



## **OFFICIAL COMMUNITY PLAN**

### **PART B.9**

## **Fleet Street Business Park Secondary Plan**

City of Regina



**Regina OCP – Part B**  
**Part B.9 – Fleet Street Business Park Secondary Plan**

**1. INTRODUCTION**

**1.1. Background**

This secondary plan provides policy direction for the development of a new industrial park in the northeast sector of the city. Referred to as the “Fleet Street Business Park”, this industrial development will occupy lands legally described as Section 34; Portions of Section 27-Twp. 17-Rge. 19 (the “plan area”). The City of Regina’s Official Community Plan (OCP), approved by the Province in 2014, recognizes a portion of the plan area (SW portion) as suitable for near-term development, utilizing existing servicing capacity. Beyond this initial phase(s), off-site upgrades to water, wastewater and transportation infrastructure are required to facilitate development.

The Fleet Street Business Park is recognized as an important future employment area that will accommodate a significant portion of the city’s mixed (light to medium scale) industrial market demand. As an extension of the Ross Industrial Park, the Fleet Street Business Park lands form part of the core industrial area in the city’s northeast sector.

**1.2. Site Context**

The plan area for the Fleet Street Business Park comprises approximately 325 hectares of land, and is located in the northeast sector of the City, between Fleet Street and Prince of Wales Drive (west-east) and between Highway 46 and the main CPR corridor (north-south). Lands to the west of the plan area comprise the existing Ross Industrial Park, which is a mature employment area, and fully built-out. The city landfill is located to the north of the plan area, and lands to the east consist of agricultural lands in the RM of Sherwood. Beyond the south boundary of the plan area, which is framed by the CN and CPR rail corridors, is the residential neighbourhood of Glencairn.

**Figure 1 – Fleet Street Business Park - City Context**

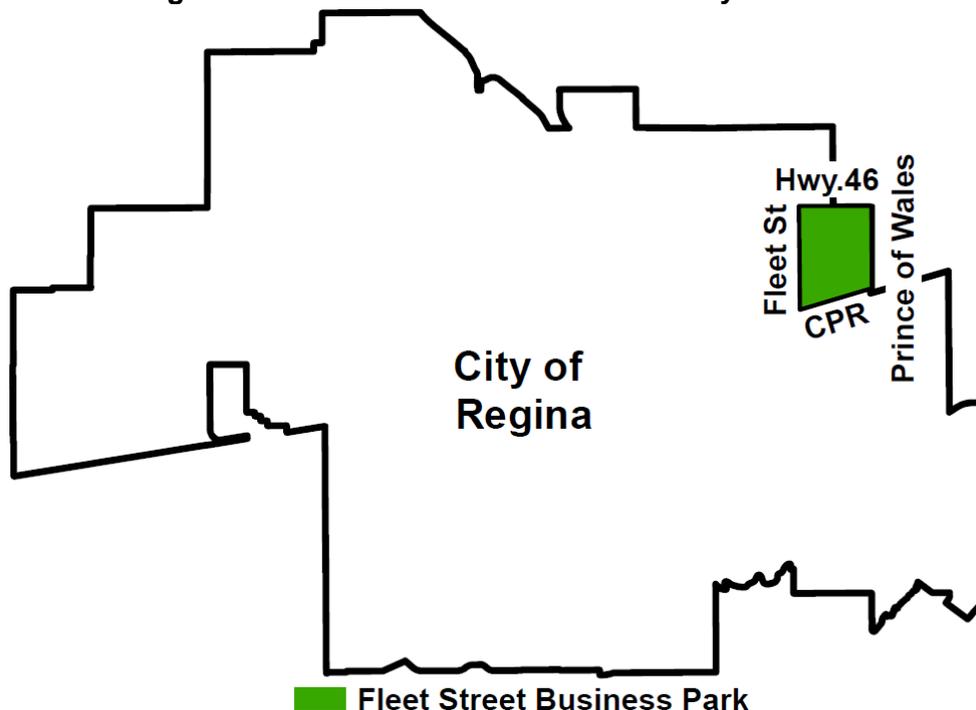
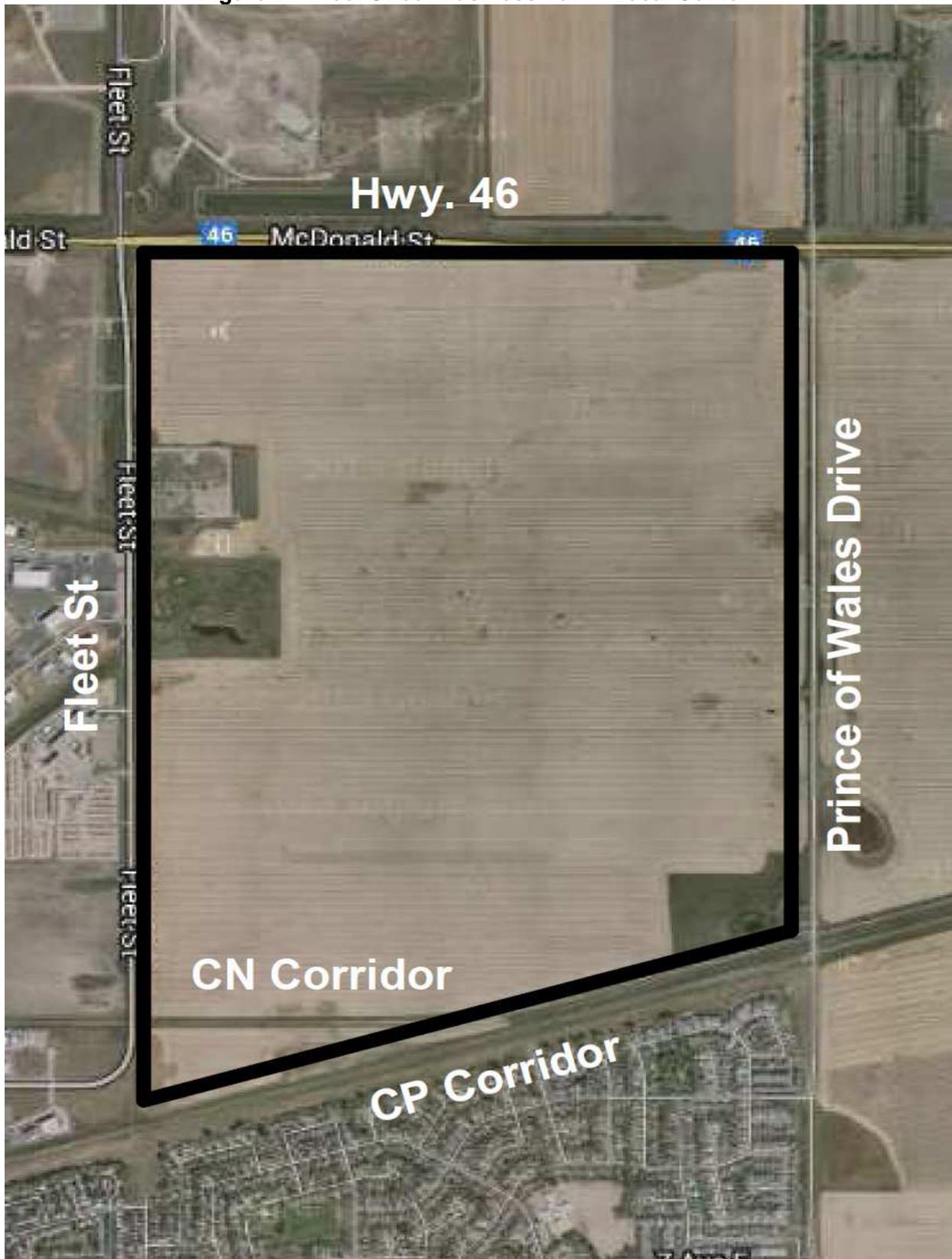


