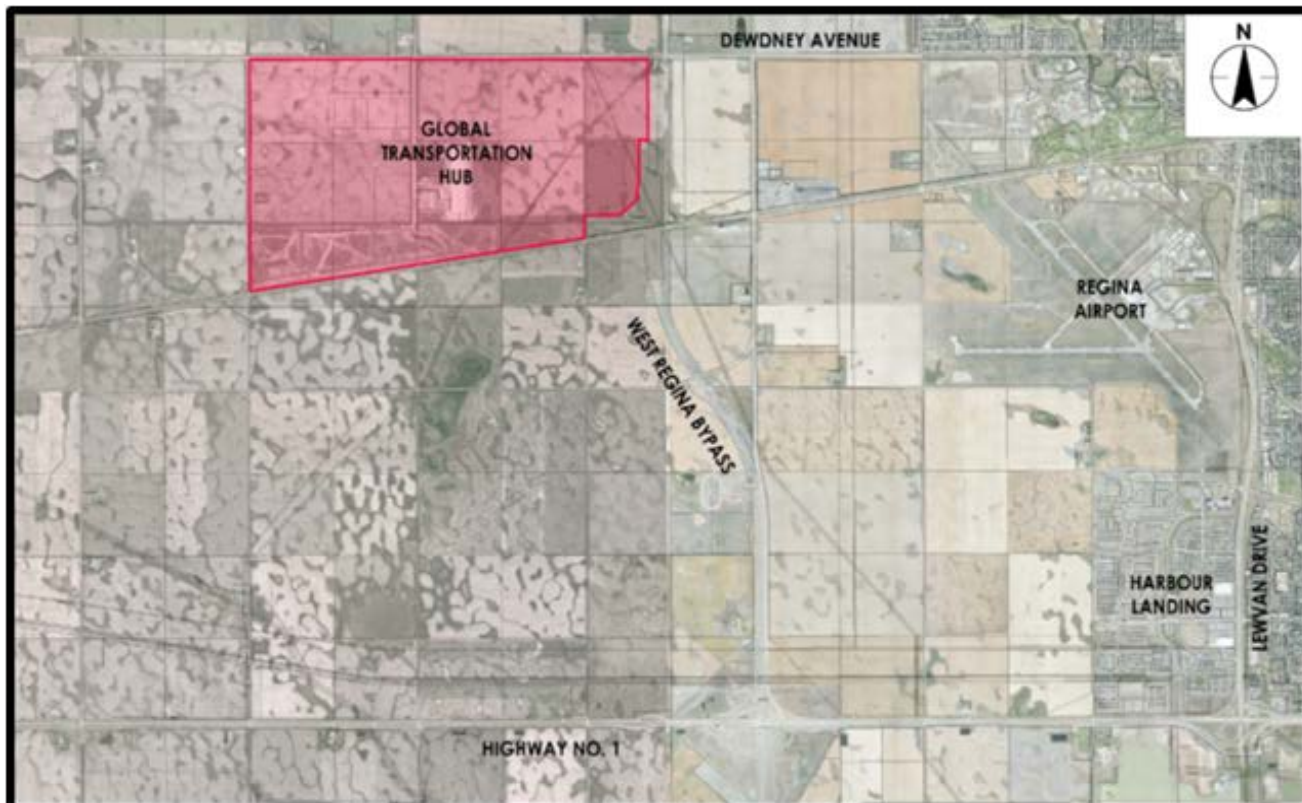


Figure 1: Location Map

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* (herein referred to as 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, subsection 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, subsection 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* (herein referred to as 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., Loblaw's). 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 GTH Act specifies the desired outcome: a competitive, economic, integrated and efficient transportation logistics hub.

At a high level, the vision of the GTH 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 and 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 and 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 and Synergistic” means 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” means 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” means 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 and Secure” means 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 to 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 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:

- **Storm-water:** 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 and 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 and 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 storm-water 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 and 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 and 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, 2014*. 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.

ZONING BYLAW

The Zoning Bylaw of the Global Transportation Hub Authority is hereby enacted as follows:

1. ADMINISTRATION**1.1 Title**

1.1.1 This Zoning Bylaw shall be known as the GTH Zoning Bylaw.

1.2 Purpose

1.2.1 This Bylaw is to provide a clear and efficient system of land use regulation to implement the GTH Development Plan to create a competitive, economic, integrated and efficient transportation logistics hub.

1.2.2 No one shall use land in the GTH except for the purposes stated in *The Global Transportation Hub Authority Act* – facilities and premises used for or required by any mode of transportation; for industry, warehousing, distribution, manufacturing or logistics operations that utilize the GTH's modes of transportation; public improvements; and supporting uses – unless authorized in writing by the GTHA.

1.3 Zones

1.3.1 The GTH is divided into zones which may have different permitted and discretionary land uses and regulations for the use and development of land, buildings, signs, and structures within each zone.

1.4 Zoning Map

1.4.1 The boundaries of the zones are shown on the Zoning Map attached as Schedule A which is part of this Bylaw.

1.5 Uses and Regulations

1.5.1 Except for legally non-conforming uses, development approved by a development variance permit or development approved by the Saskatchewan Municipal Board, uses, buildings and structures in each zone shall be in accordance with the uses listed in the zone and all the appropriate regulations and requirements of this Bylaw, including policies and requirements of the GTH Development Standards Manual.

1.5.2 No area, land, landscaping, building, sign, or structure shall be developed, used, occupied, constructed, erected, modified, converted, enlarged, reconstructed, altered, placed, demolished, removed, or maintained except in conformity with the provisions of this Bylaw.

1.5.1 Notwithstanding any other regulation in the Bylaw, there is no minimum parcel size for lots used for a pumping station, pressure regulator, electrical transformer, telecommunications or computer network facility, or similar utility installation, for the delivery of water, heat, gas, electrical, telecommunications, television or Internet services.

1.6 Compliance with other Legislation

1.6.1 Compliance with this Bylaw shall not be deemed to be a representation by the GTHA that any use, building, structure or development complies with all applicable bylaws or other enactments. Every person is responsible to ensure compliance with all other bylaws, enactments, easements, covenants, agreements or contracts affecting the development.

1.7 Metric System

1.7.1 The System International (SI) Metric System of measurement is the final and binding system of measurement used in this Bylaw.

1.8 Scope

1.8.1 If this Bylaw sets out two or more regulations that could apply to a situation, the most restrictive regulation shall apply. Where this Bylaw sets out both general and specific regulations that could apply to a situation, the specific regulation shall apply.

1.9 Non-conformity

1.9.1 Non-conforming uses, buildings and sites are provided for by Part V, Division 3 of the *Planning and Development Act, 2007*.

1.10 Severability

1.10.1 If any section, subsection, sentence, clause, or phrase of the Bylaw is for any reason found invalid by a decision of a court of competent jurisdiction, such decision shall not affect the validity of the other portions of this Bylaw.

2. INTERPRETATION

2.1 Zone Boundaries

2.1.1 Where a zone boundary is shown on the Zoning Map as approximately following, immediately parallel to, or as an extension of a property line, the GTH boundary, or roadway, it follows that line.

2.1.2 Where a zone boundary is shown as approximately following the midpoint of the roadway, it follows that line.

2.1.3 In circumstances not covered by the above, the zone boundary shall be determined by scaling the boundary from some reasonably known location on the Zoning Map.

2.1.4 In circumstances where a single lot is located in more than one zone, the provisions of this Bylaw that regulate the use of land, buildings, signs and structures; the density of the use of land, buildings, and structures; the siting, size, and dimension of buildings and structures, and uses permitted on the land; the location of uses on the land and within the building and structures; and the shape, dimension, and area of all parcels of land that may be created by subdivision; shall apply as if the zone boundary were a property line, and in the case of subdivision, be in compliance with the largest minimum area, or smallest maximum area that applies to that lot or portion of the lot being created.

2.2 Definitions

2.2.1 Definitions for words, terms and phrases not contained in legislation or other bylaws are listed in this section. Wherever they occur in this Bylaw, shall have the meaning assigned to them in this section.

2.2.2 Individual uses are grouped into definitions with common functional or physical effects or characteristics. These uses define the range of uses that are permitted or discretionary, with or without conditions, within various zones of this Bylaw. Examples listed in a use definition are to illustrate typical uses and are not intended to be exclusive, exhaustive, or restrictive. Where a specific use generally conforms to the wording of two or more uses, the use shall be construed to conform to, and is included in the use that is most similar in character, performance, and purpose. All principal uses may include accessory uses.

