

Rod Schmidt
Facilities Management Services
1430 4th Avenue
Regina, SK S4R 8G8

January 27, 2010

Dear Sir,

It is with great pleasure that we submit our urban design concept plan for the Saskatchewan Entertainment Facility to the city of Regina. The goal of the plan was to investigate and conceive concepts, which would allow the Saskatchewan Entertainment Facility to become integrated as a major “place” within the existing city fabric.

The concepts which came out of this thinking were many, however three key ideas provide clarity to the projects original goals. The first, is the creation of a new grand pedestrian connection, which will link the Downtown to the Warehouse District, creating new and exciting opportunities for both communities. Another is the improved streetscape and functionality of Dewdney Avenue. It will be transformed from a major arterial for automotive traffic to a grand boulevard focusing more on pedestrian activity and other modes of transportation. Dewdney Avenue will serve both the needs of the stadium on *gameday* and the residents of the Warehouse District *everyday*. Finally the plan introduces two new public spaces, which function as a city and provincial destination and also serves the local residents by providing a new community park.

Although our main task was to design the spaces around the Saskatchewan Entertainment Facility, the actual task of design of the facility was given to Stadium Consultants International (SCI). After reviewing SCI’s work we are confident in saying that their design adheres to the principles established for the site and surrounding context for the Saskatchewan Entertainment Facility.

We hope you enjoy and share our vision for what the Saskatchewan Entertainment Facility can mean for the City of Regina – a “place” for citizens on *gameday* and *everyday*.

Best Regards

Jennifer Keesmaat
Partner, Office for Urbanism

SASKATCHEWAN ENTERTAINMENT FACILITY

FOR GAMEDAY AND **EVERYDAY**



Agents for ALLIED VAN LINES

J M EEDS

Selskabet Albia

WICKERMAN BAKING

BROWN SUGAR
CANNING
347-TANN

ProCrest



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BACKGROUND

STUDY PURPOSE AND PROCESS

This planning study is an initiative of the City of Regina and is intended to complement the Feasibility Study being undertaken by the Government of Saskatchewan and its partners, the Government of Canada, the City of Regina, and the Saskatchewan Roughrider Football Club.

The analysis is primarily undertaken at the local neighbourhood level, to study the concept of a Saskatchewan Entertainment Facility within its context (i.e. Warehouse District and Downtown):

- as an opportunity for city-building;
- as an opportunity for remediating Dewdney Avenue; and
- with an understanding of best practices.

It is also purposed to complement the feasibility study and provide direction on the architecture and site-design process by providing:

- an urban design framework; and
- urban design principles and strategies.

EXISTING CONDITIONS

The Saskatchewan Entertainment Facility will be located within the heart of Regina, Saskatchewan. Situated between the popular Warehouse District to the north and a reemerging Downtown to the south, this site has the potential to connect and enhance daily life in both neighbourhoods, as well as to elevate the quality and profile of sporting and entertainment events within the city, region, and province.

The Province

Saskatchewan is the Cree name for the Saskatchewan River, which means “swift flowing river”. Prior to early European settlement, the Province was home to several ethnicities of the Aboriginal peoples of Canada (the Plains Cree, Saulteaux, Assiniboine, Sioux, and Dene/Chipewyan). The Aboriginal population continues to grow in the province, particularly in urban areas.

Incorporated in 1905, Saskatchewan is a prairie province rooted in traditions of vast agriculture and progressive politics. With over 588,000 km² of land, early European settlers accepted harsh climatic conditions and cultural isolation in exchange for the immense agricultural lands that supported Canada’s wheat economy. Saskatchewan quickly became a leader in grain handling and transportation. With the expansion of the Canadian Pacific Railway (CPR) westward into the province, the province benefited from well-established trade routes for its agricultural products. Saskatchewan was the first province to institute Medicare in Canada in 1962 through the pioneering work of local politicians Tommy Douglas and Woodrow Lloyd.

Today, Saskatchewan is emerging as a renewed economy, attracting new residents and businesses. The Saskatchewan Entertainment Facility is well positioned to function as a catalyst for a province-wide strategy of consolidating attractions and destinations, making them more accessible, and establishing a stronger sense of place and identity.

The City

The City of Regina is the Capital of the Province of Saskatchewan. A city of just under 200,000 people, Regina is the second largest city in Saskatchewan (population of 1 034 974), but also the most dense city in the province (57.2 persons/km²). Roughly 8.3% of the population is of urban Aboriginal identity, mostly living within the inner-city neighbourhoods.

As a mid-sized Canadian city, Regina boasts having a diverse range of cultural facilities and recreational opportunities normally found in larger cities. The beautiful Wascana Park, the University of Regina, Mosaic Stadium, the Exhibition Grounds, and numerous inner-city neighbourhood festivals are year-round attractions that draw people from across the city, the region, and the province.

Land was reserved for the Regina townsite by Lt. Gov. Dewdney on June 30, 1882, and was christened “Regina” upon the arrival of the first train on August 23, 1882. Regina did not have any formal municipal status until it was proclaimed (incorporated) as a town on December 8, 1883. It was incorporated as a city on June 19, 1903.

A town site was surveyed and lots were laid out for sale covering a large area from Winnipeg Street to Pasqua Street on the west and between 1st Avenue and 16th Avenue (College Ave.) to the south. The initial town site property was held in trust by four men, Donald Smith and Richard Angus of the CPR as well as Edmund Osler and William Scarth for the Canada North-west Land Company. The original plan of subdivision, Old 33 was drawn up in 1883. Most development was concentrated in the downtown area, but connections were also being made between the Territorial buildings as well as the RCMP lands.

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Saskatchewan's immense agricultural land heavily supports Canada's wheat economy.



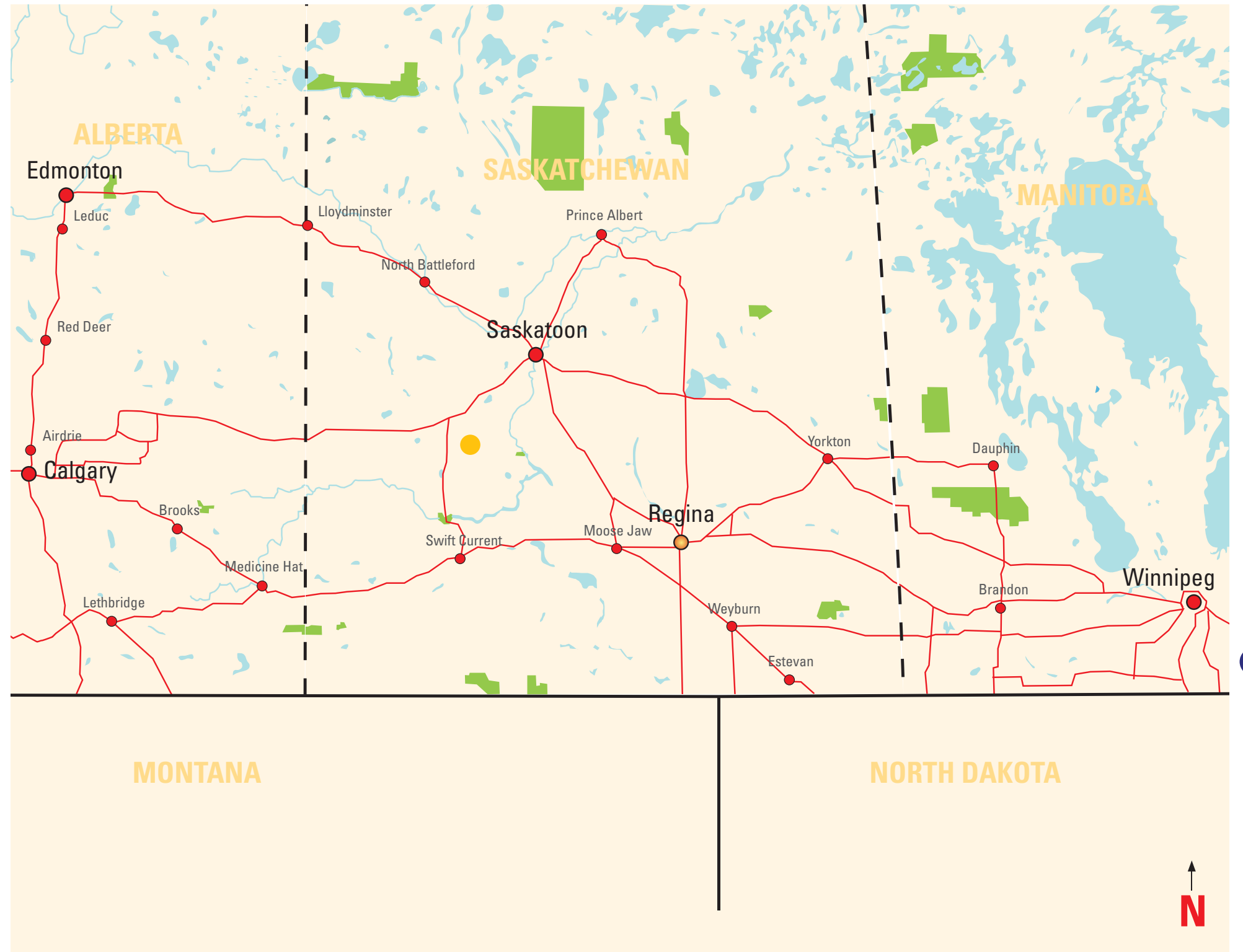
Regina's inner-city neighbourhoods feature a grid of streets and are anchored by a vibrant downtown.

Over 25,000 jobs are currently located Downtown, with most of the surrounding neighbourhoods being predominantly residential in use. Inner-city neighbourhoods were developed in the early 1900s and feature a grid street layout, whereas the newer post-WWII suburbs typically feature cul-de-sacs and roundabout street layouts. Major employers Downtown include the government sector, the University of Regina, and other service industries related to Saskatchewan's natural resources.

Municipal powers for the City of Regina are listed under the The Cities Act, 2003, which stipulates the form of governance for Saskatchewan municipalities. Powers for planning and development of municipalities, including the responsibility to create an Official Community Plan (OCP), are established under The Planning and Development Act, 2007 (enabling legislation). The new Act provides more flexibility for municipalities and promotes the inclusion of social and sustainability objectives as a part of the OCP.

Land use and development is directed by the Regina Official Community Plan (Bylaw 7877, Regina Development Plan). The OCP provides a comprehensive policy framework to guide the physical, environmental, social, and cultural development of the city or parts of the city. The principal policy objective of the OCP is to stimulate city development that will highlight Regina as the Capital of Saskatchewan.

The OCP also prioritizes the re-development and infill development of the inner city neighbourhoods through the conversion of vacant land for inner city residential uses. Development of housing and niche-market commercial spaces on these lands are also considered ideal land uses. The OCP further emphasizes this point by directing compact development along major transit corridors. The OCP is comprised of neighbourhood plans that are implemented through the Zoning Bylaw, Building Bylaw, Maintenance Bylaw, and Heritage Holding Bylaw.



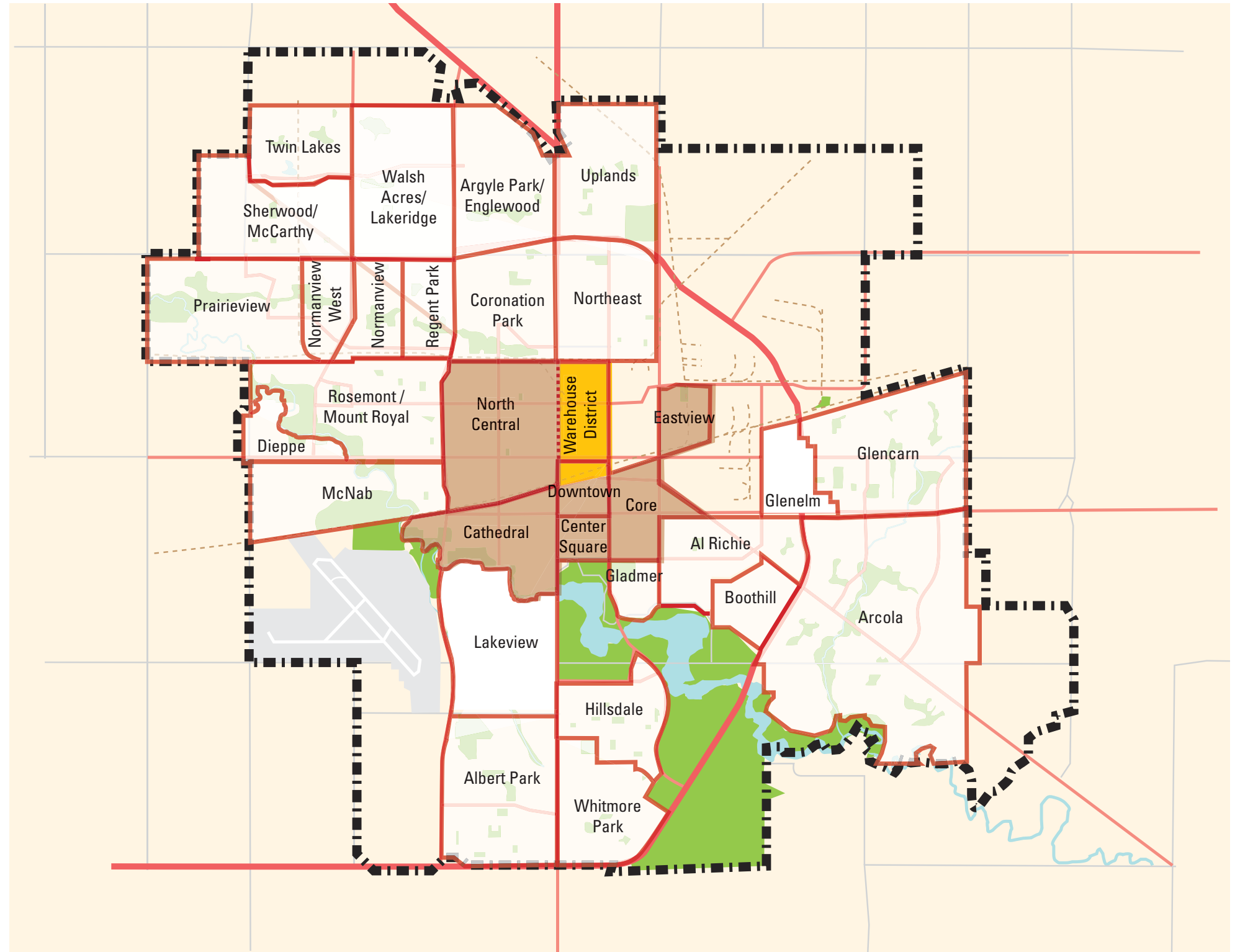
Regina is the second largest city in Saskatchewan, and is a regional draw for nearby cities such as Moose Jaw, Saskatoon, and even Prince Albert.

Inner-City Neighbourhoods

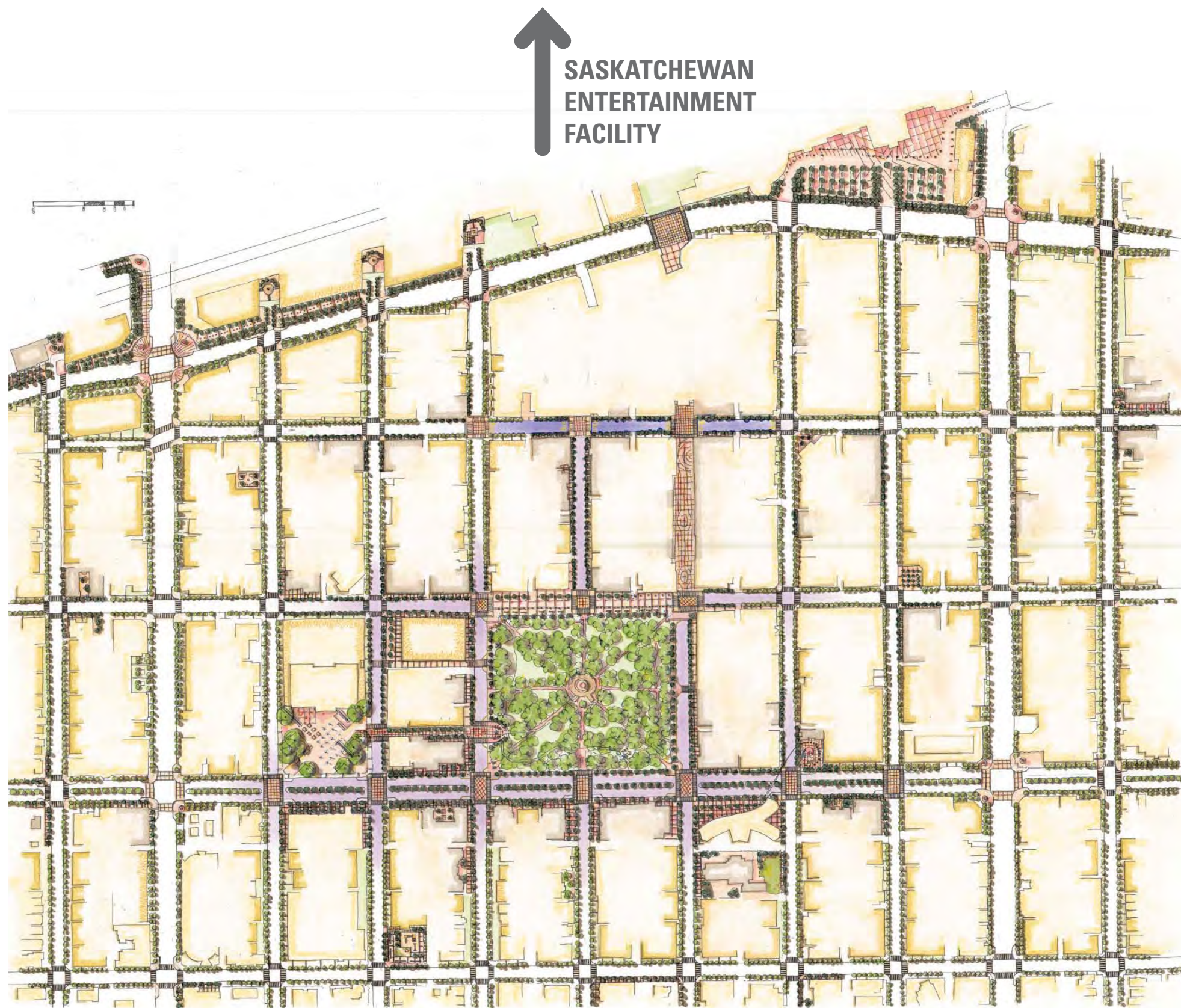
Neighbourhoods surrounding the site include the Warehouse District to the north, the Core neighbourhood to the east, Downtown to the south, Cathedral neighbourhood to the southwest, and the North Central neighbourhood to the northwest. With the exception of the Warehouse District area, each of these neighbourhoods were developed as residential communities. Housing forms are predominantly single-detached dwellings.

The inner-city neighbourhoods, including the Warehouse District (this area is considered to be part of the North Central neighbourhood) are considered to be part of the Central Zone in planning analyses. However, land use policies for the area are stipulated in “Part E – Inner City Development Plan” of the OCP, which was written in 1984 and last revised in 1994 and does not include the Warehouse District. The Warehouse District development policies are separated into Part M as a secondary plan within the RDP. In 2001, the population of the Central Zone was 36,750 with an average income of \$35,082.