Figure 2 – Fleet Street Business Park - Local Context



### 1.3. Project Vision

It is intended that the Fleet Street Business Park will evolve into a contemporary, fully serviced, master-planned industrial park. The Fleet Street Business Park should include modern building design and infrastructure elements, including street lighting, transit facilities, pedestrian infrastructure and landscaping, and will offer a variety of lot sizes in a mixed-industrial context.

### 1.4. Objectives

- a) Enhance the economy and prosperity of the city and region by supporting opportunities for light and medium industrial development.
- b) Protect the natural environment by limiting development over the high sensitivity aquifer areas and by prohibiting heavy industrial development.
- c) Facilitate the development of a well planned and designed industrial park that includes ample landscaping; opportunities for transit and active transportation mobility; a commercial hub that provides opportunities for retail/ service amenities.
- d) Support a street and lot pattern that allows for a variety of lot sizes, which can change over time to cater to shifting market demand and user needs.
- e) Ensure compatibility between uses; mitigate offsite impacts that may potentially affect adjacent residential neighborhoods.
- f) Ensure appropriate integration with adjacent lands through transportation networks; drainage systems and utility infrastructure.
- g) Support a high level of transportation accessibility by staging improvements to the transportation network over time, as the plan area evolves.
- h) Stage development in a manner that supports the efficient and cost effective provision and installation of infrastructure.

## 2. **SITE DESCRIPTION**

### 2.1. Topography

The topography of the plan area is relatively flat across the southern half; however, the land climbs to the northeast across the northern portion of the property. Total relief over the site is approximately 10 metres. Soils within the plan area are expected to be typical Regina clay; although, no broad based soil investigations have been conducted as part of the secondary plan process. A benefit of these soil conditions is that there is a lower chance of seepage of any potential hazardous materials into underlying soil layers.

### 2.2. Natural Features

The plan area has been subject to agriculture production and has few natural features remaining. A drainage swale traverses the plan area from the northeast corner to a point on the west side. In terms of sub-surface hydrology, the plan area sits atop three aquifer sensitivity zones: low, medium, high. Generally, the north portion of the plan area is within a high sensitivity aquifer area; the mid portion of the plan area is within a medium sensitivity aquifer area; the south portion is in a low sensitivity aquifer area.

Respect for the high sensitivity aquifer area, affecting the north portion of the plan area, will be a significant consideration. The City's standards relating to the installation and construction of infrastructure, pilings and foundations must be adhered to. Furthermore, grading plans shall be submitted demonstrating how the soil removal in the high sensitivity areas can be minimized. Measures to avoid contamination in the high sensitivity aquifer area may be required, including the treatment of stormwater runoff; the containment and monitoring of storage tanks, etc.

### 2.3. Built Features

There are numerous built features present which act as possible constraints to development within the plan area. More specifically, the subject lands have several aboveground and underground physical features and infrastructure elements, including:

- SaskPower substation located immediately east of Fleet Street in the southwest portion of the northwest quarter of Section 34.
- Overhead electrical transmission lines running in a north-south direction along the east property line of Fleet Street throughout the length of the property.
- SaskPower overhead transmission line running in a northwest to southeast direction across the entire width of the property from Fleet Street to Prince of Wales Drive.
- Enbridge Pipeline and Wascana Energy rights-of-way running in a northwest to southeast direction adjacent to the aforementioned SaskPower right-of-way from Fleet Street to Prince of Wales Drive.
- City of Regina underground utility easements running in a southwest to northeast direction from Fleet Street to Highway 46.
- City of Regina utility easement extending in a southwest to northeast direction across the site, providing services for the Provincial Correctional Centre.
- A parcel adjacent to Fleet Street in the northwest corner of the southwest quarter of Section 34, previously containing a golf driving range and pitch and putt facility.
- A few small parcels of land in the extreme southeast corner of the plan area.
- A natural drainage swale running in a northeast to southwest direction from the extreme northeast corner of the property toward Fleet Street and draining into an existing City of Regina drainage channel.
- A CPR and CN rail corridor that traverses the south boundary of the plan area, resulting in one isolated parcel.

### **3. DEVELOPMENT PLAN**

#### **3.1. Land-Use Plan**

##### **3.1.1. Overview**

The Fleet Street Business Park will include, primarily, a mix of industrial land-uses; however, heavy industrial development will not be permitted. An appropriate range of industrial land-uses includes prestige industrial, light industrial and medium industrial. The south portion of the plan area, abutting the CN rail corridor, may be suitable for a small-scale intermodal development, centering on the transfer of goods from rail to truck, if it can be demonstrated that off-site impacts affecting the Glencairn neighbourhood can be kept to a minimal and acceptable level. The plan area may also include a small-scale commercial node, located along Fleet Street, which provides basic amenities and services to employees, patrons and the travelling public.