“Accessory” means any use that is secondary, subordinate, or incidental of the principal or primary use that is located within the same building or structure, or on the same lot;

“Act” means *The Planning and Development Act, 2007*, as amended;

“Agriculture” means a use which entails growing plants, shrubs, trees, vegetables, field crops, berry or bush crops. In the GTH, this does not include the keeping, breeding, raising, training or housing of any livestock;

“Board” means the Board of Directors pursuant to *The Global Transportation Hub Authority Act*. The Board has the same authority as a municipal council in the Province of Saskatchewan;

“Commercial services” means uses of a commercial or service oriented nature targeted towards serving the needs of drivers, employees and the travelling public. Commercial services include uses such as food and restaurants, banks, professional offices, personal services such as barber shops and medical, retail, and business support services, but do not include truck service, maintenance and repair;

“Discretionary use” means a use located on a site or within any building or structure that may be permitted only at the discretion of the GTHA;

“Emergency and protective services” means a facility used to house services related to police, fire, or ambulance care;

“Flood fringe” means the portion of the flood plain where the waters in the 1:500 year flood are projected to be less than a depth of 1.0 m or a velocity of 1.0 m/second;

“Flood plain” means the area prone to flooding from a water body or watercourse that comprises the combined area of the flood way and the flood fringe;

“Flood proofed” means a measure, or combination of structural and non-structural measures, incorporated into the design of a structure that reduces or eliminates the risk of flood damage to a defined elevation;

“Flood way” means the portion of the flood plain adjoining the channel where the waters in the 1:500 year flood are projected to meet or exceed a depth of 1.0 m or a velocity of 1.0 m/second;

“Food and restaurants” means a building that offers food and beverage for sale to patrons at eating areas located either within the interior of the building and beyond the building envelope. This also includes drive-through facilities;

“Fueling station/gas bar” means a use that offers for sale motor fuels, and as an accessory use provides for sale any other products that are typically required for the operation of vehicles, and includes convenience store products;

“GTH Development Standards Manual” means the documentation of servicing, engineering and development standards and requirements used by the GTHA to manage details of physical development and which is amended from time to time to reflect current situations and best practices;

“GTH” means The Global Transportation Hub;

“GTHA” means the Global Transportation Hub Authority;

“Intermodal facilities” means the zone in the GTH where uses benefit from the overlap between a variety of transportation modes including rail, plane, and automobile for the movement or shipment of goods and services;

“Logistics” means is the management of the flow of resources between the point of origin and the point of consumption. The resources managed in logistics can include physical items, such as food, materials, equipment, liquids, etc. The logistics of physical items usually involves the integration of information flow, material handling, production, packaging, inventory, distribution, packing and crating, transportation, warehousing, manufacturing where the function is closely integrated with the transportation function of the GTH or intended for export, and security. Logistics may include third and fourth party logistics providers. Logistics does not include those uses which do not or will not benefit from a location in the GTH and may be better located in other business, industrial or commercial areas. GTHA facilities are considered a logistics function;

“Long-term truck parking” means an area of land utilized for the long-term parking of operable motor vehicles which includes dedicated parking, loading and driveway areas but where parking on site shall generally exceed 4 hours;

“Manufacturing” means the process of the physical or chemical transformation of raw materials, components, or parts into goods that may be finished, in the sense that they are ready to be used or consumed, or semi-finished, in the sense of becoming a raw material for use in further manufacturing. In the GTH, manufacturing must require or utilize the services of a mode of transportation operating in or located in the GTH;

“n/a” means not applicable, no regulations apply;

“Non-conforming use” means a use, building or structure that is given exception to current zoning or development regulations or “grandfathered” due to its operation prior to approval of this Bylaw;

“Open space” means space intended to be primarily used by visitors or employees at the GTH for recreational or leisurely purposes, which is accessible free of charge;

“Permitted use” means a use which as a right is permitted to locate on a site or within any building or structure, provided that it conforms to all other pertinent regulations outlined in this Bylaw;

“Principal use” means the primary use operating on a site or within a building or structure;

“Short-term truck parking” means an area of land utilized for the short-term storage of motor vehicles which includes dedicated parking, loading and driveway areas but where parking on site shall not exceed 4 hours. This is primarily for users of the commercial service centre or for vehicles that are waiting to load or unload at GTH businesses;

“Sign, address” means any sign that is limited to the identification of a name, address or number of a building;

“Sign, billboard” means any sign that provide advertising for goods or services in which said goods or services are not located on site;

“Sign, construction” means any sign that is temporary in nature and which advertises a pending development, provided it is on the same site to which it pertains;

“Sign, directional” means any ground, projecting, or wall sign that provides assistance with wayfinding and that has a surface area of less than 1.0 m²;

“Sign, free-standing” means any sign not attached to a building and which is supported by vertical columns secured to the ground;

“Sign, height” means the vertical distance of a sign measured from the lowest point on the base, to the highest point at the top of the sign;

“Sign, inflatable” means any sign that is intended to be airborne and fastened to a secured object;

“Sign, portable” means any sign that is designed to be easily moved from one location to another and in which the advertising message can be easily altered with replaceable letters, numbers or graphics;

“Sign, projecting” means any sign that is attached to a building and which projects beyond the face of a building more than 300 mm;

“Sign, real estate” means any sign that advertises the sale, lease, or rental of a property, provided it is on the same site to which it pertains;

“Sign, roof” means any sign that is located on the roof of a building or structure;

“Sign, rotating” means any sign that is continuously revolving in a clockwise or counter-clockwise direction;

“Sign, surface area” means the area of the sign utilized for advertising purposes;

“Sign, wall” means any sign that is attached to a building and which runs parallel to the building façade;

“Tandem parking” means two or more parking spaces, one located behind the other, that share a common point of access from an adjacent driveway, lane or street;

“Truck service, maintenance and repair” means a use where service is provided for motor vehicles including the general maintenance or repair;

“Utilities” means any one of a set of services including telecommunications, water, electricity, natural gas, sewage and the like. This also includes any public works yards operated by the GTHA;

“Yard, front” means the area between side lot lines extending from the front lot line to the nearest wall of a building. On a corner lot, it is the yard associated with the front lot line. In the case of an interior lot, a lot line separating the lot from the road; or in the case of a corner lot, a line separating the narrowest highway frontage of the lot from the road; or in the case of a double fronting lot, the front lot line may be on both frontages in order to be consistent with the location of permitted access and the orientation of other development in the block;

“Yard, rear” means the area between the side lot lines extending from the rear lot line to the nearest wall of a building;

“Yard, side” means the portion of a site abutting a side lot line extending from the front yard to the rear yard. The side yard shall be situated between the side lot line and a line on the site parallel to it, at a specified distance from it, and measured at a right angle to it along its full length.

DEVELOPMENT REVIEW PROCESS

3.1 Development Officer

3.1.1 The GTHA shall appoint the Chief Executive Officer (or equivalent) as development officer who shall administer this Bylaw. The designated person may delegate responsibilities to other GTHA staff or contracted persons or firms to act in this capacity.

3.2 Maintenance and Inspection of Bylaw

3.2.1 The development officer shall make available to the public during normal office hours copies of this Bylaw and all subsequent amendments thereto.

3.3 Exemptions from Development Permits

3.3.1 The provision of this Bylaw shall not be so construed as to limit or interfere with the operation, replacement, and maintenance for public utility purposes of water and gas pipes, mains and conduits, electric light and electric power transmission and distribution lines, oil pipe lines, sewer connections and sewer mains, and incidental appurtenances (such as traffic control or management signs, etc.) or the construction and installation of any such services within public highways.

3.3.2 A development permit is also not required for the following activities, subject to conformance with all applicable provisions of this and other bylaws, policies, and the GTH Development Standards Manual:

- (a) any facility or use installed, occupied and operated by the GTHA;
- (b) erection of any fence or gate; and
- (c) development of a temporary building, the sole purpose of which is incidental to the erection, alteration, or marketing of a building for which a development permit has been issued and is still valid.

3.3.3 A development permit is not required for interior alterations and maintenance to a building, including mechanical or electrical work, provided that neither the use nor the intensity of use is changed, nor that another use is added.

3.4 Development Permit Applications

3.4.1 Applications for a development permit shall be submitted to the development officer in accordance with the requirements of this Bylaw.

3.4.2 All applications for a development permit shall be submitted on the form required by the GTHA. Applications shall include all required information and an application fee as prescribed periodically by the GTHA.

3.5 Development Application Submission

3.5.1 Applications for a development permit are not considered received until the applicant has submitted all information required by this Bylaw and paid the appropriate fee.

3.5.2 Notwithstanding the above, the development officer may consider an application if, the development is of such a nature as to enable a decision to be made on the application without all of the information required.

3.5.3 The development officer may require an applicant to submit such additional information as he considers necessary to verify the compliance of the proposed use or development with the regulations of this Bylaw.