Mosaic Stadium at Taylor Field, formerly known as Taylor Field (1947-2006) and Park de Young (1928-1947), is located in the North Central neighbourhood, just 800m west of the site of the Saskatchewan Entertainment Facility. The current stadium was built in 1927 and became home of the Roughriders that year. In 1946 it was renamed Taylor Field, in honour of Neil J. “Piffles” Taylor, an enthusiastic local sportsman, World War I fighter pilot, lawyer, and president of the Regina Roughriders. In June of 2006, the facility was renamed Mosaic Stadium at Taylor Field after naming rights were purchased by the Mosaic Company.



The City of Regina neighbourhood boundaries. The Warehouse District is considered as part of the North Central neighbourhood in planning analyses, however, it does have its own distinct built form character, use, and demographic characteristics.



**SASKATCHEWAN
ENTERTAINMENT
FACILITY**

Downtown

Downtown Regina's 40 city blocks (each 150m by 80m) are considered to be the economic, commercial, and cultural hub of the city. Downtown is home to over 25,000 jobs, hosts key cultural activities, and is the site of both municipal and provincial government head offices. Developed in the early 1900s, Downtown is treasured for its many architectural and open space gems that form a clear heritage precinct in the city. Heritage buildings vary in style and include the Saskatchewan Hotel, City Hall, Regina Central Library (including the Dunlop Art Gallery), the Prince Edward Building, Saskatchewan Power Building, Knox-Met United Church, and Union Station (now Casino Regina). Collectively, these buildings tell the story of the rich past of Downtown.

The Downtown is also home to 1,500 residents, a population that is growing as new residential and employment uses are attracted to Downtown. The recently adopted Regina Downtown Neighbourhood Plan (RDNP), 2009, sets a new policy direction of adding 5,000 new residents Downtown in the next 15 years, through incentives for development such as public open spaces that will enhance the quality of life for Downtown residents. The RDNP is intended to replace the current "Part G - Downtown Plan" of the OCP.

The Warehouse District, Dewdney Avenue, and the Site

The Warehouse District was formed primarily in the early 1900s following the laying down of the CPR tracks and the establishment of Union Station (now Casino Regina) in 1912. This facilitated an influx of European settlers in the nearby neighbourhoods that would later become affluent districts for the middle class until the 1950s. Underpasses were created at the CPR crossings on Albert Street and Broad Street in 1909. The underpasses created a key connection between neighbourhoods on either side of the tracks, but became more important connections for truck transport activity in the city.

Once known as the Wholesale District, the Warehouse District was developed as a mixed-use area with residential and commercial uses, and was a warehouse centre for Eaton's and Robert Simpson. The warehouse buildings were built in the Chicago School style of architecture of the late 1880s, featuring limited exterior detailing, large windows, and a clear base-middle-top articulation through simple design gestures. Today, these wholesale distribution buildings are being adapted and converted into loft-style homes.

Dewdney Avenue was named after Lieutenant Governor Edgar Dewdney, who astutely decided to relocate his capital to an area called the 'pile-o-bones' (near the Territorial Building in the North Central neighbourhood) knowing that the CPR would soon be laying its tracks through this area. Dewdney Avenue connects adjacent neighbourhoods both east and west of the Warehouse District, and is considered to be a key entertainment strip in Regina (the 'Dewdney Strip'), including the Mosaic Stadium in North Central, which is a city-wide and regional attraction.

The Warehouse District Business Improvement District (BID) was formed in 1998, to promote the development of the area into a vibrant mixed-use neighbourhood. The Warehouse District BID area includes 80 city blocks within the boundaries of Albert St., Winnipeg St., 4th Ave and the CPR tracks. The BID was officially adopted by Council in 2003 through the passing of a bylaw.



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The Warehouse District, 1920.



The Warehouse District building typology today.



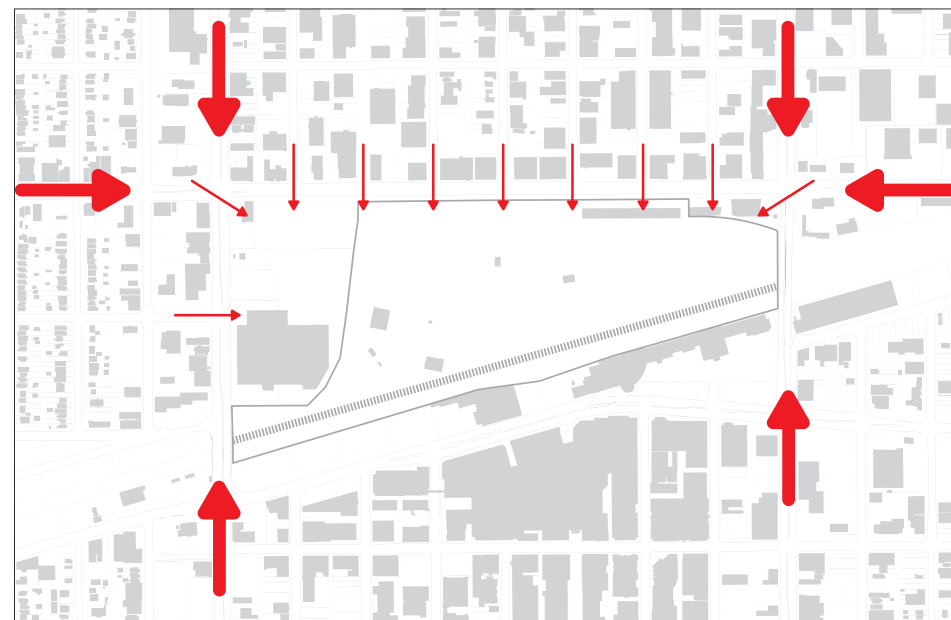
The Warehouse District (top right) is separated from Downtown (bottom left) by the site area and by the rail corridor. Development of the Entertainment Facility site would provide an opportunity to enhance connections north and south between the two neighbourhoods.

Existing Street Pattern



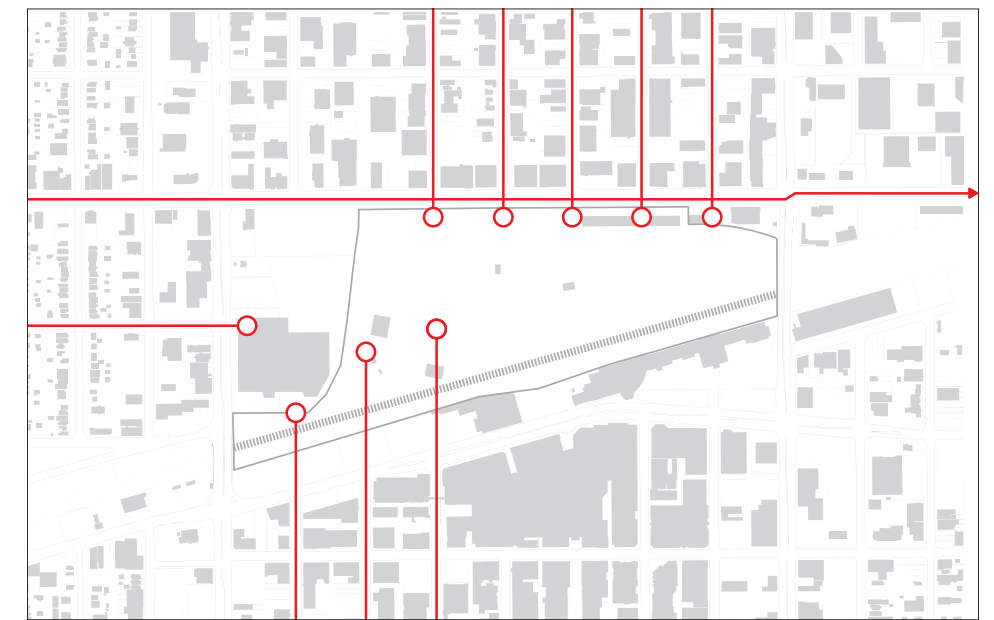
Primary Streets Secondary Streets

Points of Access



Major Points of Access Pedestrian Points of Access

View Termini and View Corridors



View Termini View Corridors



Key Destinations along Dewdney Avenue - Bushwacker Brew Pub is currently one of the major destinations along Dewdney Ave.



Dewdney Avenue - Industrial style and materials help to define the character of the Warehouse District.

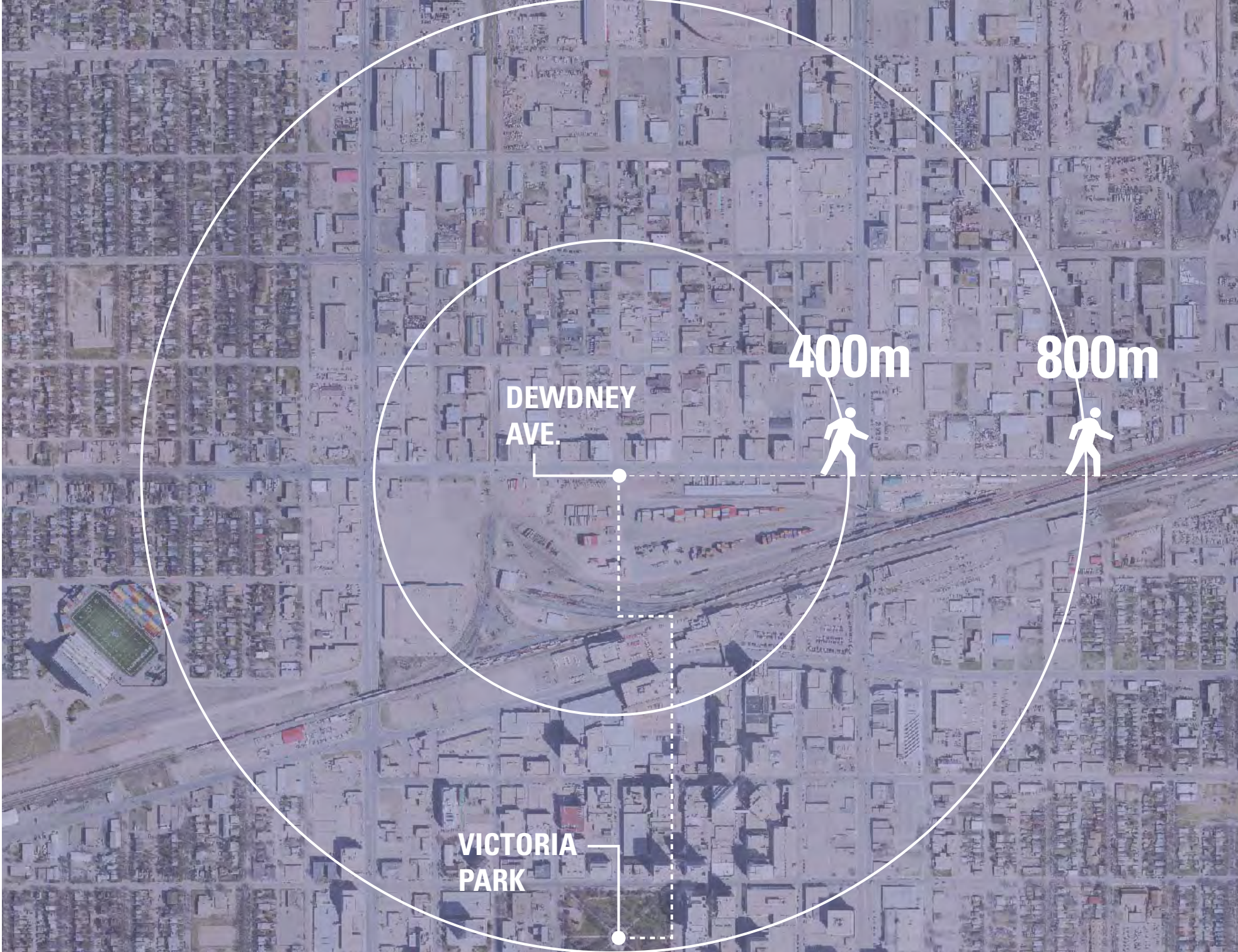


Built Form - Building heights along Dewdney range from 1 to 5 storeys. Buildings which typify the area's character generally range from 2-5 storeys.

THE WAREHOUSE DISTRICT AND DOWNTOWN

Downtown is closer than you think

Although it may seem that the Warehouse District and the Downtown are physically disconnected from one another, a great opportunity to connect the two exists. To walk from Victoria park along Scarth Street to Dewdney Avenue would take approximately 10 minutes, if the existing subject site is to be redeveloped as a pedestrian thoroughfare. The opportunity to create multiple pedestrian connections from Downtown to the Warehouse District becomes viable with the building of a new Entertainment Facility, including pedestrian connections across the railway tracks, and the overall enhancement of Dewdney Avenue.



BEST PRACTICES IN STADIUM AND ENTERTAINMENT FACILITY DESIGN

Key Elements to Successful Stadium and Entertainment Facility Design and Integration

The design of stadiums and entertainment facilities has evolved significantly. Current designs prioritize the integration of the built form with the surrounding urban fabric, and provide opportunities for year-round amenities and uses. An analysis of best practices in stadium and entertainment facility design suggests that the Saskatchewan Entertainment Facility should have regard for the following:

- The design and form of the facility should be integrated within the existing urban fabric
- The building mass, height, and material quality of the facility should reflect the character of the surrounding built form
- The open spaces associated with the facility should be dynamic and flexible, allowing for year-round experiences and activities
- The frontage of the facility should be well animated and appropriately scaled to fit with the existing built form
- The facility should have multiple frontages, designed to relate to each individual context
- The design of the facility should be accompanied with mixed use development to help provide a year-round, round-the-clock critical mass of people
- The majority of parking demand associated with the facility should be accommodated in existing parking structures and street side parking, in the surrounding context.
- The connections and linkages to the facility should be multi-modal, with priority given to pedestrians, cyclists, and public transit.
- The Saskatchewan Entertainment Facility should function as an iconic landmark to some and a neighbourhood node to others.



**ARENA DISTRICT
COLUMBUS, OH**
The Arena District (Nationwide Arena) is a fine example of a brownfield design project that has integrated a number of mixed use developments and functional open space to accompany the stadium.



**WRIGLEY FIELD
CHICAGO, IL**
Wrigley Field is a great example of a stadium integrating within the larger context of the city. The surrounding built form contains a myriad of mix uses that help to support the stadium.



**PERCIVAL MOLSON MEMORIAL
MONTREAL, QC**
Percival Molson Memorial stadium is a good example of having a variety of multi-modal connections: The stadium is a 10 minute walking distance from the McGill metro stop, and is also proximate to many secondary streets containing bike lanes.



**BC PLACE
VANCOUVER, BC**
For BC Place stadium parking is accommodated primarily within structured parking facilities within the downtown context.



**FENWAY PARK
BOSTON, MA**
Fenway Park is a fine example of how a stadium can integrate at the local neighbourhood level by incorporating similar building heights and material quality. It also incorporates the principle of multiple façades which speak to different urban contexts.



**THE CASTLE
ROTTERDAM, NL**
The Castle soccer stadium is one of the best examples of how to create a “complete design” for a stadium. Public Space, multi-modal transit options, and mixed use development are all seamlessly incorporated.





GUIDING PRINCIPLES

PROJECT PRINCIPLES

Placemaking

The programming and design of the Saskatchewan Entertainment Facility, within its context, will contribute to placemaking, which is the art of creating fabulous public spaces in an urban environment where people return again and again to interact and flourish. Planning to create “places” enhances livability by creating memorable areas where civic life plays out. It is facilitated by the way we lay out our cities, design our streets, shape our buildings, mix various uses, and program spaces for people. Placemaking enriches urban living, generates economic value, and attracts people and businesses to a city.

Generating a critical mass of human activity and careful attention to urban design details are both imperative to successful placemaking. A variety of user groups, building typologies, public realm designs, and options for movement (such as cycling, walking, and transit) are necessary to create places with amenities and shared public spaces of the highest quality.

A Provincial, Regional, and Local Destination

As both a local place and as a regional destination, care will need to be given to ensuring programming and daily uses are well integrated with the special needs of large event functions. One scale of uses should not be prioritized at the expense of the other; rather the site will be designed to accommodate a layering of uses that function at different scales, such that the site is always alive with human activity.

Green Site Development

In keeping with the City of Regina’s vision statement, and the objective to become the “most vibrant, safe, inclusive and sustainable city in Canada”, the development of the site should include best practices in green development as demonstrated in precedents across Canada and beyond. Considerations should include:

- LEED Building Design
- Energy efficiency measures
- Natural landscaping/ plant selection
- Sourcing of local materials
- Alternative transportation infrastructure (cycling, walking, transit)
- Carbon emission reduction designs and technologies
- Stormwater retention
- Water quality management
- Urban forest strategy
- Light pollution mitigation strategy
- Construction and demolition management
- Use of porous surface materials
- Integration of green roofs

DESIGN PRINCIPLES

Design Quality

Design quality, both in terms of site and building features, determines how attractive and safe an area will be during its most and least active moments, at all times of the day and night, and during all seasons. Design quality also determines the success of the site as a pedestrian place that is permeable and connected to its larger context and that is connected internally (from use to use within the site).

The Saskatchewan Entertainment Facility will be integrated into the City of Regina and will help to stitch together the urban fabric of Downtown and the Warehouse District.

- It will be a catalyst in supporting the redevelopment of Dewdney Avenue;
- It will act as the interface between the Downtown and the Warehouse District;
- It will become a provincial wide cultural landmark; and
- It will provide iconic architecture and urban landscapes.

Integration of the site

The Saskatchewan Entertainment Facility should be designed to support and enhance the character and sense of the surrounding context, including the Warehouse District, Downtown, and surrounding neighbourhoods

The character of the built form of the Warehouse District – in terms of scale and material quality – should inform new development, especially on the southern edge of Dewdney Avenue.

New public open spaces should relate to a larger program/strategy for open space provision.

Streets should be designed to provide a safe and comfortable environment for pedestrians and cyclists, as well as to accommodate vehicular traffic.

1. Dewdney Avenue should be designed to be experienced as a significant component of the public realm within the area, from building face to building face, while maintaining vehicular traffic movement. Wide sidewalks, places for gathering, street trees, grade related uses, and awnings should be incorporated into the street design.
2. The Entertainment Facility should be designed to create an iconic, landmark status and presence within the city and the skyline.
3. Open space(s) should be designed to be flexible, accommodating a diversity of events/uses at different times of the day/year.
4. New public spaces should be visible and accessible from Dewdney Ave.
5. Public safety will be considered through the use of CPTED Principles and the accommodation of recreational, entertainment, a range of sports, residential, and commercial uses on the site.
6. Loading, servicing, and parking areas should not be visible from public streets.
7. Materials should help define the quality and character of the built form and relate to the context of the Warehouse District.

SITE DESIGN PRINCIPLES

1. Streets and Open Space

Streets and open spaces should be connected to the site and treated as an interconnected whole.



2. Outdoor Spaces

Outdoor spaces should be designed to mitigate wind and cold weather conditions, including the use of awnings, overhangs, and indoor/outdoor breezeway spaces.



4. View corridors and Termini

Recognize and design view corridors and termini.



5. Pedestrian Access

Ensure pedestrian access through the built form along Dewdney Avenue by creating multiple points of access to the facility and area.



6. Rail Crossings

Designing the Entertainment Facility site to emphasize pedestrian crossings across the rail lines.



