

CITY COUNCIL

AGENDA

Monday, June 20, 2016 – Council Chambers, City Hall

Call to Order:	2:30 PM
Recess:	5:00 PM to 6:00 PM
Public Hearings:	6:00 PM

1. MINUTES

- 1.1. Confirmation of the Minutes of the Tuesday, May 24, 2016 Regular Council Meeting

(Agenda Pages 1 – 17)

2. POINTS OF INTEREST

3. PRESENTATION

- 3.1. Blue Sky Award for Clean Air Technology

4. REPORTS

- 4.1. Police and Emergency Services Dispatch

(Agenda Pages 18 – 18)

- 4.1.a. Motion to Table

- 4.2. Capital Budget Decision - Tree Planting

(Agenda Pages 19 – 20)

- 4.2.a. Motion to Table

- 4.3. 2015 Operating Budget Variance Report
(Agenda Pages 21 – 26)
- 4.4. 2015 Reserve Report
(Agenda Pages 27 – 39)
- 4.5. 2016 Adopted Capital Cash Flow Budget
(Agenda Pages 40 – 41)
- 4.6. Strengthening Public Participation: Phase 2 Implementation Plan
(Agenda Pages 42 – 55)

5. **BYLAWS**

- 5.1. School and Playground Zone Time Change
Traffic Bylaw Amendment 3186/A-2016
(Agenda Pages 56 – 82)
 - 5.1.a. Consideration of Second Reading of the Bylaw 3186/A-2016
 - 5.1.b. Consideration of Third Reading of the Bylaw 3186/A-2016
 - 5.1.c. Motion to Approve
- 5.2. Special Event Permit Bylaw 3572/2016
(Agenda Pages 83 – 101)
 - 5.2.a. Motion to Lift from the Table
 - 5.2.b. Motion to Table

6. **PUBLIC HEARINGS**

- 6.1. Bylaw 3357/D-2016 Land Use Bylaw Amendment - Residential Omnibus
(Agenda Pages 102 – 115)
 - 6.1.a. Consideration of Second Reading Bylaw 3357/D-2016
 - 6.1.b. Consideration of Third Reading of Bylaw 3357/D-2016

- 6.2. Bylaw 3357/I-2016 Land Use Bylaw Amendment - Timber Ridge Phase 5
(Agenda Pages 116 – 122)
 - 6.2.a. Consideration of Second Reading of Bylaw 3357/I-2016
 - 6.2.b. Consideration of Third Reading of Bylaw 3357/I-2016

- 6.3. Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016
(Agenda Pages 123 – 276)
 - 6.3.a. Consideration of Second Reading of Bylaw 3217/B-2016
 - 6.3.b. Consideration of Third Reading of Bylaw 3217/B-2016

- 6.4. Proposed Land Use Bylaw Amendment Major Entry Areas Overlay District
Bylaw 3357/G-2016
(Agenda Pages 277 – 298)
 - 6.4.a. Consideration of Second Reading of Bylaw 3357/G-2016
 - 6.4.b. Consideration of Third Reading of Bylaw 3357/G-2016

- 6.5. East Hill Major Area Structure Plan Amendment - Bylaw 3499/A-2016
(Agenda Pages 299 – 326)
 - 6.5.a. Consideration of Second Reading of Bylaw 3499/A-2016
 - 6.5.b. Consideration of Third Reading of Bylaw 3499/A-2016

- 6.6. Section 13 NW/SW Neighbourhood Area Structure Plan - Bylaw 3217/C-2016
(Agenda Pages 327 – 444)
 - 6.6.a. Consideration of Second Reading of Bylaw 3217/C-2016
 - 6.6.b. Consideration of Third Reading of Bylaw 3217/C-2016

7. ADJOURNMENT



UNAPPROVED - M I N U T E S

**of the Red Deer City Council Regular Meeting
held on, Tuesday, May 24, 2016
commenced at 2:30 P.M.**

PRESENT: Mayor Tara Veer
Councillor Buck Buchanan
Councillor Paul Harris
Councillor Ken Johnston
Councillor Lawrence Lee
Councillor Lynne Mulder
Councillor Frank Wong
Councillor Dianne Wyntjes

City Manager, Craig Curtis
Director of Corporate Transformation, Lisa Perkins
Director of Corporate Services, Paul Goranson
Director of Development Services, Elaine Vincent
Director of Communications & Strategic Planning, Julia Harvie-Shemko
Director of Community Services, Sarah Cockerill
Director of Planning Services, Tara Lodewyk
City Clerk, Frieda McDougall
Deputy City Clerk, Samantha Rodwell
Corporate Meeting Administrator, Amber Senuk
Corporate Meeting Support, Carlee Mulder
Environmental Initiatives Supervisor, Nancy Hackett
Land & Economic Development Officer, David Ghoris
Senior Planner, Randa James
Senior Planning, David Girardin

ABSENT: Councillor Tanya Handley



I. IN CAMERA MEETING

I.1. Motion to In Camera - Financial Matter (FOIP 24(1)(b))

Moved by Councillor Buck Buchanan, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer agrees to enter into an In-Camera meeting of Council on Tuesday, May 24, 2016 at 2:32 p.m. and hereby agrees to exclude the following:

- All members of the media; and
- All members of the public

to discuss a Financial Matter as protected under the Freedom of Information & Protection of Privacy Act, Section 24(1)(b).

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wynjtes

MOTION CARRIED

I.2. Motion to Revert to Open Meeting

Moved by Councillor Buck Buchanan, seconded by Councillor Lynne Mulder

Resolved that Council of The City of Red Deer agrees to enter into an Open meeting of Council on Tuesday, May 24, 2016 at 3:24 p.m.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wynjtes

MOTION CARRIED



2. MINUTES

2.1. Confirmation of the Minutes of the May 9, 2016 Regular Council Meeting.

Moved by Councillor Lawrence Lee, seconded by Councillor Buck Buchanan

Resolved that Council of The City of Red Deer hereby approves the Minutes of the April 25, 2016 Regular Council Meeting as transcribed.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wynjtes

MOTION CARRIED

3. REPORTS

3.1. Red Deer Airport Update

RJ Steenstra, Chief Executive Officer for the Red Deer Airport provided an update on the Red Deer Airport to Council.

3.2. Central Waste Management Commission - Dissolution of Commission

Councillor Dianne Wyntjes left Chambers at 3:49 p.m.

Moved by Councillor Frank Wong, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer having considered the report from Legislative Services dated May 16, 2016 re: Central Waste Management Commission – Dissolution of Commission hereby endorses that upon disestablishment of the Central Waste Management Commission any remaining assets be paid to Red Deer County.



IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong

ABSENT: Councillor Dianne Wyntjes

MOTION CARRIED

Councillor Dianne Wyntjes returned to Chambers at 3:51 p.m.

3.3. Environmental Advisory Committee - 2015 Annual Report

Ms. Nancy Hackett, Environmental Initiatives Supervisor introduced Mr. Reg Warkentin, Chair of the Environmental Advisory Committee. Mr. Reg Warkentin provided an update to Council.

3.4. AUMA Resolutions

Councillor Paul Harris left Chambers at 4:11 p.m. and returned at 4:13 p.m.

Moved by Councillor Buck Buchanan, seconded by Councillor Lynne Mulder

Resolved that Council of The City of Red Deer having considered the report from Legislative Services dated May 24, 2016 re: AUMA Resolutions hereby agrees that Council forward to the Alberta Urban Municipalities Association (AUMA) the following resolutions:

To the AUMA Board of Directors:

1. AUMA resolution policy – amendment re speakers to resolutions
2. AUMA resolution policy – amendment to alternating positions

To the AUMA Membership at the 2016 Conference:

3. Equalization of Policing Costs
4. Municipal Participation in Bilateral Funding Agreements
5. Noise Attenuation



Changes to AUMA Policy – Speakers to Resolutions

Whereas the Alberta Urban Municipalities Association has three categories of membership, as follows:

Regular:

- voting members consisting of Alberta municipalities including cities, towns, villages, summer villages, specialized municipalities or municipal districts/counties.

Affiliate:

- any non-municipally-related organization or special purpose board or commission
- any private company, organization or individual, in or outside of the Province of Alberta

Associate:

- any municipality, in or outside of Alberta, not eligible for regular membership, (i.e. municipal districts, counties, government departments, not-for-profit Alberta or Canadian associations, and organizations owned by Regular and Associate members).
- any municipally-related non-profit organization or special purpose board or commission that has is a member in good standing, or holds reciprocal membership that has been approved by the Board of Directors (i.e. special purpose boards, authorities, foundations, commissions, associations which are municipally-related not-for-profit organizations); and

Whereas Section V Voting Rights 5.01 in the Alberta Urban Municipalities Association Bylaw states that persons entitled to vote at any annual general meeting or special general meeting are those elected representatives in attendance whose municipalities are Regular Members of the Association in good standing; and

Whereas the Resolutions Policy further outlines the persons entitled to speak during a Session as:

- a. those elected representatives in attendance whose municipalities are Regular Members of the Association in good standing,
- b. in the event a Regular Member is unable to be represented at the annual general meeting or special general meeting by an elected representative, an official appointed by motion of the Council to represent it, provided that notice of such appointment is submitted in writing to the Chief Executive Officer at least three (3)



- days prior to the date of the annual general meeting or special general meeting, and
- c. upon a motion from the floor, a representative of an Associate Member.

Whereas only regular members in good standing should have the ability to speak on behalf of their municipality;

Now Therefore Be It Resolved That the Alberta Urban Municipalities Association amend the AUMA Resolution policy to reflect that only regular members in good standing should be permitted to speak during the Resolution session.

Background:

Voting members have been elected to represent their Municipalities. If there is anything that needs to be addressed, it is the voting member's responsibility to ensure that they are speaking on behalf of their municipality. While associate members are welcomed at AUMA, these members should not be informing the development of AUMA policy.

The Voting Rights of AUMA is limited to Regular Members as such, the conversation during the Resolution session should be reflective of the Voting Members.

Changes to AUMA Resolution Policy – Voting Rights

Whereas the Alberta Urban Municipalities Association (AUMA) Resolution Policy sets out the process for consideration of resolutions; and

Whereas the process requires the alternating of speakers opposing and supporting the resolutions; and

Whereas if no one rises to speak the question is immediately called; and

Whereas there should be additional opportunities for speakers on the same side to speak to a Resolution which can provide information and/or education on the resolution topic;

Now Therefore Be It Resolved That the Alberta Urban Municipalities Association (AUMA) revises its resolution policy to enable additional speakers to speak to allow for a full



dialogue of the matter on the floor.

Background:

In the AUMA resolution session, when there is no one that rises to speak on an opposing side of a resolution, debate ends. However, there may be others that would like the opportunity to speak to the resolution to provide additional input and information. When the question is immediately called just because there was no opposing side, it limits the perspectives and arguments that to be present.

Equalization of Policing Costs

Whereas many Alberta municipalities have contracted the Royal Canadian Mounted Police (RCMP) for the provision of policing services; and

Whereas police services take up a significant portion of operating dollars in larger municipalities; and

Whereas municipalities over 5000 residents pay significantly more for policing than those under 5000 residents; and

Whereas the unfair policing model creates a gap between those that pay for policing services and those that do not; and

Whereas many municipalities receive grant funding from the Province of Alberta through the Municipal Policing Assistance Grant that does not cover the full cost of an RCMP member; and

Whereas it is to the benefit of all municipalities to increase community safety in their towns and cities by ensuring RCMP members are being funded appropriately by the Province of Alberta.

Now Therefore Be It Resolved That the Alberta Urban Municipalities Association (AUMA) urge the Government of Alberta to develop a more fair and equitable funding strategy to eliminate the operating gap of RCMP services between large municipalities and small municipalities; and



Further Be It Resolved That the Alberta Urban Municipalities Association (AUMA) urge the Government of Alberta to provide municipalities the full cost of an RCMP member to eliminate the shortfall costs per member to be placed on the municipality.

Background:

Many municipalities have contracted policing services through the Royal Canadian Mounted Police (RCMP). Any municipality with over 5000 residents is responsible for paying for 90% of these policing costs with a 10% subsidization coming from the Province of Alberta. In large municipalities, the required funding to pay for policing services is significant and the burden is often passed onto the tax payer. In contrast, municipalities with less than 5000 residents do not have to pay for their police. This funding model creates a unique and unfair divide between larger municipalities and smaller municipalities.

Furthermore, when the municipality receives funding from the Province of Alberta through the Municipal Policing Assistance Grant, the funding received is not adequate to offset the full costs of the RCMP members. Municipalities must provide additional funding to accommodate these additional officers in order to receive this grant.

Municipal Participation in Bilateral Funding Agreements

Whereas in the 2016 federal budget The Government of Canada announced a new funding program for infrastructure of 120 Billion over ten years in its 2016 Budget. In phase one this will be distributed as follows:

- Public Transit Infrastructure Fund of 3.4 billion dollars to be allocated to municipalities based on ridership
- A plan to invest in Green Infrastructure such as of \$5 billion
- Social infrastructure fund for important community infrastructure such as housing, recreation and culture facilities of \$3.4 billion; and

Whereas municipalities own close to 60% of the infrastructure in communities which creates economic possibility, healthy communities and long term national prosperity; and

Whereas, due to the Canadian constitutional framework, the federal government must work through the provincial government to provide funding to municipalities; and



Whereas federal municipal funding agreements are subject to federal provincial bilateral agreements; and

Whereas these bilateral funding agreements will articulate the criteria, method and timing for the distribution of federal funds to municipalities and these agreements are currently being negotiated; and

Whereas provincial governments in Alberta have taken a greater role in determining the funding formula or selection criteria for municipal projects to be funded by federal programs; and

Whereas in past bilateral agreements affecting federal funding of municipal priorities, local community projects, which may have met the federal criteria may not have been funded because it did not meet the provincial criteria that was added; and

Whereas funding formulas should be done in a way that ensures that funding flows quickly to communities using a clear mechanism; and

Whereas municipalities are in the best position to determine funding priorities in their community based on community engagement, strategic plans, and capital budgets; and

Whereas municipalities should be involved with the province and federal government in determining the content of the bilateral agreement so that the agreement matches the outcomes of the federal budget announcement and reflects the municipal context;

Now Therefore Be It Resolved that AUMA advocate to the federal and provincial government to participate in the development of these important bilateral agreements for the federal infrastructure fund.

Background:

Public Transit: <http://news.gc.ca/web/article-en.do?nid=1047459>

Green Infrastructure: <http://news.gc.ca/web/article-en.do?nid=1046989>

Infrastructure: <http://news.gc.ca/web/article-en.do?nid=1046009>



Noise Attenuation

Whereas there are many complaints with regards to noise vehicles and or/vehicles with modified exhaust systems throughout the province; and

Whereas the province is responsible for establishing guidelines for controlling operational noise levels of many consumer products, equipment and vehicles; and

Whereas vehicle noise violations are challenging to enforce due to the subjectivity and discretion of the current provincial law;

Now Therefore Be It Resolved That the Alberta Urban Municipalities Association (AUMA) ask the Province of Alberta to establish provincial standards with respect to noise produced in connection with a vehicle, define what constitutes an objectionable noise and establish a consistent method of determining or measuring noise, and prohibiting the use or operation of a vehicle that emits a noise above an established and regulated level.

Background:

A number of municipalities across the province are challenged to find a solution to the enforcement of excess vehicle noise in their municipality without the establishment of a local bylaw.

The following are the areas that the Alberta Traffic Safety Act addresses vehicle noise:

Alberta Traffic Safety Act – Use of Highway and Rules of the Road Regulation

Section 82 A person shall not create or cause the emission of any loud and unnecessary noise

- (a) from a vehicle or any part of it, or
- (b) from any thing or substance that the vehicle or a part of the vehicle comes into contact with.

Section 87 A person driving a vehicle shall not, during the period of time commencing at 10 p.m. and terminating at the following 7 a.m., drive the vehicle on a highway in a residential area in a manner that unduly disturbs the residents of the residential area.

Section 115 (2) A person shall not do any of the following: (e) perform or engage in any stunt or other activity that is likely to distract, startle or interfere with users of the highway; (f) drive a vehicle so as to perform or engage in any stunt or other activity



on a highway that is likely to distract, startle or interfere with other users of the highway.

Alberta Traffic Safety Act - Vehicle Equipment Regulations

Section 61(1) A motor vehicle propelled by an internal combustion engine must have an exhaust muffler that is cooling and expelling the exhaust gases from the engine without excessive noise and without producing flames or sparks.

(2) A person shall not drive or operate a motor vehicle propelled by an internal combustion engine if the exhaust outlet of the muffler has been widened.

(3) A person shall not drive or operate a motor vehicle propelled by an internal combustion engine if a device is attached to the exhaust system or the muffler that increases the noise made by the expulsion of gases from the engine or allows a flame to be ignited from the exhaust system.

(4) This section applies to a power bicycle that is propelled by an internal combustion engine.

The limitations of these sections of Traffic Safety act is based on the subjectivity of what is considered excessive noise. There are no specific sound measurements included in the Traffic Safety Act that outline what is illegal; this leads to the challenge of enforcement of this portion(s) of the Traffic Safety Act and is based on a subjective interpretation of excessive noise by the officer. Municipalities across the province are attempting to address this concern on an individual basis through municipal bylaws. However the discretionary judgement of what is considered excessive noise is still subjective and has led to many cases being thrown out in the judicial system.

Other pieces of legislation apply but also are challenged in the area of enforcement and/or charges being upheld in the courts:

Community Standards Bylaw 3383/2007 states:

- 1) No person shall cause or permit any noise that annoys or disturbs the peace of any other person.
- (2) No person shall permit property that they own or control to be used so that noise from the property annoys or disturbs the peace of any other person.
- (3) No person shall yell, scream, or swear in any public place.



(4) In determining what constitutes noise likely to annoy or disturb the peace of other persons, consideration may be given, but is not limited to:

- a) type, volume and duration of the sound;
- b) time of day and day of the week;
- c) nature and use of the surrounding area.

<http://www.reddeer.ca/media/reddeerca/city-government/bylaws/Community-Standards-Bylaw-3383-2007.pdf>

Criminal Code of Canada states s. 175. (1) Everyone who **(d)** disturbs the peace and quiet of the occupants of a dwelling-house by discharging firearms or by other disorderly conduct in a public place or who, not being an occupant of a dwelling-house comprised in a particular building or structure, disturbs the peace and quiet of the occupants of a dwelling-house comprised in the building or structure by discharging firearms or by other disorderly conduct in any part of a building or structure to which, at the time of such conduct, the occupants of two or more dwelling-houses comprised in the building or structure have access as of a right or by invitation, express or implied; is guilty of an offence punishable on summary conviction.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

3.5. Prioritizing Red Deer's Economic Development Activities

Councillor Lynne Mulder left Chambers at 4:17 p.m. and returned at 4:18 p.m.

Councillor Lawrence Lee left Chambers at 4:41 p.m. and returned at 4:42 p.m.

Moved by Councillor Paul Harris, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer, having considered the report from the Planning Services Division, dated May 11, 2016, re: Prioritizing Red Deer's Economic Development Activities, hereby adopts the criteria for prioritization to support the implementation of priority economic development activities, for 2016 – 2019 and that



at least an annual report on the implementation be provided to Council.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

3.6. Downtown Red Deer's Investment Attraction Plan

Moved by Councillor Lynne Mulder, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer, having considered the report from the Planning Services Division, dated May 11, 2016, re: Downtown Red Deer's Investment Attraction Plan, hereby agrees to adopt this document as a corporate planning tool.

IN FAVOUR: Mayor Tara Veer, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wyntjes

OPPOSED: Councillor Buck Buchanan

MOTION CARRIED

Council recessed at 5:40 p.m. and reconvened at 6:16 p.m.

4. BYLAWS

4.1. Bylaw 3551/2016 - Safety Codes Permit Bylaw Amendment

Moved by Councillor Lynne Mulder, seconded by Councillor Buck Buchanan

SECOND READING: That Safety Codes Permit Bylaw 3551/A-2016 (an amendment to provide minor adjustments in wording and processes relating to Occupancy Permits and the completion of safety codes permits) be read a second time.



IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

Moved by Councillor Lynne Mulder, seconded by Councillor Buck Buchanan

THIRD READING: That Safety Codes Permit Bylaw Amendment 3551/A-2016 be read a third time.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

4.2. School and Playground Zone Time Change Traffic Bylaw Amendment 3186/A-2016

Moved by Councillor Dianne Wyntjes, seconded by Councillor Paul Harris

FIRST READING: That Bylaw 3186/A-2016 (an amendment to the Traffic Bylaw to change the times of both school and playground zones) be read a first time.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED



**4.3. Proposed Land Use Bylaw Amendment Major Entry Areas Overlay
District Bylaw 3357/G-2016**

Moved by Councillor Paul Harris, seconded by Councillor Dianne Wyntjes

FIRST READING: That Bylaw 3357/G-2016 (an amendment to the Land Use Bylaw to revise the current boundaries for the Major Entry Areas to reflect new City boundaries) be read a first time.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

**4.4. East Hill Major Area Structure Plan Amendment - Bylaw 3499/A-
2016**

Moved by Councillor Lawrence Lee, seconded by Councillor Ken Johnston

FIRST READING: That Bylaw 3499/A-2016 (an amendment to the East Hill Major Area Structure Plan to incorporate the proposed Section 13 Beaumont Multi-Neighbourhood Plan) be read a first time.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

**4.5. Section 13 NW/SW Neighbourhood Area Structure Plan - Bylaw
3217/C-2016**

Moved by Councillor Ken Johnston, seconded by Councillor Lawrence Lee



FIRST READING: That Section 13 NW/SW Neighbourhood Area Structure Plan Bylaw 3217/C-2016 be read a first time.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

5. ADDITIONAL AGENDA

5.1. Archives and Records Collections Storage Leasing and Borrowing Bylaw 3573/2016

Moved by Councillor Ken Johnston, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer having considered the report from Corporate Services dated May 1, 2016 re: Archives and Records Collection Storage hereby agrees to table this matter up to July 4, 2016 for administration to provide additional information on the options available.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION TO TABLE CARRIED

6. ADJOURNMENT

Moved by Councillor Dianne Wyntjes, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer hereby agrees to adjourn the Tuesday, May 24, 2016 Regular Council Meeting of Red Deer City Council at 7:01 p.m.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee,

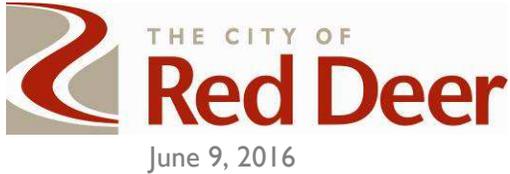


Councillor Lynne Mulder, Councillor Frank Wong, Councillor
Dianne Wyntjes

MOTION CARRIED

MAYOR

CITY CLERK



Police and Emergency Services Dispatch Request to Table

Legislative Services

Report Summary & Recommendation:

Following is a resolution passed at the 2016 Operating Budget Meeting held January 6, 2016 – January 14, 2016:

Resolved that The City of Red Deer having considered dispatch, hereby directs administration to explore the consolidation of police and emergency services dispatch services with a report to be brought back to Council by June 30, 2016.

Recommendation:

That Council consider tabling this item up to the August 29, 2016 Council meeting to allow Administration more time to prepare the report.

City Manager Comments:

I support the recommendation of Administration.

Craig Curtis
City Manager

Proposed Resolution:

Resolved that Council of The City of Red Deer, having considered the report from Legislative Services, dated June 9, 2016, re: Police and Emergency Services Dispatch Request to Table, hereby agrees to table consideration of this item up to the August 29, 2016 Council meeting to allow Administration more time to prepare the report.

DATE: June 23, 2016
TO: Sarah Cockerill, Director of Community Services
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Police and Emergency Services Dispatch

Reference Report:

Legislative Services, dated June 9, 2016

Resolution:

At the Monday, June 20, 2016 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer, having considered the report from Legislative Services, dated June 9, 2016, re: Police and Emergency Services Dispatch Request to Table, hereby agrees to table consideration of this item up to the August 29, 2016 Council meeting to allow Administration more time to prepare the report.

Report back to Council: Yes.



Frieda McDougall
Manager

c. Corporate Meeting Administration



Capital Budget Decision – Tree Planting Request to Table

Legislative Services

Report Summary & Recommendation:

Following is an excerpt of a resolution passed at the November 24, 2015 Capital Budget Meeting:

Resolved that Council of The City of Red Deer, having considered the 2016 Multi-Year Capital Plan, hereby approves the following projects as part of the 2016 Capital Project Budget and Interim 2016 Capital Cash Flow Budget or 2016 Operating Budget:

Item	Department	Project Title	2016 Approved Capital Project Budget (in thousands of \$'s)	2016 Interim Capital Cash Flow Budget (in thousands of \$'s)
303.00	RPC	Tree Planting	75	-

And that a report be brought back mid-year 2016 to respond to the issues on the prior backlogs and the status of current tree replacement.

Recommendation:

That Council consider tabling this item up to the August 29, 2016 Council meeting to allow Administration more time to prepare the report.

City Manager Comments:

I support the recommendation of Administration.

Craig Curtis
City Manager

**Proposed Resolution:**

Resolved that Council of The City of Red Deer, having considered the report from Legislative Services, dated June 9, 2016, re: Capital Budget Decision – Tree Planting – Request to Table, hereby agrees to table consideration of this item up to the August 29, 2016 Council meeting to allow Administration more time to prepare the report.

DATE: June 24, 2016
TO: Shelley Gagnon, Recreation, Parks & Culture Manager
FROM: Samantha Rodwell, Deputy City Clerk
SUBJECT: Capital Budget Decision – Tree Planting

Reference Report:

Legislative Services, dated June 9, 2016

Decision:

At the Monday, June 20, 2016 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer, having considered the report from Legislative Services, dated June 9, 2016, re: Capital Budget Decision – Tree Planting – Request to Table, hereby agrees to table consideration of this item up to the August 29, 2016 Council meeting to allow Administration more time to prepare the report.

Report back to Council: Yes.



Samantha Rodwell
Deputy City Clerk

- c. Sarah Cockerill, Director of Community Services.
Trevor Poth, Parks Superintendent
Corporate Meeting Administration



June 20, 2016

2015 Operating Budget Variance Report

Financial Services

Report Summary & Recommendation:

Section 208 (l) (k) of the Municipal Government Act requires that “the actual revenues and expenditures of the municipality compared with the estimates in the operating or capital budget approved by Council are reported to Council as often as Council directs”. The Operating Budget Policy #5321 states in the guidelines “operating budget variances will be reported to Council on an annual basis.” Budgets and actual amounts are reported in the City’s published financial statements.

No action required, submitted for information.

City Manager Comments:

I support the recommendation of Administration.

Craig Curtis
City Manager

Proposed Resolution

That Council receives the report for information.



Report Details

Background:

Section 208 (1) (k) of the Municipal Government Act requires that “the actual revenues and expenditures of the municipality compared with the estimates in the operating or capital budget approved by Council are reported to Council as often as Council directs”. The Operating Budget Policy #5321 states in the guidelines “operating budget variances will be reported to Council on an annual basis.” Budgets and actual amounts are reported in the City’s published financial statements.

This report only deals with operating results for City operations so the numbers are different from the published financial statements. For example the published financial statements include controlled agencies that are consolidated.

**Discussion:****Revenues**

An analysis of operating revenues budget variances is shown below (in \$ '000):

Revenues	Explanations	* 2015 Budget	2015 Actual	2015 Variance Amount (favourable)/ Unfavourable	2014 Variance Amount (favourable)/ Unfavourable
Net Municipal Taxes		\$124,213	\$123,923	\$290	(\$60)
User fees and sale of goods and services	Unfavourable: <ul style="list-style-type: none"> • \$41,600 - Timberland land sales revenue & delayed in QBP • \$5,300 ELP transmission cost savings refunded via Rider • \$2,700 ELP shortfall in tariff revenue due to lagging commercial consumptions • \$1,057 Wireless grant reclassification • \$669 Water tariff and Wastewater in-city tariff revenue less than budget due to less water consumption • \$508 Miscellaneous Favourable: <ul style="list-style-type: none"> • (\$788) landfill revenue due to increased tonnage • (\$687) AHS Emergency Services revenue 	209,680	159,321	50,359	28,698
Government transfers		11,502	11,323	179	777
Investment earnings	Unfavourable: <ul style="list-style-type: none"> • \$1,921 Lower than budgeted long-term investment rate of return offset by investing more in long-term than short-term • \$11 Miscellaneous 	6,722	4,790	1,932	909
Fines and penalties		5,970	5,759	211	754
Franchise fees		7,302	7,394	(92)	(570)
License and permits		3,581	3,283	298	(381)
Other revenue	Favourable: <ul style="list-style-type: none"> • (\$553) WCB surplus distribution & partnership in injury reduction • (\$116) higher snow dump revenue • (\$185) CFEP & CIP grants from WEES • (\$344) Miscellaneous 	2,077	3,275	(1,198)	(2,487)
Contributed assets	Unfavourable: <ul style="list-style-type: none"> • \$5,065 Wastewater contributed assets • \$3,155 Public Works contributed assets • \$1,783 Water contributed assets • \$276 Storm contributed assets Favourable: <ul style="list-style-type: none"> • (\$94) Parks contributed assets Offset by transfers from/to equities	19,574	9,389	10,185	12,179
Total Revenues		\$390,621	\$328,457	\$62,164	\$39,819



Expenses

An analysis of operating expenses budget variances is shown below: (in \$ '000)

Function Groups	Explanations	* 2015 Budget	2015 Actual	2015 Variance Amount (favourable)/unfavourable	2014 Variance Amount (favourable)/Unfavourable
Legislative	Favourable: <ul style="list-style-type: none"> • (\$1,330) Benefit pools • (\$461) Environmental Master Plan • (\$428) Personnel provision • (\$406) Corporate Performance Management Measures and Metrics, VFM, and Effectiveness Charter • (\$187) ITS staff vacancies • (\$279) Revenue & Assessment staff vacancies • (\$309) Miscellaneous Unfavourable: <ul style="list-style-type: none"> • \$750 Vacancy factor 	\$36,796	\$34,146	\$(2,650)	\$(5,367)
Police and other protective	Favourable: <ul style="list-style-type: none"> • (\$2,962) RCMP contract surplus • (\$304) Police staff vacancies • (\$275) Inspections & Licensing staff vacancies • (\$44) Miscellaneous 	36,479	32,894	(3,585)	(1,900)
Fire and ambulance	Favourable: <ul style="list-style-type: none"> • (\$1,199) Emergency Services staff vacancies Unfavourable: <ul style="list-style-type: none"> • \$275 pooled assets transferred from capital • \$153 Miscellaneous 	32,630	31,859	(771)	4,065
Transportation	Unfavourable: <ul style="list-style-type: none"> • \$4,635 Engineering operating costs transferred from capital • \$1,613 Public Works amortization expenses Favourable: <ul style="list-style-type: none"> • (\$1,667) Red Deer Airport capital grant carry forward • (\$771) Snow & Ice underspent due to mild winter • (\$156) Miscellaneous 	47,149	50,803	3,654	8,914
Transit		14,022	13,883	(139)	79
Social planning		4,018	3,870	(148)	(65)
Community services	Favourable: <ul style="list-style-type: none"> • (\$2,212) Provincial housing local government transfers as less grants received • (\$14) Miscellaneous 	9,413	7,187	(2,226)	(1,397)
Recreation, Parks & Culture		36,145	36,469	324	1,276
Fleet	Favourable: <ul style="list-style-type: none"> • (\$1,120) savings in fuel • (\$3,051) Recovery from capital • (\$361) savings in parts due to outsourced repairs Unfavourable: <ul style="list-style-type: none"> • \$899 equipment repairs & maintenance for engine repairs due to shortage of internal resources • \$20 Miscellaneous 	\$16,158	\$12,545	\$(3,613)	(148)
Parking		2,150	2,196	46	440



Function Groups	Explanations	* 2015 Budget	2015 Actual	2015 Variance Amount (favourable)/unfavourable	2014 Variance Amount (favourable)/Unfavourable
Subdivisions	Unfavourable: <ul style="list-style-type: none"> \$911 Subdivision operating costs transferred from capital \$7 Miscellaneous 	1,105	2,023	918	10,452
Water	Favourable: <ul style="list-style-type: none"> (\$649) Amortization expenses Unfavourable: <ul style="list-style-type: none"> \$124 Miscellaneous 	16,306	15,781	(525)	(42)
Wastewater	Favourable: <ul style="list-style-type: none"> (\$935) Amortization expenses (\$52) Miscellaneous 	16,916	15,929	(987)	(835)
Solid waste collection		6,821	6,703	(118)	(79)
Solid waste disposal		5,200	5,061	(139)	(2,305)
Recycling		2,317	2,227	(90)	(87)
Electric, Light & Power	Favourable: <ul style="list-style-type: none"> (\$5,265) Transmission cost savings and (\$3,200) customer payments deferred to 2016 (\$302) Staff vacancies (\$369) Underground/vault equipment maintenance (\$395) Miscellaneous 	43,580	34,049	(9,531)	(5,865)
Total Expenses		\$327,205	\$307,625	\$(19,580)	\$7,136
Annual surplus (deficit)		\$63,416	\$20,832	\$42,584	\$46,955
Other Internal Transfers		\$30,518	\$(25,408)	\$55,926	\$43,823
Net Transfer to Reserves		\$32,898	\$46,240	\$(13,342)	\$3,132

* The annual budget is based on the budget approved by Council on April 13, 2015 whereas in previous years the annual budget would have included all subsequent Council resolutions and revisions. The 2015 subsequent Council resolutions and revisions total \$606,278.



2015 Operation Summary is described in the following table: (in \$ '000)

	Budgeted Deficit (Surplus)	Actual Deficit (Surplus)	Variance (Favourable)/Unfavourable
Tax-supported operations	\$965	(\$11,154)	(\$12,119)
Utility & Self-supported Operations	(\$33,863)	(\$35,086)	(\$1,223)
Total Net Transfers to Reserves	(\$32,898)	(\$46,240)	(\$13,342)

Analysis:

No action required, submitted for information.



June 20, 2016

2015 RESERVE REPORT TO COUNCIL

Financial Services

Report Summary & Recommendation:

This report provides City Council with details of reserves for the year ended 2015. Details include the City's tax supported and self-supported operating and capital reserves.

No action required, submitted for information.

City Manager Comments:

I support the recommendation of Administration.

Craig Curtis
City Manager

Proposed Resolution

That Council receives the report for information.



Report Details

Background:

This report provides City Council with details of reserves for the year ended 2015. The report is submitted for information only.

Reserves are an important financing and risk management tool and, just as individuals set aside funds for unexpected expenses or large ticket items, the City also needs to save. Reserves are used for numerous reasons, such as to have funds available in case of emergency or unexpected events, to provide cash for operations prior to receipt of property tax revenues, to provide cash for infrastructure construction and replacement and to maximize investment earnings.

An adequate reserve balance for operations / rate stabilization purposes as set out in the Utility Policy is 45 days of operations. A target has not been set for tax supported operations. It is not sufficient to consider the current balance in a reserve when determining if the reserve is adequate. The future requirements on the reserve, future funding, and past commitments also need to be considered.

Reserves are established for specific purposes. Before using the reserve for any other purpose, the impact on the business operation(s) that created the reserve and the sustainability of the reserve must be considered. It is extremely risky to use reserves for funding expenditures of a continuing nature. The concern is if reserves are used for funding continuing expenditures then another source of funding, such as increased property taxes, must be found when the reserves become depleted. Reserves are intended to be established at the discretion of Council.

The MGA requires that Council approve the amounts transferred to/from reserves. Compliance with the MGA is achieved through the budget and ad hoc Council Resolutions.

Discussion:

TAX SUPPORTED AND SELF SUPPORTED RESERVES

As Table I shows, the total of the reserves held have decreased from 2014 to 2015. The decrease falls within the self supported capital reserves.

TABLE I – RESERVE BALANCES
thousands)

(in \$

	2015	2014
TAX SUPPORTED		
Operating	\$39,873	\$38,880
Capital	38,480	30,898
Subtotal	78,353	69,778
SELF SUPPORTED		
Operating	10,819	10,710
Capital	121,657	134,783
Subtotal	132,476	145,493
Total Reserve Balances	\$210,829	\$215,270

Figure 2 shows the historical balance of our reserves for the period 2006 – 2015. In 2012 there was a large increase to capital reserves in anticipation of significant utility capital expenditures and splitting out utility capital reserves from operating reserves. In 2014 there is large increase in self supported capital reserves and an offsetting large decrease in self supported operating reserves because the utilities had adjusted their operating reserves to equal 45 days of working capital at the end of 2014 rather than the beginning of 2015.



FIGURE 2 - RESERVE BALANCES - 10 YEAR HISTORY

(in \$ millions)

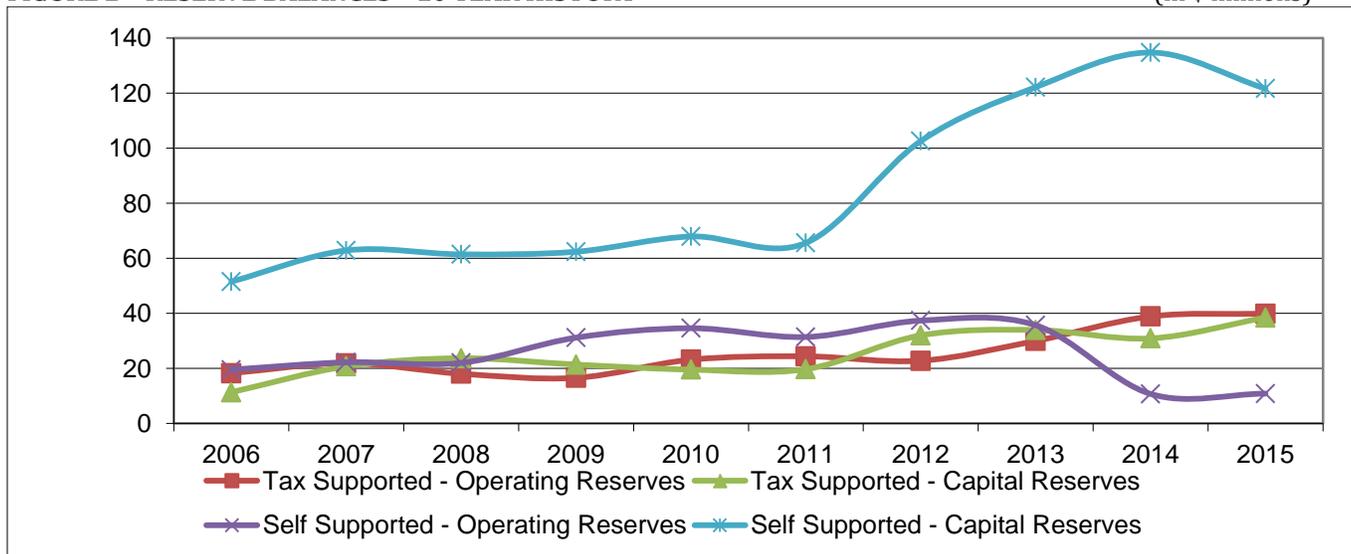
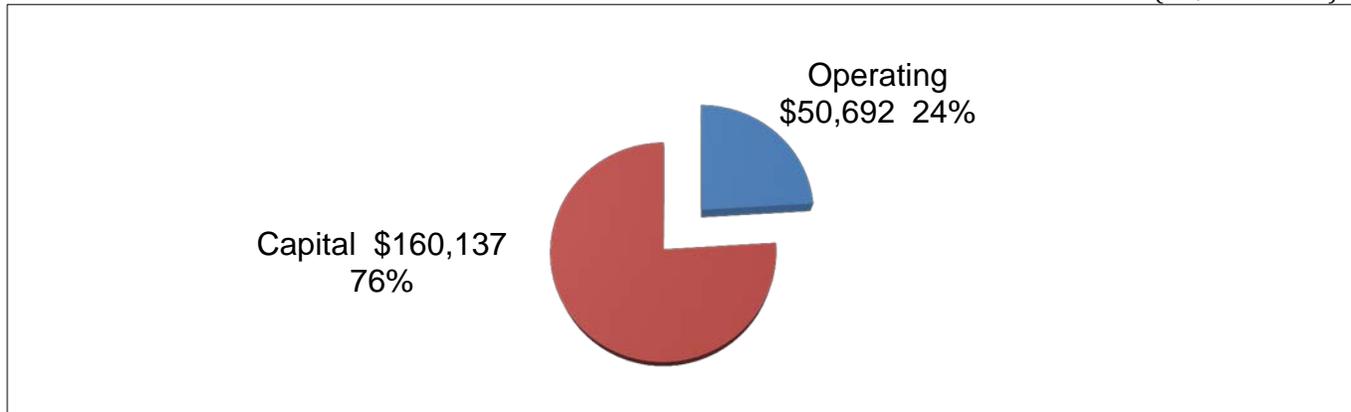


Figure 3 shows the comparison of operating to capital reserves in both dollars and percentages as of the 2015 fiscal year end.

FIGURE 3 - OPERATING TO CAPITAL BREAKDOWN

(in \$ thousands)



TAX SUPPORTED OPERATING RESERVES

Table 4 is focused on the tax supported operating reserves which show that the total of these reserves increased from 2014 to 2015.

TABLE 4 - TAX SUPPORTED - OPERATING RESERVE

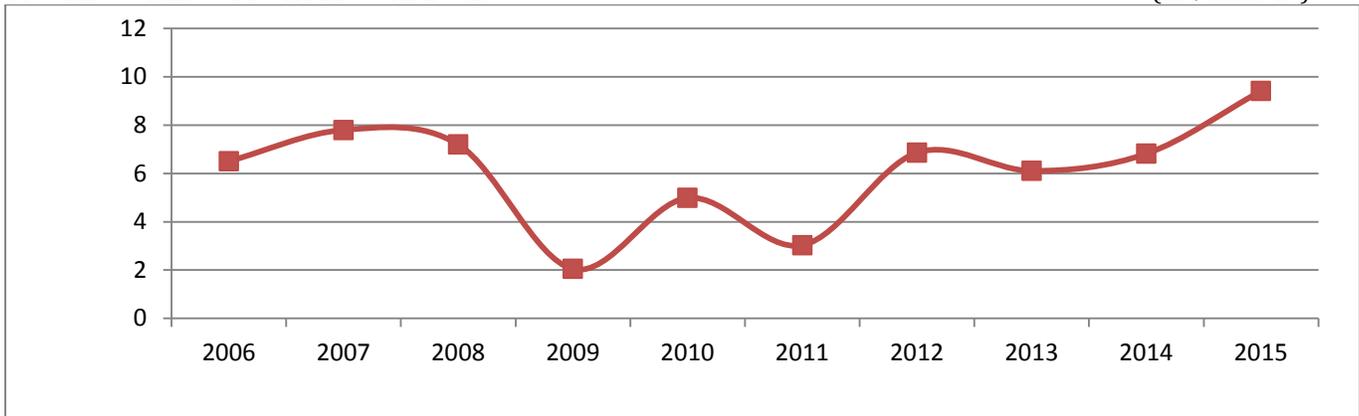
(in \$ thousands)

Description	2015	2014
Operating Reserve - Tax Supported	\$33,294	\$24,441
Debt Repayment Reserve	4,718	12,642
Finance a Specific Purpose	1,861	1,797
Total Tax Supported - Operating Reserve	\$39,873	\$38,880

Figure 5 shows the tax supported surpluses from 2006 to 2015. The amount of the surplus fluctuates from a low of \$2.05M in 2009 to a high of \$9.41M in 2015 with a yearly average of \$6.07 over the 10 year period.

**FIGURE 5 – TAX SUPPORTED SURPLUSES**

(in \$ millions)

**Operating Reserve – Tax Supported**

The 2015 year-end balance is \$33.3 million. In order to keep the reserve sustainable, carry forwards were restricted starting in 2009. Financial Services will continue to monitor the reserve for sustainability. There is no sustainable source of funding and annual operating surpluses are relied upon.

Purpose: For emergencies, user rate stabilization/working capital, and funding initiatives (such as one-time items and carry forwards). Table 6 provides a summary of the 2015 transactions.

TABLE 6 – OPERATING RESERVE - TAX SUPPORTED RECONCILIATION

(in \$

thousands)

2015 Opening Balance	\$24,441
Less: Funding of One Time Items	(2,183)
Less: Funding of Carryforward Items	(958)
Less: Transfer to Debt Repayment Reserve	(2,000)
Add: Local Improvement Funding	5,073
Add: Year End Interest Allocation	659
Add: Tax Supported Surplus	9,410
Less: Net of Other Entries	(1,147)
2015 Closing Balance	\$33,294

This reserve will be used to fund 2016 one-time items of \$1.6 M, carryforwards items of \$1.4M, and Red Deer Regional Airport funding of \$4M.



Figure 7 shows the balance of the Operating Reserve-Tax Supported from 2006 to 2015. The increase in the balance over the last few years is due in part to the smaller amount of carryforwards and a larger than usual surplus in 2015.

FIGURE 7 – OPERATING RESERVE-TAX SUPPORTED RESERVE – 10 YEAR HISTORY (in \$ millions)

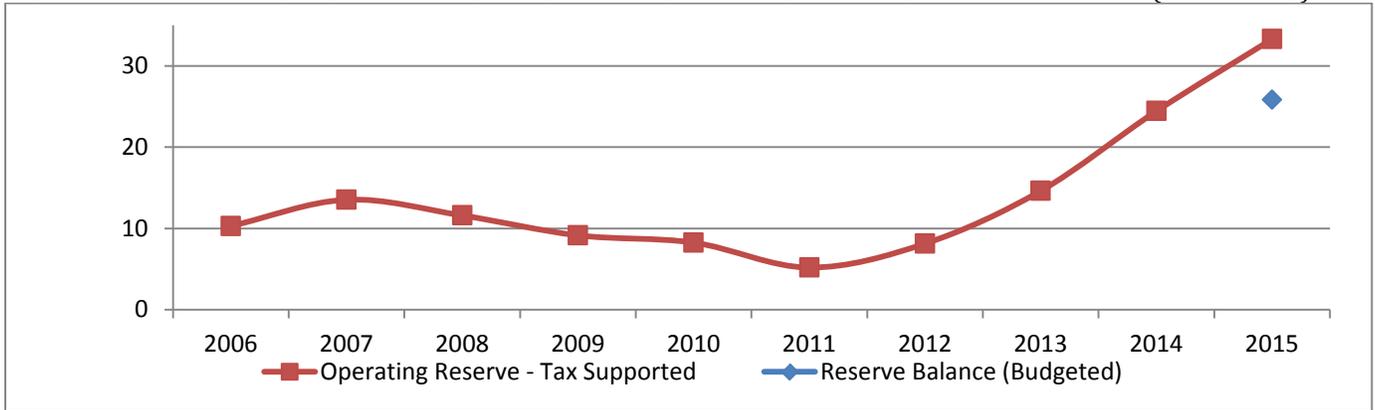
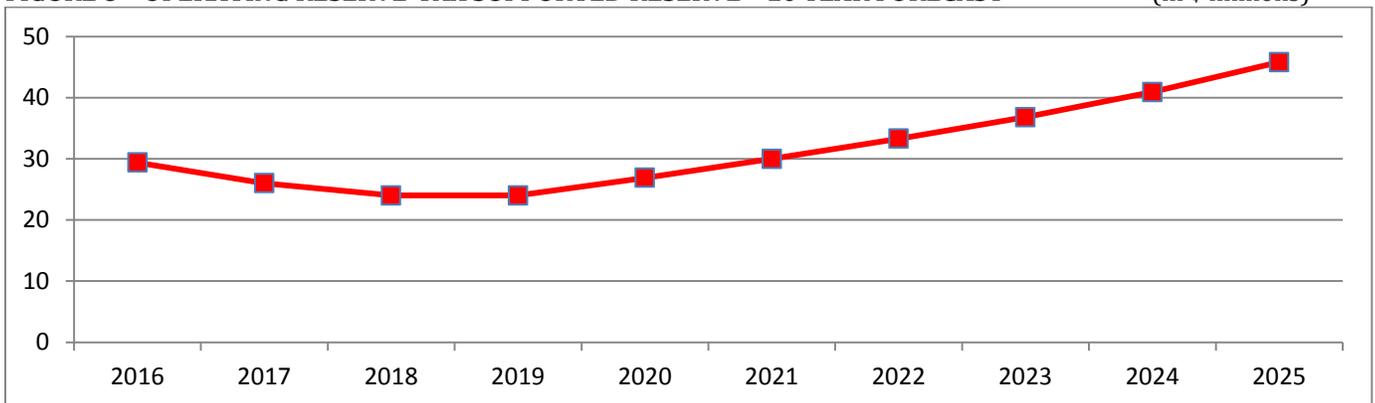


Figure 8 shows the budgeted balance of the Operating Reserve – Tax Supported from 2016 to 2025.

FIGURE 8 – OPERATING RESERVE-TAX SUPPORTED RESERVE – 10 YEAR FORECAST (in \$ millions)



Debt Repayment Reserve

The 2015 year-end balance is \$4.7 million. The annual transfer from the operating budget is the only sustainable source of funding.

Purpose: For tax supported debt repayments of debenture funded capital projects. Table 8 provides a summary of the 2015 transactions.

TABLE 8 – DEBT REPAYMENT RESERVE RECONCILIATION (in \$ thousands)

2015 Opening Balance	\$12,642
Less: Debt Repayments	(4,200)
Less: Transfer to Capital Project Reserve	(16,000)
Add: Transfer from Operating Reserve – Tax Supported	2,000
Add: Debt Servicing Funding from Operating	8,400
Add: Growth & Amenities Funding from Operating	1,154
Add: Year End Interest Allocation	237
Less: Net of Other Entries	485
2015 Closing Balance	\$4,718

This reserve will be used to fund 2016 principal and interest payments of \$8.9M and a \$5.5M transfer to the Capital Project Reserve.



Figure 9 shows the balance of the Debt Repayment Reserve from 2008 to 2015. Prior to 2008 there was not a specific reserve for debt repayments. The large decrease from 2014 to 2015 is due to the transfer of \$16 million from this reserve to the Capital Project Reserve.

FIGURE 9 - DEBT REPAYMENT RESERVE - 10 YEAR HISTORY (in \$ millions)

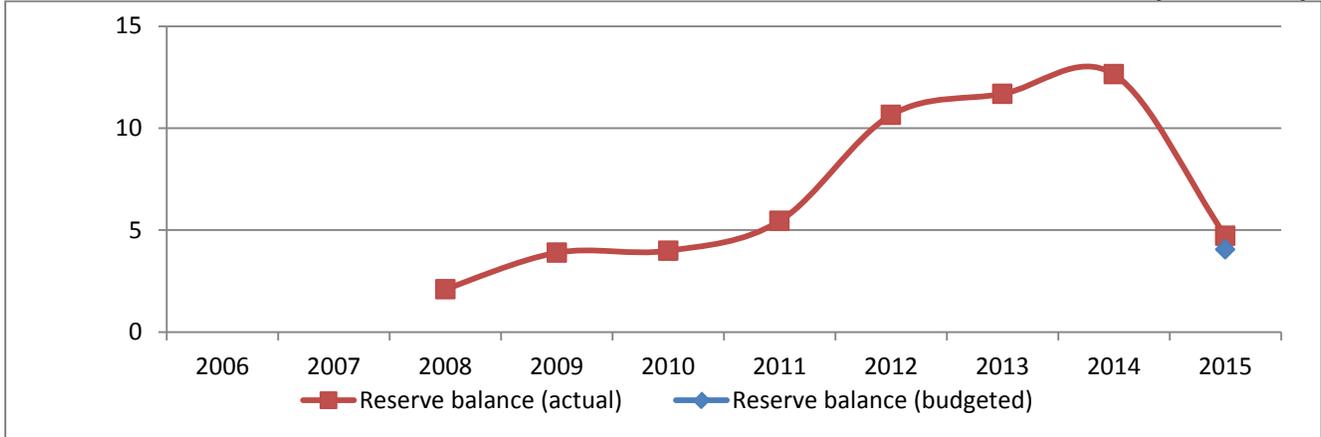
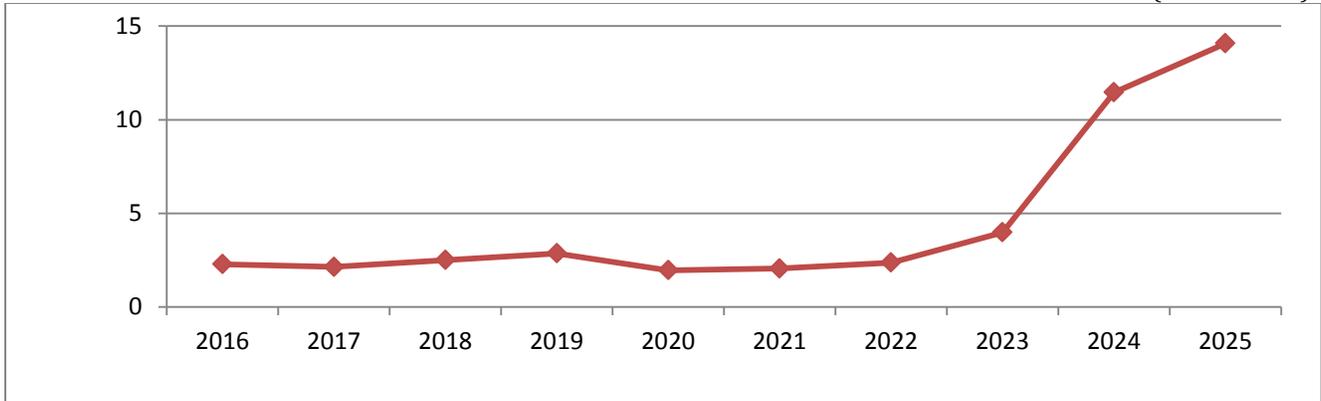


Figure 10 shows the budgeted balance of the Debt Repayment Reserve from 2016 to 2025.

FIGURE 10 - DEBT REPAYMENT RESERVE - 10 YEAR FORECAST (in \$ millions)





Finance a Specific Purpose

There are a few finance a specific purpose operating reserves that total \$1.9 million.

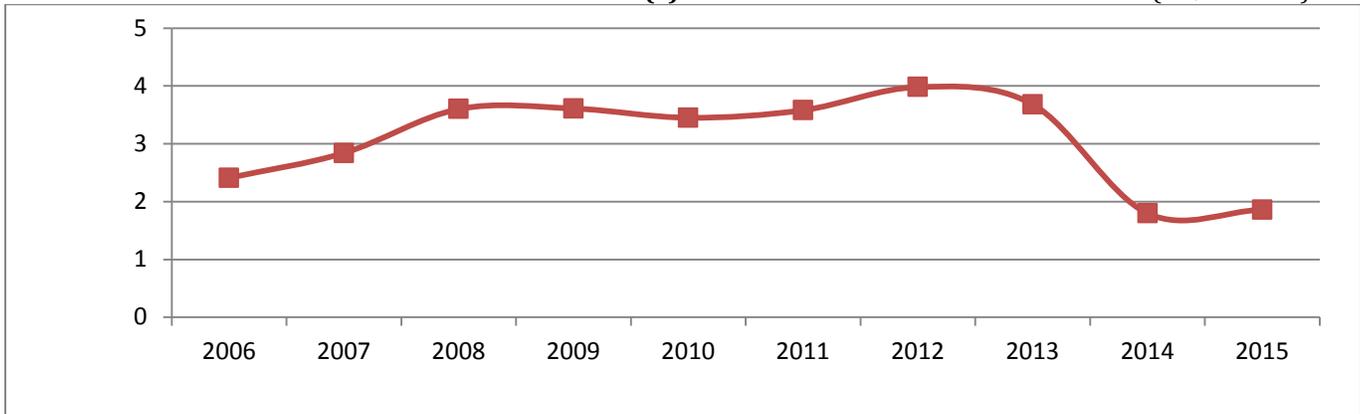
Purpose: Table 11 provides details of the purpose of each reserve.

TABLE 11 – FINANCE A SPECIFIC PURPOSE RESERVE(S) (in \$ thousands)

Description	Details	2015	2014
Perpetual Care	Interest earned in this reserve is used to fund maintenance of the City’s cemeteries, indefinitely	\$1,542	\$1,456
Red Deer Heritage Fund	Eligible projects must serve the purpose of preservation, interpretation, and restoration of historical buildings, structures, and sites approved by the Waskasoo Museum Foundation and City Council	306	328
Public Art	To fund internal public art projects and used to match external community group funding of public art projects	13	13
Total Finance a Specific Purpose Reserve		\$1,861	\$1,797

Figure 12 shows the total balance of the Finance a Specific Purpose Reserves from 2006 to 2015. The decrease in 2014 is due to one of the reserves in this category being reclassified as a capital reserve.

FIGURE 12 – FINANCE A SPECIFIC PURPOSE RESERVE(S) – 10 YEAR HISTORY (in \$ millions)



TAX SUPPORTED CAPITAL RESERVES

Table 13 is focused on the tax supported capital reserves which show that the total of these reserves increased from 2014 to 2015.

TABLE 13 – TAX SUPPORTED – CAPITAL RESERVES (in \$ thousands)

Description	2015	2014
Capital Projects Reserve	\$31,589	\$25,033
Other Tax Supported Capital Reserves	6,891	5,865
Total Tax Supported Capital Reserve	\$38,480	\$30,898



Capital Projects Reserve

The 2015 year-end balance is \$31.6 million. The annual transfer from the operating budget is the only sustainable source of funding. Projects are deferred or funded from alternate sources in order to keep the reserve sustainable.

Purpose: This reserve helps to pay for tax-supported capital projects. Table 14 provides a summary of the 2015 transactions.

TABLE 14 – CAPITAL PROJECTS RESERVE RECONCILIATION

(in \$

thousands)

2015 Opening Balance	\$25,033
Add: Tax Supported Funding	4,121
Add: Transfer from Debt Repayment Reserve	16,000
Add: Year End Interest Allocation	739
Less: Funding Disbursements and Returns	(14,304)
2015 Closing Balance	\$31,589

Of the \$31.6 million, \$26.2 million is committed for approved capital projects expenditures. This reserve will receive a \$5.5M transfer from the Debt Repayment Reserve in 2016.

Figure 15 shows CPR reserve balance combining committed and uncommitted from 2006 to 2015.

FIGURE 15 – CAPITAL PROJECT RESERVE – 10 YEAR HISTORY

(in \$ millions)

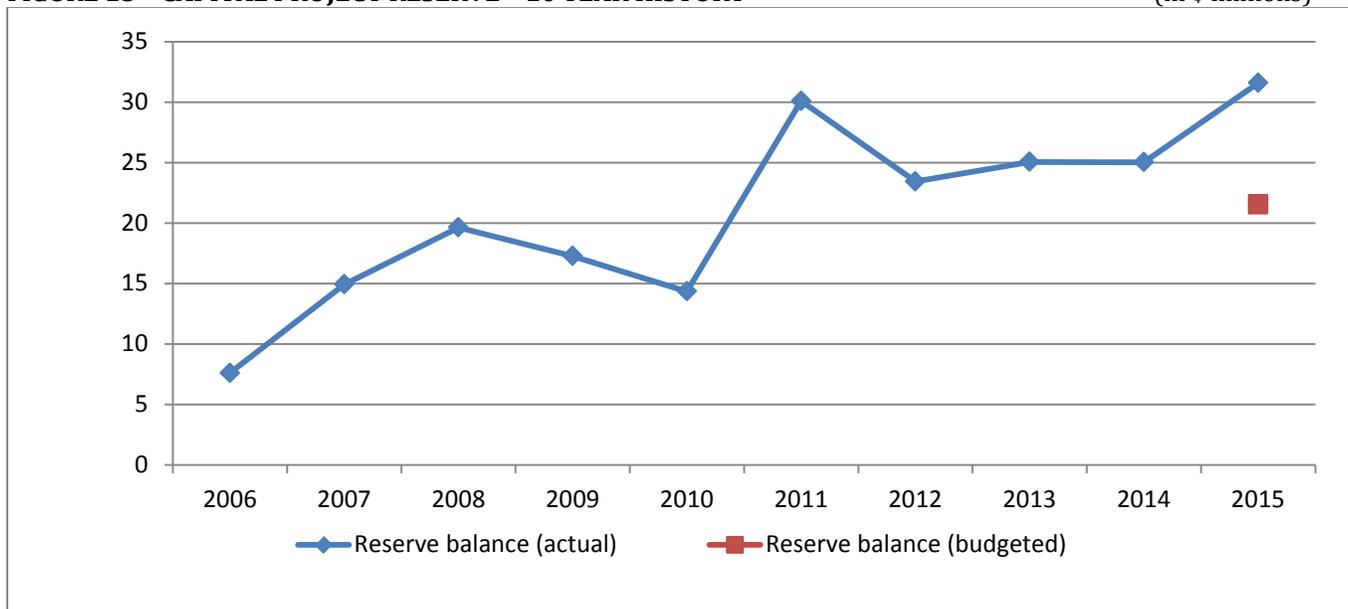
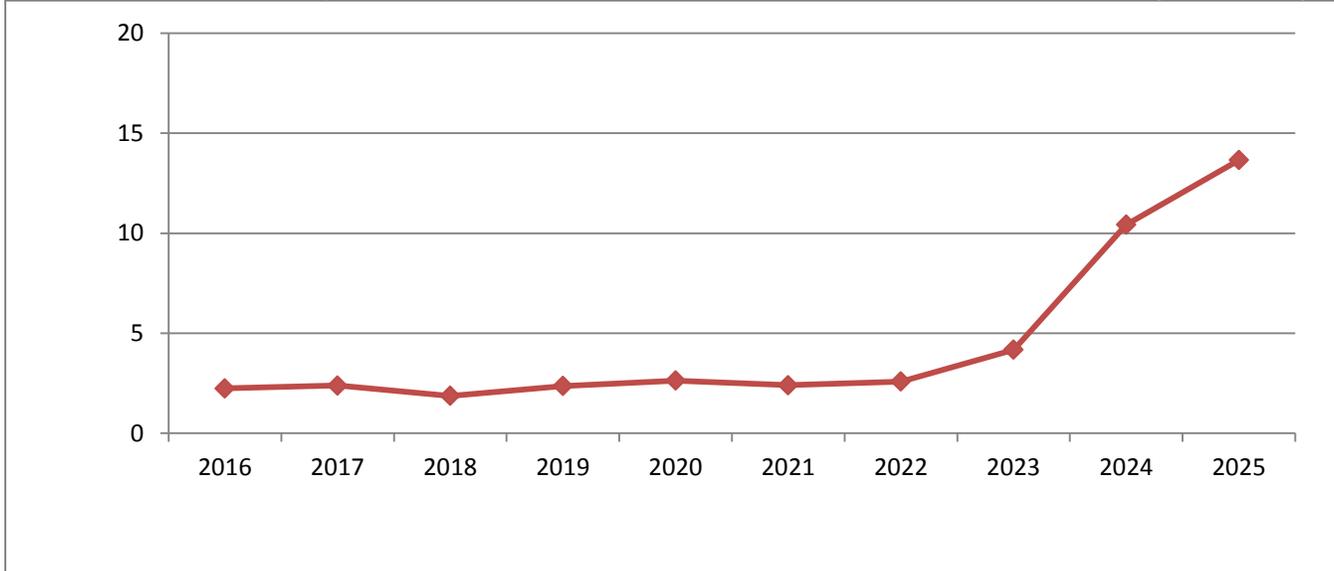




Figure 16 shows budgeted CPR balance combining committed and uncommitted from 2016 to 2025.

FIGURE 16 – CAPITAL PROJECT RESERVE – 10 YEAR FORECAST (in \$ millions)



Other Tax Supported Capital Reserves

The 2015 closing balance for other tax supported capital reserves is \$6.9 million.