3.5.4 The approval of any application, drawing, or the issuing of a development permit shall not prevent the development officer from thereafter requiring the correction of errors, nor from prohibiting the development being carried out when the same is in violation of this Bylaw.

3.5.5 In the event of a discrepancy between any written description and the drawings, the written description shall prevail.

3.5.6 Where an application for a development permit is determined to contain incorrect information, no development permit shall be issued until such information is corrected by the applicant.

3.5.7 Any development permit issued on the basis of incorrect information contained in the application shall be invalid.

3.6 Submission Requirements

3.6.1 Unless otherwise specified in this Bylaw, all drawings submitted shall be drawn on substantial standard drafting material to a scale of not less than 1:100 or such other scale as the development officer may approve, and shall be fully dimensioned, accurately figured, explicit and complete.

3.6.2 Two copies of the following information shall be submitted with an application and the appropriate application form fully and accurately completed in accordance with the following requirements:

- (a) the municipal address of land and buildings presently occupying the site, if any;

- (b) a legal description of the land on which the proposed development is to occur, by lot, block, subdivision and registered plan numbers;
- (c) the applicant's name, address and interest in the land;
- (d) a detailed site plan, showing the location of the proposed development relative to the boundaries of the site;
- (e) description of the work to be performed with respect to change in current occupancy or land use and proposed development or building operations;
- (f) identification of the scale of the development with respect to floor area of the development in square metres, area of the site covered, in square metres; height of the structure, in metres; and number of floors or storeys;
- (g) the estimated value, in dollars, of the proposed work; and
- (h) if required by the development officer, a site plan, at a minimum scale of 1:500, showing the following a directional true north arrow; setbacks and yard dimensions; the location of all buildings or structures in relation to property lines; and dimensioned layout of existing and proposed parking areas, driveways, entrances and exits, abutting public roadways, median breaks and auxiliary lanes.

3.6.3 If a variance is proposed, it shall be fully described in the application.

3.6.4 If required by the development officer, the applicant shall submit two copies of the following:

- (a) identification of the scale of the development with respect to the number of establishments for commercial, industrial or other purposes;
- (b) a site plan of sidewalks, walkways, separation spaces, transit stops; and, where applicable, garbage storage and collection areas; parking, loading, storage, outdoor service and display areas; the location of fences, screening, retaining walls, trees, landscaping, amenity areas and other physical features both existing and proposed on the site and adjoining boulevard, if any;
- (c) floor plans at a minimum scale of 1:100, indicating all uses or occupancies, storage and service areas;
- (d) elevations and drawings, indicating sections and the bulk of buildings, at a minimum scale of 1:100;
- (e) risk assessment where hazardous materials are part of the application; and
- (f) number of parking and loading spaces required and provided.

3.7 Duties with Respect to Development Applications

3.7.1 The development officer shall receive all applications for development and:

- (a) shall ensure that a Register of Applications is maintained;
- (b) shall review each development application to ascertain whether it is complete in accordance with the information requirements of this Bylaw, and shall, if the application complies with such requirements, enter the application in the Register of Applications;
- (c) shall approve, without conditions, or with such conditions as required to ensure compliance, an application for development of a permitted use provided the development complies with the regulations of this Bylaw, or shall refuse an application for development of a permitted use if the development does not comply with the regulations of this Bylaw, unless he uses his discretion to provide a variance;
- (d) may relax a regulation in a zone or other section of this Bylaw in accordance with Section 3.8;
- (e) the development officer is delegated authority to determine compliance with the architectural design requirements of section 12;

(f) may refuse or approve, with or without conditions, with or without changes in the design of the development, or with or without the imposition of regulations more restrictive than those required by the specific zone or regulations of this Bylaw, an application for development of a discretionary use, having regard to the regulations of this Bylaw and the provisions of the GTH Development Plan; and

(g) shall give notice of his decision on applications for development as follows:

(i) where an application has been approved, public notification shall be given to the applicant in writing by ordinary mail;

(ii) where an application has been refused, notice in writing shall be given to the applicant, by ordinary mail, and such notice shall state the reason for refusal and advising of the right of appeal.

3.8 Variance to Regulations

3.8.1 The development officer is authorized to approve minor variances up to 25% variation of the bylaw requirements for all development regulations.

3.8.2 In approving a variance for a development permit, the development officer shall only do so in cases of unnecessary hardship or practical difficulties peculiar to the use, character, or situation of the site or building, which are not generally common to other land in the same zone and the variance is consistent with the general purpose of the zone.

3.8.3 The development must conform to this Bylaw with respect to the use of land. The relaxation of the bylaw must not injuriously affect neighbouring properties or be inconsistent with any provincial land use policies or statements of provincial interest.

3.8.4 On receipt of an application for a minor variance, the development officer may approve the minor variance; approve the minor variance and impose terms and conditions on the approval; or refuse the minor variance.

3.8.5 If an application for a minor variance is refused, the development officer shall notify the applicant in writing of the refusal and provide reasons for the refusal.

3.8.6 If an application for a minor variance is approved, with or without conditions being imposed, the development officer shall provide written notice to the applicant and the assessed owners of property having a common boundary with the applicant's land that is the subject of the application.

3.8.7 The written notice must contain a summary of the application for minor variance; provide reasons for and an effective date of the decision; indicate that an adjoining assessed owner may, within 10 days after receipt of the notice, lodge a written objection with the development officer.

3.8.8 If there is an objection, the development officer shall advise that the applicant will be notified of the right of appeal to the Saskatchewan Municipal Board. The written notice required must be delivered by registered mail or by personal service.

3.8.9 A decision approving a minor variance, with or without terms and conditions, does not take effect until 23 days from the date of a notice sent by registered mail or until 20 days of a notice is delivered by personal service.

3.8.10 If an assessed owner of property having a common boundary with the applicant's land that is the subject of the application objects, in writing, to the development officer respecting the approval of the minor variance within the specified periods, the approval is deemed to be revoked and the development officer shall notify the applicant in writing of the revocation of the approval and of the applicant's right to appeal the revocation to the Saskatchewan Municipal Board within 30 days after receiving the notice.

3.8.11 If an application for a minor variance is refused or approved with terms and conditions, the applicant may appeal to the Saskatchewan Municipal Board within 30 days after the date of that decision.

3.9 Discretionary Use Criteria and Procedures

3.9.1 The development officer shall refer applications for discretionary uses to the Board and the development officer shall issue the development decision in accordance with the Board's decision on use and compliance with the other provisions of the Zoning Bylaw.

3.9.2 The development officer shall advise the Board on the following general criteria in the assessment of the suitability of an application for a discretionary use:

- (a) the proposal should be in general conformance with all relevant sections of *The Global Transportation Hub Authority Act*, the Development Plan and this Bylaw;
- (b) be consistent with provincial land use policies and statements of provincial interest;
- (c) the scale and intensity of the proposed use must be relatively compatible with uses allowed in the zone and with any existing uses and developments in the vicinity of the proposal;
- (d) the use must be capable of being serviced with services and infrastructure;
- (e) traffic will not create difficulties for overall vehicular circulation within the GTH;
- (f) types and volumes of goods and materials on site or being transported to and from the site must not pose any danger to the surrounding properties (the applicant may be required to provide a risk assessment from a registered professional to determine suitability);
- (g) emissions from the use in terms of noise, dust, odour, light will not adversely affect the environment or adjoining land uses;
- (h) if the proposed use will create any negative effects in relation to the above criteria, consideration will be given to any measures that may mitigate those effects in making a decision on the proposal; and
- (i) any comments received in response to the landowner notification.

3.9.3 Before advising the Board on a development permit for a discretionary use, the development officer shall provide written notice to the assessed owners of property within 75 m of the property boundaries with the applicant's land. The written notice must be delivered by registered mail or personal service. The notice shall contain the legal description and civic address of the land which is the subject of the application; the purpose of the proposed application; and the deadline for submission of comments to the development officer.

3.9.4 The Board shall not approve a discretionary use until at least 7 days from receipt of the notice.

3.10 Development Appeals

3.10.1 The development officer shall advise those whose application for a development permit was refused or conditionally approved of their right to appeal to the Saskatchewan Municipal Board

3.11 Validity of Permit

3.11.1 The development officer may revoke a development permit where:

- (a) the development permit has been issued in error;
- (b) an approved development is not being developed or operated in accordance with the provisions of this Bylaw, or in accordance with the standards and conditions specified in the development permit.

3.11.2 The development officer shall give the reasons for denying or revoking a development permit.

3.11.3 If the development authorized by a development permit is not substantially commenced within one year from the date of issue, the permit shall be expired.