7. Parking and Servicing

Servicing and parking should be adjacent to the rail line to act as a buffer, to minimize the presence of these uses in the active areas of the site, and on Dewdney Avenue.



8. Parking

The majority of parking demand associated with the facility should be accommodated in existing parking structures and street side parking, in the surrounding context, as facilitated through convenient and attractive pedestrian connections. Any parking and servicing located on site should be hidden from public view (from publicly accessible areas) through building mass.





THE VISION

THE VISION FOR THE SASKATCHEWAN ENTERTAINMENT FACILITY

THE SASKATCHEWAN ENTERTAINMENT FACILITY AREA IS...

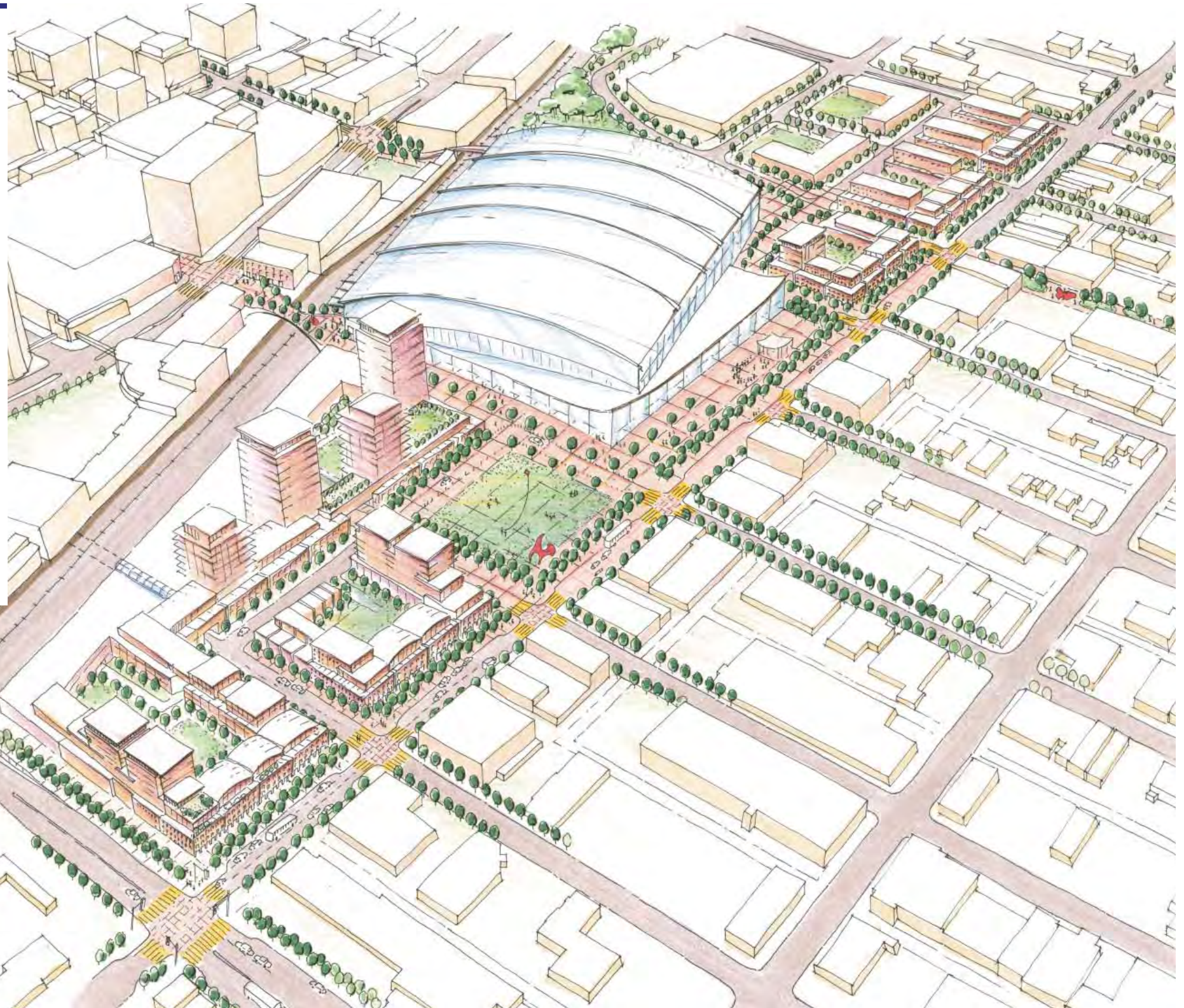
...a distinct and identifiable part of the Warehouse District.

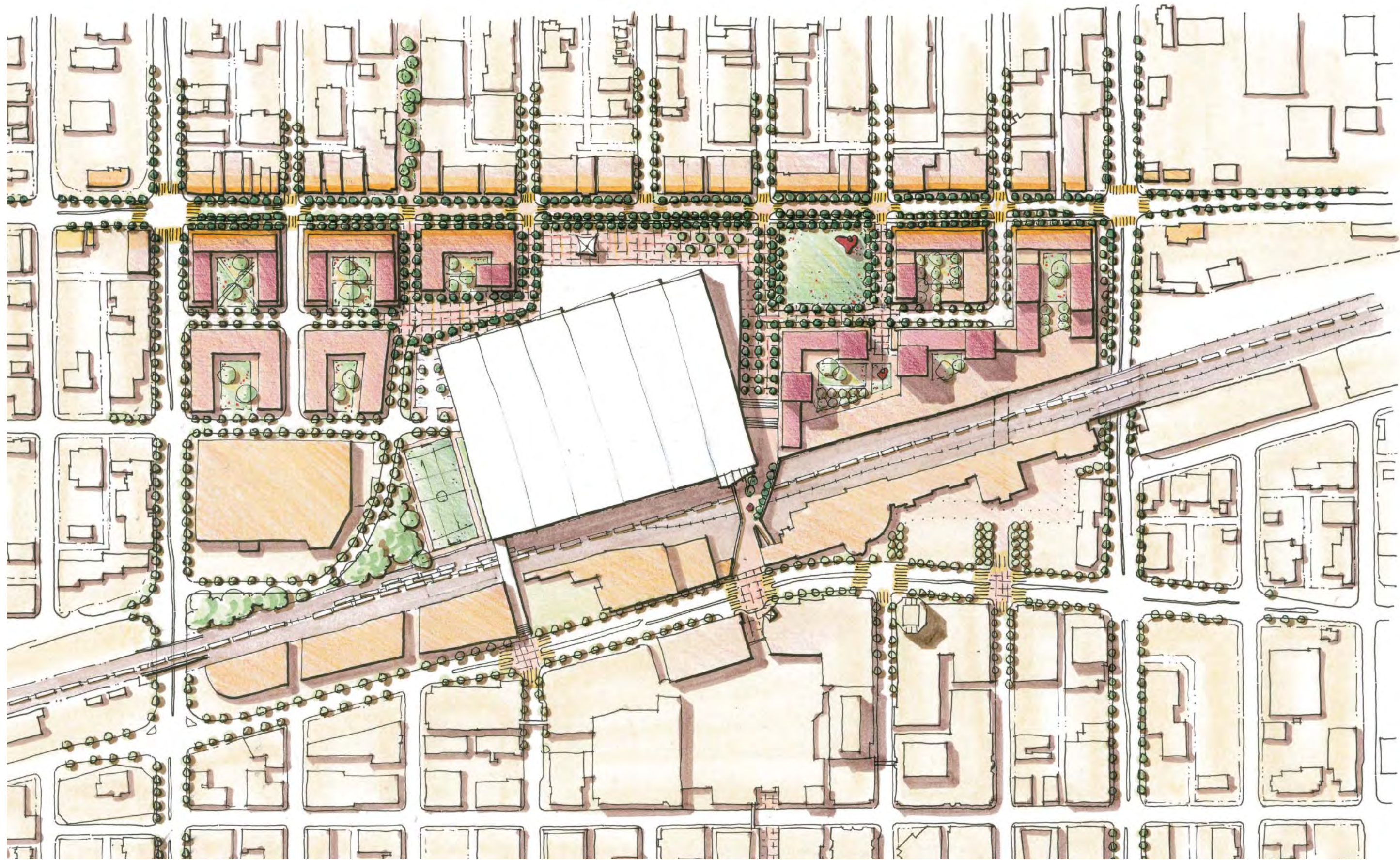
...complementary to Downtown uses, and woven into the urban fabric of the City of Regina, providing pedestrian continuity from north to south, and east to west.

...a place that thrives gameday and everyday, as an area for people to gather, live, work, play, and celebrate.

...achieved as a result of careful attention to the integration of the facility with everyday uses, public spaces, and a high quality public realm.

...characterized by design quality, place making, best practices in green site development, and it functions as a provincial and regional destination.





PLAN ELEMENTS

Dewdney Streetscape Enhancements:

- Extended Tree Canopy
- New Streetscape Enhancements

Spur Line: Future Pedestrian Linkage

New Public Space 1: The West Court

- Supportive Commercial uses such as Restaurants, Cafe's, Retail, etc.
- For Game day and Everyday

New Public Space 2: Plaza Saskatchewan

- New open space amenity

Animated Atrium

New Public Space 3: District Square:

- New community park

New Development to support Facility:

- Opportunity for New Development which could include: Mixed Commercial / Residential, Hotel, and structured parking

New Development Block Opportunity

- Phase 1 - Surface parking to support new office and retail development
- Phase 2 - Future build out potential for residential development

Saskatchewan Entertainment Facility

New Office and Retail Development

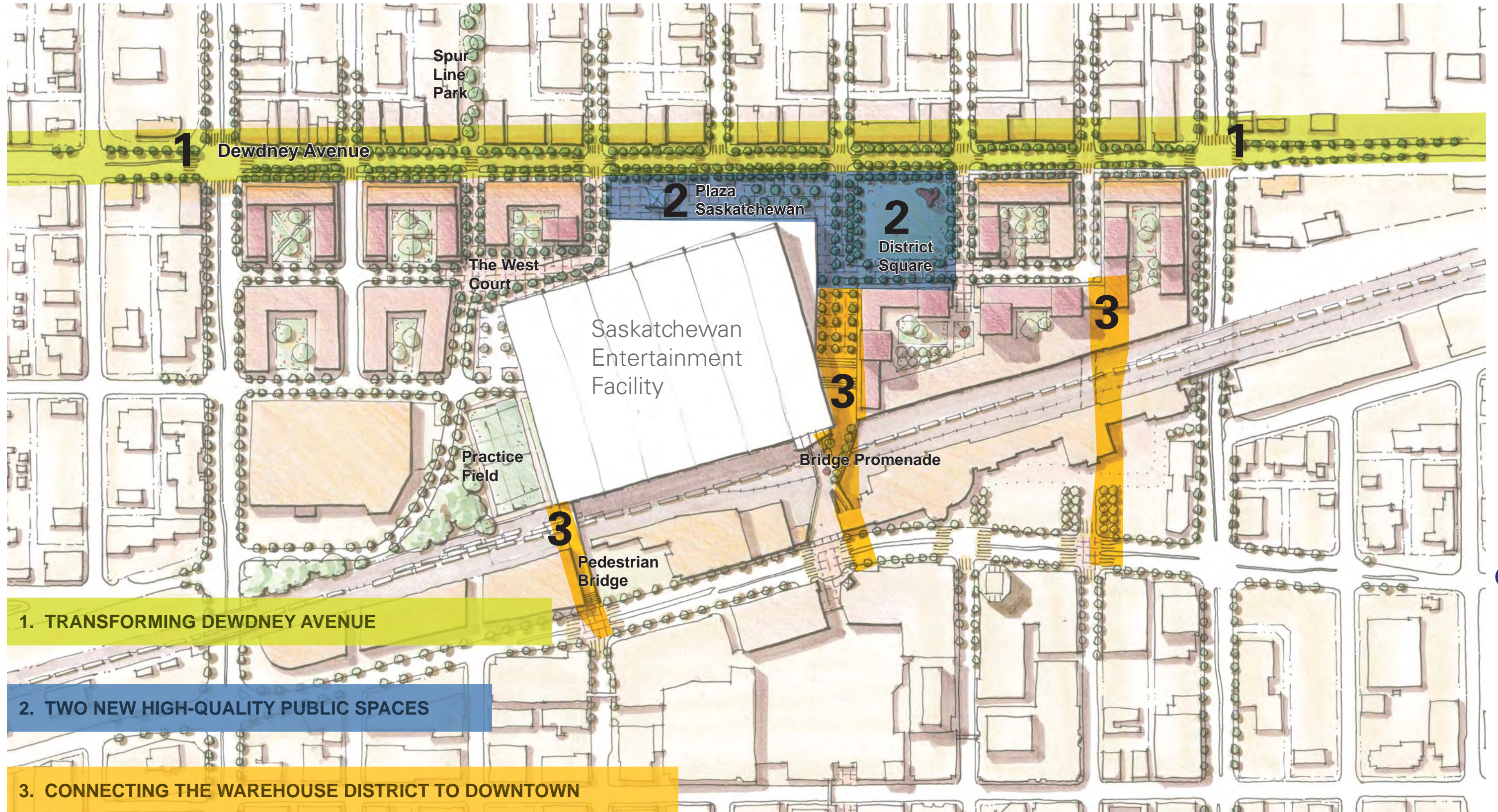
Facility Amenities
• Practice Field
• Potential Structured Parking

Lorne Street Pedestrian Connection

Scarth Street Grand Pedestrian Connection

Rose Street Pedestrian Connection (existing underground)

THE THREE BIG MOVES

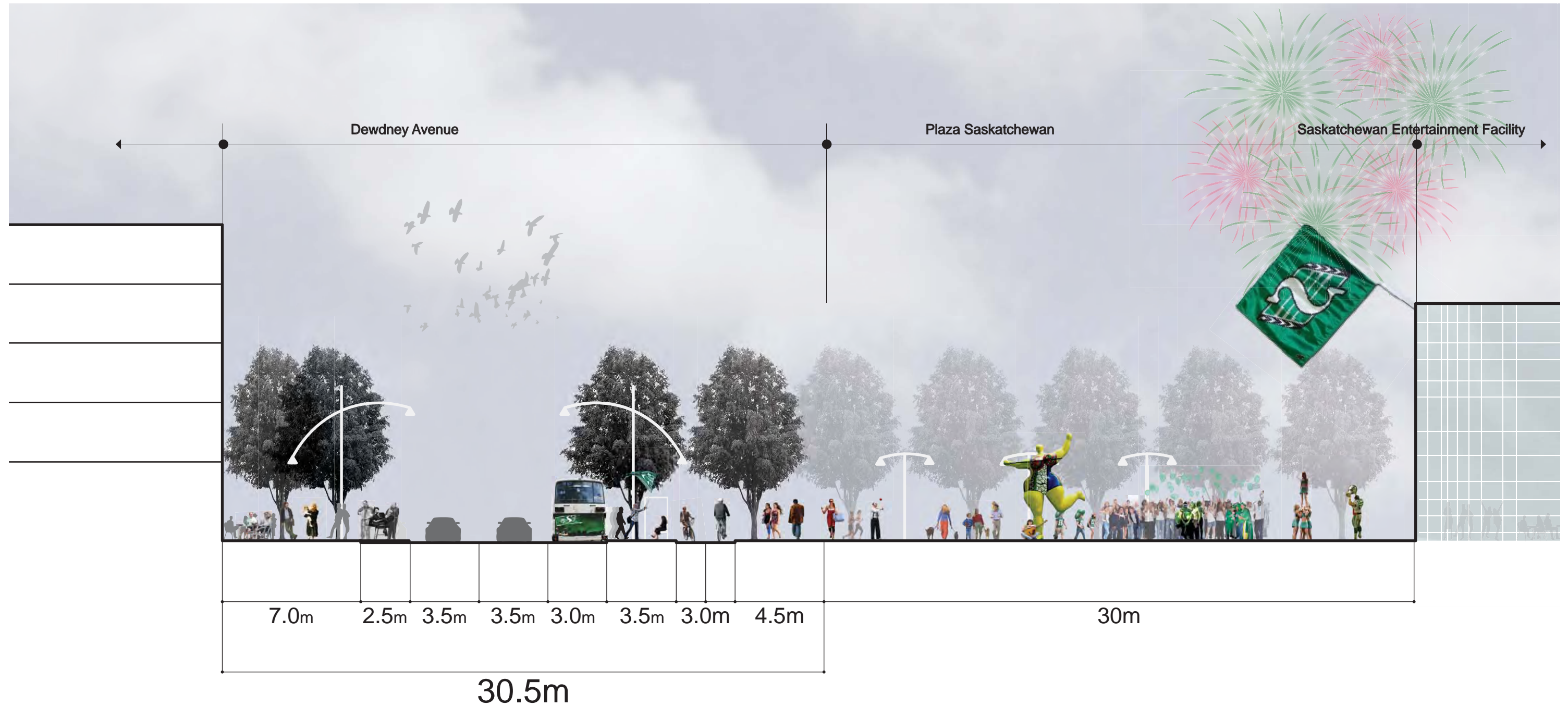


BIG MOVES 1: Transforming Dewdney Avenue - Game Day (summer scene).....



Illustrative view: along Dewdney Avenue (looking east).

Street Section: across Dewdney Avenue and Plaza Saskatchewan (looking east).



Game Day

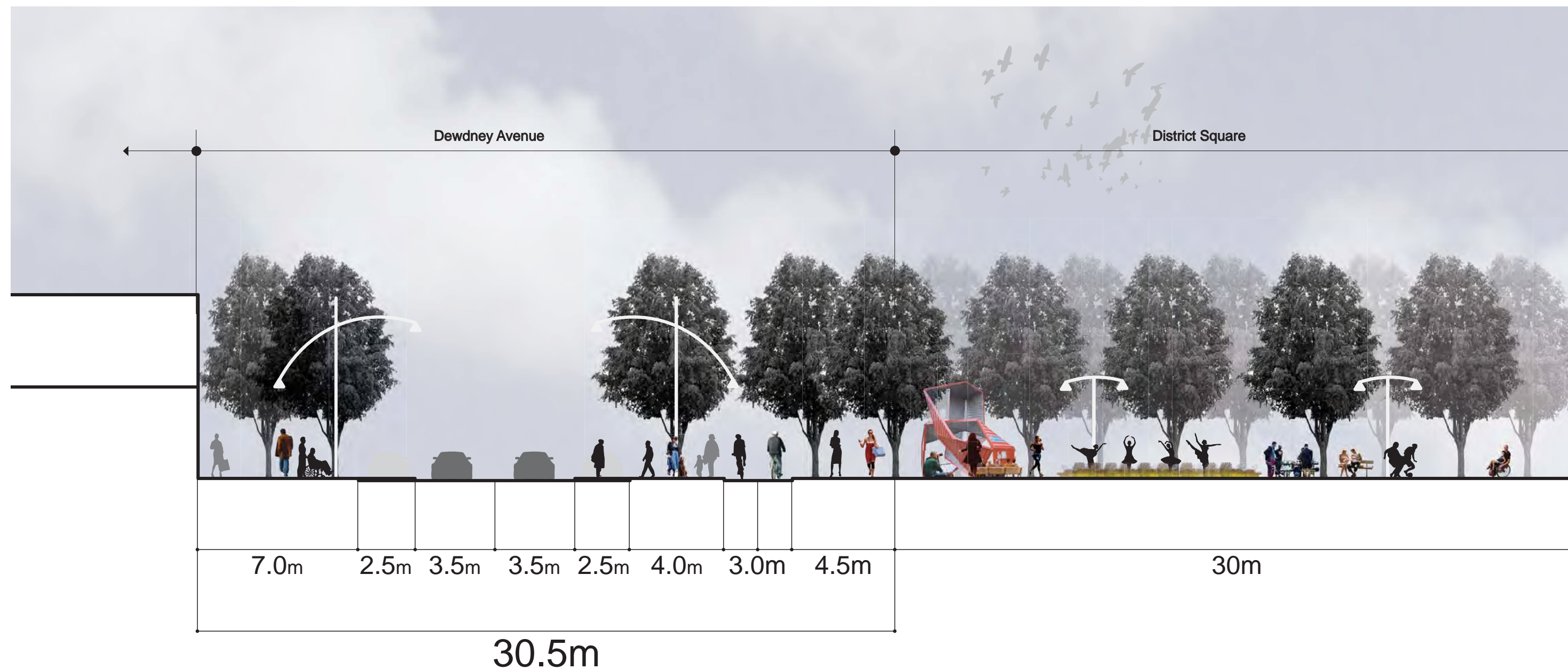
On game day Dewdney Avenue transforms into a place of celebration. The flexibility of the street allows fans, visitors, and locals to use the many public spaces in a myriad of ways. Fans celebrate a Roughrider win by marching through the Plaza Saskatchewan, while visitors sit back along the street and watch the spectacle pass by. The locals, who now live adjacent to the Saskatchewan Entertainment Facility, go on with their daily routine, but still find a moment or two to join the party... Go Riders!