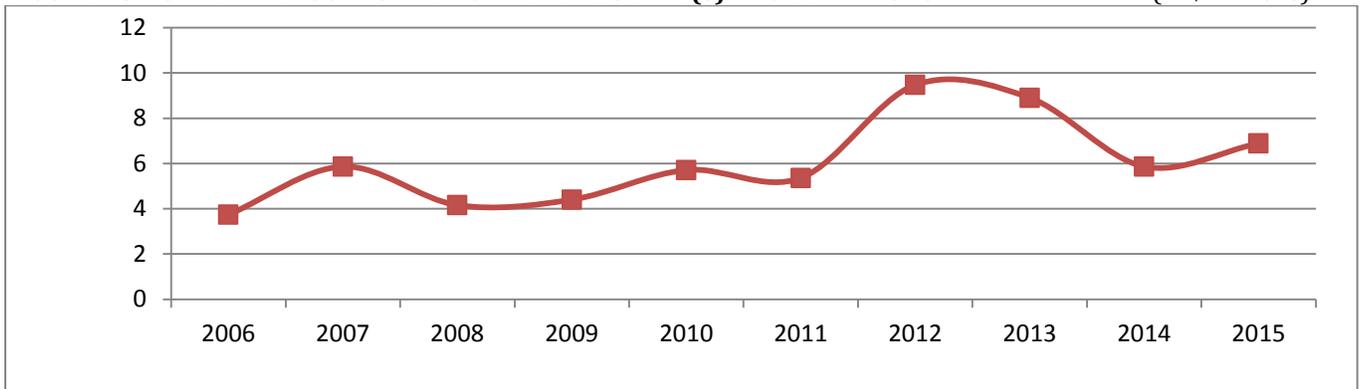
Purpose: Table 17 provides details of the purpose of each reserve.

TABLE 17 – OTHER TAX SUPPORTED CAPITAL RESERVE(S) (in \$ thousands)

Description	Details	2015	2014
Municipal Reserve-Land	To purchase new parkland	\$6,464	\$5,450
Old Court House	This reserve is intended for future development of community arts programming and facilities	426	415
Total Other Tax Supported Capital Reserve		\$6,891	\$5,865

Figure 18 shows the total balance of the Other Tax Supported Capital Reserves from 2006 to 2015.

FIGURE 18 – OTHER TAX SUPPORTED CAPITAL RESERVE(S) – 10 YEAR HISTORY (in \$ millions)





SELF SUPPORTED OPERATING RESERVES

The 2015 closing balance for utilities and self-funding business enterprises is \$10.8 million as detailed in Table 17. The reserves were split into operating and capital reserves in 2012 as required by the Utility Policy. In 2014 there was a large decrease in self supported operating reserves because the utilities had adjusted their operating reserves to equal 45 days of working capital at the end of 2014 rather than the beginning of 2015. In previous years the adjustment was done at the beginning of the next year. Each utility is in compliance with the 45 days of working capital component of the utility policy.

Purpose: Table 19 provides details of the purpose of each reserve.

TABLE 19 – SELF SUPPORTED – OPERATING RESERVE
(in \$ thousands)

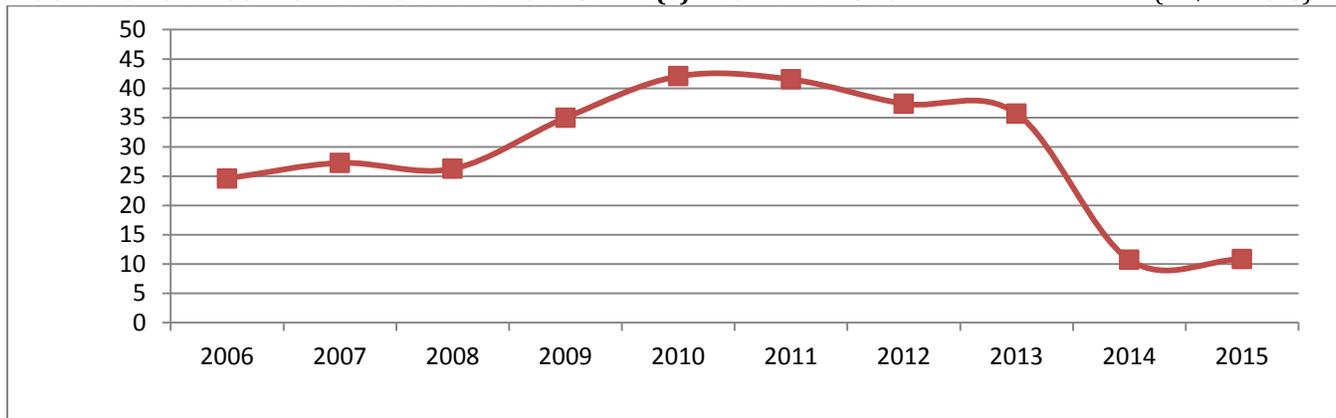
(in \$)

Description	Details	2015	2014
EL&P Utility	Working Capital	\$5,478	\$4,933
Water Utility	Working Capital	1,537	1,433
Wastewater Utility	Working Capital	1,372	1,287
Solid Waste Utility	Working Capital	1,277	1,212
Landfill	Working Capital	492	476
Parking	Used to stabilize rates and fund parking related capital projects	663	1,369
Total Self Supported – Operating Reserves		\$10,819	\$10,710

Figure 20 shows the Self Supported - Operating Reserves balances in the last 10 years (2006 – 2013 balances include both operating and capital reserves).

FIGURE 20 – SELF SUPPORTED- OPERATING RESERVE(S) – 10 YEAR HISTORY

(in \$ millions)



SELF SUPPORTED CAPITAL RESERVES

Table 21 is focused on the self-supported capital reserves which show that the total of this subset of reserves decreased from 2014 to 2015.

TABLE 21 – SELF SUPPORTED – CAPITAL RESERVE
(in \$ thousands)

(in \$)

Description	2015	2014
Utilities Capital Reserves	\$33,761	\$44,263
Land Development Reserve	48,593	50,363
Other Self Supported Capital Reserves	39,303	40,157
Total Self Supported Capital Reserves	\$121,657	\$134,783



Utility Capital Reserves

The 2015 closing balance for utilities is \$33.7 million as detailed in Table 22.

Purpose: To be used to finance major capital projects in those utilities

TABLE 22 – UTILITIES CAPITAL RESERVE(S)

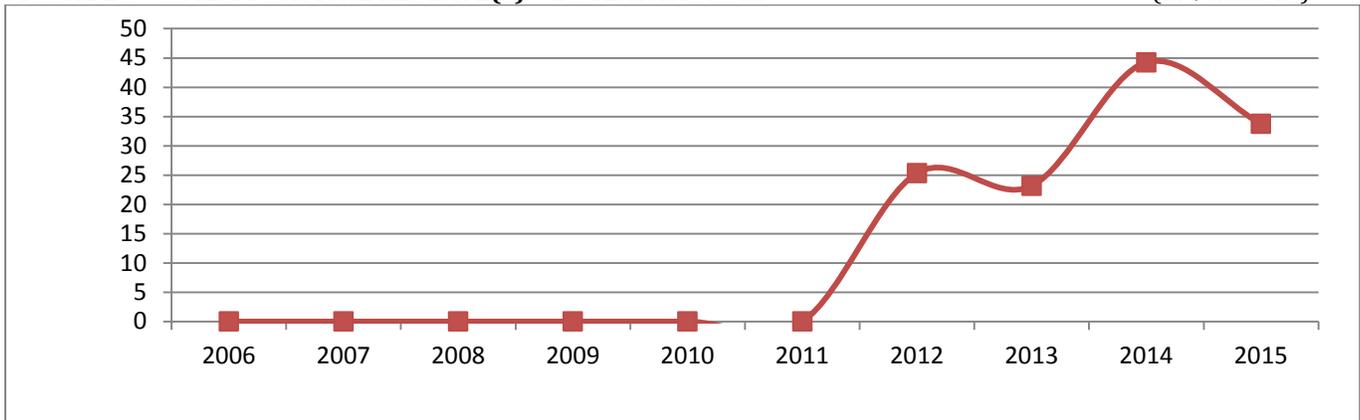
(in \$ thousands)

Description	Details	2015	2014
EL&P Utility	Future Capital	\$11,407	\$16,601
Water Utility	Future Capital	6,320	7,951
Wastewater Utility	Future Capital	1,629	4,882
Garbage Collection	Future Capital	177	480
Recycling Utility	Future Capital	352	295
Landfill	Future Capital	13,875	14,054
Total Utilities Capital Reserves		\$33,761	\$44,263

Figure 23 shows the total balance of the Utility Capital Reserves from 2006 to 2015. (2006 – 2011 the utilities only held operating reserves, starting opening capital reserves in 2012 with all utilities having a capital reserve by the end of 2013).

FIGURE 23 – UTILITY CAPITAL RESERVE(S) – 10 YEAR HISTORY

(in \$ millions)



Land Development Capital Reserve

The 2015 closing balance of this reserve is \$48.6 million. Of the \$48.6 million ending balance, \$43.0 million is invested in land holdings.

Purpose: Used to purchase raw land and to finance subdivision development.

TABLE 24 – LAND DEVELOPMENT CAPITAL RESERVE(S)

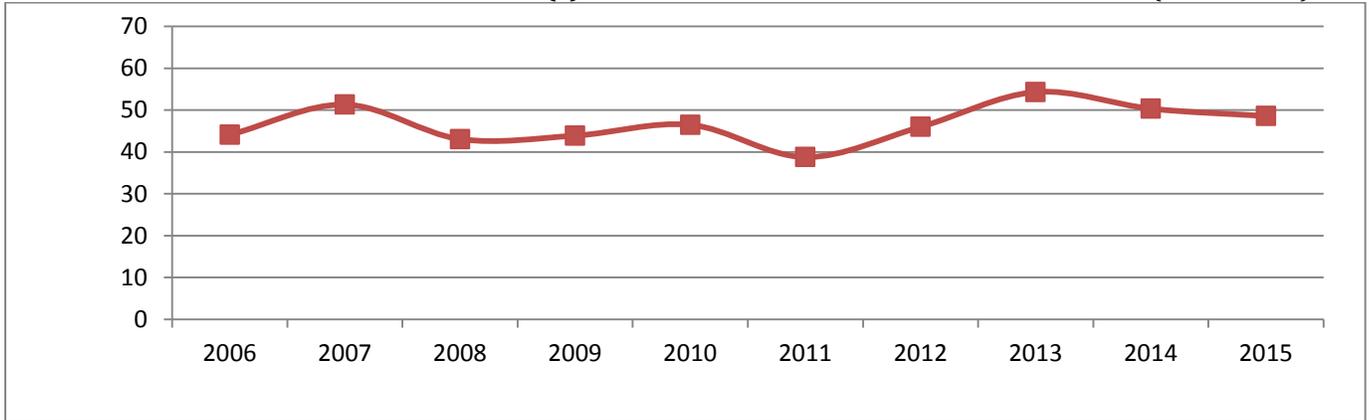
(in \$ thousands)

Description	2015	2014
Land Development	\$5,556	\$10,305
Land Holdings	43,037	40,058
Total Land Development Capital Reserves	\$48,593	\$50,363



Figure 25 shows the total balance of the Land Development Reserve(s) from 2006 to 2015.

FIGURE 25 – LAND DEVELOPMENT RESERVE(S) – 10 YEAR HISTORY (in \$ millions)



Other Self Supported Capital Reserves

The 2015 closing balance for other self supported capital reserves is \$44.1 million

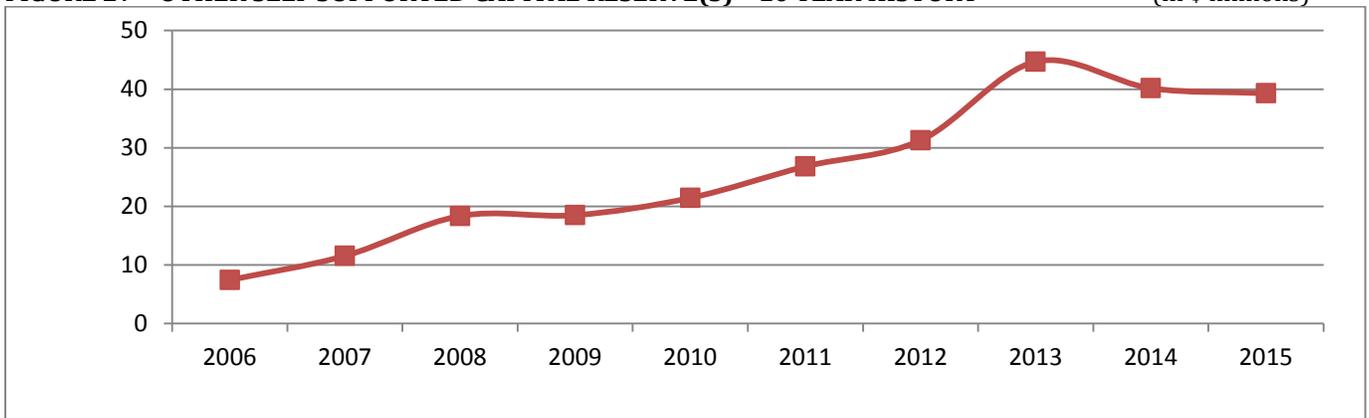
Purpose: See Table 26 under details for the purpose of each reserve

TABLE 26 – OTHER SELF SUPPORTED CAPITAL RESERVE(S) (in \$ thousands)

Description	Details	2015	2014
Equipment Fund	For the purchase of: a.) fueling; b.) growth and replacement fleet equipment; c.) growth and replacement radio equipment	\$31,356	\$27,499
Offsite Levies	To fund future capital projects that are needed to extend City infrastructure to new development areas	12,746	12,659
Total Other Self Supported Capital Reserves		\$44,102	40,157

Figure 27 shows the total balance of the Other Self Supported Capital Reserve(s) from 2006 to 2015.

FIGURE 27 – OTHER SELF SUPPORTED CAPITAL RESERVE(S) – 10 YEAR HISTORY (in \$ millions)



Analysis:

No action required, submitted for information.



June 20, 2016

2016 Adopted Capital Cash Flow Budget

Financial Services

Report Summary & Recommendation:

Council approved the 2016 Interim Capital Cash Flow Budget November 24, 2015. The cash flows were directly linked to the capital projects approved in the 2016 Capital Project Budget. The 2016 Adopted Capital Cash Flow Budget will be revised to include the estimated cash flows of all previously approved capital projects.

It is recommended that City Council adopts the 2016 Adopted Capital Cash Flow Budget.

City Manager Comments:

I support the recommendation of Administration.

Craig Curtis
City Manager

Proposed Resolution

Resolved that Council of The City of Red Deer, having considered the report from Financial Services, dated June 20, 2016, re: 2016 Adopted Capital Cash Flow Budget hereby agrees to adopt the 2016 Adopted Capital Cash Flow Budget.



Report Details

Background:

Section 245 of the Municipal Government Act requires that 'Each council must adopt a capital budget for each calendar year.' The audited financial statements requirement is that the approved capital budget reflects the estimated cash flow for the current year.

Council approved the 2016 Capital Project Budget and the 2016 Interim Capital Cash Flow Budget in November 2015. To meet the needs of the audited financial statements the 2016 Approved Capital Cash Flow Budget will incorporate the revised estimated cash flows of all approved capital project budgets.

Discussion:

Financial Statement Presentation of the 2016 Adopted Capital Cash Flow Budget is summarized in the following table:

(in \$ thousands)

	2016 Revised Capital Cash Flow Budget*	Revised Forecast for Capital Projects Approved Prior to 2016	2016 Adopted Capital Cash Flow Budget
Capital Government Transfers	\$35,455	\$39,265	\$74,720
Developer & Customer Contributions	\$2,993	658	3,651
Other Revenue		438	438
TOTAL REVENUE	\$38,448	40,361	78,809
Debt Issued	18,569	24,610	43,579
Transfers from Operating	921	366	1,287
Transfers from Reserves	35,596	65,848	101,444
TOTAL ACQUISITION OF ASSETS	93,934	\$131,185	\$225,119
Land acquisition		5,574	5,574

* The 2016 Interim Capital Cash Flow Budget approval was in the amount of \$155.084 million. The revised forecast for 2016 has been reduced to \$93.934 million.

The approved 2016 capital and operating budgets will be consolidated in the 2016 financial statements.

DATE: June 24, 2016
TO: Dean Krejci, Chief Financial Officer
FROM: Samantha Rodwell, Deputy City Clerk
SUBJECT: 2016 Adopted Capital Cash Flow Budget

Reference Report:

Financial Services, dated June 20, 2016

Resolution:

At the Monday, June 20, 2016 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer, having considered the report from Financial Services, dated June 20, 2016, re: 2016 Adopted Capital Cash Flow Budget hereby agrees to adopt the 2016 Adopted Capital Cash Flow Budget.

Report back to Council: No.



Samantha Rodwell
Deputy City Clerk

c. Director of Corporate Services



June 20, 2016

Strengthening Public Participation: Phase 2 Implementation Plan

Dialogue Steering Committee

Report Summary & Recommendation:

This report is being presented to Council as a follow up to the Council report of October 13, 2015 which approved seven recommendations about public participation. Since that time Administration has been developing the Phase 2 Implementation Plan which incorporates the principles of the IAP2 public participation spectrum.

During the week of June 13th, these findings and the implementation strategies were shared with committee members and staff liaisons in following our commitment to ensure committees members were informed of these recommendations and that their input helped shape.

Administration requests Council's support of the nine recommendations presented in this report from the Dialogue Steering Committee.

City Manager Comments:

I support the recommendation of Administration.

Craig Curtis
City Manager

Proposed Resolutions:

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees that the Greater Downtown Action Plan Committee discontinues as of October 2016.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees that the Heritage Preservation Committee discontinues as of October 2016.



Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees that Administration further explore the need for a committee to support the work of delivering the Heritage Recognition Awards and that a report be brought back to Council by December 31, 2016 detailing options.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees that the Environmental Advisory Committee discontinues as of October 2016 and directs Administration to develop a public participation strategy that includes a Terms of Reference for a Citizen Advisory Group for implementation in 2017.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees the Municipal Features Naming Committee discontinues as of October 2016 and agrees that Council will maintain the decision making for the naming of municipal features.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan in relation to the Public Art Jury hereby agrees that Council:

1. Delegates decision making to the committee;
2. Renames the Public Art Jury Committee to the Public Art Commission;
3. Will not be members of the renamed Commission; and
4. Changes the purpose of this committee from a Public Advisory Committee to a Governance Committee and will be as follows:
 - a. Provide expert and community input on public art for The City of Red Deer
 - b. Recommend and advise on public art policies, guidelines, plans and issues as they relate to The City of Red Deer
 - c. Review all acquisitions and donations of public art
 - d. Adjudicate all public art projects and grant applications for the year in accordance with current policies.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees to maintain the following committees:

- a. The Community Housing Advisory Board until such time as the governance and leadership structure is established and recommendations come forward in relation to the need for a committee including its purpose, form and function; and if no recommendations have come forward by the end of 2017, this recommendation be reviewed; and



- b. The Community Safety Committee until such time as its mandate/purpose is fulfilled.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby directs that Administration complete all of the necessary bylaw amendments and have those come back to Council by September 2016 and that the effective date of these changes be 2016 Organizational Meeting of Council.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees that the recommendation development process to be utilized by Citizen Advisory Groups be considered when the first citizen advisory group is established.



Report Details

Background:

In October 2015 the following resolution was approved by Council:

1. Citizen Advisory Groups are an important form of public participation and will form a key role in the future;
2. Citizen Advisory Groups only be utilized when it has been determined that the issue lands within the engagement zone;
3. The additional criteria of council perspective, complexity, conflict and impact to determine if a Citizen Advisory Group is the appropriate tool for participation;
4. Citizen Advisory Groups have an agreed to mandate and term;
5. Council does not sit on the Citizen Advisory Group; and
6. Administration explore and present options for processes for developing recommendations by the Citizen Advisory Groups that upholds the principles of consultation in the engagement zone of the dialogue toolbox;
7. The phase 2 implementation report be brought back to Council by March 31, 2016.

At the March 29th, 2016 meeting of Council, a tabling motion was passed enabling the final report to be brought back within 3 months.

This report responds to Part 7 and further recommends that Part 6 be tabled until the first citizen advisory group is chosen as the appropriate tool within the engagement zone. Additionally this report recommends changes that fall under Council's Governance framework.

When Council considered the first report in October of 2015, clarity was provided in terms of the two step process required for approval. The first step of the process was to align citizen advisory groups with the Public Participation Toolbox. This is ultimately the creation of our 'future state'. The second step of the process was the creation of the implementation plan which moves us from current state of public participation to future state of public participation.

After review Administration would ask Council to consider the following recommendations:

A) Committees that were functioning in the input zone

- 1) That the following committees work discontinue in October of 2016:
 - 1) Greater Downtown Action Plan,
 - 2) The Heritage Preservation Committee (with further exploration of developing a committee to support the work of the Heritage Recognition Awards),



- 3) Environmental Advisory Committee (with further exploration of a citizen advisory group for the Environmental Master Plan 2.0 work commencing in 2017).

B) Committees that require a decision of Council on delegated decision making

- 2) The Municipal Features Naming Committee
 - i. Delegate decision making to Administration and that it discontinues as of October, 2016.
- 3) The Public Art Jury Committee
 - 1) That Council maintain delegation of decision making to the committee
 - 2) That Council rename the PAJC to the Public Art Commission as the Commission title reflects delegated decision making similar to the Municipal Planning Commission
 - 3) That Council remove its membership from the commission and allow it to be an empowered decision making body governed through Council policies that are already established
 - 4) That the purpose of this committee be changed from a Public Advisory Committee to a Governance Committee
 - 5) That the purpose of the Committee be as follows:
 - a) Provide expert and community input on public art for The City of Red Deer
 - b) Recommend and advise on public art policies, guidelines, plans and issues as they relate to The City of Red Deer
 - c) Review all acquisitions and donations of public art
 - d) Adjudicate all public art projects and grant applications for the year in accordance with current policies

C) Committees that are ad-hoc or in a state of flux

- 4) That Council recommend maintaining the following committees:
 - i. The Community Housing Advisory Board (CHAB) until such time as the housing review is complete and recommendations come forward in relation to the need for a committee including its purpose, form and function; and if no recommendations have come forward by June 30, 2017 this recommendation be reviewed.
 - ii. The Community Safety Ad-Hoc Committee until such time as its mandate/purpose is fulfilled.

D) Next Steps

- 5) That Council direct Administration to complete all of the necessary bylaw amendments and have those come back to Council by



- September 2016 and that the effective date of these changes be the Organizational Meeting of Council on October 24, 2016.
- 6) That Council direct that Administration resolve the process for developing recommendations at the time of the first citizen advisory group as part of the terms of reference development.

Discussion:

Public Participation Toolbox

On January 19th, 2015, the Public Participation Toolbox was presented to Council. While the Toolbox is an administrative tool, Council did formally endorse the following:

- a. International Association of Public Participation (IAP2) spectrum and its values;
- b. Input/Engagement Zones;
- c. Principles for Engagement;
- d. Council's role in developing a public participation strategy.

Administration brings recommendations to Council; Council makes the decision. Sometimes, public participation is required to strengthen/inform Administration's recommendation. The Public Participation Toolbox thus seeks to strengthen the recommendation building process by establishing role clarity, process consistency, ongoing communication, and assessment of organizational capacity.

Public Advisory Committees (PACs)

Given Council's endorsement of the above, Administration was tasked with understanding if current public advisory committees were:

- b. Achieving their desired results;
- c. Strengthening City decision-making/recommendation building;
- d. Contributing to role clarity, process consistency, ongoing communication, organization and capacity.

To that end, Modus Planning & Engagement was contracted to work with Council, Administration and committee members to understand the current state of committees. This work was overseen by an internal strategy team. After consultation with committee members, chairs and staff liaisons, a report was submitted to Council on October 13th. The report was shared in advance of the Council meeting with committee members, chairs and staff liaisons.

Through this process, the following became clear:

The benefits/positives of the current PACs are:

- i. Most citizens joined the PAC to make a difference or contribute to their community.



- ii. Staff, chairs, and liaisons generally working very well together.
- iii. Diverse membership is seen as a positive: strong support for a mix of technical experts and citizen representatives.
- iv. Strong support for time limited PACs.

The frustrations/challenges of the current PACs are:

- i. Breakdowns occur where role clarity, purpose or coordination is poor.
- ii. Participants expected more influence; lack of transparency about how recommendations are communicated or reflected in decisions.
- iii. Involving PACs late in the game, little potential of meaningful influence.
- iv. Confusion regarding experts vs. representative members.
- v. Administration already has a guiding policy/level of service (LOS)/statutory plan that is the guide to decision-making therefore committee members feeling they are not adding value.

Implementation Strategies

In reviewing the functioning of the committees in comparison to the principles of the public participation framework, Administration found that the future of the committees could be grouped into the following categories:

- A. Committees that were functioning in the input zone
- B. Committees that require a decision of Council on delegated decision making
- C. Committees that are either ad-hoc or in a state of flux

The current public advisory committees are:

- Greater Downtown Action Plan Steering Committee (GDAP)
- Heritage Preservation Committee (HPC)
- Environmental Advisory Committee (EAC)
- Municipal Features Naming Committee (MFNC)
- Public Art Jury Committee (PAJC)
- Community Housing Advisory Board (CHAB)
- Community Safety Committee – Ad Hoc (CSC)

It is important to note that the consultation did not include the other committees of Council including: Municipal Planning Commission; Governance & Policy Committee; Nomination Review Committee; Mayor's Recognition Award; Audit Committee; and Gaetz Lake Sanctuary Committee.

A. Committees that were functioning in the input zone

Three committees were found to be currently functioning in the input zone. The Public Participation Toolbox highlights the important role of community input into the development of recommendations to Council and how processes are being adapted to embrace the learnings contained within the Dialogue Charter.



1) Greater Downtown Action Plan (GDAP)

The current purpose of the committee is as follows:

- a. Review and update the Greater Downtown Action Plan
- b. Act in an advisory role to Council on policy issues that may impact the implementation or Administration of policy relating to the Greater downtown action plan
- c. Act in an advisory role to City Administration on issues that may impact the implementation or Administration of policy relation to the Greater Downtown Action Plan
- d. Provide a forum for the public to share or express concerns and suggestions relating to the implementation of the Greater Downtown Action Plan.

The Greater Downtown Action Planning Committee was initially formed to co-create the Greater Downtown Action Plan. This initial purpose aligned with the Public Participation Toolbox and provided rewarding opportunities for volunteers to engage with The City and create a vision for the downtown together. Once this vision was established it was passed to Administration for implementation of the Vision. As the vision for the greater downtown has already been established, the issues current being discussed at GDAP do not occur within the engagement zone.

Recommendation # 1

That the Greater Downtown Action Plan Committee discontinue as of October, 2016. Administration will use the Public Participation Toolbox to build activities that reflect input zone activities for projects and plans in this area.

2) The Heritage Preservation Committee (HPC)

The current purpose of the Heritage Preservation Committee is to:

- a. Identify, educate, promote, preserve and maintain human and heritage features in and around Red Deer; and
- b. Present an annual report to the Council Members and the City Manager on its activities.

In reviewing the purpose of the committee it is important to note that the purpose of the committee is actually the same function which we have staff employed in the organization to complete. This is leading to the role confusion that currently exists within the committee. It is also clear that the committee is performing activities within the input zone. In the future, it will be important for Administration to develop key activities in the input zone that will ensure key heritage stakeholders have input into the development of recommendations.

With regard to the Heritage Recognition Awards, this would require further exploration and decision making about whether or not The City requires a



committee to support this work, similar to the Mayor's Recognition Awards. Currently, there is a separate Heritage Recognition Awards Adjudication Committee that reviews nominations and determine which may qualify for an award.

Recommendation # 2

That the Heritage Preservation Committee discontinue as of October, 2016. Administration will use the Public Participation Toolbox to build activities that reflect input zone activities for projects and plans in this area.

Recommendation # 3

That Administration be directed to do further exploration about whether or not The City requires a committee to support the work of delivering the Heritage Recognition Awards and a report be brought back to Council by December 31, 2016 detailing options.

3) The Environmental Advisory Committee (EAC)

The current purpose of the EAC is to:

- a. To recognize the importance of the environmental issues that Council and the community share;
- b. To enhance citizen engagement and decision making on environmental issues; and
- c. To enhance Council confidence in establishing environmental priorities and their impact on a vibrant, healthy and sustainable Red Deer.

In following the principles of public participation, activities occur in the engagement zone when we are building solutions together. In the case of the Environmental Advisory Committee, the building solutions together component occurred at the time the Environmental Master Plan was developed for The City of Red Deer. That document established the environmental priorities for the organization and provided the opportunities for citizen engagement in its development. As the majority of work now falls within the input zone it is important that Administration develop appropriate input zone activities to ensure their recommendations are reflective of citizen and stakeholder thoughts and ideas.

In Budget 2016, Council approved the update to the Environmental Master Plan to take place in 2017. Based upon this renewal, Administration sees the need for public engagement on this project.

Recommendation # 4

That the Environmental Advisory Committee completes its mandate and discontinues as of October, 2016. An updated Environmental Master Plan is slated



to commence in 2017 and will require the support of a citizen advisory group. Administration is to develop a public participation strategy that includes a Terms of Reference for a Citizen Advisory Group for implementation in 2017.

B. Committees that require a decision of Council on delegated decision making

1) Municipal Features Naming Committee (MFNC)

The purpose of the Municipal Features Naming Committee is to provide a formal process to evaluate proposals for the naming and renaming of municipal buildings, parks, trails, recreation facilities, etc.

The MFNC is in a unique situation in comparison to the other PAC's. The question on this committee is really a question of delegated decision making. Does Council wish to maintain the decision making on the naming of municipal features? If it does then it may wish to make the formal process of writing the report and making recommendations to Council a function of Administration. Administration would utilize the tools within the public participation framework to enhance its recommendations to ensure public input was considered. If Council wishes to delegate the decision making on municipal features it could either delegate that authority to:

- a. A current committee;
- b. An alternate governance committee; or
- c. Administration

In scenario one and two, while it is still delegated decision making, Council could have members on the governance committee. In scenario three, Administration would make and implement the decision. Creating a governance committee though an option would not be recommended as the work is minimal and doesn't reflect the type of volunteer activities citizens are looking for. Because of the relatively low frequency of events (one to three a year), it is recommended that Council maintain the decision making and Administration prepare recommendations for Council review. Public input will form a key foundation in the building of those recommendations.

Recommendation # 5

That Council maintains the decision making for the naming of municipal features based upon the recommendations of Administration and thus the committee discontinues as of October, 2016.



2) **Public Art Jury Committee**

The purpose of the Public Art Jury Committee is to:

- a. Provide expert and community input on public art for the City of Red Deer;
- b. Promote awareness and understanding of the importance of high quality public art;
- c. Recommend and advise on public art policies, guidelines, plans and issues as they relate to The City of Red Deer;
- d. Review all acquisitions and donations of public art;
- e. Act as a resource to city Council and its boards, agencies and staff on public art matters;
- f. Adjudicate all public art projects and grant applications for the year in accordance with current policies; and
- g. Receive applications for community public art grant projects to determine whether or not the community public art projects should proceed and if so to what extent funding should be provided.

The PAJC is also in a different situation in comparison to the other PAC's. Not only does the city currently employ someone in the role of Public Art Coordinator, who is ultimately performing many of the functions needed from the committee, the ultimate decision of Council in this case is: does it want to make decisions on public art or delegate them. In its current form and function, Council has delegated decision making on Public Art to this Committee and has maintained membership of Council on the committee. Council should determine if it still wants to delegate the decision, or if it wants to shift the PAJC to a governance committee where it is simply exercising its delegated decision making role. Other options of creating input activities exist within Administration that will ensure appropriate public input activities are occurring to ensure effective input from citizens at all decision making levels, and thus could allow for the committee function to be performed through other means.

Recommendation # 6

Upon further review of this committee, Administration would make the following recommendations to Council:

- 1) That Council maintain delegation of decision making to the committee
- 2) That Council rename the PAJC to the Public Art Commission as the Commission title reflects delegated decision making similar to the Municipal Planning Commission
- 3) That Council remove its membership from the commission and allow it to be an empowered decision making body governed through Council policies that are already established
- 4) That the purpose of this committee be changed from a Public Advisory Committee to a Governance Committee



- 5) That the purpose of the Committee be as follows (elements a, c, d, and f from above terms of reference):
 - a. Provide expert and community input on public art for The City of Red Deer
 - b. Recommend and advise on public art policies, guidelines, plans and issues as they relate to The City of Red Deer
 - c. Review all acquisitions and donations of public art
 - d. Adjudicate all public art projects and grant applications for the year in accordance with current policies

C. Committees that are ad-hoc or in a state of flux

I) Community Housing Advisory Board

The purpose of the Community Housing Advisory Board is to:

- a. Act as a partner in ending homelessness and striving to ensure that there are adequate affordable housing options within the community;
- b. Advise The City in accountability of planning documents and allocation of funding as required by other orders of government in the areas of affordable housing and homelessness;
- c. Upon request, provide input into planning processes to create community planning documents;
- d. Provide input into community priority setting when necessary;
- e. Provide input into application processes for agencies, organizations, businesses and individual in the community who wish to apply for funding as provided by the federal and provincial governments and other sources to address homelessness housing and related support issues in Red Deer.

The roles and responsibilities of supporting committees are under review and the current review body has our guidelines for citizen advisory groups to help guide their decisions. The CHAB is ultimately a function of housing and homelessness within Red Deer. The current five year plan to end homelessness has as its first goal to establish a governance and leadership structure to implement the five year plan. As such, it is recommended that this committee maintain its current role and function until such time as the governance and leadership structure is established.

I) Community Safety Committee

The purpose of this ad-hoc committee is to engage the community in the development of safety initiatives that have a community wide context and positive influence. This committee has a mandate for a specified term. It is recommended that this work continue and as such time as the work is complete, the need for the committee would no longer be required.



Recommendation # 7

That Council recommends maintaining the following committees:

- a. The Community Housing Advisory Board until such time as the governance and leadership structure is established and recommendations come forward in relation to the need for a committee including its purpose, form and function; and if no recommendations have come forward by the end of 2017, this recommendation be reviewed.
- b. The Community Safety Committee until such time as its mandate/purpose is fulfilled.

D. Next Steps

Recommendation # 8

That Administration completes all of the necessary bylaw amendments and have those come back to Council by September 2016. That the effective date of these changes be the Organizational Meeting of Council on October 24, 2016.

Recommendation # 9

That the recommendation development process utilized by Citizen Advisory Groups be considered when the first citizen advisory group is chosen as the appropriate tool within the engagement zone. Our learnings in the development of this recommendation is that the complexity, conflict, impact and community options may require different tools at different times and exploring those with more information specific to the issue is key.

Summary:

Input and engagement are different. When engagement processes go well, they offer participants opportunities to move from providing input (making a statement of their needs, wishes or thoughts) to participating in a more thoughtful dialogue with others (where deep listening and powerful learning can happen). Input processes often center on different people individually providing different answers to a question, whereas engagement processes ask a group to think together to create an answer that none of them might have at the start.



The recommendations contained in this report embrace the foundations established in the public participation framework and attempt to move the organization forward in establishing new relationships with the community focused on input and engagement. We recognize in making these recommendations that there is a perception of loss of contribution to the community; however, we also know that our new activities will bring greater levels of commitment as we work to develop solutions together. This is the meaningful work that citizens want and by implementing these recommendations we can move forward on creating meaningful opportunities for dialogue.

DATE: June 24, 2016

TO: Elaine Vincent, Director of Development Services
Julie Harvie-Shemki, Director of Communications & Strategic Planning

FROM: Samantha Rodwell, Deputy City Clerk

SUBJECT: Strengthening Public Participation: Phase 2 Implementation Plan

Reference Report:

Dialogue Steering Committee, dated June 20, 2016

Resolution:

At the Monday, June 20, 2016 Regular Council Meeting, Council passed the following Resolutions:

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees that the Greater Downtown Action Plan Committee discontinues as of October 2016.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees that the Heritage Preservation Committee discontinues as of October 2016 and that Administration further explore the need for a committee to support the work of delivering the Heritage Recognition Awards and that a report be brought back to Council by October 31, 2016 detailing options.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees that the Environmental Advisory Committee discontinues as of October 31, 2016 and directs Administration to develop a public participation strategy that includes a Terms of Reference for a Citizen Advisory Group, with a report to be brought back to Council by October 31, 2016 for implementation in 2017.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees the Municipal Features Naming Committee discontinues as of October 2016 and agrees that Council will maintain the decision making for the naming of municipal features.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan in relation to the Public Art Jury hereby agrees that Council:

- Delegates decision making to the committee;
- Rename the Public Art Jury Committee to the Public Art Commission;
- Will not be members of the renamed Commission; and
- Changes the purpose of this committee from a Public Advisory Committee to a Governance Committee and will be as follows:
 - a. Provide expert and community input on public art for The City of Red Deer
 - b. Recommend and advise on public art policies, guidelines, plans and issues as they relate to The City of Red Deer
 - c. Review all acquisitions and donations of public art
 - d. Adjudicate all public art projects and grant applications for the year in accordance with current policies.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees to maintain the following committees:

- a. The Community Housing Advisory Board until such time as the governance and leadership structure is established and recommendations come forward, based on the five year plan to end homelessness and continued discussions with our community partners and the Government of Alberta, in relation to the need for a committee including its purpose, form and function; and if no recommendations have come forward by the end of 2017, this recommendation be reviewed; and
- b. The Community Safety Committee until such time as its mandate/purpose is fulfilled.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby directs that Administration complete all of the necessary bylaw amendments and have those come back to Council by September 2016 and that the effective date of these changes be 2016 Organizational Meeting of Council.

Resolved that Council of The City of Red Deer having considered the report from the Dialogue Steering Committee, dated June 20, 2016 re: Strengthening Public Participation: Phase 2 Implementation Plan hereby agrees that the recommendation development process to be utilized by Citizen Advisory Groups be considered when the first citizen advisory group is established.

Report back to Council: Yes.



Samantha Rodwell
Deputy City Clerk

- c. Lisa Perkins, director of Corporate Transformation
Jerme Bouw, Divisional Strategist
Corporate Meeting Administration
Lynn Iviney, Legislative Services Committee Coordinator



June 20, 2016

**Addendum Report:
School and Playground Zone Time Changes
Bylaw Amendment 3186/A-2016**

Engineering Services/Road Safety Working Committee

Report Summary & Recommendations:

This report is an addendum to the council report 'School and Playground Zone Time Changes – Bylaw Amendment 3186/A-2016' which received First Reading at the Tuesday, May 24, 2016 City Council meeting.

City Manager Comments:

As outlined on May 24, 2016, I support the recommendation of Administration. It should be noted that if Council supports the recommendation it has the following options:

1. Approve the required funding now to enable implementation for this summer, or
2. Approve the required funding in conjunction with the 2017 budget which would result in a fall 2017 implementation.

Proposed Resolution:

That Council consider second and third reading of Traffic Bylaw Amendment 3186/A-2016 at this time.

Resolved that Council of The City of Red Deer having considered the report from Engineering Services/Road Safety Working Committee dated May 9, 2016 re: School and Playground Zone Time Changes, Traffic Bylaw Amendment 3186/A-2016 and the addendum report from Engineering Services/Road Safety Working Committee dated June 20, 2016 re: School and Playground Zone Time Changes Bylaw Amendment 3186/A-2016 hereby approves funding in the amount of \$120,000 to complete the required signage changes and communication campaigns to inform residents about the change in playground and school zone times to be funded through a transfer of surplus CPR funds from the Street Light/Power Pole Relocation (2015) job.



Background:

This Addendum report is in response to questions and concerns during First Reading of the bylaw. These concerns and questions included converting the remaining two (2) school zones into playground zones and asking Administration to provide Council with more information regarding the plan to effectively communicate these changes to the public.

In reviewing the recommendations, the principles that guided our recommendations were the following outcomes:

- 1) reduce confusion on City roadways,
- 2) maximize standardization on City roadways, and
- 3) maintain a balanced multi-modal transportation network.

Currently there are 88 zones in the city that are either playground, school or combination zones. The Road Safety Working Committee reviewed the parameters of the roadways in question, since first reading and is recommending that we have alignment for 87 of the 88 zones. There are unique characteristics of the one remaining area that we believe warrant unique signage.

The proposed new breakdown of the number of school and playground zones would thus be:

Type of Zone/Area	# of Zone/Areas	Time
School Zone	1	8:00 a.m. – 4:30 p.m., school days
Playground Zone	87	8:00 a.m. – 9:00 p.m., all days
School Area	0	N/A

Our initial recommendation at first reading was to have two remaining school zones: one on 45 Avenue and one on 39 street. The following information is in response to Council's request for additional information and provides a Communication Plan for implementation of this work.

School Zone on 45th Avenue

After a review of the local and on-site traffic conditions, Administration recommends the conversion of the school zone for Parkland School currently located on 45th Avenue north of 59th Street in the Waskasoo neighbourhood into a playground zone. This change is due to the fact that 45th Avenue is a low volume road and is classified as a local road. The local



community association has indicated they are supportive of any initiatives by The City to reduce traffic speeds in this neighbourhood.

School Zone on 39th Street

Administration does not recommend the conversion of the school zone on 39th Street into a playground zone due to the following reasons:

1. 39th street is a major east west corridor with high traffic volumes. Although it's actual road classification is that of a collector roadway, onsite monitoring and traffic flows see it functioning as a quasi-arterial road.
2. One of the key learnings from the mobility playbook is to have a balanced network. We want to balance traffic especially on roads functioning as arterials with all users in mind. We have crosswalks along 39th street, that function outside of school hours to respond on an as needed basis rather than slowing traffic during the playground zone hours. The second key learning is to ensure that we don't compromise one mode of travel for another. If we were to implement the playground zone timing, there is a high risk of unbalancing the network because of the way the road is functioning.
3. There are many key considerations for warranting a playground zone. These include such things as size, capacity and location of playground equipment, site fencing, site access, road classification, separation of playground from the road, and types and number of sidewalks. In this case, the evaluation did not prove the requirement for a playground zone for this area. It should be noted however, that because this is a unique roadway (as described in 2 above), administration continually monitors its operation and safety. Strategies such as installation of pedestrian crossing lights (RRFBs) can be quickly implemented when and as required to maintain the balance to our transportation network.

In response to Council's questions regarding the request for additional dollars outside of the normal operating budget debate, Administration is recommending to move forward at this time to ensure implementation is complete by the start of the 2016 school year. Council has the option to not approve the spending and defer it to the 2017 Operating Budget debate in January. If so, implementation of the project would be deferred until later in 2017. The intent of the Road Safety Working Committee is to ensure safety and consistency for all schools and playground zones in a timely manner and feels that this project will lead to improved outcomes for all Red Deerians and thus feels it is a priority to move forward this year.

Communications Overview:

Communications will play a key role in helping residents understand that a change to the times for playground and school zones is coming, when drivers need to drive 30km/hr and where to find more information. To achieve this, all residents (including drivers, parents/teachers of local schools, City staff and neighbourhood groups) will be reached through a variety of communication methods in the time leading up to and following the implementation and effective date.



In addition to signage and time tabs placed underneath every playground and school zone sign, other methods of communication include:

- Advertising campaigns (radio, print, social media, etc).
- Media coverage and awareness.
- Outreach with schools, including information in welcome back letters.
- Connecting with neighbourhood associations.

Effective communication will reduce confusion surrounding school and playground zone times and improve understanding for why 30km/hr is in effect. This in turn will lead to better compliance and support, which overall will help to improve the safety of pedestrians, students and children near our road network.

Administration supports these recommendations which are in alignment with our expected outcomes of Bylaw Amendment 3186/A to:

- 1) reduce confusion on City roadways,
- 2) maximize standardization on City roadways, and
- 3) maintain a balanced multi-modal transportation network.



Report Originally Submitted
to the May 24, 2016 Meeting
of Council.

May 9, 2016

School and Playground Zone Time Changes Bylaw Amendment 3186/A-2016 Consideration of First Reading

Engineering Services/Road Safety Working Committee

Report Summary & Recommendation:

This report is being presented to Council on behalf of the Road Safety Working Committee. Council will recall this committee came out of the 2014 Strategies for Traffic Safety Plan initiative. Since that time the Road Safety Steering Committee, co-sponsored by two members of the Corporate Leadership Team (Elaine Vincent and Sarah Cockerill) and the Working Committee have been conducting research and formulating a more coordinated approach to road safety for Red Deerians. The working committee partnership consists of members from both divisions including: Engineering, EL&P, Public Works, Transit, Policing (both RCMP and Municipal Enforcement) and Communications.

The purpose of this report is to present a review of options to amend current school zone and playground zone times to reduce confusion among motorists and improve the safety of school children and pedestrians in The City of Red Deer.

Members of the Road Safety Working Committee (RSWC), in consultation with Red Deer Public School Board, Red Deer Catholic School Board, and Red Deer private schools, reviewed options to change school zone and playground zone times and recommends the following:

- School zone times are changed to **8:00 a.m. – 4:30 p.m.**, as it standardizes the school zone times into one time block, is consistent with the current start and end times, and balances the needs of all road users.
- Playground zone times are changed to **8:00 a.m. – 9:00 p.m.** every day, as it extends the morning coverage by half an hour, extends coverage in the winter months, and would be in effect for 71% of sunsets throughout the year.

To meet the requirement of the Alberta Traffic Safety Act, a black and white tab sign below the school/playground and 30 km/hr maximum sign would be installed to notify motorists of the effective times upon entering a zone. As playground zones would be in effect starting at 8:00 a.m., all school and playground combination zones would be converted into strictly playground zones and the school sign will be removed. In addition, the current practice of signing the end of a school/playground zone with a 50 km/hr maximum speed sign would be altered by replacing the existing 50 km/hr signs with the “END SCHOOL ZONE” and “END PLAYGROUND ZONE” signs. This would further reduce confusion for motorists.



RSWC requests Council to approve the Traffic Bylaw Amendment 3186/A-2016 (attached) to make the proposed school and playground zone times to be legally effective. In addition, the RSWC requests Council to approve funding of \$120,000 to complete the required signage changes and communication campaigns to inform residents about the change in playground and school zone times. This is to be funded through a transfer of surplus CPR funds from the Street Light/Power Pole Relocation (2015) job.

City Manager Comments:

I support the recommendation of Administration. If first reading is approved, this bylaw will be brought for consideration of second and third reading at the Monday, June 20, 2016 meeting of City Council.

Paul Goranson
City Manager

Proposed Resolution

Resolved that Council of The City of Red Deer having considered the report from Engineering Services/Road Safety Working Committee dated May 9, 2016 re: School and Playground Zone Time Changes, Traffic Bylaw Amendment 3186/A-2016 hereby approves funding in the amount of \$120,000 to complete the require signage changes and communication campaigns to inform residents about the change in playground and school zone times to be funded through a transfer of surplus CPR funds from the Street Light/Power Pole Relocation (2015) job.

That Council consider first reading of Traffic Bylaw Amendment 3186/A-2016 at this time.

Report Details

Background:

The City of Red Deer currently follows the standard times for School and Playground Zone speed reduction set forth by the Alberta Traffic Safety Act (TSA). For School Zones those times are 8:00 a.m. – 9:30 a.m., 11:30 a.m. – 1:30 p.m., and 3:00 p.m. – 4:30 p.m. effective on school days. Playground Zones are in effect from 8:30 a.m. to one hour after sunset every day. The Government of Alberta amended Section 107 (attachment 'A') of the Traffic Safety Act, effective as of June 1, 2014, to permit municipalities to designate their own hours for School and Playground zone's to fit local needs. Following the amendment to the Traffic Safety Act, several municipalities, including Edmonton and Calgary, have made changes to their school zone and playground zone practices.



Discussion:

Table I illustrates the current hours that are used by other municipalities in Alberta as of September 2015. Edmonton has standardized their school zones to include all hours from 8:00 a.m. – 4:30 p.m., Calgary has converted all school zones into playground zones with effective hours from 7:30 a.m. – 9:00 p.m., and St Albert and Lethbridge have standardized their school zone times to 8:00 a.m. – 4:00 p.m. and 7:30 a.m. – 4:30 p.m. respectively. In addition to changes in the Province of Alberta, the Province of British Columbia has mandated the minimum effective hours of a playground or school zone to be 8:00 a.m. – 5:00 p.m. and the Province of Ontario has mandated a 40 km/hr speed limit effective all hours every day in school zones.

Table I, Alberta Municipalities School and Playground Zones

Location	School Zone	Playground Zone
Edmonton	8:00am-4:30pm – school days	n/a
Calgary	7:30am-9:00pm – school days	7:30am-9:00pm
St Albert	8:00am-4:00pm – school days	n/a
Lethbridge	7:30am-4:30pm – school days	n/a
Innisfail	Standard	Standard
Lacombe	Standard	Standard
Strathcona	Standard	Standard

Alberta Municipalities, including The City of Red Deer, use playground zones and school zones, playground areas and school areas, and combination playground and school zones in accordance with Transportation Association of Canada published guidelines *School and Playground Areas and Zones: Guidelines for Application and Implementation* and the Government of Alberta's *Traffic Safety Act* regulation which states that any traffic control device that is placed, marked, or erected under the authority of the *Traffic Safety Act* must be in conformity with the design standards for the traffic control device prescribed in the *Manual of Uniform Traffic Control Devices for Canada*.

These documents provide both a warrant process for determining the need for school or playground zone/area placement as well as the requirements for design and placement of signage. The Alberta Driver's License Handbook published by Alberta Transportation includes the same information.

School/Playground Zone (Definition) – When you approach a school or playground sign, with a maximum speed posted with it, you are entering a school or playground zone. You must not exceed the posted speed when the zone is in effect. Hours may vary for different towns and cities according to municipal bylaws. If a municipality does establish their own times, times will be posted beneath the school or playground sign. Figure 1, 2, and 3, below



show the signage that is display at the start of a school zone, playground zone, and combination zone, respectively.



Figure 1. School Zone Signage



Figure 2. Playground Zone Signage



Figure 3. Combo Zone Signage

School/Playground Area (Definition) – When you approach a school or playground sign without a speed sign attached to it, you are entering a school or playground area. This sign is to alert drivers that children may be near, walking or crossing the road and you must use caution when driving through the school area. Figures 4 and 5, below, show the signage that is displayed the start of a school area and playground area, respectively.



Figure. 4 School Area Signage



Figure. 5 Playground Area Signage

Table 2, Breakdown of Zones/Areas in the city of Red Deer

Type of Zone/Area	# of Zone/Areas	Speed Limit
School Zone ¹	3	30 km/hr
Playground Zone	58	30 km/hr
Combination Zone (School + Playground same site)	27	30 km/hr
School Area	0	N/A
Playground Area	8	N/A

¹ School Zone locations:

- Central Middle School – 48th Avenue, 53rd Street
- Eastview Middle School, Maryview School, St. Thomas Aquinas – 40th Avenue, 39th Street
- Parkland School – 45th Avenue in Waskasoo Neighbourhood

Current Issues: Every year, City Administration receives numerous questions, concerns, and complaints about the City’s current school and playground zone/area practice such as:

- School zone times versus playground times;
- Interpretation of the end time of playground zones and definition of sunset;
- Effective times of combination zones (school and playground zones at the same site);



- The end of a zone while turning from one street to another street within a zone; and
- The difference between a playground or school zone versus a playground or school area.

Analysis:

To reduce confusion, increase compliance, and increase pedestrian safety on roadways near school and playgrounds, the Road Safety Working Committee (RSWC) reviewed changing the effective times of both school and playground zones and has explored the various options.

School Zones:

Option 1 – 8:00 a.m. – 4:30 p.m. effective school days.

Option 2 – 8:00 a.m. – 5:00 p.m. effective school days.

Option 1, a continuous speed reduction **8:00 a.m. – 4:30 p.m.** is the recommended option because there is no current issue with the start and end times of school zones, only the confusing breaks between effective periods. Additionally, many streets located within school zones are located on commuter thoroughfares such as 40 Avenue, 39 Street, and 48 Avenue which see significant increases in traffic in the PM peak hours. Reducing speeds after 4:30 p.m. on these roads would have a negative impact on traffic flow.

Playground Zones:

Option 1 – 8:00 a.m. – 8:00 p.m. effective all days.

Option 2 – 8:00 a.m. – 9:00 p.m. effective all days.

Option 3 – 8:00 a.m. – 8:00 p.m. in summer months, and 8:00 a.m. – 5:00 p.m. in winter months.

Option 2 – 8:00 a.m. – 9:00 p.m. is the recommended option due to the following reasons:

- The hours are easy for motorists to remember.
- 88% of collisions involving pedestrians aged 18 and younger from January 1, 2013 – September 1, 2015 occurred between 8:00 a.m. – 9:00 p.m.
- 71% of sunsets in Red Deer occurred before 9:00 p.m. compared to just 46% before 8:00 p.m. (Attachment 'B') in 2014.
- The City of Calgary has also adopted the 9:00 p.m. end time in all playground zones.
- Many oil and gas companies have offices in both Red Deer and Calgary; those employees who travel between offices are already familiar with the 9:00 p.m. end time.
- The City of Red Deer maintains 62 outdoor ice rinks during the winter months with the majority of rinks installed adjacent to school and neighborhood playgrounds.



- During the winter months the sun does set earlier than 9:00 p.m. but the playgrounds remain open after dark, and children using the play equipment/snow banks/slides will be far less visible in the dark reinforcing the need for motorists to slow down.
- Provides an extra 30 minutes of coverage during the morning which would negate the need for confusing combination zones.
- Option 3 would not reduce motorist confusion regarding the times that the zones are in effect as there would be disagreement and confusion about what constitutes a summer month versus a winter month.

Signage Changes:

- To conform to the requirements of the Traffic Safety Act, a tab sign (white with black lettering/numbering) would be added to all playground and school zones to notify drivers of the effective times.
- The RSWC recommends the removal of all School Zone signs in combination zones.
- The RSWC recommends that the current practice of signing the end of a school/playground zone with a 50 km/h maximum speed sign be altered by replacing the existing 50 km/h signs with “END SCHOOL ZONE” and “END PLAYGROUND ZONE” signs¹. These signs are currently in use in the cities of Calgary and Edmonton and provide a clearer indication of the end of the zone.

¹Examples of the “END” signs are provided in Figures 6 but would be the fluorescent Yellow/Green which is the City Standard for school and playground zone signs. The use of an “END” sign increases driver awareness while exiting zones and creates a more unique school or playground zone than the standard 50 km/hr speed limit sign which has the tendency to blend in with other signage for motorists. Additionally, the “END” signs will reduce motorist confusion about the end of a zone or area when motorists turn from one street to another within the same zone or area.



Figures 6. Proposed End Signs for School and Playground Zones

Communication with Stakeholders: The Red Deer Public School Board, The Red Deer Catholic School Board, Red Deer private schools (École La Prairie, Parkland School, and Koinonia Christian School), Red Deer RCMP, and Municipal Enforcement agree with the proposed time changes and signage changes.



Three School Zones: To reduce further confusion, Engineering will make the following changes at the three school zones:

1. Central Middle School (48th Avenue, 53rd Street): Due to playground equipment in Central Middle School Park used by local residents during afterschool hours as well as requests by residents, Engineering will convert the existing school zone around Central Middle School (48th Avenue, 53rd Street) into a playground zone.
2. Eastview Middle School (40th Avenue, 39th Street): As 40th Avenue is a 4-lane arterial roadway carrying high volume of traffic and school children do not cross at multiple midblock locations on 40th Avenue (such as at other schools), Engineering is planning to remove the existing School zone on 40th Avenue once Rectangular Rapid Flashing Beacons (RRFB) are installed at the signed and marked crosswalk existing to the north of the Eastview School pickup and drop-off lane. Due to multiple schools on 39th Street, Engineering recommends neither removing the existing school zone nor converting into playground zone.
3. Parkland School (45th Avenue in Waskasoo Neighbourhood): No afterschool activity, therefore RSWC recommends not converting the existing school zone on 45th Avenue into playground zone.

Eight Playground Areas: The RSWC recommends the elimination of confusing playground areas. This will be accomplished by lowering the warrant threshold, which is set down by TAC, from the current 80 points to 60 points. Each current playground area will be investigated by RSWC members to re-do the warrant based on the new threshold and determine the appropriateness of converting some of them into playground zones. Additionally, investigation will be done into changing the existing signage at locations where playground zones are not warranted – based on the new warrant process – into other warning signs advising motorists of children playing.

Effect of Implementation on Zones/Areas in Red Deer: Following the implementation of this time and signage change, the proposed breakdown of school and playground zones/areas and their respective effective times is illustrated in Table 3.

Table 3, Proposed New Breakdown of Zones/Areas in Red Deer

Type of Zone/Area	# of Zone/Areas	Time
School Zone ¹	2	8:00 a.m. – 4:30 p.m., school days
Playground Zone	86	8:00 a.m. – 9:00 p.m., all days
School Area	0	N/A
Playground Area ²	8	N/A

¹ School Zone locations:

- Eastview Middle School, Maryview School, and St. Thomas Aquinas – 39th Street
- Parkland School – 45th Avenue in Waskasoo Neighbourhood

² Playground areas will be converted to zones or eliminated with new signage



Amendment in Traffic Bylaw 3186/97: City of Red Deer Traffic Bylaw 3186/97 would require an amendment to change the School and Playground Zone times. Traffic Bylaw Amendment 3186/A-2016 has been attached for Council approval.

Financial Implications: The cost of implementing the school and playground zone changes is estimated at \$120,000 which includes the cost of new signage and a communications campaign to inform residents about the new times. The additional cost can be funded through a transfer of surplus CPR funds from the Street Light/Power Pole Relocation (2015) job.

Implementation and Communication Plan

The overall plan to implement these changes is a multi-faceted, interdepartmental project between Engineering Services, Public Works, Communications & Strategic Planning, and City Enforcement. If approved by Council, sign design and manufacturing will commence – taking place in May and June. The time tab signs will be installed first with installation taking place in July and August. The time tabs will be covered making them not visible to motorists at the time of installation leaving the current Alberta legislation for school and playground zone times in place. This covering will be removed on August 29th, 2016, the proposed effective date of Bylaw Amendment 3186/A-2016. Additional manpower beyond the current Signage Crew staff will be enlisted from Public Works in order to ensure these installations are completed in a timely fashion. Communications will prepare and release radio advertisements, PSAs, and other information packages to inform residents of the changes and of the August 29th date that they go into effect. City Enforcement will be updated on the installation process in order to guide their enforcement efforts in playground and school zones.

Following implementation of the bylaw, Public Works crews will work to install the new “End Zone” signs throughout September/October.

Recommendations:

The Road Safety Working Committee requests that Council approve the attached Traffic Bylaw Amendment 3186/A-2016 and approve a budget of \$120,000 for implementation, funded through a transfer of surplus CPR funds from the Street Light/Power Pole Relocation (2015) job.

**Attachment 'A'**Excerpts from the *Traffic Safety Act***Standard speed limit re school or playground zone**

107(1) In this section, “school zone” and “playground zone” mean that portion of a highway identified as a school zone or a playground zone by a traffic control device in the manner prescribed by regulations.

(2) Subject to a speed limit that is prescribed under section 108(1)(h) for a highway,

- (a) 30 kilometres per hour is the maximum speed limit within a school zone, other than a school zone referred to in clause (c), during the periods of time and the days provided for or otherwise specified in the regulations;
- (b) 30 kilometres per hour is the maximum speed limit within a playground zone, other than a playground zone referred to in clause (c), during the period of time and the days provided for or otherwise specified in the regulations;
- (c) within a school zone or a playground zone that is identified by a traffic control device that shows rapid intermittent flashes of yellow light as provided for in the regulations when the traffic control device is activated, 30 kilometres per hour is the maximum speed limit during any period when the traffic control device is showing rapid intermittent flashes of yellow light.

(3) Notwithstanding subsection (2)(a), with respect to a school zone that is located within a municipality the council of the municipality may, for a highway in respect of which it may by bylaw prescribe speed limits and having regard to the hours of opening and closing of the school for which the school zone exists,



Section 108

TRAFFIC SAFETY ACT

RSA 2000

Chapter T-6

by bylaw increase or decrease the length of the periods of time referred to in the regulations during which the speed limit is in effect for that school zone.

(4) Where a council enacts a bylaw under subsection (3), the council shall cause traffic control devices to be displayed identifying the hours during which the speed limit for the school zone is in effect.

(5) Notwithstanding subsection (2)(b), with respect to a playground zone that is located within a municipality, the council of the municipality may, for a highway in respect of which it may by bylaw prescribe speed limits, by bylaw increase or decrease the length of the periods of time referred to in the regulations during which the speed limit is in effect for that playground zone.

(6) Where a council enacts a bylaw under subsection (5), the council shall cause traffic control devices to be displayed identifying the periods of time during which the speed limit for the playground zone is in effect.

RSA 2000 cT-6 s107;2013 c19 s2(15)

Attachment 'B'**Sunset Times**

**Strikethrough version as per
Bylaw Amendment 3186/A-2016**

Bylaw No. 3186/A-2016

Being a bylaw of the City of Red Deer, in the Province of Alberta, to control and manage traffic upon Highways within the City of Red Deer;

NOW THEREFORE, THE COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

1 This bylaw may be called the "Traffic Bylaw".

DEFINITIONS

2¹ The definitions contained in the Interpretation Bylaw of the City of Red Deer and Section 1 of the *Traffic Safety Act*, R.S.A. 2000, c.T-6 and regulations thereunder shall apply to this bylaw unless a contrary intention is specifically stated in this Bylaw. In this Bylaw, the following terms shall have the meanings shown:

"City Engineer" means the Director of Development Services or his deputy, agent, or representative;

²"Commercial loading zone" means a space on a highway, marked with a City authorized sign containing the words "Commercial Loading Zone", for parking of commercial vehicles during actual loading or unloading of goods or other materials.

"Courier Service" means a business that provides courier services;

¹ 3186/B-2000, 3186/A-2005

² 3186/B-2006

“Curb” means the actual curb, if there is one or, if there is none, means the point of division between the roadway and that part of the highway not intended for vehicular use;

“Curb Cut” means a driveway across a sidewalk or curb for vehicular traffic;

“Exhibition Grounds” means the following described lands:

Lot 5, Block 1, Plan 822-2274

excepting thereout all that portion of the aforesaid lands used as a racetrack;

¹“Heavy Vehicle” means a vehicle with or without a load that exceeds any of the following dimensions:

- (a) 2 axles;
- (b) 11 m in length;
- (c) a licensed gross vehicle weight of 7,500 kg

but does not include the type of vehicle commonly known as “recreation vehicle”, which is a vehicle or combination of vehicle and trailer designed for vacation, camping, or similar recreation purposes.

“Holiday” includes Sundays;

“Holiday Trailer” means:

¹ 3186/B-2002

- (i) a trailer that is designated, constructed, and equipped as a permanent or temporary dwelling or sleeping place; or
- (ii) any structure that is designated, constructed and equipped as a permanent or temporary dwelling or sleeping place and intended or capable of being loaded on to or carried upon a motor vehicle or trailer;

“Inspections and Licensing Manager” means the manager appointed by the City Manager to that position;

“Metered Space” means a space or portion of highway in a metered zone marked out pursuant to this bylaw by painted lines or otherwise for the parking of a vehicle and at which space or portion a parking meter has been installed;

“Metered Zone” refers to a portion of highway or other public place within the City where parking meters are installed;

¹“Oversize Load or Oversize Vehicle” means a load or vehicle size which exceeds the Normal Maximum weights or dimensions specified in the vehicle registration certificate or in the *Traffic Safety Act* of Alberta and regulations thereunder for that vehicle, or which exceeds the following maximum dimensions:

- (a) length – 23 m
- (b) height – 4.15 m
- (c) width – 2.6 m

¹ 3186/B-2002

“Parking Meter” means a mechanical device designed for the purpose of indicating the time during which a vehicle may be parked in a metered space;

“Parks Manager” means the Recreation, Parks and Culture Manager appointed by the City Manager to that position;

“Peace Officer”, “Special Constable”, and “Bylaw Enforcement Officer” shall include any employee of the City appointed as a special constable or bylaw enforcement officer and any member of the Canadian Corps of Commissionaires or the City Detachment of the R.C.M.P. appointed or assigned to enforce the provisions of this bylaw;

“Playground Zone” means that portion of a highway identified as a playground zone by a traffic control device;

¹“Public loading zone” means a space on a highway, marked with a City authorized sign containing the words “Public Loading Zone”, for the parking of non-commercial vehicles during actual loading or unloading of goods or other materials.