3.12 Zoning Bylaw Compliance Certificate

3.12.1 All applications for a zoning compliance certificate shall be submitted on the prescribed form and shall include a non-refundable application fee, in accordance with the fee prescribed by the GTHA.

3.12.2 The development officer may issue a zoning bylaw compliance certificate for any use, building or structure which is in conformance with this Bylaw or is deemed to be a legal non-conforming use, building or structure.

3.12.3 The applicant for a zoning bylaw compliance certificate may be required to provide the development officer with information regarding the existing and past use of the land or buildings on the property, and a real property report prepared by a registered Saskatchewan Land Surveyor.

3.13 Amending the Zoning Bylaw

3.13.1 The GTHA may amend this Bylaw in accordance with the Act.

3.13.2 Applications for amendments to this Bylaw shall be submitted on the prescribed form with the required non-refundable application fee, stating:

- (a) reasons in support of the amendment;
- (b) the legal description and civic address of the property as well as the contact information of the applicant and the registered owners of the property; and
- (c) information regarding the surrounding land uses.

3.13.3 At the discretion of the development officer, additional information may be required from the applicant in order for the GTHA to make a decision on the application.

3.13.4 The amendment application may be referred by the development officer to any agency or person for review and comment.

3.13.5 All amendment applications are required to be advertised once per week for two successive weeks in a newspaper circulating within the general area prior to third reading by the Board. The first notice shall be placed no earlier than 21 days prior to the date set by GTHA for consideration of the proposed amendment. All advertising costs are to be borne by the applicant.

3.13.6 If the amendment involves the rezoning of land to a different zone, all landowners within 75 m of the boundary of the site for which application is being made shall be notified by registered mail of the application, and the date on which GTHA will consider the application. If, in the opinion of the development officer, it is warranted to notify landowners within a greater distance of the boundary of the site, a wider notification may be required. All notification costs shall be borne by the applicant.

3.13.7 All public notification shall contain the following information:

- (a) the legal description and civic address of the land which is the subject of the application (if applicable);
- (b) the purpose of the proposed amendment;
- (c) one or more places where a copy of the proposed amendment may be inspected by the public during reasonable hours;
- (d) the date, place, and time that the GTHA will consider the proposed amendment; and
- (e) an outline of the procedures to be followed by anyone wishing to be heard at the public hearing.

3.13.8 The GTHA, after considering any representations made, other relevant information and documentation, and the Development Plan, or other regulatory plan or bylaw affecting the application and the provisions of this Bylaw, may proceed to alter the proposed amendment, pass the proposed amendment, defer the amendment application for more information, or defeat the proposed amendment.

3.13.9 If the GTHA refuses an application for an amendment, the GTHA shall not accept another application on the same land for the same or similar purpose until six months have passed after the date of such refusal.

3.13.10 If deemed necessary, and in accordance with the provisions of the Act, the GTHA may initiate an amendment to this Bylaw affecting any parcel of land without the owner's consent. The GTHA shall, prior to consideration of an application, notify the affected landowner in writing of the proposed amendment and provide a summary of the effects of the amendment.

3.14 Enforcement

3.14.1 The development officer is authorized to undertake necessary actions in order to ensure compliance with this Bylaw, pursuant to the Act.

3.14.2 The development officer is hereby authorized, after reasonable notice to the owner or occupant or apparent occupant of the property in question, to enter at all reasonable hours for the purposes of inspection.

3.15 Offences and Penalties

3.15.1 All offences and penalties shall be subject to the provisions of the Act.

4. R: INTERMODAL FACILITY ZONE**4.1 Purpose**

4.1.1 The area identified as R on the Zoning Map is to provide for an intermodal facility as a key component of the GTH.

4.2 Permitted Uses

- Intermodal facilities;
- Utilities.

4.3 Discretionary Uses

- n/a

4.4 Subdivision Regulations

- n/a

4.5 Development Regulations

- n/a

4.6 Other Regulations

- n/a

5. L(AC): LOGISTICS BUSINESS ZONE**5.1 Purpose**

5.1.1 The areas identified as L1 and L2 on the Zoning Map is to provide for a variety of transportation-related, warehouse, cargo, distribution and logistics uses as well as some related manufacturing uses and discretionary complementary uses.

5.2 Permitted Uses

- Agriculture, as an interim use only on land owned by the GTHA;
- Emergency and protective services;
- Logistics, except that container storage and outdoor storage as principal uses shall not be located on lots abutting Dewdney Avenue;
- Manufacturing, provided it requires or utilizes the services of a mode of transportation operating in or located in the GTH;
- Utilities;
- Notwithstanding the above, permitted uses which involve a significant amount of hazardous materials shall be deemed to be a discretionary use.

5.3 Discretionary Uses

- Commercial Services: At the discretion of the GTHA, this area may have minor amounts of those uses generally designated for the C: Commercial Service Centre 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, or do not attract unnecessary visitor traffic into the GTH.

5.4 Prohibited Uses

- Manufacturing: fabricated metal products; lumber and wood products, except metal and wood products as part of the logistics chain or intended for export; petroleum refining and related industries; primary metal industries; rubber, plastics products; stone, clay, glass, concrete products; hazardous waste materials; outdoor manufacturing; printing; chemicals;
- Storage: outdoor salvage or recycling; self-storage and mini-warehouse; outdoor merchandise display;
- Wholesale: salvaging; waste material; livestock.

5.5 Subdivision Regulations

5.5.1 The minimum frontage is 30.0 m, except where wider sites are required to accommodate the driveway spacing requirement in the GTH Development Standards Manual.

5.5.2 The minimum parcel size is 2.0 ha in L1 and L2, except that the Board may exercise discretion to approve lots that are a minimum of 1.0 ha in the area designated L1. The Board shall take into account the need to coordinate servicing and access within the general area. Subdivision shall be at the discretion of the GTHA having regard for proposed uses, servicing, pattern of subdivision, design and access considerations. 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 for a variety of parcel sizes in order to facilitate the wide variety of users that are integral to the success of the GTH.

5.5.3 There shall be no minimum parcel size for emergency and protective services, utilities and GTHA public works facilities.

5.6 Development Regulations

5.6.1 The minimum front yard setback is 4.0 m.

5.6.2 The minimum side yard setback is 3.0 m, except it is 4.0 m where it is along any public road and 9.0 m along Dewdney Avenue.

5.6.3 The minimum rear yard setback is 3.0 m, except it is 4.0 m where it is along any public road and 9.0 m along Dewdney Avenue.

5.6.4 The maximum height is 30.0 m, unless required as an integral part of a process. Taller structures must conform to any navigational requirements of the Regina International Airport.

5.7 Other Regulations

5.7.1 In addition to the regulations listed above, other regulations may apply. These include access, parking and loading regulations; landscaping and buffering regulations; aquifer protection; flood hazard requirements; and sign regulations.

5.7.2 The policies and requirements of the GTH Development Standards Manual apply.

5.7.3 This zone is designated an architectural control district and the architectural design requirements of section 12 apply.

6. C(AC): COMMERCIAL SERVICE CENTRE ZONE

6.1 Purpose

6.1.1 The area identified as C on the Zoning Map is to provide 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 to service is the trucking industry related to the GTH.

6.2 Permitted Uses

- Agriculture, as an interim use only on land owned by the GTHA;
- Commercial services;
- Emergency and protective services;

- Food and restaurants;
- Fueling;
- Long-term truck parking;
- Short-term truck parking;
- Truck service, maintenance and repair;
- Utilities.

6.3 Discretionary Uses

- Other uses: At the discretion of the GTHA, this area may include other uses similar to those above that are consistent and compatible with the successful operation of the commercial service centre;
- If the GTHA determines that all the area designated for the commercial service centre is not required for that use, it may permit, as a discretionary use, any of the uses in the L(AC) zone.

6.4 Subdivision Regulations

6.4.1 The minimum frontage is 30.0 m.

6.4.2 The minimum parcel size is 1.0 ha. Subdivision shall be at the discretion of the GTHA having regard for proposed uses, pattern of subdivision, servicing, design and access considerations.

6.5 Development Regulations

6.5.1 The minimum front yard setback is 4.0 m.

6.5.2 The minimum side yard setback is 3.0 m, except it is 4.0 m where it is along any public road and 9.0 m along Dewdney Avenue.

6.5.3 The minimum rear yard setback is 3.0 m, except it is 4.0 m where it is along any public road and 9.0 m along Dewdney Avenue.

6.6 Other Regulations

6.6.1 The maximum total office space (as principal uses) as a principal use within the commercial service centre shall be 5 000 m².

6.6.2 In addition to the regulations listed above, other regulations may apply. These include access, parking and loading regulations; landscaping and buffering regulations; aquifer protection; flood hazard requirements; and sign regulations.