.....and Everyday (winter scene)



Illustrative view: along Dewdney Avenue (looking east).

Street Section: across Dewdney Avenue and District Square (looking east).



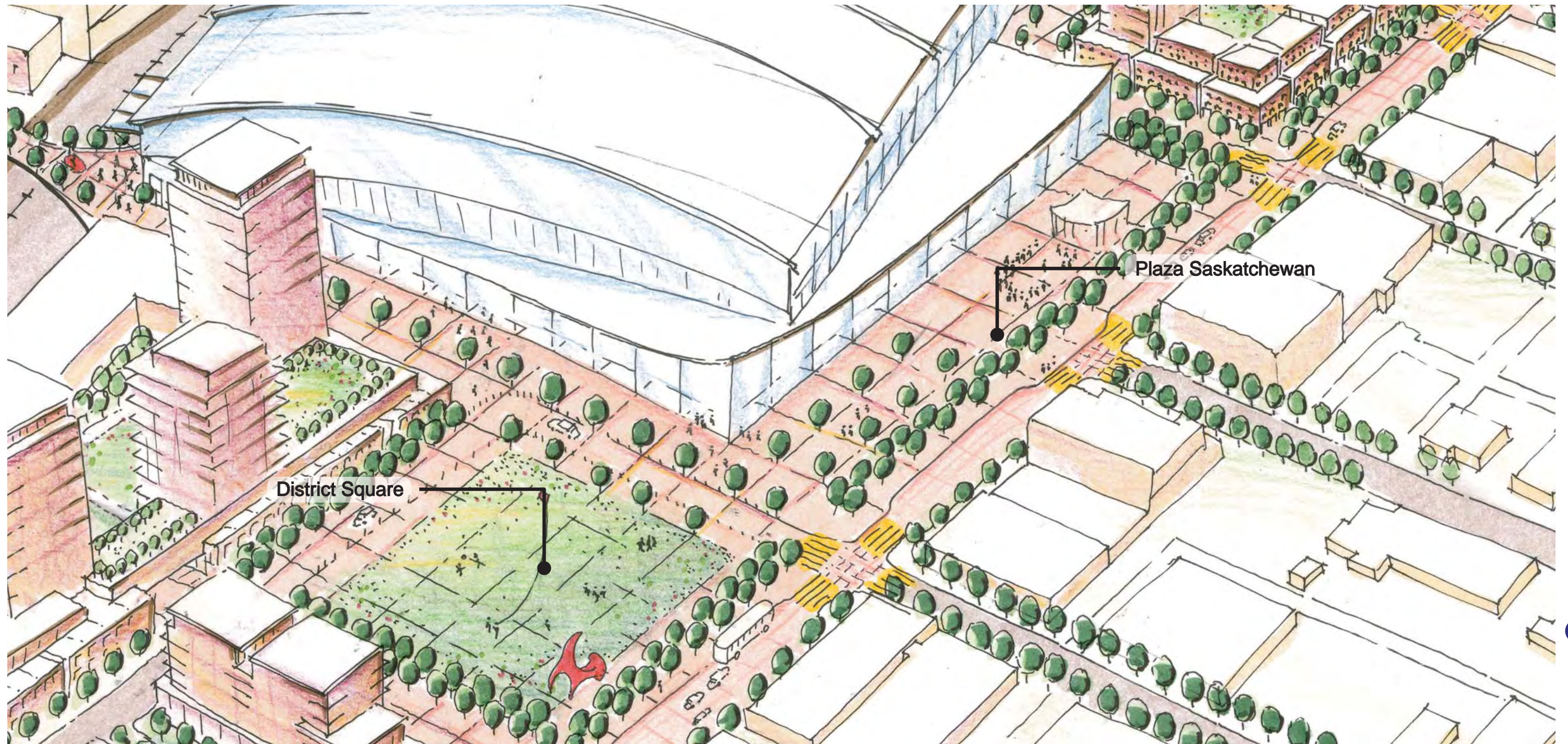
Everyday

Dewdney Avenue has transformed into one of Regina's foremost high streets. It has become a vital interface for the Warehouse District and a legitimate destination for all of Regina's citizens and visitors alike. In the summer the street is alive with people on patios, and in the winter Plaza Saskatchewan continues to thrive with residents, shoppers, and users of the connected open space system.

BIG MOVES 2: Two new high quality public spaces: District Square.....



Illustrative view: crossing Dewdney Avenue (looking south).



Two New Spaces:

Plaza Saskatchewan - The Plaza has become a favorite space for fans to meet and hang out before the big game. It has become a place where the public can act out its emotions as a community. It is also a great place to congregate or to people-watch.

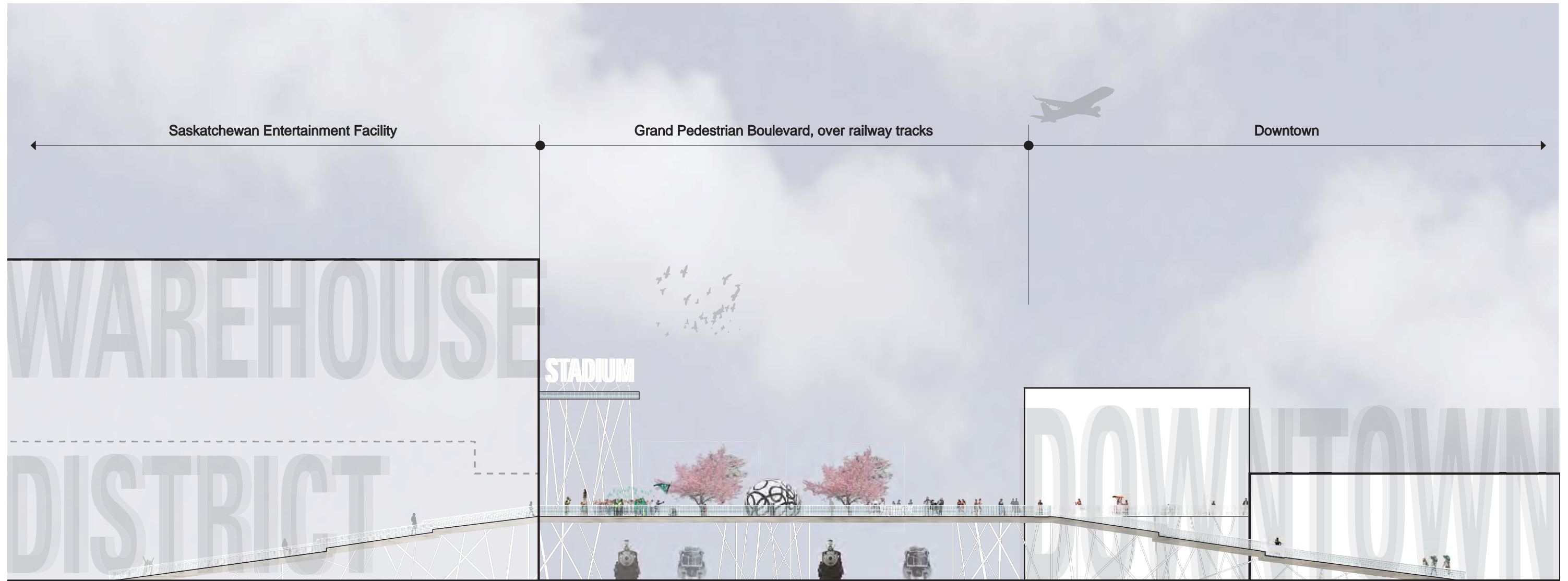
District Square - The Square has helped to reinforce the identity of the Warehouse District by giving local residents a place to play, to gather, and to relax, close to home.

BIG MOVES 3: Connecting the Warehouse District to Downtown - Bridge Promenade



Illustrative view: pedestrian crossing over railway tracks (looking north).

Street Section: Grand Pedestrian Boulevard over railway tracks (looking east).



A Grand Pedestrian Boulevard

A new Pedestrian Boulevard that links Downtown with the Warehouse District will become a destination that residents and visitors alike will want to experience. With its sweeping views, grand architecture, and unique features it will become one of Regina's must see destinations. This pedestrian connection will also be a vital component in a broader strategy to connect Downtown with the Warehouse District, and to provide access to existing available structured parking and street side parking in close proximity and to make large events at the Saskatchewan Entertainment Facility viable.



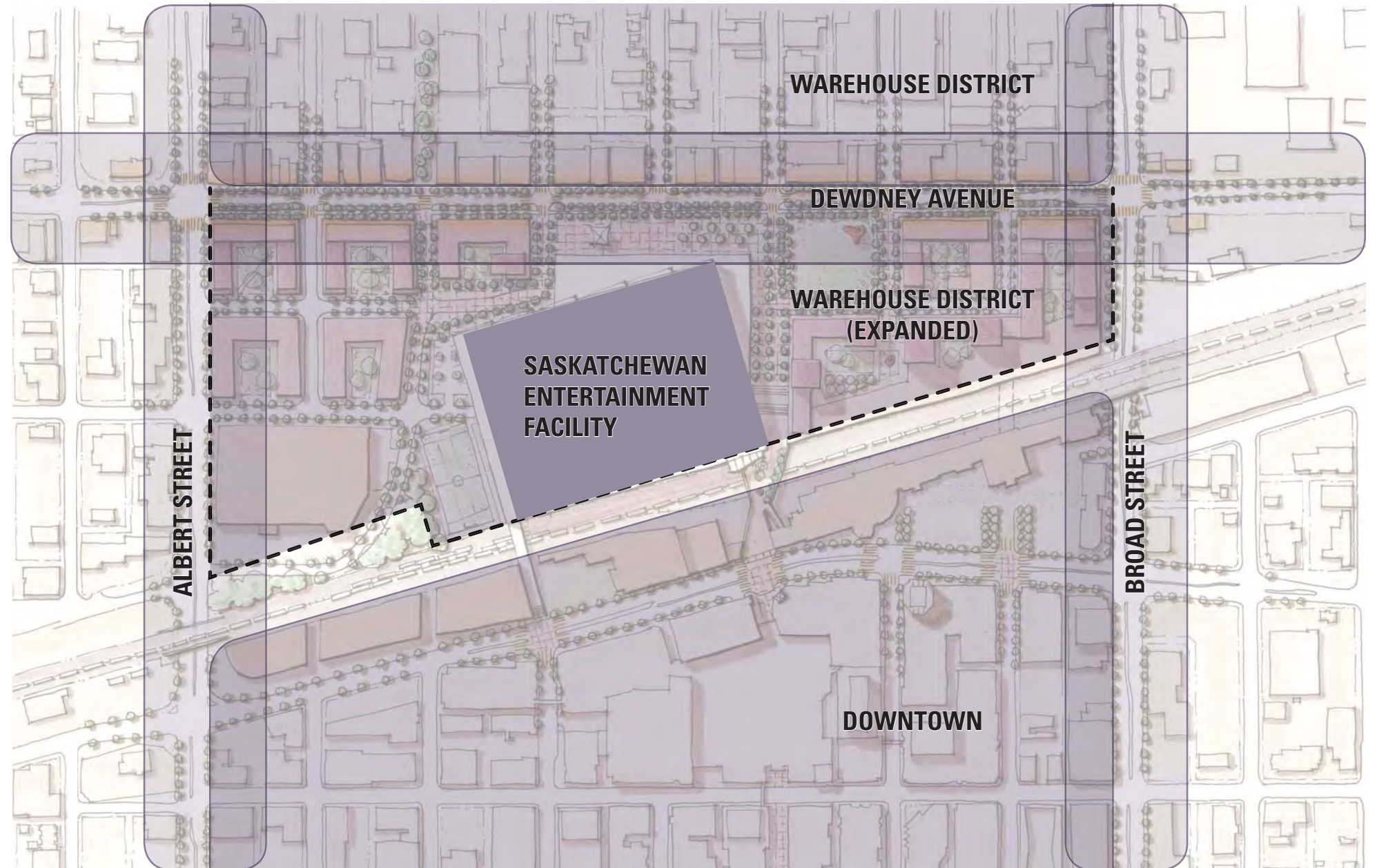
URBAN DESIGN STRATEGIES

SENSE OF IDENTITY

The Saskatchewan Entertainment Facility is located in an area that has a strong sense of history and place. As the character of the area continues to evolve certain aspects remain and will continue to be cherished by residents and visitors. The area's sense of identity is informed by, as well as conserved and shaped by, significant attributes of its buildings and structures (the built form) and the system of open spaces (streets, parks, plazas, and views).

As the Saskatchewan Entertainment Facility is constructed, along with several other development blocks, the end result will build upon the cherished character of Dewdney Avenue, of the Warehouse District, of Downtown, and of Regina as a whole, re-stitching an area of the city that has remained inaccessible for many years.

The focus on quality public spaces that operate at a pedestrian scale, and that are excellent places for people to walk, gather, congregate, linger, sit, people-watch, and play are an important component found within the design.






OPEN SPACES

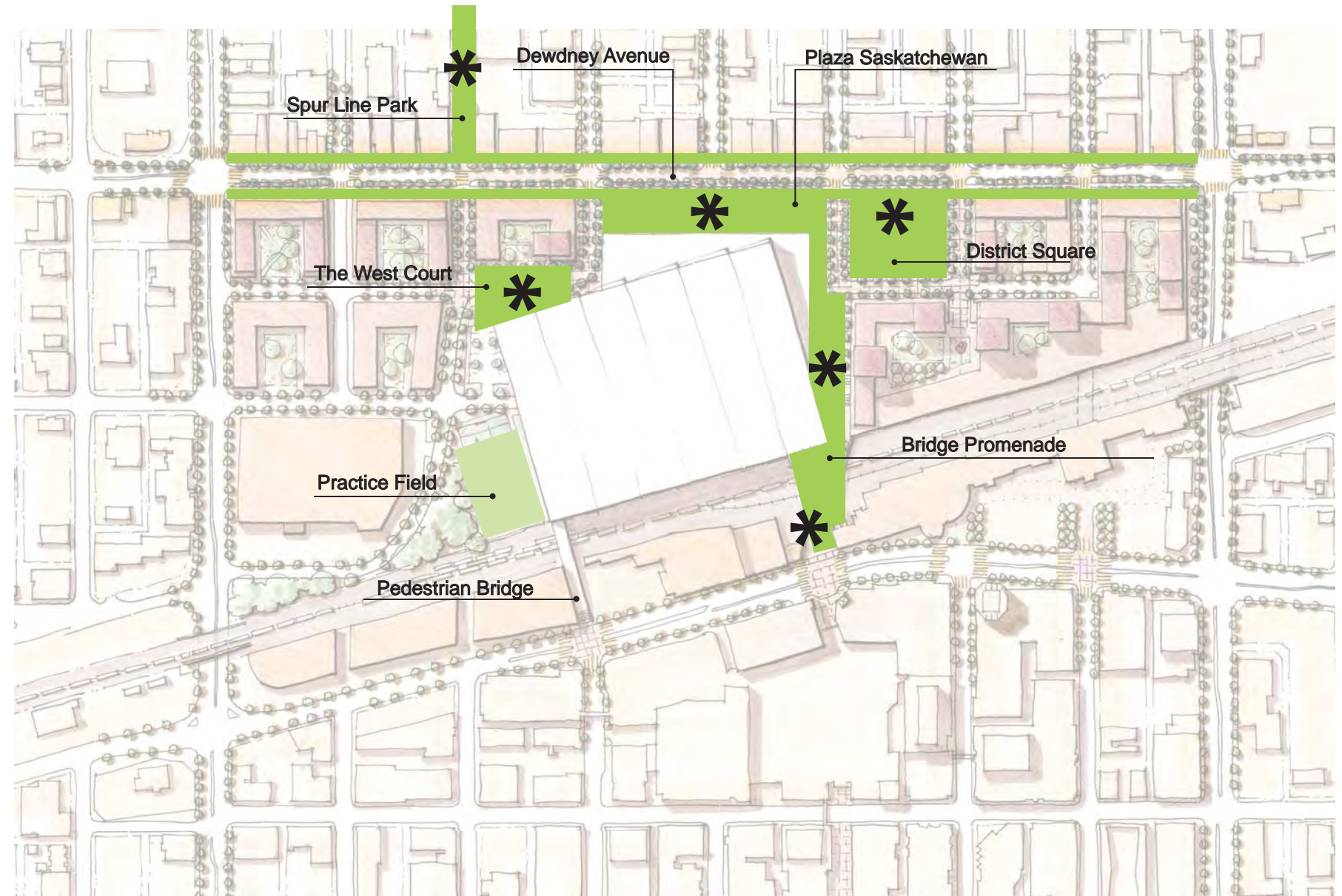
The open space component of the site plan considers green spaces as well as hardscapes and streetscapes to be part of an overall open space system, operating as a continuum.

Plaza Saskatchewan and the District Square are two new public open spaces that can be programmed for a variety of uses. These spaces will be designed with high-quality materials with consideration given to design that ensures accessibility, flexibility of use, day/night use, and everyday/gameday functionality.

Opportunities to place public art have been identified on the plan. Additional considerations should be developed with regard to the selection and design of public art, including the proper form, type, and specific location and orientation of the art piece.