“Recreation Vehicle” means a motor vehicle designed, constructed, modified, or equipped as a temporary dwelling place, living abode, or sleeping place;

“School Zone” means that portion of a highway identified as a school zone by a traffic control device;

¹ 3186/B-2006

“Sign” or “Traffic Control Device” means any sign, signal, marking, or device placed, marked or erected under the authority of this bylaw for the purpose of regulating, warning or guiding as defined in the *Traffic Safety Act* of Alberta and regulations thereunder;

¹“Special Event” means a promotion, parade, procession, race or display that requires use of City property or a highway within the City, and for that purpose:

- (a) “promotion” means one or more persons gathered for the purpose of soliciting, protesting, rallying, entertaining, evangelizing or selling goods or services;
- (b) “parade”, “procession”, “race” or “display” means any group of pedestrians or vehicles or a combination of pedestrian and vehicles, other than a funeral of military processions, marching, walking, running, standing, proceeding or riding upon City property or a highway within the City;

“Taxi-Cab” means a vehicle licensed as a taxi-cab under the Taxi Business Bylaw of the City;

“Time” means either Mountain Standard Time or Mountain Daylight Saving Time, whichever is proclaimed to be in effect by the Province of Alberta;

¹ 3186/B-2001

“Trailer” means a vehicle which is designated to be attached to or drawn by a motor vehicle;

¹“Transit Terminal” means an area intended exclusively for use by public transit vehicles to allow passengers to embark and disembark and for use by passengers awaiting rides on public transit, and includes all buildings, surfaces, structures, walls, fences and street furniture associated therewith and in particular the area shown in the sketch attached as Schedule “M” to this Bylaw.

¹ 3186/C-2002

PART 1

SPEED LIMIT IN SCHOOL ZONES AND PLAYGROUND ZONES

- 4.1(1) The maximum speed limit for a school zone or a playground zone is 30 kilometres per hour.
- 4.1(2) The maximum speed limit for a school zone is in effect between the hours of 8:00 a.m. and 4:30 p.m. on any day that school is held.
- 4.1(3) The maximum speed limit for a playground zone is in effect between the hours of 8:00 a.m. and 9:00 p.m.

PART 11

AUTHORITY OF THE CITY MANAGER

- 102 The City Manager is hereby authorized to designate:
- (a) any highway for through traffic purposes;
 - (b) the location of cross-walks upon highways;
 - (c) any intersection, highway, or place on a highway, including a place where a railway right-of-way crosses a highway, as a place where U-turns are prohibited;
 - (d) any highway as one which is closed temporarily in whole or in part to traffic;

- (e) any areas as one in which parking privileges are temporarily suspended;
- (f) any highway as one to be divided into traffic lanes of such number as the City Manager considers proper;
- ~~(g) the location of "school zones" and "playground zones";~~
- (g) the location of school zones and playground zones by the placement of traffic control devices;
- (h) any boulevard upon which parking is permitted;
- (i)¹ loading or unloading zones;
- (j) the location of bus stops;
- (k) the distance from any intersection within which no parking is permitted;
- (l) portions of highways where parking is limited to a period of time;
- (m) portions of highway where stopping is prohibited entirely, or for a specified period of time;
- (n) City employee parking areas wherein parking for employees is allowed only between 7:30 o'clock in the forenoon and 5:00 o'clock in the afternoon from Monday to Friday Inclusive;

¹ 3186/A-2000

- (o) the location of metered zones, meter locations, and metered spaces;
- (p) areas for angle parking and parallel parking;
- (q) the maximum load permitted on any bridge;
- (r) parking spaces upon a highway for the use of any taxi cab business holding a valid and subsisting taxi cab license issued by the City, as a taxi stand;
- (s)¹ parking spaces designated for Disabled Parking.

102.1 (a) ²The City Manager may authorize the City Engineer to issue a Move Approval Permit in special cases for Oversize Vehicles or for vehicles carrying an Oversize Load which are in excess of the maximum dimensions set out in Section 55(4), or which allow a move on routes other than the High and Wide Corridor, or which allow a move at times other than those specified in Section 55(6), provided that the City Manager is of the opinion that such move may be made safely and without damage to municipal infrastructure.

- (b) The City Manager may authorize the City Engineer to specify in a Move Approval Permit issued under this section any or all of the following:
 - (i) the maximum allowable dimensions of the Oversize Vehicles or Oversize Load;

¹ 3186/A-2000

² 3186/C-2011

- (ii) the times during which the move may be made;
 - (iii) the route over which the move is permitted to travel;
 - (iv) any special safety considerations which the applicant must employ;
 - (v) the amount of any fee which the applicant must pay to the City where there is no applicable fee provided for pursuant to Section 55(8), provided that such fee must be reasonable fee reflecting the cost to the City for manpower, administrative and equipment costs relating to the permitted move.
- (c) In the exercise of the discretion granted under this section, the City Manager shall ensure that appropriate measures are imposed to ensure public safety and to ensure that there is no damage to municipal infrastructure.
- (d) All of the provisions of the Traffic Bylaw related to the movement of Oversize Loads and Oversize Vehicles apply to moves permitted under the authority of this section, except as modified hereunder.

READ A FIRST TIME IN OPEN COUNCIL this 15 day of December A.D. 1997.

READ A SECOND TIME IN OPEN COUNCIL this 15 day of December A.D. 1997.

READ A THIRD TIME IN OPEN COUNCIL this 15 day of December A.D. 1997

AND SIGNED BY THE MAYOR AND CITY CLERK this 15 day of December A.D. 1997

“G. D. Surkan”

MAYOR

“Kelly Kloss”

CITY CLERK

BYLAW 3186/A-2016

Being a Bylaw to amend Bylaw No. 3186/97, the Traffic Bylaw of the City of Red Deer as described herein.

COUNCIL OF THE CITY OF RED DEER, ALBERTA ENACTS AS FOLLOWS:

Bylaw No. 3186/97 is hereby amended as follows:

1. Section 2 is amended by adding the definitions of:
 - “School Zone” means that portion of a highway identified as a school zone by a traffic control device;
 - “Playground Zone” means that portion of a highway identified as a playground zone by a traffic control device;
2. Subsection 102(g) to be deleted and replaced by:
 - (g) the location of school zones and playground zones by the placement of traffic control devices;

New subsection 4.1 is added:

SPEED LIMIT IN SCHOOL ZONES AND PLAYGROUND ZONES

- 4.1 (1) The maximum speed limit for a school zone or a playground zone is 30 kilometres per hour.
- 4.1 (2) The maximum speed limit for a school zone is in effect between the hours of 8:00 a.m. and 4:30 p.m. on any day that school is held.
- 4.1 (3) The maximum speed limit for a playground zone is in effect between the hours of 8:00 am and 9:00 p.m.

This bylaw comes into effect on August 29, 2016

DATE: June 24, 2016
TO: Wayne Gustafson, Engineering Services Manager
FROM: Samantha Rodwell, Deputy City Clerk
SUBJECT: School and Playground Zone Time Changes Bylaw
Amendment 3186/A-2016

Reference Report:

Legislative Services, dated June 8, 2016, Engineering Services/Road Safety Working Committee, dated May 24, 2016

Resolution:

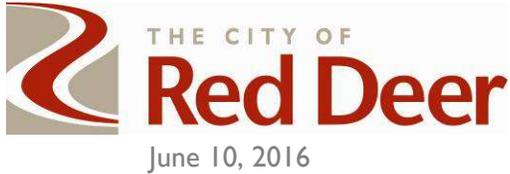
Resolved that the Council of The City of Red Deer hereby agrees to table consideration of the 3rd Reading of Bylaw 3186/A-2016 to the Operating Budget deliberations in January 2017.

Report back to Council: Yes



Samantha Rodwell
Deputy City Clerk

- c. Director of Development Services
Corporate Meeting Administration



Special Event Permit Bylaw 3572/2016 Request to Table

Legislative Services

Report Summary & Recommendation:

Summary:

Following is a resolution passed at the Monday, May 9, 2016 Regular Council Meeting:

Resolved that The City of Red Deer having considered the report from Inspections and Licensing, dated April 9, 2016 re: Special Event Permit Bylaw 3572/2016 hereby agrees to table the Special Event Permit Bylaw 3572/2016 for up to six weeks for administration to review block parties in the context of special events and the application of penalties within the bylaw.

Recommendation:

That Council consider tabling this item for up to 4 weeks to allow further time to explore options related to block parties in the context of special events.

City Manager Comments:

I support the recommendation of Administration.

Craig Curtis
City Manager

Proposed Resolution:

Resolved that Council of The City of Red Deer hereby agrees to lift from the table consideration of Special Event Permit Bylaw 3572/2016.

Resolved that Council of The City of Red Deer, having considered the report from Legislative Services, dated June 9, 2016, re: Special Event Permit Bylaw 3572/2016, hereby agrees to table consideration of this item up to 4 weeks to allow administration further time to explore options related to block parties in the context of special events.



Report Originally Submitted to
the April 25, 2016 Meeting of
City Council

April 09, 2016

Special Event Permit Bylaw 3572/2016

Inspections and Licensing

Report Summary & Recommendation:

Administration has developed the *Special Event Permit Bylaw* to consolidate a number of Special Events related items into one publicly available document. The bylaw is intended to provide clarity and consistency around the application and approval of Special Event Permits.

To complete the vision of one consolidated document, future amendments will be required to the *Use of Streets Bylaw*, *Traffic Bylaw*, and *Parks and Public Facilities Bylaw*.

Administration recommends that the *Special Event Permit Bylaw* receive first reading, with a return to Council on May 9, 2016 for 2nd and 3rd readings.

City Manager Comments:

This bylaw has been drafted as a housekeeping exercise to facilitate the issuing of special event permits. The process and application for special events simply reinforces the current practices. If first reading is approved, this bylaw will be brought back for consideration of second and third reading at the May 9, 2016 meeting of City Council.

Craig Curtis
City Manager

Proposed Resolution

That Council consider first reading of Special Event Permit Bylaw 3572/2016.



Report Details

Background:

The Inspections & Licensing Department processes the permits required for Special Events to take place on City-owned property, including parks and roads. Collaboration happens with a number of departmental stakeholders, who review and provide comment on applications related to their business.

Discussion:

The general purpose of the proposed *Special Event Permit Bylaw* is to establish the application and approval procedure for Special Event Permits where they impact City property, sidewalks, streets, parks, or green spaces.

Currently, there are several bylaws, and corporate policies and procedures which contain information related to Special Events and the subsequent permit requirements and process.

The proposed bylaw contains existing City policy and procedures, and would benefit stakeholders and staff, as it simply capturing those existing policies in one, publicly available document.

Not only does the bylaw clearly outline current City policy related to Special Events, but it also contains provisions outlining the appeal opportunity for applicants, as well as regulations around the enforcement of the bylaw.

The adoption of this bylaw sets the stage for further alignment of City bylaws. Amendments will be required in the future to the *Use of Streets Bylaw*, *Traffic Bylaw*, and *Parks and Public Facilities Bylaw* to remove all references to Special Events. At the time those bylaws are being amended for Council's consideration, the specific sections related to Special Events will be removed and the *Special Event Permit Bylaw* amended to include those sections.

Consultation

The Inspections & Licensing Department consulted all internal departmental stakeholders to obtain their comments. Any concerns have been addressed prior to the bylaw being brought forward to Council for their consideration.

Consultation with external stakeholders was not warranted as there are no anticipated changes to Inspections & Licensing's existing practice.

**Analysis:**

Administration recommends that Council adopt the *Special Event Permit Bylaw*, as the proposed changes do not modify the context of existing policies and procedures. The adoption of the proposed bylaw will provide for ease of use for the public and staff, as well as provide mechanisms for both appeals and enforcement.



April 28, 2016

Special Event Permit Bylaw

Legislative Services

Report Summary & Recommendation:

Summary:

The attached report is being brought forward from the Monday, April 25, 2016 City Council meeting.

Recommendation:

That Council consider second and third reading to Special Event Permit Bylaw 3572/2016.

Report Details

Background:

At the Monday, April 25, 2016 Regular Council Meeting, Council gave first reading to Special Event Permit Bylaw 3572/2016, a bylaw to provide clarity and consistency around the application and approval of Special Event Permits. As no advertising is required for this bylaw, Council is asked to consider second and third readings at this time.

BYLAW NO. 3572/2016

WHEREAS, pursuant to section 7 of the *Municipal Government Act*, RSA 2000, c M-26, a council may pass bylaws for municipal purposes respecting the following matters the safety, health and welfare of people and the protection of people and property and for any services provided by or on behalf of the municipality and services provided by or on behalf of the municipality;

AND WHEREAS, pursuant to section 8 of the *Municipal Government Act*, a council may pass bylaws to deal with any development, activity, industry, business or thing in different ways, divide each of them into classes and deal with each class in different ways to provide for a system of licences, permits or approvals;

AND WHEREAS, Council deems advisable to provide adequate health, sanitation, vehicle control and security for persons attending special events;

NOW THEREFORE COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

Short Title

1. This bylaw may be cited as the *Special Event Permit Bylaw*.

Purpose

2. The purpose of this bylaw is to set out the application and approval procedure for Special Event Permits where they impact City property, sidewalks, streets, parks, or green spaces.

Definitions

3. In this bylaw, the following terms shall have the meanings shown:
 - (a) "Applicant" means the person who applies for a Special Event Permit, pursuant to this Bylaw;
 - (b) "Application" means an application for a Special Event Permit;
 - (c) "Building" means "building" as defined in the Alberta Building Code, as amended;
 - (d) "City" means The City of Red Deer;
 - (e) "City Facilities" means any Building, structure, or recreational facility owned or operated by the City. It also includes any land owned or occupied by the City, including but not limited to:
 - a. City parks, sport fields, baseball diamonds, recreational areas, parking lots, and reserves;

- b. Land leased to the City and land for which an interest in land has been granted to the City;
 - c. Highways within the City of Red Deer corporate limit;
- (f) “City Manager” means the chief administrative officer for the City appointed by Council, in accordance with the provisions of the *Municipal Government Act*, as amended, or person designated to act in his or her place, or other designated City employee;
- (g) “Council” means the Council of the City of Red Deer;
- (h) “Expected Attendance” means the number of people reasonably expected to attend the Special Event, including the Special Event promoters, staff, personnel, volunteers, and entertainers;
- (i) “Highway” is as defined in the *Traffic Safety Act*, as it may be amended or replaced from time to time;
- (j) “Peace Officer” is as defined in the *Provincial Offences Procedure Act*, as amended;
- (k) “Permit” means a Special Event Permit;
- (l) “Permit Holder” means the person in whose name the Special Event Permit is issued, pursuant to this Bylaw;
- (m) “Person” means an individual, partnership, association, corporation, organization, business, cooperative, trustee, executor, administrator or legal representative;
- (n) “Site” means the parcel(s) or Highway on which a Special Event is to be held;
- (o) “Special Event” means any one time or re-occurring public or private event, gathering, festival, competition, contest, exposition or similar type of activity, held outdoors in whole or in part, on City of Red Deer property and which is expected to result in or include any of the following:
- i. impact to traffic or pedestrian flows requiring partial or full road closures;
 - ii. impact to public use of City infrastructure or services;
 - iii. high risk activity or structure such as fireworks, pyrotechnics, inflatable bouncers, tents/canopies/stages, etc.; and/or
 - iv. noise that will likely exceed permitted noise levels;

but does not include:

- v. an event or activity that has been expressly authorized by the City pursuant to the terms of a lease, license, or facility or green space rental;
- vi. an event, game, race, tournament, or similar type of competition held as part of league or club play; or
- vii. an event, game, race, tournament, or similar type of competition held at a location which has been specifically designed or built to be used for hosting such events;

(p) "Special Event Permit" means a Permit issued pursuant to this Bylaw;

(q) "Special Event Permit Issuer" means the City Manager or his/her designate;

(r) "Structure" is as defined in the City of Red Deer *Land Use Bylaw*, as it may be amended or replaced from time to time.

Administrative Authority

4. Council hereby delegates the City Manager the authority to carry out the terms and conditions of this Bylaw.
5. The Special Event Permit Issuer may issue a Special Event Permit, and this Permit may include conditions, as deemed necessary.
6. The Special Event Permit Issuer may refer any Application to Council if he or she believes the matter should be administered by Council.
7. The Special Event Permit Issuer may impose such conditions, costs, fees, or bonds as is deemed suitable to the public interest, including, but not limited to, the recovery of costs related to clean-up, maintenance, fire, public health, police and security.
8. If clean-up, maintenance and/or dismantle has not been completed by the Permit Holder in a reasonable time or the property is left unsightly, the City of Red Deer reserves the right to perform necessary restorative duties and the Permit Holder shall be solely responsible for costs associated with these duties.
9. Upon a Special Event Permit being granted under this Bylaw, and in conjunction with the City of Red Deer *Use of Streets Bylaw*, as it may be amended, the Special Event Permit Issuer is hereby authorized, to the extent she or he deems necessary, to temporarily close or restrict the use of any Highway under City direction, and may provide for the proper enforcement of any Special Event

either by way of erection of barricades or by the adoption of any other means considered necessary or expedient.

Interpretation

10. In this Bylaw, words in the singular include the plural and vice versa and gender specific terms include both genders and include corporations.
11. A reference to another enactment in this Bylaw refers to the enactment as it may be amended.
12. The headings in this Bylaw are for convenience only and must not be construed as defining or in any way limiting the scope or intent of the provisions of this Bylaw.

Scope

13. Events organized by the City are not exempt from requiring a Special Event Permit.
14. Every Applicant must comply with all applicable laws, bylaws, orders, directions, and regulations of any governmental authority having jurisdiction in any way with respect to the Site or Special Event including, but not limited to, the Royal Canadian Mounted Police, Alberta Health Services, and Alberta Gaming and Liquor Commission.
15. A separate Special Event Permit must be obtained for each Special Event.

Permit Application Requirements

16. A Permit shall not be issued under this Bylaw unless the Applicant has provided the Special Event Permit Issuer, or designate, with the information required in Schedule A within the following deadlines:
 - (a) Four months prior to the event, if the Special Event
 - i. Uses any Highway including a major Arterial Road, as defined in the *Land Use Bylaw*; or
 - (b) Three months prior to the event, if the Special Event
 - i. Uses any roadway other than an Arterial Road;
 - (c) Two months prior to the event if the Special Event
 - i. Is held on any other City owned property, including parking lots and sidewalks.
17. The Special Event Permit Issuer may, at their discretion, receive and consider an Application that does not comply with the deadlines set out above. All other requirements of this Bylaw shall continue to apply. The Special Event Permit

Issuer shall advise the Applicant of the decision as expeditiously as possible in the circumstances.

Neighbourhood Notification

18. The Special Event Permit Issuer may notify adjacent property owners of the proposed Special Event and provide opportunity to make comments.
19. The Special Event Permit Issuer may require the Permit Holder, as a condition of a Special Event Permit, to hand deliver notifications to properties that the Special Event Permit Issuer considers may be particularly affected by of the proposed Special Event prior to the date of the Special Event at their cost.
20. In addition to the notifications set out above, the Special Event Permit Issuer may require the Applicant, at the Applicant's cost, to post signage in public places and provide further notice including, but not limited to, any one or more of the following:
 - (a) Posting Highway signage, where traffic is impacted, at or near the entrance to the Site, indicating the date(s) and time(s) of the Special Event; and
 - (b) Publication in a local newspaper of information of interest to the public about the Special Event.

Indemnification

21. A Special Event Permit will not be valid unless and until the Applicant provides the City with indemnification, to the satisfaction of the Special Event Permit Issuer.

Applicant Responsibilities

22. The Applicant shall apply to the City within the timeframes set out in this Bylaw for any Special Event it wishes to hold.
23. The information and plans provided by the Applicant shall be to the satisfaction of the Special Event Permit Issuer.
24. The onus of obtaining the necessary information, plan or specification is solely that of the Applicant and is at the Applicant's cost.

Insurance

25. A Special Event Permit will not be valid unless and until the Applicant provides the City with proof of Commercial General Liability insurance in a form and with an insurer acceptable to the City:
- (a) In the amount of
 - i. Two million dollars (\$2,000,000.00) per occurrence, including The City of Red Deer as an Additional Insured for the date(s) of the event; and/or
 - ii. Five million dollars (\$5,000,000.00) per occurrence or such higher amount as the Special Event Permit Issuer may deem necessary or advisable including The City of Red Deer as an additional insured for the date(s) of the event, where high risk events are included, such as: pyrotechnics, hot air balloons, extreme sports, and others.
 - (b) That includes a cross liability clause;
 - (c) That provides the City a minimum of 30 days prior written notice of cancellation or material change.
26. The requirement to provide proof of insurance does not apply to Special Events where the City is the Applicant.

Conditions of Issuance

27. No Applicant shall be issued a Permit unless the Applicant has provided the Special Event Permit Issuer with the following in relation to the Special Event:
- (a) If the Special Event requires the provision of medical services or medical transport, or the provision of first aid services by non-paramedic staff, on site for the Special Event, the Applicant shall provide proof that these services have been procured for the Special Event at the Applicant's cost;
 - (b) If the Special Event requires the provision of fire service resources on site for the Special Event, the Applicant shall provide proof that these services have been procured for the Special Event at the Applicant's cost;
 - (c) If the Special Event requires the provision of paid-duty Police Officers or provincially licensed security services on site for the Special Event, the Applicant shall provide proof that these services have been procured for the Special Event at the Applicant's cost;
 - (d) If the Special Event requires the provision of Bylaw enforcement, the Applicant shall provide proof that these services have been procured for the Special Event at the Applicant's cost.

Permit Conditions

28. Conditions may be added to a Special Event Permit to ensure the safety of the public, protection of property, and the orderly conduct of the event.

29. Applications shall be circulated to affected City departments for comment and identification of concerns. A meeting between the Applicant and The City may be held to discuss issues related to the proposed Special Event.

30. The following conditions apply to all Special Event Permits, unless otherwise stated:

- (a) No staking or pounding of objects or fixtures into the ground is permitted unless special approval is granted by the Special Events Permit Issuer;
- (b) Marking of pathways and trails is to be temporary. The only marking methods that are allowed are sidewalk chalk, cones or flags. Spray paint and spiking is prohibited;
- (c) Signage may not be attached to trees, park furniture, existing signs or Buildings. Signage should be freestanding, not staked, and must be removed after event;
- (d) City flowers, trees, shrubs and other vegetation may not be cut, moved, removed, nor have wires or ropes attached;
- (e) The City may charge and collect damages from Permit Holder if Site is left in an unacceptable manner and requires clean-up or repair. This includes garbage, turf damage, etc;
- (f) Vehicles must be kept on road surfaces unless expressly authorized by the Special Event Permit;
- (g) The City reserves the right to cancel green space bookings due to potential site damage incurred from heavy traffic on site during or immediately following inclement weather;
- (h) Permit Holders are responsible to be aware of municipal bylaws that may affect their events;
- (i) Any advertising, signage, barricading or staff costs incurred in the closing of roads or other public areas are the responsibility of the Permit Holder.

31. Promotional signs for a Special Event are permitted on City property, in connection with a Special Event provided that:

- (a) Signs are not located within residential areas unless special approval is granted by the Special Events Permit Issuer;

- (b) Signs are erected no more than seven days prior to the special event and removed within 24 hours of the conclusion of the Special Event unless otherwise by the City;
- (c) There are no more than 30 signs per Special Event;
- (d) The signs are not within 50 linear meters of any other promotional sign that is part of a Special Event;
- (e) The top of the sign does not exceed 0.9 m from grade;
- (f) The signs are not more than 0.55 square meters;
- (g) The signs are not within 3 meters of any access/egress to/from a property, or within 10 meters from any intersection;
- (h) Signs do not interfere with pedestrian or vehicular traffic;
- (i) Signs are not illuminated or employ any flashing or sequential lights; and
- (j) Signs have a professional appearance, are kept neat and clean and are maintained in such condition.

Fire Prevention

32. The following conditions apply to all Special Event Permits, unless otherwise stated:

- (a) A clear 6-meter fire lane access is required to the face of Buildings;
- (b) A clear 6-meter fire lane access must be maintained throughout the entire road closure area;
- (c) Displays set up on sidewalks must not obstruct exits or fire department connections;
- (d) Clear access to fire hydrants must be maintained;
- (e) Details of fire pit use must be forwarded to the Emergency Services for review and approval. Fire pits must meet the *Fire Permit Bylaw* requirements and be supervised until completely extinguished;
- (f) Request for a fireworks permit must be submitted directly to Emergency Services for review and approval. Emergency Services will only issue a possession or display permit to a person that is certified as a fireworks display technician;

- (g) Food vendors having cooking processes producing grease laden vapors that are used in fixed, mobile, or temporary concessions, such as trucks, buses, trailers, pavilions, tents, or any form of roofed enclosure shall comply to NFPA 96 "Standard for Ventilation Control and Fire Protection of Commercial Cooking Operations". A fire extinguisher is to be located in each food vendor applicable for the hazard;
- (h) Propane tanks must be kept in a secure cabinet away from generators. A fire extinguisher is to be kept in the vicinity of propane appliances and generators.

Refusal of Applications

33. The City shall not issue a Permit if, in the opinion of the Special Event Permit Issuer:

- (a) The Application is not complete;
- (b) The proposed safety or security procedures are inadequate; and/or
- (c) The proposed Site is inadequate for the proposed Special Event.

34. The Special Event Permit Issuer may refuse to issue a Permit if:

- (a) The Applicant has previously operated a Special Event in breach of a condition of a Permit or a City Bylaw;
- (b) Any of the individuals or agencies consulted recommends against the Permit;
- (c) In the opinion of the Special Event Permit Issuer, the anticipated noise created by the Special Event would cause an unreasonable nuisance for Persons in the area of the Special Event;
- (d) In the opinion of the Special Event Permit Issuer, issuing the Special Event Permit may harm the health, safety, welfare and property of the Special Event attendees, City residents and/or members of the public; and/or
- (e) The complete Application was not submitted in time.

35. Where the Application is denied, the Special Event Permit Issuer shall mail or email a written notice to the Applicant within five business days after the Application is denied. The notice shall include a statement of the reasons the Application was denied.

Right of Appeal

36. The Applicant may file a written request for an appeal with the Inspections & Licensing Manager concerning the refusal of the Special Event Permit within ten business days after the date of the written notice of decision.

37. The Inspections & Licensing Manager may:

- (a) Grant a Special Event Permit without conditions;
- (b) Grant a Special Event Permit with conditions; or
- (c) Refuse to grant a Special Event Permit.

Entry and Inspection

38. The Special Event Permit Issuer, any Bylaw Enforcement Officer, RCMP Officers, or other City employee designated by the City Manager, is authorized at all reasonable times to enter on any property to inspect and determine whether this Bylaw, and any terms, conditions, restrictions and requirements of a Special Event Permit issued under this Bylaw are being observed.

39. A Person must not prevent or obstruct any of those persons identified above from entering onto the property for the purposes of this Bylaw.

Revocation of Permits

40. The Special Event Permit Issuer, any Bylaw Enforcement Officer, RCMP Officers, or other City employee designated by the City Manager, shall have the power to revoke the Permit when the following cause(s) exist:

- (a) The Special Event is being run, operated or conducted in a manner contrary to the terms of this Bylaw, or contrary to the terms and conditions of the Permit;
- (b) The Permit Holder or his/her employees or agents fail, neglect, refuse to fulfill any or all of the conditions and requirements imposed pursuant to the provisions of this Bylaw, or conditions and requirements of the Special Event Permit.

Enforcement

41. Where a Peace Officer has reasonable grounds to believe that a provision of this Bylaw has been contravened, that Peace Officer is authorized to issue a Violation Tag to any Person who the Peace Office has reasonable grounds to believe is responsible for the contravention.

42. A Violation Tag issued pursuant to this Bylaw shall be in a form approved the City Manager and may be delivered to the Person reasonably believed to have contravened to this Bylaw by means of actual service upon the Person or by mailing a copy to the Person at the address as it appears on the Application form.

43. Where a Violation Tag is issued pursuant to this Bylaw, the Person to whom the Violation Tag is issued may, in lieu of being prosecuted for the offence, pay to the City, the penalty specified on the Violation Tag within ten business days of issuance.
44. Where a Violation Tag has been issued and the specified penalty is not paid within the prescribed time, the right of the Person named on the Violation Tag to pay the penalty in lieu of prosecution shall expire and the Peace Officer is authorized to issue a Violation Ticket pursuant to Part 2 of the *Provincial Offences Procedure Act*, as amended, to any Person that the Peace Officer has reasonable grounds to believe contravened a provision of this Bylaw.
45. Notwithstanding the above, a Peace Officer may immediately issue a Violation Ticket to any Person whom the Peace Officer has reasonable grounds to believe has contravened or is responsible for a contravention of any provision of this Bylaw regardless of whether a Violation Tag has first been issued. Nothing in this Bylaw shall prevent a Peace Officer from immediately issuing a Violation Ticket.

Offence and Specified Penalties

46. No Person shall hold, conduct, manage or organize a Special Event unless that Person has obtained and holds a valid Special Event Permit pursuant to the terms of this Bylaw.
47. Any Person who provides false or misleading information in an Application for a Special Event Permit is guilty of an offence and is liable to a penalty, as prescribed by this Bylaw.
48. A copy of the approved Permit must be kept at the Special Event location and be produced upon demand. Failure to comply with the conditions of the permit could result in the approval being withdrawn, future Applications being denied, and/or prosecution for breach of City Bylaws.
49. Failure to apply for and/or failure to comply with a Special Event Permit and/or failure to produce a copy of the approved Permit upon demand is an offence under this Bylaw.
50. The Permit Holder is responsible for ensuring that all conditions of the Special Event Permit and this Bylaw are fully complied with.
51. Any Person who contravenes any provision of this Bylaw is guilty of an offence and is liable upon conviction to a maximum fine of \$10,000.00 or in default of payment of the fine, to imprisonment for a period not exceeding six months, or to both fine and imprisonment in such amounts as the Court deems fit.

52. The specific penalty for a violation of any provisions of this Bylaw is a fine in the amount of one thousand dollars (\$1,000.00).

53. The specific penalty for a second offence within one calendar year, is a fine of two thousand dollars (\$2,000.00).

54. The specific penalty for a third offence within one calendar year, is a fine of five thousand dollars (\$5,000.00).

General

55. It is the intention of Council that each provision of this Bylaw should be considered as being separate and severable from all other provisions. Should any section or provision of this Bylaw be found to have been improperly enacted, then such section or provision shall be regarded as being severable from the rest of this Bylaw and that the Bylaw remaining after such severance shall remain effective and enforceable.

56. It is the intention of Council that all offences created by this Bylaw be interpreted to be strict liability offences.

Coming into Force

57. This Bylaw shall come into force and take effect on May 9, 2016.

READ A FIRST TIME IN OPEN COUNCIL this day of 2016.

READ A SECOND TIME IN OPEN COUNCIL this day of 2016.

READ A THIRD TIME IN OPEN COUNCIL this day of 2016.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2016.

MAYOR

CITY CLERK

SCHEDULE A

1. The Application must include the following information:
 - (a) A completed Application for a Permit in a form satisfactory to the Special Event Permit Issuer, including:
 - i. Name and contact information of the Organization and/or Event Organizer;
 - ii. Nature and name of the event;
 - iii. Date and time of the event including set-up and takedown;
 - iv. Signature of person responsible for the event.
 - (b) Satisfactory proof that the Applicant is 18 years of age or older;
 - (c) With respect to the Special Event:
 - i. The civic address and/or location of the Site;
 - ii. The total number of people expected to attend, whether as spectators or participants, including volunteers;
 - iii. An emergency plan, including a First Aid plan, missing child plan, evacuation plan, contingencies for extreme weather, emergency response structure, primary & secondary emergency contact person and phone number, etc.;
 - iv. A security plan, as defined by the RCMP and/or insurer;
 - v. If the Applicant is a corporation an emergency contact person for the Applicant;
 - vi. The quantity and type of any commercial vehicles and heavy vehicles, as defined under the *Traffic Safety Act*, and the quantity of vehicles that are included or used in the Special Event; and,
 - vii. The quantity and type of all cooking, heating, sound and lighting equipment, stages, bleachers, tents, amusement rides, dunk tanks, heating equipment to be used during the Special Event, including the type of fuel used to operate the equipment and fuel storage plans;
 - (d) A site plan and a traffic plan including, at the discretion of the Special Event Permit Issuer:
 - i. The location and use of existing Structures and Buildings and any proposed Structures and Buildings, whether temporary or permanent, including any proposed seating arrangements and barricades;
 - ii. Traffic control and means of transport on and around the Site including access routes for emergency vehicles, any proposed road closures and parking arrangements;
 - iii. Washroom, hand washing, and other sanitary facilities;
 - iv. Solid waste facilities, including garbage, recycling and composting collection and disposal;
 - v. Domestic water supply facilities;
 - vi. Food and beverage preparation, storage and serving facilities, including any cooking facilities, whether on or offsite;
 - vii. Electricity and power supply to the Site;

- viii. Policing and other necessary security and crowd control on and around the Site;
 - ix. Fire protection and fire plan for the Site;
 - x. Emergency medical and first aid facilities;
 - xi. Event information tent;
 - xii. Noise control measure to protect the quiet, peace, rest enjoyment, comfort and convenience of neighbouring residents and the general public; and
 - xiii. List of vendors.
2. Any other information that the Special Event Permit Issuer deems necessary in the circumstances.

DATE: June 23, 2016
TO: Erin Stuart, Inspections & Licensing Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Special Events Permit Bylaw 3572/2016

Reference Report:

Legislative Services, dated June 10, 2016, Inspections and Licensing, dated April 9, 2016.

Resolution:

Resolved that Council of The City of Red Deer, having considered the report from Legislative Services, dated June 9, 2016, re: Special Event Permit Bylaw 3572/2016, hereby agrees to table consideration of this item up to 4 weeks to allow administration further time to explore options related to block parties in the context of special events.

Report back to Council: Yes



Frieda McDougall
Manager

- c. Director of Planning Services
Corporate Meeting Administrator



June 10, 2016

Land Use Bylaw Amendment 3357/D-2016 Residential Omnibus

Legislative Services

Report Summary & Recommendation:

Summary:

The attached report is being brought forward from the Monday, May 9, 2016 City Council meeting.

Recommendation:

That Council consider giving second and third readings to Land Use Bylaw Amendment 3357/D-2016, an amendment to the Land Use Bylaw dealing with residential uses and regulations.

Report Details

Background:

At the Monday, May 9, 2016 Council Meeting, Council gave first reading to Land Use Bylaw Amendment 3357/D-2016, an amendment to the Land Use Bylaw dealing with residential uses and regulations.

In accordance with Section 606 of the Municipal Government Act, Land Use Bylaw Amendment 3357/D-2016 was required to be advertised for two consecutive weeks. An advertisement was placed in the Red Deer Advocate on May 13, 2016 and May 20, 2016 with no public comments being received. A Public Hearing will be held on Monday, June 20, 2016 at 6:00 p.m. during Council's regular meeting.



April 4, 2016

Report Originally Submitted to the
May 9, 2016 Meeting of City Council.

Land Use Bylaw Amendment 3357/D-2016

Residential Omnibus

PLANNING DEPARTMENT

Report Summary & Recommendation:

Bylaw 3357/D-2016 is a series of minor amendments to the Land Use Bylaw dealing with residential uses and regulations.

City Administration has initiated this Land Use Bylaw amendment to improve and streamline the Development Permit application process, eliminate redundant and difficult to monitor Land Use Bylaw procedures, reword sections to follow current operational procedures and practices as well as minor changes to provide improved consistency to the Bylaw.

Planning staff recommends Council give first reading to Land Use Bylaw amendment 3357/D-2016.

City Manager Comments:

I support the recommendation of Administration as presented. If first reading of Bylaw 3357/D-2016 is given, a Public Hearing would be advertised for two consecutive weeks and would be held on Monday, June 20, 2016 at 6:00 p.m. during Council's regular meeting.

Craig Curtis
City Manager

Proposed Resolution

That Council consider first reading of Land Use Bylaw 3357/D-2016.



Report Details

Background:

This omnibus Land Use Bylaw amendment is the accumulation of a number of minor bylaw changes, improvements and upgrades that have been raised and requested, specifically concerned with residential uses and regulations, by Administration in order to improve the efficiency and implementation of the Land Use Bylaw.

Discussion:

The following amendment highlights are noted (followed by a table with more detail):

- 1 *Relaxation of Regulations in RIC (Carriage Home)*
Currently the regulations cannot be varied by the Development Authority in the RIC district. In order to allow flexibility of development, relaxations should be able to be considered by the Development Authority. Originally when the district was created each district stated that developments must meet the following “requirements which shall not be relaxed or varied...”. When the district was created it was a new type of housing development in Red Deer and therefore operationally not tested. Administration has now processed applications for these uses and has determined the need to be able to vary the regulations.
- 2 *Amend Carriage Home definition to move embedded regulations and place them in regulation section dealing with Carriage Homes*
The current definition contains regulations which are not appropriate in the definition section. Placing the regulations in the regulation section provides more clarity and consistency.
- 3 *RIWS (Wide/Shallow Lot) District: Remove regulation stating lots need to remain wider than they are deep*
The intent of the RIWS District is to provide residential lots that have a wider frontage and a shallower depth than lots in other residential districts. The requirement that the lots remain “wider than they are shallow” was inadvertently placed within the bylaw. This amendment makes the regulation consistent with our intent for the district.

RIWS (Wide/Shallow Lot) District: Relaxation of Regulations in RIWS District
Currently the regulations cannot be varied by the Development Authority in the RIWS district. In order to allow flexibility of development, relaxations should be able to be considered by the Development Authority. Originally when the district was created each district stated that developments must meet the following “requirements which shall not be relaxed or varied...”. When the district was created it was a new type of housing development in Red Deer and therefore operationally not tested. Administration has now processed applications for these uses and has determined the need to be able to vary the regulations.
- 4 *Specify that within the RIN regulations table we are referring to the ‘minimum’ Lot Width*
Currently the regulations refer to Lot Width. It is not clear if this is a minimum, maximum, or fixed width. The amendment will bring clarity to the regulation.
- 5 *Specify that basement development with a development permit for the Dwelling Unit does not require an additional development permit*



With the recently approved amendment development permits for Dwelling Units are granted for the entire building, including finished and unfinished spaces. This amendment clarifies that The City does not require an additional development permit for the development of a basement. The landowner will still be required to obtain permits under the Safety Codes Act.

- 6 *Maintain consistency between R2 and R3 side yard setbacks for Multiple Family Buildings*
 Currently the R2 District specifies that the minimum side yard setback for Multiple Family Buildings is 66% of the building height and in no case less than 3.0m, however it has been standard practice to use the 3.0m setback regardless of the height. The R3 District specifies setbacks that coincide with building height (number of storeys) beginning with 3.0m for 2 storey buildings, 4.5m for 3-4 storey buildings, etc. With this amendment, Multiple Family Buildings setbacks will be consistent within the R2 and R3 districts ranging from 3.0m to 4.5m dependent on the height (number of storeys) of a development. Multiple Family Buildings greater than 3 storeys are not contemplated in the R2 district.

- 7 *Amend Show Home or Raffle Home uses in DC(5) and DC(7) Districts*
 In a previous omnibus amendment dealing with Show Homes and Raffle Homes the DC(5) included Show Homes or Raffle Homes however Council can approve any use in this district. DC(7) also included Show Homes or Raffle Homes; this is a duplicate from the uses already mentioned in the district.

- 8 *Amend DC 13 Discretionary Uses to allow greater flexibility of mixed uses*
 The reason for the change is to recognize that some residential buildings may not have 3 residential units to be considered a multiple family building. The intent of the District as identified in the General Purpose is to allow a compatible blend of small scale commercial and residential uses including developments in which the proprietor both lives and works on site. It was always intended to allow the 'small scale commercial and residential development' in the form of residential above and commercial below.

A more detailed summary of the amendments is provided below (Changes are shown in *italics*)

Topic	Existing Sections to be amended	Proposed Amendments
I. <u>Relaxation of Regulations in RIC (Carriage Home) District</u>	<p>Section 4.1.1.3(b) Table 4.1.1 Use Provisions – <u>Carriage Home Unit</u></p> <p>(b) Table 4.1.1 Use Provisions – Carriage Home Unit</p> <p>Notwithstanding that a Carriage Home is listed as a permitted use in this district, such use is a conditional use which is only allowed if the Carriage Home meets the following requirements, which shall not be relaxed or varied by the Development Authority.</p>	<ul style="list-style-type: none"> • <u>Delete portion of regulation which does not enable Development Authority to consider relaxations and variances</u> • <u>Rename Table</u> • <u>Amend 'Urban Form' regulations so relaxations will not be considered</u> <p>(b) Table 4.1.1 Use Provisions Regulations – Carriage Home Unit</p> <p>Notwithstanding that a Carriage Home is listed as a permitted use in this district, such use is a conditional use which is only allowed if the Carriage Home meets the following requirements: which shall</p>



Carriage Home		Requirements	not be relaxed or varied by the Development Authority:	
Floor Area Maximum	40% of principle dwelling unit		Carriage Home	Requirements
Building Height Maximum	2 storeys including the garage, with a maximum height of 10.0 m measured from the average of the lot grade		Floor Area Maximum	40% of principle dwelling unit
Minimum Separation to Principal Dwelling	4.0 m		Building Height Maximum	2 storeys including the garage, with a maximum height of 10.0 m measured from the average of the lot grade
Side Yard Minimum	1.5 m however, on corner lots the side yard abutting the street shall be minimum 3.0 m		Minimum Separation to Principal Dwelling	4.0 m
Rear Yard Minimum	2.0 m		Side Yard Minimum	1.5 m however, on corner lots the side yard abutting the street shall be minimum 3.0 m
Parking Spaces	Subject to sections 3.1 & 3.2		Rear Yard Minimum	2.0 m
Urban Form	<ul style="list-style-type: none"> Carriage Homes on all corner lots, including lots at the corner of a lane with a street, shall mirror the same exterior architectural details as contained on the principal building. Lot cannot be subdivided or condominimized. A Carriage Home and a Secondary Suite shall not both be allowed on the same lot. A Carriage Home and a Garden Suite shall not both be allowed on the same lot. A Carriage Home and a Home Occupation which will generate additional traffic shall not both be allowed on the same lot. The principal Dwelling Unit shall be dominant in scale and massing. 		Parking Spaces	Subject to sections 3.1 & 3.2
			Urban Form (These Urban Form requirements shall not be relaxed or varied by the Development Authority)	<ul style="list-style-type: none"> Carriage Homes on all corner lots, including lots at the corner of a lane with a street, shall mirror the same exterior architectural details as contained on the principal building. Lot cannot be subdivided or condominimized. A Carriage Home and a Secondary Suite shall not both be allowed on the same lot. A Carriage Home and a Garden Suite shall not both be allowed on the same lot. A Carriage Home and a Home Occupation shall not both be allowed on the same lot. A Carriage Home and a Home Occupation which will generate additional traffic shall not both be allowed on the same lot.



		<ul style="list-style-type: none"> The principal Dwelling Unit shall be dominant in scale and massing. 																								
<p>2. <u>Amend Carriage Home definition to move embedded regulations and place them in regulation section dealing with Carriage Homes</u></p>	<p><u>Section 1.3 Definitions</u></p> <p>Carriage Home means a self-contained Dwelling Unit with maximum 2 bedrooms located above a detached garage on a residential lot that has access from a lane.</p>	<p><u>Remove regulations from definition</u></p> <p>Carriage Home means a self-contained Dwelling Unit with maximum 2 bedrooms located above a detached garage on a residential lot that has access from a lane.</p>																								
<p>3. <u>Remove regulations in RIWS Residential (Wide/Shallow Lot) District stating lots need to remain wider than they are deep AND Relaxation of Regulations in RIWS (Wide/Shallow Lot) District</u></p>	<p><u>Section 4.1.2.2 RIWS Residential (Wide/Shallow Lot) Regulations</u></p> <p>(a) Table 4.1.2 RIWS Regulations</p> <table border="1" data-bbox="337 1272 906 1879"> <thead> <tr> <th>Regulations</th> <th>Requirements</th> </tr> </thead> <tbody> <tr> <td>Floor Area</td> <td>Lot frontage in m x 6.0 m, but not less than 72 m²</td> </tr> <tr> <td>Site Coverage Maximum</td> <td>45% (includes garage & accessory buildings)</td> </tr> <tr> <td>Building Height Maximum</td> <td>2 ½ storeys with a maximum height of 12.0 m measured from the average of the lot grade</td> </tr> <tr> <td>¹Front Yard Minimum</td> <td> <ul style="list-style-type: none"> 3.8 m for the live portion of a dwelling unit, and 6.0 m for the front attached garage of the dwelling unit </td> </tr> <tr> <td>Front Porch encroachment Maximum into Front Yard</td> <td>1.8 m</td> </tr> <tr> <td>Side Yard</td> <td>1.5 m however, where the</td> </tr> </tbody> </table>	Regulations	Requirements	Floor Area	Lot frontage in m x 6.0 m, but not less than 72 m ²	Site Coverage Maximum	45% (includes garage & accessory buildings)	Building Height Maximum	2 ½ storeys with a maximum height of 12.0 m measured from the average of the lot grade	¹ Front Yard Minimum	<ul style="list-style-type: none"> 3.8 m for the live portion of a dwelling unit, and 6.0 m for the front attached garage of the dwelling unit 	Front Porch encroachment Maximum into Front Yard	1.8 m	Side Yard	1.5 m however, where the	<ul style="list-style-type: none"> <u>Remove statement that lots needs to remain wider than they are deep</u> <u>Delete portion of regulation which does not enable Development Authority to consider relaxations and varian</u> <u>Combine Table 4.1.2 RIWS Regulations and Table 4.1.2 RIWS Use Provisions</u> <p>(a) Table 4.1.2 RIWS Regulations</p> <table border="1" data-bbox="937 1434 1505 1879"> <thead> <tr> <th>Regulations</th> <th>Requirements</th> </tr> </thead> <tbody> <tr> <td>Floor Area</td> <td>Lot frontage in m x 6.0 m, but not less than 72 m²</td> </tr> <tr> <td>Site Coverage Maximum</td> <td>45% (includes garage & accessory buildings)</td> </tr> <tr> <td>Building Height Maximum</td> <td>2 ½ storeys with a maximum height of 12.0 m measured from the average of the lot grade</td> </tr> <tr> <td>¹Front Yard Minimum</td> <td> <ul style="list-style-type: none"> 3.8 m for the live portion of a dwelling unit, and 6.0 m for the front attached garage of the dwelling unit </td> </tr> </tbody> </table>	Regulations	Requirements	Floor Area	Lot frontage in m x 6.0 m, but not less than 72 m ²	Site Coverage Maximum	45% (includes garage & accessory buildings)	Building Height Maximum	2 ½ storeys with a maximum height of 12.0 m measured from the average of the lot grade	¹ Front Yard Minimum	<ul style="list-style-type: none"> 3.8 m for the live portion of a dwelling unit, and 6.0 m for the front attached garage of the dwelling unit
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	Minimum	building flanks a public roadway, the setback on the flanking side shall be in accordance with Part 3, Figure 2B	Front Porch encroachment Maximum into Front Yard	1.8 m				
	Rear Yard Minimum	7.5m	Side Yard Minimum	1.5 m however, where the building flanks a public roadway, the setback on the flanking side shall be in accordance with Part 3, Figure 2B				
	Lot Depth	Maximum: 27.0 m Minimum: 24.0 m ² A lot depth maximum variation may be considered in the following situations as long as the lot remains wider than it is deep: <ul style="list-style-type: none"> • When lot configuration is impacted by natural features; • When lot configuration is impacted by road design; and • When a lot transitions into another land use district. 	Rear Yard Minimum	7.5m				
	Landscaped Area Minimum	30% of site area	Lot Depth	Maximum: 27.0 m Minimum: 24.0 m ² A lot depth maximum variation may be considered in the following situations as long as the lot remains wider than it is deep: <ul style="list-style-type: none"> • When lot configuration is impacted by natural features; • When lot configuration is impacted by road design; and • When a lot transitions into another land use district. 				
	Parking Spaces	Subject to sections 3.1 & 3.2	Landscaped Area Minimum	30% of site area				
	Lot Area Minimum	288 m ²	Parking Spaces	Subject to sections 3.1 & 3.2				
	Lot Frontage Minimum	Detached Dwelling Unit with single car garage 12.0 m Detached Dwelling Unit with double car garage 15.0 m	Lot Area Minimum	288 m ²				
	<p>(b) Table 4.1.2 RIWS Use Provisions Notwithstanding that a Detached Dwelling Unit is listed as a permitted use in this district, such use is a conditional use which is only allowed if the development meets the following requirements, which shall not be relaxed or varied by the Development Authority.</p> <table border="1"> <tr> <td>Requirements</td> </tr> <tr> <td>¹The width of the front attached garage cannot be greater than 60% of the entire front face exposure of the dwelling unit (live and garage portion combined). The driveway cannot be wider than the width of the front attached garage.</td> </tr> <tr> <td>Garage doors shall face the street and contain window panels.</td> </tr> <tr> <td>The width of the front driveway shall not exceed the front face width of the garage portion of the</td> </tr> </table>		Requirements	¹ The width of the front attached garage cannot be greater than 60% of the entire front face exposure of the dwelling unit (live and garage portion combined). The driveway cannot be wider than the width of the front attached garage.	Garage doors shall face the street and contain window panels.	The width of the front driveway shall not exceed the front face width of the garage portion of the	Lot Frontage Minimum	Detached Dwelling Unit with single car garage 12.0 m Detached Dwelling Unit with double car garage 15.0 m
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	<p>dwelling unit.</p> <p>(c) The RIWS District is subject to any applicable residential regulations listed within section 4.7</p> <p>(d) Notwithstanding anything in this Bylaw, the development of more than one residential dwelling on lands zoned RIWS, whether by bare land condominium or otherwise, shall be subject to site plan approval by the Development Authority</p>		<p>garage portion of the dwelling unit.</p> <p>(b) Table 4.1.2 RIWS Use Provisions Notwithstanding that a Detached Dwelling Unit is listed as a permitted use in this district, such use is a conditional use which is only allowed if the development meets the following requirements, which shall not be relaxed or varied by the Development Authority. DELETED;</p> <p>(c) The RIWS District is subject to any applicable residential regulations listed within section 4.7</p> <p>(d) Notwithstanding anything in this Bylaw, the development of more than one residential dwelling on lands zoned RIWS, whether by bare land condominium or otherwise, shall be subject to site plan approval by the Development Authority</p>				
<p>4. <u>Specify that within the RIN regulations table we are referring to the 'minimum' Lot Width</u></p>	<p><u>Section 4.3.2(l) Table 4.3 RIN Regulations</u></p> <p>Lot Width at Rear of Lot – 9.2 m</p>		<p><u>Specify that this is the 'minimum' Lot Width</u></p> <p>Minimum Lot Width at Rear of Lot – 9.2 m</p>				
<p>5. <u>Specify that basement development with a development permit for the Dwelling Unit does not require an additional development permit</u></p>	<p><u>Section 1.2 (2) Application of the Land Use Bylaw</u></p>		<p><u>Add basement development to the list of uses not requiring a development permit</u></p> <p>(q) <i>The basement development of any residential Dwelling Unit in which the Dwelling Unit has received a development permit.</i></p>				
<p>6. <u>Maintain consistency between R2 and R3 side yard setbacks for Multiple Family Buildings</u></p>	<p><u>Section 4.4.2(e) Table 4.4 R2 Regulations</u></p> <table border="1" data-bbox="337 1696 906 1879"> <tr> <td data-bbox="337 1696 535 1879">Side Yard Minimum</td> <td data-bbox="535 1696 906 1879"> Detached dwelling: 1.5 m Semi-detached dwelling unit (without side entry): 1.5 m Semi-detached dwelling unit (with side entry): 2.4 m </td> </tr> </table>	Side Yard Minimum	Detached dwelling: 1.5 m Semi-detached dwelling unit (without side entry): 1.5 m Semi-detached dwelling unit (with side entry): 2.4 m		<p><u>Delete Multi-family setback and replace with R3 regulations for consistency within bylaw</u></p> <table border="1" data-bbox="933 1728 1502 1879"> <tr> <td data-bbox="933 1728 1131 1879">Side Yard Minimum</td> <td data-bbox="1131 1728 1502 1879"> Detached dwelling: 1.5 m Semi-detached dwelling unit (without side entry): 1.5 m Semi-detached dwelling unit </td> </tr> </table>	Side Yard Minimum	Detached dwelling: 1.5 m Semi-detached dwelling unit (without side entry): 1.5 m Semi-detached dwelling unit
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	<p>Special residential: 3.0 m</p> <p>Multi-attached (without side entry): 1.8 m Multi-attached (with side entry): 2.4 m</p> <p>Multi-family: 66% of building height and in no case less than 3.0 m Notwithstanding the setbacks noted above, where the building flanks a public roadway, the setback on the flanking side shall be in accordance with Part 3, Figure 2.</p> <p>Side Yard Minimum – Multi-family: 66% of building height and in no case less than 3.0m. Notwithstanding the setbacks noted above, where the building flanks a public roadway, the setback on the flanking side shall be in accordance with Part 3, Figure 2.</p>	<p>(with side entry): 2.4 m</p> <p>Special residential: 3.0 m</p> <p>Multi-attached (without side entry): 1.8 m Multi-attached (with side entry): 2.4 m</p> <p><i>Multiple Family Building, Assisted Living Facility, or Temporary Care Facility: Multi-family: 66% of building height and in no case less than 3.0 m</i></p> <ul style="list-style-type: none"> • Buildings up to 2 storeys: 3.0m • Buildings of 3 storeys: 4.5m <p>Notwithstanding the setbacks noted above, where the building <i>Multiple Family Building, Assisted Living Facility, or Temporary Care Facility</i> flanks a public roadway, the setback on the flanking side shall be in accordance with Part 3, Figure 2.</p> <p><i>In all cases the minimum side yard requirement is subject to sections 3.19 and 5.7(2).</i></p>
<p>7. <u>Amend Show Home or Raffle Home uses in DC(5) and DC(7) Districts</u></p>	<p><u>Section 8.5.1(b) DC(5) Discretionary Uses Table</u></p>	<p><u>Remove Use</u></p> <p>(i) Show Home or Raffle Home</p>
	<p><u>Section 8.7.1(b) DC(7) Discretionary Uses Table</u></p>	<p><u>Remove Use</u></p> <p>(ii) Show Home or Raffle Home</p>
	<p><u>Section 8.13.1(b) DC13 Discretionary Uses</u></p>	<p><u>Reword to allow more flexibility in location of uses</u></p> <p>(iv) Any combination of uses (v) through (xii) on the ground floor of a multiple family building residential use</p>

**Analysis:**

The proposed amendments modify development application processes within the Land Use Bylaw, provides minor changes to some development regulations and, addresses bylaw deficiencies and shortfalls that when corrected, will provide both City staff and the public with clearer interpretation and implementation of Land Use Bylaw requirements.

The changes do not conflict with any existing City planning documents (e.g. Municipal Development Plan, other statutory plans or planning tool documents).

The proposed amendments are supported by the Planning and Inspections and Licensing Departments and have been reviewed by Legal Services.

BYLAW NO. 3357/D-2016

Being a Bylaw to amend Bylaw No. 3357/2006, the Land Use Bylaw of The City of Red Deer as described herein.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

Bylaw No. 3357/2006 is hereby amended as follows:

- 1 **Section 4.1.1.3 Table 4.1.1 Use Provisions – Carriage Home Unit** is amended by deleting subsection (b) and replacing it with the following:

(b) Table 4.1.1 Regulations – Carriage Home Unit

Carriage Home	Requirements
Floor Area Maximum	40% of principle dwelling unit
Building Height Maximum	2 storeys including the garage, with a maximum height of 10.0 m measured from the average of the lot grade
Minimum Separation to Principal Dwelling	4.0 m
Side Yard Minimum	1.5 m however, on corner lots the side yard abutting the street shall be minimum 3.0 m
Rear Yard Minimum	2.0 m
Parking Spaces	Subject to sections 3.1 & 3.2
Urban Form (These Urban Form requirements shall not be relaxed or varied by the Development Authority)	<ul style="list-style-type: none"> • Carriage Homes on all corner lots, including lots at the corner of a lane with a street, shall mirror the same exterior architectural details as contained on the principal building. • Lot cannot be subdivided or condominimized. • A Carriage Home and a Secondary Suite shall not both be allowed on the same lot. • A Carriage Home and a Garden Suite shall not both be allowed on the same lot. • A Carriage Home and a Home Occupation which will generate additional traffic shall not both be allowed on the same lot. • The principal Dwelling Unit shall be dominant in scale and massing.

- 2 **Section 1.3 Definitions** is amended by amending the following definition as follows:

“**Carriage Home** means a self-contained Dwelling Unit located above a detached garage.”

Section 4.1.1.3 R1C Residential (Carriage Homes) Regulations is amended adding the following subsection:

- (e) The following regulations shall not be relaxed or varied by the Development Authority:

- (i) Carriage Homes shall contain no more than 2 bedrooms.
- (ii) Carriage Homes shall only be located on a residential lot that has access from a lane.

3 **Section 4.1.2.2 R1WS Residential (Wide/Shallow Lot) Regulations** is amended by deleting the section and replacing with the following:

(a) Table 4.1.2 R1WS Regulations

Regulations	Requirements
Floor Area	Lot frontage in m x 6.0 m, but not less than 72 m ²
Site Coverage Maximum	45% (includes garage & accessory buildings)
Building Height Maximum	2 ½ storeys with a maximum height of 12.0 m measured from the average of the lot grade
¹ Front Yard Minimum	<ul style="list-style-type: none"> • 3.8 m for the live portion of a dwelling unit, and • 6.0 m for the front attached garage of the dwelling unit
Front Porch encroachment Maximum into Front Yard	1.8 m
Side Yard Minimum	1.5 m however, where the building flanks a public roadway, the setback on the flanking side shall be in accordance with Part 3, Figure 2B
Rear Yard Minimum	7.5m
Lot Depth	Maximum: 27.0 m Minimum: 24.0 m ² A lot depth maximum variation may be considered in the following situations: <ul style="list-style-type: none"> • When lot configuration is impacted by natural features; • When lot configuration is impacted by road design; and • When a lot transitions into another land use district.
Landscaped Area Minimum	30% of site area
Parking Spaces	Subject to sections 3.1 & 3.2
Lot Area Minimum	288 m ²
Lot Frontage Minimum	Detached Dwelling Unit with single car garage 12.0 m Detached Dwelling Unit with double car garage 15.0 m

Garage	<ul style="list-style-type: none"> • ¹The width of the front attached garage cannot be greater than 60% of the entire front face exposure of the dwelling unit (live and garage portion combined). The driveway cannot be wider than the width of the front attached garage. • Garage doors shall face the street and contain window panels. • The width of the front driveway shall not exceed the front face width of the garage portion of the dwelling unit.
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(b) DELETED;

(c) The R1WS District is subject to any applicable residential regulations listed within section 4.7

(d) Notwithstanding anything in this Bylaw, the development of more than one residential dwelling on lands zoned R1WS, whether by bare land condominium or otherwise, shall be subject to site plan approval by the Development Authority

4 **Section 4.3.2(l) Table 4.3 R1N Regulations** is amended by deleting the “Lot Width at Rear of Lot” row of the table and replacing with the following:

Minimum Lot Width at Rear of Lot	9.2 m
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5 **Section 1.2(2) Application of the Land Use Bylaw** is amended by adding the following subsection:

(q) The basement development of any residential Dwelling Unit in which the Dwelling Unit has received a development permit.

6 **Section 4.4.2(e) Table 4.4 R2 Regulations** is amended by deleting the current Side Yard Minimum row in the table and replacing it with the following:

Side Yard Minimum	Detached dwelling: 1.5 m Semi-detached dwelling unit (without side entry): 1.5 m Semi-detached dwelling unit (with side entry): 2.4 m Special residential: 3.0 m Multi-attached (without side entry): 1.8 m Multi-attached (with side entry): 2.4 m Multiple Family Building, Assisted Living
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DATE: June 24, 2016
TO: Christi Fidek, Senior Planner
FROM: Samantha Rodwell, Deputy City Clerk
SUBJECT: Land Use Bylaw Amendment 3357/D-2016 Residential
Omnibus

Reference Report:

Legislative Services, dated June 10, 2015

Bylaw Reading:

At the Monday, June 20, 2016 Regular Council Meeting, Council gave second and third reading to Land Use Bylaw Amendment 3357/D-2016 – an amendment to dealing with residential uses and regulations.

Report back to Council: No

Comments/Further Action:

This office will amend the Land Use Bylaw and distribute copies in due course.



Samantha Rodwell
Deputy City Clerk
/attach

- c. Planning Services Manager
Director of Planning Services



June 10, 2016

Land Use Bylaw Amendment 3357/I-2016 Timber Ridge (Phase 5)

Legislative Services

Report Summary & Recommendation:

Summary:

The attached report is being brought forward from the Monday, May 9, 2016 City Council meeting.

Recommendation:

That Council consider giving second and third readings to Land Use Bylaw Amendment 3357/I-2016, an amendment to the Land Use Bylaw to redesignate ± 4.081 hectare (± 6.00 acre) area within the remainder of the SE $\frac{1}{4}$ Sec 23; 38-27-W4M in the Timber Ridge neighbourhood from AI Future Urban Development District to R3 Residential (Multiple Family) District and C5 Commercial (Mixed Use) District.

Report Details

Background:

At the Monday, May 9, 2016 Council Meeting, Council gave first reading to Land Use Bylaw Amendment 3357/I-2016, an amendment to the Land Use Bylaw to redesignate ± 4.081 hectare (± 6.00 acre) area within the remainder of the SE $\frac{1}{4}$ Sec 23; 38-27-W4M in the Timber Ridge neighbourhood from AI Future Urban Development District to R3 Residential (Multiple Family) District and C5 Commercial (Mixed Use) District.

In accordance with Section 606 of the Municipal Government Act, Land Use Bylaw Amendment 3357/I-2016 was required to be advertised for two consecutive weeks. An advertisement was placed in the Red Deer Advocate on May 13, 2016 and May 20, 2016 with no public comments being received. A Public Hearing will be held on Monday, June 20, 2016 at 6:00 p.m. during Council's regular meeting.



Report Originally Submitted to the
May 9, 2016 Meeting of City Council.

April 25, 2016

Proposed Amendment of the Land Use Bylaw Bylaw 3357 / 1 – 2016 in Timber Ridge (Phase 5)

Planning Department

Report Summary & Recommendation:

An application has been received to redesignate a ± 4.081 hectare (± 6.00 acre) area within the remainder of the SE $\frac{1}{4}$ Sec 23; 38-27-W4M in the Timber Ridge neighbourhood:

From: A1 - Future Urban Development District

To: R3 - Residential (Multiple Family) District (1.453 ha), and
C5 – Commercial (Mixed Use) District (2.628 ha),

The Planning Department recommends Council give First Reading to proposed Bylaw 3357 / 1 - 2016 to amend the Land Use Bylaw.

City Manager Comments:

I support the recommendation of Administration that Council consider first reading of Land Use Bylaw Amendment 3357/1-2016. If first reading of bylaw 3357/1-2016 is given, a Public Hearing would be advertised for two consecutive weeks and would be held on Monday, June 20, 2016 at 6:00 p.m. during Council's regular meeting.

Craig Curtis
City Manager

Proposed Resolution:

That Council consider first reading of Land Use Bylaw Amendment 3357/1-2016.

Air Photo (2013)



The *Timber Ridge Neighbourhood Area Structure Plan (NASP)* was adopted by Council in September 2012. The NASP identifies the northern portion of the site for multiple family residential uses and the southern portion for a place of worship/social care site and commercial uses. The place of worship/social care site has met its advertising requirements and therefore is allowed to revert to commercial uses as per section 4.5.1 of the NASP. The NASP's land use concept also shows a narrow PUL lot running east-west between the residential and commercial areas; however, administration understands that this PUL is not necessary for servicing. If required, utilities can be accommodated in a utility right-of-way. As well, the C5 commercial district is intended to be pedestrian oriented; therefore pedestrian access between Tomlinson Avenue and the future residential area to the west can be addressed through the development permit approval process.

Discussion:

Dialogue

Landowners within 100 metres of the site were not consulted as the proposed redesignation conforms to the intent of the Timber Ridge NASP.