6.6.3 The policies and requirements of the GTH Development Standards Manual apply.

6.6.4 This zone is designated an architectural control district and the architectural design requirements of section 12 apply.

7. ACCESS, PARKING AND LOADING

7.1 New, Altered or Changed Uses

7.1.1 The requirements of this section apply to every development, whether a new building or structure; an alteration or enlargement of an existing structure or building; or a change in use of an existing building or structure.

7.2 Site Access

7.2.1 The design, location, and spacing of driveway access to an individual lot or sites shall be in accordance with the standards and requirements in the GTH Development Standards Manual.

7.3 Counting Rules

7.3.1 The parking requirements for a single lot or building containing more than one use shall be the total of the parking requirements for each use on the lot or in the building.

7.3.2 No parking space provided to meet the requirements for one building or use shall be counted as part of the spaces required for another building or use, unless the Development Officer determines that there is complementary use of the parking or loading facilities which would warrant a reduction in the requirements.

7.3.3 Where calculation of the total number of parking spaces yields a fractional number, the required number of spaces shall be the next highest whole number.

7.4 Compliance with Regulations

7.4.1 As long as a use exists on a property, and the use is required to provide parking spaces by this Bylaw, it shall be the continuing obligation of the owner and occupant of the property on which the use is situated to provide the parking spaces.

7.4.2 All required off-street parking spaces shall be used only for accommodating the vehicles of clients, customers, visitors, employees, members, residents, or tenants who make use of the principal building or use for which the parking area is provided.

7.5 Tandem Parking

7.5.1 Unless otherwise specified in this Bylaw, no parking spaces shall be provided as tandem parking (Note: tandem parking is two or more parking spaces, one located behind the other, that share a common point of access from an adjacent driveway, lane or street).

7.6 Landscape Buffer Areas

7.6.1 No parking shall be allowed in a required landscape buffer area.

7.7 Access, Paving, Drainage and Visibility

7.7.1 Vehicle queuing storage areas must be provided at entrances and exits to a site of sufficient size to prevent queuing vehicles from blocking highway through traffic, blocking internal circulation routes or conflicting with off-street parking or loading spaces.

7.7.2 The parking area shall be suitably finished with a satisfactory hard surface material, preferably asphaltic concrete, however, other appropriate material may be to the satisfaction of the development officer for larger sites for truck and equipment loading and parking.

7.7.3 Each parking space in employee and visitor parking areas shall be clearly demarcated. The parking area shall have visible boundaries.

7.7.4 All storm water drainage shall be collected by means of an internal storm sewer system and connected to the public storm sewer system at locations acceptable to the GTHA.

7.8 Vehicular Parking Dimensions and Configuration

7.8.1 All required parking spaces shall be clear of any access driveways, aisles, ramps, columns, signs or other similar obstructions, and shall be a minimum of 2.8 m width with a minimum clear length of 5.5 m exclusive of access drives or aisles, ramps and columns. Parking spaces shall have a vertical clearance of at least 2.0 m. For parallel parking, the length of the parking spaces shall be increased to 7.0 m, except that an end space with an open end shall be a minimum length of 5.5 m.

7.8.2 Where the use of a parking space is limited on both sides by a wall or a column, the unobstructed width from face to face of the obstructions shall be 3.0 m, and if in this case, a building door opens into the parking space on its long side, the unobstructed width shall be 3.3 m. Where the use of a parking space is limited to one side by a wall or a column, the unobstructed width of the parking space shall be 2.7 m, and if in this case, a building door opens into the parking space on its long side, the unobstructed width shall be 3.0 m.

7.8.3 Aisles shall be a minimum of 7.5 m wide for 90° parking, 5.5 m wide for 60° parking, and 3.6 m wide for 45° parking and parallel parking.

7.9 Number of Parking Stalls Required

7.9.1 When the term “employees” is used for the calculation of off-street parking it shall mean the maximum number of employees on the premises at any one time.

7.9.2 For logistics uses, the minimum number of parking spaces shall be 2 spaces per 3 employees on a maximum work shift. For other industrial uses, the minimum number of parking spaces shall be 1 parking space per 100 m² of floor area provided this is not less than 3 parking spaces per tenant or establishment.

7.9.3 For commercial uses in the commercial service centre, each development shall provide parking spaces on the basis of 2.5 spaces per 100 m² of floor area.

7.9.4 Where uses are not defined or for major projects, the GTHA may require a parking assessment by a qualified professional and use this study in determining parking requirements.

7.10 Parking for the Disabled

7.10.1 Where more than 25 spaces are provided, parking spaces for persons with disabilities shall be provided in the ratio of 1 for the first 50 or part thereof and 1 for each additional 150, except a minimum of one parking space for the disabled is required for any use, at the discretion of the development officer, that a disabled person would reasonably be expected to frequent; and shall be included in the calculation of the applicable minimum parking requirement.

7.10.2 Parking spaces for the disabled shall be located close to accessible entrances or in a central location when a parking lot serves several buildings. They should be designed to minimize the need for persons in wheelchairs to travel behind other cars or across vehicle aisles. Parking spaces for the disabled shall have a firm, slip resistant, and level surface that is a minimum of 4.2 m in width for each space.

7.11 Bicycle Parking

7.11.1 Spaces for bicycles shall be provided in a safe, secure and convenient manner and locations to the satisfaction of the GTHA. Bicycle spaces shall be calculated as at least 3% of the number of required vehicular parking spaces required to a maximum of 50 bicycle parking spaces with 4 bicycle parking spaces being the minimum to be provided.

8. LANDSCAPING AND BUFFERING

8.1 Landscape Plan Required

8.1.1 The GTHA will not issue a building permit unless the application includes a landscape plan or an approved landscape plan has been approved and no additional landscaping is required due to the nature of the application.

8.1.2 The GTHA will not issue an occupancy permit until all landscape requirements are met in accordance with the approved landscape plan unless performance bonding, at an amount set by the development officer, is provided.

8.1.3 All landscaping requirements shall be completed in accordance with the approved landscape plan by the end of the growing season in which occupancy or partial occupancy or use of the building or site has taken place. When occupancy or partial occupancy or use of a building has occurred after the end of the growing season, all required and approved landscaping features shall be completed by June 1 of the following growing season. For the purposes of this section, "growing season" means from May 1 to September 15 of the same calendar year.

8.1.4 The property owner shall be responsible for installing landscaping according to the requirements; maintaining such landscaping in a healthy condition so as to present a neat and orderly appearance for the life of the development; and replacing all dead, unhealthy or missing trees and shrubs within one year with suitable plant material.

8.1.5 Notwithstanding section 8.1.1, GTHA-owned land for agricultural crop production shall be exempt from the landscaping requirements.

8.1.6 Project conditions may arise where compliance with these requirements are impractical or impossible to implement. The GTHA may consider alternatives to or relaxations of the requirements on a case by case basis when the developer, contractor or their agent provides a written submission outlining the reasons for waiving the requirements.

8.2 Landscape Plan Content

8.2.1 The landscape plan shall clearly indicate and accurately identify the following:

- (a) a site plan drawn to scale, including dimensions and distances, a north arrow and necessary interpretive legends;
- (b) adjacent sidewalks, driveway entrances, alleys, and the location and name of adjacent streets;
- (c) adjacent land uses;
- (d) the location of overhead, surface, and underground utilities;
- (e) building entrances, walkways, parking areas, screens, fencing, exterior lighting, street lighting, fire hydrants, easements, curbs and recreational facilities;
- (f) footprint for all existing and proposed structures;
- (g) garbage collection areas, surface materials, underground parking structures and irrigation systems;
- (h) the direction and percent/ratio of slope of landscaped areas;
- (i) location, type and quantity of existing plant materials to be retained or removed;
- (j) location, type, quantity and spacing of new plant material;
- (k) list of plant material to be planted identifying the common and scientific name, quantity, calliper and size at planting;
- (l) planting and installation details as necessary to ensure conformance with all requirements;
- (m) the location and description of other landscape improvements such as earth berms, walls, fences, screens, sculptures, fountains, site furnishings, screened refuse containment areas and bicycle racks;
- (n) existing and final site grading of the landscape areas;
- (o) the location of commercial signage; and
- (p) snow removal and storage sites.

8.3 Plant Material Requirements

8.3.1 All plant material shall be hardy (and highly preferable as indigenous plants) to the Regina area and to the actual site conditions. In order to ensure that all plant material is tolerant of local growing conditions, trees and shrubs shall be propagated and grown within plant hardiness zone 3a or hardier. Species and cultivars shall be selected based on their suitability to the site and proven resistance to local tree diseases and insect pests.