LEGEND

-  Open Space System
-  Shared Public Private Space
-  Opportunity for Public Art

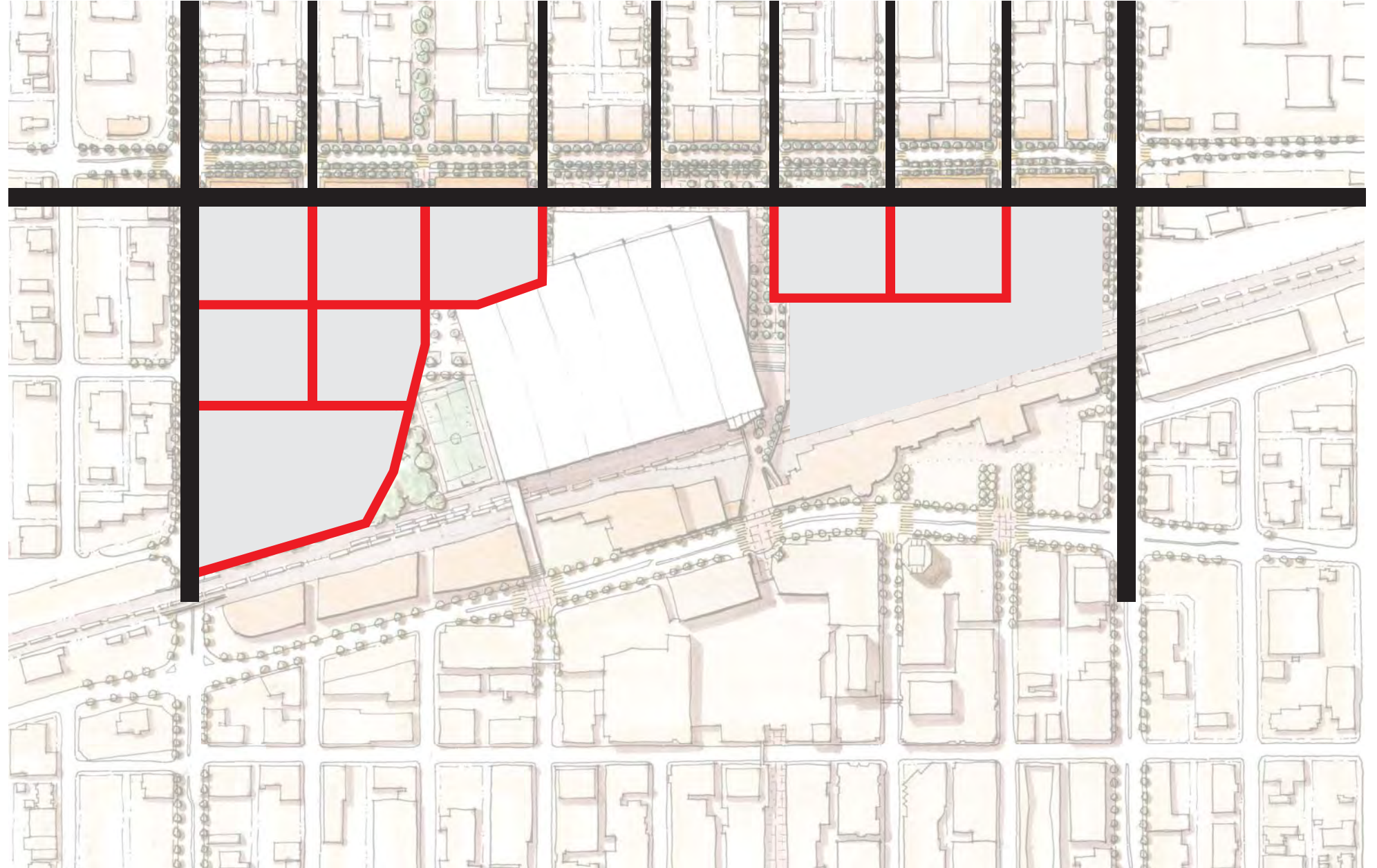


BLOCK AND STREET PATTERNS

New streets that shape new blocks will reintegrate the site into the existing street fabric of the Warehouse District and adjacent neighbourhoods. This will provide movement options and increase permeability into, and across, the site.

LEGEND






-  New Streets
-  Existing Streets
-  New Blocks

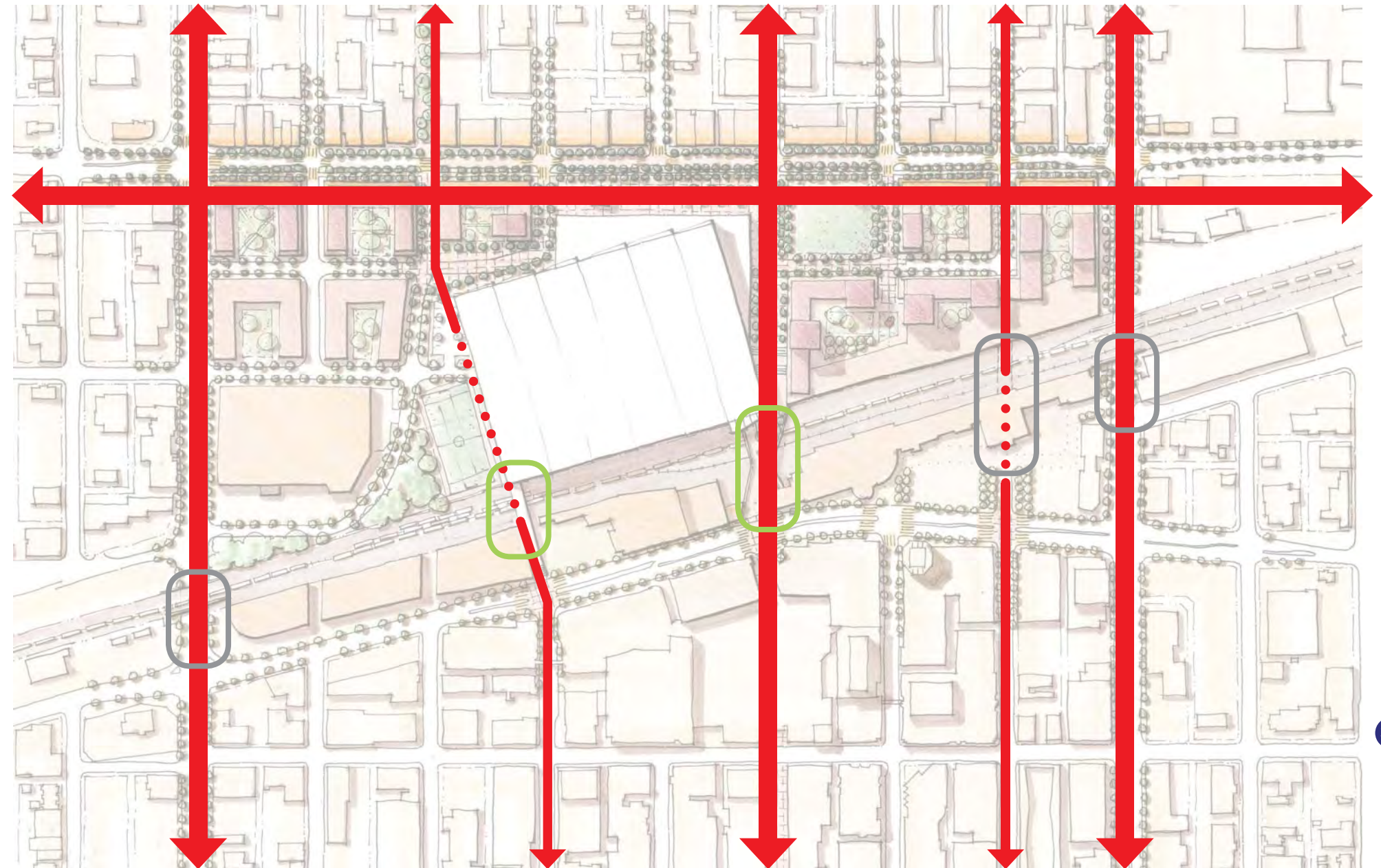


KEY CONNECTIONS AND LINKAGES

Dewdney Avenue will remain the primary east-west connection to the site. The Scarth Rail Pedestrian Bridge will function as the primary north-south connection. Primary connections will accommodate the bulk of pedestrian traffic to and from the site. Secondary connections will be made by the additional pedestrian connections to the south into Downtown.

LEGEND

-  Primary Pedestrian Connections
-  Secondary Pedestrian Connections
-  Pedestrian Connections through Structures
-  Above-grade crossing
-  Below-grade crossing



FRONTAGES, SAFETY, AND PEDESTRIAN COMFORT

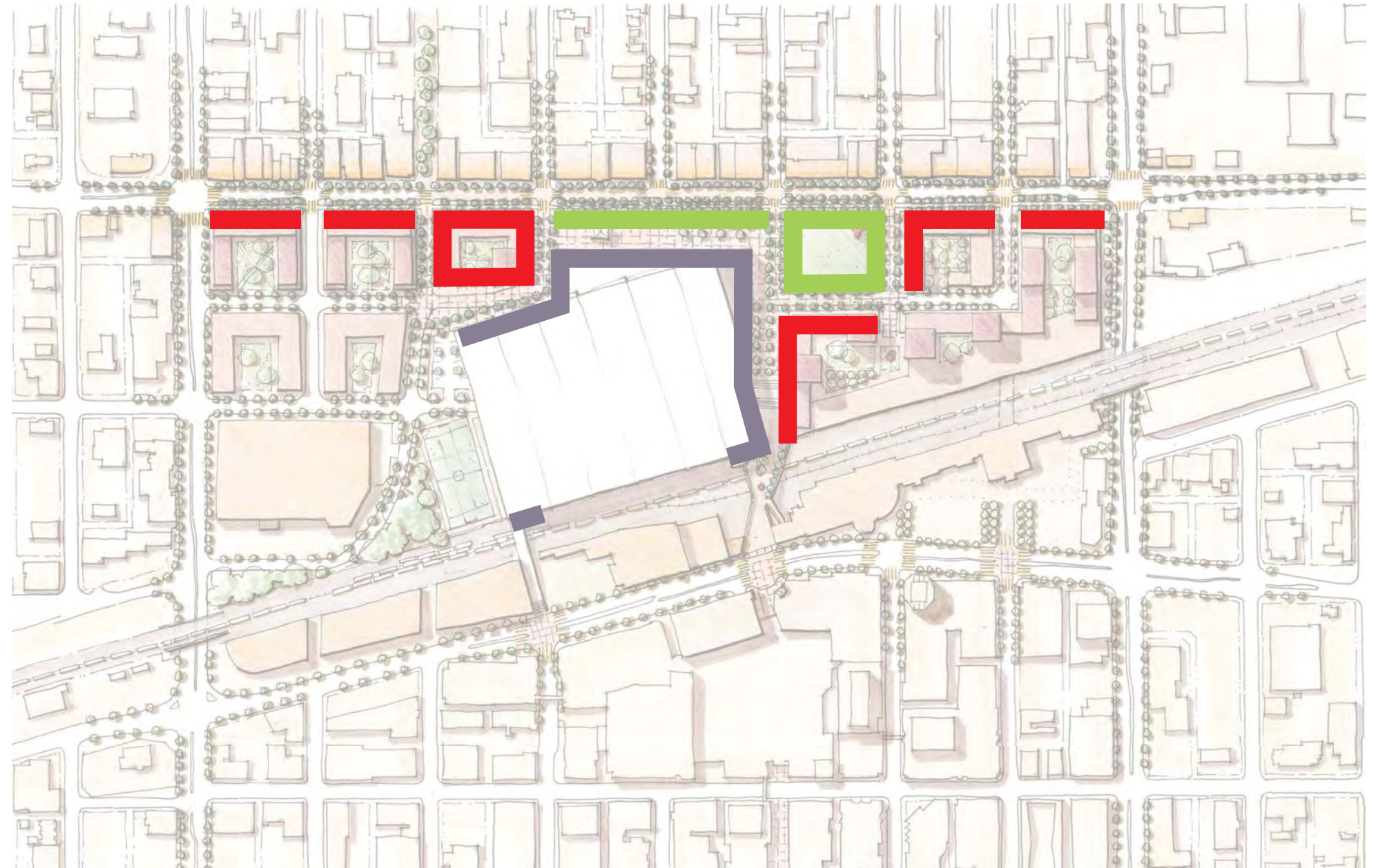
Creating the right frontage condition is essential to the success of Dewdney Avenue and the Warehouse District. Frontages on Dewdney Avenue will remain mixed-use, to not only be compatible with the uses to the north of the Avenue, but to create a variety of active uses at the street edge that draw people down the street and to the new open spaces. The Entertainment Facility frontage facing Downtown will be articulated and inviting in order to provide “a new face” toward Downtown.

The pedestrian environment along Dewdney Avenue will be completely transformed. Large sidewalks, appropriate street lighting and furniture, combined with buffered pedestrian areas provide the necessary comfort and safety needed to promote pedestrianism along Dewdney Avenue.

Frontages will help to enclose the streets and parks and ample at-grade glazing and doorways will enable the essential “eyes on the street” factor which will help to create a feeling of ease and overall well being and safety along Dewdney Avenue.

LEGEND

-  Active Commercial
-  Open Space
-  Saskatchewan Entertainment Facility, public access frontage



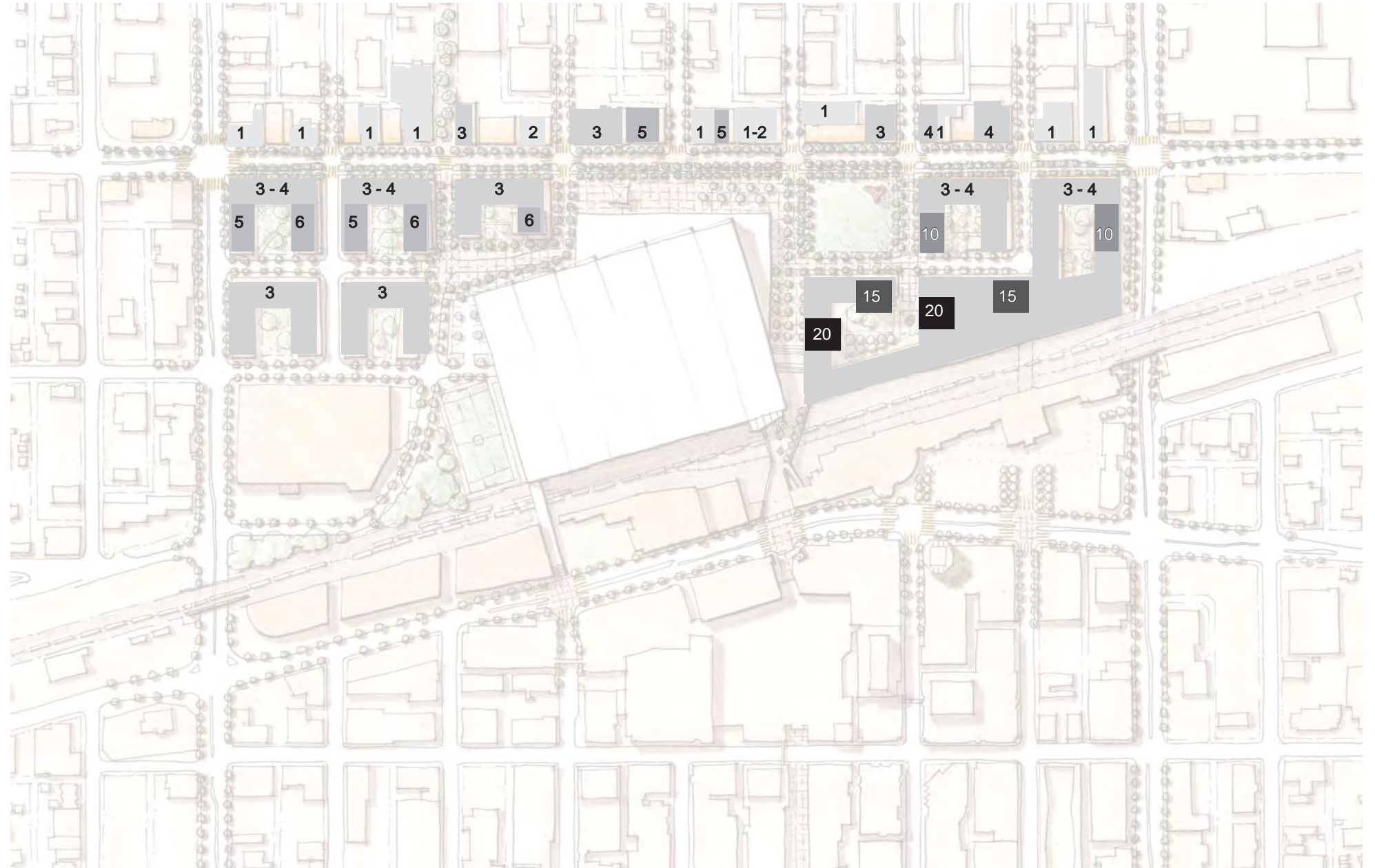
BUILDING HEIGHTS AND SCALES

The building heights on site respond to the existing character of the Warehouse District and, most significantly, to the north side of Dewdney Avenue. On the south side of Dewdney Avenue, at the street edge, new buildings will generally be 3 storeys high, transition in height upwards to 5-6 storeys (to the south). Buildings located at a certain distance from Dewdney Avenue (approximately 30 meters) will sit on a 3 storey podium and range in heights from 5 to 10 storeys total. Carefully positioned towers, with small floorplates, may reach 10 to 20 storeys with 5-6 storey podiums, while still protecting views and ensuring adequate sunlight penetration.

The building height Map illustrates the general principles outlined above and provides a basis to estimate development yields.

LEGEND

- 19 - 20 storeys
- 17 - 18 storeys
- 15 - 16 storeys
- 13 - 14 storeys
- 11 - 12 storeys
- 9 - 10 storeys
- 7 - 8 storeys
- 5 - 6 storeys
- 3 - 4 storeys
- 1 - 2 storeys



FOCAL POINTS

New development along Dewdney Avenue will enhance and add many new features to the street. With the addition of the Saskatchewan Entertainment Facility, two new open spaces, and pedestrian bridges there is a real opportunity to create a hierarchy of significant views.

Landmarks - The Entertainment Facility and towers have the potential to become primary visual landmarks at the city scale, within the skyline.






View Corridors - The primary corridors will be along Dewdney Avenue, north-south streets, and the pedestrian bridges which connect to Downtown.