The proposed bylaw was referred to relevant city departments and no objections were received.

Analysis:

The proposed Land Use Bylaw amendment to redesignate the subject land is consistent with the intent of the Timber Ridge NASP and will facilitate future subdivision and development of the subject land.

BYLAW NO. 3357 / I – 2016

Being a Bylaw to amend Bylaw No. 3357/2006, the Land Use Bylaw of The City of Red Deer as described herein.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

Bylaw No. 3357/2006 is hereby amended as follows:

1. The land shown in the sketch attached as Schedule A to this Bylaw is redesignated:
 - From: A1 – Future Urban Development District
 - To: R3 – Residential (Multiple Family) District, and
C5 – Commercial (Mixed Use) District

2. The “Land Use District Map R16” contained in “Schedule A” of the Land Use Bylaw is hereby amended in accordance with the Land Use District Map 7 / 2016 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this day of 2016.

READ A SECOND TIME IN OPEN COUNCIL this day of 2016.

READ A THIRD TIME IN OPEN COUNCIL this day of 2016.

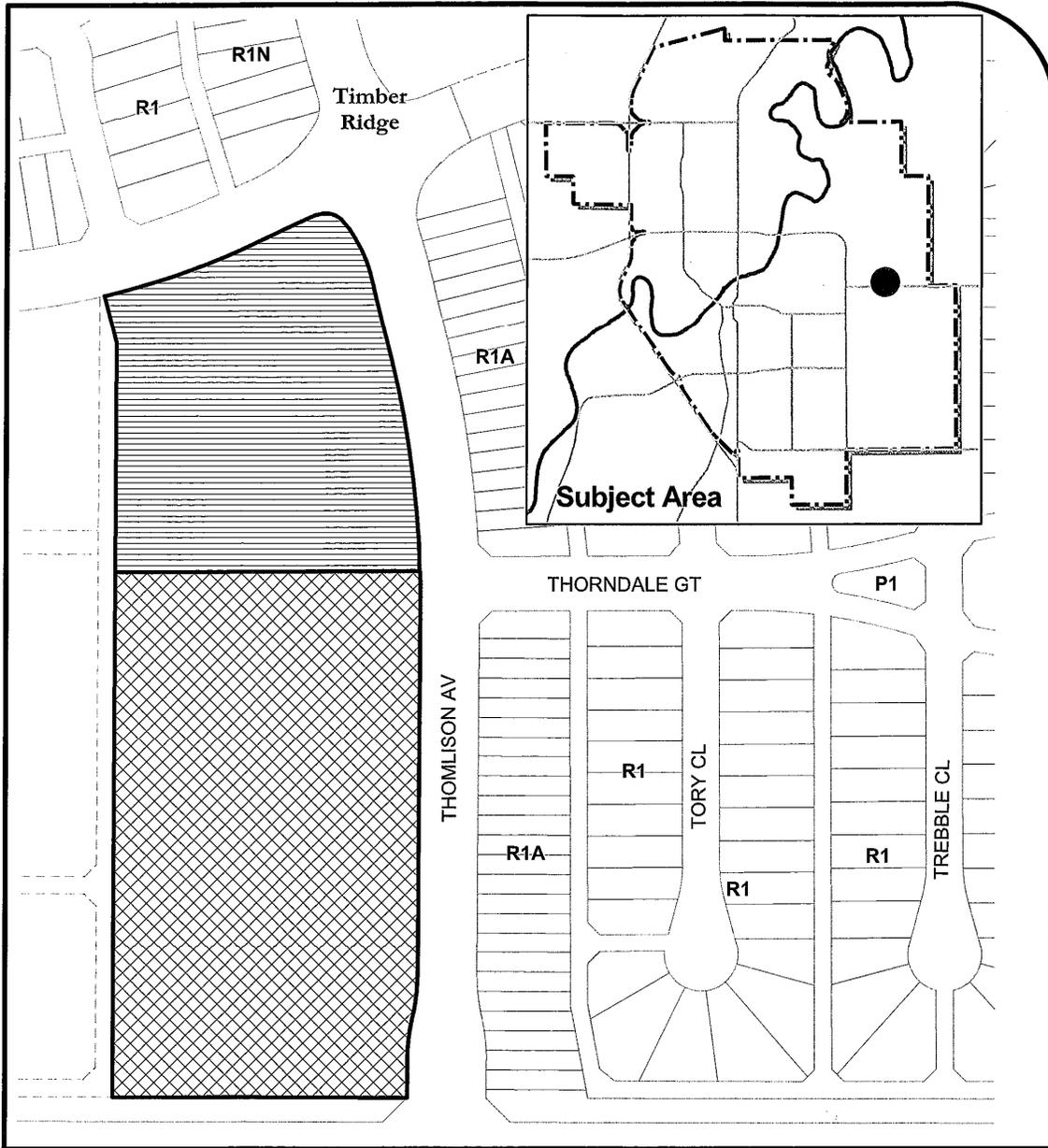
AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2016.

MAYOR

CITY CLERK

Schedule "A"

THE CITY OF Red Deer Proposed Amendment to Land Use Bylaw 3357/2006



Change District from:

-  A1 to C5 - Commercial (Mixed Use) District
-  A1 to R3 - Residential (Multiple Family) District

Proposed Amendment

Map: 7 / 2016

Bylaw: 3357 / I-2016

Date: Mar. 31, 2016

DATE: June 24, 2016
TO: Orlando Toews, Senior Planner
FROM: Samantha Rodwell, Deputy City Clerk
SUBJECT: Land Use Bylaw Amendment 3357/I-2016 Timber Ridge
(Phase 5)

Reference Report:

Planning Department, April 25, 2016, Legislative Services, June 10, 2016

Bylaw Reading:

At the Monday, June 20, 2016 Regular Council Meeting, Council gave second and third readings to Land Use Bylaw Amendment 3357/I-2016, an amendment to the Land Use Bylaw to redesignate 4.081 hectare (6.00 acre) area within the remainder of the SE ¼ Sec 23; 38-27-W4M in the Timber Ridge neighbourhood from A1 Future Urban Development District to R3 Residential (Multiple Family) District and C5 Commercial (Mixed Use) District.

Report back to Council: No

Comments/Further Action:

This office will amend the Land Use Bylaw and distribute copies in due course.



Samantha Rodwell
Deputy City Clerk
/attach

c. Director of Planning Services
Planning Services Manager

June 23, 2016

Steven Bontje, Chief Operating Officer
Laebon Developments
289, 28042 Highway 11
Red Deer County, AB T4S 2L4

Dear Mr. Bontje:

Re: Land Use Bylaw Amendment 3357/1-2016 – Timber Ridge Phase 5

At the Monday, June 20, 2016 Red Deer City Council Meeting, a public hearing was held with respect to the *Land Use Bylaw Amendment 3357/1-2016*. Following the Public Hearing, Land Use Bylaw Amendment 3357/1-2016 was given second and third readings. A copy of the bylaw is attached.

Land Use Bylaw Amendment 3357/1-2016, an amendment to the Land Use Bylaw to redesignate 4.081 hectare (6.00 acre) area within the remainder of the SE ¼ Sec 23; 38-27-W4M in the Timber Ridge neighbourhood from A1 Future Urban Development District to R3 Residential (Multiple Family) District and C5 Commercial (Mixed Use) District.

If you have any questions or require further clarification, please contact Planning Services at 403.406.8700 regarding this amendment.

Sincerely,

Frieda McDougall
Legislative Services Manager
/attach.



June 10, 2016

Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016

Legislative Services

Report Summary & Recommendation:

Summary:

The attached report is being brought forward from the Monday, May 9, 2016 City Council meeting.

Recommendation:

That Council consider giving second and third readings to the Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016.

Report Details

Background:

At the Monday, May 9, 2016 Council Meeting, Council gave first reading to Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016.

In accordance with Section 606 of the Municipal Government Act, Land Use Bylaw Amendment 3357/D-2016 was required to be advertised for two consecutive weeks. An advertisement was placed in the Red Deer Advocate on May 27, 2016 and June 3, 2016. A Public Hearing will be held on Monday, June 20, 2016 at 6:00 p.m. during Council's regular meeting.

Emerson Neighbourhood Area Structure Plan

Bylaw 3217/B-2016

Public Comments Received After First Reading

Amber Senuk

Subject: FW: Emerson NASP

From: David Girardin
Sent: May 31, 2016 9:57 AM
To: 'Tkatrc'
Cc: Legislative Services
Subject: RE: Emerson NASP

Hi Trevor, I'm hoping this better addresses your questions.

The meeting minutes do not include a written record of everything that was discussed in council, they are limited to the resolutions that are passed. If you are looking for something specific, you should also be able to review the video of the May 9th meeting as it should be archived. The meeting minutes for the May 9th meeting, item 8.3 indicates what resolutions were considered for the Emerson NASP (bylaw 3217/B2016). The first resolution was "to lift from the table", which simply allowed council to reconsider the bylaw. The second motion gave first reading to the Emerson NASP as it was originally submitted to the city by the applicant (Option 3). This motion did not consider/include any of the changes that were proposed in the alternate options. This motions passed and gave first reading to the Emerson NASP.

This means at the public hearing on June 20th the proposed bylaw is for the Emerson NASP as it was originally submitted (formerly option 3). The other options are no long under consideration for the public hearing, nor for the 2nd or 3rd reading of the bylaw. Following the Public Hearing, Council may give second and third reading to the bylaw and they could vote to support it and approve the bylaw, or they could decide not to support it and the motion would fail. If the bylaw succeeds, the Emerson NASP (Option 3) will be adopted. If the motion fails the Emerson NASP would be rejected. If council does not give second and third reading to the bylaw, the process stops. If the process stops or the bylaw is rejected the NASP would have to be revised before it could return to council and the process would restart and would require a new first reading.

At the June 20th meeting I will provide a shorter version of the May 9th presentation. It will not include any of the options as they are not under consideration. Following the presentation/questions the Mayor will declare the public hearing open and invite members of the public to address council. The Public Hearing is your opportunity to address Council and let them know what you do/don't like about the plan and how it will impact you and your property. This will be very similar to when you addressed the Municipal Planning Commission. Presentations are limited to 10 minutes.

I am in contact with our communications department to have the NASP added to our public hearing webpage, but this would be similar to what is advertised in the paper and to the letter that adjacent land owners receive in the mail. The only additional information would be the full Emerson -NASP that is being considered. The one that I provided in my previous email.

I have CCed our [Legislative Services Department](#) on this email as they may have additional information on the Public Hearing process and can better address additional questions you might have as it relates to Council meetings and the Bylaw approval process.

Trevor, I hope this additional information provides clarity to your questions. If I still haven't provided the information you need please do not hesitate to ask for clarification. I respect that email is your preferred method of communication, but if I've completely misunderstood your questions, I would recommend that we might be able to better serve you over the phone. I can make myself available to you if you aren't able to contact us during regular business hours.

David Girardin
Senior Planner
The City of Red Deer

403.406.8707
david.girardin@reddeer.ca

From: Tkatrc [<mailto:>]
Sent: May 30, 2016 5:01 PM
To: David Girardin
Subject: RE: Emerson NASP

I have visited that site and read the minutes which don't say anything about what was discussed. The web page for Emerson does not include any of the options or changes that are being talked about. How does that do anything for a public hearing?

Trevor

----- Original Message -----

From: David Girardin <David.Girardin@reddeer.ca>
To: 'Tkatrc' <
Sent: Mon, 30 May 2016 09:57:04 -0600 (MDT)
Subject: RE: Emerson NASP

Hi Trevor

The Public Hearing (and possibly 2nd & 3rd Reading) will be held on June 20th. The public hearing typically starts at 6pm, following the dinner break, but please check the agenda once it is published to confirm that it hasn't changed. Please note that Public Hearings are limited to 10 minutes per person.

Council gave first reading at the May 9th meeting to the applicant's original NASP submission. It should not have changed since the last version.

I have attached it for you to this email just in case you no longer have it. Also please note that we do not prepare any new information for the public hearing and the information should be similar to the council agenda that was presented at the May 9th

Meeting. Council agendas are available at

<http://meeting.reddeer.ca/meetresults.aspx>, the newest one's are typically published the Friday before the Monday council. The information related to public hearings is also provided in hard copy here at City Hall.

If I've missed something or if you have any more questions please let me know and I will do my best to help you.

David Girardin
Senior Planner

The City of Red Deer

403.406.8707
david.girardin@reddeer.ca

From: Tkatrc [[mailto](#)]

Sent: May 27, 2016 8:44 PM

To: David Girardin

Subject: Re: Emerson NASP

Hi, do know when the next meeting for Emerson is?

I have been trying to find information on the city website with no success.

I have not been able to find any of the latest proposals posted on the web page either, where does anyone find the information?

thanks

Trevor

----- Original Message -----

From: David Girardin <David.Girardin@reddeer.ca>

To: [redacted]

Sent: Tue, 03 May 2016 15:13:05 -0600 (MDT)

Subject: Emerson NASP

Hello Trevor and Kelley,

It looks like the Emerson NASP will be going to council for first reading again on May 9th. The agenda will be published later this week and can be found on the city's website.

<http://meeting.reddeer.ca/meetresults.aspx>

If you have any questions do not hesitate to contact me.

David Girardin
Senior Planner

The City of Red Deer

403.406.8707
david.girardin@reddeer.ca

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Report Originally Submitted to
the May 9, 2016 Meeting of City
Council.

April 21, 2016

Emerson NASP - Supplementary Information

Option I – Relocation of the Community Amenity Site

Planning Department

Report Summary & Recommendation:

The proposed *Emerson Neighbourhood Area Structure Plan [NASP]* was presented to the Municipal Planning Commission on March 23, 2016. The Municipal Planning Commission expressed concerns in respect to the potential impacts of the proposed Community Amenity site and its alternate R3 Residential Multiple Family District zoning on the adjoining acreage to the north. They passed the following resolution:

“**Resolved** that the Municipal Planning Commission, having considered the March 15, 2016 report on the proposed Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016 presented by Administration, hereby forwards this to Council for consideration. The Municipal Planning Commission expresses concerns that were raised in respect of the impacts of the proposed amenity zoning and the underlying R3 use applicable to the Community Amenity parcel. The Municipal Planning Commission recommends administration fully explore the appropriateness and impacts of the zoning of this parcel prior to 1st reading.”

The proposed plan was subsequently presented to Council on April 11, 2016 and tabled to provide administration time to explore *Option I – Relocation of the Community Amenity Site* prior to first reading.

As directed by Council, the Planning Department requested the applicant to provide more information on Option I. The applicant has revised the land use concept plan and submitted them for Council’s consideration in its exploration of relocating the Community Amenity Site.

The attached *Land Use Concept Plans* are all viable and comply with the City’s policies. The Planning Department recommends the NASP remain unchanged as indicated in the report dated March 15, 2016 and identified as Option 3 in this report and the April 05, 2016 supplementary report.

City Manager Comments:

On April 11, 2016, I provided the following comments:

The acreage landowner has expressed concern regarding the designation of land next to his property for community amenity purposes. The concern is the strong possibility that this land will revert to R3 as an alternate use.



The Planning Department has outlined three alternatives:

Option 1 – Relocation of Community Amenity Site;

Option 2 – Change R3 zoning; and

Option 3 – No Change.

The Department has noted that all the above options are viable.

I recommend alternative Option 1 which was discussed at the Municipal Planning Commission. This will resolute in the same overall mix of land uses and density as well as addressing the private landowners concerns. In order to achieve this alternative, it is recommended that the Emerson NASP be tabled for two weeks so that the change could be made prior to approval of first reading and advertising.

I continue to support Option 1 as the preferred option for this NASP. However, I believe the additional alternative Option 4 would also appear to be a reasonable compromise.

If first reading of the Emerson Neighbourhood Area Structure Plan 3217/B-2016 is given, a Public Hearing would be advertised for two consecutive weeks to be held on Monday, June 20, 2016 at 6:00 p.m. during Council's regular meeting.

Craig Curtis
City Manager

Proposed Resolution

Resolved that Council of The City of Red Deer hereby agrees to lift from the table consideration of Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016.

That Council consider first reading of Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016.

Report Details

Background:

The proposed Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016 was referred to Council on April 11, 2016. During the meeting Council passed the following resolution:

“Resolved that Council of The City of Red Deer having considered the report from the Planning Department dated March 15, 2016 re: Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016, hereby agree to table consideration of Emerson



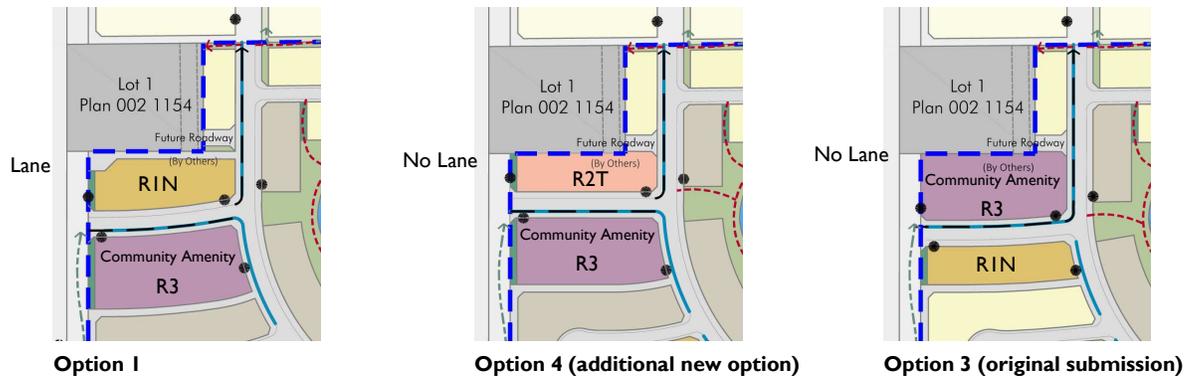
Neighbourhood Area Structure Plan Bylaw 3217/B-2016 for two weeks to allow Administration time to explore Alternate Option 1 – Relocation of the Community Amenity Site prior to 1st reading.”

The proposed Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016 was tabled for two more weeks at the April 25, 2016 Council meeting.

Discussion:

Following the recommendation of the Municipal Planning Commission, the Planning Department explored the impacts and appropriateness of the zoning and the location of the Community Amenity Site in the proposed *Emerson Neighbourhood Area Structure Plan* prior to first reading. In the supplementary report, dated April 5, 2016 there are 3 options outlined. This information was provided to Council on April 11, 2016, at which time council passed a resolution directing Administration to explore *Alternate Option 1 – Relocation of the Community Amenity Site*.

Planning has since received from the applicant the revised land use concept plan for Option 1. The applicant has also submitted an additional alternative option that has been labeled as Option 4. Both versions have relocated the Community Amenity Site to the south side of the collector roadway. One version is consistent with Option 1 and a second version, Option 4, proposes an alternative land use R2T *Residential Town House District* adjacent to the acreage.



Option 1 – Relocation of Community Amenity Site & RIN adjacent to acreage

Note: the future roadway into the acreage will need to be moved northward to satisfy the requirements of the Engineering Design Guidelines. This is not illustrated in the above image.

Benefits

- The land use adjacent to the acreage is RIN Residential (Narrow Lot) District. This lower density district addresses the concerns of the adjacent acreage owners. In comparison to the original submission (option 3), this limits the building height from a maximum 4-story buildings to a maximum of 2-story (10m) building.
- RIN Residential (Narrow Lot) District requires a lane. The addition of a lane would provide a greater setback between the future development and the acreage.



- The addition of a lane would provide the acreage owners their preferred access route on the south side of their property to their existing driveway.

Disadvantages

- This option requires the intersection and entrance roadway from 30 Avenue to be shifted northward. This also requires the underground utilities to move northward and results in added design considerations and costs to connect to the pre-existing utility stubs in the 30 Avenue right-of-way.
- The relocation of the intersection and utilities will similarly impact the land on the west side of 30 Avenue when it is developed in the future.
- The addition of a lane is less efficient and results in more land dedicated as public road.
- The R1N designation will result in a few odd shaped lots for the developer.

Option 4 – Relocation of Community Amenity Site & R2T adjacent to acreage

Benefits

- In comparison to the original submission (Option 3), this limits the building height from a maximum 4-story building to a maximum of 2.5-story (12m) building.
- In comparison to Option 1, this option does not require a lane.
- In comparison to Option 1, this land use district improves the development opportunity for the developer.

Disadvantages

- This option requires the intersection and entrance roadway from 30 Avenue to be shifted northward. This also requires the underground utilities to move northward and results in added design considerations and costs to connect to the pre-existing utility stubs in the 30 Avenue right-of-way.
- The relocation of the intersection and utilities will similarly impact the land on the west side of 30 Avenue when it is developed in the future.
- The R2T designation is a medium density residential district, which likely does not satisfy the acreage owners' desires.
- The R2T designation does not require a lane and does not satisfy the acreage owners' preference for a south-west access.

Option 3 – Community Amenity site and alternate R3 zoning adjacent to acreage (No change)

Benefits

- This option aligns with the pre-existing utility stubs in the 30 Avenue right-of-way. There are no additional costs or design considerations to connect the utilities.
- This option does not impact any future development in the lands to the west of 30 Avenue.

Disadvantages

- The acreage land owners have raised concerns with the type of development that a Community Amenity or R3 site will permit.
- The height of the Community Amenity Site development is subject to Commission approval. The alternate R3 District can accommodate building heights that range 2-4 stories.

**Analysis:**

The attached *Alternative Land Use Concept Plans* are viable and comply with the City's policies. They further explore the *Option 1 – Relocation of the Community Amenity Site*, as presented in the supplementary report dated April 05, 2016.

The applicant has expressed concern with Option 1 due to the added design considerations and costs of tying into the preexisting utility stubs in 30 Avenue. They are also concerned with the less efficient land use of adding an additional laneway. The applicant continues to prefer to proceed with the NASP unchanged (Option 3), but has submitted the attached Alternative Land Use Concept Plan as requested by Council's resolution on April 11, 2016.

The adjacent landowners have expressed concerns with the original NASP submission (Option 3). They would prefer lower density land uses adjacent to their property, as well as an access to the south-west corner of their property where their driveway is currently located. The acreage owners were circulated the three options presented in this report and have indicated their preference is Option 1.

The Planning Department continues to recommend the NASP remain unchanged (Option 3) from its original submission to council. The location near the entrance of the neighbourhood is appropriate for a Community Amenity Site as well as the alternate R3 Residential Multiple Family District as it provides excellent access to all modes of transportation. Additionally, all development permit applications are subject to the applicable provisions in the Land Use Bylaw as it relates to site design and landscaping which can be used to mitigate any concerns with future uses and adjacent land uses.



April 15, 2016

Re: Emerson NASP

On April 11, 2016 the City of Red Deer Planning Department was to present the Emerson NASP to City Council for first reading after two years of hard work and preparation. A Neighborhood Area Structure Plan is a significant document. It requires a tremendous amount of time and energy by the Developer, the Consultant, and City Staff to prepare. There is a large monetary investment required for its creation.

Though the Planning Department recommended the Emerson NASP be approved as presented with no changes made, Administration's report for Council that day included an additional piece to reflect the wishes of the Municipal Planning Commission to review and consider the impacts of the proposed plan on an adjacent landowner. The additional report included 2 other options for City Council to consider if they wished to appease the adjacent landowner. These options included information about the changes that would need to be made to the plan as well as other implications, such as costs required to alter existing City infrastructure and additional servicing required due to the new design.

Also included in that report were City Manager Craig Curtis' comments including a Proposed Resolution contrary to the recommendation offered by the Planning Department.

On April 11 a tabling motion was made before the presentation for the Application was even heard. It read as follows:

Resolved that Council of The City of Red Deer having considered the report from the Planning Department dated March 15, 2016 re: Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016, hereby agrees to table consideration of Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016 for two weeks to allow Administration time to explore Alternative Option 1 – Relocation of the Community Amenity Site prior to 1st reading.

Though three options were included in the original report and available for discussion that day, the decision was made to table the consideration and Administration was instructed to further explore Alternative Option 1.



As such, both the Emerson NASP as originally presented and supported by the Planning Department as well as a concept plan for Alternative Option 1 requested in the April 11 resolution have been included here.

The Emerson NASP as originally presented on April 11, 2016 for City Council consideration remains both the Applicant's and the Planning Department's recommended plan.

Sincerely,

A handwritten signature in blue ink, consisting of stylized initials 'SB'.

Steve Bontje
Managing Partner

Option 1

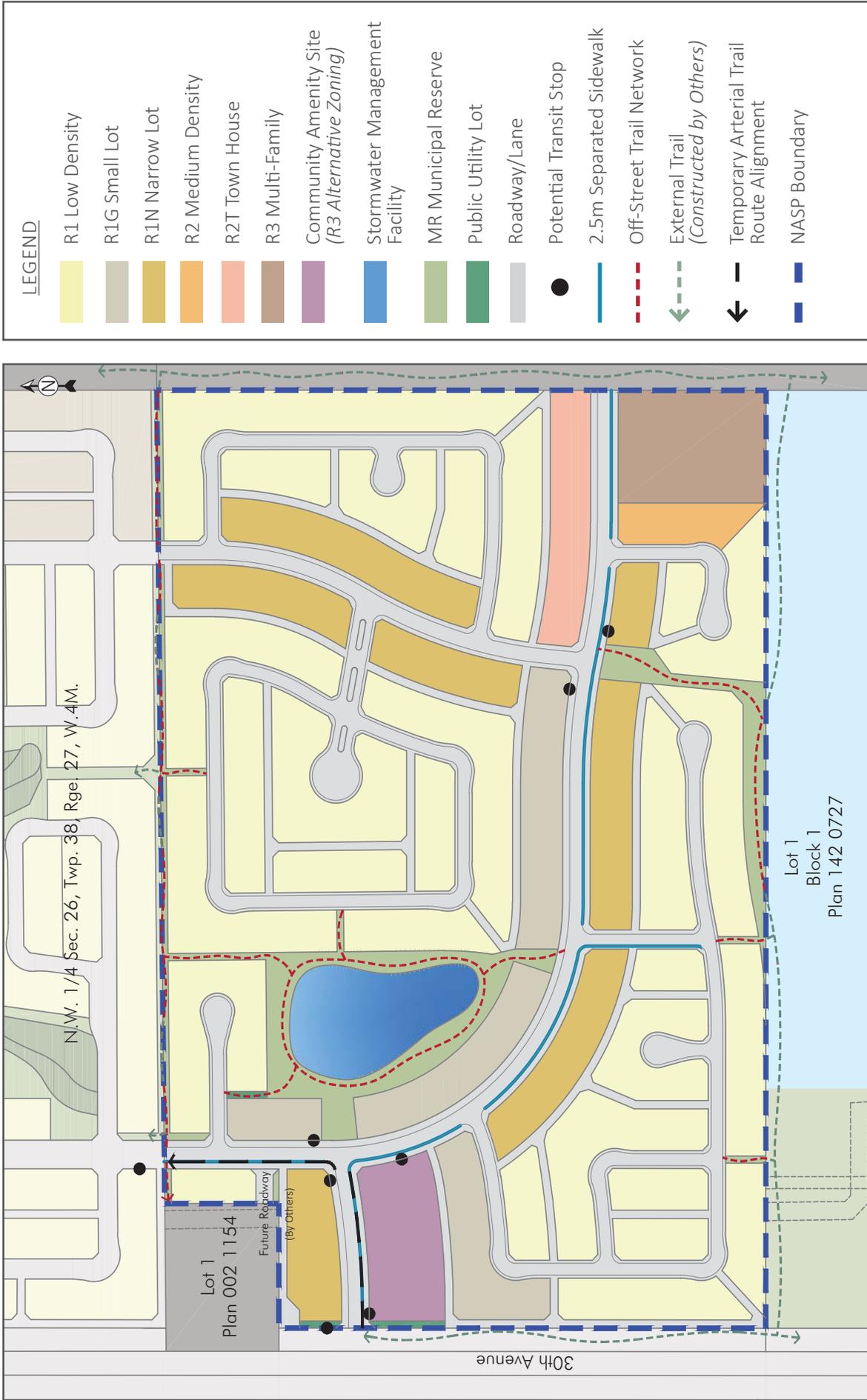


Figure 10 - Alternative Land Use Concept

Emerson NASP | R1N Alternative | April 2016

Option 1

Option 1

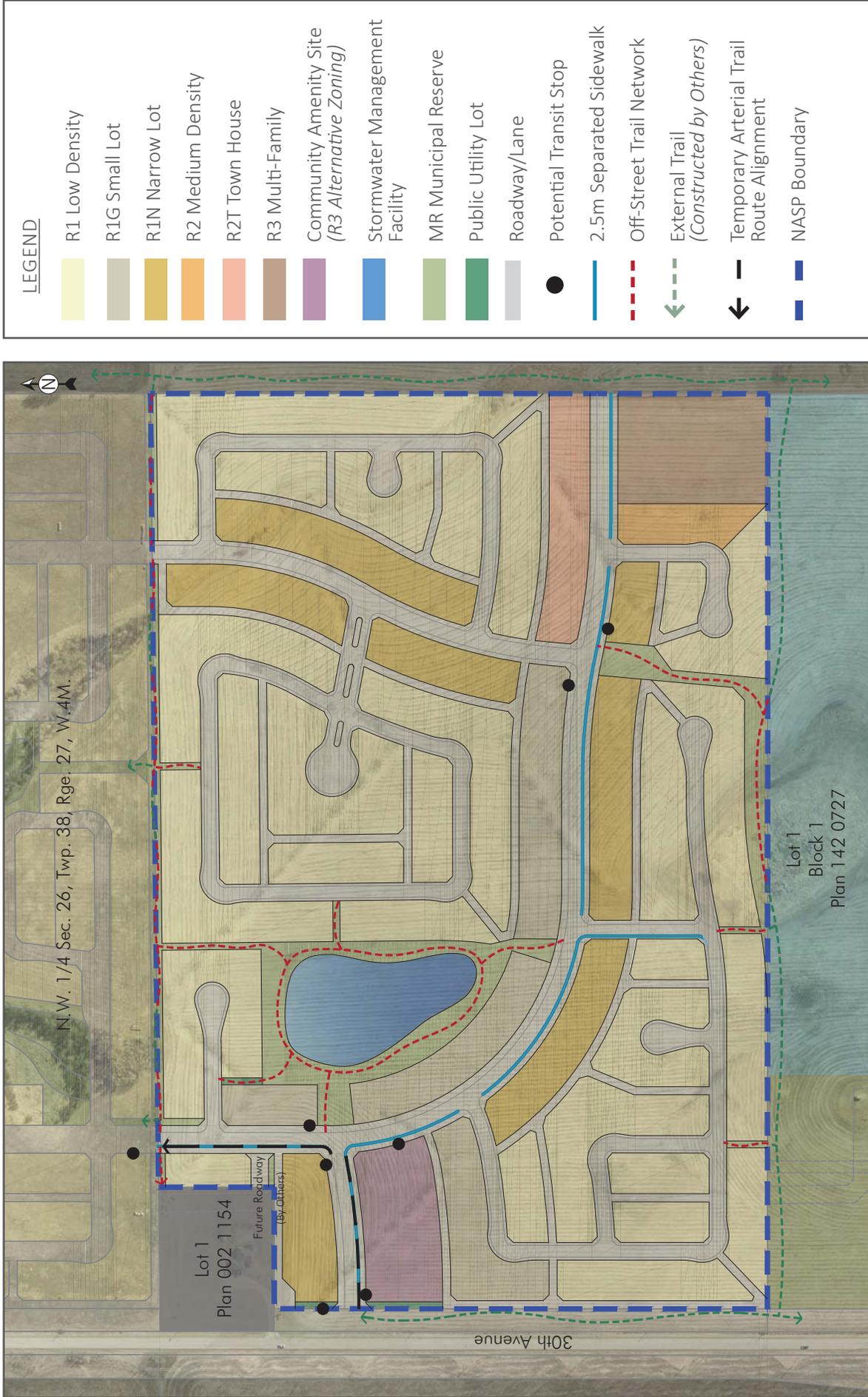


Figure 11 - Alternative Concept Plan with Aerial

Option 1

3.4 LAND USE AREA CALCULATIONS

Table 1 - Land Use Calculations².

Land Use Category	Hectares	Acres	% of Developable Area	# of Dwelling Units
Gross Plan Area	40.32	99.64		
Environmental Reserve	0.00	0.00		
Developable Plan Area	40.32	99.64	100.00%	
Residential	25.58	63.20	63.4%	765
R1 Residential (Low Density) District	16.42	40.58	40.7%	377
R1 Secondary Suites ³	--	--	--	81
R1N Residential (Narrow Lot) District	4.21	10.40	10.4%	102
R1G Residential (Small Lot) District	2.59	6.41	6.4%	65
R2 Medium Density District	0.39	0.96	1.0%	11
R2T Residential (Town House) District	0.75	1.86	1.9%	26
R3 Residential (Multiple Family) District	1.21	3.00	3.0%	103
Other	14.73	36.39	36.5%	
Community Amenity Sites	0.89	2.20	2.2%	
Community Amenity Site (R3)	0.89	2.20	2.2%	75
Open Space	3.49	8.62	8.7%	
Municipal Reserve (MR) ⁴	2.26	5.58	5.6% ⁵	
Public Utility Lot (PUL) Excluding SWMF	0.09	0.23	0.2%	
Stormwater Management Facility (PUL)	1.14	2.81	2.8%	
Transportation	10.35	25.57	25.7%	
Collector Roadways	2.51	6.21	6.2%	
Local Roadways	5.49	13.56	13.6%	
Lanes	2.35	5.80	5.8%	
Other Uses	--	--	--	
Emergency Services Site	--	--	--	
Institutional Service Facility	--	--	--	

² Calculations may change as the Community Amenity site has the potential to be developed for a residential use.

³ Secondary suites are calculated in Table 2 - Estimated Secondary Suite Units in Comparison to Total Housing Stock.

⁴ Note that 5ac of the required 10% Municipal Reserve dedication for Emerson has been transferred to the southern portion of the quarter section. This has been done in coordination with the City of Red Deer to facilitate the development of major sport fields and a joint high school site.

⁵ Municipal Reserve Percentage is calculated using the Gross Plan Area less Environmental Reserve.
 $MR \% = \text{Municipal Reserve} / (\text{Gross Plan Area} - \text{Environmental Reserve})$

3.6 HOUSING MIX

The anticipated housing density of Emerson is 19.0 du/ha, with a total housing stock of 765 units, and a population of 1,833 residents.

Table 3 - Housing Mix.

Housing Mix	Hectares	Acres	# of Dwelling Units	% of Housing Stock
Total Housing Stock	25.58	63.20	765	100.0%
R1 Residential (Low Density) District	16.42	40.58	377	49.3%
Secondary Suites ⁶	--	--	81	10.6%
R1N Residential (Narrow Lot) District	4.21	10.40	102	13.3%
R1G Residential (Small Lot) District	2.59	6.41	65	8.5%
R2 Medium Density District	0.39	0.96	11	1.4%
R2T Residential (Town House) District	0.75	1.86	26	3.4%
R3 Residential (Multiple Family) District	1.21	3.00	103	13.5%

Densities calculations are based on the assumptions as outlined following assumed averages, exact density and unit counts may differ at the time of subdivision:

- R1 Average lot size: 435.2m²
- R1N Average lot size: 411.8m²
- R1G Average lot size: 393.8m²
- R2 29.1 du/ha
- R2T 35.0 du/ha
- R3 85.0 du/ha - estimated density for a four storey building with underground parking

Table 4 - Population Projection.

Population Projection	# of Dwelling Units	Avg. Household Size ⁷	Est. Population
Single Detached Residential	625	--	1,498
R1 Residential (Low Density) District	377	2.4	904
Secondary Suites ⁶	81	2.4	194
R1N Residential (Narrow Lot) District	102	2.4	244
R1G Residential (Small Lot) District	65	2.4	156
Semi-Detached and Multi-Family Residential	140	--	335
R2 Medium Density District	11	2.4	26
R2T Residential (Town House) District	26	2.4	62
R3 Residential (Multiple Family) District	103	2.4	247
Total	765	--	1,833
Density: 19.0du/ha (765 dwelling units / 40.32 developable hectares)			

⁶ Secondary suites are calculated in Table 2 -Estimated Secondary Suite Units in Comparison to Total Housing Stock.

⁷ Based on 2015 City of Red Deer Census and 2011 Federal Census information.

Option 1

green network and community facilities

4.1 OVERVIEW

The Emerson neighbourhood offers high quality public spaces, with a mixture of leisure and active recreational opportunities. Open spaces are well connected, accessible, and suitable to a range of ages and abilities. Three different types of open spaces make up the overall public open space network as indicated in **Table 5 - Green Space Amenities**.

The Developer will take steps to protect designated open spaces prior to home construction as per existing regulations in the *City of Red Deer's Engineering Design Guidelines*.

4.2 GREEN SPACE TYPES AND AMENITIES

As shown on **Figure 13 - Open Space Network** and **Figure 14 - Types of Open Spaces**, a mix of park and gathering spaces have been used throughout the community to provide residents with places to recreate and socialize. Each of these open space types is further described in this section.

Table 5 - Green Space Amenities.

Green Space		Total No. of Parcels	Area (ha)	Area (ac)
Open Spaces	Neighbourhood Park (excluding SWMF)	1	1.03	2.56
	Parkettes	2	0.25	0.61
Natural Areas		0	0.00	0.00
Linear Parks & Pedestrian Links		10	1.07	2.64
Total		13	2.35	5.81

Table 6 - Municipal Reserve Calculation.

Municipal Reserve Dedication	Hectares	Acres	% of MR Developable Area
Gross Plan Area	40.32	99.64	
Environmental Reserve	0.00	0.00	
MR Developable Area	40.32	99.64	100.0%
Required MR Dedication ⁸	2.01	4.96	5.0%
Actual MR Dedication	2.26	5.59	5.6%
MR Dedication Overage ⁹	0.25	0.62	--

⁸ Note that 5.00ac of the required 10% Municipal Reserve dedication for Emerson (4.03 ha, 9.96ac) has been transferred to the southern portion of the quarter section. This has been done in coordination with the City of Red Deer to facilitate the development of major sport fields and a joint high school site.

⁹ It is recognized that Emerson has dedicated an excess of its required MR dedication; however, the City of Red Deer will not be required to purchase this excess from the Developer.

Option 1

Option 4

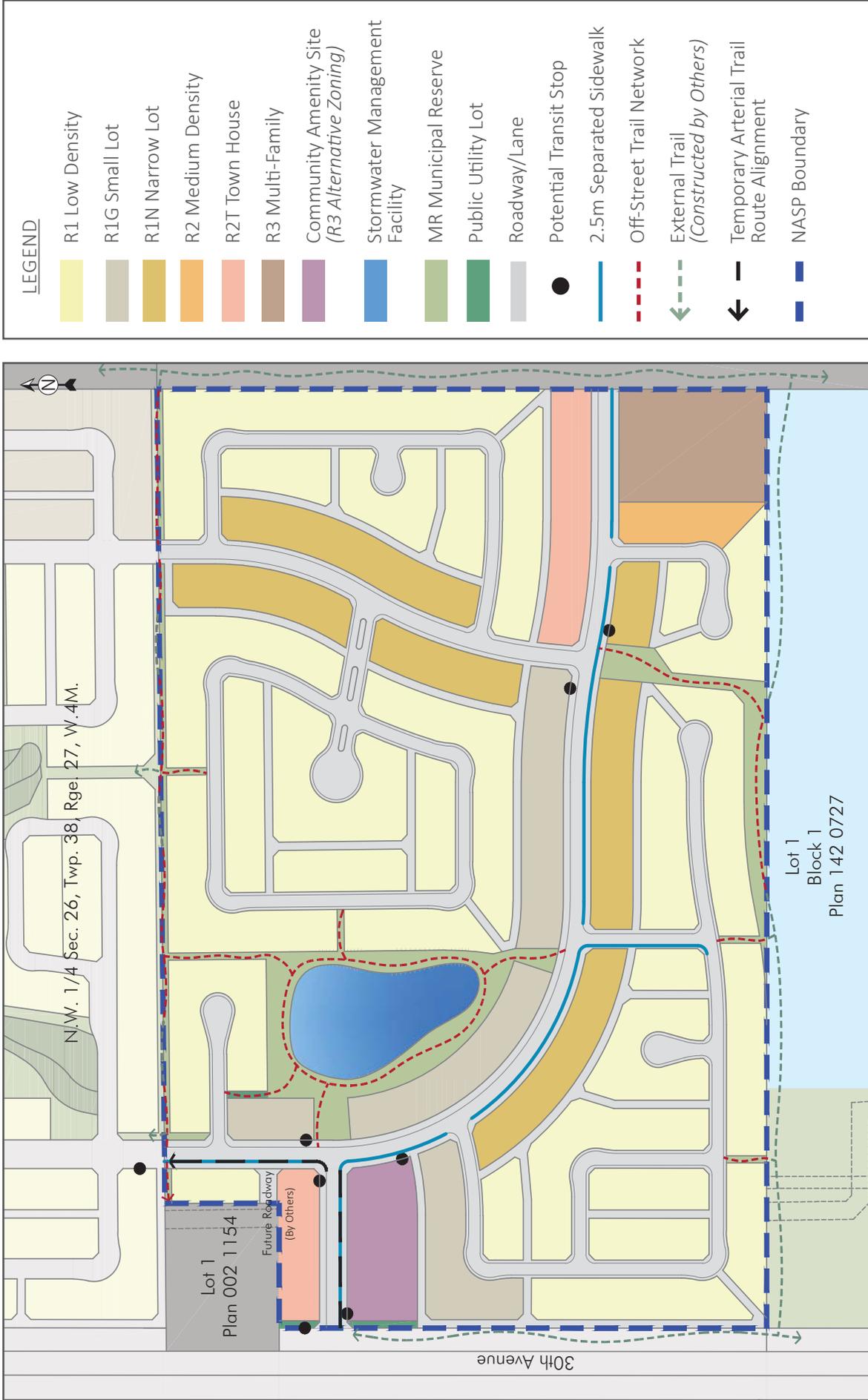
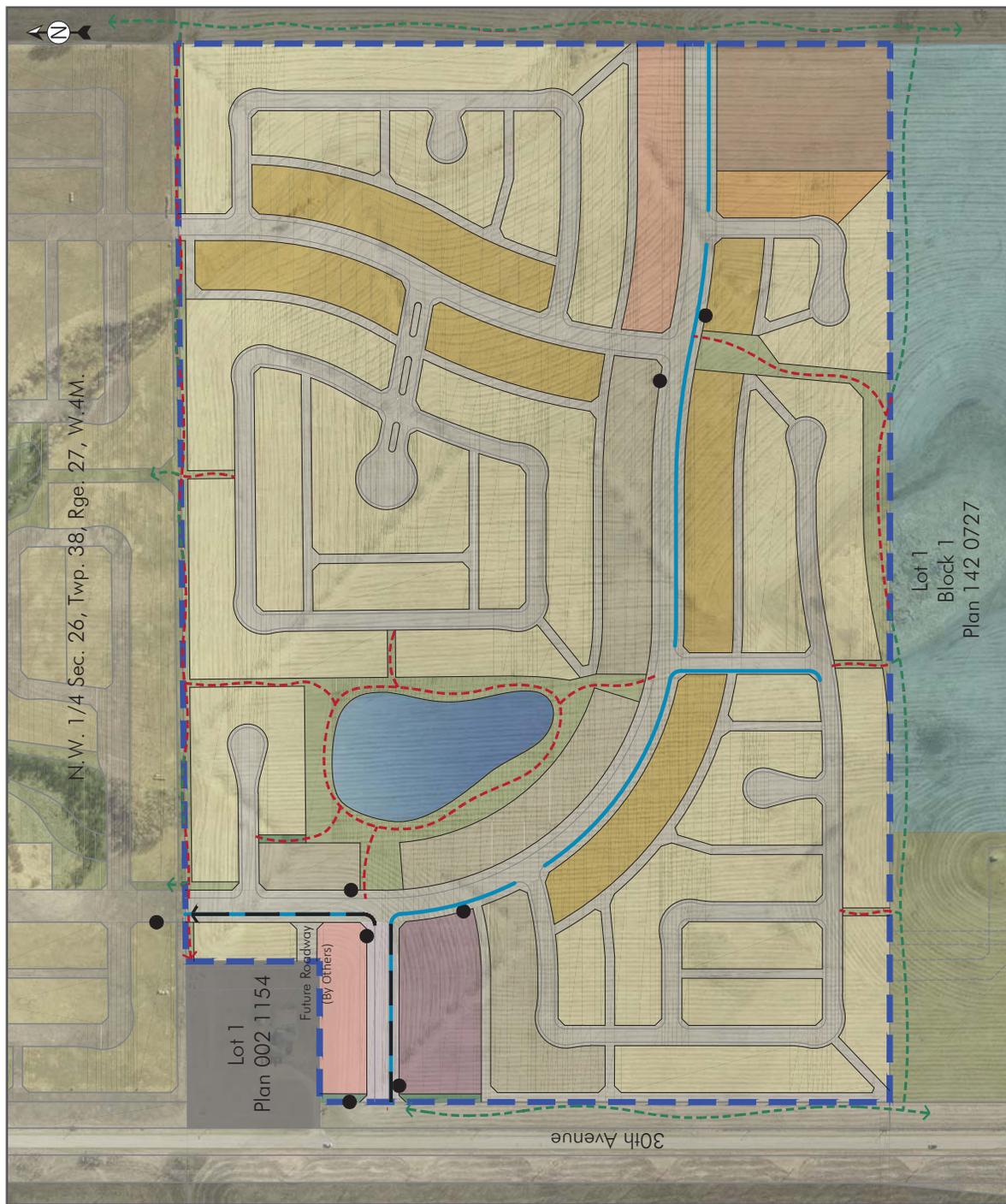


Figure 10 - Alternative Land Use Concept

Option 4



LEGEND	
	R1 Low Density
	R1G Small Lot
	R1N Narrow Lot
	R2 Medium Density
	R2T Town House
	R3 Multi-Family
	Community Amenity Site (R3 Alternative Zoning)
	Stormwater Management Facility
	MR Municipal Reserve
	Public Utility Lot
	Roadway/Lane
	Potential Transit Stop
	2.5m Separated Sidewalk
	Off-Street Trail Network
	External Trail (Constructed by Others)
	Temporary Arterial Trail Route Alignment
	NASP Boundary

Figure 11 - Alternative Concept Plan with Aerial

Emerson NASP | R2T Alternative | April 2016

Option 4



3.4 LAND USE AREA CALCULATIONS

Table 1 - Land Use Calculations².

Land Use Category	Hectares	Acres	% of Developable Area	# of Dwelling Units
Gross Plan Area	40.32	99.63		
Environmental Reserve	0.00	0.00		
Developable Plan Area	40.32	99.63	100.00%	
Residential	25.73	63.59	63.8%	772
R1 Residential (Low Density) District	16.66	41.16	41.3%	382
R1 Secondary Suites ³	--	--	--	80
R1N Residential (Narrow Lot) District	3.69	9.12	9.2%	89
R1G Residential (Small Lot) District	2.58	6.39	6.4%	65
R2 Medium Density District	0.39	0.96	1.0%	11
R2T Residential (Town House) District	1.20	2.97	3.0%	42
R3 Residential (Multiple Family) District	1.21	3.00	3.0%	103
Other	14.58	36.04	36.2%	
Community Amenity Sites	0.80	1.97	2.0%	
Community Amenity Site (R3)	0.80	1.97	2.0%	67
Open Space	3.48	8.59	8.6%	
Municipal Reserve (MR) ⁴	2.26	5.59	5.6% ⁵	
Public Utility Lot (PUL) Excluding SWMF	0.08	0.19	0.2%	
Stormwater Management Facility (PUL)	1.14	2.81	2.8%	
Transportation	10.31	25.48	25.6%	
Collector Roadways	2.51	6.20	6.2%	
Local Roadways	5.53	13.68	13.7%	
Lanes	2.27	5.60	5.6%	
Other Uses	--	--	--	
Emergency Services Site	--	--	--	
Institutional Service Facility	--	--	--	

² Calculations may change as the Community Amenity site has the potential to be developed for a residential use.

³ Secondary suites are calculated in Table 2 - Estimated Secondary Suite Units in Comparison to Total Housing Stock.

⁴ Note that 5ac of the required 10% Municipal Reserve dedication for Emerson has been transferred to the southern portion of the quarter section. This has been done in coordination with the City of Red Deer to facilitate the development of major sport fields and a joint high school site.

⁵ Municipal Reserve Percentage is calculated using the Gross Plan Area less Environmental Reserve.
 $MR \% = \text{Municipal Reserve} / (\text{Gross Plan Area} - \text{Environmental Reserve})$

3.6 HOUSING MIX

The anticipated housing density of Emerson is 19.1 du/ha, with a total housing stock of 772 units, and a population of 1,850 residents.

Table 3 - Housing Mix.

Housing Mix	Hectares	Acres	# of Dwelling Units	% of Housing Stock
Total Housing Stock	25.73	63.59	772	100.0%
R1 Residential (Low Density) District	16.66	41.16	382	49.5%
Secondary Suites ⁶	--	--	80	10.4%
R1N Residential (Narrow Lot) District	3.69	9.12	89	11.5%
R1G Residential (Small Lot) District	2.58	6.39	65	8.4%
R2 Medium Density District	0.39	0.96	11	1.4%
R2T Residential (Town House) District	1.20	2.97	42	5.4%
R3 Residential (Multiple Family) District	1.21	3.00	103	13.3%

Densities calculations are based on the assumptions as outlined following assumed averages, exact density and unit counts may differ at the time of subdivision:

- R1 Average lot size: 435.2m²
- R1N Average lot size: 411.8m²
- R1G Average lot size: 393.8m²
- R2 29.1 du/ha
- R2T 35.0 du/ha
- R3 85.0 du/ha - estimated density for a four storey building with underground parking

Table 4 - Population Projection.

Population Projection	# of Dwelling Units	Avg. Household Size ⁷	Est. Population
Single Detached Residential	616	--	1,477
R1 Residential (Low Density) District	382	2.4	916
Secondary Suites ⁶	80	2.4	192
R1N Residential (Narrow Lot) District	89	2.4	213
R1G Residential (Small Lot) District	65	2.4	156
Semi-Detached and Multi-Family Residential	156	--	373
R2 Medium Density District	11	2.4	26
R2T Residential (Town House) District	42	2.4	100
R3 Residential (Multiple Family) District	103	2.4	247
Total	772	--	1,850
Density: 19.1 du/ha (772 dwelling units / 40.32 developable hectares)			

⁶ Secondary suites are calculated in Table 2 -Estimated Secondary Suite Units in Comparison to Total Housing Stock.

⁷ Based on 2015 City of Red Deer Census and 2011 Federal Census information.

green network and community facilities

4.1 OVERVIEW

The Emerson neighbourhood offers high quality public spaces, with a mixture of leisure and active recreational opportunities. Open spaces are well connected, accessible, and suitable to a range of ages and abilities. Three different types of open spaces make up the overall public open space network as indicated in **Table 5 - Green Space Amenities**.

The Developer will take steps to protect designated open spaces prior to home construction as per existing regulations in the *City of Red Deer's Engineering Design Guidelines*.

4.2 GREEN SPACE TYPES AND AMENITIES

As shown on **Figure 13 - Open Space Network** and **Figure 14 - Types of Open Spaces**, a mix of park and gathering spaces have been used throughout the community to provide residents with places to recreate and socialize. Each of these open space types is further described in this section.

Table 5 - Green Space Amenities.

Green Space		Total No. of Parcels	Area (ha)	Area (ac)
Open Spaces	<i>Neighbourhood Park (excluding SWMF)</i>	1	1.02	2.53
	<i>Parkettes</i>	2	0.26	0.64
Natural Areas		0	0.00	0.00
Linear Parks & Pedestrian Links		10	1.06	2.61
Total		13	2.34	5.78

Table 6 - Municipal Reserve Calculation.

Municipal Reserve Dedication	Hectares	Acres	% of MR Developable Area
Gross Plan Area	40.32	99.63	
Environmental Reserve	0.00	0.00	
MR Developable Area	40.32	99.63	100.0%
Required MR Dedication ⁸	2.01	4.96	5.0%
Actual MR Dedication	2.26	5.59	5.6%
<i>MR Dedication Overage⁹</i>	<i>0.26</i>	<i>0.63</i>	--

⁸ Note that 5.00ac of the required 10% Municipal Reserve dedication for Emerson (4.03 ha, 9.96ac) has been transferred to the southern portion of the quarter section. This has been done in coordination with the City of Red Deer to facilitate the development of major sport fields and a joint high school site.

⁹ It is recognized that Emerson has dedicated an excess of its required MR dedication; however, the City of Red Deer will not be required to purchase this excess from the Developer.

Option 3 - Original NASP Submission

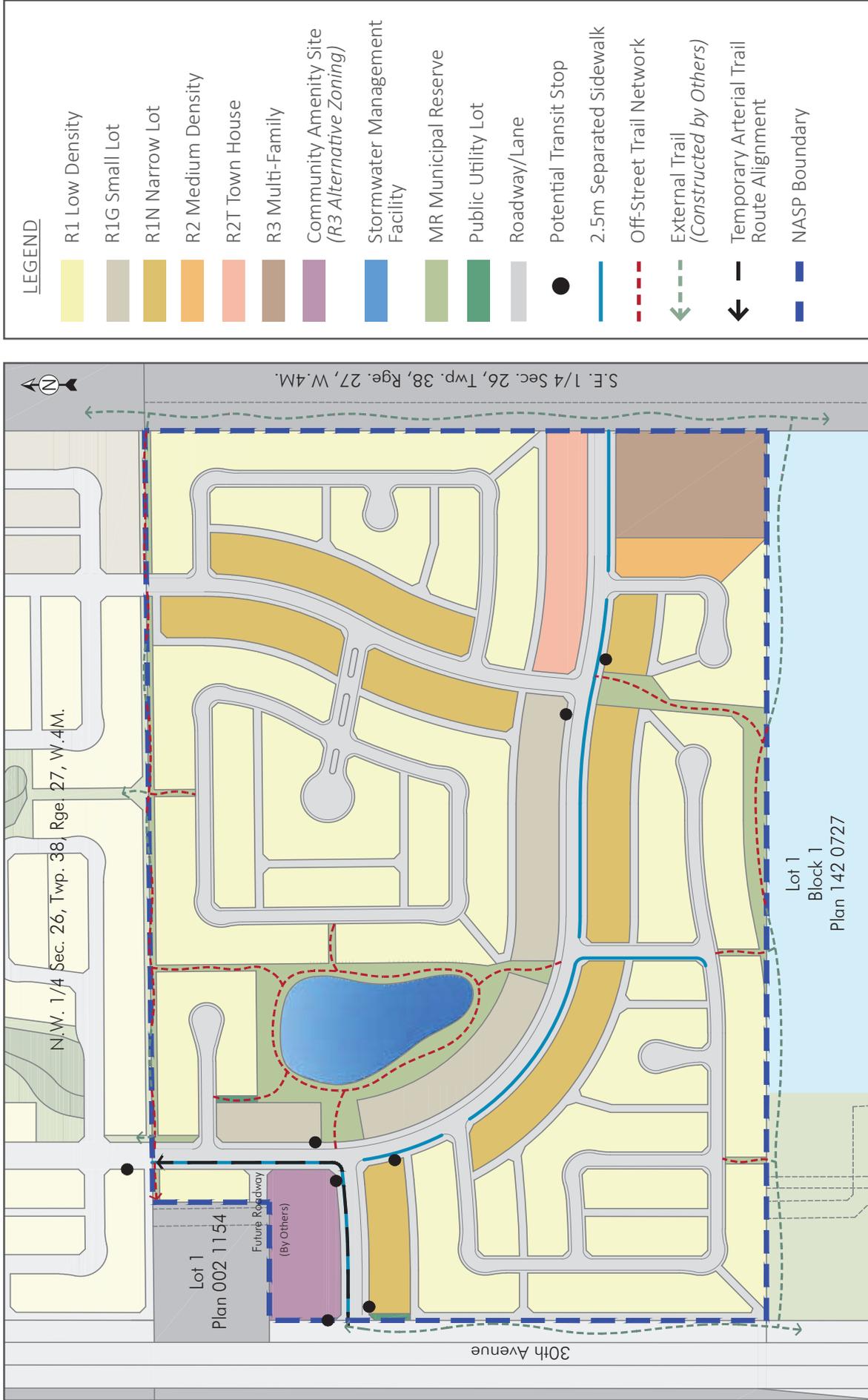


Figure 10 - Land Use Concept

Option 3 - Original NASP Submission

Option 3 - Original NASP Submission

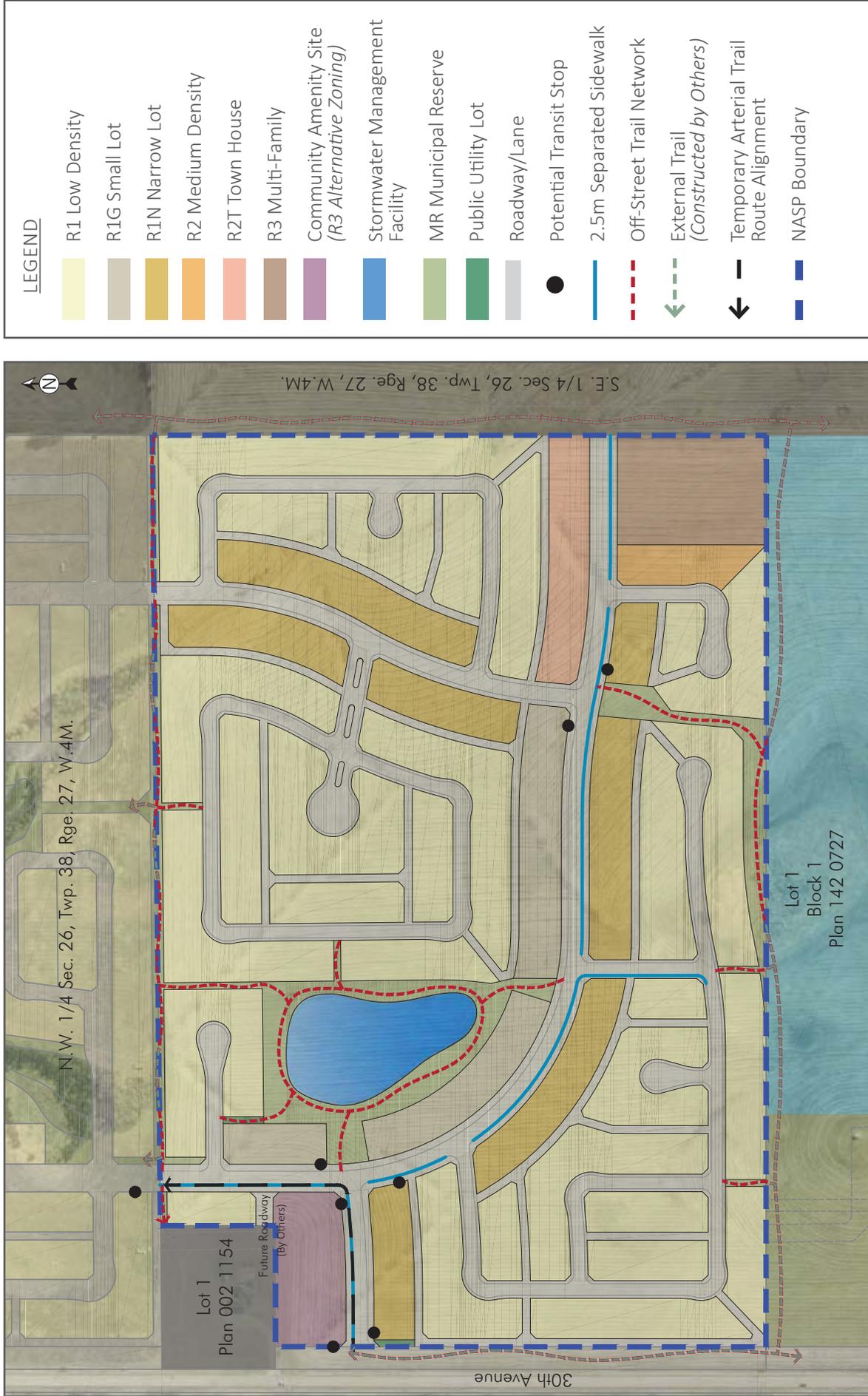


Figure 11 - Concept Plan with Aerial

3.4 LAND USE AREA CALCULATIONS

Table 1 - Land Use Calculations².

Land Use Category	Hectares	Acres	% of Developable Area	# of Dwelling Units
Gross Plan Area	40.32	99.63		
Environmental Reserve	0.00	0.00		
Developable Plan Area	40.32	99.63	100.00%	
Residential	25.75	63.62	63.9%	767
R1 Residential (Low Density) District	17.35	42.87	43.0%	398
R1 Secondary Suites ³	--	--	--	81
R1N Residential (Narrow Lot) District	4.15	10.26	10.3%	100
R1G Residential (Small Lot) District	1.89	4.67	4.7%	48
R2 Medium Density District	0.39	0.96	1.0%	11
R2T Residential (Town House) District	0.75	1.86	1.9%	26
R3 Residential (Multiple Family) District	1.21	3.00	3.0%	103
Other	14.57	36.01	36.1%	
Community Amenity Sites	0.80	1.98	2.0%	
Community Amenity Site (R3)	0.80	1.98	2.0%	68
Open Space	3.45	8.53	8.6%	
Municipal Reserve (MR) ⁴	2.27	5.62	5.6% ⁵	
Public Utility Lot (PUL) Excluding SWMF	0.04	0.10	0.1%	
Stormwater Management Facility (PUL)	1.14	2.81	2.8%	
Transportation	10.32	25.50	25.6%	
Collector Roadways	2.51	6.21	6.2%	
Local Roadways	5.54	13.69	13.7%	
Lanes	2.27	5.60	5.6%	
Other Uses	--	--	--	
Emergency Services Site	--	--	--	
Institutional Service Facility	--	--	--	

² Calculations may change as the Community Amenity site has the potential to be developed for a residential use.

³ Secondary suites are calculated in Table 2 - Estimated Secondary Suite Units in Comparison to Total Housing Stock.

⁴ Note that 5ac of the required 10% Municipal Reserve dedication for Emerson has been transferred to the southern portion of the quarter section. This has been done in coordination with the City of Red Deer to facilitate the development of major sport fields and a joint high school site.

⁵ Municipal Reserve Percentage is calculated using the Gross Plan Area less Environmental Reserve.
 $MR\% = \text{Municipal Reserve} / (\text{Gross Plan Area} - \text{Environmental Reserve})$

3.6 HOUSING MIX

The anticipated housing density of Emerson is 19.0 du/ha, with a total housing stock of 767 units, and a population of 1,839 residents.

Table 3 - Housing Mix.

Housing Mix	Hectares	Acres	# of Dwelling Units	% of Housing Stock
Total Housing Stock	25.75	63.62	767	100.0%
R1 Residential (Low Density) District	17.35	42.87	398	51.9%
Secondary Suites ⁶	--	--	81	10.6%
R1N Residential (Narrow Lot) District	4.15	10.26	100	13.0%
R1G Residential (Small Lot) District	1.89	4.67	48	6.3%
R2 Medium Density District	0.39	0.96	11	1.4%
R2T Residential (Town House) District	0.75	1.86	26	3.4%
R3 Residential (Multiple Family) District	1.21	3.00	103	13.4%

Densities calculations are based on the assumptions as outlined following assumed averages, exact density and unit counts may differ at the time of subdivision:

- R1 Average lot size: 435.2m²
- R1N Average lot size: 411.8m²
- R1G Average lot size: 393.8m²
- R2 29.1 du/ha
- R2T 35.0 du/ha
- R3 85.0 du/ha - estimated density for a four storey building with underground parking

Table 4 - Population Projection.

Population Projection	# of Dwelling Units	Avg. Household Size ⁷	Est. Population
Single Detached Residential	627	--	1,504
R1 Residential (Low Density) District	398	2.4	955
Secondary Suites ⁶	81	2.4	194
R1N Residential (Narrow Lot) District	100	2.4	240
R1G Residential (Small Lot) District	48	2.4	115
Semi-Detached and Multi-Family Residential	140	--	335
R2 Medium Density District	11	2.4	26
R2T Residential (Town House) District	26	2.4	62
R3 Residential (Multiple Family) District	103	2.4	247
Total	767	--	1,839
Density: 19.0 du/ha (767 dwelling units / 40.32 developable hectares)			

⁶ Secondary suites are calculated in Table 2 - Estimated Secondary Suite Units in Comparison to Total Housing Stock.