8.3.2 All plant material shall meet the horticultural standards of the latest edition of the Canadian Standards for Nursery Stock produced by the Canadian Nursery Landscape Association.

8.3.3 Plant material must be accompanied by documentation from the supplier at the point of origin confirming the plant material is free of insect pests and tree diseases. The documentation shall be submitted to the GTHA. The developer shall contact the GTHA to arrange an inspection and approval prior to planting. A minimum of 24 hours notification during regular working hours is required. The GTHA reserves the right to order the removal and disposal of plant material it believes to be infected with insect pests or tree diseases at the property owner's expense.

8.4 Requirements

8.4.1 A landscaped buffer strip shall be constructed on lots abutting public roadways, as follows:

- (a) Landscaped buffers shall be located within lot boundaries, parallel with, and abutting, the full length of property lines that abut a public roadway, except for areas encumbered by a driveway or other form of approved access.

- (b) For lots that abut Dewdney Avenue, the landscape buffer shall be at least 9.0 m in width and shall include vegetation with a mix of approximately 60% coniferous and 40% deciduous trees with a minimum 85% coverage at maturity. Gaps between planting pockets up to a maximum of 5.0 m are allowed, in general conformance with Figure 1 and Table 1 or the equivalent to the satisfaction of the development officer.
- (c) For lots that abut a public road, except Dewdney Avenue, the landscape buffer shall be at least 4.0 m in width and shall include vegetation with a mix of approximately 60% coniferous and 40% deciduous trees with a minimum 80% coverage at maturity, in general conformance with Figure 1 and Table 1 or the equivalent to the satisfaction of the development officer. Planting design is to follow CPTED principles promoting sightlines into the site.
- (d) The understory of landscape buffers shall be planted with grass and forbs species suitable to the site.
- (e) In order to promote visual unity, species health and diversification, shrubs shall be planted in groupings of 5-45 and deciduous trees shall be planted in groupings of 5-20 and coniferous tree species shall be planted in groupings of 3-12.
- (f) Areas of land greater than 0.10 ha in size, not intended for any form of land-use, development, parking or landscaping, as well as storm water ponds (side slope, shallow safety shelf and bottoms), shall be farmed or planted with grass and forbs.
- (g) The minimum area required for landscaping shall be 5% of the gross site, or the amount of land required to satisfy the section 8.4 landscape buffer requirements. Area calculations shall be shown on the drawings.

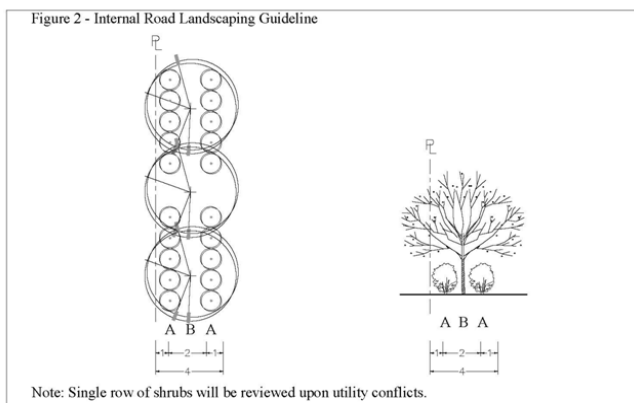
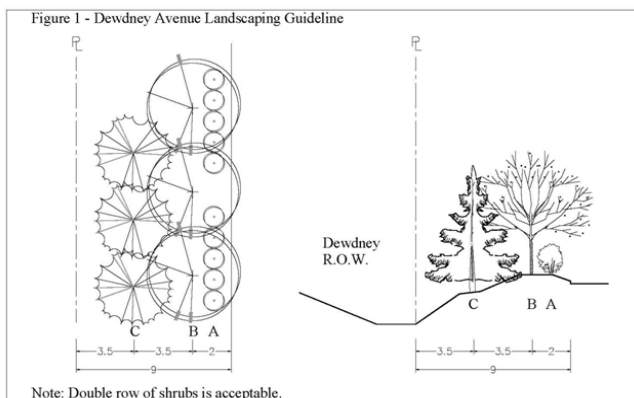


Table 1 – GTH Landscape Buffer Requirements					
A		B		C	
Deciduous Shrub Species	Spacing	Deciduous Tree Species	Spacing	Coniferous Tree Species	Spacing
Late Lilac (<i>Syringa villosa</i>)	1.5 m	Hybrid Poplar (<i>Populus × hybrid</i>)	5.0 m	Scots Pine (<i>Pinus sylvestris</i>)	4.0 m
Sea Buckthorn (<i>Hippophae rhamnoides</i>)	1.5 m	Bur Oak (<i>Quercus macrocarpa</i>)	5.0 m	Colorado Spruce (<i>Picea pungens</i>)	4.5 m
Hedge Rose (<i>Rosa X hybrid</i>)	0.9 m	Manitoba Maple (<i>Acer negundo</i>)	5.0 m	White Spruce (<i>Picea glauca</i>)	4.0 m
Silver Buffaloberry (<i>Shepherdia argentea</i>)	1.0 m	Green Ash (<i>Fraxinus pennsylvanica</i>)	5.0 m	Norway Spruce (<i>Picea abies</i>)	4.0 m
Globe Caragana (<i>Caragana frutex</i>)	1.0 m	Mountain Ash (<i>Eucalyptus regnans</i>)	5.0 m	Larch (<i>Larix</i>)	4.0 m
Pygmy Caragana (<i>Caragana pygmaea</i>)	1.0 m	Brandon Elm (<i>Ulmus americana</i>)	8.0 m		
Sutherland Caragana (<i>Caragana arborescens</i>)	2.0 m	Linden (<i>Tilia</i>)	8.0 m		
Dwarf European Cranberry (<i>Viburnum Opulus 'Nanum'</i>)	1.0 m	Ornamental Chokecherry (<i>Prunus</i>)	6.0 m		
Honeysuckle species (<i>Lonicera</i>)	1.0 – 2.0 m	Flowering Crabapples (<i>Malus</i>)	5.0 m		
Juniper species (<i>Juniperus</i>)	1.5 m	Hawthorn (<i>Crataegus</i>)	5.0 m		
Nannyberry (<i>Viburnum lentago</i>)	2.0 m	Japanese Tree Lilac (<i>Syringa reticulata</i>)	5.0 m		
Ninebark Species (<i>Physocarpus opulifolius</i>)	1.0 – 2.0 m				
Prickly rose (<i>Rosa acicularis</i>)	1.0 m				
Potentilla (<i>Potentilla</i>)	1.0 m				
Spirea (<i>Spiraea</i>)	1.0 m				
Snowberry (<i>Symphoricarpos</i>)	1.0 m				
Wolf Willow (<i>Elaeagnus commutata</i>)	1.0 m 1.0 m				

Minimum Planting Sizes					
Shrub < 1.5m	#1 container	Deciduous Trees (Except Poplar)	40 mm caliper	Coniferous Trees	1.5 m height
Shrub > 1.5 m	#2 container	Poplar Species	25 mm caliper		
Upright Evergreen	#5 container				
Spreading Evergreen	#2 container				

(h) Table 2 describes the requirements for grass. Other suitable material may be acceptable to the development officer.

Table 2 – GTH Seed Mix Requirements	
MIX (Unirrigated Areas and Landscape Buffers)	Percentage (%)
Unirrigated coarse grasses – non-native species	
Canada Blue varieties: Reubens or Canon	35
Creeping Red fescue (<i>Festuca rubra</i>) varieties: Aberdeen, Jasper 2 or Boreal	25
Hard fescue (<i>Festuca duriscul</i>) Varieties: Spartan, Aurora or Ecostar	15
Nakiska Sheeps fescue (<i>Festuca ovina</i>) or Quatro Sheeps fescue	15
Annual ryegrass (<i>Lolium</i>)	10
SOD (Manicured Areas)	
All sod shall be Certified No. 1 grade cultivated turf grass. Field or pasture sod shall not be accepted.	Minimum 60% Kentucky Bluegrass (<i>Poa pratensis</i>)

8.5 Landscaping Security

8.5.1 The development officer may require, as a condition of development permit approval, a guaranteed security, from the property owner, to ensure that site access is built to GTH specifications and landscaping is provided and maintained for two growing seasons. The development officer may accept cash or an irrevocable letter of credit in the amount of 100% of the landscaping cost.

8.5.2 The projected landscaping cost shall be calculated by the applicant and shall be based on the information provided on the landscape plan. If, in the opinion of the development officer, these projected costs are inadequate, the development officer may establish a higher landscaping cost figure for the purposes of determining the value of the landscaping security.