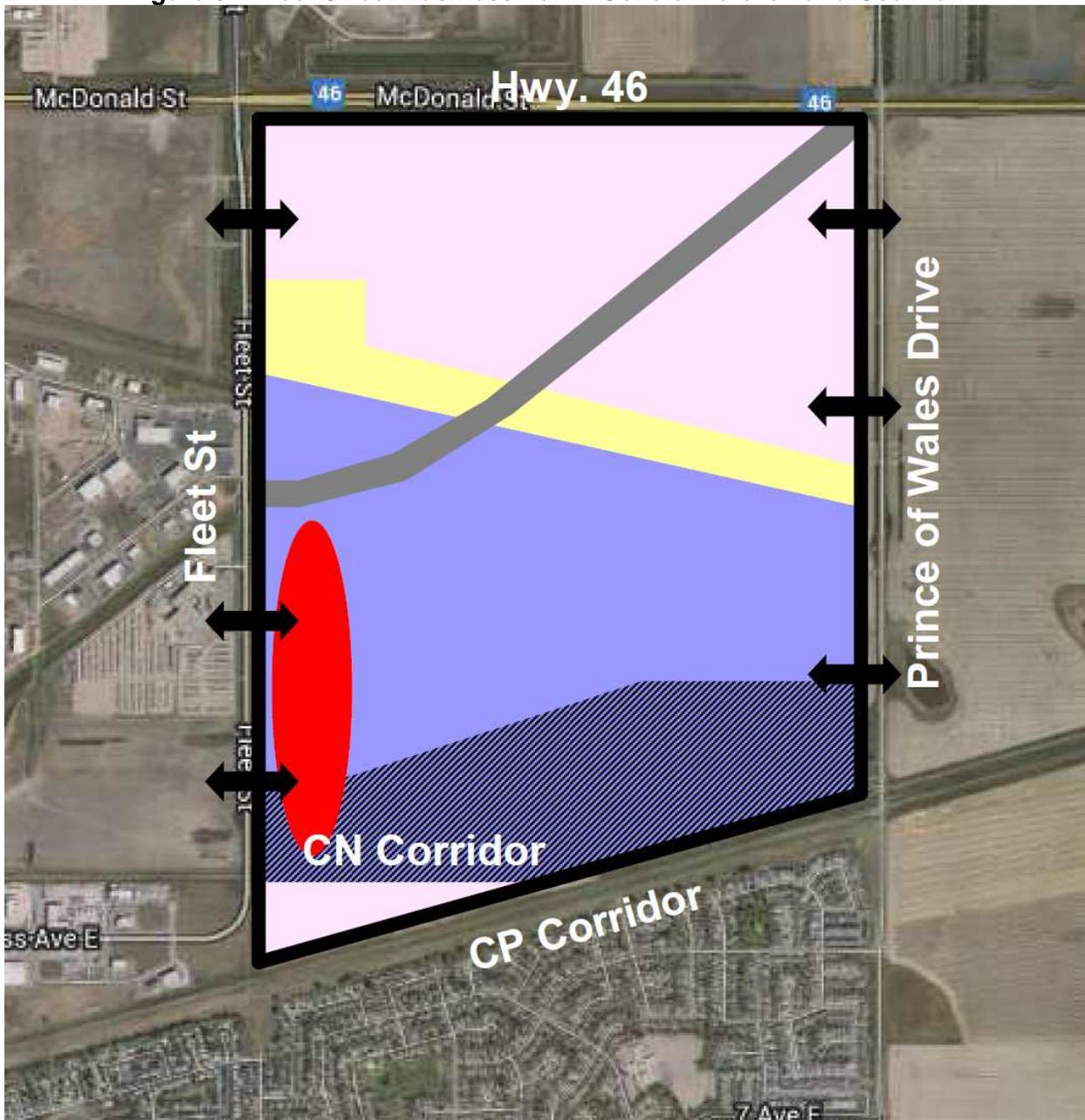
The plan area is generally well suited and positioned for a mix of industrial development; however, the north portion of the plan area does lie atop a high sensitivity aquifer area. The construction of development, infrastructure and site grading must take into consideration the high sensitive aquifer conditions.

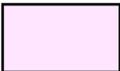
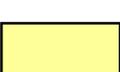
##### **3.1.2. Policies**

- a) The distribution and type of land-use within the plan area shall be in accordance with an approved concept plan, which forms part of Appendix A (Section 5.1) of this plan.
- b) Concept plans shall be used to guide future land-use, zoning and subdivision, and shall be in general accordance with the conceptual distribution of land-use illustrated through Figure 3 (General Future Land-Use Plan) of this plan.
- c) The medium industrial district, as shown conceptually on Figure 3 (General Future Land-Use Plan) of this plan, is intended to accommodate development that generally corresponds to the City's medium industrial (IB) zone; however, the following types of land-use shall not be permitted: the warehousing or processing of hazardous materials or wastes; salvaging or recycling facilities (excepting enclosed).
- d) The rail service district, as shown conceptually on Figure 3 (General Future Land-Use Plan) of this plan, is intended to accommodate intermodal, distribution and logistics-oriented development associated with the rail corridor; however:
  - i. Should rail service development not be undertaken, the City may allow light or medium industrial in this area without an amendment to this Plan being required;
  - ii. The City, through the Zoning Bylaw, may establish regulations that control off-site nuisance issues, such as lighting, hours of operation, land-use, operations;
  - iii. Development or land-use associated with the servicing or maintenance of rail cars shall be prohibited.
- e) The commercial service district, as shown conceptually on Figure 3 (General Future Land-Use Plan) of this plan, is intended to accommodate commercial retail and services that benefit employees and patrons of the industrial park, as well as the travelling public, with the following provisions:
  - i. Large-format retail will be prohibited;
  - ii. Hotels/ motels will be limited to two (total) hotels or motels only, which do not exceed three stories in height.

- f) Concept plans prepared for the north half of Section 34 shall include grading plans, which identify the relevant topographical features and demonstrate how grading can occur while minimizing the removal of topsoil over the high sensitivity aquifer area.
- g) As a prerequisite for rezoning and development approval, affecting the fragmented parcel located between the CPR and CN rail corridors, a strategy, satisfactory to the City, must be provided relating to site access, which takes into consideration a potential realignment of Fleet Street, as well as utility servicing.

Figure 3 – Fleet Street Business Park - General Future Land-Use Plan



Light Industrial		Commercial Service	
Medium Industrial		Drainage Channel	
Rail Service		Utility Corridor	

## 3.2. Open Space Plan

### 3.2.1. Overview

The potential for public parks and recreation elements is limited due to the location of the plan area, as well as major transportation corridors (i.e. rail corridors), which sever the plan area from adjacent residential. Furthermore, there are few opportunities to provide open space linkages through the plan area, which contribute to a broader active transportation network. The plan area is encumbered by a rail corridor to the south, an existing industrial park to the west and the city landfill to the north.