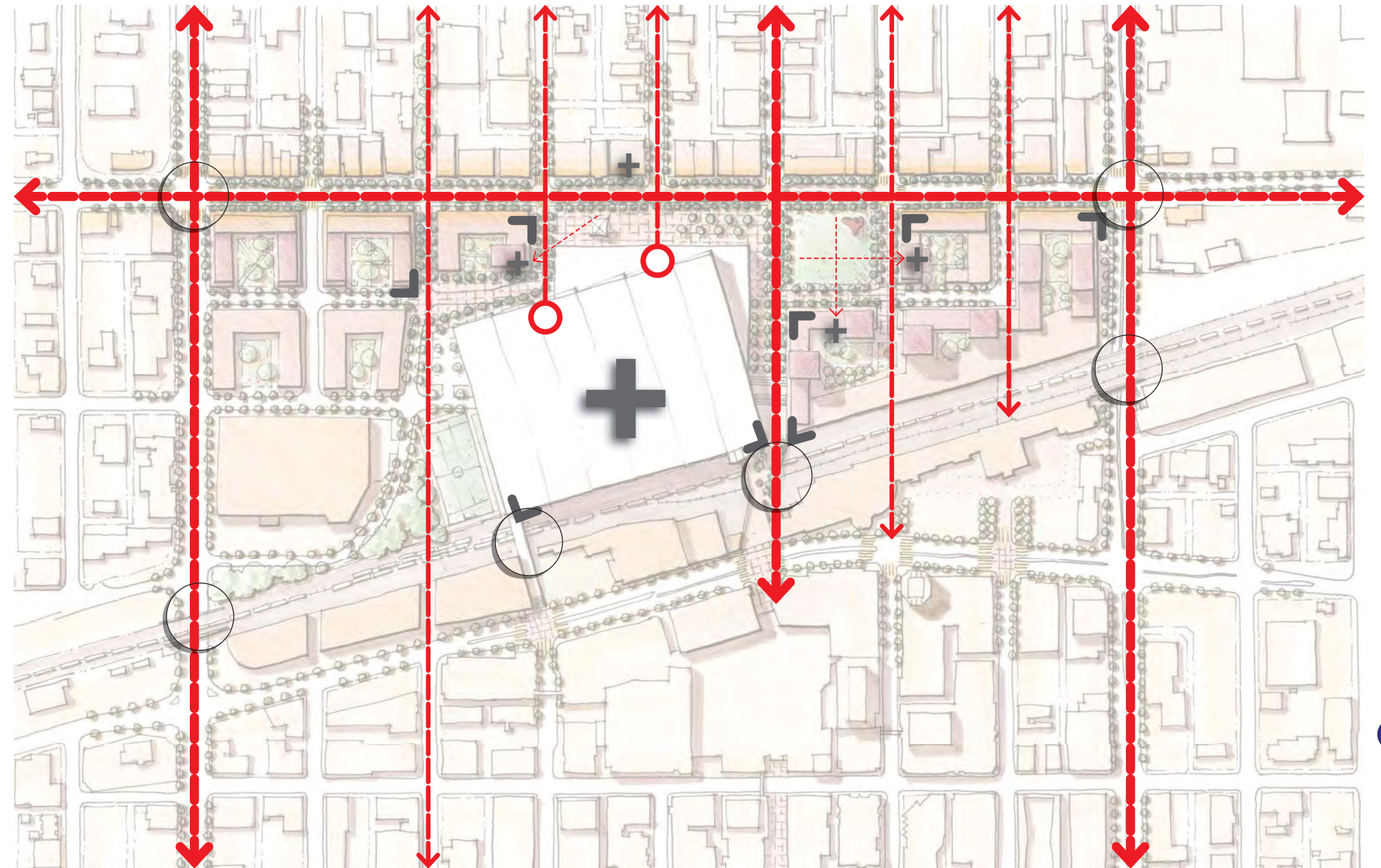
View Termini - The primary view termini will be the elevation of the Entertainment Facility. Secondary View Termini will be provided by key façades associated with new development. New pieces of public art will recognize and frame view termini within the open space system.

Corner Terminus Sites - A primary corner to be recognized is the southeast corner of the Entertainment Facility, visible from Downtown across the pedestrian bridge. The design of all building corners will recognize their prominence.

Gateway Features - The pedestrian bridges, as well as the underpasses along Albert Street and Broad Street, act as a gateway for both Downtown and the Warehouse District.

LEGEND

-  Landmark sites
-  View Corridors
-  View Termini
-  Corner Terminus Sites
-  Gateway Features

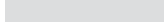






MIX AND INTEGRATION OF USES

The site features a mix of uses, in keeping with the needs of the Saskatchewan Entertainment Facility, as well as to support the everyday activities of the Warehouse District and the main street character of Dewdney Avenue.

Generally, the street edge facing Dewdney Avenue and key open spaces will have retail and commercial uses (e.g. coffee shops, restaurants). The uses above will include a variety of complementary uses that attract a variety of users year-round, including a mix of residential and commercial, and may include uses such as hotels, institutions, and community centres.

LEGEND

-  Saskatchewan Entertainment Facility
-  Open Space
-  Parking
-  Phase 1 Surface Parking
-  Mixed Commercial / Residential



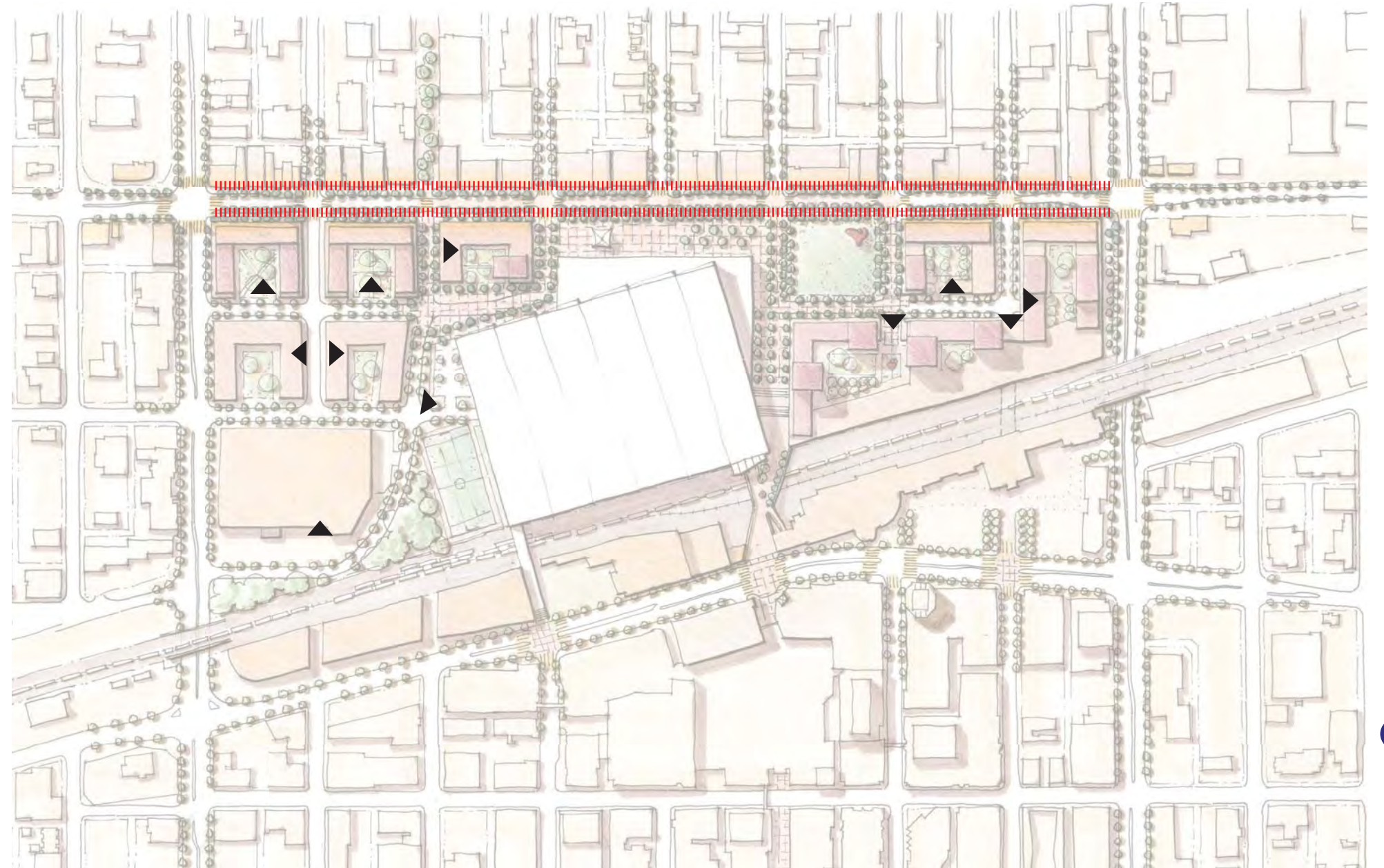
PARKING AND SERVICING

Generally parking for the facility will be located off site and accommodated in existing parking facilities within the surrounding context, including Downtown and the Warehouse District. All new development will accommodate parking requirements through underground garages. The new development on the southeast side will accommodate parking through the use of parking structures, which have been incorporated into the built form alongside the railway tracks. There will also be on-street parking to support many of the existing and future commercial uses found at grade along Dewdney Avenue.

Parking facilities will not be visible from the street or public areas.

LEGEND

- ▲ Access to parking and servicing
- ||||| On-Street Parking

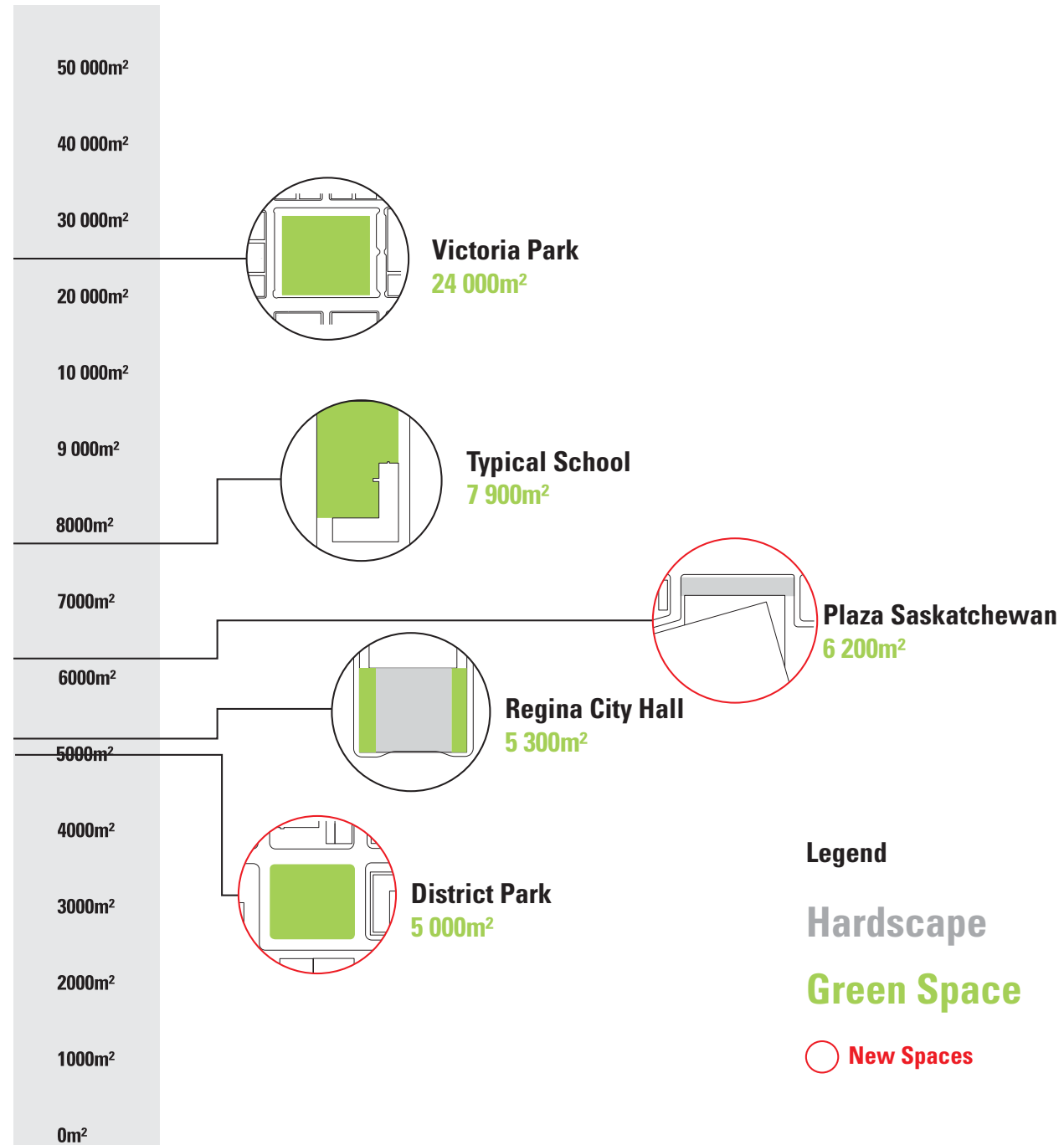




OPEN SPACE

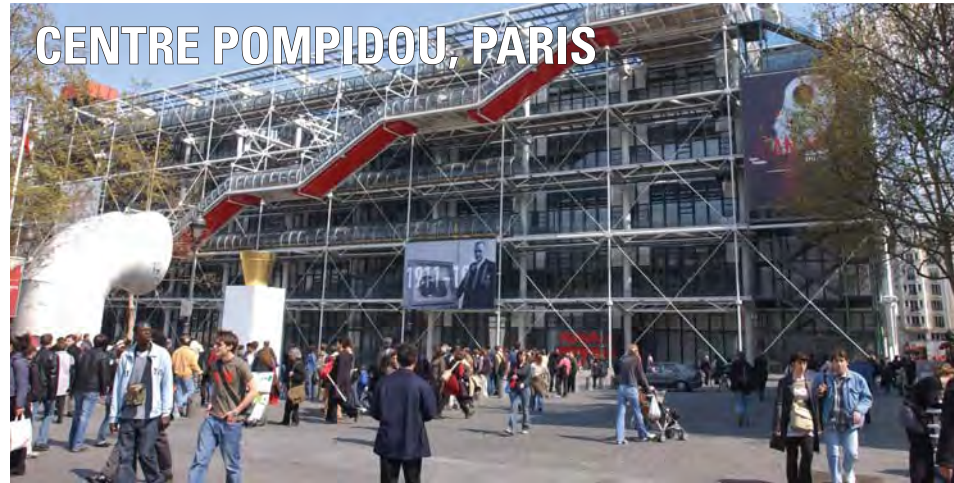
REGINA'S OPEN SPACE

Regina has a number of well used parks. However, the Warehouse District currently lacks a neighbourhood park that residents can use, and walk to, on a regular basis. The following is a comparison of different parks in Regina, existing and proposed. The following page includes examples from other cities.

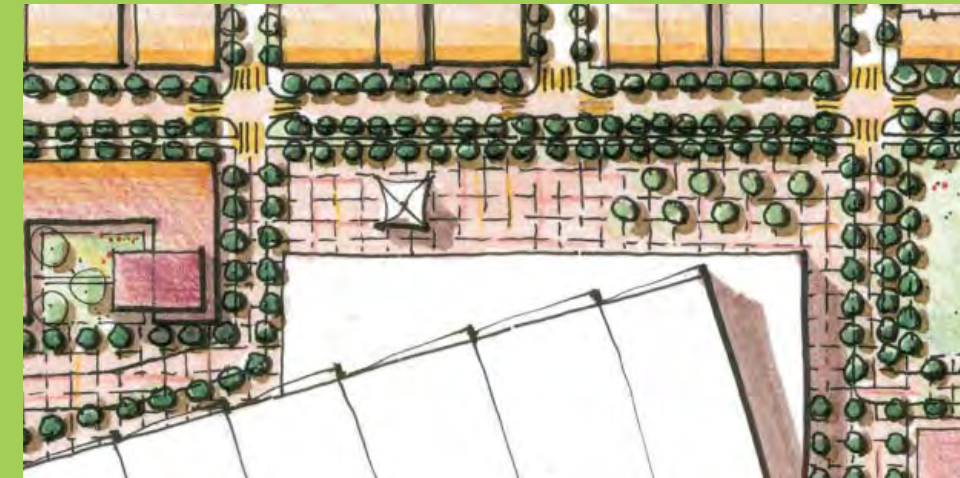


PLAZA COMPARISON





9960 M²



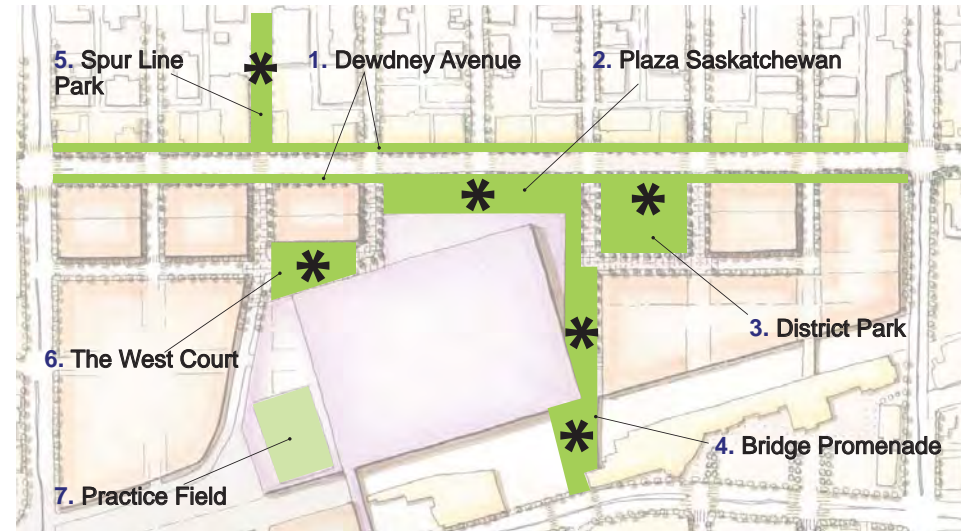
6200 M²



2250 M²

A DIVERSITY AND RANGE OF OPEN SPACES

Key Park Map



The Plan envisions a diversity of open space for the Saskatchewan Entertainment Facility, including the four new open spaces, as well as the enhancement of Dewdney Avenue and the creation of a new neighbourhood trail link and park along a railway spur line. All of the open spaces present opportunities for public amenities and art.