⁷ Based on 2015 City of Red Deer Census and 2011 Federal Census information.

Option 3 - Original NASP Submission

green network and community facilities

4.1 OVERVIEW

The Emerson neighbourhood offers high quality public spaces, with a mixture of leisure and active recreational opportunities. Open spaces are well connected, accessible, and suitable to a range of ages and abilities. Three different types of open spaces make up the overall public open space network as indicated in **Table 5 - Green Space Amenities**.

The Developer will take steps to protect designated open spaces prior to home construction as per existing regulations in the *City of Red Deer's Engineering Design Guidelines*.

4.2 GREEN SPACE TYPES AND AMENITIES

As shown on **Figure 13 - Open Space Network** and **Figure 14 - Types of Open Spaces**, a mix of park and gathering spaces have been used throughout the community to provide residents with places to recreate and socialize. Each of these open space types is further described in this section.

Table 5 - Green Space Amenities.

Green Space		Total No. of Parcels	Area (ha)	Area (ac)
Open Spaces	<i>Neighbourhood Park (excluding SWMF)</i>	1	1.02	2.53
	<i>Parkettes</i>	2	0.26	0.64
Natural Areas		0	0.00	0.00
Linear Parks & Pedestrian Links		9	1.04	2.56
Total		12	2.32	5.72

Table 6 - Municipal Reserve Calculation.

Municipal Reserve Dedication	Hectares	Acres	% of MR Developable Area
Gross Plan Area	40.32	99.63	
Environmental Reserve	0.00	0.00	
MR Developable Area	40.32	99.63	100.0%
Required MR Dedication ⁸	2.02	4.98	5.0%
Actual MR Dedication	2.27	5.62	5.6%
<i>MR Dedication Overage⁹</i>	0.26	0.64	--

⁸ Note that 5ac of the required 10% Municipal Reserve dedication for Emerson has been transferred to the southern portion of the quarter section. This has been done in coordination with the City of Red Deer to facilitate the development of major sport fields and a joint high school site.

⁹ It is recognized that Emerson has dedicated an excess of its required MR dedication; however, the City of Red Deer will not be required to purchase this excess from the Developer.



Originally Submitted to
the April 11, 2016 Meeting
of City Council.

April 05, 2016

Emerson NASP - Supplementary Information Community Amenity Site and Alternate Zoning

Planning Department

Report Summary & Recommendation:

The proposed *Emerson Neighbourhood Area Structure Plan [NASP]* was presented to the Municipal Planning Commission on March 23, 2016. The Municipal Planning Commission expressed concerns in respect to the potential impacts of the proposed Community Amenity site and its alternative R3 Residential Multiple Family District zoning on the adjoining acreage to the north.

As recommended by the Municipal Planning Commission, the Planning Department has fully explored the appropriateness and impact of the Community Amenity site as well as the alternate R3 Residential Multiple Family District zoning.

The Planning Department examined three potential options. All options are viable and can be supported. The preferred option is to remain with the Community Amenity Site adjacent to the acreage. This is due to the construction of an additional lane, which results in less efficient land use and an increase in operations and maintenance.

Report Details

Background:

The proposed Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016 was referred to the Municipal Planning Commission [MPC] on March 23, 2016.

The chair invited members of the public to address the MPC. An adjacent land owner had expressed concerns with some aspects of the proposed Emerson NASP. Based on this information, the MPC expressed concern with respect to the impact of the Community Amenity site and alternately designated R3 Residential Multiple Family District zoning. They subsequently passed the following resolution:

“Resolved that the Municipal Planning Commission, having considered the March 15, 2016 report on the proposed Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016 presented by Administration, hereby forwards this to Council for consideration. The Municipal Planning Commission expresses concerns that were raised in respect of the impacts of the proposed amenity zoning and the underlying R3 use applicable to the Community Amenity parcel. The Municipal Planning Commission recommends administration fully explore the appropriateness and impacts of the zoning of this parcel prior to 1st reading.”



Discussion:

Each neighbourhood area structure plan must show one or more community amenity site(s) totaling approximately 0.525 ha (1.3 acres). The site is to be allocated for community uses, temporary care, assisted living, adult day care or day care facility, place of worship and other community uses as proposed and approved by The City of Red Deer. These sites are typically zoned PS Public Service (Institutional or Government) District where most uses are discretionary. There is opportunity to place conditions on the development permit for landscaping and site design elements to ensure an appropriate fit with surrounding uses. Including the Neighbourhood Planning and Design Standard that encourages multi-family sites to reduce the scale of larger buildings by dividing the building mass into smaller scale components or 'stepping back' the upper stories.

Community Amenity sites must be advertised for a period of one year through local print media and the City's website. If the site is not purchased for any of the intended uses within one year, it will be considered for a change of use. In the case of the proposed *Emerson NASP*, the alternative use has been identified as R3 Residential Multiple Family District.

The concern expressed by the Municipal Planning Commission regarding the appropriateness of the Community Amenity site and its alternate zoning of R3 Residential Multiple Family District has been fully explored. Three possible scenarios have been considered as it relates to the location and designation of the site.

Option 1 – Relocation of Community Amenity Site

If the Community Amenity Site were to be relocated, the most likely scenario would be swapping locations and land uses with those across the street to the south.

Benefits

- The land use adjacent to the acreage would likely be R1N Residential (Narrow Lot) District. This lower density district would better satisfy the desires of the adjacent acreage owners.
- If R1N Residential (Narrow Lot) District was located south of the acreage it would require the addition of a lane. The addition of a lane on the south of the acreage may provide the acreage owners with their preferred access route. The addition of a lane would also increase the setback between the existing house on the acreage and the future development.
- The revised location across the street is an appropriate location for the Community Amenity Site as well as the alternate R3 Residential Multiple Family District. Both uses are consistent with the Neighbourhood Planning and Design Standards. The site is appropriately located on a collector roadway near the entrance of the neighbourhood and provides excellent access to all modes of transportation.

Disadvantages

- The collector roadway and associated infrastructure would have to move northward and be redesigned. There may also be implications with making adjustments to the location of the parkette adjacent to the storm pond.



- If R1N Residential (Narrow Lot) District was located south of the acreage it would require the addition of a lane. The addition of a lane is less efficient and may result in slightly lower density, as well as more land dedicated as public road.
- The 30 Avenue utility mains and their connection stubs have already been constructed. The NASP has been designed and configured around these preexisting connection locations. Choosing this option will shift the intersection northward and will result in additional considerations and costs to construct the utility connections.

Option 2 – Community Amenity site is unchanged, but the alternate R3 zoning is changed

This option would maintain the current location of the Community Amenity Site, but would propose a different alternate zoning (i.e. not R3). The size and depth of the proposed Community Amenity site is not suitable for most residential districts. The other alternative residential districts are limited to R2 Residential (Medium Density) District and R2T Residential (Town House) District.

Benefits

- This is an appropriate location for the Community Amenity Site. It conforms to the Neighbourhood Planning and Design Standards. The site is appropriately located on a collector roadway near the entrance of the neighbourhood and provides excellent access to all modes of transportation. The most appropriate alternate use may be R2 or R2T.
- The redistricting to an R2 Residential (Medium Density) District or R2T Residential (Town House) District limits the maximum height to 3 stories.

Disadvantages

- Changing the alternate zoning in favour of a lower density district may result in decreased densities. Increased densities are encouraged by city policy, such as the Neighbourhood Planning and Design Standards.
- The adjacent land owner has raised concerns with the type of development that a Community Amenity may permit.
- The adjacent land owner may disapprove of the most likely alternate zoning of R2 and R2T.

Option 3 – No change

The Community Amenity site and alternative R3 zoning remain unchanged. This option is consistent with all statutory plans and city policies such as the Neighbourhood Planning and Design Standards.

Benefits

- As with all development permit applications, the applicable provisions in the Land Use Bylaw as it relates to site design and landscaping appropriately mitigate any concerns with future uses.
- The distance between any potential future structure and the existing acreage domicile will be greater than any other location, due to the acreage's existing side yard. Approximately 25-metres.
- This is an appropriate location for the Community Amenity Site as well as the alternate R3 Residential Multiple Family District. Both uses are consistent with the Neighbourhood



Planning and Design Standards. The site is appropriately located on a collector roadway near the entrance of the neighbourhood and provides excellent access to all modes of transportation.

- At the request of the acreage owners, a land use has not been identified for the acreage in the NASP.

Disadvantages

- The acreage land owners have raised concerns with the type of development that a Community Amenity or R3 site will permit.

Analysis:

All three of the above options are viable and comply with city policies.

The applicant prefers option 3 (no change) as the other options will impact their density and land use projections which will have financial implications.

The acreage owners have been emailed the options as shown in this report. We are awaiting comment.

The Planning Department supports the proposed current location of the Community Amenity site and its alternative R3 Residential (Multiple Family) District within the proposed *Emerson NASP*. At the Development Permit stage, there are options available to design the site to mitigate concerns raised by adjacent land owners.

Option 1 – Relocation of Community Amenity Site



If the Community Amenity Site were to be relocated, the most likely scenario would be swapping locations and land uses with those across the street to the south.

This will require shifting the entrance collector roadway, the associated infrastructure, and the the parkette northward. It will also require the construction of an additional lane.

The 30 Avenue utility mains and their connection stubs have already been constructed. The NASP has been designed and configured around these preexisting connection locations. Choosing this option will shift the intersection northward and will result in additional considerations and costs to construct the utility connections.

This option is consistent with all statutory plans and city policies such as the Neighbourhood Planning and Design Standards.

Option 2 – Community Amenity site is unchanged, but the alternate R3 zoning is changed



This option would maintain the current location of the Community Amenity Site, but would propose a different alternate zoning (i.e. not R3). The size and depth of the proposed Community Amenity site is not suitable for most residential districts. The other alternative residential districts are limited to R2 Residential (Medium Density) District and R2T Residential (Town House) District.

This option is consistent with all statutory plans and city policies such as the Neighbourhood Planning and Design Standards.

Option 3 – No change



The Community Amenity site and alternative R3 zoning remain unchanged. The future development will have to conform to the Land Use Bylaw which will ensure that minimum setbacks are maintained and also provide the opportunity for landscaping requirements that will assist in alleviating the acreage owners' concerns.

This option is consistent with all statutory plans and city policies such as the Neighbourhood Planning and Design Standards.

N.B. Option 2 & Option 3 illustrations are identical.



Report Originally Submitted to
the April 11, 2016 City Council
Meeting

March 15, 2016

Emerson Neighbourhood Area Structure Plan

Bylaw 3217/B-2016

Planning Department

Report Summary & Recommendation:

The Planning Department has received an application for a new neighbourhood development in northeast Red Deer. The proposed *Emerson Neighbourhood Area Structure Plan [NASP]* is located within the southwest quarter of Section 26 and is bounded by the extension of 30th Avenue to the west, the Evergreen neighbourhood to the North, and the North East High Schools and Play Fields to the South.

The *Emerson NASP* complies with the *East Hill MASP*, the *Section 26 Multi-Neighbourhood Plan*, and the *Neighbourhood Planning and Design Standards*.

The Planning Department recommends Council give first reading of Bylaw 3217/B-2016 to adopt the *Emerson Neighbourhood Area Structure Plan*.

City Manager Comments:

The acreage landowner has expressed concern regarding the designation of land next to his property for community amenity purposes. The concern is the strong possibility that this land will revert to R3 as an alternate use.

The Planning Department has outlined three alternatives:

Option 1 – Relocation of Community Amenity Site;

Option 2 – Change R3 zoning; and

Option 3 – No Change.

The Department has noted that all the above options are viable.

I recommend alternative Option 1 which was discussed at the Municipal Planning Commission. This will resolve in the same overall mix of land uses and density as well as addressing the private landowners concerns. In order to achieve this alternative, it is recommended that the *Emerson NASP* be tabled for two weeks so that the change could be made prior to approval of first reading and advertising.

Craig Curtis
City Manager



Proposed Resolution

Resolved that Council of The City of Red Deer having considered the report from the Planning Department dated March 15, 2016 re: Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016, hereby agrees to table consideration of Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016 for two weeks to allow Administration time to explore Alternative Option I – Relocation of the Community Amenity Site prior to 1st reading.

Emerson NASP Report Attachments Index:

	Pages
1. Report Emerson Neighbourhood Area Structure Plan – 3217/B-2016	68-78
2. Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016 and Plan	79-173
3. Supplementary Report – Community Amenity Site and Alternate Zoning	174-177
4. Maps showing Community Amenity Site and Alternate Zoning	178
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Report Details

Background:

The proposed *Emerson Neighbourhood Area Structure Plan (NASP)* is informed by various documents, including the *East Hill Major Area Structure Plan (MASP)*, the *Section 26 Multi-Neighbourhood Plan*, and the *Neighbourhood Planning and Design Standards*.

East Hill Major Area Structure Plan

The *East Hill MASP* provides broad planning direction for development on the east side of Red Deer. The *East Hill MASP* encourages neighbourhoods which are identifiable by their compact land use pattern, sustainable environment, walkable streets, and green spaces linking neighbourhoods to commercial sites, natural areas, parks, school sites, and other community gathering areas. The *East Hill MASP* envisions a neighbourhood that supports mixed mobility, provides a mix of housing types, and reflects a unique image and character. Trails tie the neighbourhood network to the regional trail network and to places of interest throughout the community. Each neighbourhood reflects a special image and character of mixed housing linked by inviting streetscapes, walkways and enhanced open spaces.

For the proposed Emerson neighbourhood, the *East Hill MASP Generalized Land Use Concept* identifies the area as residential.

The proposed *Emerson NASP* falls within the boundaries of the *East Hill MASP*. Emerson is within phase one of the proposed development sequence for East Hill. Therefore, services such as water, sanitary, and stormwater will be available to this area prior to other areas which fall within subsequent phases.

Section 26 Multi-Neighbourhood Plan

The *Section 26 Multi-Neighbourhood Plan* is a high level conceptual plan that outlines broad land uses, including natural areas, and arterial and collector road patterns.

For the proposed Emerson neighbourhood, the *Section 26 Multi-Neighbourhood Plan* identifies residential development and trail connections. The section plan also outlines key considerations for neighbourhood development. Considerations which are relevant to the *Emerson NASP* include:

- Create ecological connections via a looped trail connecting to adjacent neighbourhoods
- Strong connections between proposed high schools and adjacent properties will make schools an integral part of the neighbourhood.
- Emphasize high quality park design and diversity rather than amount of park space achieved.
- Create a network of off-street trails for pedestrians and cyclists, connecting the regional trail system to Commercial District centres.



- Create a variety of park types, and link to open spaces.
- Incorporate diverse housing types: single family, duplexes, townhouses, apartments, etc. Allow developers to create and apply their own styles, building materials, and architecture.

Neighbourhood Planning and Design Standards

The *Neighbourhood Planning and Design Standards (NPDS)*, approved in 2013, help to achieve the City's *Strategic Direction* to “support a healthy, vibrant, and sustainable community,” and establish great neighbourhoods within Red Deer.

The NPDS are informed by nine *Neighbourhood Planning Principles*. The principles and the standards are intended to create communities which are sustainable, walkable, vibrant, social, and livable.

The proposed *Emerson NASP* achieves both the *Neighbourhood Planning Principles* and the NPDS. Refer to the “Plan Vision” section of the *Emerson NASP* for information on how *Emerson* will address each neighbourhood principle.

Discussion:

The proposed *Emerson NASP* provides the policy framework, land use design, and development objectives for a portion of the southwest quarter of Section 26.

The *Emerson NASP* is primarily residential development. It proposes a mix of housing types, to accommodate a range of incomes, demographics, and preferences. The other land uses includes parks and open spaces, as well as a proposed Community Amenity Site. Its proximity to the high school site to the south and nearby commercial area will serve the everyday needs of residents.

A key feature of the neighbourhood is the centrally located wet pond which will provide passive recreational opportunities for residents. To ensure this amenity can be enjoyed by all, a public trail and associated park space will be provided around the water body. This trail will connect to adjacent neighbourhoods and the regional trail network and will facilitate residents' access to the nearby Waskasoo Park, neighbouring commercial sites, play fields, and schools.

The *Emerson NASP* area had a reduced Municipal Reserve requirement, but the developer has committed to providing two park spaces and playground through a small non-compensated over-dedication of Municipal Reserve. This will provide residents and guests with passive recreational opportunities and amenities to enjoy within the neighbourhood.

Land Use Summary

The proposed *Emerson NASP* incorporates different residential land use districts to accommodate a range of incomes, demographics, and preferences:



- R1 Residential (Low Density)
- R1N Residential (Narrow-Lot)
- R1G Residential (Small Lot)
- R2T Residential (Townhouse)
- R2 Residential (Medium Density)
- R3 Residential (Multiple Family)

The proposed *Emerson NASP* also includes a Community Amenity site which could accommodate uses such as: a temporary care or assisted living facility, adult or regular day care, or a place of worship. The alternate use for the community amenity site is R3 Residential Multiple Family.

Two smaller neighbourhood parks are identified within Emerson. The neighbourhood park could include amenities such as walking trails, children's play structures, and a picnic area. The neighbourhood has a proposed wet pond that integrates well with the parks and trails. Municipal reserve and existing utility right-of-ways have been used to provide connections between neighbourhoods and to regional trails. There is no environmental reserve within the plan area.

Movement and Connectivity

The proposed *Emerson NASP* has been planned to facilitate the integrated movement of residents throughout the community and provides connections to destinations outside of Emerson. A multi-modal transportation network of trails, sidewalks, roadways, and transit stops have been incorporated to accommodate a variety of transportation modes including walking, rolling, riding, and driving.

Unique to the neighbourhood is the linear east-west trail on the north boundary that runs the length of the quarter section (800-metres). This trail connection is a combined effort between the proposed *Emerson NASP* and the previously approved *Evergreen NASP*. This trail will provide an excellent connection to both the future 30 Avenue trail and to the north-south trail planned for the utility corridor to the east. These trails contribute to a perimeter trail system that provides access along all four sides of the NASP area.

Neighbourhood Character

Emerson has been designed with thoughtful connections to the adjacent lands. Emerson is intended to connect residents and visitors within the neighbourhood and to the trail network. Emerson will be a high quality residential area that showcases Alberta's history through the use of American craftsman architecture.

Servicing

The proposed Emerson neighbourhood will be serviced by the stormwater and sanitary trunks recently installed at the intersection of 30 Avenue and Northland Drive. The Emerson development will connect to these stormwater and sanitary trunks as they extend



south along 30 Avenue. The neighbourhood will also be serviced by the road improvements along 30 Avenue and by the current construction of the roundabout at the intersection of 30 Avenue and 67 Street.

There is an existing water main located at the intersection of 30 Avenue and Carrington Drive. When the water main is extended north, up 30 Avenue, the Emerson development will connect to this service.

Phasing

The plan area is divided into five development phases. The initial phase of development is expected to start near the main gateway road into Emerson and proceed south then east.

North West Acreage (out parcel)

City of Red Deer administration has met with the residents of the acreage in the north-west corner of the plan area on multiple occasions during the development of the *Emerson NASP*.

The correspondences and meetings were to ensure that the residents were aware of the NASPs development and its process. It was also to provide them with an open line of communication so that they could express their desired outcome and provide input throughout the NASP development process.

From various correspondences with the land owners, city administration understood their desires to be:

1. Not designate a future land use for their parcel.
2. Maintain access to their existing driveway and not have to relocate the access elsewhere on their property.
3. Prefer the arterial sidewalk/trail to not pass in front of their property along 30 Avenue.
4. Only have lower density residential immediately adjacent to their property.
5. Have a vinyl fence built around their property

City administration has been able to accommodate some of these requests by working with the developer of the *Emerson NASP* and believes that some of the concerns can also be mitigated in other ways outside of the NASP process. The below figures are the corresponding solution for the above acreage owners' concern.

1. The *Emerson NASP* has removed all identifiable future land use for the acreage (out parcel).
2. The *Emerson NASP* provides a 15m access to the east of the property off of the neighbourhood collector road. This location does not align with the desired outcome from the acreage owners. In the interim, City administration has committed to permitting the acreage owner to maintain their access from future 30 Ave until it is deemed unsafe by Engineering, at which time the owners would have the choice to access their property from the east access provided in the *Emerson*



NASP or alternatively along their northern property line from a paved lane in the Evergreen Neighbourhood to the north.

3. The 30 Avenue arterial trail will not be developed immediately and will initially be rerouted through the *Emerson* neighbourhood and northward through the Evergreen neighbourhood.
4. The site to the south has remained a Community Amenity Site with the alternate land use of R3 (multi-family). City Administration believes that the acreages privacy can be maintained through the required setbacks in the Land Use Bylaw, as well as the thoughtful placements of the landscape requirements. The latter has been identified in the *Emerson NASP Development Checklist* for city administration to review at the site's development permit.
5. The developer in the *Emerson NASP* has committed to the constructing a vinyl fence along the two boundaries (east and south) that area adjacent to the *Emerson NASP* area. City administration is exploring opportunities for the construction of the fence by other parties along the northern boundary of the acreage.

Reduced Municipal Reserve Requirements

The *Emerson NASP* area has reduced Municipal Reserve dedication requirements. This is due to the 2.02ha (5 acre) Municipal Reserve dedication that occurred at the time The City acquired the land for the Northeast High Schools and Play Fields site. The balance of the Municipal Reserve requirements for the *Emerson NASP* area is 2.0 ha (4.96ac) and represents 5.0% of the developable area.

The developer has committed to providing two programmable parks spaces within the *Emerson NASP*. This has resulted in a small non-compensated over dedication in municipal reserve from the developer.

Environmental Advisory Committee

The *Emerson NASP* was referred and/or discussed at the Environmental Advisory Committee (EAC) on October 21, 2015, November 18, 2015 and December 16, 2015. Planning staff presented the information on October 21. A general resolution of non-support was passed at this meeting. On November 18, planning staff returned requesting clarification for their non-support. At the December 16 meeting EAC passed a resolution clarifying their rationale for non-support. A copy of the minutes is attached.

In summary EAC's rationale was that best efforts did not appear to have been made to protect the wetlands; efforts were not made to have green development/building practices; and that detrimental work to the wetlands had already been undertaken, but did not have sufficient background. Administration responds to these three points below.

Wetland Protection

The *Emerson NASP* complies with these current planning documents and associated policies.



The 2013 Neighbourhood Planning and Design Standards (NPDS) improved wetland development practices. Previously wetlands would have been removed and replaced with a dry pond. Now within new developments, where possible, wet ponds are implemented. These ponds contribute wildlife habitat and wildlife corridors. Administration continues to develop policy and improve practices in compliance with city planning tools such as the River Valley Tributaries Park Concept Plan and Environmental Master Plan. Improvements are also underway to the Engineering Guidelines to further implement recommendations in these plans.

In addition to city policies compliance is also required with the Water Act and approvals are needed by Alberta Environment and Parks. The City of Red Deer conforms with all provincial Legislation and encourages provincial policy such as Stepping Back from the Water.

The Emerson NASP is part of a larger section of land which is guided by the Municipal Development Plan (2009) and the East Hill Major Area Structure Plan (2013). The Evergreen neighbourhood to the north and the High School Site to the south are previously approved plans that comply with these documents. The wetlands are part of this larger system of wetlands in the north east. Changes to one area will change flows and impact another area hence planning is done at the Major Area Structure Plan level.

The East Hill MASP identifies areas for preservation potential. As stated in the plan in section 3.1, *“The preferred outcome is to preserve these areas intact as natural features either within environmental reserve or municipal reserves or alternately to incorporate them with storm water management facilities.”*

The East Hill MASP also supports the piloting of low impact storm water management practices, which is consistent with the direction provided in the Environmental Master Plan. This is underway in the Timberlands North neighbourhood.

The City supports alternative methods of storm water management, including the creation of permanent man-made storm water ponds with the incorporation of natural marshes or wetlands into the overall storm water system (i.e. green infrastructure). Constructed wetlands, which are supported, have been constructed in neighbourhoods and the park system. Examples of successful wetlands can be found in the Vanier Woods East and Clearview North neighbourhoods and in Mackenzie Trails, Three Mile Bend and Michael O’Brien wetlands. These areas have regenerated to provide great wildlife habitat.

The desire to create these areas is balanced with the limitations on municipal reserve dedication. In the Municipal Government Act (MGA), the municipality can ask a developer to dedicate up to 10% of the developable area that for Municipal Reserve which includes parks, trails, wetlands, and open space. The limited Municipal Reserve available for dedication did not permit planning staff to both preserve the wetland and provide trails and park space. Staff did not feel it was warranted to pursue additional MR because the wetland on the High School site is enhanced.

Prior Wetland Work

The soil has not been disturbed within the Emerson NASP area, including the wetland. Please refer to the attached air photo taken in fall of 2015 which highlights the different areas.

The wet storm pond on the high school site has been enhanced as per the approved area structure plan with additional landscaping and reusing the aquatic seed material from the wetland.



All required approvals (Water Act Application) from Alberta Environment and The City were obtained prior to any work taking place on the High Schools Site. The effects to the Emerson portion of the wetland would have been considered by the province in approving the Water Act Application. A wet pond has been created in the Emerson NASP to manage storm water.

Sustainable Building Practices

The NPDS encourage resilient and low impact neighbourhoods. At the NASP level of planning, the NPDS encourages resilient and low impact neighbourhoods. The Emerson neighbourhood complies by incorporating the following elements:

- A range of housing types and efficient use of infrastructure by exceeding the minimum density of 17 dwelling units per hectare (du/ha) by providing 19 du/ha.
- The plan has been designed with primarily west-east roadways allowing for passive solar gains through south-facing gazing.
- There is LED lighting designed to promote dark skies and minimize energy consumption.
- The developer is going to also encourage naturalized landscaping in public spaces to reduce water and maintenance required for upkeep.

Building practices are regulated at the Development and Building Permit stages. Compliance is required with the Land Use Bylaw and Alberta Building Code. The Land Use Bylaw is not a barrier to a landowner undertaking sustainable building practices. Recent changes to the Alberta Building Code are moving towards more sustainable design.

Analysis:

The proposed *Emerson NASP* was submitted to the City for review and consideration of approval. The NASP Review Team has been working with the applicant to align the *Emerson NASP* with City regulations and statutory documents.

The proposed *Emerson NASP* was referred to external agencies for comment. No objections were received.

The Planning Department held a public open house on October 1, 2015.

- Notices were sent to 5 adjacent landowners (100-meters) and a public news release was posted on the City's website.
- A link was posted on the City's website to allow the public the opportunity to review the *Emerson NASP* and provide comments. Comments were received from one individual.

There were 14 attendees at the open house and one set of comments was submitted via email regarding the proposed *Emerson Neighbourhood Area Structure Plan*. The table below summarizes the comment received and an administrative response.



Comment from Public Open House

Comment	Administrative Response
<p>1. Intersection of 30 Avenue and 67 Street</p> <p>Several figures do not show the roundabout currently under construction at the intersection of 30 Avenue and 67 Street. The roundabout will be in use well before above grade development is completed in Emerson. Please revise the NASP figures to show the 30/67 roundabout and include detail about how the roundabout will be configured to accommodate northbound and southbound traffic on 30 Avenue north of 67 Street.</p>	<p>The roundabout is well outside of the plan area. There is one figure (figure -4) that does not show the roundabout, however it appropriately conveys information from the East Hill MASP, particularly the correct location of the future Major Arterial Roadways.</p>
<p>2. High Schools immediately south of Emerson</p> <p>When will the high schools be built and in service relative to occupation of Emerson? High schools have bells that sound internally and externally at many times of the day to announce the start and end of class periods and so on. Owners of the properties at the south end of Emerson may find these bells to be annoying.</p>	<p>This is not an issue typically dealt with in a NASP and is instead enforced by city bylaws, similar to how all existing school bell are dealt with. The adjacent residential neighbours in Emerson should be aware that a play field and highschool(s) site is planned for the area immediately to the south.</p>
<p>3. Construction and Occupation of Evergreen</p> <p>When will Evergreen be developed and occupied relative to the development and occupation of Emerson?</p>	<p>We are unsure of development timelines outside of the proposed phasing. The rate of development is at the discretion of the developer and is likely driven by market demand. The servicing details within the NASP are simply conceptual and will be further refined during the servicing study prior to the Development Agreement.</p>
<p>4. Boundary Traffic Controls</p> <p>With respect to the four broken red circles on Figure 9, what traffic controls will initially be provided at those intersections? Which of those intersections will be wired to accommodate future intersection signalization? Please provide corresponding information for the two intersections of the solid green lines.</p>	<p>The red circles do not represent intersections, but rather the partially predetermined Vehicular Access Points into the NASP area. Only the easternmost circle is an intersection. Signal needs are determined by engineering based on roadway demand and safety. Some preliminary planning for signalization may occur at the servicing study.</p> <p>The terminuses of the green lines do not represent intersections. The green dashed lines instead represent seasonal water courses and are demonstrating the opportunities/constrains of the existing site. This information is closely tied to the open space corridors identified in the multi-neighbourhood plan (figure 5).</p>
<p>5. Posted Speed Limits</p> <p>What will the posted speed limit on 30 Avenue be from Evergreen south to the roundabout? What will be the posted speed limit on the corresponding section of 25(?) Avenue?</p>	<p>Roadway speeds are not determined within an area structure plan. This question will be forwarded to Engineering.</p>
<p>6. Back Lanes</p> <p>Will back lanes be paved?</p>	<p>The NASP indicates that lanes will be built as per the City of Red Deer Engineering Standards. This is a detail that is not determined at the NASP stage but rather during the servicing study.</p>
<p>7. Non-Compliant Intersection</p>	<p>These types of details are examined from a general scope during a NASP development. The details of</p>

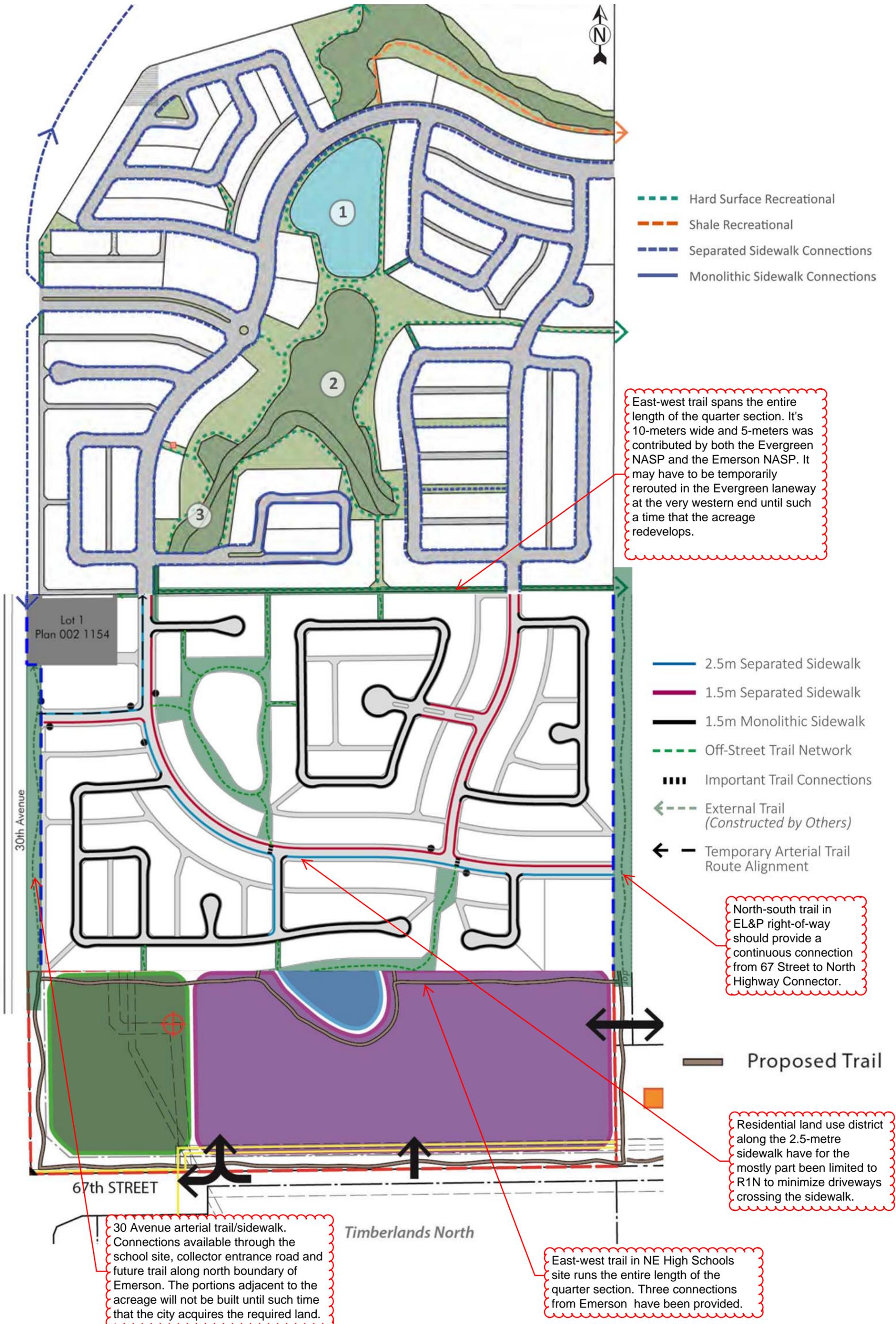


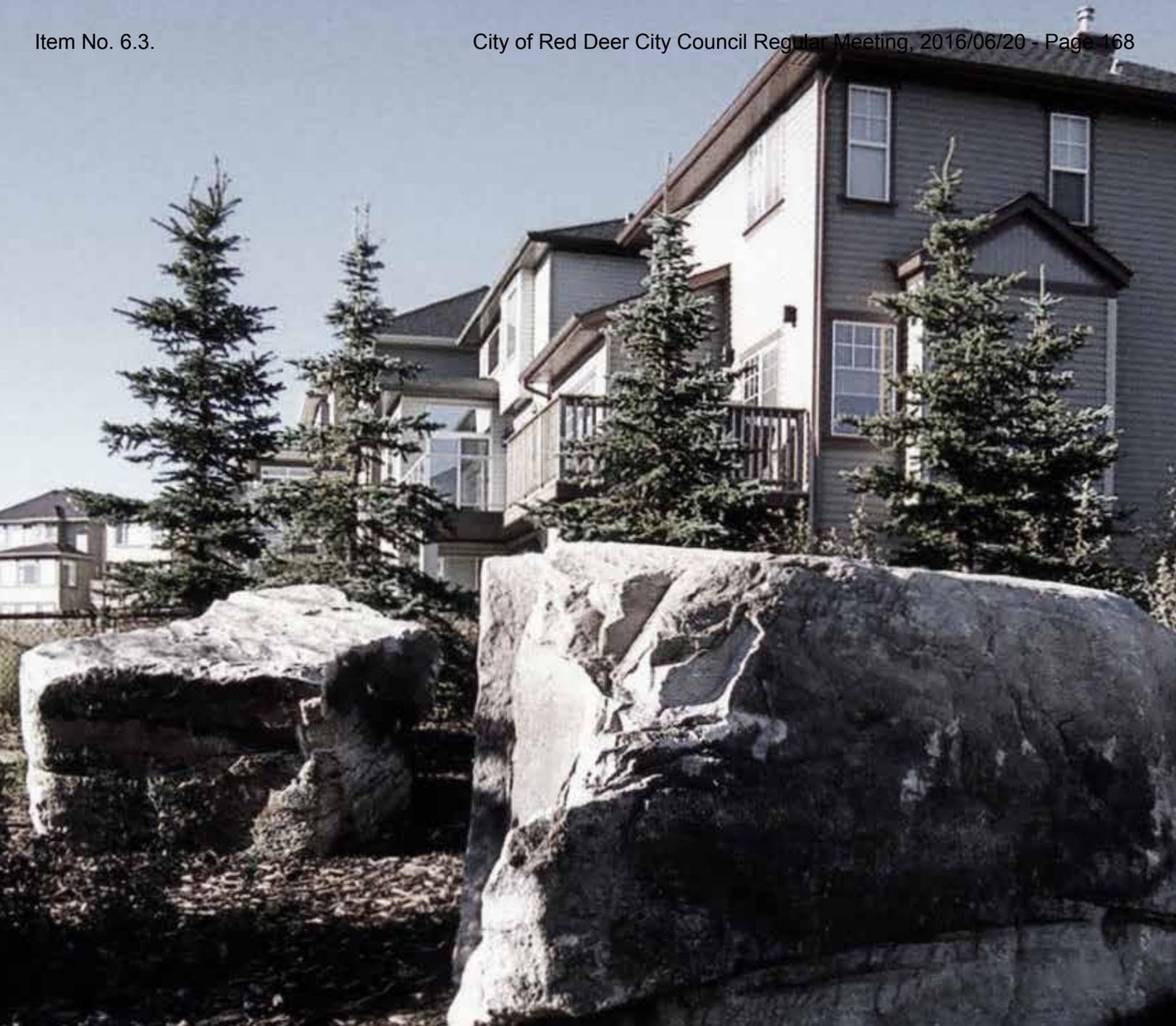
 <p>The intersection in the clip, which is near and southeast of the out parcel, does not appear to comply with City of Red Deer Engineering Guidelines with respect to minimum intersection angle in degrees. Please advise what changes will be made to achieve compliance.</p>	<p>intersections angles are further determined during the servicing study. At this time the Engineering department will require the intersection to be compliant with the Engineering Design Guidelines.</p>
<p>8. Stormwater Detention Area Drains Engineering guidelines include the clip below.</p> <p><small>2 Safety Provisions at Inlets and Outlets</small></p> <p><small>All inlet and outlet structures associated with dry ponds shall have grates provided over their openings to restrict access and prevent entry into the sewers by unauthorized persons. A maximum clear bar space of 100 mm shall be used for gratings.</small></p> <p>At several detention areas in Anders, the outlet drain grating is located more than 300 mm below the surface of the landscaped recreational field. Because the hole is not identified, this results in a walking hazard at night; in winter, the hole can be hidden by loose snow. Please consider minimizing the recess when constructing future installations and correcting existing ones.</p>	<p>The SWMF in Emerson is not a dry pond. Thank you for the information about the existing dry ponds.</p>

The Planning Department supports the proposed *Emerson Neighbourhood Area Structure Plan* because it complies with the *East Hill MASP*, the *Section 26 Multi-Neighbourhood Plan*, and the *Neighbourhood Planning and Design Standards*.

The Planning Department recommends Council give first reading of Bylaw 3217/B-2016 to adopt the *Emerson Neighbourhood Area Structure Plan*.

Appendix: Connections to Evergreen & High Schools Site





EMERSON

Neighbourhood Area Structure Plan

Meier Ventures Ltd.

City of Red Deer

Bylaw 3217/B-2016

Adopted _____

Prepared by:

Stantec Consulting Ltd.
Executive Place
#1100, 4900 Ross St.
Red Deer, AB



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introduction

1.1 OVERVIEW

1.1.1 Purpose

The purpose of the Emerson Neighbourhood Area Structure Plan (NASP) is to describe the land uses and development objectives for a portion of SW 26-38-27-W4M, located in the northeast portion of The City of Red Deer. This location is shown on **Figure 1 - Location Plan**.

The Emerson Plan Area is described as the SW $\frac{1}{4}$ of Section 26, Township 38, Range 27, West of the 4th Meridian; excepting thereout Lot 1 Plan 002 1154 and Lot 1 Block 1 Plan 142 0727; which encompasses approximately 40.32 hectares (99.63 acres), as shown on **Figure 2 - Legal Boundary**.

1.1.2 Background on Plan Process

The following NASP, prepared on behalf of Meier Ventures Ltd, was created through collaboration with Meier Ventures Ltd, Stantec Consulting Ltd, and the City of Red Deer. This NASP is intended to guide development by delineating land uses, parks and open space, stormwater management, and development phasing for the Emerson neighbourhood.

1.1.3 History of the Plan Area

The history of the Plan Area is solely agricultural in nature. Although most of the land's history is unknown, its early settlement began in 1885 when the quarter section was surveyed under the Dominion Lands Act and subsequently reserved for the Hudson's Bay Company. Since that time, ownership has changed several times, most recently the Plan Area was owned by the Meier family who used it for crop production purposes.

The *Alberta Listing of Historic Resources* (April 2015) did not identify the Plan Area as having any historical resources; regardless, a Historic Resource Act Clearance was obtained from the Alberta Government for the development of this area.

Current Land Ownership

The Emerson Plan Area is currently by Meier Ventures Ltd.

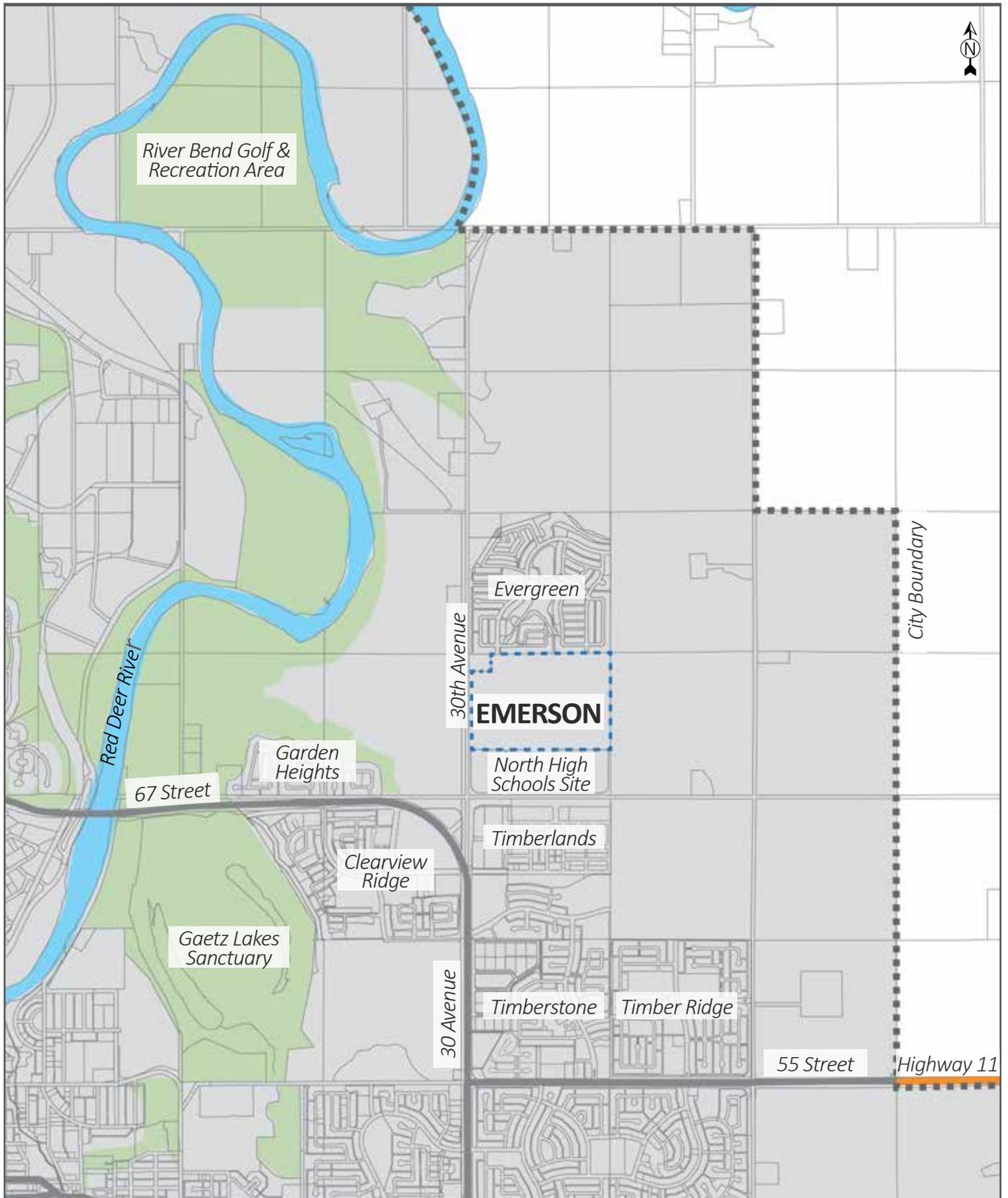


Figure 1 - Location Plan

Emerson NASP | April 2016



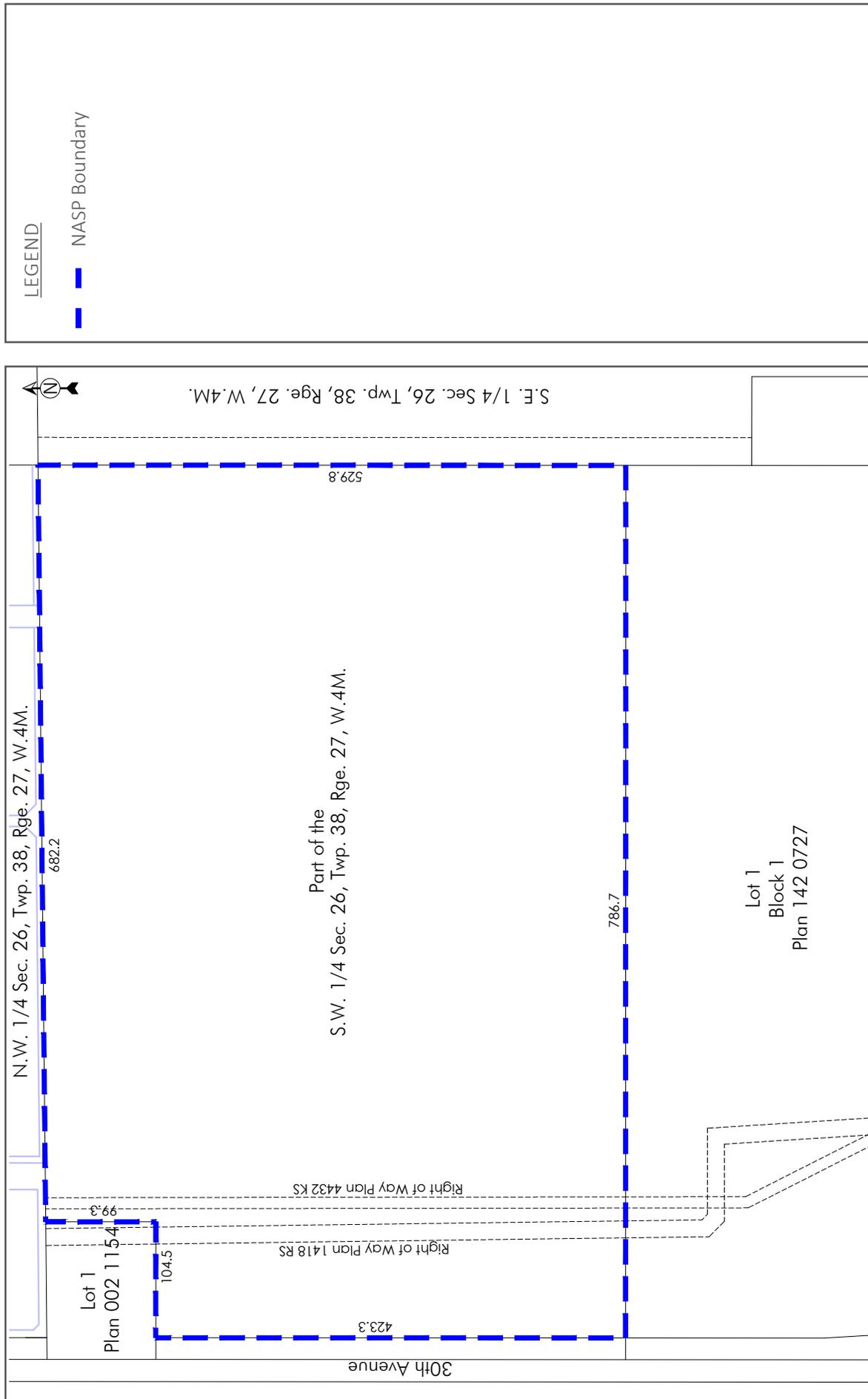


Figure 2 - Legal Boundary

Emerson NASP | April 2016



1.2 PLANNING CONTEXT

As shown on **Figure 3 - Plan Hierarchy**, the Emerson NASP has been created to respect and function with existing planning documents.

1.2.1 Relevant Planning Documents

The following relevant documents have been reviewed and referenced in preparation of this NASP:

- *Province of Alberta - Municipal Government Act (2000)*
- *Stantec Consulting Ltd - Northland Drive/20 Avenue Functional Planning Study (2008)*
- *The City of Red Deer - 2015/2018 Strategic Direction (2014)*
- *The City of Red Deer - Commercial Opportunities Study (2010)*
- *The City of Red Deer - East Hill Major Area Structure Plan (2013)*
- *The City of Red Deer - Environmental Master Plan (2011)*
- *The City of Red Deer - Intermunicipal Development Plan (2007)*
- *The City of Red Deer - Land Use Bylaw (2006)*
- *The City of Red Deer - Mobility Playbook (2013)*
- *The City of Red Deer - Municipal Development Plan (2008)*
- *The City of Red Deer - Neighbourhood Planning and Design Standards (2013)*
- *The City of Red Deer - Northeast High Schools and Play Fields Area Structure Plan (2014)*
- *The City of Red Deer - River Valley and Tributaries Park Concept Plan (2010)*
- *The City of Red Deer - Section 26 Multi-Neighbourhood Plan (2014)*
- *The City of Red Deer - Trails Master Plan (2005)*

Municipal Government Act (2000)

The Municipal Government Act (MGA) of Alberta outlines the purpose and powers of Municipalities. One of these powers is to require an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land. As stated in s633(2), an Area Structure Plan must describe:

- *the sequence of development proposed for the area*
- *the land uses proposed for the area, either generally or with respect to specific parts of the area*
- *the density of population proposed for the area either generally or with respect to specific parts of the area*
- *the general location of major transportation routes and public utilities*
- *and may contain any other matters the council considers necessary*

The Emerson NASP has been created to describe these items as required by the MGA.

2015-2018 Strategic Direction (2014)

The City of Red Deer's Strategic Direction guides the City along a path and provides focus and purpose. It is the City's most important plan as it shapes the organization, the municipal programs, and services they provide. In 2014, the strategic direction for 2015-2018 was released which centers around three themes: dialogue, community amenities, and financial leadership. These three themes are priorities for The City of Red Deer for the next four years and are complemented by work still being completed on the five themes from the previous strategic plan, including the Design Charter. The Design Charter focuses on designing and planning our community to reflect our character and values. The development of Emerson will specifically focus on the theme of community amenities.

Community Amenities: *Planning great spaces and places for community living.*

- *Action: Creating great amenities that provide opportunities for Red Deerians to be active, learn, connect, and grow.*

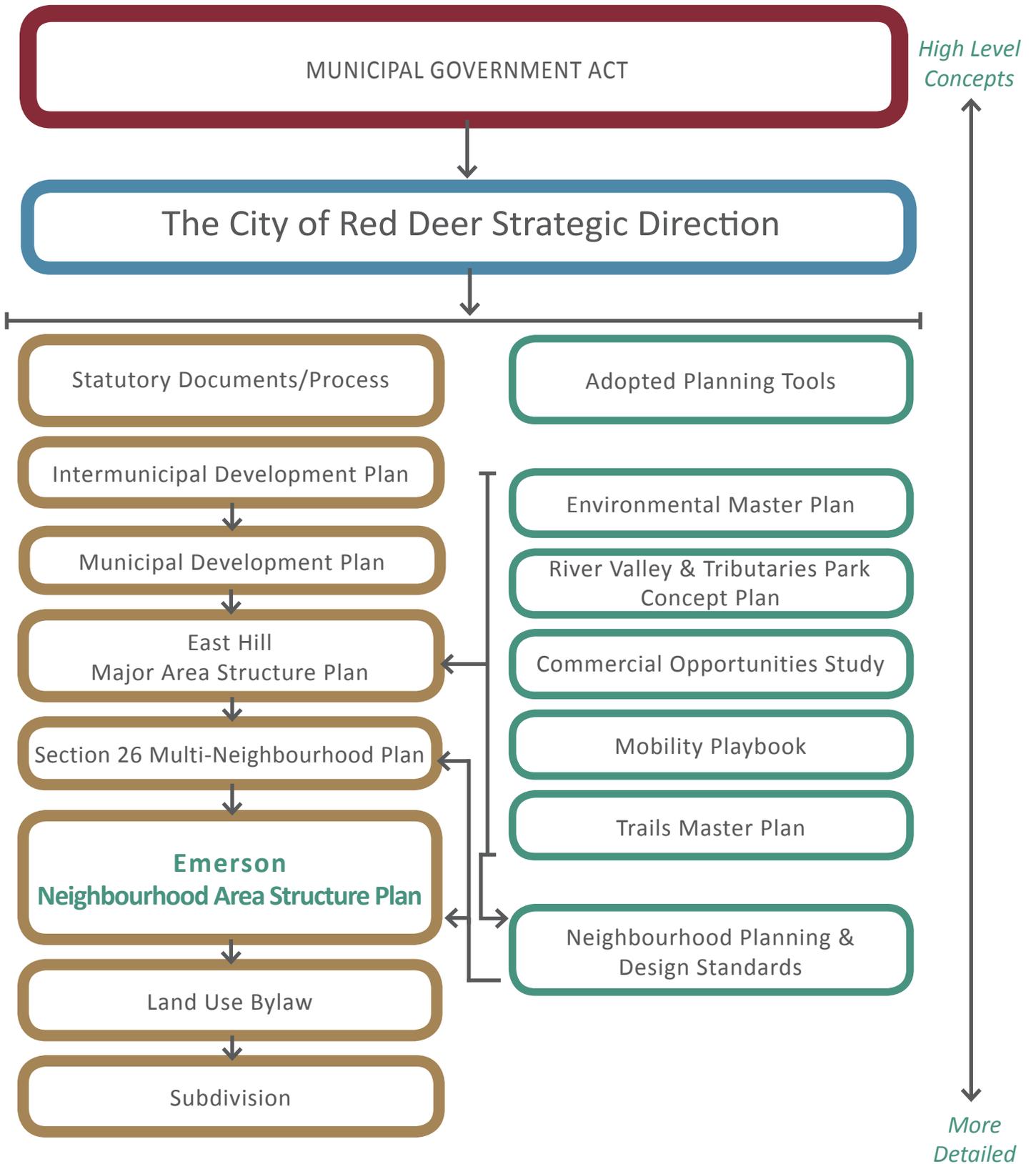


Figure 3 - Plan Hierarchy

- *Commitment: By building exceptional community amenities we will create vibrant communities and neighbourhood where Red Deerians can enjoy their city and connect with each other.*
- *Outcome: If we have vibrant places for community life we have:*
 - » *a balance of places and spaces that reflect the diversity of the community and our geography*
 - » *citizens who have pride in our facilities and features because they anchor our region and reflect community's authenticity, priorities, and interests*
 - » *been recognized provincially and nationally for our world class community features*

Emerson has been planned as a great community that provides connections to areas where residents can be active, learn, grow, and connect with their neighbours. This neighbourhood will complement those existing in the City to make Red Deer an exceptional place to live.

Municipal Development Plan (2008)

The City of Red Deer Municipal Development Plan (MDP) outlines broad policies for guiding growth and changes in the City for the next twenty-five years. The policies outlined in the MDP are further detailed in the East Hill Major Area Structure Plan and Neighbourhood Planning and Design Standards which have been applied to this NASP.

Environmental Master Plan (2011)

The City of Red Deer Environmental Master Plan sets out a 25 year vision for the City and provides a suite of environmental initiatives and indicators to achieve the vision. The overall 25 year vision for Red Deer, as set out in the Environmental Master Plan, is as follows:

Red Deer actively enhances its rich natural environment and minimizes its ecological footprint through City leadership, community collaboration and active stewardship. Red Deer is a leading example of a resilient and sustainable community in which urban and natural systems are effectively integrated to the benefit of both.

Among many initiatives, the following were identified for the City to meet this vision. These items have been reviewed for their potential impact on the development of Emerson:

- *Increase the amount of land used for green space in the City*
 - » *Grow the Waskasoo and neighbourhood parks system by creating green links between existing and new park spaces, and enhancing habitat for valuable and endangered species*
- *Promote more compact development patterns*
 - » *Increase residential density from 14.8 du/ha*
- *Prioritize active and public transportation*
 - » *Encourage alternative modes of transportation such as cycling, walking, or public transit to promote healthy lifestyles, reduce greenhouse gas emissions, mitigate negative impacts on water, and preserve land area and money for other uses besides road infrastructure*
 - » *Increase the length of trails each year*
 - » *Increase walkability of neighbourhoods*
 - » *Locate homes within 400.0m of recreation, basic amenities, and transit access*
- *Increase opportunities for local food production*
 - » *Introduce a new community garden each year for 10 years*

As part of Emerson's approximately 2.0km of off-street trail system, west-ward trail linkages have been provided to connect with the Waskasoo Trail Network. Emerson provides over seven different housing types with a housing density of 19.0 du/ha. Community gardens are acceptable uses within public parks and may be constructed as a joint initiative between a community group and the City's Parks Department.

River Valley & Tributaries Park Concept Plan (2010)

The River Valley and Tributaries Park Concept Plan identifies lands that are best suited for potential trails and parks within the City of Red Deer's Growth Area. The Emerson Plan Area was not specifically identified; however, it was intended to include trails linking to adjacent quarters.

Red Deer Mobility Playbook (2013)

The Red Deer Mobility Playbook identifies strategies and actions to provide Red Deerians with more mobility choices. The following action items were identified in the Playbook which have been considered in the creation of Emerson:

- *Put pedestrians first by using human scaled streets*
- *Create walkable hubs*
- *Build quality footpaths and maintain them*
- *Place transit stops where other things are happening*
- *Ensure access for pedestrians, motorists, cyclists*
- *Improve the transit waiting experience*
- *Tie urban networks into recreation*
- *Plan with the entire street cross-section in mind*
- *Create a Red Deer model for cycling*
- *Establish new housing standards*
- *Require transit-oriented development*
- *Enforce and provide incentives for minimum density targets*
- *Define a set of street typologies based on the desired end users*
- *Balance the network with all users in mind*
- *Ensure drivers have a place without infringing on quality for other modes*

Trails Master Plan (2005)

The City of Red Deer Trails Master Plan does not identify future trails near the Emerson Plan Area; however, a proposed extension of Waskasoo Trail is shown along the east bank of the Red Deer River. This extension would span 3,860m from McKenzie Trails Recreation Area to River Bend Golf Course and consist of a 3.0m asphalt trail with furnishings and wayfinding signage. Westward trail connections in Emerson will be provided to facilitate future connectivity to this trail.

Northland Drive/20th Avenue Functional Planning Study (2008)

The City of Red Deer prepared a Functional Planning Study for the Northland Drive/20th Avenue corridors from Highway QE2 north to Highway QE2 south. In preparation of the Emerson Concept Plan, the *Northland Drive/20 Avenue Functional Planning Study* was reviewed for its potential road alignment and to ensure an adequate right-of-way in the Plan Area. The roadway improvements and various intersection options for 30th Avenue/Northland Drive have been incorporated into the Concept Plan.

Subsequent design of the 30th Avenue has identified a continuous north/south 3.0m wide multi-use trail located within the roadway cross-section, along the west side of the roadway.

Northeast High Schools and Play Fields Area Structure Plan (2014)

The Northeast High Schools and Play Fields Area Structure Plan (NHSPF ASP) identifies uses for the site immediately south of the Emerson Plan Area. This area is intended for the development of three high schools, developed in a campus style with multiple shared buildings, and large scale sport fields. The land use concept shown in the NHSPF ASP has been referenced during the creation of the Emerson community to ensure connectivity and proper transition between the two sites.

East Hill Major Area Structure Plan (2013)

The City of Red Deer East Hill Major Area Structure Plan (MASP) sets out the broader transportation and land use objectives for multiple quarter sections in east Red Deer. As shown on **Figure 4 - East Hill MASP**, the following elements were shown within the MASP which may affect the planning of the Emerson Plan Area.

30th Avenue

30th Avenue runs along the west boundary of the Plan Area; this roadway is currently constructed to a paved rural standard, utilized primarily to access rural homes and the River Bend Golf and Recreation Area. The East Hill MASP identifies 30th Avenue as a major north-south arterial roadway; upgrading to meet this standard is currently being undertaken.

The additional land right-of-way required for the 30th Avenue road widened has already been removed from the Emerson Plan Area; no additional land will be required.

Associated with this roadway upgrade is the construction of a continuous north/south 3.0m wide multi-use trail along the east side of the road. Westward connections will be provided in Emerson to facilitate pedestrian connectivity to this trail.

School Site

A school and major recreation site has been identified for location immediately south of the Emerson Plan Area. As identified in the NHSPF ASP, the site will contain regional sports fields and high school sites for the Catholic, Francophone, and Public School authorities. Although located outside of the Plan Area, providing connections to this area is important for the neighbourhood to facilitate access by pedestrians and other alternative modes of transportation.

Regional Park

A proposed regional park has been identified within the Plan Area. In consultation with the City of Red Deer, this park has been relocated south of the Plan Area to complement the proposed school sites.

Transmission Corridor

A transmission corridor runs along the east boundary of the Plan Area which accommodates an above-ground power line utilized by the City of Red Deer's Electrical Light and Power department. This corridor will remain undeveloped; however, this corridor could be grassed and include a trail.

Commercial Areas

Several commercial areas have been identified south and east of the Plan Area. Pedestrian connections to these areas will be provided to facilitate walkability for shoppers.

Natural Spaces

Two drainage corridors are identified as running through the Plan Area, one including a wetland. In addition, a potential wildlife corridor is shown going through the Plan Area. These areas are conceptual in nature and were included in the East Hill MASP based on existing vegetation and aerial photos, though were not confirmed by any environmental studies or assessments.

The existing natural conditions of the Plan Area are discussed in **Section 1.3 - Plan Area Conditions**.