Due to the primary function of the plan area as an industrial park, and due to connectivity issues, the City will generally not support the development of public parks. However, opportunities, in the future, for pathways within the proposed utility corridors may be considered. Two major utility corridors will exist in the plan area (SaskPower corridor and a drainage channel corridor), and the City may consider constructing pathways in these locations, in the future, should sufficient demand exist. Open space will generally be in the form of municipal and private utility parcels, which accommodate land for drainage and utility routing. These utility spaces should be landscaped, and should contribute in an aesthetically positive way to the overall development of the plan area.

### 3.2.2. Policies

- a) The City will not support the development of public parks in the plan area, and shall claim all municipal reserve potential as cash in lieu of land.
- b) Land intended to accommodate public drainage facilities (e.g. detention ponds and conveyance channels) should be claimed as municipal utility parcels.
- c) The City shall not accept environmental reserve dedication within the plan area due to the absence of natural features.
- d) The City may consider, in the future, construction of public pathways within utility corridors, should sufficient demand exist and a maintenance strategy be identified.
- e) Municipal utility parcels should include appropriate landscaping and contribute to the overall development in an aesthetically positive way.
- f) The construction of gateway landscaping and signage adjacent to prominent entranceways, and tree planting along all public streets, is encouraged.
- g) Landscaping, in the form of tree and shrub plantings, shall be established along the entire southern and northern periphery of the plan area in order to provide screening between the proposed industrial development and adjacent existing developments.
- h) The City shall not accept ownership or maintenance responsibility for corridors that are principally used to accommodate utilities not owned by the City.

### 3.3. Transportation Plan

#### 3.3.1. Overview

The plan area is framed by important transportation corridors on all sides; however, there are limitations. Fleet Street, which abuts the west side of the plan area, has limitations due to traffic issues (congestion) associated with Ring Road intersections. Furthermore, Fleet Street is severed by the CPR corridor, which further limits access to the plan area. Prince of Wales Drive provides access along the east periphery of the plan area, but will eventually require widening and upgrades. McDonald Street, which transitions to Highway 46, along the north edge of the plan area, also has limitations due to traffic issues (congestion) associated with the McDonald Street-Ring Road intersection. Development, beyond Phase I, will require a strategy for improving the transportation network and providing improved access to the plan area.

Within the plan area, the street network will include one main east-west arterial (Redbear Avenue) connecting Fleet Street with Prince of Wales Drive within the south portion, and a system of local and collector roads. Pedestrian infrastructure will be provided along collector roadways and along the east-west arterial. Sidewalks are especially important along transit corridors and along the east-west arterial, which can serve as an active transportation, multi-modal corridor. Transit service will be phased into the development over time, ultimately evolving into a safe and convenient network system.

The exact location and configuration of local streets, transit routing, etc, shall be identified through the concept plan process. Furthermore, through future concept plans, or concept plan amendments, traffic modeling shall be included that demonstrates impacts on city-wide systems and traffic impact assessments shall provide a strategy for undertaking necessary upgrades to the transportation network. Potential capital improvements are outlined in Appendix B (Section 5.2).

#### 3.3.2. Policies

- a) The location and type of roads and transit service within the plan area shall be in accordance with an approved concept plan, which forms part of Appendix A (Section 5.1) of this plan.
- b) Concept plans shall be used to guide the development of transportation infrastructure within the plan area, and shall identify the location of: local, collector and arterial streets; transit routes and stops; and, where applicable, pedestrian and cycling infrastructure; road widening areas; signalized intersections, etc.
- c) The concept plan prepared for Phase I of the development shall identify an initial development stage of this phase (Phase IA), which does not include more than 20 hectares of net developable land. The City may prohibit further rezoning and development beyond Phase IA if it is determined that the additional development will require major upgrades to the city's transportation infrastructure.
- d) As a prerequisite for rezoning and development approval, for each stage of Phase I, and for additional phases beyond Phase I, a traffic impact assessment must be submitted that demonstrates, to the City's satisfaction: the performance of the proposed internal street network; impacts on city-wide transportation networks; required upgrades (both on-site and off-site) resulting from increased traffic.
- e) Traffic impact assessments may be required to include a strategy acceptable to the City of Regina for upgrading Fleet Street, Prince of Wales Drive, Ross Avenue and Ring Road (e.g. rail corridor crossings; widening; signalling; surface upgrades, etc.).

- f) A primary east-west arterial (Redbear Avenue), which connects Fleet Street with Prince of Wales Drive, shall be constructed through the south portion of the plan area in accordance with the following requirements:
  - i. The full width of the arterial shall be constructed within Phase I as part of the Phase IA development;
  - ii. The City will require the extension of Redbear Avenue to Prince of Wales Drive as part of the Phase IA development; however, it can be limited to two lanes within the boundaries of Phase II. Phase II will require the full construction of the arterial to its ultimate design solution (defined below);
  - iii. The ultimate design of the arterial will include: four travel lanes plus turn lanes; a landscaped median with trees; multi-use pathway with landscaped boulevard (one side); sidewalk (one side);
  - iv. Construction and funding responsibilities shall be determined through subdivision (servicing agreement) process.
- g) Direct access to Highway 46, from the plan area, will be prohibited; access to Fleet Street and Prince of Wales Drive will be limited.
- h) All collector roadways should include sidewalks on at least one side; on transit routes, sidewalk location shall correspond with transit direction and stop locations.
- h) Transportation upgrades may be in accordance with the capital improvement plan outlined in Appendix B (Section 5.2) of this plan; however, the City shall determine exact infrastructure requirements through the subdivision and development process.
- i) Beyond Phase I, the City may consider an alternate transit service for the northeast industrial area, including the possibility of feeder routes.
- j) A main transit hub shall be established as part of the commercial hub, as part of Phase I, which includes a waiting pad, shelter, bench, landscaping.

### 3.4. Water Servicing Plan

#### 3.4.1. Overview

The primary connection point for water servicing will be the 860 mm diameter feeder main near the intersection of Fleet Street and Ross Avenue. Other sections of smaller diameter line are also available within Fleet Street further to the north (in the vicinity of Emmett Hall Road) and connections will be made to complete looping of the system.