8.5.3 If cash is offered as landscaping security, it shall be held, by the GTHA, without interest payable, until, by confirmation through inspection by the development officer, the landscaping has been installed and successfully maintained for two growing seasons. Partial refund after installation of the landscaping or after one growing season shall be considered upon request of the owner, at the sole discretion of the development officer.

8.5.4 If a letter of credit is offered as the landscaping security, it shall be in a form satisfactory to the development officer. The initial term of the letter of credit shall be two years. The letter of credit shall be renewed by the owner 30 days prior to expiry and delivered to the development officer until such time as the landscaping has been installed and maintained for two growing seasons.

8.5.5 Upon application, the amount of a letter of credit may be reduced, at the discretion of the development officer, when the required landscaping has been properly installed and has been well maintained and is in a healthy condition after one growing season.

8.5.6 Upon application, a letter of credit shall be fully released if the required landscaping has been well maintained and is in a healthy condition after two growing seasons.

8.5.7 Any letter of credit shall allow for draws by the GTHA if the landscaping is not completed in accordance with the approved landscape plan within one growing season after completion of the development; or the landscaping is not well maintained and is not in a healthy condition two growing seasons after completion of the landscaping. The GTHA may draw on a cash security or a letter of credit and the amount thereof shall be paid to the GTHA for its use absolutely. All expenses incurred by the GTHA, to renew or draw upon any letter of credit, shall be reimbursed by the owner to the GTHA by payment of invoice or from the proceeds of the letter of credit.

8.5.8 In the event the owner does not complete the required landscaping, or fails to maintain the landscaping in a healthy condition for the specified periods of time, and the cash or the proceeds from the letter of credit are insufficient for the GTHA to complete the required work, should it elect to do so, then the owner shall pay such deficiency to the GTHA immediately upon being invoiced. The GTHA shall provide an accounting to the owner indicating how the proceeds of the letter of credit were applied, within 60 days of completing or maintaining the landscaping.

8.5.9 Upon receipt of a written request from the applicant or the issuer of the letter of credit, an inspection of the finished landscaping shall be completed by the development officer. Inspections shall be made during the normal growing season, between May 1 and September 30. All reasonable effort shall be made by the development officer to perform the inspection within 10 working days of receipt of the inspection request.

9. FLOOD HAZARD LANDS

9.1 Purpose

9.1.1 The purpose of this section is to avoid damage to buildings and structures that may be caused by flooding from a 1:500 year flooding event.

9.2 Requirements

9.2.1 The 1:500 year floodway and flood fringe are shown on Schedule B (Flood Hazard Map) and are contained within the main GTH drainage channel.

9.2.2 Potential proponents for development near the main GTH drainage channel should contact the GTHA for current engineering information and standards relative to flood proofing.

10. AQUIFER PROTECTION

10.1 Purpose

10.1.1 The purpose of this section is to protect the aquifer underlying the GTH.

10.1.2 These aquifer protection requirements apply to the entire GTH.

10.2 Requirements

10.2.1 All underground storage tanks shall conform to the *Storage Tank Systems for Petroleum Products and Allied Petroleum Products Regulations* pursuant to the *Canadian Environmental Protection Act, 1999*.

10.2.2 Excavations shall not exceed 6.0 m in depth. Where the overburden is less than 6.0 m, the excavations shall not expose the aquifer or reduce the overburden substantially.

10.2.3 Industrial onsite runoff containment ponds shall be constructed to the requirements of the GTH Development Standards Manual to minimize any seepage into the underlying aquifer.

10.2.4 All holes created by the removal of piles, foundations, drilling or any other similar activity shall be properly sealed in a manner that minimizes seepage into the underlying aquifer.

10.2.5 Other aquifer protection requirements contained in the GTH Development Standards Manual will apply.

11. SIGNAGE

11.1 Purpose

11.1.1 The purpose of this section is to provide sign requirements for the type, location, size and height for signs in the GTH. These standards will assist in providing a consistent and orderly management of all signage, as well as to ensure public safety.

11.2 Sign Permit

11.2.1 All applications for a sign permit shall be made in accordance with the requirements of this Bylaw. No sign or sign structure shall be erected or altered without a permit.

11.2.2 For an application that includes a sign, the applicant shall submit elevation drawings that show the height and visual attributes of all proposed signage, and a site plan that:

- (a) is drawn to scale, including dimensions and distances, a north arrow and necessary interpretive legends;
- (b) indicates adjacent sidewalks, driveway entrances, alleys, and the location and name of adjacent streets;
- (c) outlines the footprint for all existing and proposed structures; and
- (d) shows the locations of all proposed signs and their setbacks from property line(s).

11.3 Commercial Service Centre

11.3.1 The commercial service centre requires a comprehensive sign plan which coordinates a program of all signs for businesses located on the site. The sign plan shall include, but not be limited to, indications of the locations, dimensions, colours, letter styles and sign types of all signs to be installed on a site. The intent is that the signs will be coordinated into a plan that balances business interests, urban design considerations and wayfinding. Sign shall be related to the location of businesses.

11.4 Permitted Signs

11.4.1 Government, GTHA, construction, real estate, directional, address signs, free-standing, projecting or wall signs are permitted within all zones subject to first receiving a sign permit.

11.5 Prohibited Signs

11.5.1 Billboard, portable, rooftop, inflatable, and rotating signs are prohibited in all zones.

11.5.2 No sign shall be erected, operated, used or maintained that due to its position, shape, colour, format or illumination obstructs the view of, or shall be confused with, an official traffic sign, signal or device, as determined by the development officer; displays lights resembling the flashing lights usually associated with danger or those used by police, fire, ambulance and other emergency vehicles; and uses spot or reflector lights directed at on-coming traffic or displays travelling or flashing messages that create a hazard to traffic on a public roadway from which the sign is visible.

11.5.3 The development officer shall have regard for the scale and architectural character of the building and the land use characteristics of surrounding development. The development officer shall refuse any sign application that may adversely impact the amenities or character of the zone.

11.5.4 Changing text signs may only be used for traffic management.

11.6 Location

11.6.1 No part of a private sign shall be located on any portion of the public roadway.

11.6.2 Signs shall be permitted to be situated anywhere on a property provided that they are set back a minimum of 300 mm from all property lines.

11.7 Lighting

11.7.1 No signs shall be erected that are bright enough to cause discomfort to drivers.

11.7.2 Lighting should be generally directed downwards to maintain a dark sky policy.

11.7.3 Digital signs (on-site electronic message centers) shall use automatic light level controls to adjust light levels at night, under cloudy and other darkened conditions to reduce light pollution. Brightness levels shall not exceed 0.3 footcandles above ambient light conditions when measured from the sign face at its maximum brightness, between sunset and sunrise, at those times determined by the Sunrise/Sunset calculator from the National Research Council of Canada.

11.8 Sign Development Standards

11.8.1 For those signs that are permitted and that require a permit, they shall adhere to the following standards:

- (a) a maximum of one free standing sign is permitted per lot and shall be no greater than 10 m in height and with a surface area no greater than 20 m², except a site larger than 8 ha and a through site with two front yards may have 2 signs. These signs shall only advertise businesses related to the applicable site access;
- (b) a maximum of one projecting sign is permitted per development and shall project no more than 2.5 m from the façade of a building and the minimum clearing distance from the ground shall be a minimum of 3.5 m;
- (c) there shall be no maximum placed on the number of wall signs per lot, nor on the surface area permitted, provided they do not distract from the overall appearance of the GTH.

12. ARCHITECTURAL DESIGN

12.1 Purpose

12.1.1 The GTH is primarily a logistics facility and the design of buildings and structures must be of a design and materials quality expected for industrial buildings in a large logistics hub. The GTHA recognizes there will be a mixture of building types, including some very large buildings or where the size and shape of buildings are dictated by various logistics and industrial processes. The GTHA will require applicants to ensure their development is designed to appropriate standards.

12.2 Architectural Design

12.2.1 The architectural design of new buildings and major exterior additions should be compatible with nearby buildings with respect to bulk, materials and colors. Building design should employ clean, simple, geometric forms and coordinated massing to produce overall unity, scale, and interest.

12.2.2 Mixed-use buildings containing non-industrial uses should highlight the public entry to the structure to create a sense of human scale and to emphasize a primary entry feature.

12.2.3 Exterior walls should incorporate compatible finishes and colors. Very bright, very light and very dark colors should be used sparingly as accents rather than as primary wall colors. Exterior materials shall be of masonry, pre-cast concrete, brick, stone block, metal cladding, or approved alternate material.

12.2.4 Temporary structures and buildings, when permitted by the development officer, shall be of an appropriate quality so as to not detract from the overall visual quality of the GTH. This shall apply to structures and buildings accessory to the construction phase and for temporary structures and buildings used until the permanent buildings and structures are complete. The permitted time frame of temporary structures shall be established by the development officer, but in no case shall it exceed one year.