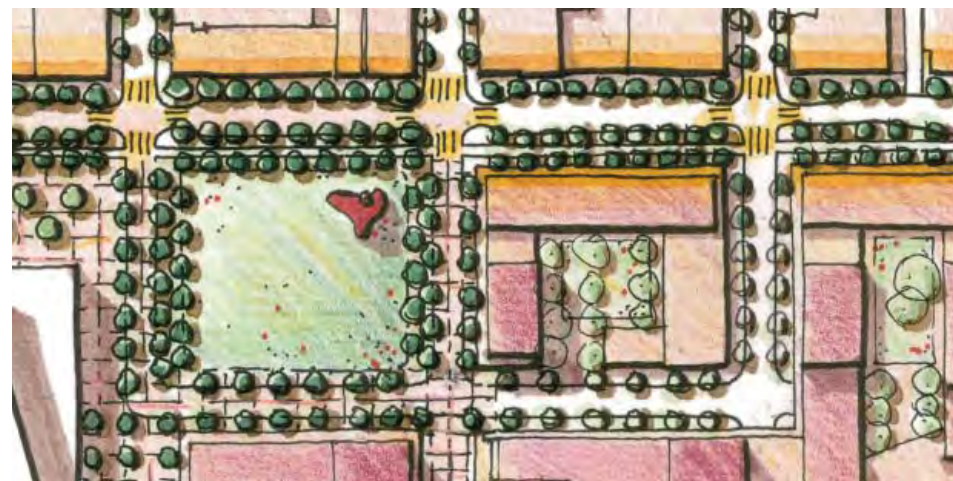
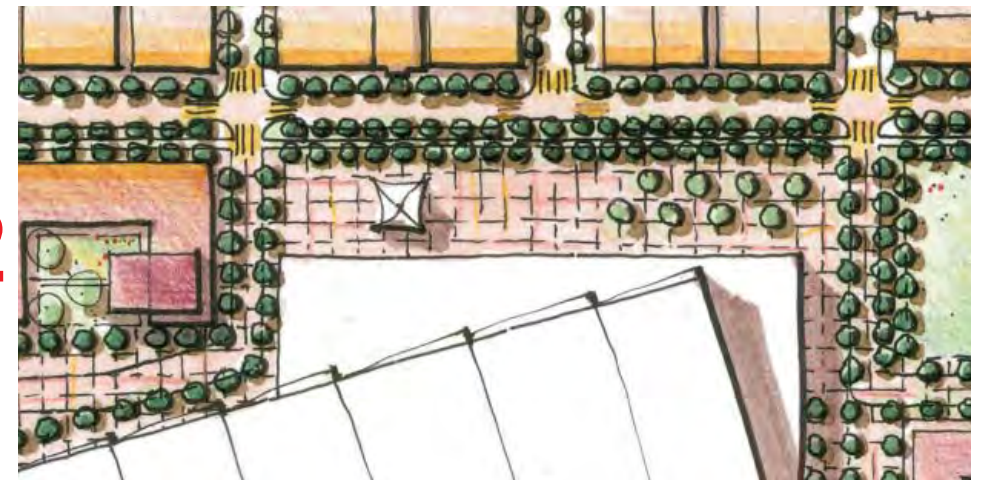
1. **Dewdney Avenue** - enhanced streetscaping with a double and triple row of street tree planting to create a green, human-scaled boulevard environment.
2. **Plaza Saskatchewan** - flexible outdoor space for game day activities and for everyday, all-season activities. The Plaza is envisioned to be mainly hard surfaced with opportunities for planting, and is framed by the Entertainment Facility's north atrium and street tree planting.
3. **District Square** - a new community-oriented neighbourhood park envisioned to be mainly soft surfaced with opportunities for a variety of passive recreational activities such as strolling, sitting, dog walking, children's play, outdoor games. It also provides an opportunity for neighbourhood festivities such as an organic market and cultural activities.
4. **Bridge Promenade** - the main pedestrian connection to the Entertainment Facility and Warehouse District from Downtown. The bridge is envisioned as a raised park with landscaping, seating, and art.
5. **Spur Line Park** - the transformation of the railway spur line into a linear pedestrian and cycling link and park through the Warehouse District to the northern neighbourhoods.
6. **The West Court** - an opportunity to provide a western open space gateway to the Entertainment Facility. Fronted and animated by stadium activity as well as by at-grade commercial uses such as restaurants with café spillover. The open space is demarcated by a six storey residential tower at its northern edge.
7. **The Practice Field** - is mainly for the purpose of additional football training space but also provides an opportunity for shared community use.



Dewdney Avenue



Plaza Saskatchewan

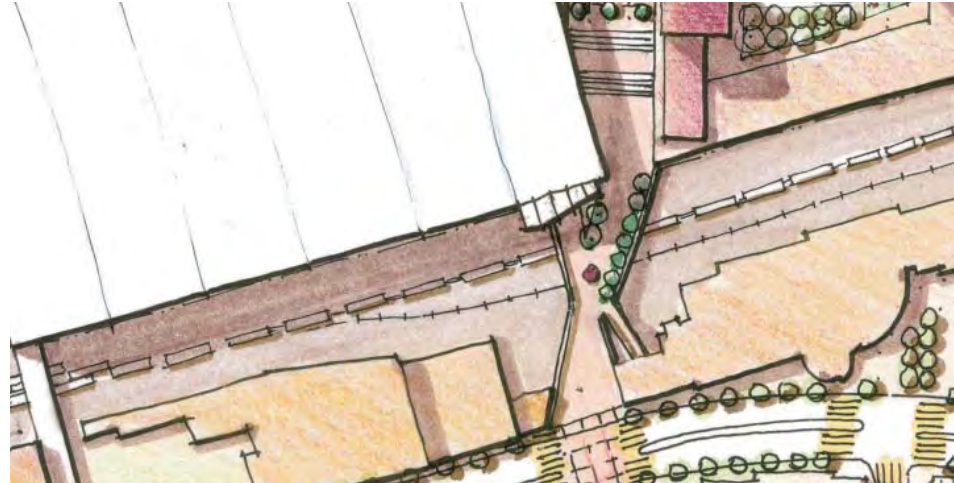


District Square





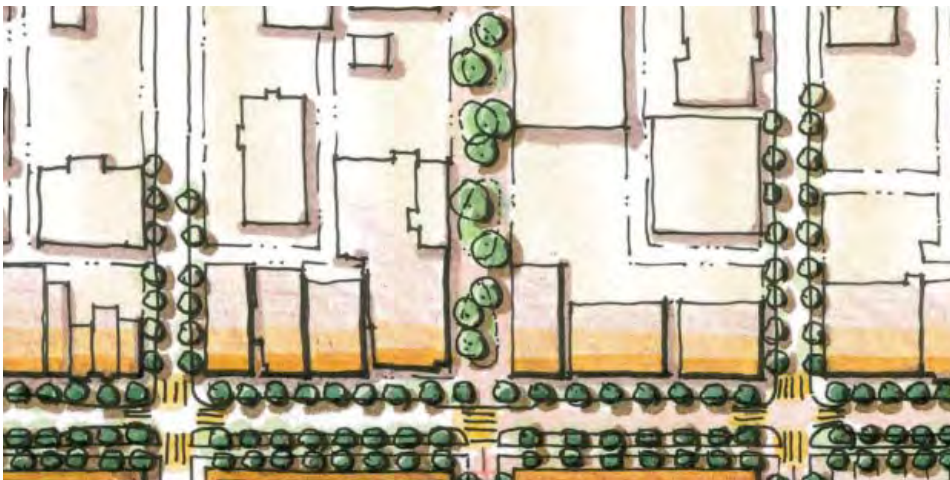
4



Bridge Promenade



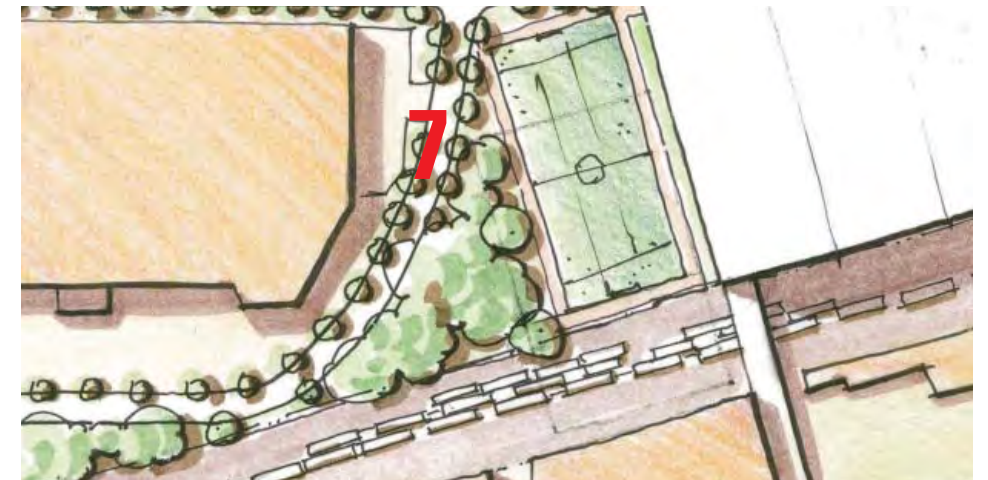
Public Art



5



Spur Line Park

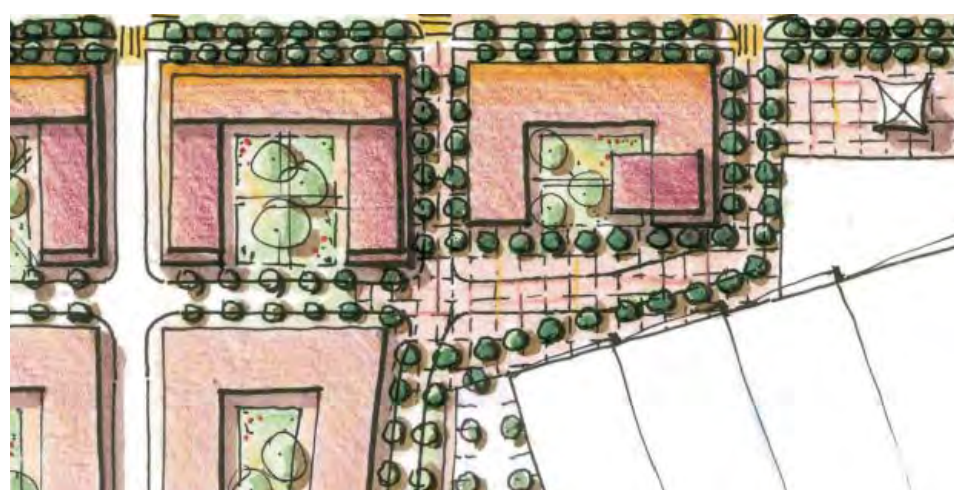


7

The Practice Field



6



The West Court

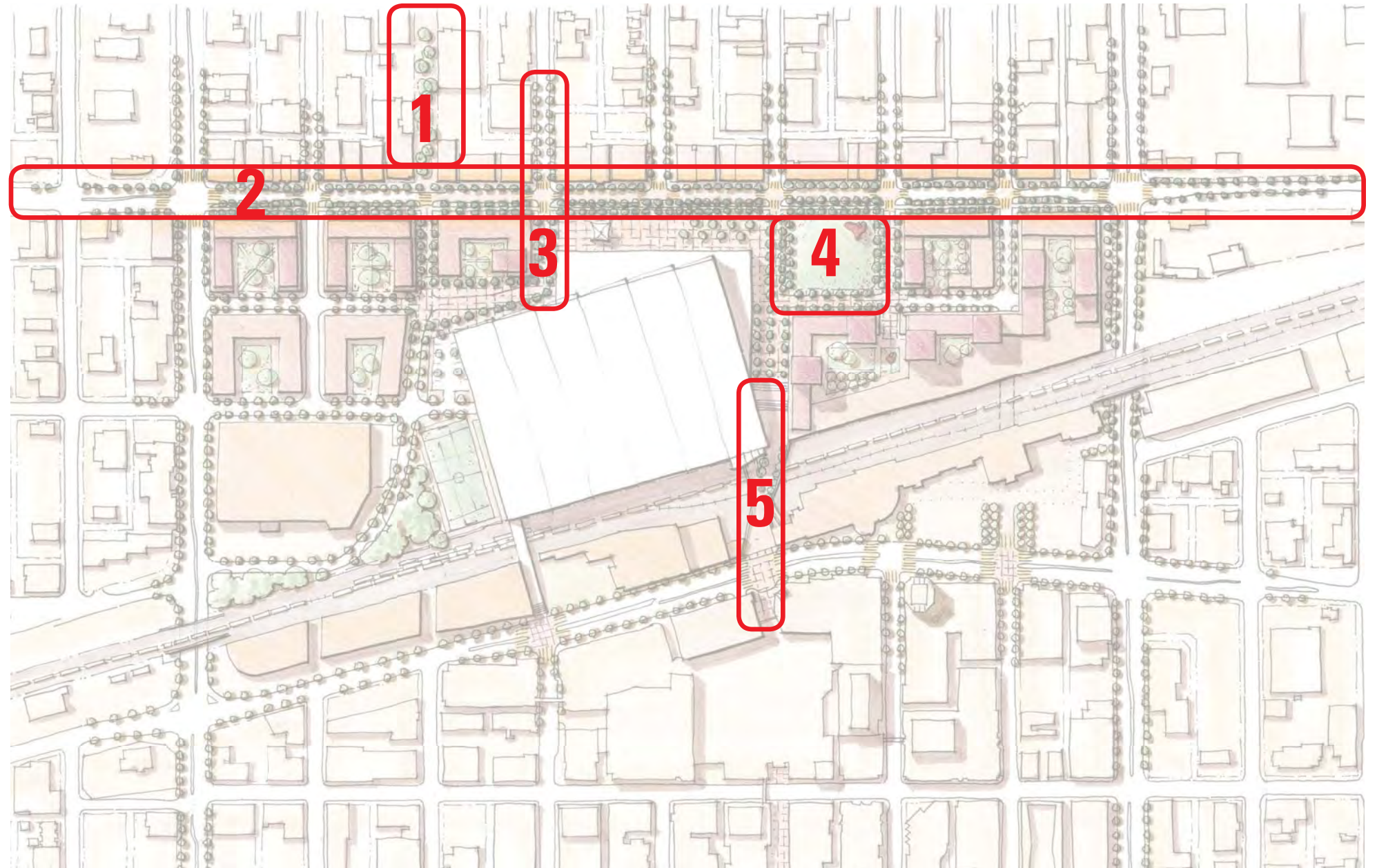


STREET TREES AND VEGETATION

The Warehouse District in its current state is lacking an urban forest and other forms of vegetation. The enhancement of Dewdney Avenue and the creation of a diversity of new open spaces provides the opportunity to establish a green environment, introducing a variety of trees, shrubs, and other plantings. The creation of a new landscape should be a catalyst for continued streetscape enhancements as the area develops.

The following are five distinct landscape areas that differ in terms of their landscape character and vegetation.

1. **Spur Line Park** - attractive trees and landscaping that define the linear park as a clearly visible and distinct gateway to the neighbourhood. The planting of trees and shrubs should be part of an overall landscape design for the park.
2. **Dewdney Avenue** - will become a very unique and distinct street in the District. The new street cross section allows for a double row of street trees on either side of the street, creating a strong pedestrian allée. The generous sidewalks allow for the planting of large street tree species that can provide a full majestic canopy and a park environment for the street.
3. **Residential Streets** - the residential streets should also be planted with street trees where the boulevards allow, and should reflect similar species to the Dewdney Avenue landscape.
4. **District Square** - should be framed by a single species of trees providing shade, year-round architectural form, and seasonal color.
5. **Bridge Promenade** - the landscape for the bridge should be as strong and distinct as the bridge itself, creating a strong visual focal point and a unique attraction and destination. The tree species and landscaping should provide year-round seasonal interest and should be incorporated in the art theme for the bridge.

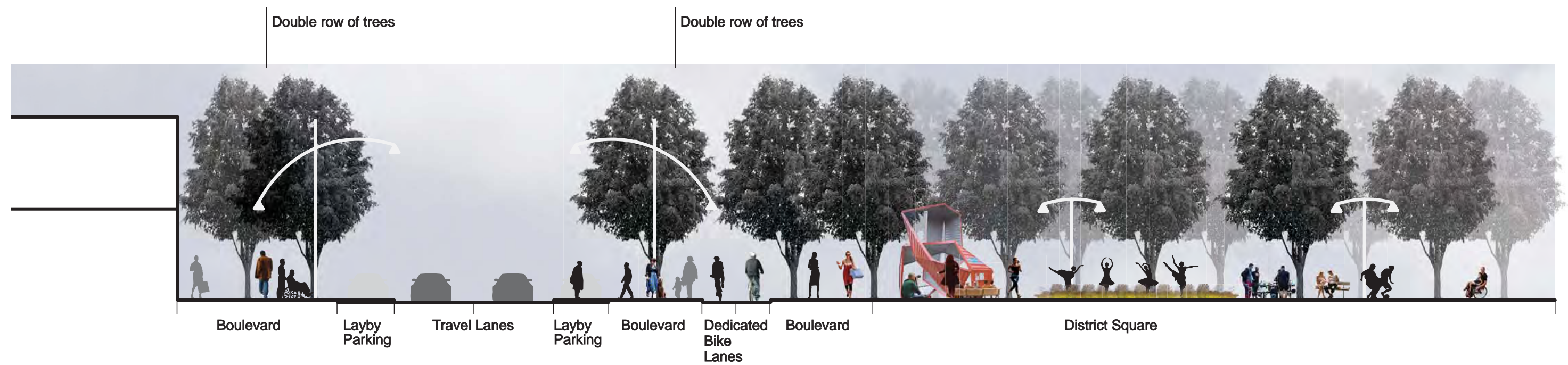


STREETSCAPES

Street Section: across Dewdney Avenue and Plaza Saskatchewan (looking east).



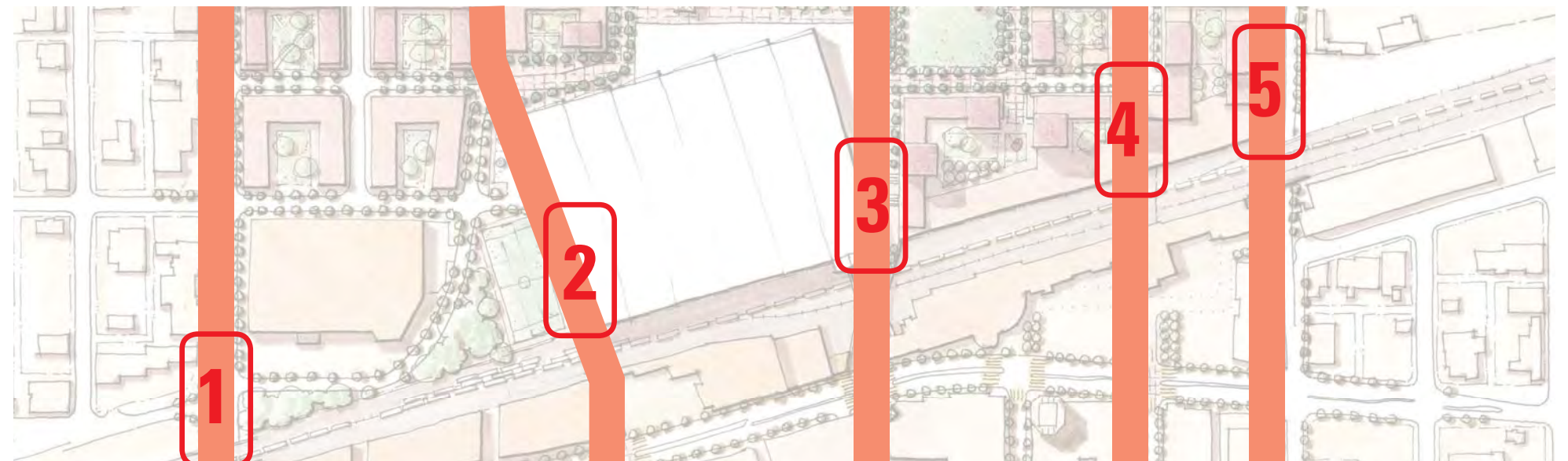
Street Section: across Dewdney Avenue and District Square (looking east).