Previous studies have determined that the plan area will form part of a new pressure zone. The “Pre-design Report Pressure Zone Study” prepared by AECOM for the City in December 2009 suggested options for additional reservoir and pumping capacity in the northeast sector. One of these options indicated a site along the east side of Fleet Street, north of the SaskPower substation. An alternate location was near the intersection of Prince of Wales Drive and Highway 46.

It is recognized that Phase 1 of the Fleet Street Business Park should not trigger the need to implement an additional pressure zone. However, any further development beyond Phase I will require a re-evaluation of an additional pressure zone. In the interim, it is conceivable that some of the initial users may require individual booster pumps (privately owned and operated) until the new pressure zone is implemented.

### 3.4.2. Policies

- a) Concept Plan(s) shall identify the configuration and location of water servicing networks within the plan area; impacts on the city-wide systems; strategies for undertaking the necessary upgrades to ensure an appropriate level of service.
- b) The City should monitor how the build-out of Phase I affects the water pressure and level of service of affected properties outside of the plan area.
- c) The City encourages developers to utilize water conservation measures, such as on-site water re-use, low consumption technologies, drought tolerant landscaping, etc.
- d) As a prerequisite for development beyond Phase I, the additional NE sector pressure zone should be implemented and activated, or an analysis must be submitted demonstrating that an appropriate city-wide level of service can be maintained without the need for activation of an additional pressure zone.
- e) As a prerequisite for subsequent phases of development (beyond Phase I), the developer will be expected to demonstrate, through the concept plan process:
  - i. How, based on revised water modelling and analysis, water service can be delivered while ensuring adequate pressure and fire flows;
  - ii. How the proposed development will effect the existing city-wide distribution system under a “peak hour demand” condition;
  - iii. What impacts additional development will have on city-wide systems, as well as a capital improvement strategy satisfactory to the City.

### 3.5. Wastewater Servicing Plan

#### 3.5.1. Overview

The outlet for sanitary sewer is a 300 mm diameter main in Emmett Hall Road, approximately one block west of Fleet Street. The northern third of the plan area will drain by gravity to the west and south along the Fleet Street right-of-way, while the southern and eastern two-thirds of the plan area will drain by gravity to a point near Fleet Street and the storm channel, and then carried by a lift station to the receiving line in Emmett Hall Road. The Emmett Hall Road line connects with the North Channel Sub-Trunk, which then connects to the McCarthy Trunk. Effluent is carried to the McCarthy Boulevard Pumping Station and then pumped to the wastewater treatment plant.

The *Northeast Serviceability Study* (AECOM 2012) indicates that the receiving network does not have the capacity to handle peak sanitary flows that will be generated in the plan area. Notably, the intervening segment between the McCarthy Trunk and the plan area (i.e. the North Channel Sub-Trunk and Emmett Hall Road extension), have capacity limitations. The *Northeast Serviceability Study* identified four options for providing wastewater services and to offset capacity limitations. These options include parallel upgrades, in-line storage, or a combination of both.

The City recognizes that Phase I of the plan area can be readily serviced with some in-line pipe storage and a new lift station. In-line pipe storage will be managed through a new oversized pipe (approximately 360 m of 3000 mm diameter pipe) located within the Fleet Street right-of-way. Details of this storage facility will be determined during the design process. The lift station will be designed initially to accommodate Phase I, but will have the capability to expand when additional phases of the plan area are approved.

Within the plan area, there is an existing 150 mm (6") forcemain that serves the Regina Provincial Correctional Centre, which is located north of the intersection of Highway 46 and Prince of Wales Drive. The forcemain discharges into an existing 200 mm (8") wastewater sewer on Fleet Street, approximately 90 m south of Emmett Hall Road. It is assumed that the existing forcemain, through the plan area, will be decommissioned and that the Correction Centre will be connected to new infrastructure within the plan area.

### 3.5.2. Policies

- a) Concept Plan(s) shall identify the configuration and location of wastewater servicing networks within the plans area; impacts on the city-wide systems; strategies for undertaking the necessary upgrades to ensure an appropriate level of service.
- b) In order to manage peak flows and downstream capacity limitations, the City may consider mitigation measures such as in-line storage through oversized pipes.
- c) Infrastructure developed for Phase I shall be designed to accommodate subsequent phases of development.
- b) The developer will be expected to undertake measures to reduce or eliminate inflow and infiltration.
- c) As a prerequisite for subdivision and servicing agreement approval, the developer will be required to demonstrate:
  - i. That the capacity, design flows and storage requirements associated with the proposed wastewater infrastructure meets the City's requirements;
  - ii. The specific available downstream capacity and downstream improvements that may be required to accommodate the proposed development.

### 3.6. Stormwater Plan

#### 3.6.1. Overview

The lands in the northeast sector of the city drain southwest, into the North Storm Channel, which then flows through the city before discharging into Wascana Creek, west of Courtney Street. Due to capacity constraints in the North Storm Channel, and additional run-off that will be generated by industrial development, a considerable volume of storage is required within the plan area to attenuate the stormwater runoff from the plan area and agricultural lands further east. Capacity issues with the North Storm Channel are highlighted by flooding events during heavy rainfall events, which occur at the location where the channel intersects Fleet Street.

In order to control runoff, the *NE Serviceability Study* (AECOM 2012) recommends that, within the plan area, the North Storm Channel be extended (following the location of an existing swale); an "agricultural bypass ditch" be constructed along the south portion; a specified amount of detention be accommodated via detention ponds. It is recognized that the proposed channel and ditch will accommodate drainage from lands beyond the plan area as well, and the exit-flows from these systems must be controlled in order to address the capacity issues associated with the North Storm Channel. Importantly, flows from the North Storm Channel, within the plan area, must be limited to a designed development release rate to 3.0 L/s/ha by limiting culvert capacity (e.g. replacing the existing twin 1350 mm culverts with twin 500 mm culverts).

It is recognized that the North Storm Channel extension must serve as both storage for accommodating agriculture flows and conveyance, and must account for a fairly significant drop in grade. The City expects that any development will be predicated on a design solution for the North Storm Channel extension, which demonstrates an effective stormwater management strategy and a reasonably cost effective plan for ongoing maintenance and operation. Ultimately, the drainage systems within the plan area should be in accordance with the recommendations of the NE Serviceability Study, unless the City provides an exemption.