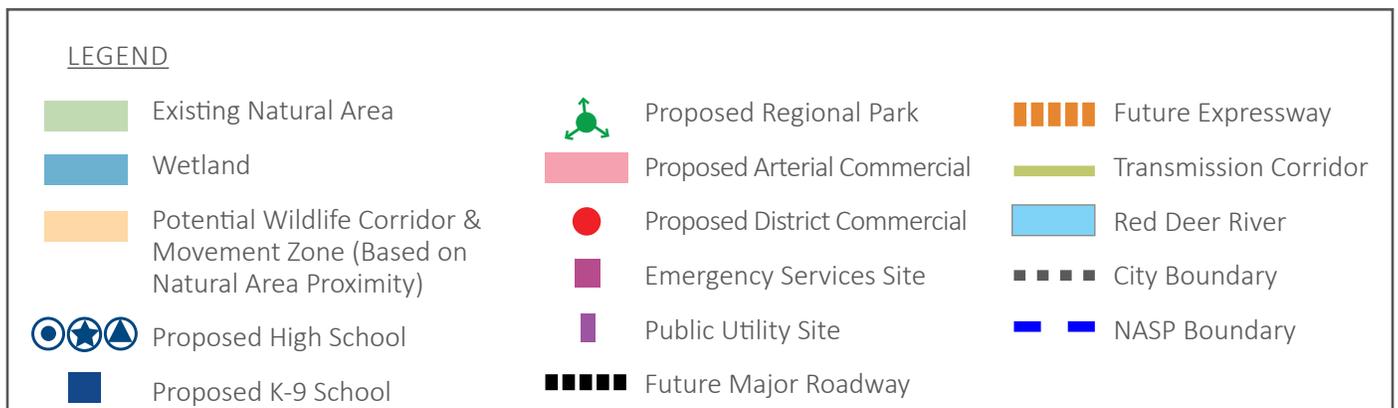
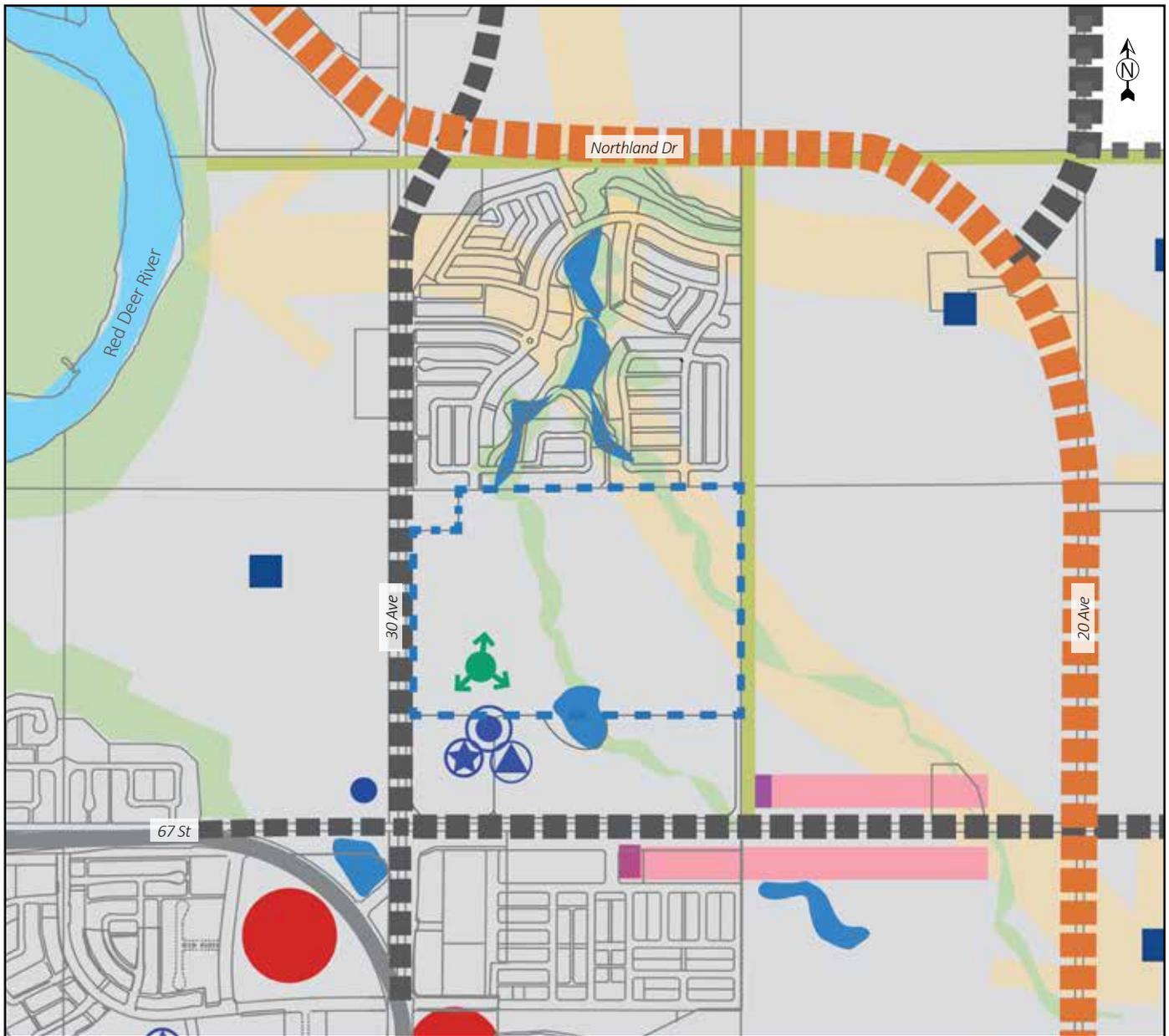


Figure 4 - East Hill MASP

Emerson NASP | April 2016



Section 26 Multi-Neighbourhood Plan (2014)

In 2014 the City of Red Deer undertook a planning exercise to examine the Section 26 area. The purpose of a Multi-Neighbourhood Plan was to establish a high level conceptual plan that achieved the nine Neighbourhood Planning Principles, as identified in the *Neighbourhood Planning and Design Standards*. It also identified synergies, features, and connections to create a distinct neighbourhood character among multiple developments.

As shown on **Figure 5 - Section 26 Concept Plan**, the *Section 26 Multi-Neighbourhood Plan* outlines broad land uses, including environmental reserve and open space, as well as arterial and collector road patterns. Although Neighbourhood Area Structure Plans may vary in design and layout from the *Section 26 Multi-Neighbourhood Plan*, the intent is to be consistent with the overall multi-neighbourhood plan.

The following are a few of the key directions identified for guiding the development of the Section. Emerson has been designed to be consistent with this Plan.

Key Directions

- **Natural Areas**
 - » Protect, connect, and integrate the key natural features of the site
 - » Create ecological connections via a looped trail
- **Mixed Land Uses**
 - » Create three neighbourhood nodes, featuring housing with easy access to daily services, and schools. Apply a family of public design elements
 - » Neighbourhood nodes will provide medium and high density housing alongside neighbourhood commercial uses
- **Multi-modal Choice**
 - » Create a connected network of off-street trails for pedestrians and cyclists, connecting the regional trail system to the Commercial District
 - » Strive for a grid-like network of streets and trails, while avoiding large, unattractive parking lots
 - » Strong connections between proposed high schools and adjacent properties will make schools an integral part of the neighbourhood
- **Compact Urban Form and Density**
 - » Create small, tight blocks to improve connectivity
 - » Transition from higher density to lower density development focused around the nodes
- **Integrated Parks and Open Spaces**
 - » Create a variety of park types, and linkages to open spaces
 - » Emphasize high quality park design and diversity rather than amount of park space
- **Housing Opportunity and Choice**
 - » Incorporate a diverse housing mix: single family, duplexes, townhouses, apartments
 - » Mitigate visual impacts of the Electric Light and Power sub-station
- **Resilient, Low Impact Neighbourhoods**
 - » Manage stormwater on the surface and use features to create resilient, low impact neighbourhoods



LEGEND					
	Residential		Water/SWMP		Roadway
	Commercial		Trail		Road R/W & Associated Trail
	School		Node		City Boundary
	Open Space		District Commercial		NASP Boundary

Figure 5 - Section 26 Concept Plan



- **Safe and Secure Neighbourhoods**
 - » Use environmental design principles that naturally reduce speeds, create safe on-street pedestrian trails, and utilize effective crime prevention
- **Unique Neighbourhoods**
 - » Allow Developers to create and apply their own styles, building materials, and architecture

Concept Plan Elements

The following elements were identified in the Section 26 Concept Plan for location within the Emerson Plan Area.

- **Open Space**
 - » Section 26 has been designed with strong open space connections throughout. As part of this open space network, a stormwater management facility and linear park connection are shown in the Emerson Plan Area. These open spaces will be developed with trails to provide pedestrian short cutting to community nodes and destinations.
- **Surrounding Amenities**
 - » Several amenities surround the Emerson Plan Area such as the joint high school sites, sport fields, and a neighbourhood node located east of the Plan Area. It is intended that this node be developed with small-scale commercial services as well as community gathering areas. To support this node, Emerson has been designed to include higher-density housing along its southeast boundary.

Neighbourhood Planning and Design Standards (2013)

The City of Red Deer's Neighbourhood Planning and Design Standards (NPDS) identifies the following nine guiding principles for all neighbourhoods. These principles are as listed below and are discussed throughout the remainder of this NASP.

1. *Natural areas and ecosystem enhancement*
2. *Mixed land uses*
3. *Multi-modal choice and connectivity*
4. *Compact urban form and density*
5. *Integrated parks and community spaces*
6. *Housing opportunity and choice*
7. *Resilient and low impact neighbourhoods*
8. *Safe and secure neighbourhood*
9. *Unique neighbourhood identity*

Land Use Bylaw (2013)

The City of Red Deer Land Use Bylaw (LUB) describes all available land use districts to be utilized throughout the City and identifies any potential land use constraints available at the time of its creation. The Emerson Plan Area is identified in the Land Use Bylaw for future urban development and as an area that requires a grading permit prior to development. This Plan has been developed to conform to the bylaw and all its land use regulations.

Subsequent to NASP approval, Land Use Bylaw Redesignation Applications consistent with the information in the Emerson NASP, will be submitted to ensure consistency.

1.2.2 Environmental Regulations

The Emerson NASP will conform to all applicable provincial and federal legislation including, but not limited to, the *Canadian Environmental Protection and Enhancement Act (1999)* and the *Alberta Water Act (2000)*.

1.3 PLAN AREA CONDITIONS

As shown on **Figure 6 - Existing Conditions**, the Emerson Plan Area is currently being used for agricultural farming purposes.

1.3.1 Topography, Soils, and Vegetation

All of the existing vegetation found within the Plan Area is agricultural in nature with the exception of that surrounding the seasonal water body in the southern low area and seasonal drainage course. Vegetation in these areas includes cat tails and mature shrubs.

1.3.2 Low Areas

As previously noted, there is a low area along the south boundary of the Plan Area that contains a seasonal wetland. In addition, there are two seasonal water courses that run through the Plan Area from southeast to northwest.

The majority of the wetland area, located on the adjacent site, south of the Plan Area, was altered in 2015 during the development of the North High Schools site by the Developer, the City of Red Deer. In addition, land surrounding the Plan Area has been developed for various uses; as a result, the seasonal overland drainage that once fed this water body ceases to flow.

As most of the wetland has been altered, and natural flows no longer exist, the remainder of the wetland will be removed so that high quality and healthy open spaces can be created, including a constructed wetland in the neighbourhood park. Although the wetland will be removed, the Developer has worked with the City of Red Deer to create pedestrian and visual connections to the North High Schools site's constructed stormwater management facility, located in the same area as the removed wetland.

1.3.3 Environmental Site Assessment

In June 2011, a Phase 1 Environmental Site Assessment (ESA) was completed by Parkland GEO for the entire southwest quarter section, excluding the acreage site. Since the ESA's completion in 2011, the quarter section was subdivided: the south 50 acres of the quarter section was subdivided to the development of the Northeast High Schools and Play Fields site, and the remaining portion represents the Emerson Plan Area.

The 2011 ESA identified one area of potential concern, located south of the Emerson Plan Area on the Northeast High Schools and Play Fields site. This concern is further detailed below.

To provide an update to the ESA's recommendations, following the quarter section's subdivision, Parkland GEO completed a Phase 1 ESA Review and Update in March 2016. These recommendations are also detailed below.

COGI Well Site

The 2011 ESA identified a crude oil and freshwater injection well site and battery located south of the Emerson Plan Area on the Northeast High Schools and Play Fields sites. This well was owned by Conserve Oil & Gas No II Corporation and is hereafter referred to as the COGI site.

Environmental investigations were conducted in 2007 and 2008 which identified hydrocarbon impacts in the former flare pit area, and produced water impacts were present in the shallow soil and deep groundwater which extended into the Emerson Plan Area. The ESA reported that on-going groundwater monitoring was being conducted and addition Phase 2 ESA work was planned.

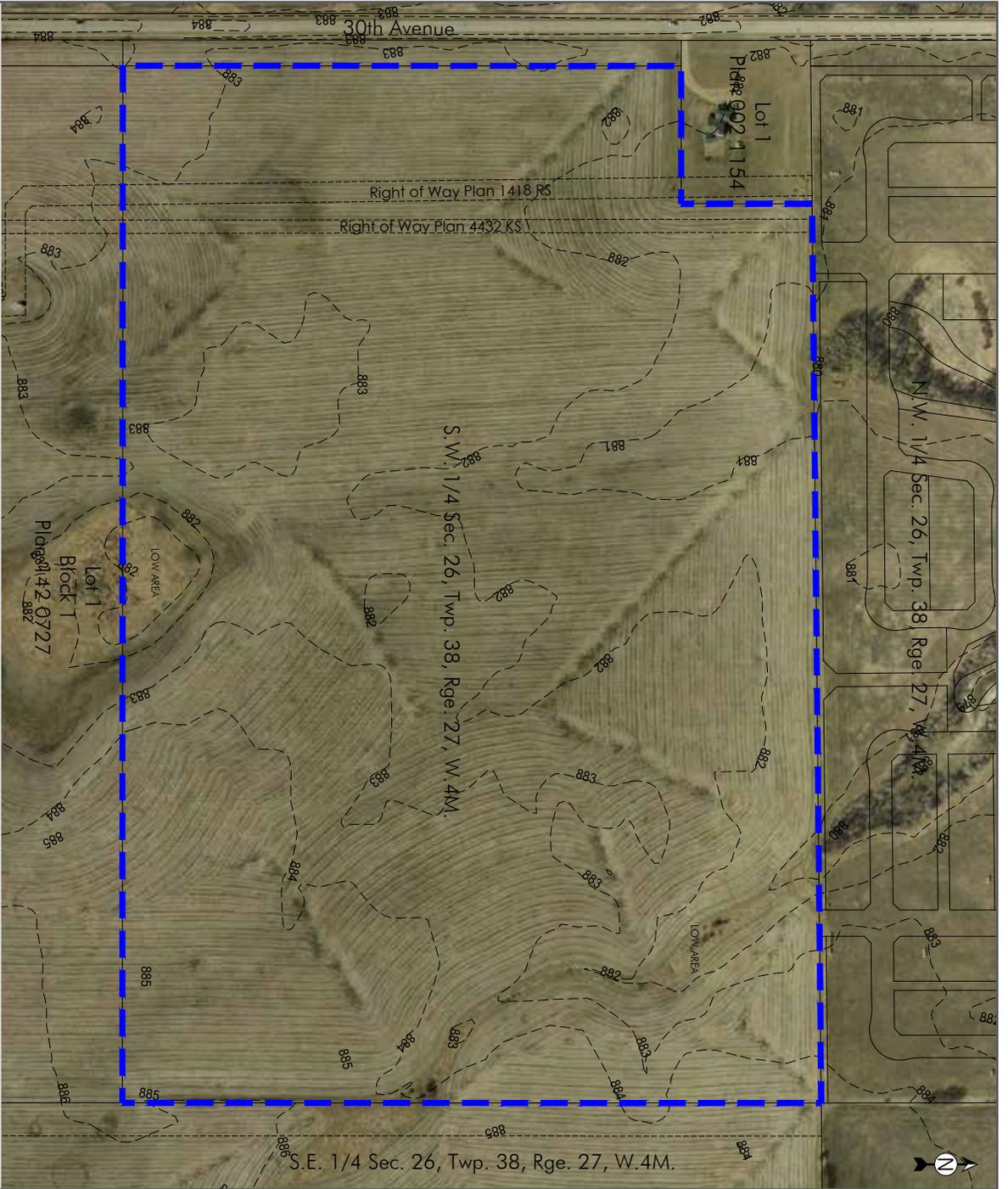


Figure 6 - Existing Conditions
Emerson NASP | April 2016



Remediation and Risk Management Plan

The hydrocarbon contamination at the COGI site was remediated in 2014; however, groundwater monitoring events indicated that several salinity and metals parameters exceeded the guidelines. It was proposed to develop a Risk Management Plan (RMP) for the production flare pit excavation area to address the salinity and boron concentrations.

At the time of this NASP, the RMP was not available for review; however, Parkland GEO reviewed its results that indicated the salinity extended off-lease into the Emerson Plan Area. The contaminated impacts from the COGI site, which may have migrated into the Emerson Plan Area groundwater table, were noted as dissolved salts and water soluble sulphate. It was also noted as highly possible that the sulphates were naturally occurring, since they are commonly found in many areas of Red Deer.

It is the Developer's understanding that the RMP will include ongoing groundwater monitoring to be conducted by COGI and results will be reviewed to document any trends of the groundwater plume. It is understood that any recommendations in the RMP will be implemented to the City's satisfaction prior to development or a Development Agreement being signed.

Impacts and Recommendation

In the 2016 ESA Review and Update, Parkland GEO identified that due to the remediation of petroleum hydrocarbon impacts and the on-going groundwater monitoring which is part of COGI's RMP, the environmental risk to the Developer and future Emerson residents, stemming from the previously identified contamination, is considered to be low. The removal of the original contamination and residual impacts minimizes the potential of serious future impacts from hydrocarbons and metals. The only impacts expected to migrate from the Northeast High Schools sites to Emerson will be salts and sulphates in the local groundwater.

The impacts of salinity contamination in soil are noted as potentially impacting the health of deep rooted trees and can cause degradation of concrete exposed to soil with higher concentrations. As previously noted, this type of contamination is a common situation in east Red Deer and has been addressed by the development of sulphate resisting cement for use in subsurface concrete such as basement foundations.

Although the level of salinity that was identified does not present significant challenges to development, it also cannot be removed from the soil; therefore, foundations in the southwest portion of the Emerson Plan Area will be constructed with High Sulphate (Type HS) Portland cement which is salt-resistant. In addition to this recommendation, it was also recommended the Developer review the most recent COGI groundwater data to determine if mitigating measuring is required for the utility installations in any affected areas.

1.3.4 Existing Utilities

Utility Rights-of-Way

As shown on **Figure 7 - Natural Resources**, there are several natural resource right-of-way running along the west boundary of the Plan Area. Based on past discussions with the City of Red Deer, it is understood that all pipelines inside the Plan Area should be removed prior to development of the affected phase.

Although originally intended to be removed by the end of 2013, the City of Red Deer and Meier Ventures recognize that not all pipelines located in the Plan Area have been removed. As described below, there are several utility right-of-way registered to Conserve Oil Gas Incorporated (COGI); however, during the creation of this NASP, the Developer became aware that a change of ownership was taking place for all the oil and gas facilities located within the Plan Area which were previously owned by COGI. This change was understood to be due to COGI filing for bankruptcy and the company

entering receivership. To date, there is uncertainty regarding whether ownership will transfer or if another operator will assume responsibility for the facilities; regardless, the Developer will continue to work with the operator or receiver during the transition to accommodate and facilitate the removal for all pipelines.

The Developer will provide written confirmation, outside of the NASP process, that the utility rights-of-way have been discharged from the title, and pipelines have been removed from the Plan Area. If pipelines are not removed, phasing of development will need to be revised to reflect this; the City may withhold Development Approval until it has been satisfied that the right-of-way has been discharged and remediation has been appropriately completed.

The location of these rights-of-way in the context of the overall Emerson Concept Plan is shown on **Figure B1 - Concept Plan with Existing ROW** located in **Appendix B**.

Instrument No 1698RJ

Instrument No 1698RJ, registered to Canadian Oil & Gas International Inc. is a caveat registered and pursuant to an easement in favour of Canadian Oil & Gas International Inc. Once the Canadian Oil & Gas International Inc. facilities have been physically removed, the Developer will request the caveat to be discharged from the title. If phases of development occur prior to the pipeline being removed, the developer will request the grantee to partially discharge their interest from each phase as they occur.

R/W 4432 KS - Multiple Pipelines

This right-of-way is registered to Canadian Oil & Gas International Inc. and contains two pipelines:

- Discontinued fresh water pipeline- 7154-21
- Abandoned oil well effluent- 14603-48

These pipelines have been abandoned and once physically removed, the grantee will discharge their interest from the title. If phases of development occur prior to the pipeline being removed, the grantee will partially discharge their interest from each phase as they occur.

Transmission Corridor

A transmission corridor right-of-way is located along the east boundary of the Plan Area. This right-of-way is located outside of the Plan Area and is intended to be utilized by the City of Red Deer's Electrical Light and Power department.

Well Sites

Two well sites are located outside of Plan Area:

Abandoned Well Site (License No. J0006954L)

Located along the east boundary of the Plan Area, this well was registered by Chevron Canada Limited. This well site was abandoned in 1953 and was reported to be reclamation certificate exempt.

Abandoned Well Site (Licence No, 13901)

Located south of the Plan Area, this water well was registered by Canadian Oil & Gas International Inc.

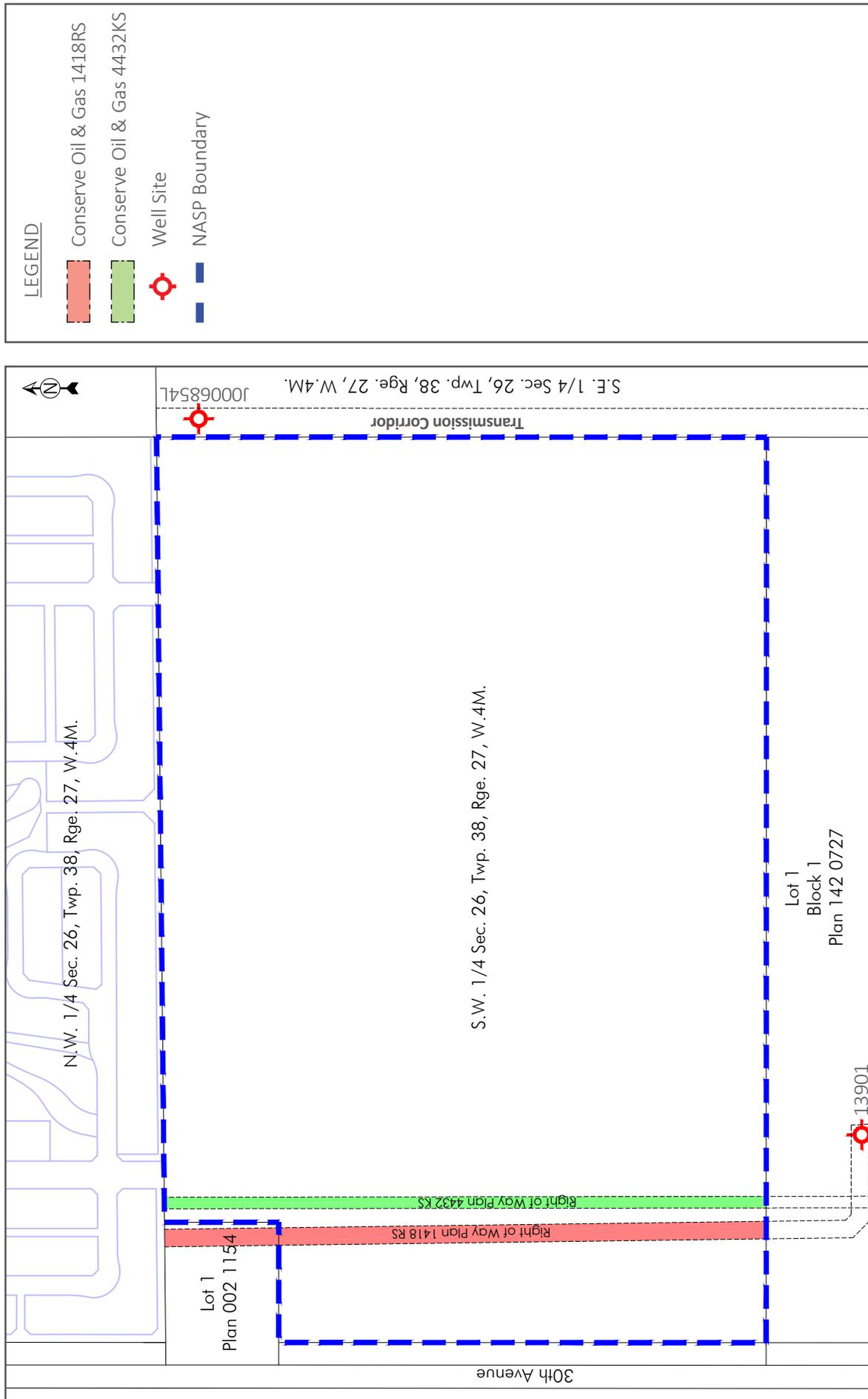


Figure 7 - Natural Resources

Emerson NASP | April 2016

1.3.5 Existing Acreage

The parcel of land known as Lot 1 Plan 002 1154, which can be described as the existing acreage parcel located along 30th Avenue, is not owned by Meier Ventures Ltd and has not been included in the Emerson Plan Area. Although development of this area is not anticipated, its eventual inclusion has been taken into consideration by reserving access to the property so that it can be developed in the future.

The owners of the acreage have been engaged by the Developer throughout the creation of the NASP to discuss the process and timing of Emerson.

1.3.6 Surrounding Development

Approved

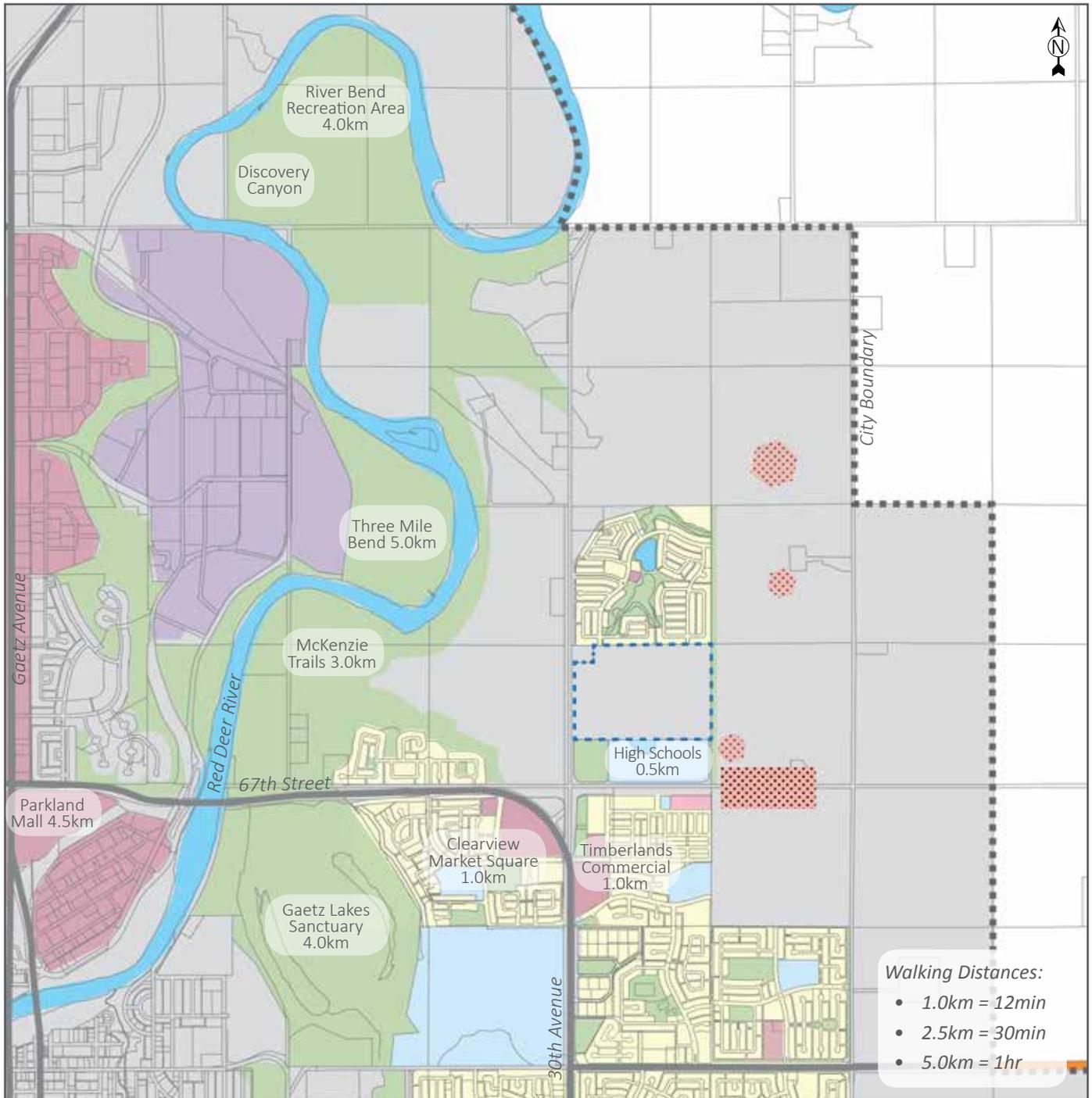
Undeveloped agricultural land is located in all directions surrounding the Emerson Plan Area; however, as shown on **Figure 8 - Surrounding Development**, the following planning has been approved for future development:

- The remainder of the quarter section south of the Emerson Plan Area has been approved as a joint high school site. This area will initially include two high schools, public and Catholic, designed in a campus model. The remainder of the site will be used for shared sports fields, parking, a stormwater management facility, etc. In the future the site may also accommodate a Francophone high school.
 - » As described in **Section 1.3.2 - Low Areas**, it is understood that this area will include a stormwater management pond to replace the existing wetland.
- The quarter north of the Plan Area has been approved as the Evergreen neighbourhood and is currently under construction. This residential neighbourhood is centered around a large open space with a neighbourhood commercial site located in the west central portion of the quarter section. Trails in Evergreen are provided along primary roadways and throughout the open space network with connections into the Emerson neighbourhood.

Further southwest of Emerson is Clearview Market which consists of approximately 14ac of commercial development including a grocery store, several banks, restaurants, gas stations, retail stores, and personal services such as: doctors office, spa, and gym. This area is approximately 1km from Emerson, a 12min walk.

Proposed

Two proposed commercial areas are shown to the south and east of the Emerson Plan Area. These spaces were identified in the *East Hill Major Area Structure Plan* and the *Section 26 Multi-Neighbourhood Plan*. No additional planning has been completed for these areas.



Walking Distances:

- 1.0km = 12min
- 2.5km = 30min
- 5.0km = 1hr

LEGEND					
	Proposed Commercial		Residential		Future Urban Development
	Existing Commercial		Industrial		Major Roadway
	Institutional		Open Space		NASP Boundary

Figure 8 - Surrounding Development



1.4 OPPORTUNITIES AND CONSTRAINTS

After reviewing the existing conditions and past planning done for the Emerson Plan Area, the following items have been identified as potential development opportunities and constraints. These items are shown on **Figure 9 - Opportunities and Constraints**.

1.4.1 Transmission Corridor

This north-south corridor along the east boundary of the Plan Area accommodates overhead power lines and can provide a continuous open space and trail connection for pedestrians.

1.4.2 Nearby Destinations

Efforts should be made to provide north-south and east-west open space connections to facilitate access to destinations as identified in **Section 1.3.6 Surrounding Development** and **Figure 8 - Surrounding Development**.

1.4.3 Proposed Future Roadway

Access for the Emerson neighbourhood is defined by the intersection spacing requirements for 30th Avenue, the approved developments to the north and south, and the *Section 26 Multi-Neighbourhood Plan*.

1.4.4 Seasonal Wetland

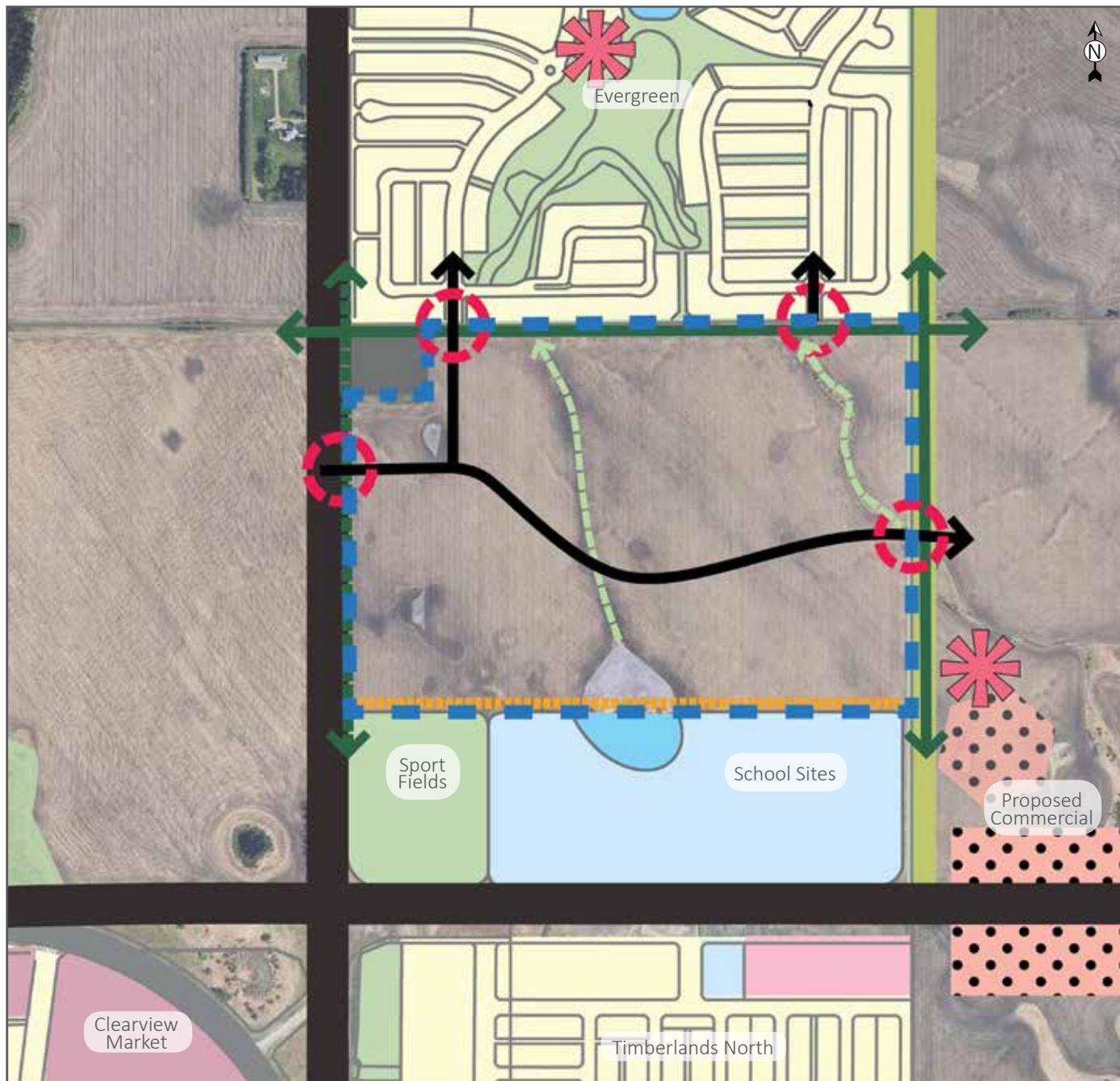
The seasonal water body along the south boundary of the Plan Area presents a constraint to the development of Emerson as the drainage into it is neither continuous nor sustainable. As described in **Section 1.3.2 Low Area**, this wetland will be removed. This area is further described in **Section 4.2.1 Neighbourhood Park** and **Section 7.2 Stormwater**.

1.4.5 High Schools Site

The school site south of the Plan Area acts as an opportunity and constraint to the development of Emerson. Several items must be considered regarding the school site include the following:

- Facilitating pedestrian connections without vehicular connections
- Ensuring privacy for residents along the school site
- Encouraging passive surveillance into the park
- Discouraging school or event parking in the neighbourhood
- Encouraging a visual interaction with the school site through high quality architectural design at the rear of homes along this area

These considerations have been reviewed during the creation of the Emerson Concept Plan.



LEGEND

- | | | | | | |
|--|--------------------------------|--|-------------------------|--|----------------------------|
| | Open Space Pedestrian Linkages | | Seasonal Water Body | | Transmission Corridor |
| | Roadway Pedestrian Linkages | | Seasonal Water Course | | Proposed Roadway Alignment |
| | Transition Area | | Potential Water Feature | | Proposed Major Roadway |
| | | | Vehicular Access Point | | NASP Boundary |

Figure 9 - Opportunities & Constraints





plan vision

Emerson Illustrated Neighbourhood Concept Plan, Stantec Consulting Ltd.

2.1 OVERVIEW

Emerson will be a high quality residential area that showcases Alberta's history through the use of American craftsman architecture. Home to approximately 1,839 persons; Emerson will offer a range of price points and home ownership styles to accommodate residents of all ages, incomes, lifestyles, and preferences. Residents will be provided with choices for using alternative modes of transportation including integrated trails and transit routes to explore the neighbourhood and surrounding amenities. These transportation routes will facilitate residents' access to the nearby Waskasoo Trail Network, neighbouring commercial sites, play fields, and schools.

2.1.1 Key Highlights

- Includes seven different housing types using six residential land use districts
- 18.3% of the total housing stock as multi-family housing
- Utilize stormwater detention to improve water quality prior to eventual discharge into the Red Deer River
- Pedestrian connections to nearby amenities
- Overall housing density of 19.0 du/ha
- Provide visual, pedestrian, and open space connections to the adjacent school site
- Seamless and consistent transition with adjacent school site and Evergreen neighbourhood

2.2 ILLUSTRATED NEIGHBOURHOOD CONCEPT PLAN

The Emerson neighbourhood design was created as a portion of the overall Section 26 concept; it provides areas for residential use that take advantage of proximity to natural open spaces, educational areas, and commercial uses. An illustrated neighbourhood concept plan is shown at the top of this page.

2.3 SUSTAINABILITY & NEIGHBOURHOOD PLANNING PRINCIPLES

The following principles are identified in the *City of Red Deer's Neighbourhood Planning and Design Standards* and are intended to guide the development of new neighbourhoods. Each principle listed has been further discussed for its impact and relation to the Emerson neighbourhood.



Principle 1 - Natural Areas

Although no natural areas have been incorporated into Emerson, connections to adjacent natural areas have been provided.



Principle 2 - Mixed Land Uses

Emerson has been planned to be consistent with the Section 26 Concept Plan which incorporates a variety of land uses such as residential, commercial, educational, and recreational. To support this vision, Emerson has identified areas of multi-family development that will complement the commercial areas proposed outside of the Plan Area. In addition, pedestrian connections to the educational area south of the Plan Area have been provided to facilitate resident and student movement throughout the neighbourhood.



Principle 3 - Multi-Modal Choice & Connectivity

Emerson has been designed to promote multi-modal movement. A west-east collector roadway provides vehicular and transit connections for residents while a series of pedestrian pathways and trails supplement the roadway network to allow short cutting and recreational connectivity.

Consideration has been given to determine routes for pedestrians that will be accessible year-round for a variety of users: walking with strollers, jogging with pets, rollerblading, bicycling, etc.



Principle 4 - Compact Urban Form & Density

The Emerson neighbourhood has been designed using a more compact residential design by allocating a portion of its required Municipal Reserve to the south portion of the quarter section. In addition, the more compact design of Emerson results in a 19.0 du/ha residential density; higher than the City's recommended standard of 17.0 du/ha. This density may result in a population of approximately 1,839 residents¹.

Higher residential density land uses have been located surrounding the adjacent commercial area to create a neighbourhood node that will be supportive of transit use.

¹ Values are taken from the tables in **Section 3.6 - Housing Mix**.



Principle 5 - Integrated Parks & Connectivity

As further discussed in **Section 4.2 - Green Space Types and Amenities**, Emerson has been designed with a variety of open spaces integrated throughout the community to promote resident access and use.

Connections to open spaces located outside of the neighbourhood have also been provided. Anticipated destinations for residents include: the Waskasoo Trail network to the west, Clearview Market and school site to the south, future commercial area to the east and south, Evergreen trail network and River Bend Recreation Area to the north.



Principle 6 - Housing Opportunity & Choice

Six residential land use districts accommodate seven types of single and multi-family homes to provide a variety of housing options to residents, well above the City's recommendation for inclusion of four different housing types. In addition, a range of different housing styles are permitted within each land use. This variety will encourage a mixture of residents in the community and an opportunity for aging in place.



Principle 7 - Resilient & Low Impact Neighbourhoods

Emerson has been designed to reduce its impact by incorporating the following design elements:

- By increasing the developable area in Emerson, infrastructure is being utilized more efficiently by an increased number of dwellings and residents.
- A range of housing types provides residents the opportunity to age in place, staying within the Emerson community as their lifestyle and preferences change.
- Active and alternative modes of transportation have been encouraged by providing an integrated pedestrian network.
- Naturalized landscaping will be encouraged in public spaces to the level acceptable by the City of Red Deer to reduce the amount of water and maintenance required for its upkeep.
- Use of primarily west-east roadways allows for passive solar gains through south-facing glazing. This solar exposure supports a reduction in energy demands during the winter months.
- LED lighting, designed to promote dark skies, will be utilized in all roadway lighting to minimize energy consumption and light pollution.



Principle 8 - Safe Neighbourhood

Safety is paramount to the success of any neighbourhood. The overall design of Emerson has been completed using principles of Crime Prevention Through Environmental Design: maintaining informal surveillance on public spaces, providing legitimate uses for open spaces, utilizing appropriate lighting to illuminate areas without creating shadowed areas, and minimizing potential graffiti and vandalism through material choices in the public realm.



Principle 9 - Unique Neighbourhood Identity

The Emerson neighbourhood will feature the American Craftsman architectural style. This style was popular at the decline of the Victorian era, around the turn of the century, when builders placed emphasis on the value of handwork and local materials over industrialized mass-production. Common features of craftsman homes include gabled roof lines, front porches, tapered or square columns supporting roofs, stone or woodwork, a mixture of materials throughout the structure, exposed rafters, and overhanging eaves. This time frame also coincides with the early days of the City of Red Deer. Architectural

features of craftsman homes will be reflected in the community through the entry feature sign.

Additional theming and architectural review of the community will be completed subsequent to the approval of the Emerson NASP. The theming and character determined at that time may include a neighbourhood logo, specific colour palette, approved building materials, suggested architectural details, etc. The theming details selected for the Emerson neighbourhood will influence all elements of the public realm including landscaping materials, appearance of the entry features, and specific street furniture used.

land use and housing

3.1 OVERVIEW

Land uses in Emerson are primarily residential in nature supported by community uses and public open spaces as shown on **Figure 10 - Land Use Concept Plan** and **Figure 11 - Concept Plan with Aerial**. Emerson integrates a variety of housing options for potential residents while being mindful of transitions, view points, elevation changes, parking requirements, etc. For example, higher density residential areas have been located adjacent to commercial areas, located outside of the Plan Area, to create neighbourhood nodes and promote the use of transit.

3.2 LAND USE PLAN

The Emerson neighbourhood has been influenced by the Section 26 area which is envisioned to be a mix of land uses and densities to provide residents the opportunity to live, learn, work, and play.



3.2.1 Residential Uses

A variety of residential uses are located throughout the Plan Area to accommodate different life stages and lifestyle choices at a range of price points. Multi-family homes have been located along primary roadways and near public open spaces to promote the use of outdoor public spaces by those with limited or no access to private open space. This location also minimizes higher volumes of traffic through local roads and promotes the use of transit by residents.



3.2.2 Community Amenity Site

One community amenity site has been located within the Emerson neighbourhood to accommodate the possible development of community uses such as: temporary care, assisted living, adult or regular day care, place of worship, or other uses proposed and approved by the City. This site has been located in close proximity to walking trails and transit stops to encourage alternative modes of transportation by visitors.

The community amenity site will be advertised for sale through local media and the City of Red Deer website for one year; if it is not purchased for its intended use within this time frame, the site may be developed for R3 Multi-Family uses.

Regardless of its use; all parking, pick-up, and drop-off zones for the community amenity will be located on-site as per the *City of Red Deer's Land Use Bylaw* regulations. In addition, screening between the community amenity or R3 site and the Out Parcel will be required as the phase is developed.



3.2.3 Recreational Uses

Open spaces have been located throughout Emerson to provide recreational spaces for residents and off-street pedestrian connections to neighbouring destinations.

3.2.4 Connections to Other Uses

Commercial Uses

No commercial areas are proposed inside the Emerson neighbourhood; however, connections to the adjacent commercial areas south, north, and east of Emerson have been provided.

Educational Uses

A joint high school site has been located immediately south of the Emerson Plan Area. Connections to this area will be provided to facilitate access for residents. As identified in the *NE High School Area Structure Plan*, it is anticipated that the Catholic high school will be constructed 2017, with the public school to follow around 2020, and the Francophone high school to open as required, which may not be for 20 years or more.



3.3 NEIGHBOURHOOD NODE

Emerson has been designed to support the creation of a neighbourhood node in the southeast portion of the Plan Area. This multi-use node will be shared among the neighbouring quarter sections and consist of a variety of uses including commercial businesses, higher density residential, and an educational site. The location of this node was chosen based on the future uses identified in the *Section 26 Multi-Neighbourhood Plan*.

Consideration has also been given to providing pedestrian connection to the neighbourhood node located in Evergreen.

Walking distances to both of these nodes are shown on **Figure 12 - Neighbourhood Nodes**.

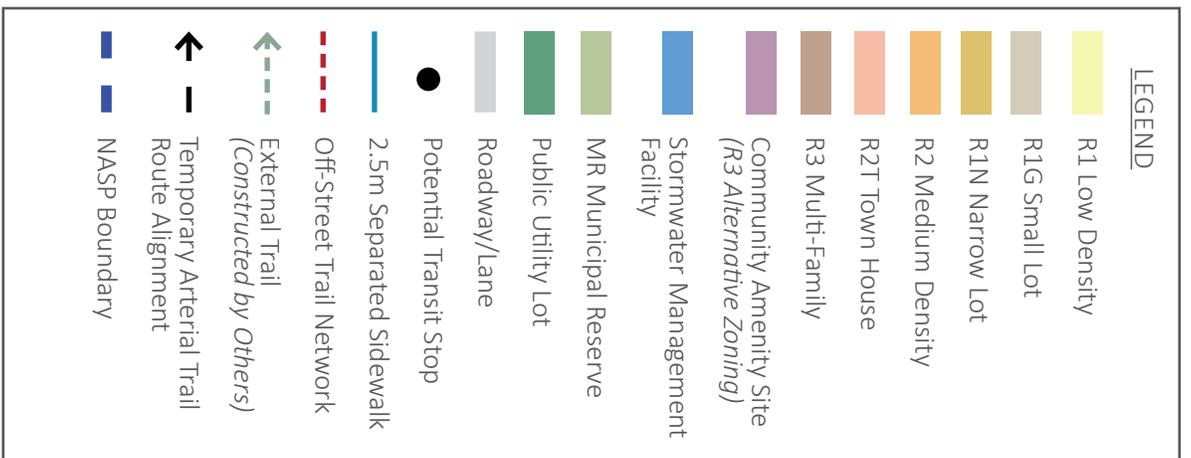
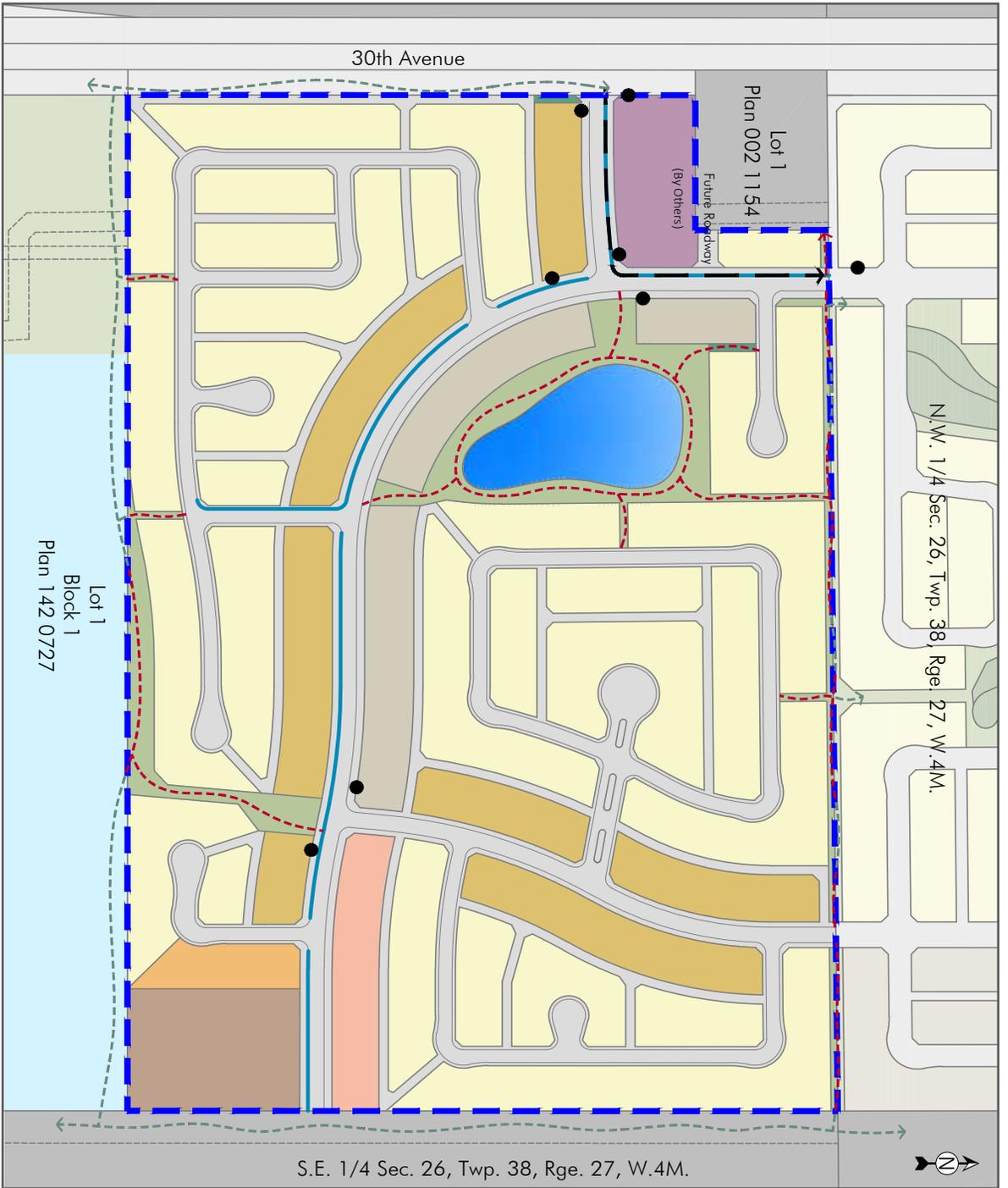


Figure 10 - Land Use Concept

Emerson NASP | April 2016



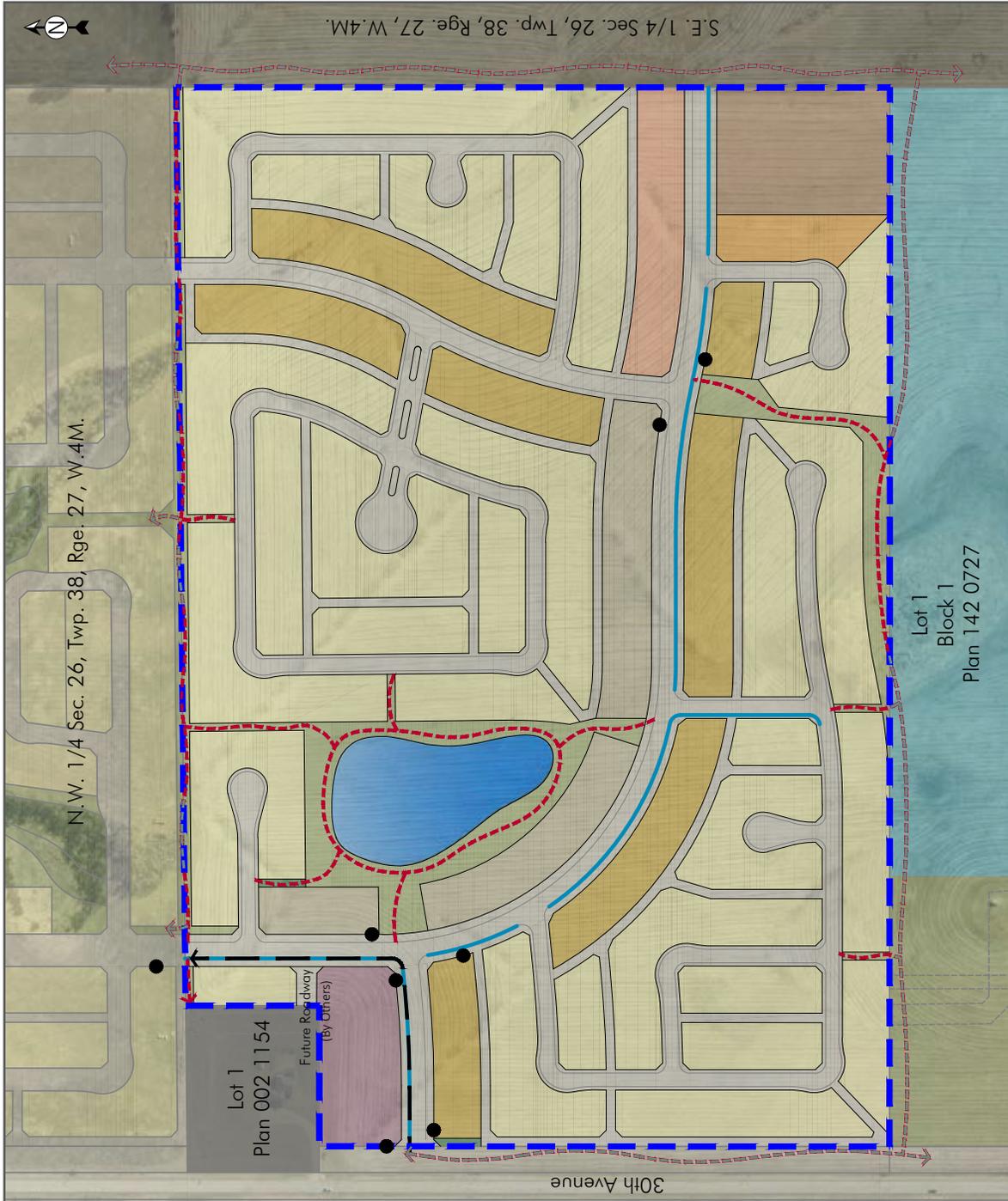
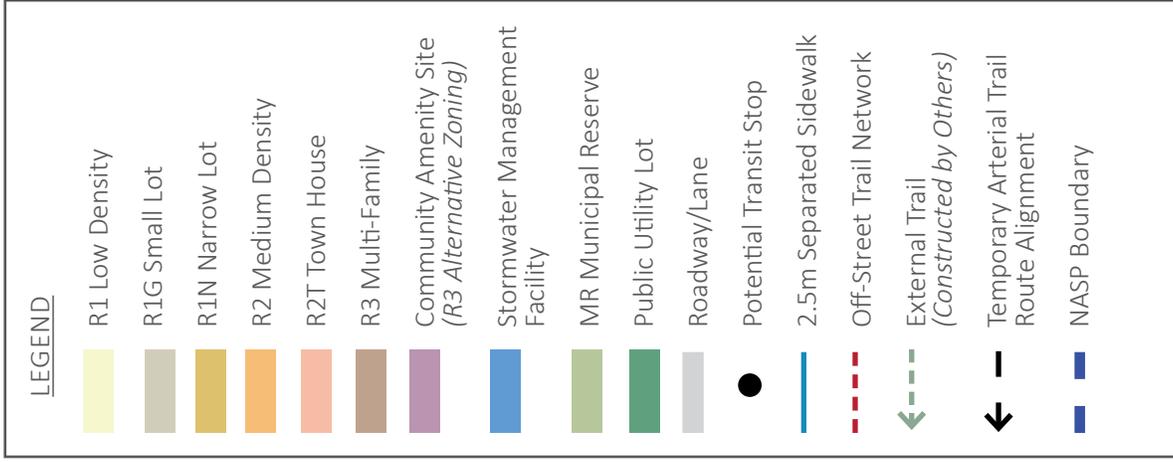


Figure 11 - Concept Plan with Aerial

Emerson NASP | April 2016





LEGEND

-  School Site
-  Open Space
-  Neighbourhood Node
-  NASP Boundary

Walking Distances*:

-  ~400m = 5 min walk, sidewalks only
-  ~800m = 10 min walk, sidewalks only
-  ~800m = 10 min walk, using trail connections
-  ~800m = 10 min walk, sidewalks and trails
(Measured to Evergreen node)

Figure 12 - Neighbourhood Node



3.4 LAND USE AREA CALCULATIONS

Table 1 - Land Use Calculations².

Land Use Category	Hectares	Acres	% of Developable Area	# of Dwelling Units
Gross Plan Area	40.32	99.63		
Environmental Reserve	0.00	0.00		
Developable Plan Area	40.32	99.63	100.00%	
Residential	25.75	63.62	63.9%	767
R1 Residential (Low Density) District	17.35	42.87	43.0%	398
R1 Secondary Suites ³	--	--	--	81
R1N Residential (Narrow Lot) District	4.15	10.26	10.3%	100
R1G Residential (Small Lot) District	1.89	4.67	4.7%	48
R2 Medium Density District	0.39	0.96	1.0%	11
R2T Residential (Town House) District	0.75	1.86	1.9%	26
R3 Residential (Multiple Family) District	1.21	3.00	3.0%	103
Other	14.57	36.01	36.1%	
Community Amenity Sites	0.80	1.98	2.0%	
Community Amenity Site (R3)	0.80	1.98	2.0%	68
Open Space	3.45	8.53	8.6%	
Municipal Reserve (MR) ⁴	2.27	5.62	5.6% ⁵	
Public Utility Lot (PUL) Excluding SWMF	0.04	0.10	0.1%	
Stormwater Management Facility (PUL)	1.14	2.81	2.8%	
Transportation	10.32	25.50	25.6%	
Collector Roadways	2.51	6.21	6.2%	
Local Roadways	5.54	13.69	13.7%	
Lanes	2.27	5.60	5.6%	
Other Uses	--	--	--	
Emergency Services Site	--	--	--	
Institutional Service Facility	--	--	--	

² Calculations may change as the Community Amenity site has the potential to be developed for a residential use.

³ Secondary suites are calculated in Table 2 - Estimated Secondary Suite Units in Comparison to Total Housing Stock.

⁴ Note that 5ac of the required 10% Municipal Reserve dedication for Emerson has been transferred to the southern portion of the quarter section. This has been done in coordination with the City of Red Deer to facilitate the development of major sport fields and a joint high school site.

⁵ Municipal Reserve Percentage is calculated using the Gross Plan Area less Environmental Reserve.
 $MR \% = \text{Municipal Reserve} / (\text{Gross Plan Area} - \text{Environmental Reserve})$

3.5 HOUSING TYPES & DENSITY

The residential land use regulations outlined in the following sections are based on the *City of Red Deer's Land Use Bylaw* effective at the time of NASP adoption. To ensure consistency with current regulations, readers may need to reference the present-day Land Use Bylaw.



Standard bi-level house.



Two-storey home with double garage.



Bi-level house with double garage.



Example of a walk-out basement.

3.5.1 R1 Low Density Residential

The R1 Residential (Low Density) land use district has been used throughout the Plan Area to provide a variety of low density lot sizes and housing styles. Housing styles in this district will be determined by the home builder in association with the Developer at the time of lot sales.

Appropriate Housing Styles

The following housing styles would be appropriate for location in the R1 District:

- Standard: bungalow, bi-level, and two-storey
- Walk-out basement
 - » As per existing City regulations, no walk-out basements will be permitted backing on to 30th Avenue.
- Secondary suite

Density

It is estimated that density will be approximately 23.0 du/ha. This assumption is based on an assumed average lot size of 435.2m².

Height

Houses in the R1 District will be permitted up to 2 storeys.

Parking and Access

The majority of parking in the R1 district will be via front attached garage and driveway. Access to R1 homes will be via the front street. A majority of R1 lots will also be accessible via the rear lane due to municipal servicing; this will also allow for additional rear parking or storage of recreation vehicles.

Secondary Suites

Secondary suites will be accommodated in this district.

3.5.2 R1G Small Lot Residential



High level of garage detail in typical R1G home.



Typical R1G home.



High level of garage detail in typical R1G home.



Typical R1G home.

Small Lot housing with attached front garages offer a more affordable attached-garage housing option to residents due to the decreased lot width. Attention will be given to providing a diversified streetscape in areas of R1G homes: houses with identical floor plans or similar front elevations will be separated by a minimum of one lot unless the building design, character, finishing materials, or and treatments are noted as substantially different.

Appropriate Housing Types

The following housing styles would be appropriate for location in the R1G District:

- Modified bi-level
- Two-storey

Density

It is estimated that density will be approximately 25.4 du/ha. This assumption is based on an assumed average lot size of 393.8m².

Height

Houses in the R1G District will be permitted up to 2 storeys

Parking and Access

Parking in the R1G District will be via front attached garage and front driveway.

The majority of R1G homes in Emerson will not be accessible via rear lane.

Snow Clearing

The R1G land use has been located along the transit route to take advantage of snow removal and advantage of snow storage in the roadway boulevards.

Secondary Suites

Secondary suites are not anticipated in this land use area as they are not identified as permitted or discretionary uses in the City's LUB.

3.5.3 R1N Narrow Lot Residential



Two storey house with small porch area.



Two-storey house without front porch.



Bi-level house without front porch.



Bi-level house without front porch.

The Narrow Lot District is intended to provide a more affordable housing type to residents by reducing lot sizes. This District does not permit a front garage and as such is suitable for location along main collector roadways to provide a consistent streetscape and allow for the inclusion of street trees. In addition, the exclusion of driveways provides a continuous sidewalk connection for pedestrians and cyclists.

To present a pleasant front streetscape, all R1N homes will have one front tree or shrub planting and a common architectural theme will be used including such features as front porches and decks. In addition, identical houses with similar front elevations must be separated by a minimum of one lot unless finishing treatments are substantially different. A gradual transition between different house styles will be used including varied roof lines, architectural projections, and bi-level or split level designs between bungalow and two-storey designs.

R1N homes will not be located backing onto park spaces or the multi-use trail as they require rear parking access.

Appropriate Housing Types

The following housing styles would be appropriate for location in the R1N District:

- Bungalow
- Bi-level
- Two-storey

Density

It is estimated that density will be approximately 24.3 du/ha. This assumption is based on an assumed average lot size of 411.8m².

Height

Houses in the R1N District will be permitted up to 2 storeys

Parking and Access

Two off-street parking spaces will be provided per home. These spaces will be located at the rear of the lot either via a two-car parking pad or rear garage. Additional temporary parking may be available on the front street.

Secondary Suites

Secondary suites are not anticipated in this land use area as they are not identified as permitted or discretionary uses in the City's LUB.

3.5.4 R2 Medium Density Residential



Two-storey townhouse with garage.



Two-storey semi-detached house with garage.



Two-storey detached house with garage.

The Medium Density Residential District is intended to accommodate a mixture of medium density housing types as described below. This district has been located in the southeast portion of the Plan Area to act as a transitional use between the higher and lower density housing.

Appropriate Housing Types

The following housing styles would be appropriate for location in the R2 District:

- Townhousing
- Semi-detached housing
- Two storey detached housing

Density

It is anticipated that the density will be approximately 29.1 du/ha. This is an estimation using the average densities of the three housing types listed above.

Height

Houses in the R2 District will be permitted up to 2 storeys.

Parking and Access

Parking in the R2 district will be provided via front attached garages. The amount of parking spaces provided per dwelling will be determined by the City's LUB regulations based on what type of housing is constructed.

R2 homes in Emerson will be accessible via the front street only.

Secondary Suites

Secondary suites may be accommodated in this land use area in single detached housing only.

3.5.5 R2T Town House Residential



Two-storey townhouse style homes with front attached garage.



Two and a half storey townhouses without front garages.



Two-storey townhouses without front garages.

The R2T Town House District is intended to accommodate multi-family town housing. This district has been located in the southeast portion of the Plan Area along the main collector road. This location was chosen to create and support the adjacent neighbourhood node.

Appropriate Housing Types

The following housing styles would be appropriate for location in the R2T District:

- Two-storey townhouse
- Two and half storey townhouse
- With front or rear garages

Density

It is anticipated that the density will be approximately 35.0 du/ha.

Height

The minimum height for homes in this district is two-storeys, with a maximum height of two and half storeys or a 12m height measured from the average lot grade.

Parking and Access

Parking in the R2T district will be provided either by front attached garage or along the rear property line and accessed via the laneway. The amount of parking spaces per unit will be as per the City's LUB.

R2T homes will be accessible via the rear and front street with a high level of architectural detail included to encourage pedestrian interaction at street level.

Secondary Suites

Secondary suites are not anticipated in this land use area as they are not identified as permitted or discretionary uses in the City's LUB.

3.5.6 R3 Multiple Family



Four-storey apartment style housing.



Two-storey multiplex style building without garage.



Two-storey townhouses with front garages.



Townhouses with grouped garages.

R3 Multiple Family areas can take a variety of forms as further described below. This type of housing provides a more affordable residential option that appeals to a variety of residents including but not limited to renters, first time home buyers, and retirees.