12.3 Fencing

12.3.1 Fencing shall be designed for security and CPTED principles and compatibility with landscape materials and nearby buildings. Fencing should be designed and constructed of highly durable materials appropriate for an industrial area.

12.4 Lighting

12.4.1 Exterior lighting type, brightness, height and fixture design should be appropriate to the building design, its function, location, and security requirements.

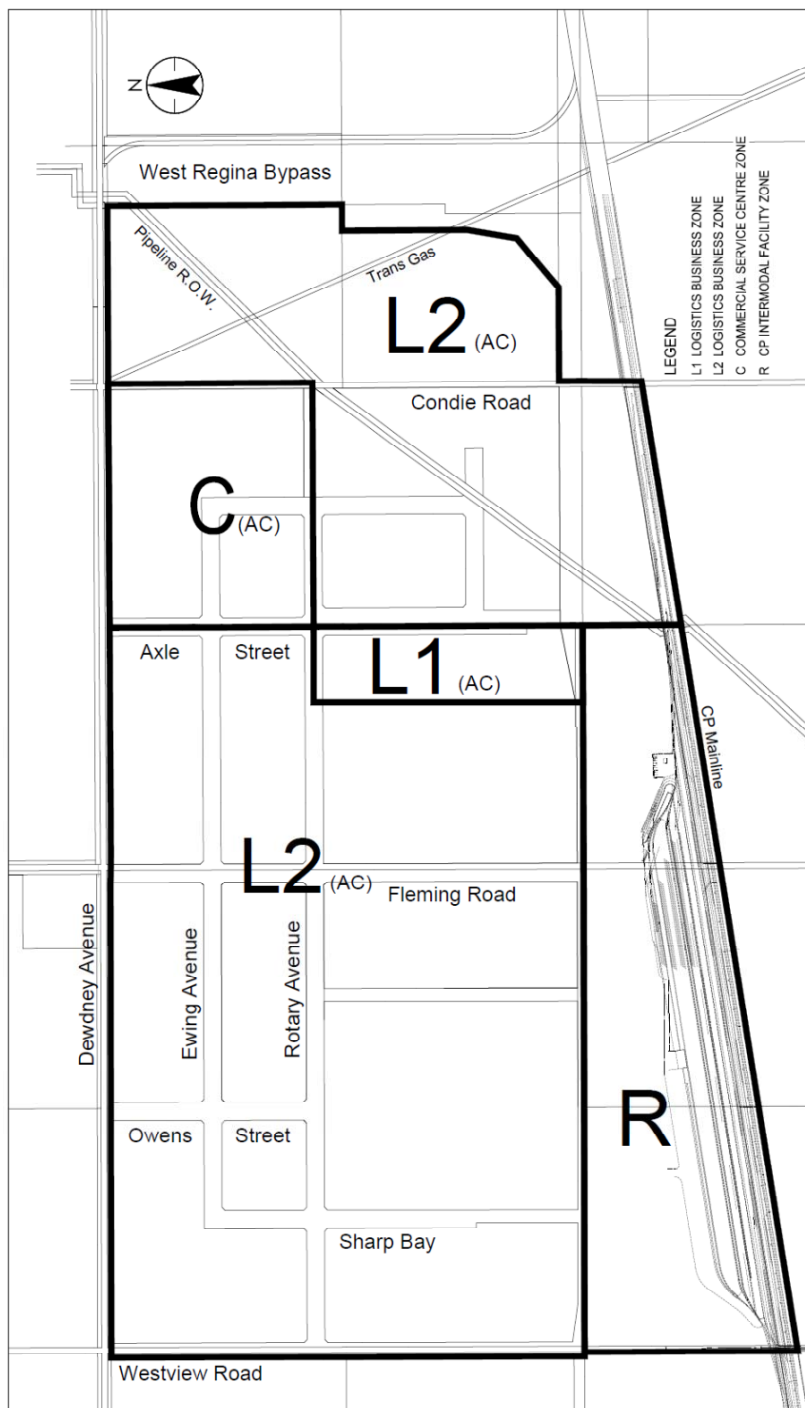
12.4.2 The design of the exterior lighting system should allow CCTV systems to capture sharp and true colour images.

12.5 Commercial Service Centre

12.5.1 The commercial service centre requires architectural and design guidelines which coordinate a program for all development on the site. The intent is to provide a coordinated approach to development of a variety of uses into a well-functioning and attractive centre.

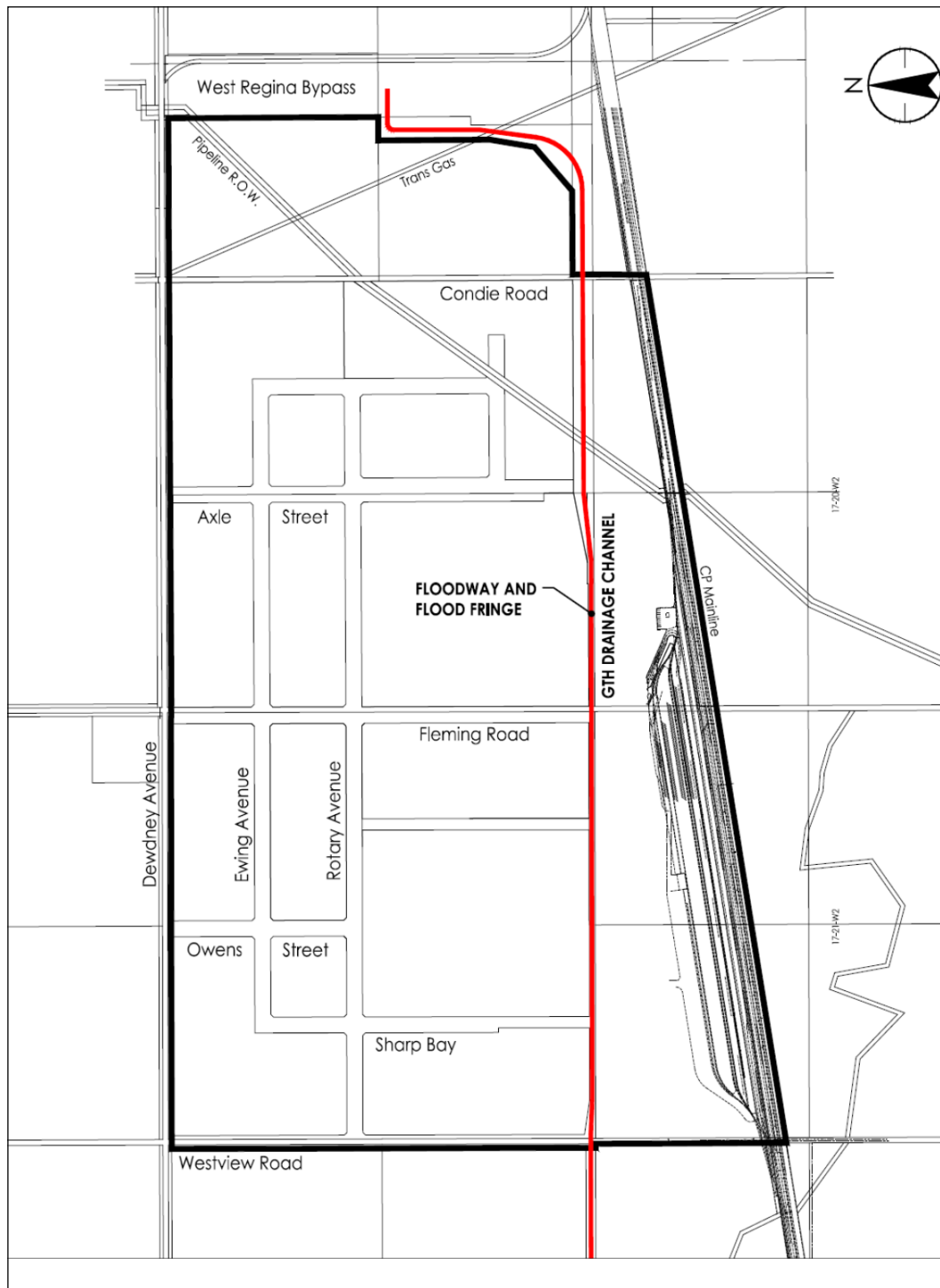
SCHEDULE A (ZONING MAP)

This map is part of the GTH Zoning Bylaw.



SCHEDULE B (FLOOD HAZARD MAP)

This map is part of the GTH Zoning Bylaw



Dated at Regina, Saskatchewan, the 12th day of March, 2015.

Bryan Richards,
Chief Executive Officer.

Honourable Bill Boyd,
Chairman of the Board.