### 3.6.2. Policies

- a) Through the subdivision planning and servicing agreement process, the developer shall demonstrate how the required amount of detention can be accommodated.
- b) Should there be a significant discrepancy between the detention solution identified through the subdivision planning and servicing agreement process and the approved concept plan, an amendment to the concept plan will be required as a prerequisite for development approval.
- c) Concept Plan(s) shall identify the configuration and location of stormwater servicing networks within the plan area and shall identify a strategy for managing stormwater runoff that is in conformity with the recommendations of the *Northeast Serviceability Study* (AECOM 2012) and any applicable City standards or guidelines.
- d) The capacity and location of stormwater detention and conveyance facilities shall generally be in accordance with the recommendations of the *Northeast Serviceability Study* (AECOM 2012).
- e) Measures to control the flow of stormwater runoff into the North Storm Channel, west of Fleet Street, shall be undertaken in accordance with the recommendations of the *Northeast Serviceability Study* (AECOM 2012).
- f) Notwithstanding policies 3.6.2 c, d, e, the City may consider proposed solutions that differ from the recommendations of the *Northeast Serviceability Study* (AECOM 2012), should the proposed solutions be deemed acceptable to the City and substantiated through analysis.
- g) The City may require the developer to provide a tie-in connection, through the minor stormwater system, to accommodate the fragmented parcel located between the CPR and CN rail corridors, as part of Phase I.

## **4. IMPLEMENTATION PLAN**

### **4.1. Phasing and Concept Plans**

#### **4.1.1. Overview**

The phasing plan recognizes issues and limitations with existing infrastructure capacity, and the need to defer future phases until the requisite infrastructure investments are undertaken. It is further recognized that a portion Phase I can be accommodated in the near-term using existing infrastructure; although, some improvements are required (e.g. lift station and some in-line storage for wastewater). Within the plan area for Phase 1, storm water management, extension of North Storm Channel and an “agriculture bypass ditch” along the south portion will be required. Development beyond Phase I will require: a strategy for undertaking the required infrastructure upgrades; an amendment to Part A of the Official Community Plan; an approved concept plan or concept plan amendment.

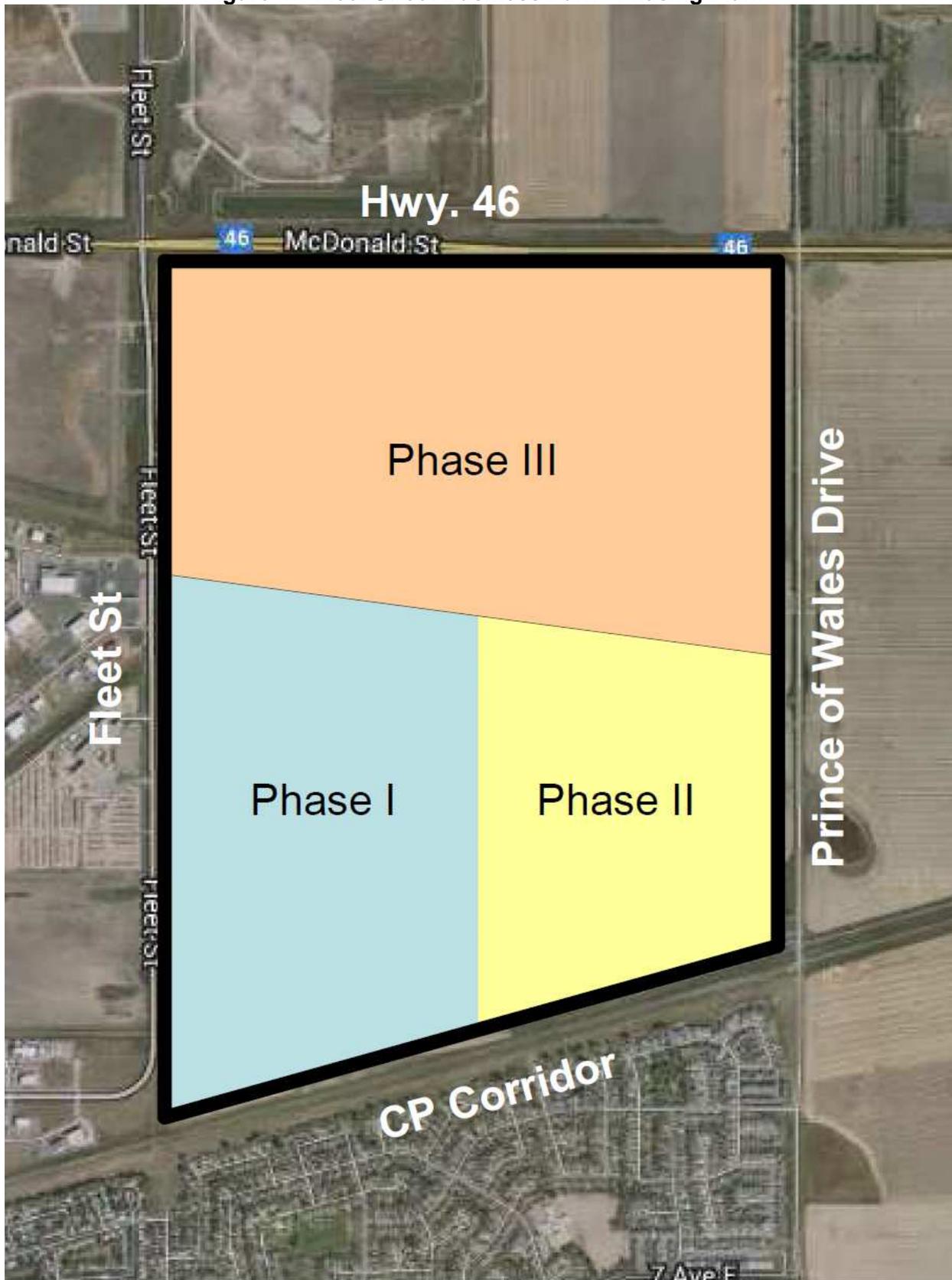
A concept plan, which provides a detailed solution for land-use and servicing, shall be approved as a prerequisite for rezoning and subsequent development. The City may accept either separate concept plans for each phase, or one concept plan that is subjected to ongoing amendments, as each additional phase is brought online. Although the concept plan shall address a spectrum of land-use and servicing issues, only the land-use plan and circulation plan shall be subject to approval. Concept plans may be adopted and amended by resolution, in accordance with Section 44 of the *Planning and Development Act, 2007*, and will be appended to this Plan.