One R3 area has been located in the southeast portion of the Plan Area. This location is along a collector roadway which provides residents convenient access to transit stops, and minimizes the amount of vehicular traffic travelling through local roadways. In addition, this location is near public open space which provides the opportunity to increase the amount of outdoor amenity space multi-family building residents have access to. This land use also supports the creation of a neighbourhood node and provides a buffer between the adjacent proposed commercial site to the east and low density residential development to the west.

A possible second R3 site has been located along 30th Avenue north of the entry roadway as a shadow plan for the community amenity use. As described in **Section 3.2.2 - Community Amenity Site**, should an amenity site not be developed, the site will be constructed for R3 housing.

Appropriate Housing Types

It is anticipated that the R3 site in Emerson will be developed as apartment style buildings; however, housing forms will be constructed based on market conditions at the time of development and could include the following. All building types listed below could take the form of rental or condo facilities.

- Apartment Style
Apartment style buildings have shared entries, hallways, and often building amenities such as fitness centres or hot tubs.
- Multiplex Building
Multiplex buildings commonly range from 4 to 18 units and share no common spaces: all units have separate entries and utilities.
- Townhouses

Density

The anticipated density in this district will be approximately 85.0 du/ha for apartments or multi-unit buildings and 35.0 du/ha for townhouses.

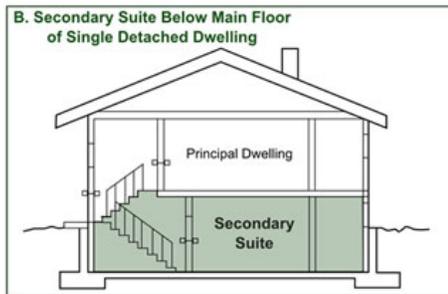
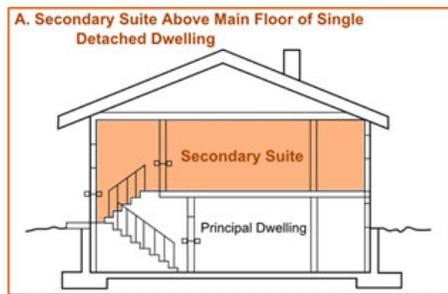
Height

Should the R3 site be developed as one or more apartment buildings, the maximum height would be 4 storeys; however, if the site is developed for townhouses, the maximum height would be 2 storeys.

Parking and Access

All parking will be determined by what type of units are constructed; however, all will be located on-site as per the *City of Red Deer Land Use Bylaw*. The R3 site will be accessed via an internal roadway network.

3.5.7 Secondary Suites



As defined by the *City of Red Deer Land Use Bylaw*, secondary suites are self-contained dwelling units located in a primary dwelling unit, where both dwelling units are registered under the same land title. Each dwelling unit is self-contained and usually includes cooking, eating, living, sleeping, and sanitary facilities. No more than one secondary suite is permitted per unit.

Importance of Secondary Suites

Secondary suites are an increasingly popular form of housing for a variety of reasons: they are affordable rental properties for tenants, they provide a source of income making mortgages more manageable for home owners, and as our population ages they can also be used as mother-in-law suites.

Types of Secondary Suites

By definition, secondary suites in Red Deer must be located within the primary dwelling unit; therefore, their styles are generally limited to the varieties shown in Image A and B to the left.

Parking

All parking requirements for Secondary Suites are identified in Section 3 of the *City of Red Deer Land Use Bylaw* and are based on the number of bedrooms in the suite. All parking stalls are required to be located within the confines of the residential lot. Typically this additional parking stall will be located at the rear of the lot and accessed via the rear lane.

Location

Secondary suites are a permitted use in single detached dwellings within the following land use districts: R1 Residential (Low Density) District and R2 Medium Density District.

It is anticipated that the Emerson neighbourhood could accommodate 81 secondary suites. The estimated number of secondary suites is calculated assuming that secondary suites will be located in the R1 district only, as shown in **Table 2 - Estimated Secondary Suites Units in Comparison to Total Housing Stock**. In addition, the total stock of secondary suites must not exceed 15% of the total detached housing stock.

Estimated Quantity of Secondary Suites

Table 2 - Estimated Secondary Suite Units in Comparison to Total Housing Stock.

	Primary Detached Dwellings	Anticipated Secondary Suites	Secondary Suites as % of Detached Housing Stock
Single Detached Residential Land Uses	546	81	15%
R1 Residential (Low Density)	398	81	
R1N Residential (Narrow Lot) District	100	Not Anticipated	
R1G Residential (Small Lot) District	48	Not Anticipated	

3.6 HOUSING MIX

The anticipated housing density of Emerson is 19.0 du/ha, with a total housing stock of 767 units, and a population of 1,839 residents.

Table 3 - Housing Mix.

Housing Mix	Hectares	Acres	# of Dwelling Units	% of Housing Stock
Total Housing Stock	25.75	63.62	767	100.0%
R1 Residential (Low Density) District	17.35	42.87	398	51.9%
Secondary Suites ⁶	--	--	81	10.6%
R1N Residential (Narrow Lot) District	4.15	10.26	100	13.0%
R1G Residential (Small Lot) District	1.89	4.67	48	6.3%
R2 Medium Density District	0.39	0.96	11	1.4%
R2T Residential (Town House) District	0.75	1.86	26	3.4%
R3 Residential (Multiple Family) District	1.21	3.00	103	13.4%

Densities calculations are based on the assumptions as outlined following assumed averages, exact density and unit counts may differ at the time of subdivision:

- R1 Average lot size: 435.2m²
- R1N Average lot size: 411.8m²
- R1G Average lot size: 393.8m²
- R2 29.1 du/ha
- R2T 35.0 du/ha
- R3 85.0 du/ha - estimated density for a four storey building with underground parking

Table 4 - Population Projection.

Population Projection	# of Dwelling Units	Avg. Household Size ⁷	Est. Population
Single Detached Residential	627	--	1,504
R1 Residential (Low Density) District	398	2.4	955
Secondary Suites ⁶	81	2.4	194
R1N Residential (Narrow Lot) District	100	2.4	240
R1G Residential (Small Lot) District	48	2.4	115
Semi-Detached and Multi-Family Residential	140	--	335
R2 Medium Density District	11	2.4	26
R2T Residential (Town House) District	26	2.4	62
R3 Residential (Multiple Family) District	103	2.4	247
Total	767	--	1,839
Density: 19.0 du/ha (767 dwelling units / 40.32 developable hectares)			

⁶ Secondary suites are calculated in Table 2 -Estimated Secondary Suite Units in Comparison to Total Housing Stock.

⁷ Based on 2015 City of Red Deer Census and 2011 Federal Census information.

green network and community facilities

4.1 OVERVIEW

The Emerson neighbourhood offers high quality public spaces, with a mixture of leisure and active recreational opportunities. Open spaces are well connected, accessible, and suitable to a range of ages and abilities. Three different types of open spaces make up the overall public open space network as indicated in **Table 5 - Green Space Amenities**.

The Developer will take steps to protect designated open spaces prior to home construction as per existing regulations in the *City of Red Deer's Engineering Design Guidelines*.

4.2 GREEN SPACE TYPES AND AMENITIES

As shown on **Figure 13 - Open Space Network** and **Figure 14 - Types of Open Spaces**, a mix of park and gathering spaces have been used throughout the community to provide residents with places to recreate and socialize. Each of these open space types is further described in this section.

Table 5 - Green Space Amenities.

Green Space		Total No. of Parcels	Area (ha)	Area (ac)
Open Spaces	<i>Neighbourhood Park (excluding SWMF)</i>	1	1.02	2.53
	<i>Parkettes</i>	2	0.26	0.64
Natural Areas		0	0.00	0.00
Linear Parks & Pedestrian Links		9	1.04	2.56
Total		12	2.32	5.72

Table 6 - Municipal Reserve Calculation.

Municipal Reserve Dedication	Hectares	Acres	% of MR Developable Area
Gross Plan Area	40.32	99.63	
Environmental Reserve	0.00	0.00	
MR Developable Area	40.32	99.63	100.0%
Required MR Dedication ⁸	2.02	4.98	5.0%
Actual MR Dedication	2.27	5.62	5.6%
MR Dedication Overage⁹	0.26	0.64	--

⁸ Note that 5ac of the required 10% Municipal Reserve dedication for Emerson has been transferred to the southern portion of the quarter section. This has been done in coordination with the City of Red Deer to facilitate the development of major sport fields and a joint high school site.

⁹ It is recognized that Emerson has dedicated an excess of its required MR dedication; however, the City of Red Deer will not be required to purchase this excess from the Developer.

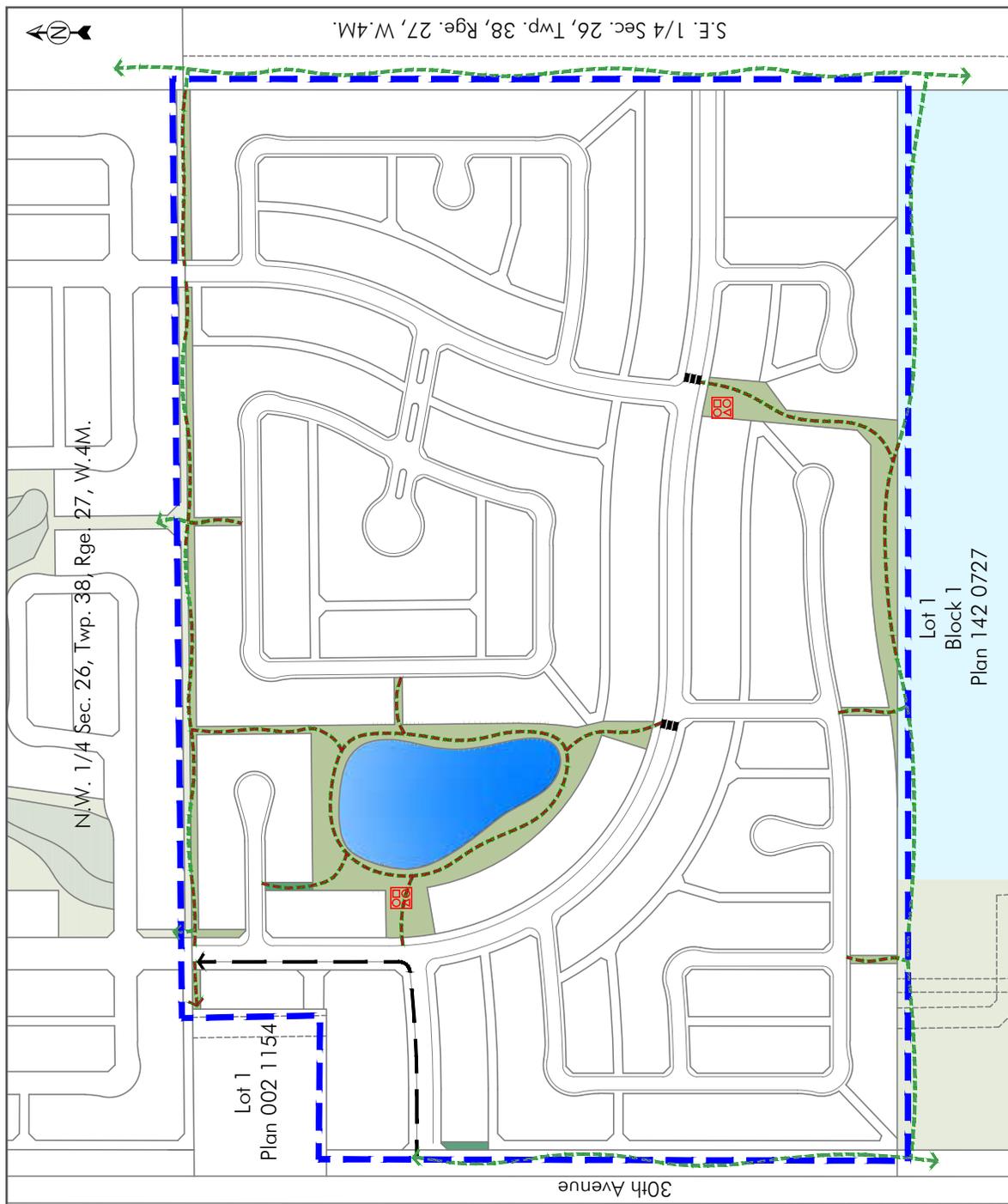
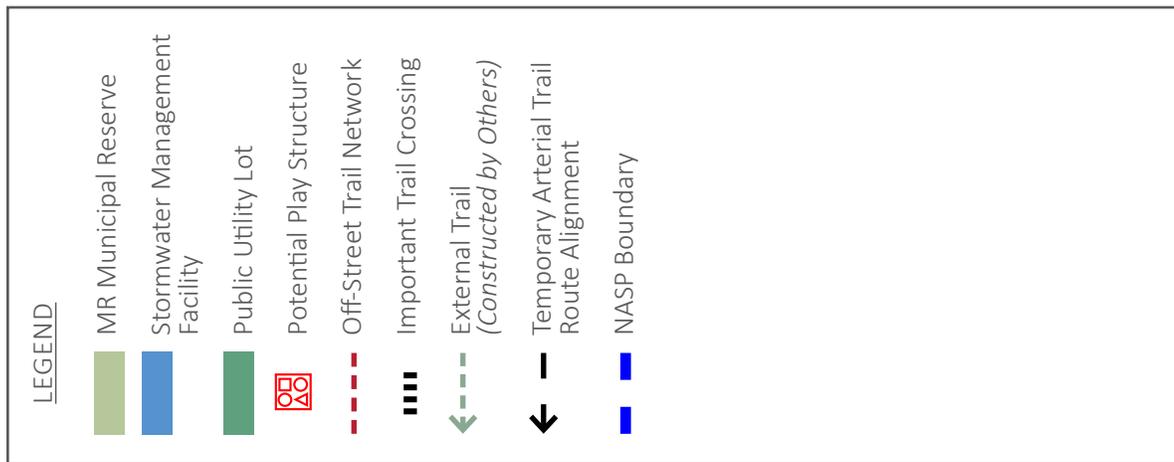


Figure 13 - Open Space Network

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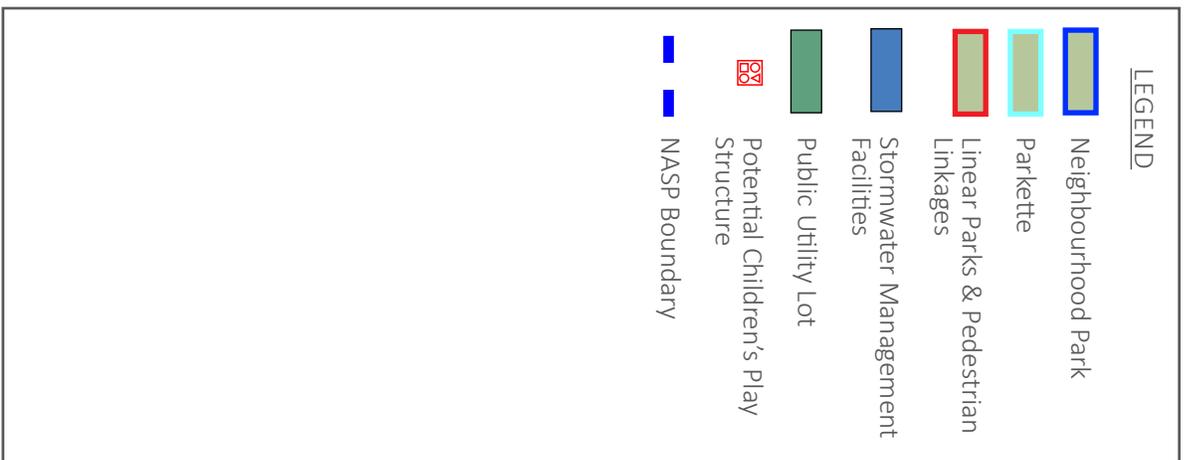
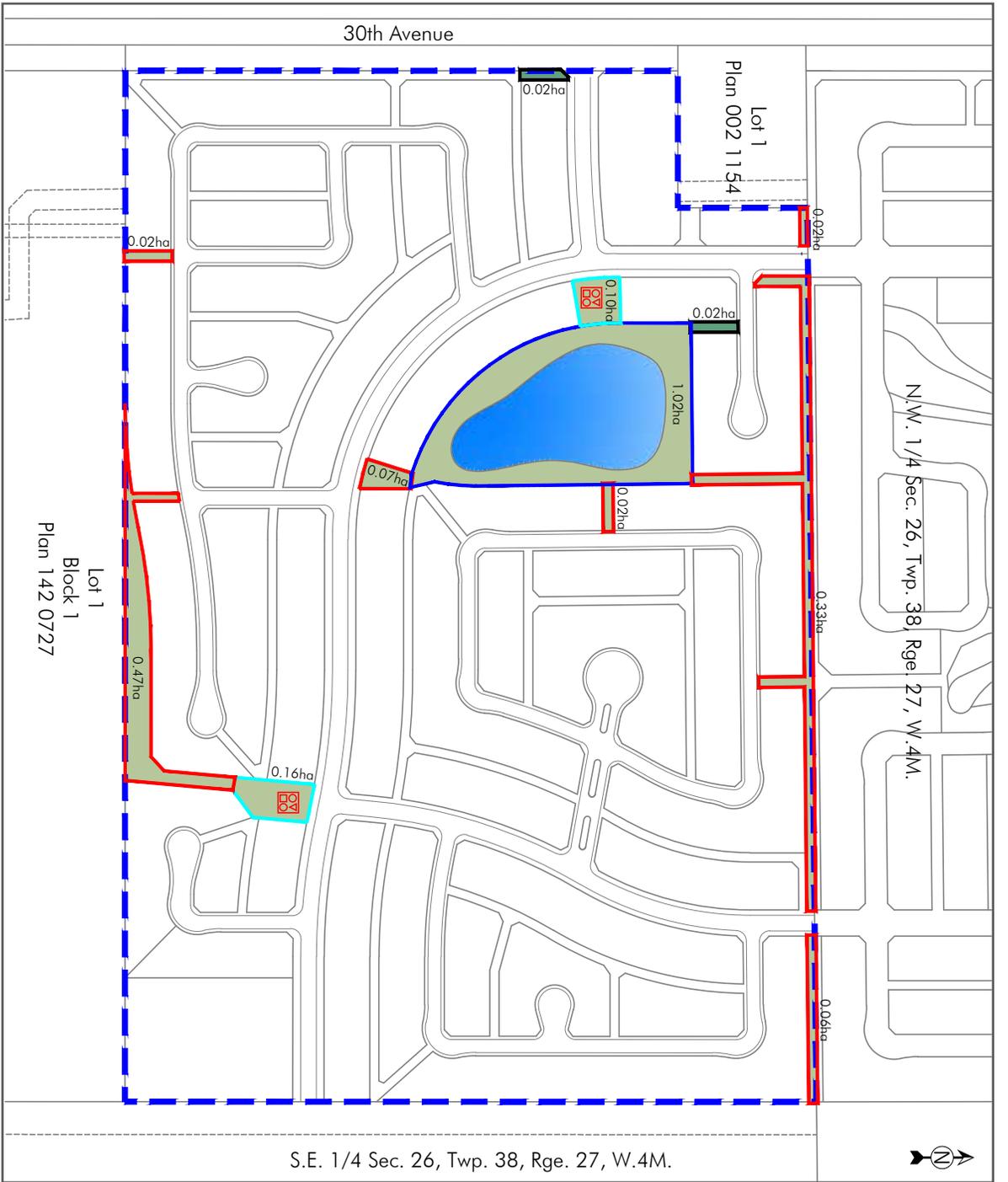


Figure 14 - Types of Open Spaces
 Emerson NASP | April 2016





Children's play equipment.



Stormwater management facility.

4.2.1 Neighbourhood Park

The intent of the neighbourhood park is to provide a centrally-located recreation space for the neighbourhood. This space is envisioned primarily for passive recreation; however, one children's playground will be provided. This park will act as a destination for walking trails or children's play in the neighbourhood.

Location

The Emerson neighbourhood park is located in the west-central portion of the Plan Area to be easily accessible to residents throughout the neighbourhood. The houses surrounding the neighbourhood park will provide passive surveillance thereby increasing user safety; they will also provide a wind-block for users.

Size

Emerson's neighbourhood park is sized at 1.02ha, not including the stormwater management facility or linear connections into the park.

Proposed Amenities

Anticipated amenities located within the neighbourhood park site include a looping walking trail, a children's play structure, a seating node, and a stormwater management facility.



Passive recreation.



Children's play equipment.

4.2.2 Parkettes

The intent of parkette sites is to provide smaller open spaces in closer proximity to residents for passive and unprogrammed recreation activities such as: playing frisbee, tag, building snowmen, etc. These areas are more local in nature than the neighbourhood park.

Location

One parkette is located in the southeast portion of Emerson. This location was chosen to provide convenient access to the community and particularly to residents of the adjacent multi-family sites.

A second parkette is located at the west entry to the neighbourhood park. It is understood that this parkette will include encumbrances associated with underground utility lines. The west parkette will be designed to accommodate utilities along the north boundary of the parkette so a playground can be accommodate without encumbrance. An example of this potential layout is shown on **Figure D1 - West Parkette Diagram**. Although the northern portion of this parkette will include utilities, it will remain usable passive open space. Any additional Municipal Reserve required to facilitate the park's design will not require compensation.



Children's play structure.



Off-street trail network.



Seating area along trail.



Linear trail connection behind houses.

Size

Emerson's southeast parkette is approximately 0.16ha in size; the west parkette is 0.10ha in size.

Proposed Amenities

Constructed elements within the parkette may include a small-scale children's play structure, a trail connection, a seating area, and refuse containers.

4.2.3 Linear Parks & Pedestrian Connections

Linear parks have been used to provide continuous off-street connectivity throughout the neighbourhood and to connect residents to destinations in adjacent communities.

Location

Though linear parks have been located in various areas to provide short pedestrian connections, there are three main connections: one that runs north/south and two that run east/west.

The northern east/west linear park runs along the north boundary of the Plan Area to provide a continuous connection through the community, from the east transmission corridor trail west toward the main collector roadway. This linear park is 5m in width which complement the 5m wide linear park located along Evergreen's south boundary. These two open spaces form a 10m wide regional trail corridor. The completion of this trail's connection to 30th Avenue is anticipated to continue through the eventual development of the Out Parcel.

A second east/west linear park has been planned along the south boundary of the Plan Area. This linear park is intended to supplement the southern school site and accommodate a meandering trail. By varying the width of this park a more subtle boundary between the school and the residential neighbourhood is created which allows a more seamless interface of the two areas.

The north-south linear park runs through the central portion of the Plan Area connecting residents to the Evergreen park in the north, and the high school site and sport fields in the south. A second north/south trail connection with similar function will be located outside of the Plan Area within the transmission right-of-way along the east boundary.

Pedestrian safety and comfort has been considered through the design of linear parks: linear parks have been located with houses surrounding which will provide passive surveillance increasing user safety and provide a wind-block for users.



Walk-out basements with trail behind.

Size

Linear parks vary in length and are a minimum of 6m in width.

Proposed Amenities

Amenities in linear parks will be limited to trails, landscaping, and occasional seating areas with refuse containers. These areas are not intended for prolonged visits; to minimize redundancy and prevent loitering, they will not contain gathering type amenities.

Post and cable fencing may be installed along linear parks to prevent vehicular access.

4.2.4 Neighbouring Natural Spaces

Although Emerson has not been designed with any natural spaces, connections to those surrounding have been provided to facilitate residents' access.



Potential Evergreen natural space.

Natural Open Spaces

Northern Natural Space

The two quarter sections north of Emerson, including the neighbourhood of Evergreen, have significant amounts of natural open space. It is understood that these areas will be designed to include pedestrian connections and pathways surrounding, or throughout, their natural areas. To facilitate access by Emerson residents, the Emerson neighbourhood has been designed with pedestrian connections to the north.

Waskasoo Park System

The Waskasoo Park system includes over 100km of trails that run through green spaces, playgrounds, and natural areas spanning the entire City of Red Deer. MacKenzie Trails is the closest portion of the Waskasoo Park system to Emerson which is approximately 1.5km directly west of the Plan Area. Due to private property limitations, the closest access to this area would be via the Garden Heights neighbourhood, approximately 2.5km southwest of the Plan Area.



Waskasoo Park map.



River Bend Recreation Area - Discovery Canyon.



Example of sport field anticipated in adjacent playfields site.

Programmed Open Spaces

River Bend

The River Bend Golf and Recreation Area is located approximately 4.0km northwest of the Emerson Plan Area. This area is a recreational destination in Red Deer and includes River Bend Golf Course, Discovery Canyon-a naturalized water tube park, cross-country ski trails, a biathlon range, wooded hiking trails, canoeing and fishing area, a boat launch, and extensive outdoor passive recreation space.

Resident access to the River Bend area is anticipated via the 30th Avenue regional trail.

Joint School Site

The high school and play fields site located directly south of the Emerson Plan Area will be programmed with a variety of sport fields for use by students and community members. Pedestrian connections will be provided to this area for residents' access and use.

Photo: Peter McLaughlin



mobility and connectivity

5.1 OVERVIEW

The Emerson neighbourhood has been designed as a community that encourages active and multi-modal transportation in addition to providing a safe and efficient vehicular roadway network. To facilitate multi-modal movement, a system of off-street trails and sidewalk connections wind throughout the neighbourhood and provide access to the amenities and destinations surrounding Emerson.

Specific destinations considered for pedestrian connections include the neighbouring natural space trail network, joint high school site, existing and future commercial sites, and regional trails along 30th Avenue and the east transmission corridor. It is understood that the trail along the east side of 30th Avenue will be constructed from the south boundary of Emerson north to the collector entrance road and continue east into Emerson. The portion of the 30th Avenue trail travelling north of the collector entrance road likely will not be constructed until such a time that the acreage site is redeveloped.

Table 7 - Multi-Modal Movement.

Mobility	Location	User Experience	Accessibility & Integration	Safety
Pedestrian	Sidewalks, trail connections	Local destinations or those in adjacent neighbourhoods	Fully integrated into neighbourhood, paved off-street trails to promote accessibility	Sidewalks, separated sidewalks, off-street trail connections, crosswalks
Bicycle	Sidewalks, off-street trail connections, roadways	Recreation: local destinations or those in adjacent neighbourhoods Commuter: Destinations outside of the neighbourhood (heading west to 30th Avenue)	Recreational users integrated into neighbourhood with sidewalks and paved off-street trails Commuter users to cycle on the roadway	Separated sidewalks along collector roadways provide wider riding areas, off-street trail connections
Transit Rider	Sidewalks, off-street trail connections, buses along collector roadways	Destinations outside of the neighbourhood	Routes along collector roadways only, pedestrian connections throughout neighbourhood	To be determined by City of Red Deer
Vehicle	Collector and local roadways, lanes	Destinations outside of the neighbourhood	Local roadways linking to collectors, minimize unnecessary through traffic	Curvilinear street pattern, speed limitations, on street parking

5.2 MULTI-MODAL MOVEMENT

As shown on **Figure 15 - Multi-Modal Network**, a series of transportation methods have been considered to promote multi-modal movement in Emerson.

5.2.1 Pedestrian Connections



Collector roadway separated sidewalk.



Recreational bicycling.

All off-street trails within Emerson will be constructed as 2.5m wide paved multi-use trails to accommodate walking, running, roller blading, skateboarding, strollers, wheelchairs, and cyclists. These trails are intended to be used year-round and may facilitate winter activities such as cross-country skiing or pulling a child in a sled. All off-street trails will be part of the overall municipal open space network; as such, they may not be cleared of snow during the winter months.

As shown on **Figure 16 - Sidewalk Types**, a variety of sidewalks types have been used throughout the neighbourhood including those of a 2.5m width and separated sidewalks to provide strong north/south and east/west pedestrian connections.

Connections from the internal pedestrian network to external trails will be provided at the periphery of the neighbourhood. Note that trails located outside of the Plan Area will be constructed by others.

5.2.2 Cycling Routes

To accommodate both recreational and commuter cyclists, widened separated sidewalks have been located along the collector and modified local roadways. These routes are envisioned as being the primary cycling routes to access destinations inside and outside of the Plan Area. An off-street paved trail network and monolithic sidewalks will supplement these routes.

Cycling routes through Emerson may be particularly popular for students and children accessing the school and play fields sites south of the neighbourhood. Although cycling is anticipated along all sidewalks, to strengthen this north-south route, a 2.5m separated sidewalk has been included along the collector roadway, and a southern connection has been provided between the neighbourhood park and adjacent school site. These enhanced routes will support the off-street trail network and provide a range of comfortable cycling areas for users.

It is intended that commuter cyclists will travel on the roadways or use the off-street network to be transported through the neighbourhood.



Red Deer transit bus.



On street parking.



Example of bump-out traffic calming.

5.2.3 Public Transit

Potential transit stops have been identified along Emerson's collector roadway based on existing regulations held by the City of Red Deer's Transit Department. Each transit stop has been located 500.0m apart and is placed based on convenience, safety, and to encourage ridership. Locations are intended to have all residents within a 400.0m walking distance of a transit stop which represents a 5min walk. It is considered acceptable that a small area of the Plan Area will fall outside of a 500.0m radius as these areas are still within a 10min walking distance of a transit stop.

All transit routes and stops are shown conceptually on **Figure 17 - Transit Network** and are subject to change over time based on passenger demand, funding, and neighbourhood build out.

5.2.4 Driving

According to the *City of Red Deer's Mobility Playbook*, 90% of all trips in Red Deer are made by cars. To accommodate this traffic, while still encouraging alternative modes of transportation, a roadway hierarchy has been used with major roadways designed for higher traffic volumes and more local roadways designed for lower volumes. The primary vehicular route envisioned for this neighbourhood travels west and connects to 30th Avenue which corresponds with Emerson's collector roadways, designed to accommodate higher traffic volumes. More information regarding Emerson's roadways is discussed in **Section 5.4 - Street Types and Sections**.

5.3 TRAFFIC CALMING POLICY

Emerson has been designed to minimize overall traffic speeds by funnelling through traffic onto the collector roadway, utilizing a curvilinear street pattern for through traffic, including short-spaced intersections where drivers are required to slow their speeds, and respecting speed limitations.

5.3.1 Parking

On-street parking will be permitted on all roadways within Emerson except surrounding major intersections. These parking restrictions will be determined during the detailed design process of the roadways. The provision of on-street parking acts as a safety feature to pedestrians by creating a buffer between sidewalks and motorists. It also narrows the roadway and adds uncertainty into drivers' paths of travel which has been shown to slow traffic and make drivers more aware of their surroundings.

5.3.2 Important Trail Connections

Two important trail connections are located across Emerson's collector roadway. These connections will require further consideration to ensure pedestrians are visible and safe as they cross the roadway. Potential safety features utilized may include bump-out traffic calming as shown above; all features selected should be based on pedestrian safety and user needs as well as operational requirements of the City of Red Deer.

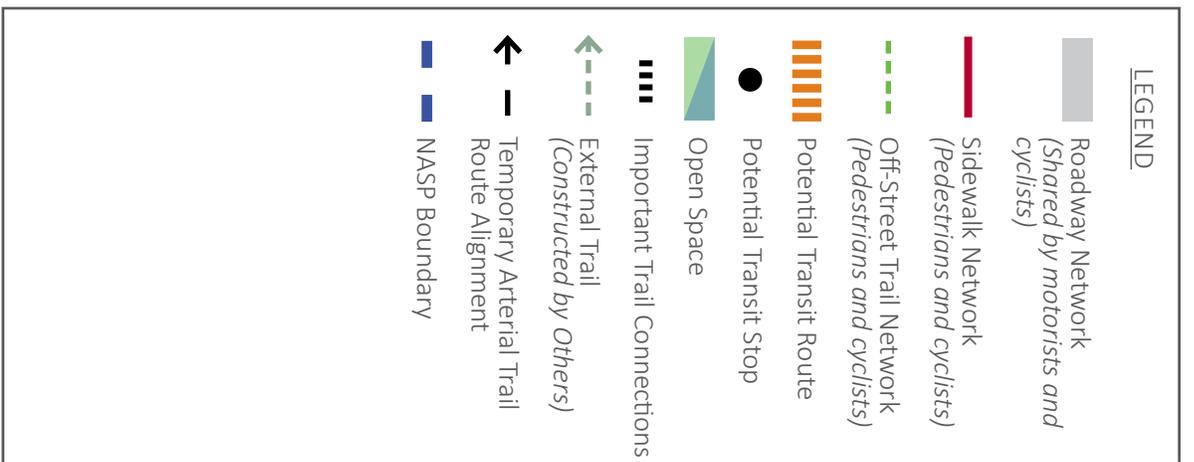
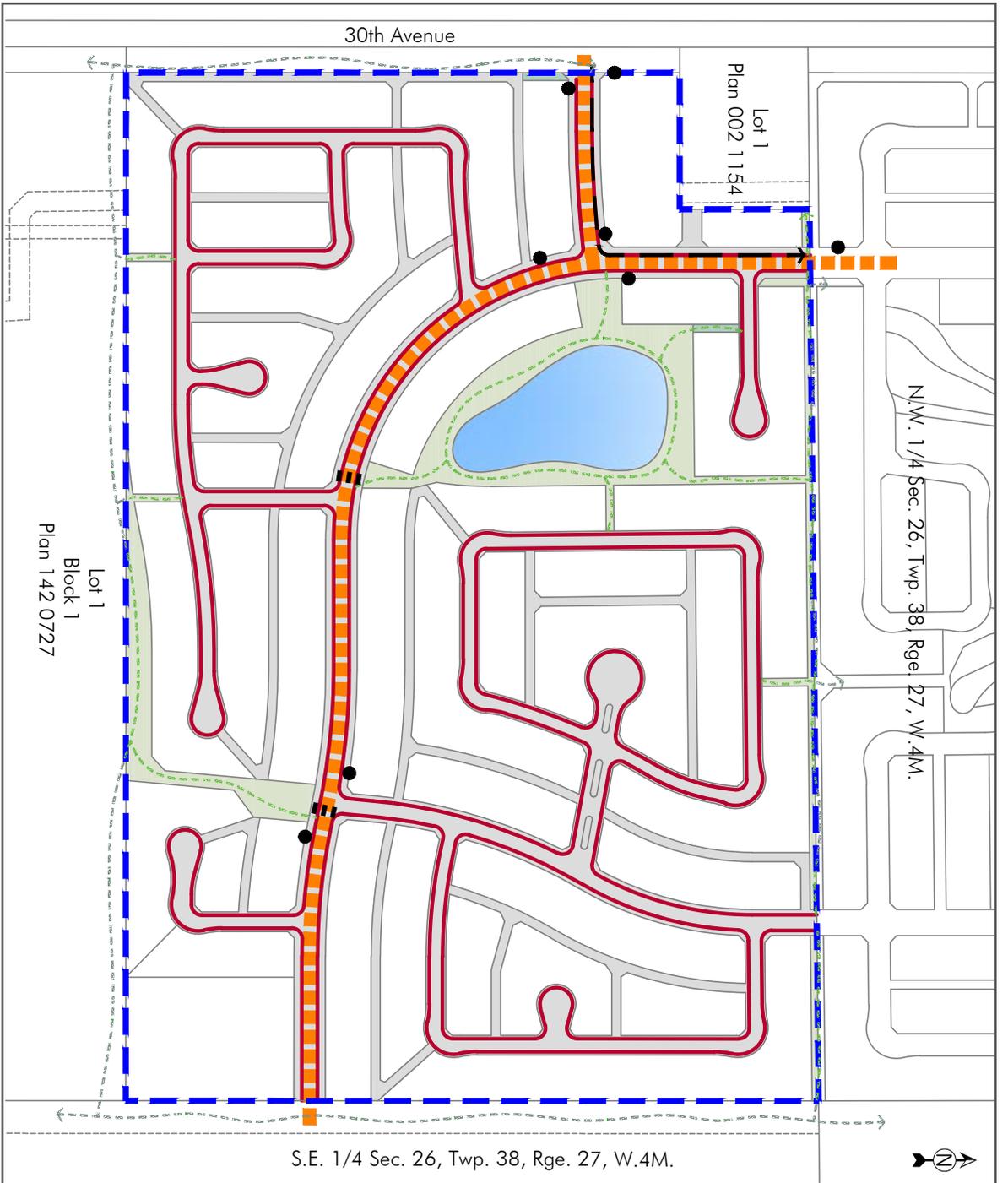


Figure 15 - Multi-Modal Network
 Emerson NASP | April 2016



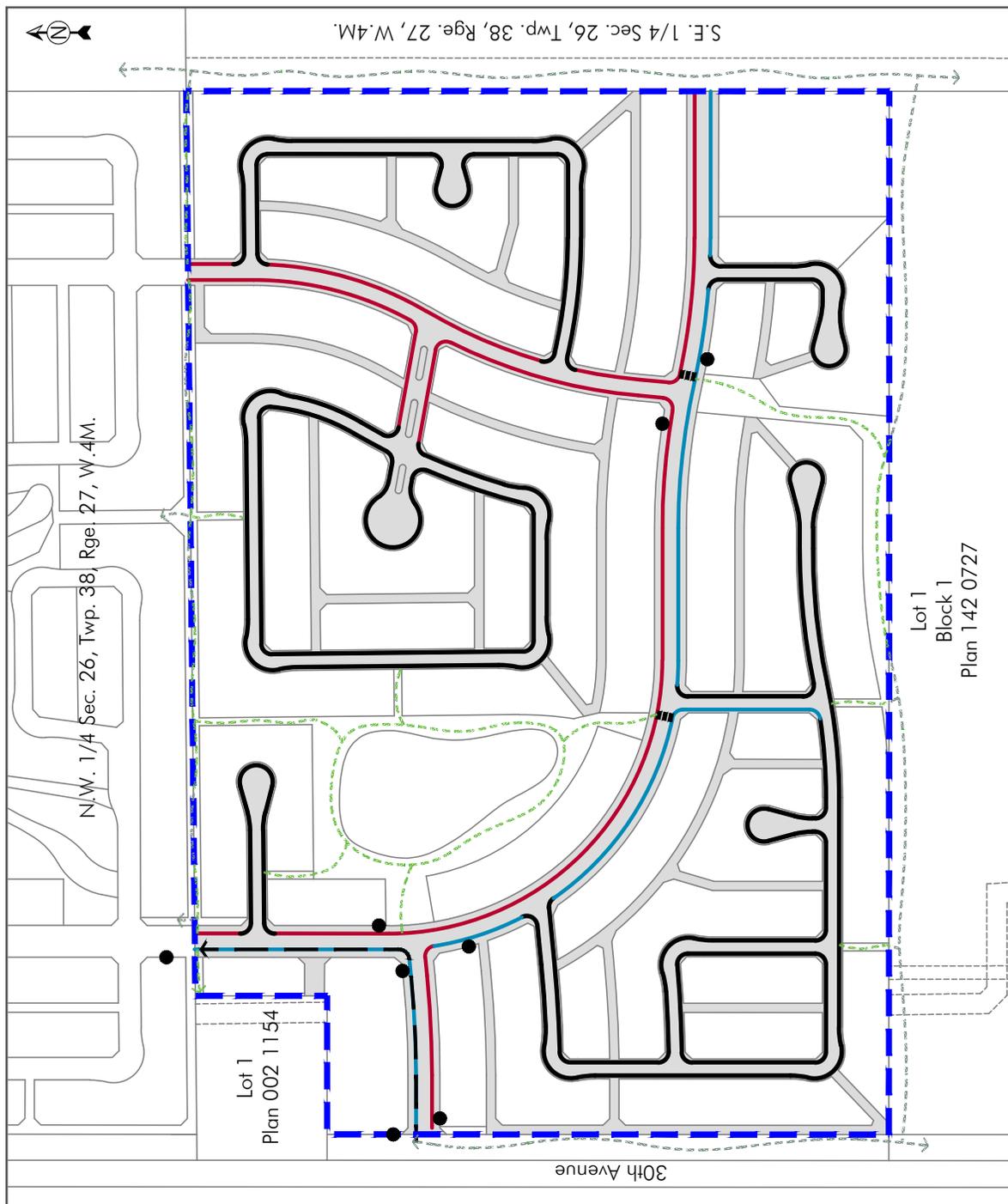
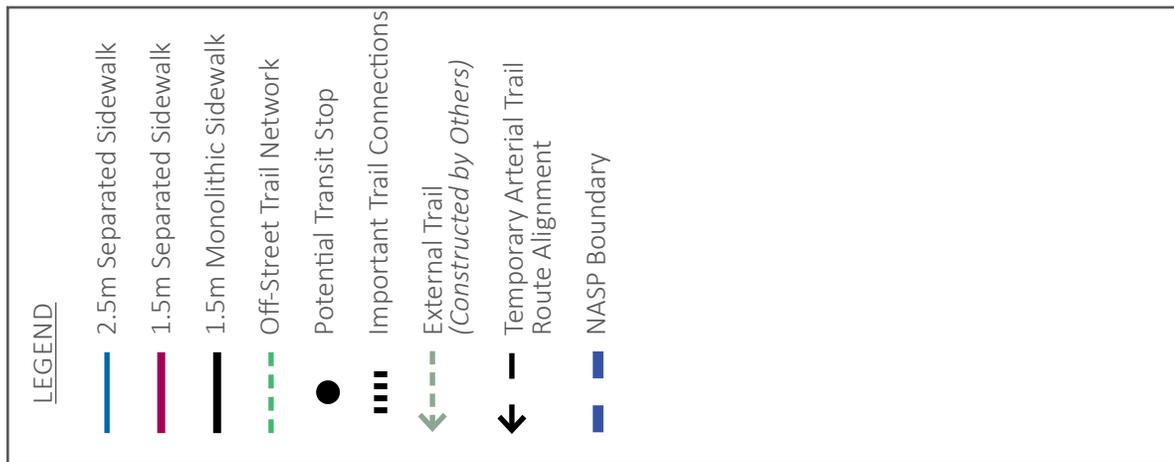
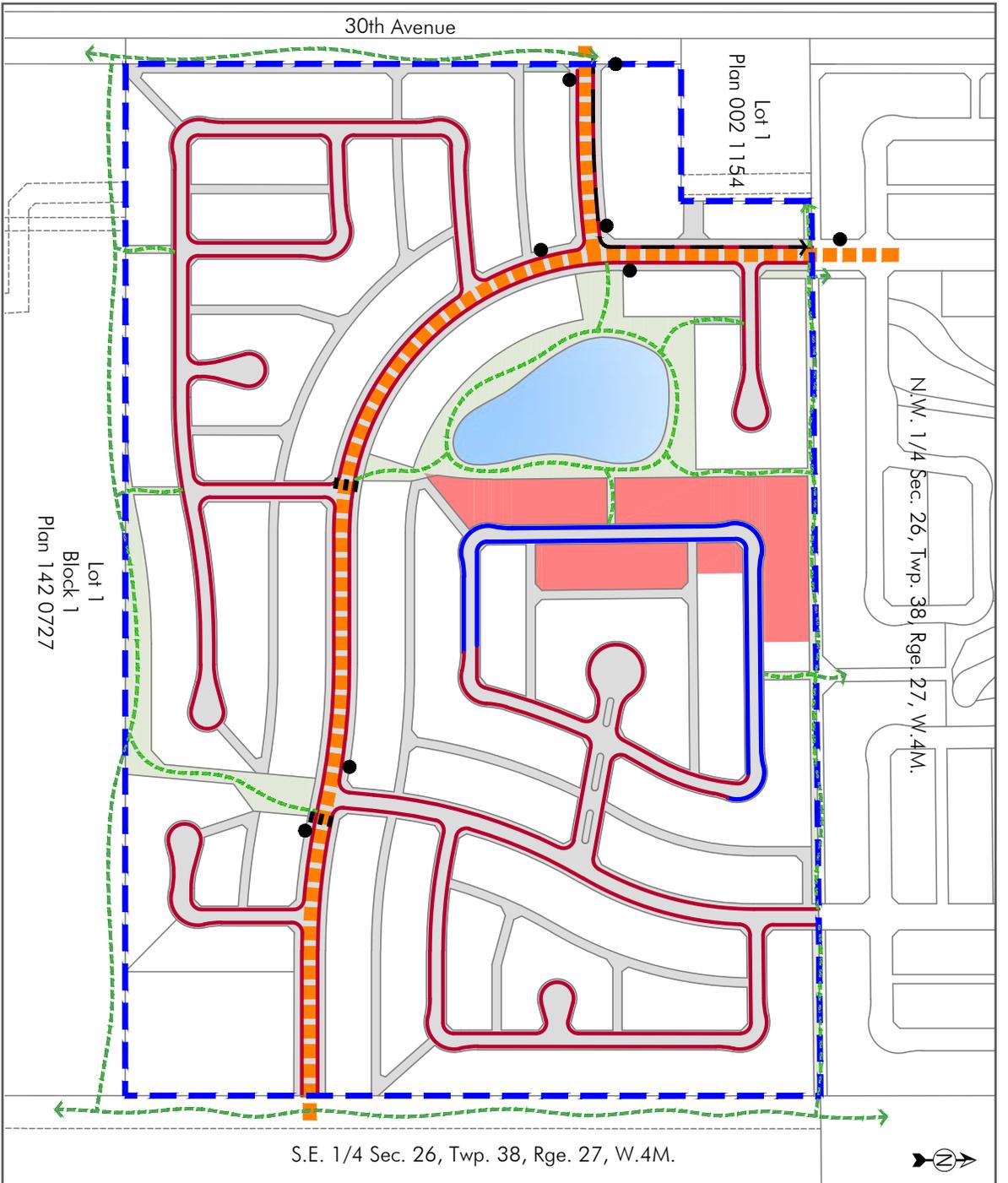


Figure 16 - Sidewalk Types



LEGEND

- Potential Transit Route
- Potential Transit Stop (500m apart)
- Area Located over 500m from Potential Transit Route
- Off-Street Trail Network
- Open Space
- Important Trail Connections
- External Trail (Constructed by Others)
- Temporary Arterial Trail Route Alignment
- NASP Boundary

Walking Distances:

- ~400m = 5min walk
- ~800m = 10min walk

**Walking distances to transit stops are measured using sidewalks only.*

Figure 17 - Transit Network
 Emerson NASP | April 2016



5.4 STREET TYPES AND SECTIONS

As shown on **Figure 18 - Roadway Hierarchy**, the Emerson neighbourhood will be serviced via a 24.0m collector roadway connecting the neighbourhood to 30th Avenue, another 24.0m collector roadway running northwest to southeast, a 20.0m modified local roadway running north to south, 15.0m local roadways providing access to residential pods, and lanes providing rear access to homes. This network will provide efficient access for residents while minimizing short-cutting opportunities for those passing through the neighbourhood. Primary routes have been designed with separated sidewalks to enhance the pedestrian experience in these areas.

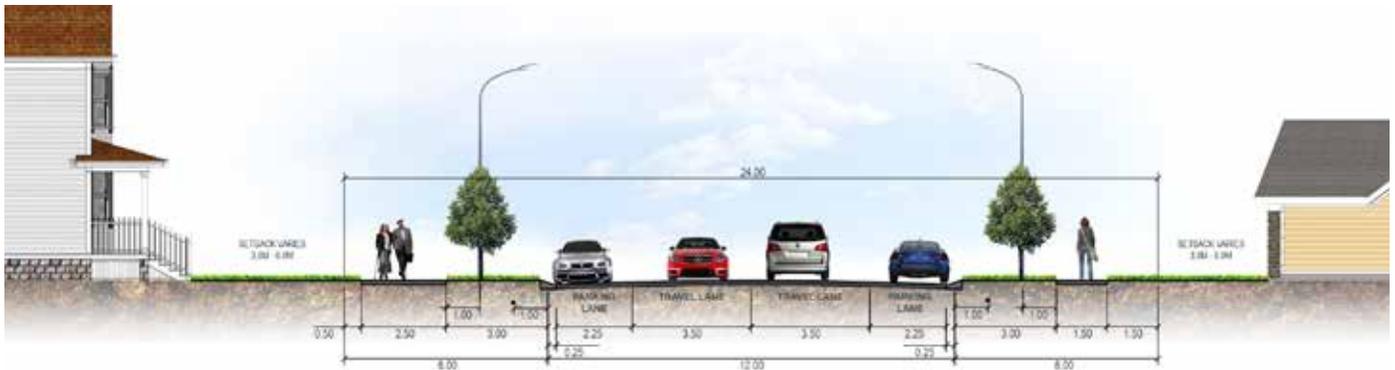
5.4.1 External Arterial Roadway *30th Avenue Widening*

Located outside of the Emerson Plan Area, 30th Avenue runs along the western boundary of the Plan Area. This roadway is the primary route residents will take to access the rest of Red Deer. To facilitate increased traffic volumes and connect to the future Northland Drive expressway, 30th Avenue has been identified by the City of Red Deer to be upgraded to an arterial roadway. As previously mentioned, widening to accommodate this upgrade will not be required from the Emerson Plan Area.

Berm

A berm will be built along 30th Avenue to minimize visual and acoustic impact of traffic on adjacent developments, included landscaping will be consistent to that found elsewhere along main arterials. This berm will be located outside of the Plan Area; however, it will be constructed and landscaped by the Developer.

5.4.2 Collector Roadway *24.0m Collector Roadway (Existing City of Red Deer Standard)*

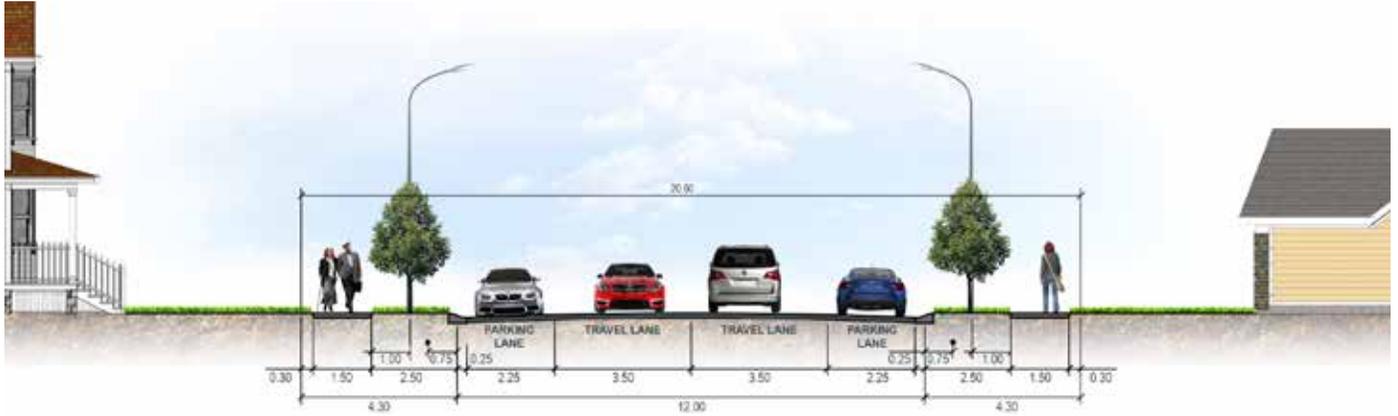


The Emerson collector roadway is intended to provide a first impression of Emerson to visitors by including a high level of landscape design. This roadway will serve as the primary access into and throughout the community and accommodate the largest amount of traffic. To service this demand, the roadway will have a 24.0m wide right of way, 12.0m wide carriage way, boulevard trees, and a 2.5m and 1.5m separated sidewalks on either side of the roadway.

5.4.3 Local Roadways

The system of local roads, as shown on **Figure 18 - Roadway Hierarchy**, has been planned to provide access to individual development clusters while discouraging outside traffic from short-cutting.

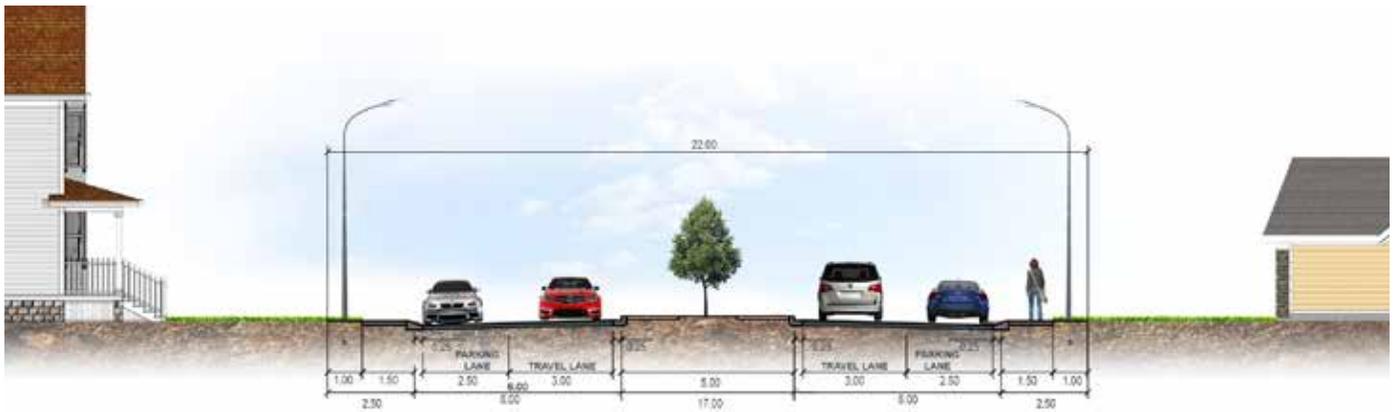
20.6m Modified Local Roadway (Proposed Cross-Section)



The 20.6m Modified Local Roadway has been utilized to facilitate higher volumes of north-south traffic along the east boundary of the Plan Area. This roadway will be an extension of that utilized in Evergreen and as such will be designed with the same cross-section. The roadway is intended to be of a width that will facilitate a potential transit route if one is deemed appropriate in the future. To accommodate pedestrian movement, this roadway also has 1.5m wide sidewalks separated from traffic by a landscaped boulevard.

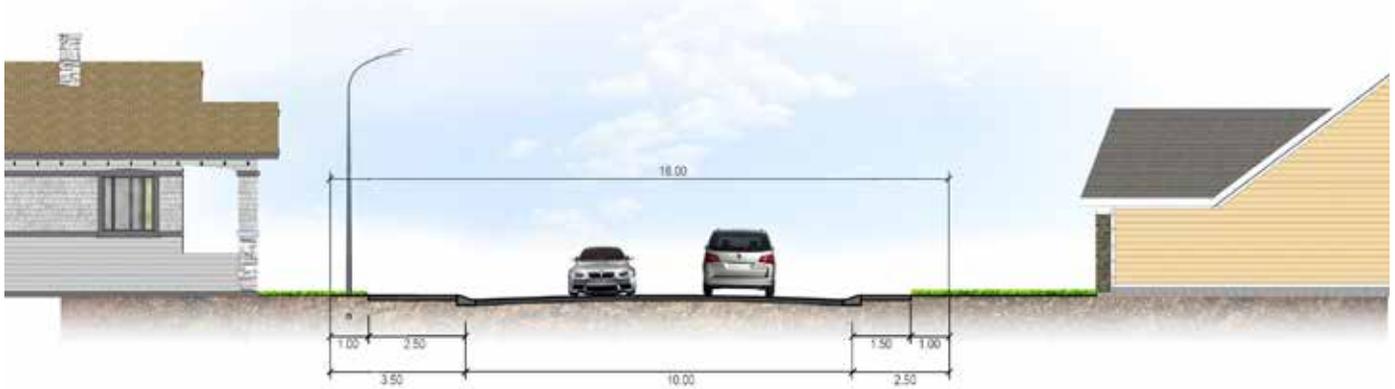
This cross-section is not standard in the City of Red Deer; however, it has been approved for use in the Evergreen neighbourhood.

22.0m Divided Local Roadway (Existing City of Red Deer Standard)



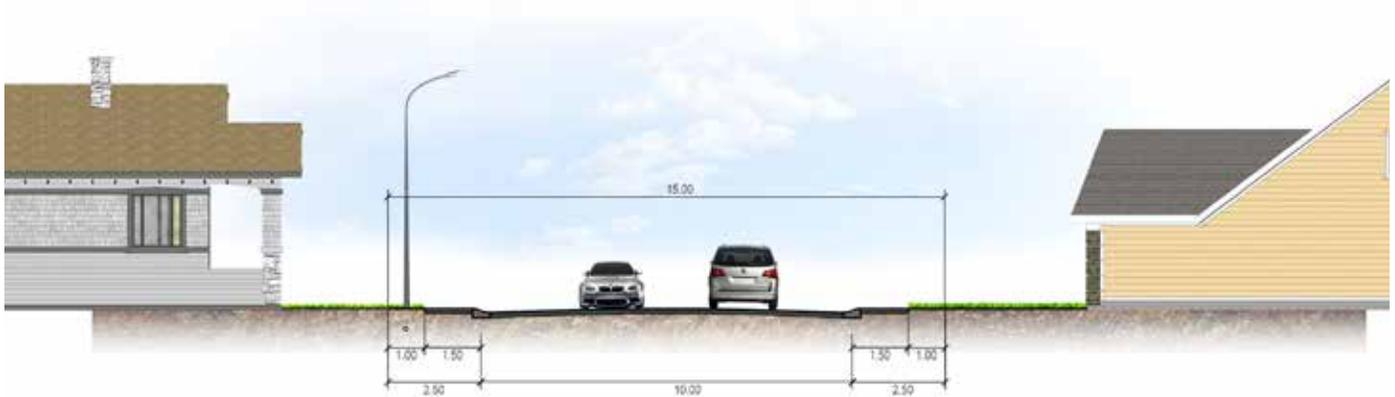
A 22.0m wide divided roadway will be utilized as the entry to a 15.0m Standard Local in the northeast portion of the Plan Area. As per the City of Red Deer's standards, this roadway will have a 22.0m wide right-of-way, a 5.0m landscaped median, a 6.0m wide carriage way in either direction, and 1.5m monolithic sidewalks on both sides of the roadway.

16.0m Undivided Local Roadway (Proposed Cross-Section)



A 16.0m wide undivided roadway will be utilized to enhance trail connectivity throughout Emerson from north to south. The inclusion of a widened sidewalk in this area has been provided at the request of the City of Red Deer. As this cross-section is not standard in the City of Red Deer, it will be subject to review by the City prior to implementation.

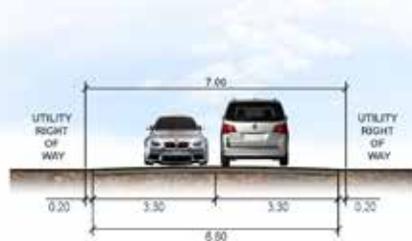
15.0m Undivided Local (Existing City of Red Deer Standard)



As per the City of Red Deer’s standards, local roads will have a 15.0m wide right-of-way with a 10.0m wide carriage way and 1.5m monolithic sidewalks on both sides of the roadway.

5.4.4 Lanes

7.0m Lane (Existing City of Red Deer Standard)



The Emerson neighbourhood has been designed with rear laneways; however, lanes have not been provided for lots backing onto the stormwater management facilities, Municipal Reserves, or the east transmission corridor. In areas where lanes are located adjacent to open spaces or public utility lots, bollards may be installed to prevent access and short-cutting. All laneways will be designed to The City of Red Deer standards

5.5 OTHER

5.5.1 Turn-Arounds

Until such a time that development occurs surrounding Emerson, roadways intended to connect into adjacent neighbourhoods will be constructed with temporary turn-arounds at their terminus.

5.5.2 Parking

All roadways in Emerson will allow on-street parking for temporary use by visitors. This type of parking will be regulated by City of Red Deer bylaws including those regarding extended stays and restricted parking surrounding intersections.

5.5.3 Driveways

Driveways will be designed to meet the roadway at 90 degrees and are not permitted to 'flare out'. This will preserve boulevard space, accommodate trees, and improve on-street parking.

5.5.4 Intersections

All intersections will be designed as per the *City of Red Deer's Engineering Design Guidelines*.

5.5.5 High-Low Density Screening

Screening between low density and high density residential development, particularly in the northwest and southeast, will be via fencing and landscaping as located within the multi-family housing parcels. The design of this screening will be determined at the time of Development Permit for each multi-family site.

To facilitate privacy and provide screening between the Emerson neighbourhood and the acreage site, the Developer has committed to constructing a vinyl fence along the south and east shared boundaries of the acreage site.

5.5.6 Acreage Site Access

As described in **Section 1.3.5 - Existing Acreage**, access to the acreage site is currently available off of 30th Avenue; however, it is understood that this access will eventually be removed as the construction of 30th Avenue proceeds.

To provide continued access to the acreage site, an alternative access has been identified off of Emerson's collector roadway. This connection has been sized to accommodate a future 15.0m Undivided Local Roadway; it has been provided by the Developer to ensure responsible development. It must be noted that the closure of the homeowner's access off of 30th Avenue is in no way tied to the development of Emerson; therefore, constructing an alternative access is not the responsibility of the Developer.

As it is unknown when this roadway will be constructed, the acreage site access will be landscaped to a typical Public Utility Lot standard.

5.5.7 Emergency Access

Emergency Services requires two accesses into the neighbourhood. Based on the phasing of Emerson, a permanent secondary access will not be available until the development of additional phases which connect to adjacent developments. Until such a time that a permanent secondary access is constructed into the neighbourhood, a temporary secondary access will be constructed. This access will be shown in the Emerson Servicing Study.

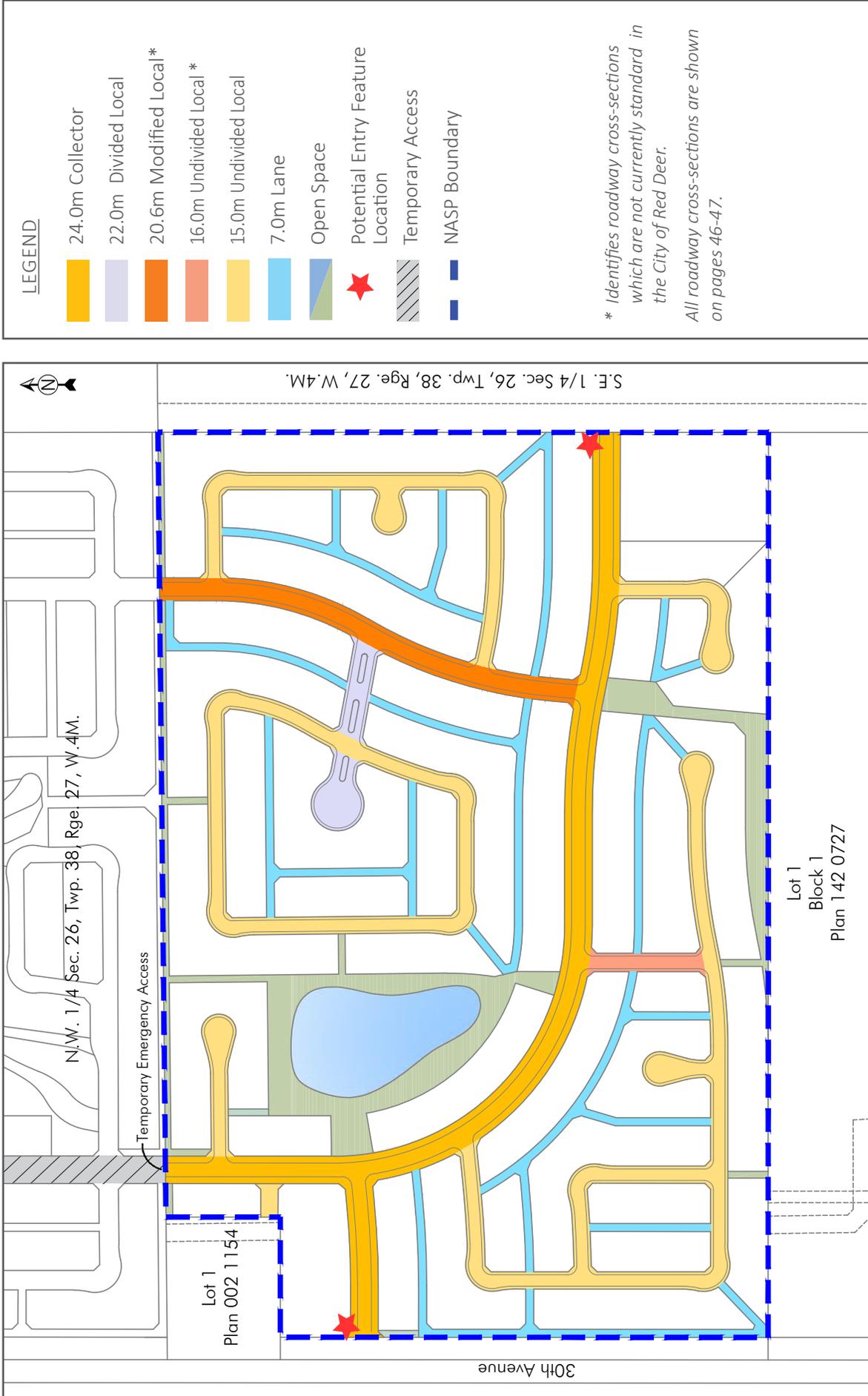


Figure 18 - Roadway Heirarchy

neighbourhood design and character

6.1 OVERVIEW

Housing in Emerson will be low-density in nature with a focus on high quality architectural design and visual interaction between the homes and pedestrians at street level. Architectural forms in the neighbourhood will feature the American Craftsman style. Particular style elements will not be finalized until the latter stages of development in order to best reflect market trends, consumer preferences, etc. Character lighting and entry features will also be used throughout the neighbourhood to add to the unique character of the community.