RAILWAY PEDESTRIAN CROSSINGS

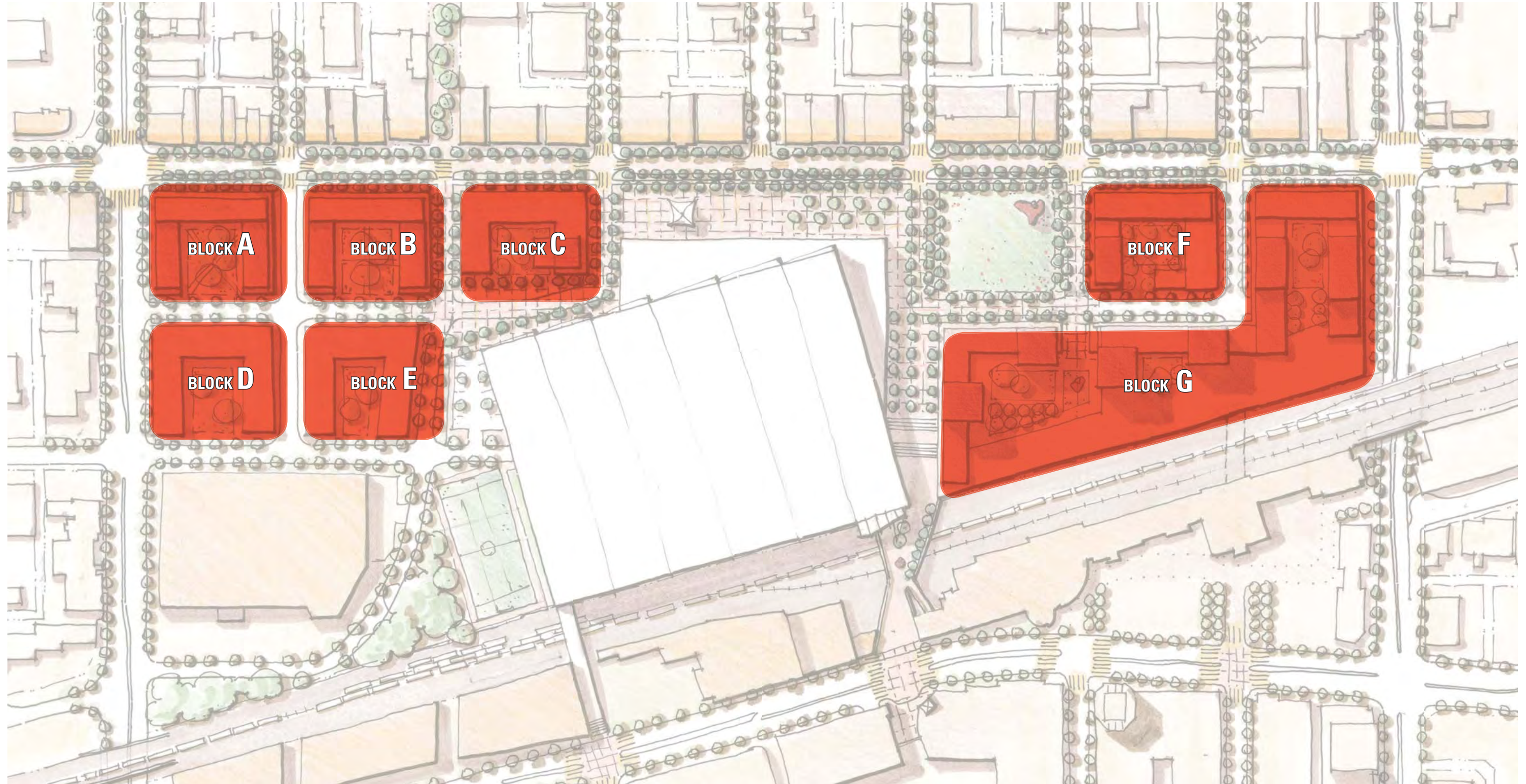
A key aspect of developing the Saskatchewan Entertainment Facility is improving the quality and number of pedestrian connections to Downtown. Some of them exist already, but require significant upgrades to make them welcoming to pedestrians. Others will need to be built.

1. **Albert Street** - below grade - will be made safe, and attractive for pedestrians and cyclists by incorporating a sidewalk on both sides of the street, as well as ample lighting and signage.
2. **Pedestrian bridge** - above grade - enters the Entertainment Facility directly, providing users with an easy connection.
3. **Bridge Promenade** - above grade - is the most notorious and landmark connection, linking directly with the Entertainment Facility as well as to a plaza to the north.
4. **Old Station Tunnel** - below grade - an existing, yet closed off tunnel connects the current Casino to the properties to the north, and will provide opportunities for pedestrian connections as the area redevelops.
5. **Broad Street** - below grade - will be made safe and attractive for pedestrians and cyclists by incorporating a sidewalk on both sides of the street, as well as ample lighting and signage.



BUILT FORM

MASSING



DEVELOPMENT BLOCKS AND YIELDS

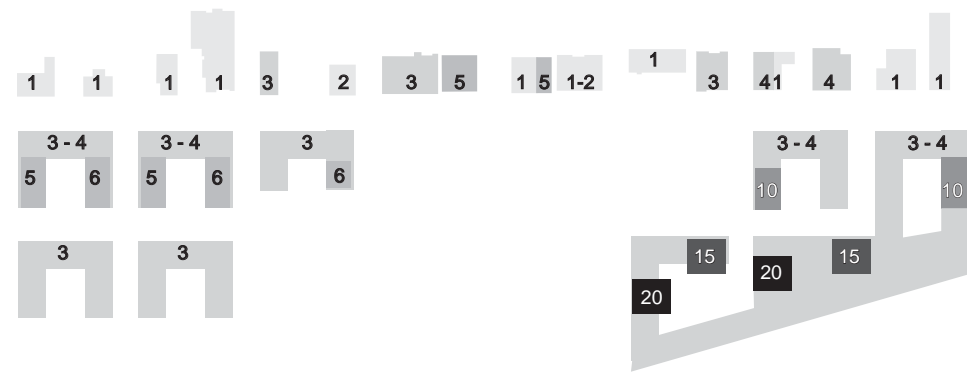
The new built form along Dewdney Avenue ranges in height from 3 - 20 storeys.

Street Wall - located along Dewdney Avenue is massed at 3 storeys in height in order to keep consistent with the existing condition.

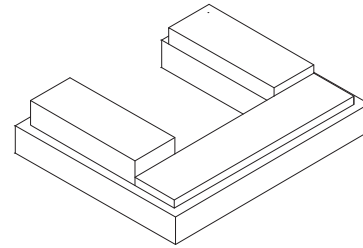
Mid-Rise Buildings - are stepped back from the street wall and range from 5-10 storeys in height.

High Rise Buildings - are located well back from Dewdney Avenue and are closer to Downtown.

The GFA (Gross Floor Area) for all of the proposed blocks can be found with the accompanying diagrams.

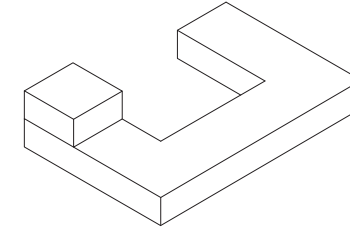


BLOCK A + B



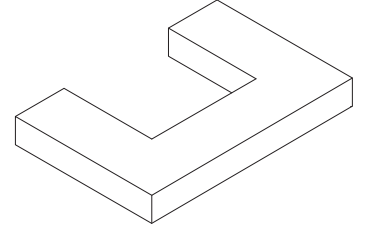
Approximate GFA: 15,500 M²

BLOCK C



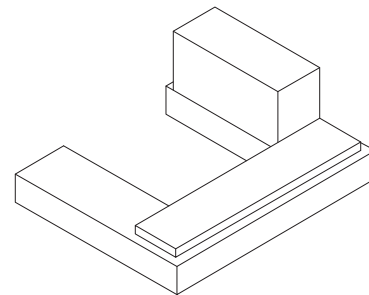
Approximate GFA: 11,000 M²

BLOCK D + E



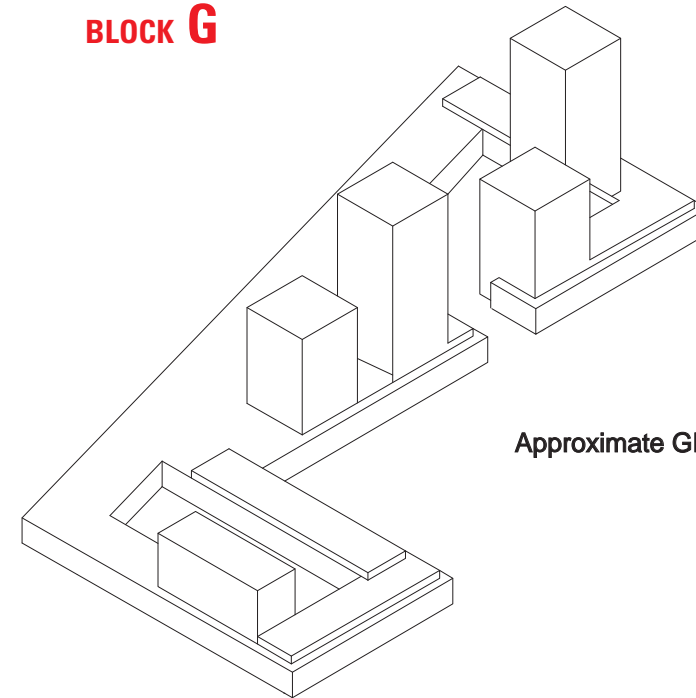
Approximate GFA: 9,500 M²

BLOCK F



Approximate GFA: 27,000 M²

BLOCK G



Approximate GFA: 125,000 M²

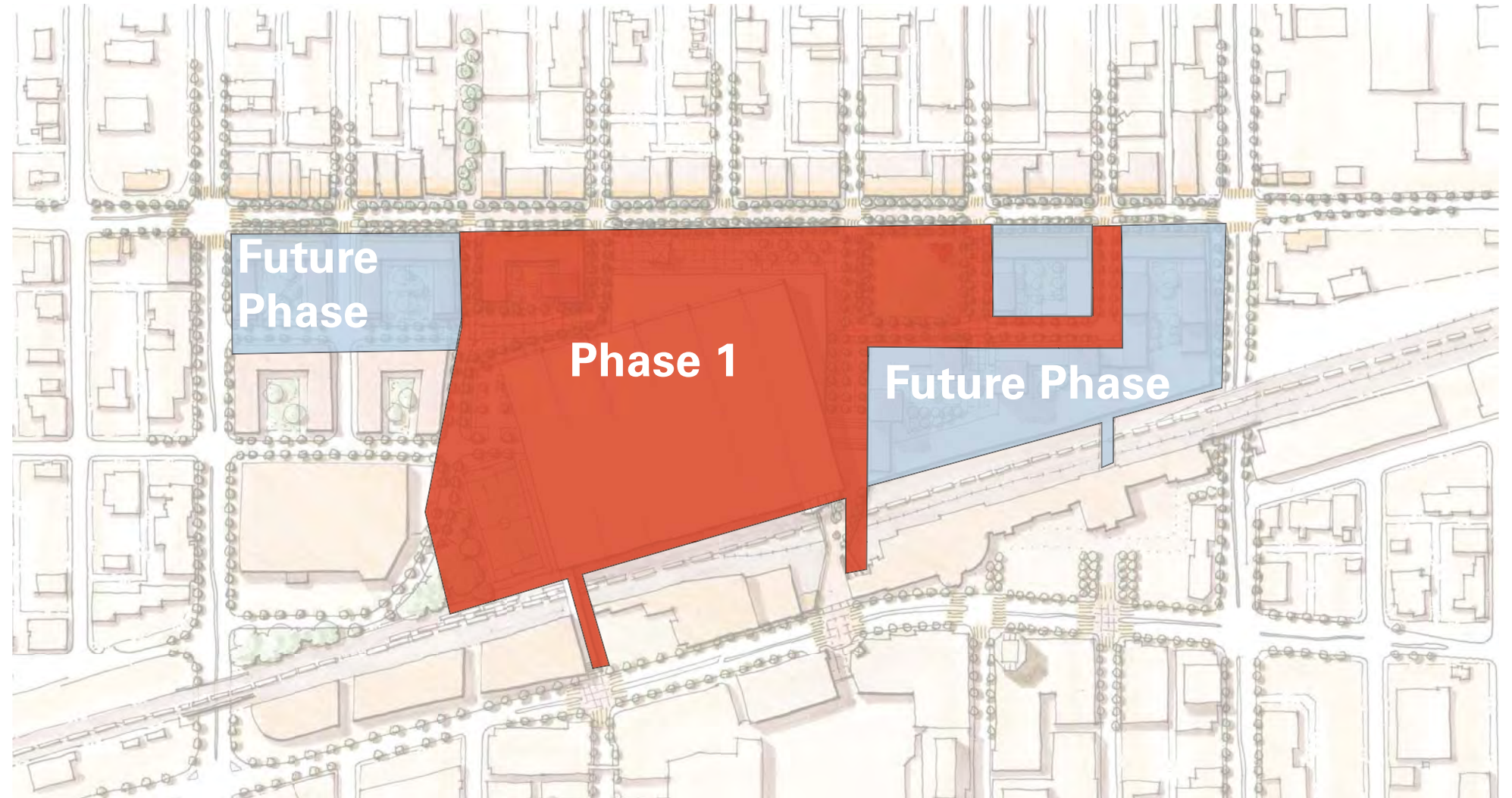
PHASING SCENARIO

The phasing for the site is set for two major phases:

Phase One - involves the development of the Entertainment Facility along with the accompanying open spaces (Plaza Saskatchewan and District Square) and all the pedestrian linkages to Downtown. The pedestrian linkages are necessary for:

- linking Downtown to the Warehouse District; and
- ensuring that the parking strategy for the Entertainment Facility is a success.

Phase Two - involves future development along Dewdney Avenue and the interior blocks.



URBAN DESIGN FEATURES

PEDESTRIAN INFRASTRUCTURE, MATERIALS AND PAVING, AND PUBLIC ART

Pedestrian Infrastructure

Street Crossings - Great emphasis is placed on accessibility of street crossings, using curb cuts at the intersections. Distinct paving materials are used to identify the intersections as well as to identify key connections to distinct places such as the main Plaza connection to Downtown, or the connection to Spur Line Park.

Bulb-outs - The bulb-outs provide an extension of the public realm and shorten pedestrian street crossing distances. The bulb-outs are also opportunities to increase the street tree canopy and to provide places for street furniture and amenities such as street vending or transit facilities.

Widened Sidewalks - The widened sidewalks, especially on the north side of Dewdney, provide an opportunity for a double row of street tree planting, a generous pedestrian walking zone, and ample room for street furnishing such as street lights, benches, and garbage amenities. The widened sidewalk also provides opportunities for café spill-over space to animate Dewdney Avenue.

Materials and Paving

The intent of the material character and design detail of the proposed streetscapes as portrayed below, is to create a pedestrian-oriented, safe, human scale environment, with high quality paving materials and pedestrian friendly infrastructure, that is in keeping with the character and identity of the Warehouse District. The language of materials are meant to clearly delineate pedestrian, cycling, and vehicular zones and organize safe movement patterns, while at the same time providing a continuity of spaces. Pedestrian intersections are clearly identified with enhanced paving materials for safe crossing. Internal service roads are part of the pedestrian realm and are delineated only by the use of low bollards. The materials used are also meant to establish a distinct sense of place, integrating the brick character of the Warehouse District with new and identifiable characteristics and materials of the emerging Entertainment Facility environment.

Public Art

The new public open spaces, District Square and Plaza Saskatchewan, as well as the Bridge Promenade are all opportunities for both permanent and temporary public art display. A landmark permanent art feature is envisioned for the neighbourhood park as an identifiable neighbourhood wayfinding feature, as well as a focal point from the street. The plaza presents a large flexible palate for temporary art display in all seasons such as landscape garden installations in the summer and ice art competitions in the winter. The plaza also presents opportunities for creative art festivities such as creative dance and cultural events.



ON STREET PARKING, CYCLING AND TRANSIT FACILITIES, LIGHTING AND SIGNAGE, AND STREET FURNITURE

On-Street Parking, Transit Facilities, and Dedicated Cycling Lanes

The new design for Dewdney Avenue proposes on-street (layby) parking along the entire length of the street and on both sides, increasing the parking opportunities for the area as well as providing a safe pedestrian buffer from the moving vehicles. Parking lanes are delineated with distinct paving materials, which provides a continuation of the high quality paving materials used for the public realm, and visually reduces the size of the street. A bus drop off zone fronts the Plaza Saskatchewan to service gameday crowds in close proximity to the main Entertainment Facility entrances.

The reduction in travel lanes provides a unique opportunity to create dedicated two-way bike lanes on the south side of the street along the entire length of Dewdney Avenue. This creates a safe off-road environment for cyclists with bike signals for the safe crossing of pedestrians. The boulevards are also generous enough to provide for the safe travel of pedestrians and cyclists.

Lighting, Signage, and Wayfinding

A palate of lighting materials should be used to create a distinct sense of place for Dewdney Avenue and the District. Both street lighting as well as pedestrian scaled lighting design should be part of an overall streetscape master plan for Dewdney Avenue, integrated with a landscape plan for the street and open spaces. Pedestrian scaled lighting should be used within the open spaces to create safe pedestrian environments. In addition, a signage and wayfinding strategy should be created to identify key places and destinations, as well as key street and pedestrian connections.

Street Furniture

The widened boulevards provide opportunities for street furniture such as benches, bike racks, and bike posts. A common language of street furniture should be used to contribute to the sense of place.



CULTURAL HERITAGE, WINTERTIME, AND SERVICING STRATEGIES

Cultural Heritage Recognition

The Warehouse District's distinct urban form and street pattern, rich history, and existing economic functions are where much of the new designs and programming take their cue.

New Built Form

Complementary building massing, as well as the use of materials such as brick, wood, and glass will be used to reflect and respect the existing character.

Cultural Design

The streetscape design will respect both functioning manufacturing uses and established commercial and residential uses, both of which thrive within the Warehouse District.

Wintertime Strategy

The Plan considers the winter climate of Regina, identifying opportunities to create an animated environment year round and through all seasons. The following are opportunities that the Plan presents:

- a flexible programmable plaza space for everyday use and special events in the winter season such as outdoor hockey, ice skating, and winter festival events such as Christmas and New Year gatherings;
- areas of the Plaza Saskatchewan that can be heated and used for piling snow after street snow removal. The snow piles can also be used for creative winter play for children such as creating toboggan hills and snow forts;
- widened pedestrian sidewalks to accommodate generous street tree setbacks to avoid salt damage and snow removal damage; and
- multi-purpose infrastructure, such as bike lanes that can be used for cross country trail routes.

Servicing Requirements

Despite a more pedestrian-oriented cross section, Dewdney Avenue will continue to function as a through street allowing all servicing functions to continue such as regular traffic, transit, garbage removal, servicing, emergency requirements, and snow removal.



EVENT DAY STRATEGIES

Strategies for the Transformation of Streets and Open Spaces

During gameday, Dewdney will continue to function as a through street and the expectation is that travel speeds will be reduced because of the mass of pedestrians and charter bus traffic during events. That being said, the generous boulevards and plaza are able to accommodate an array of game day pedestrian activity without much interference with the functioning of the street. The lay-by bus drop off zone allows for the safe transfer of pedestrians onto a bus platform with identifiable signalled pedestrian crossings to the plaza.

Increased Pedestrian Connections to the Entertainment Facility

The addition of three new pedestrian connections to the Entertainment Facility from Downtown will greatly alleviate the traffic congestion along Dewdney Avenue on game day and the need for extensive parking. The Bridge Promenade is intended to carry a large volume of pedestrians during the events with access to a series of entrances to the Entertainment Facility. The most direct access point to the Entertainment Facility from Downtown will be from the bridge to the building's south facing entrance.

Integration of Adjacent Uses

Gameday brings about a series of events and activities for the neighbourhood and for Dewdney Avenue businesses. During events, Dewdney Avenue acts as an extension of the plaza, uniting and integrating the day-to-day amenities and activities of the north side of the street with that of the gameday plaza events. Commercial businesses are able to benefit from the critical mass of consumers during the events. Residents are able to take part in the festivities and experience the energy of the place. Increased commercial activity, such as street vendors and buskers, adds to the dynamic of both the plaza and the neighbourhood park, which can also be used for additional festivities related to the main event.