#### **4.1.2. Policy**

- a) Phasing of development, beyond Phase I, shall generally occur in accordance with Figure 4 – Fleet Street Business Park – Phasing Plan; however, the City may accept an alternate phasing plan without an amendment to this plan being required.
- b) Notwithstanding any other policy of this Plan, the City shall not approve a concept plan to accommodate development beyond Phase I until:
  - i. A strategy for undertaking the required infrastructure upgrades is prepared;
  - ii. An amendment to the Official Community Plan, Part A, is undertaken, which provides the requisite policy support.
- c) As a prerequisite for rezoning and subsequent development, for each phase, a concept plan or concept plan amendment shall be prepared, which provides a detailed solution for land-use and servicing, including a capital improvement plan that outlines all required on-site and off-site infrastructure upgrades required to accommodate the particular development phase.
- d) The concept plan prepared for Phase I of the development shall identify an initial development stage (Phase IA) of this phase, which does not include more than 20 hectares of net developable land. As a prerequisite for development beyond Phase IA, the City may require a concept plan amendment to identify additional stages.
- e) Notwithstanding Policy 4.1.2(c), only the land-use plan and circulation plan associated with a concept plan shall be subject to approval; however, the City expects all pertinent servicing elements to be addressed as part of submission and background information.

- f) Notwithstanding any other policy in this plan, a concept plan shall not be required to accommodate the development of the fragmented parcel of land located between the CPR and CN rail corridors.
- g) The City may accept either separate concept plans for each phase, or one concept plan that accommodates all phases through the concept plan amendment process.
- h) Concept plans may be adopted and amended by resolution, and shall form part of this Plan, in accordance with Section 44 of the *Planning and Development Act, 2007*.

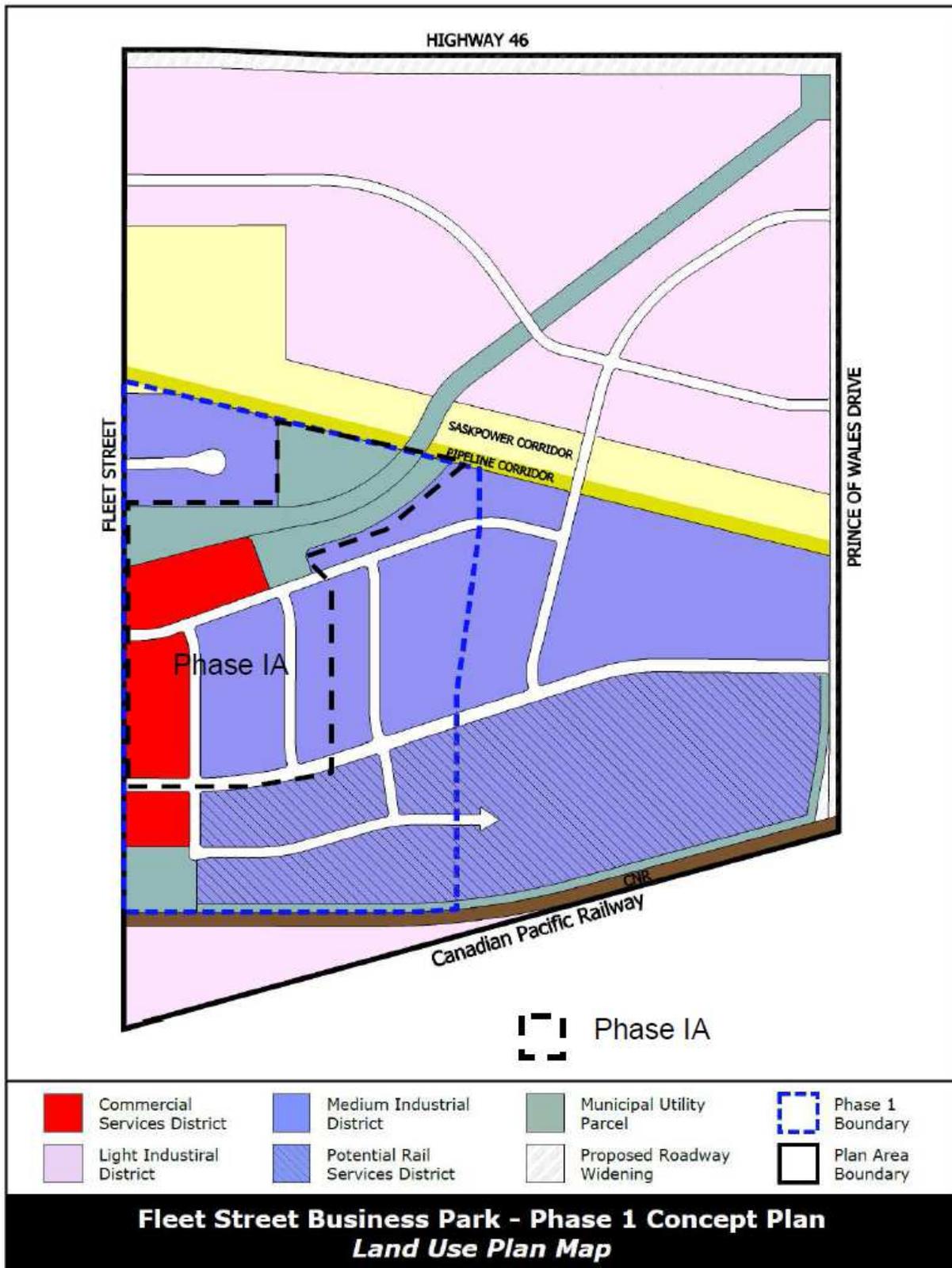
Figure 4 – Fleet Street Business Park - Phasing Plan



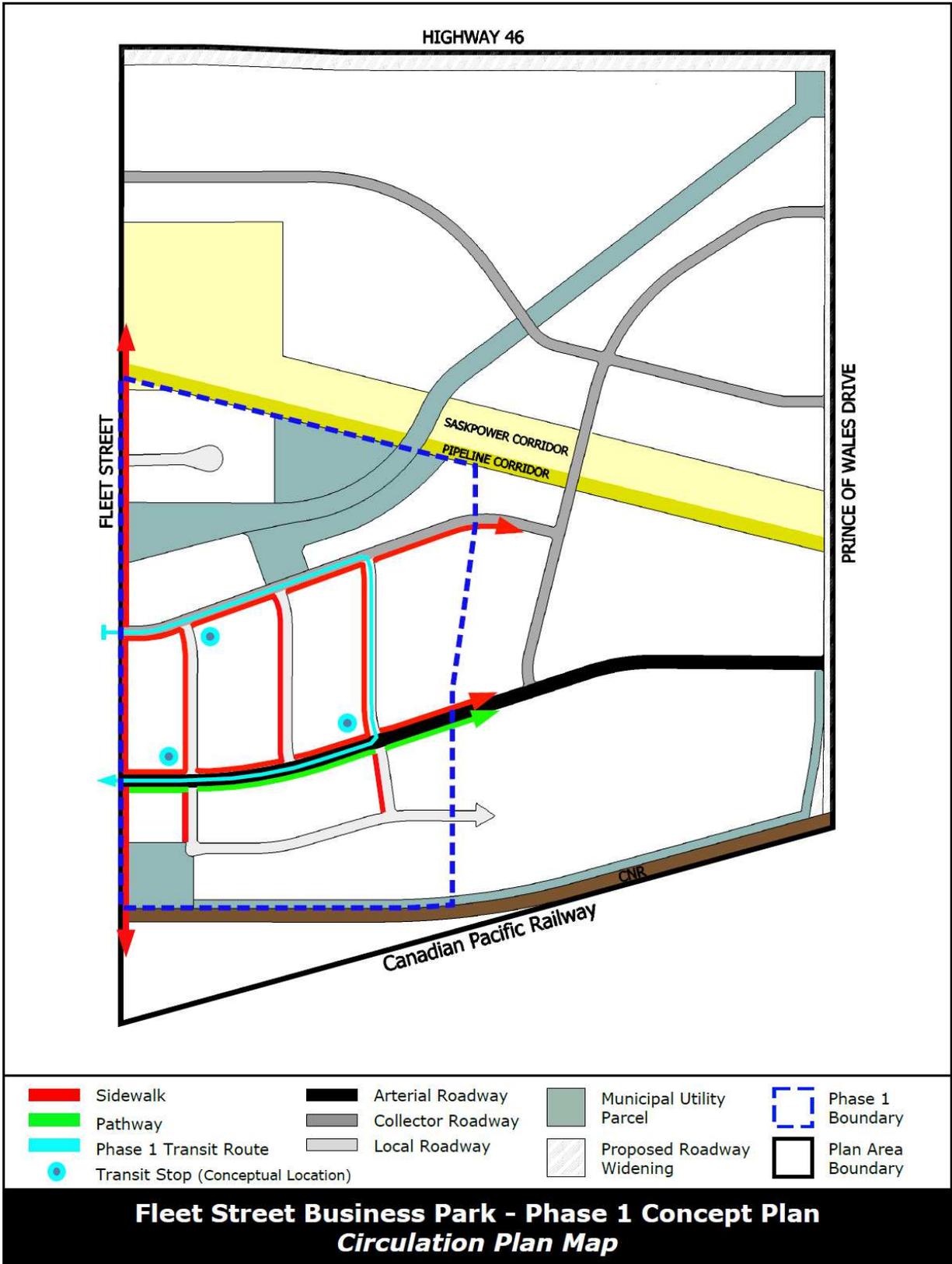
**5. APPENDICES**

5.1. Appendix A - Concept Plans

## Fleet Street Business Park Phase I Concept Plan – Land-Use



Fleet Street Business Park Phase I Concept Plan – Circulation



5.2. Appendix B - Capital Improvements (Transportation)

<p><b>Phase IA</b></p>	<ul style="list-style-type: none"> <li>▪ Add exclusive eastbound right turn lane at Ross Avenue &amp; Southbound Ramp.</li> <li>▪ Widen Fleet Street to four lanes between Ross Avenue and Mid E-W Connector;</li> <li>▪ Optimize signal timing and lane adjustments at north and southbound ramps at Ross Avenue and Ring Road;</li> <li>▪ Install traffic signals at:             <ul style="list-style-type: none"> <li>○ Fleet Street &amp; South E-W Connector;</li> <li>○ Fleet Street &amp; Mid E-W Connector; and</li> <li>○ Prince of Wales Drive &amp; South E-W Connector (when warranted);</li> </ul> </li> <li>▪ Upgrade traffic signals at Fleet Street &amp; McDonald Street.</li> <li>▪ Designate two southbound right turn lanes at Ross Avenue &amp; Northbound Ramp/Sioux Street.</li> <li>▪ Construction of the east-west arterial to four lanes within Phase 1 plan area and to two lanes within Phase II plan area; however, Phase 2 right-of-way sufficient to accommodate full design cross section (4+ lanes with median and pedestrian infrastructure) will be dedicated as a condition of Phase 1 subdivision.</li> <li>▪ Prince of Wales Drive shall be upgraded from Jenkins Drive to the E-W connector.</li> </ul>
<p><b>Subsequent Phases</b></p>	<ul style="list-style-type: none"> <li>▪ Construction of the east-west arterial to its ultimate design cross section;</li> <li>▪ Widen Fleet Street to 4 lanes from Mid E-W Connector to McDonald Street;</li> <li>▪ Install traffic signals at:             <ul style="list-style-type: none"> <li>○ Fleet Street &amp; Ross Avenue;</li> <li>○ Fleet Street &amp; Turvey Road;</li> <li>○ Fleet Street &amp; North E-W Connector;</li> <li>○ McDonald Street &amp; Prince of Wales Drive; and</li> <li>○ Prince of Wales Drive &amp; North E-W Connector;</li> </ul> </li> <li>▪ Provide dual eastbound right turn lanes at Prince of Wales Drive &amp; South E-W Connector;</li> <li>▪ Widen to two southbound through lanes on Prince of Wales Drive midway between Mid E-W Connector and South E-W Connector;</li> <li>▪ Provide dual northbound left lanes at Prince of Wales Drive &amp; South E-W Connector;</li> </ul>

	<ul style="list-style-type: none"><li>▪ Provide additional eastbound right lane (totaling 2) at Ross Avenue &amp; Southbound Ramp;</li><li>▪ Provide additional westbound left turn lane (totaling 2) at Ross Avenue &amp; Southbound Ramp;</li><li>▪ Construct additional southbound right turn lane at Ross Avenue &amp; Northbound Ramp;</li><li>▪ Widen Ross Avenue bridge to accommodate additional westbound left turn lane at Ross Avenue &amp; Southbound Ramp if feasible and as part of a planned bridge replacement;</li><li>▪ Widen Ross Avenue to provide additional westbound through (totaling 3) and exclusive westbound right turn lane at Ross Avenue &amp; Northbound Ramp if feasible;</li><li>▪ Extend Fleet Street across the CPR tracks to the south for non-truck traffic only.</li></ul>
--	---