6.2 BUILT FORM AND PUBLIC REALM

6.2.1 Architectural Controls

A set of architectural controls will be utilized by home builders in Emerson to maintain consistency throughout the neighbourhood. These regulations will be used to guide development toward the outlined theme and ensure high-quality construction and appearance. Items addressed in these controls may include, but will not be limited to, the following topics:

- house size, massing, and style repetition
- colours and building materials
- garage details, driveway materials

Massing

Massing provides a strong visual presence throughout the community by providing focal buildings or consistent corridors. Emerson has been designed to include focal massing at the termini of the collector roadway, and consistent corridor massing along the north/south modified local roadway, by incorporating land uses that allow for taller buildings. It is intended that building heights in these areas will be higher than elsewhere in the community and provide a visual draw to residents and guests.

6.2.2 Gateway

The main gateway into Emerson will be the collector road off of 30th Avenue, running east. As the primary access road into the neighbourhood, it provides a first impression to visitors and welcomes residents home. As part of this gateway, a community amenity building or buildings may be located along the north side of the roadway. The building(s) on this site are intended to provide

a visual anchor for the community's entry through massing, height, and visual consistency. Should this amenity not be sold and developed for its intended use, multi-family housing will be constructed to provide a similar visual impact.

A secondary gateway will be along the collector roadway entrance from the east. This roadway will connect Emerson to the adjacent commercial area and be frequented by residents as they do their shopping. A multi-family element has also been included along this roadway to anchor the gateway.

Entry Features

Both gateways may include an entry feature identifying the community name with featured landscaping and a neighbourhood map. In accordance with City's regulations, entry features will be located within the road right-of-way and will not be encumbered by any underground utilities which are not required for the feature, such as lighting. Potential locations for these entry features are shown on **Figure 18 - Roadway Hierarchy**.

6.2.3 Destinations

Key destinations as identified for Emerson include the following:

Neighbourhood Park

The neighbourhood park will be a local destination for residents to enjoy. This space will act as the heart of the neighbourhood and include walking trails and seating nodes. This park would be a good location for a public art piece should that be desired in the future. Connections to the park site will be provided via Emerson's trail system.

External Destinations

Commercial Site (East)

The commercial site proposed east of Emerson is envisioned as a destination for residents both by motorists and pedestrians. As shown on **Figure 12 - Community Node**, connections to this area will be provided via the collector roadway network and through off-street trails.

School Site (South)

The school site will be a destination for high school aged children as well as those using the sport fields after hours. To facilitate access to this destination, trail connections have been provided. The transition between the adjacent school site and Emerson will be considered during the detailed design of the neighbourhood to best determine how to provide screening and privacy to residents while encouraging passive surveillance of the play fields.

Neighbouring Natural Open Spaces (North)

Evergreen's park space north of Emerson is envisioned as an external destinations for residents due to its extensive trail network. Connections to this destination have been provided via Emerson's trail system as well as the collector and modified local roadways.

30th Avenue (West)

30th Avenue, and its associated regional trail connection, will provide residents a connection from Emerson to the rest of Red Deer. As this is the access point most residents will use, strong vehicular and pedestrian connections will be made to this destination via the collector roadway network and off-street trail system.



infrastructure and servicing

7.1 OVERVIEW

The servicing for Emerson will be extended from the south via 30th Avenue and from connections through Evergreen to the north. Servicing connections will also be provided through Emerson to facilitate future development to the east. There are no significant servicing challenges present with this development.

7.2 STORMWATER

One stormwater management facility has been proposed for the Emerson development. This facility will manage stormwater from both the minor storm system as well as the major system for the entire Plan Area. This facility is intended to be developed as a constructed wetland, which will be sized to accommodate stormwater detention for a 1:100 year event.

Underground storm pipe infrastructure will be routed throughout the community, as shown in **Figure 19 - Storm Water System**. The stormwater from these pipes will be directed through the constructed wetland, which will provide stormwater quality enhancement, before the water is directed into the 30th Avenue storm sewer trunk. This trunk will collect stormwater from both the Emerson quarter section as well as the quarter section to the east, and convey it to Northland Drive where it will ultimately discharge into the Red Deer River.

All stormwater facilities and storm sewers will be designed in accordance with the *City of Red Deer Design Guidelines* and become the responsibility of The City of Red Deer to maintain after a predetermined maintenance period as identified in the Emerson Development Agreement.

7.3 SANITARY SEWER SERVICING

Emerson will be serviced from a sanitary trunk to be constructed along 30th Avenue. This trunk currently extends from the intersection of 30th Avenue and Northland Drive to the Evergreen collector intersection at 30th Avenue. In 2015, the City completed the extension of the trunk south to the intersection of 67th Street. The extension alignment is located in the proposed Emerson lane that bounds 30th Avenue.

All the homes in Emerson will be serviced off a gravity sewer system that will be connected to this 30th Avenue sanitary trunk as illustrated on **Figure 20 - Sanitary System**. A sanitary stub will be provided to the quarter section to the east in order to facilitate future development of these lands.

All sanitary sewer facilities will be designed in accordance with the *City of Red Deer Design Guidelines* and will become the responsibility of the City of Red Deer to maintain after a predetermined maintenance period as identified in the Emerson Development Agreement.

7.4 WATER

In order to service Emerson with water, a water line was recently extended from the intersection of Carrington Avenue and 30th Avenue. This line is situated in the Emerson lane that parallels 30th Avenue. From this location water lines will be extended throughout the neighbourhood in order to provide for both fire protection and domestic water for homes. The proposed alignment of the water lines in Emerson is shown on **Figure 21 - Water System**. As shown, there are also water stubs provided to the adjacent high school site located south of the Plan Area in order to maintain the standard grid system. At this stage the connection point has not been determined. Additionally, a water stub has been provided for the future development to the east.

All water mains in this development will be designed in accordance with the *City of Red Deer Design Guidelines* and will become the responsibility of The City of Red Deer to maintain after a predetermined maintenance period as identified in the Emerson Development Agreement.

7.5 UTILITIES (SHALLOW UTILITIES, POWER DISTRIBUTION, ETC.)

Shallow utility services may be provided by the following companies:

- *ATCO Gas (Natural Gas)*
- *The City of Red Deer E.L. & P. Department (Electricity and Streetlights)*
- *Telus Communications (Telephone)*
- *Shaw Cable (Cable Television)*

These utility providers are intended to extend their infrastructure from 30th Avenue in order to service the Plan Area. The shallow utility alignments will be established during preparation of the Servicing Study of the Emerson Plan Area.

7.6 OTHER

7.6.1 Pipeline Removal

As previously identified, the Developer will work with the pipeline owner or receiver to remove all pipelines located within the Plan Area during the initial site preparation process, completed on a phased basis. Following physical removal of the pipelines, the developer will request the right-of-way be discharged from the title.

7.6.2 Off-Site Roadway Improvements

The City is currently upgrading 30th Avenue to a two-lane urban cross-section. This upgrade will provide access to the Emerson development. Ultimately, once traffic volumes warrant it, 30th Avenue will be upgraded to four lanes. These upgrades are not directly tied to the Emerson development and will be undertaken by the City of Red Deer.

7.6.3 Noise Attenuation

It is understood that traffic noise can be expected to generate from 30th Avenue. Included in the design of 30th Avenue is a berm on either side of the roadway intended to minimize this noise. This berm will be constructed by the Developer, only along the active boundary of Emerson; this does not include along the Out Parcel.

It is understood that homes in the southwest corner of the neighbourhood may require further sound attenuation due to their location beside an open playing field. To address this situation, the Developer may extend the 30th Avenue berm south of the Plan Area. Should this level of noise attenuation be required, it will be detailed in the Emerson Servicing Study.

7.6.4 Garbage, Recycling, and Snow Removal

Garbage and recycling collection, and snow clearing, will be the responsibility of the City of Red Deer for all areas in Emerson except for multi-family sites with internal roadway networks. These sites will have their removal arranged by the condo or apartment management.

7.6.5 Transmission Line

During the building and site design process for the southeast R3 Multiple Family site, consideration for the adjacent transmission line must be considered. Due to the height of the buildings anticipated, building placement may need to be guided to ensure there is a safe distance between the buildings and the overhead powerlines.

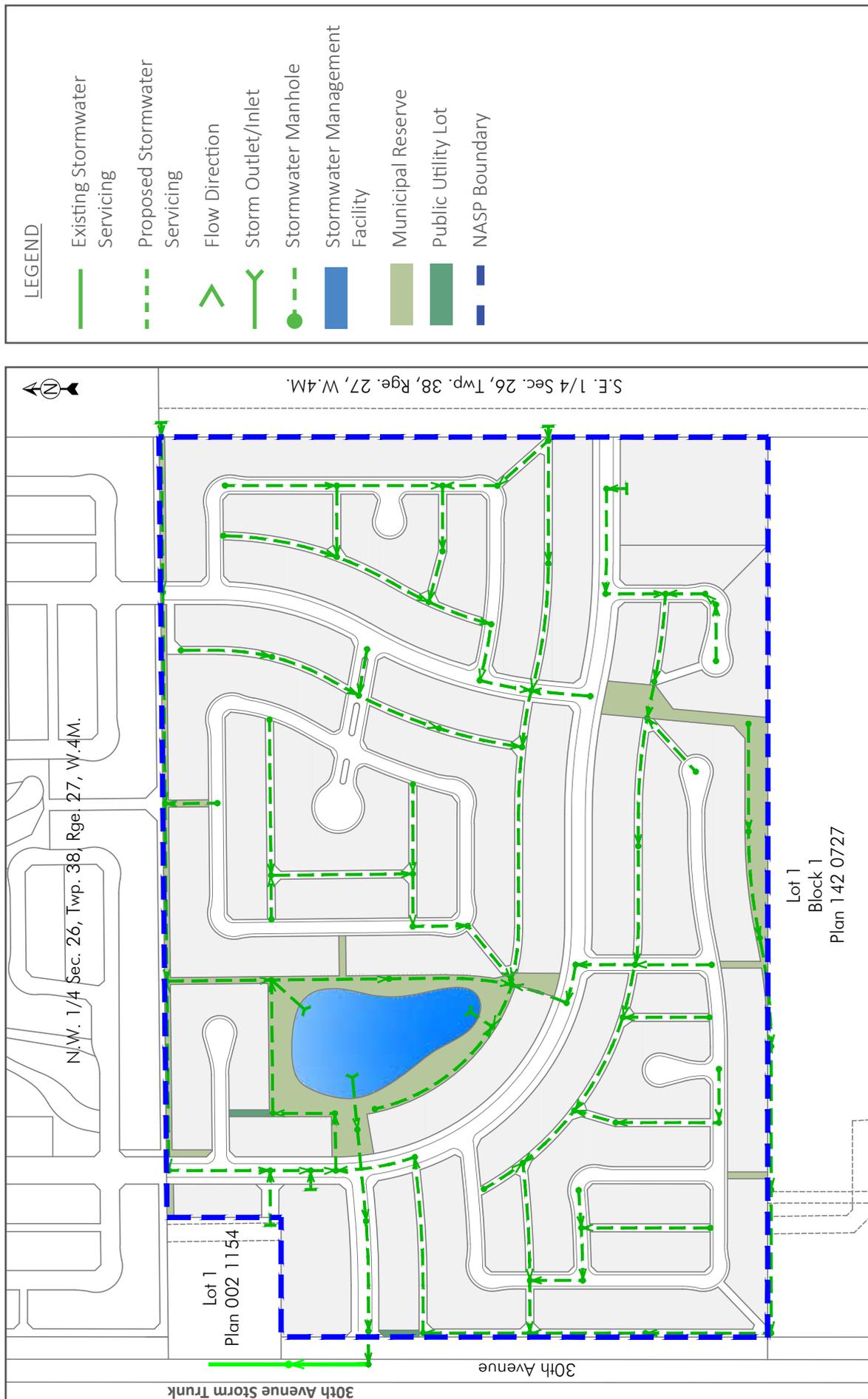


Figure 19 - Stormwater Plan

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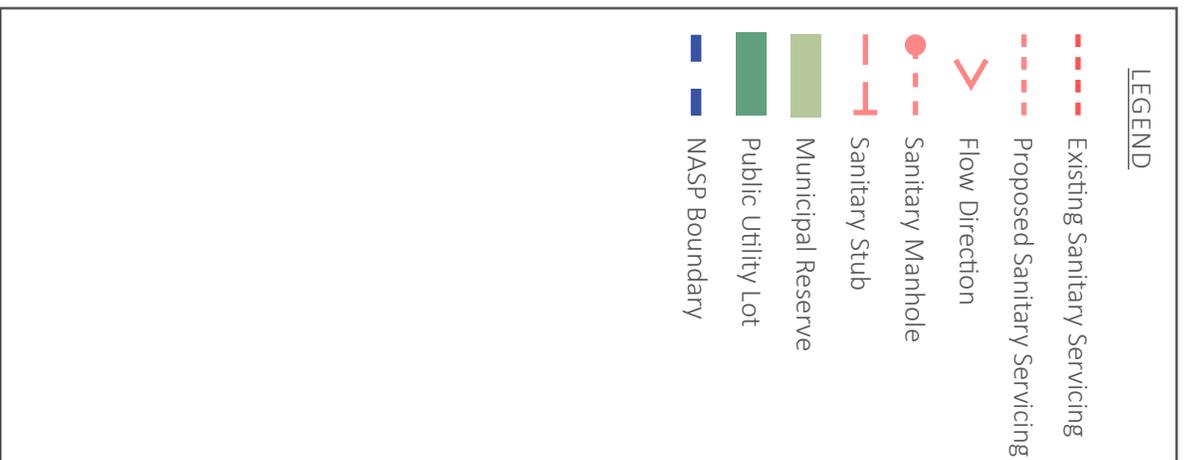
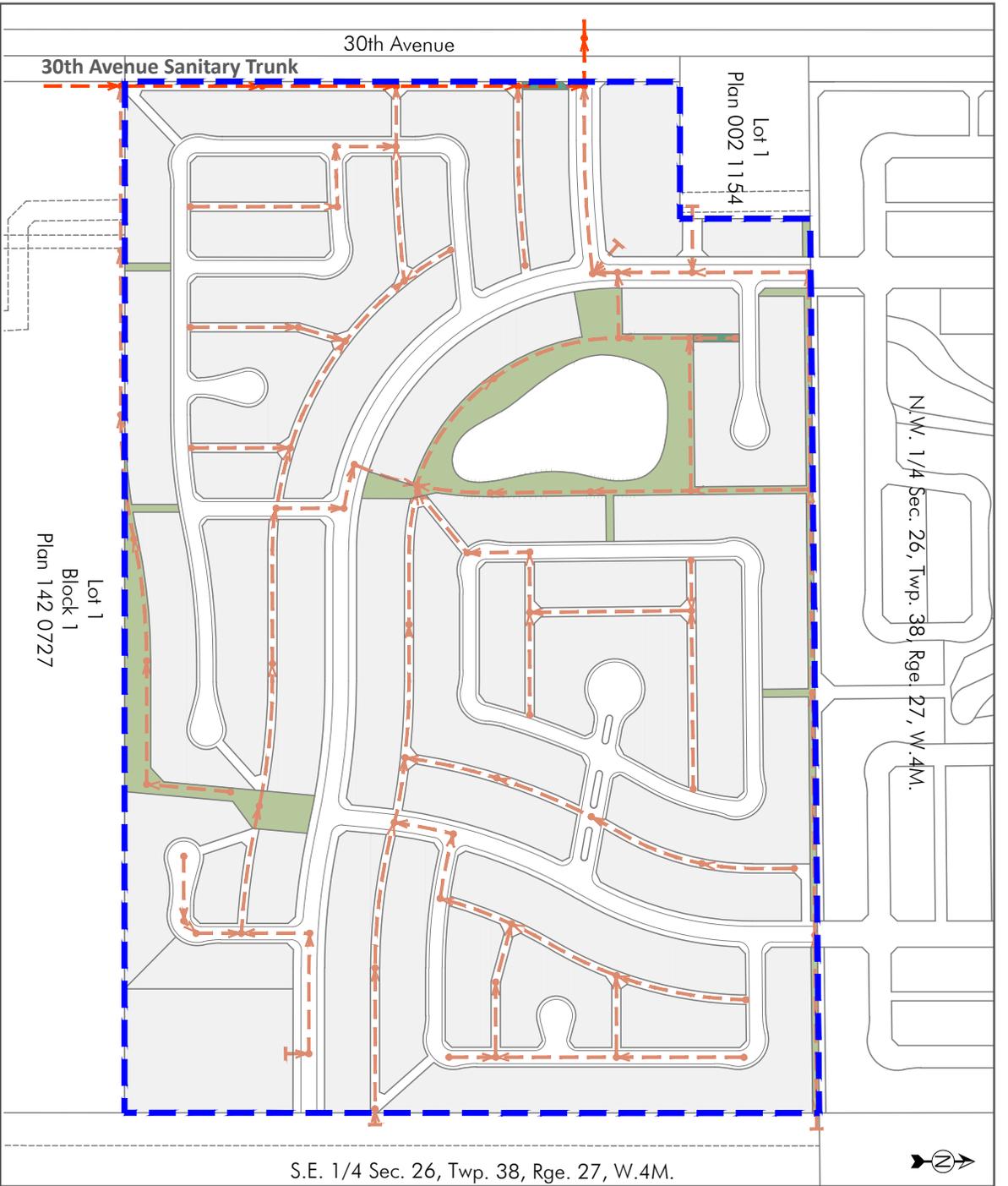


Figure 20 - Sanitary Servicing Plan
 Emerson NASP | April 2016



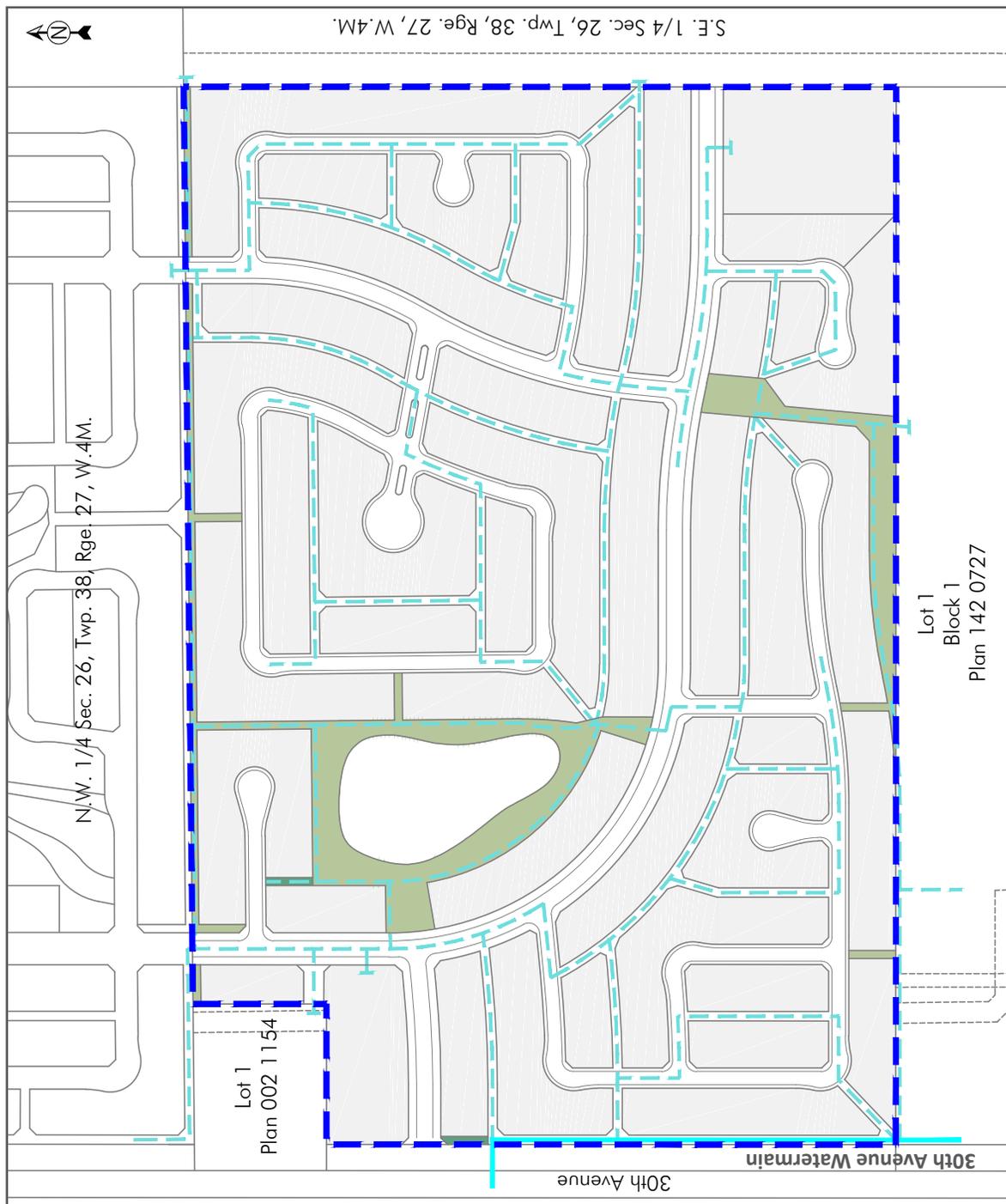
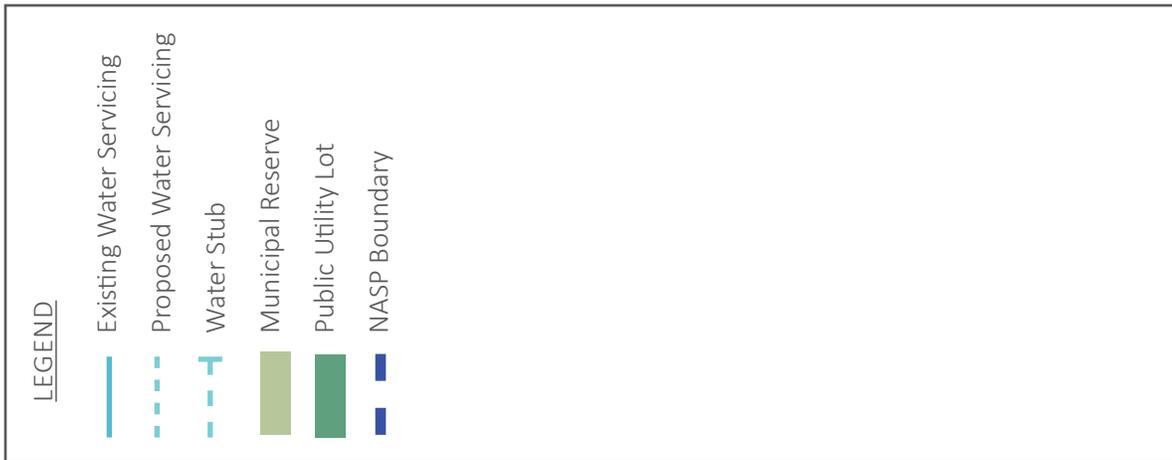


Figure 21 - Water Servicing Plan

Emerson NASP | April 2016



development and phasing

8.1 OVERVIEW

The development of Emerson has been divided into five phases. As shown on **Figure 22 – Phasing Plan**, the general phasing of Emerson begins at the 30th Avenue access and continues southeast. The phasing boundaries shown are conceptual in nature and may vary when redesignation and subdivision applications are made. As well, portions of separate phases may be developed concurrently if there is sufficient demand and/or if municipal servicing is made more efficient as a result. The complete construction of the stormwater management facility may be undertaken over two phases; however, the pond will be constructed to a functional level during phase one to support the development as it is constructed.

Infrastructure to service the first phase of Emerson will be extended from the south and north. Each successive stage will be developed with the logical and economical extension of municipal services with the intent of meeting the needs of the regional and local housing market.

8.2 REDESIGNATION AND SUBDIVISION

Redistricting and subdivision applications, to conform to the land use designations described in this NASP, will be undertaken as necessary. Guided by the *City of Red Deer Municipal Development Plan*, the *City of Red Deer East Hill Major Area Structure Plan*, the *Section 26 Multi-Neighbourhood Plan*, and the *Emerson Neighbourhood Area Structure Plan*; redesignation and subdivisions must conform to *The City of Red Deer Land Use Bylaw* and the intent of all applicable statutory plans in addition to the informational requirements necessary for each application.

8.3 PLAN INTERPRETATION

The Emerson NASP is intended to guide development within the Plan Area; all images as shown in this NASP have been included for visioning purposes only and should not be used to identify exact locations.

8.3.1 Amendments

Should this document require amendment, a formal amendment process will be required including consultation with the City of Red Deer and approval via municipal Council. This will be required if major changes are made to roadway alignments or land uses (residential to non-residential). No amendments will be necessary due to servicing revisions, minor land use boundary changes, or minor adjustments to road cross-sections.

8.3.2 Financial Implications

Following a predetermined maintenance period, as identified in the Emerson Development Agreement, all infrastructure and public spaces will become the responsibility of the City of Red Deer.

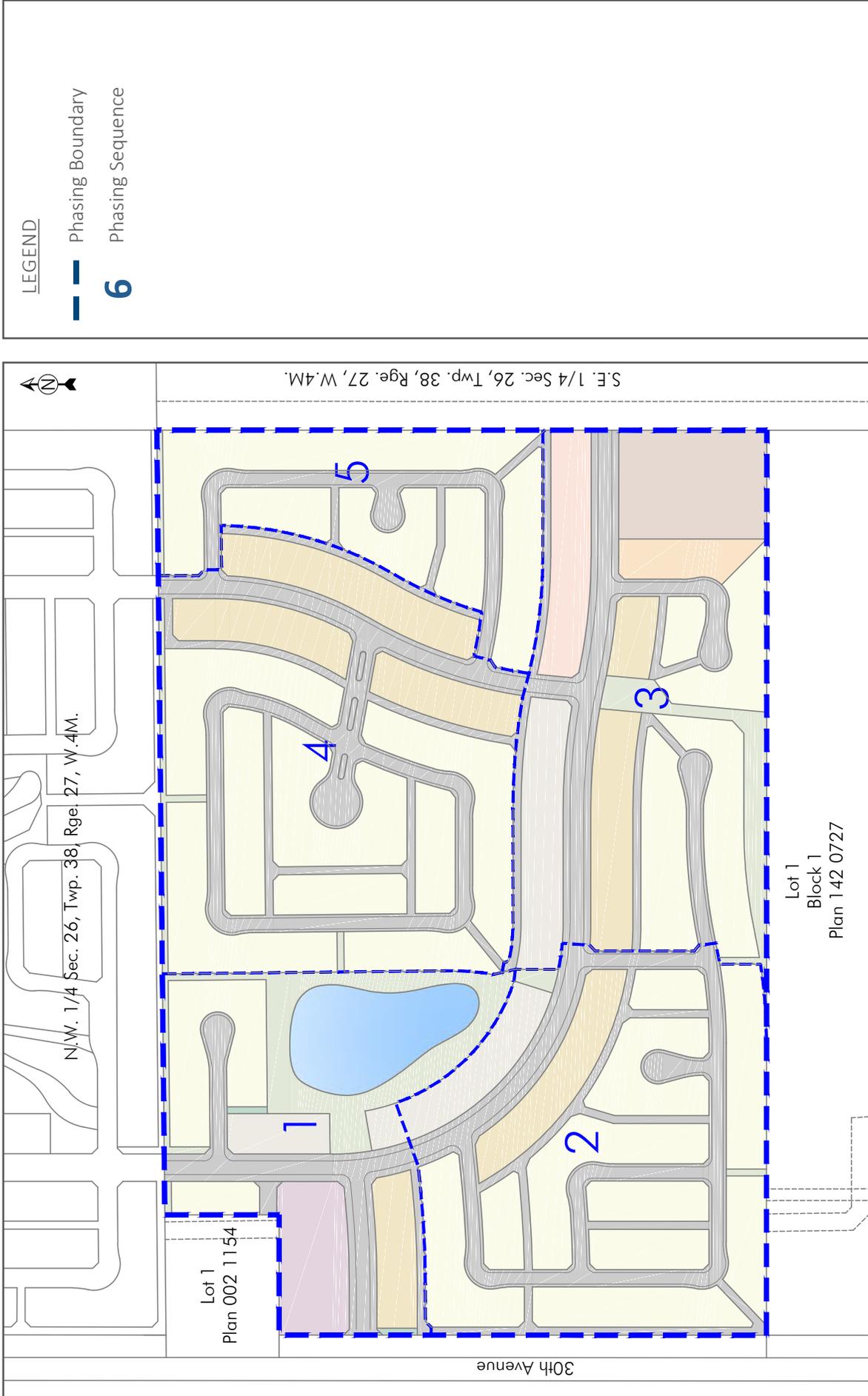
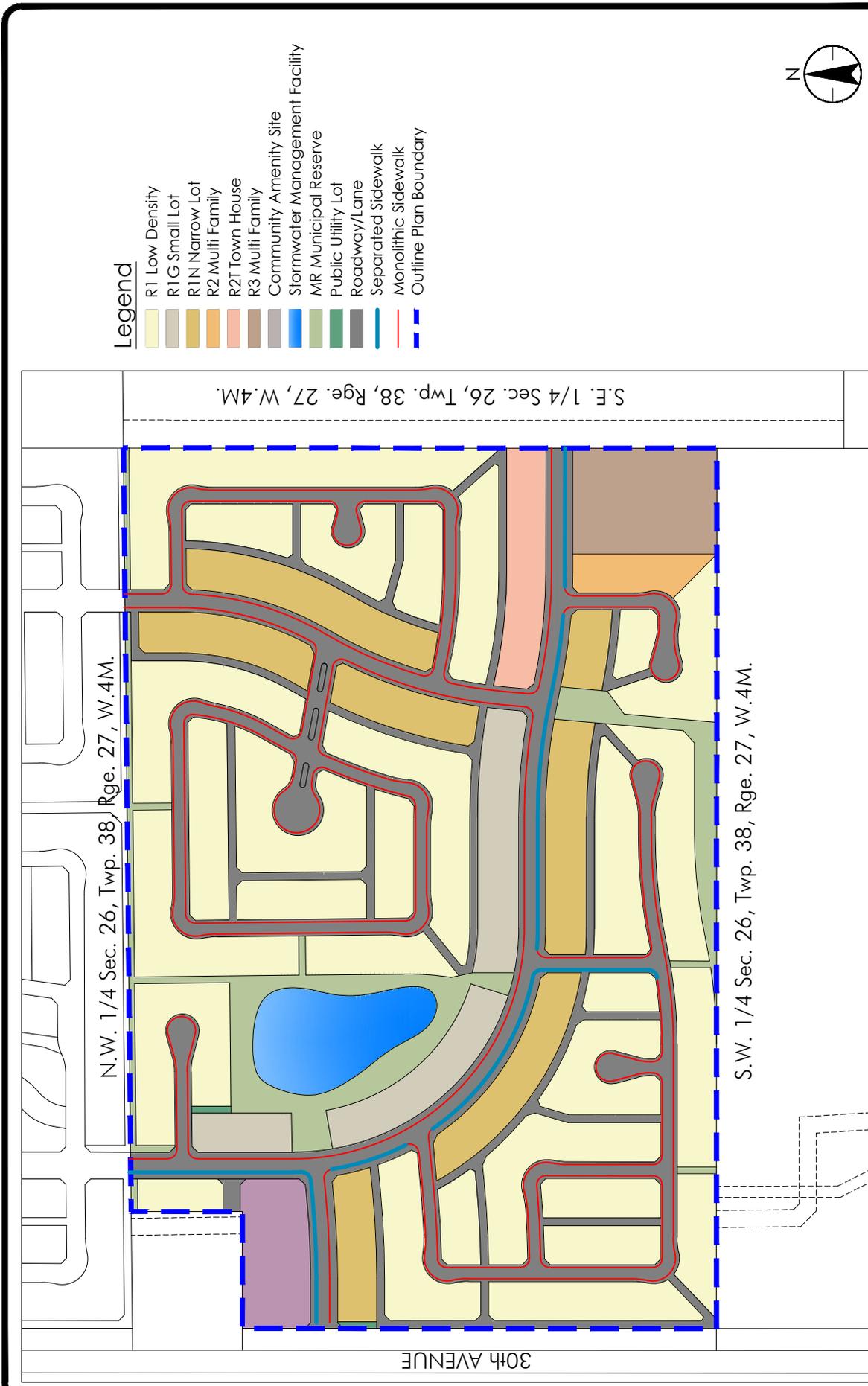


Figure 22 - Phasing Plan

Emerson NASP | April 2016



appendix a: scaled concept plan



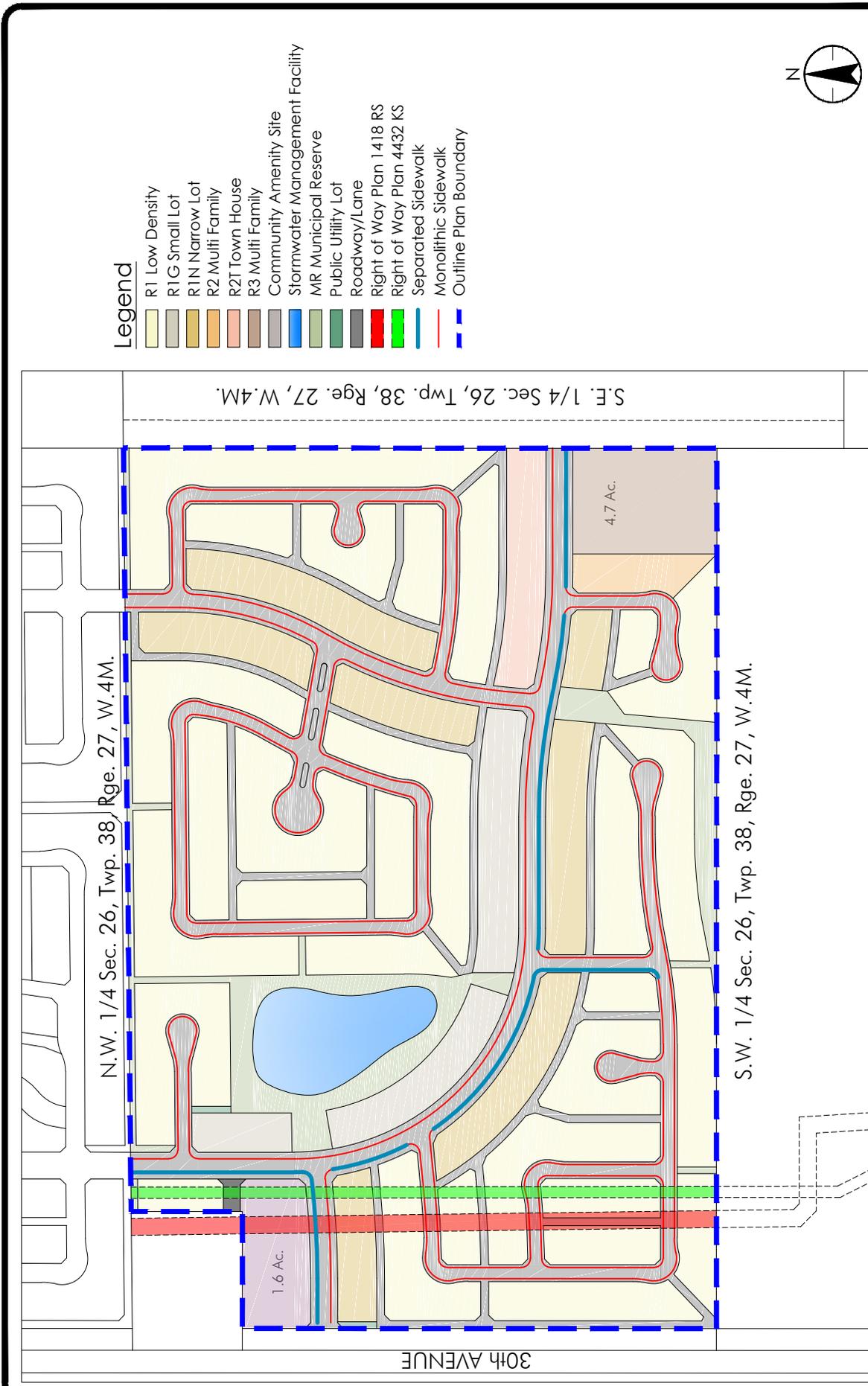
April, 2016

Prepared for:
Laebron
Red Deer, Alberta

DRAWN BY: SAS
CHECKED BY: ANH
SCALE: 1:5,000
PROJECT #: 112849480

Emerson
Concept Plan
City of Red Deer

appendix b: concept with existing r/w



Legend

- R1 Low Density
- R1G Small Lot
- R1N Narrow Lot
- R2 Multi Family
- R2T Town House
- R3 Multi Family
- Community Amenity Site
- Stormwater Management Facility
- MR Municipal Reserve
- Public Utility Lot
- Roadway/Lane
- Right of Way Plan 1418 RS
- Right of Way Plan 4432 KS
- Separated Sidewalk
- Monolithic Sidewalk
- Outline Plan Boundary



April, 2016

Prepared for:
Laebron
Red Deer, Alberta

DRAWN BY: SAS
CHECKED BY: ANH
SCALE: 1:5,000
PROJECT #: 112849480

**Emerson
Concept Plan with Existing ROW
City of Red Deer**

appendix c: development checklist

development checklist

GENERAL PURPOSE

The purpose of the Development Checklist is to highlight conditions associated with the future stages of development. The checklist is an internal administrative tool created to assist City staff when reviewing the various applications within the Plan Area. The notes are also intended to identify some items which were determined to be beyond the scope of the NASP and may need to be discussed as the neighbourhood continues towards construction.

The checklist does not form part of the bylaw for the approved Neighbourhood Area Structure Plan.

SERVICING STUDY

Pg. 43 Section 4.2.2 Parkettes

- The west parkette will be designed to accommodate utilities along the north boundary of the parkette so a playground can be accommodated without encumbrance. Any additional Municipal Reserve required to facilitate the park's design will not require compensation.
 - » Although the northern portion of this parkette will include utilities, it will remain usable passive open space and will be dedicated as Municipal Reserve. The Developer will not seek compensation for the over dedication of Municipal Reserve in this neighbourhood.
 - » An example of this potential layout is shown on Figure D1- West Parkette Diagram.
- The Developer will work with the City of Red Deer's Recreation, Parks & Culture Department to ensure there is enough room to safely accommodate playgrounds and trails in Emerson's park spaces.

Pg. 49 Section 5.3.2 Important Trail Connections

- Two important trail connections are located across Emerson's collector roadway. These connections will require further consideration to ensure pedestrians are visible and safe as they cross the roadway.

Pg. 56 Section 5.5.6 Acreage Site Access

- To provide continued access to the acreage site, an alternative access has been identified off of Emerson's collector roadway. This proposed connection has been sized to accommodate a future 15.0m Undivided Local Roadway; however, it will not be constructed by the Developer of Emerson.
- As it is unknown when this roadway will be constructed, the proposed acreage site access will be landscaped by the Developer to a typical Public Utility Lot standard.

Pg. 56 Section 5.5.7 Emergency Access

- Until such a time that a permanent secondary access is constructed into the neighbourhood, a temporary secondary access will be constructed. This access will be shown in the Emerson Servicing Study.

Pg. 59 Section 6.2.2 Gateways - Entry Features

- Both gateways may include an entry feature. Entry features will be located within the road right-of-way and will not be encumbered by any underground utilities which are not required for the feature.

Pg. 62 Section 7.6.3 Noise Attenuation

- It is understood that homes in the southwest corner of the neighbourhood may require further sound attenuation from sound generated by 30th Avenue due to their location beside an open playing field. To address this situation, the Developer may extend the 30th Avenue berm south of the Plan Area. Should this level of noise attenuation be required, it will be detailed in the Emerson Servicing Study.

Pg. 66 Section 8.0 Development and Phasing

- The complete construction of the stormwater management facility may be undertaken over two phases; however, the pond will be constructed to a functional level during phase one to support the development as it is constructed.
- All roadway cross-sections shown in this NASP, which are not standard to the City of Red Deer, will be reviewed and confirmed during the Emerson Servicing Study stage.
- The 20m Modified Local Roadway shown in this NASP is intended to be the same cross-section as that approved by the City of Red Deer for use in Evergreen.
- The Developer will provide written confirmation, outside of the NASP process, that the utility rights-of-way have been discharged from the title.
- The Developer will provide written confirmation, outside of the NASP process, that the pipelines have been removed from the Plan Area.
- The Developer of the North High Schools site, the City of Red Deer, has provided compensation for the complete removal of the seasonal wetland located along the south boundary of the Plan Area. As a result, an Endeavour to Assist agreement has been put in place with Meier Ventures for the Emerson portion of the wetland. An agreement regarding this compensation level will be included in the Development Agreement.
 - » The Developer of the Emerson NASP is required to obtain permission from Alberta Environment and Parks prior to altering the portion of the wetland within the Emerson NASP area.

STRIPPING AND GRADING**Pg. 15 Section 1.3.4 Existing Utilities**

- All pipelines inside the Plan Area should be removed prior to site development.

Pg. 16 Section 1.3.4 Existing Utilities

- The Developer will provide written confirmation, outside of the NASP process, that the utility rights-of-way have been discharged from the title, and pipelines have been removed from the Plan Area. If pipelines are not removed, phasing of the development will need to be revised to reflect this; development may not occur until the rights-of-way have been discharged and any remediation required has been completed. A memo describing the intended process has previously been provided to the City of Red Deer for their information and reference.

Pg. 40 Section 4.1 Overview

- The Developer will take steps to protect designated open spaces prior to home construction as per existing regulations in the City of Red Deer's Engineering Design Guidelines.

REDISTRICTING**Pg. 26 Section 3.2.2 Community Amenity Site**

- The community amenity site will be advertised for sale through local media and the City of Red Deer website for one year; if it is not purchased for its intended use within this time frame, the site will be developed for R3 Multi-Family uses.

SUBDIVISION**Pg. 16 Section 1.3.4 Existing Utilities**

- Instrument No 1698RJ- Once the Canadian Oil & Gas International Inc. facilities have been physically removed, the Developer will request the caveat to be discharged from the title. If phases of development occur prior to the pipeline being removed, the Developer will request the grantee to partially discharge their interest from each phase as they occur.

Pg. 16 Section 1.3.4 Existing Utilities

- R/W 4432 KS - Once the facilities have been physically removed, the Developer will request the grantee to discharge their interest from title. If phases of development occur prior to the pipeline being removed, the Developer will request the grantee to partially discharge their interest from each phase as they occur.

Pg. 56 Section 5.5.6 Acreage Site Access

- To provide continued access to the acreage site, an alternative access has been identified off of Emerson's collector roadway. This proposed connection has been sized to accommodate a future 15.0m Undivided Local Roadway; however, it will not be constructed by the Developer of Emerson.
- As it is unknown when this roadway will be constructed, the proposed acreage site access will be landscaped by the Developer to a typical Public Utility Lot standard.

DEVELOPMENT**Pg. 15 Section 1.3.3 Environmental Site Assessment**

- Foundations in the southwest portion of the Emerson Plan Area will be constructed with High Sulphate (Type HS) Portland cement which is salt-resistant.

Pg. 27 Section 3.2.2 Community Amenity Site

- Screening between the community amenity or R3 site and the Out Parcel will be required as the site is developed.

Pg. 34 Section 3.6.3 R1N Narrow Lot Residential

- All R1N homes will have one front tree or shrub planting and a common architectural theme will be used that will include such features as front porches and decks.

Pg. 56 Section 5.5.3 Driveways

- Driveways will be designed to meet the roadway at 90 degrees and are not permitted to 'flare out'.

Pg. 56 Section 5.5.5 High-Low Density Screening

- Screening between low density and high density residential development, particularly in the northwest and southeast, will be via fencing and landscaping as located within the multi-family housing parcels. The design of this screening will be determined at the time of Development Permit for each multi-family site.
- To facilitate privacy and provide screening between the Emerson neighbourhood and the acreage site the Developer has committed to constructing a vinyl fence along the south and east shared boundaries of the acreage site.

Pg. 62 Section 7.6.5 Transmission Line

- During the building and site design process for the southeast R3 Multiple Family site, consideration for the adjacent transmission line must be considered.
 - » The development of the southeast multi-family site may need to be reviewed to ensure a safe distance between the buildings and the overhead power line running along the east boundary is preserved. This distance provides a clearance between the building(s) and the power line; it is determined by the Alberta Electrical Utility Code.
 - » It is not anticipated that any additional setbacks will be required for the southeast multi-family site beyond those which are standard in the City of Red Deer's Land Use Bylaw.

Wetland

- The developer of the North High Schools site, the City of Red Deer, has provided compensation for the complete removal of the seasonal wetland located along the south boundary of the Plan Area. As a result, an Endeavour to Assist agreement has been put in place with Meier Ventures for the Emerson portion of the wetland. An agreement regarding this compensation level will be included in the Development Agreement.

- » The Developer of the Emerson NASP is required to obtain permission from Alberta Environment and Park prior to altering the portion of the wetland within the Emerson NASP area.

Stormwater Management Facility

- The City will reimburse the Developer for the stormwater management facility once half of the stormwater pond has been completed; the remainder will be reimbursed at the completion of the pond's construction. A Construction Completion Certificate (CCC) will not be issued until the stormwater management facility is fully constructed.

ACREAGE SITE CONSIDERATIONS

Access

- The proposed acreage site access provided is intended to accommodate a future roadway, which may be constructed as a standard local with 15.0m wide right-of-way. This roadway is not intended to be constructed by the Developer of Emerson.
- The proposed acreage site access will be landscaped by the Developer to a typical Public Utility Lot standard.
- The acreage site will continue to have access off of 30 Avenue until such time that it is no longer deemed safe by the City of Red Deer's Engineering department.
- Should the land owner prefer, the City or Red Deer will also consider allowing access to the northwest corner of the acreage site via a proposed Evergreen lane.

Buffer

Pg. 56 Section 5.5.5 High-Low Density Screening

- Screening between low density and high density residential development, particularly in the northwest and southeast, will be via fencing and landscaping as located within the multi-family housing parcels. The design of this screening will be determined at the time of Development Permit for each multi-family site.
- To facilitate privacy and provide screening between the Emerson neighbourhood and the acreage site the Developer has committed to constructing a vinyl fence along the south and east shared boundaries of the acreage site.
 - » The design specifications of the fence will be finalized at the Development Agreement stage.
- A fence on the north side of the out parcel property may be a condition of the Development Agreement for the adjacent development phase in the Evergreen NASP area. This area is being developed by a different developer than the Emerson NASP.

Zoning

- The acreage site is not part of the Emerson NASP and has not been proposed for rezoning; it will remain zoned as A1- Future Urban Development District.
- If the acreage site is to be developed in the future, or used for a purpose other than those approved under the A1 District, the area will need to be formally rezoned. The future land use chosen will need to consider adjacent land uses, site access, parcel size, potential servicing limitations, the continuation of trails, etc.

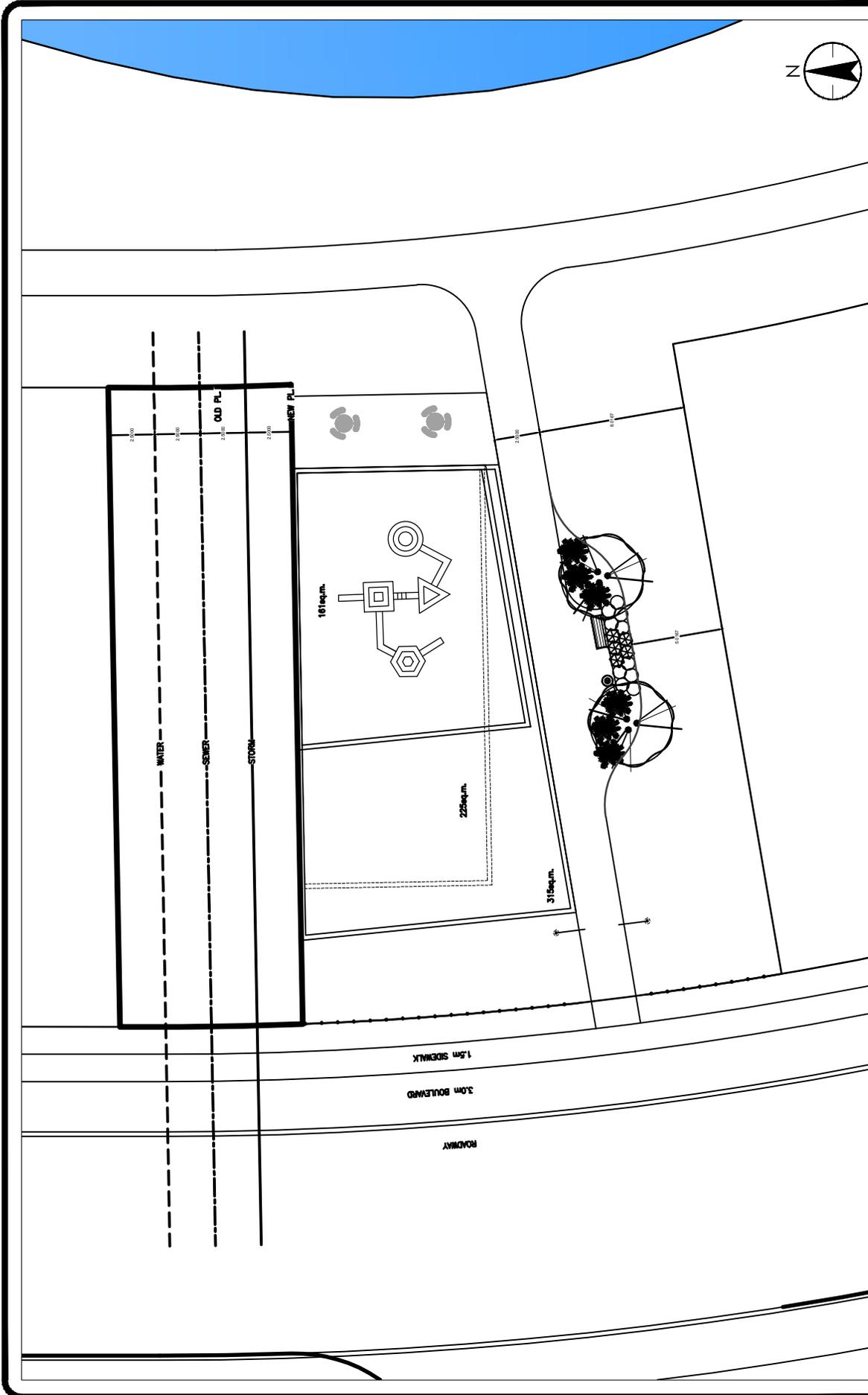
NASP Amendment

- To facilitate the development of the acreage site, an Emerson NASP amendment may be required to illustrate land use and how it will be included into the overall development of Emerson.
- The rezoning and NASP amendment process will be undertaken and paid for by the Developer of the acreage site.

Open Space and Trails Design

- At the time of acreage site's development, the trail identified along the north boundary of Emerson should be continued west through the acreage site to the 30th Avenue regional trail through the provision of a Municipal Reserve dedication along the north boundary of the acreage site.
- At the time of acreage site development, land will need to be acquired to complete the 30 Avenue arterial roadway and trail.

appendix d: west parkette diagram



Prepared for:
Meier Ventures
 Red Deer, Alberta

DRAWN BY: SAS
 CHECKED BY: ANH
 SCALE: 1:15,000
 PROJECT #: 112849480

April, 2016

Figure D1
Sample West Parkette Diagram
Emerson NASP

Emerson Neighbourhood Area Structure Plan

Bylaw 3217/B-2016

Public Comments Received Prior to First Reading



Date: October 1, 2015

Re: Draft Emerson Neighbourhood Area Structure Plan

Comments Due: October 16, 2015

Comment Return Options:

- Return, by mail to: City of Red Deer Planning Department, Box 5008, Red Deer, Alberta, T4N 3T4; or
 - Drop off comments at the Planning Department counter on the 3rd floor of City Hall at 4914 – 48 Avenue; or
 - Fax comments to the Planning Department at 403-342-8200; or
 - Scan and email dayna.facca@reddeer.ca; or
 - Email the comments to dayna.facca@reddeer.ca
-

David Girardin

From:
Sent: October 01, 2015 1:29 PM
To: David Girardin
Subject: FW: Emerson NASP Comments and Requests for Information

From:
Sent: October 01, 2015 10:23 AM
To: Dayna Facca
Subject: Emerson NASP Comments and Requests for Information

Dayna Facca, Planner
 City of Red Deer

For your attention re the Emerson Neighbourhood Area Structure Plan:

1. Intersection of 30 Avenue and 67 Street

Several figures do not show the roundabout currently under construction at the intersection of 30 Avenue and 67 Street. The roundabout will be in use well before above grade development is completed in Emerson. Please revise the NASP figures to show the 30/67 roundabout and include detail about how the roundabout will be configured to accommodate northbound and southbound traffic on 30 Avenue north of 67 Street.

2. High Schools immediately south of Emerson

When will the high schools be built and in service relative to occupation of Emerson? High schools have bells that sound internally and externally at many times of the day to announce the start and end of class periods and so on. Owners of the properties at the south end of Emerson may find these bells to be annoying.

3. Construction and Occupation of Evergreen

When will Evergreen be developed and occupied relative to the development and occupation of Emerson?

4. Boundary Traffic Controls

With respect to the four broken red circles on Figure 9, what traffic controls will initially be provided at those intersections? Which of those intersections will be wired to accommodate future intersection signalization? Please provide corresponding information for the two intersections of the solid green lines.

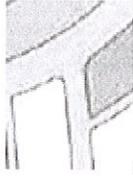
5. Posted Speed Limits

What will the posted speed limit on 30 Avenue be from Evergreen south to the roundabout? What will be the posted speed limit on the corresponding section of 25(?) Avenue?

6. Back Lanes

Will back lanes be paved?

7. Non-Compliant Intersection



The intersection in the clip  , which is near and southeast of the out parcel, does not appear to comply with City of Red Deer Engineering Guidelines with respect to minimum intersection angle in degrees. Please advise what changes will be made to achieve compliance.

8. Stormwater Detention Area Drains
Engineering guidelines include the clip below.

.2 Safety Provisions at Inlets and Outlets

All inlet and outlet structures associated with dry ponds shall have grates provided over their openings to restrict access and prevent entry into the sewers by unauthorized persons. A maximum clear bar space of 100 mm shall be used for gratings.

At several detention areas in Anders, the outlet drain grating is located more than 300 mm below the surface of the landscaped recreational field. Because the hole is not identified, this results in a walking hazard at night; in winter, the hole can be hidden by loose snow. Please consider minimizing the recess when constructing future installations and correcting existing ones.

Sincerely,

Red Deer

[This message has been scanned for security content threats and viruses.]

[The City of Red Deer I.T. Services asks that you consider the environment before printing this e-mail.]



To: Reg Warkentin, Chair, Environmental Advisory Committee
From: Tara Lodewyk, Director of Planning Services
Date: March 10, 2016
Re: Emerson Neighbourhood Area Structure Plan December 16, 2015 Resolution

Dear Mr. Warkentin,

I am writing in follow up to the December 16, 2015 resolution by the Environmental Advisory Committee regarding the Emerson Neighbourhood Area Structure Plan (NASP).

The plan is proceeding to Council on April 11 for consideration. Administration is recommending support of the plan. In the Council report, prepared by Planning staff, there will be a response to the EAC resolution and rationale for non-support. As a courtesy I am attaching this response in advance of the Council meeting on April 11, 2016.

The City values dialogue with our citizens and committees. In preparing a recommendation Administration considers all the information gathered in the consultation process and proposes a recommendation that balances several viewpoints. Council will consider all this information in making a decision.

Please feel free to share this with your committee. I am available if you have any questions.

Regards,

Tara Lodewyk

Director of Planning Services

cc. Craig Curtis, City Manager

Emily Damberger, Planning Manager

Lynn Iviney, Committee Coordinator

Administrations response that will be included with the Council report for Emerson Neighbourhood Area Structure Plan

The Emerson NASP was referred and/or discussed at the Environmental Advisory Committee (EAC) on October 21, 2015, November 18, 2015 and December 16, 2015. Planning staff presented the information on October 21. A general resolution of non-support was passed at this meeting. On November 18, planning staff returned requesting clarification for their non-support. At the December 16 meeting EAC passed a resolution clarifying their rationale for non-support. A copy of the minutes is attached.

In summary EAC's rationale was that best efforts did not appear to have been made to protect the wetlands; efforts were not made to have green development/building practices; and that detrimental work to the wetlands had already been undertaken, but did not have sufficient background. Administration responds to these three points below.

Wetland Protection

The Emerson NASP complies with these current planning documents and associated policies.

The 2013 Neighbourhood Planning and Design Standards (NPDS) improved wetland development practices. Previously wetlands would have been removed and replaced with a dry pond. Now within new developments, where possible, wet ponds are implemented. These ponds contribute wildlife habitat and wildlife corridors. Administration continues to develop policy and improve practices in compliance with city planning tools such as the River Valley Tributaries Park Concept Plan and Environmental Master Plan. Improvements are also underway to the Engineering Guidelines to further implement recommendations in these plans.

In addition to city policies compliance is also required with the Water Act and approvals are needed by Alberta Environment and Parks. The City of Red Deer conforms with all provincial Legislation and encourages provincial policy such as Stepping Back from the Water.

The Emerson NASP is part of a larger section of land which is guided by the Municipal Development Plan (2009) and the East Hill Major Area Structure Plan (2013). The Evergreen neighbourhood to the north and the High School Site to the south are previously approved plans that comply with these documents. The wetlands are part of this larger system of wetlands in the north east. Changes to one area will change flows and impact another area hence planning is done at the Major Area Structure Plan level.

The East Hill MASP identifies areas for preservation potential. As stated in the plan in section 3.1, "*The preferred outcome is to preserve these areas intact as natural features either within environmental reserve or municipal reserves or alternately to incorporate them with storm water management facilities.*"

The East Hill MASP also supports the piloting of low impact storm water management practices, which is consistent with the direction provided in the Environmental Master Plan. This is underway in the Timberlands North neighbourhood.

The City supports alternative methods of storm water management, including the creation of permanent man-made storm water ponds with the incorporation of natural marshes or wetlands into the overall storm water system (i.e. green infrastructure). Constructed wetlands, which are supported, have been constructed in neighbourhoods and the park system. Examples of successful wetlands can be found in the Vanier Woods East and Clearview North neighbourhoods and in Mackenzie Trails, Three Mile Bend and Michael O'Brien wetlands. These areas have regenerated to provide great wildlife habitat.

The desire to create these areas is balanced with the limitations on municipal reserve dedication. In the Municipal Government Act (MGA), the municipality can ask a developer to dedicate up to 10% of the developable area that for Municipal Reserve which includes parks, trails, wetlands, and open space. The limited Municipal Reserve available for dedication did not permit planning staff to both preserve the wetland and provide trails and park space. Staff did not feel it was warranted to pursue additional MR because the wetland on the High School site is enhanced.

Prior Wetland Work

The soil has not been disturbed within the Emerson NASP area, including the wetland. Please refer to the attached air photo taken in fall of 2015 which highlights the different areas.

The wet storm pond on the high school site has been enhanced as per the approved area structure plan with additional landscaping and reusing the aquatic seed material from the wetland. All required approvals (Water Act Application) from Alberta Environment and The City were obtained prior to any work taking place on the High Schools Site. The effects to the Emerson portion of the wetland would have been considered by the province in approving the Water Act Application. A wet pond has been created in the Emerson NASP to manage storm water.

Sustainable Building Practices

The NPDS encourage resilient and low impact neighbourhoods. At the NASP level of planning, the NPDS encourages resilient and low impact neighbourhoods. The Emerson neighbourhood complies by incorporating the following elements:

- A range of housing types and efficient use of infrastructure by exceeding the minimum density of 17 dwelling units per hectare (du/ha) by providing 19 du/ha.
- The plan has been designed with primarily west-east roadways allowing for passive solar gains through south-facing gazing.
- There is LED lighting designed to promote dark skies and minimize energy consumption.
- The developer is going to also encourage naturalized landscaping in public spaces to reduce water and maintenance required for upkeep.

Building practices are regulated at the Development and Building Permit stages. Compliance is required with the Land Use Bylaw and Alberta Building Code. The Land Use Bylaw is not a barrier to a landowner undertaking sustainable building practices. Recent changes to the Alberta Building Code are moving towards more sustainable design.





ENVIRONMENTAL ADVISORY COMMITTEE

DATE: October 21, 2015
TO: Red Deer City Council
FROM: Environmental Advisory Committee
RE: Emerson Neighbourhood Area Structure Plan

At the Wednesday, October 21, 2015 meeting of the Environmental Advisory Committee, the Committee discussed the Emerson Neighbourhood Area Structure Plan.

Following the discussion, the motion as set out below was introduced and failed:

“Resolved that the Environmental Advisory Committee, having considered the Planning Department report dated October 13, 2015, presented by Administration regarding the Emerson Area Structure Plan, hereby supports Bylaw 3217/C-2015 and forwards this to Council for consideration.”

The above is submitted for Council’s consideration.

Respectfully submitted,

A handwritten signature in black ink that reads 'Brandon Leask' with a stylized flourish at the end.

Brandon Leask
Chair, Environmental Advisory Committee

c: David Girardin, Senior Planner
Nancy Hackett, Environmental Initiatives Supervisor



ENVIRONMENTAL ADVISORY COMMITTEE

DATE: November 18, 2015
TO: Red Deer City Council
FROM: Environmental Advisory Committee
RE: Emerson Neighbourhood Area Structure Plan

At the Wednesday, November 18, 2015 meeting of the Environmental Advisory Committee, the Committee discussed the Emerson Neighbourhood Area Structure Plan as new information had been received.

Following the discussion, the motion as set out below was introduced and failed:

Resolved that the Environmental Advisory Committee, having considered new information contained in the Planning Report dated November 18, 2015, regarding the Emerson Neighbourhood Area Structure Plan, hereby supports Bylaw 3217/C-2015, and forwards this to Council for consideration.

The above is submitted for Council's consideration.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Reg Warkentin', is written over a light blue horizontal line.

Reg Warkentin
Chair, Environmental Advisory Committee

c: Emily Damberger, Manager of Planning
David Girardin, Senior Planner

**ENVIRONMENTAL ADVISORY COMMITTEE**

DATE: December 16, 2015
TO: David Girardin, Senior Planner
FROM: Environmental Advisory Committee
RE: Emerson Neighbourhood Area Structure Plan

At the Wednesday, December 16, 2015 meeting of the Environmental Advisory Committee, the Committee discussed the Emerson Neighbourhood Area Structure Plan.

Following the discussion, the motion as set out below was introduced:

Resolved that the Environmental Advisory Committee, having considered the Emerson Neighbourhood Area Structure Plan presented at the November 18, 2016 meeting of the Environmental Advisory Committee, hereby outlines their non-support of the Plan as follows:

1. Best efforts did not appear to have been made to protect the wetlands.
2. The Committee was not satisfied, and it was not apparent, that every effort had been made to protect the wetland.
3. The Committee was not satisfied that every effort had been made to have green development/green building practices.
4. The Committee has concerns that detrimental work to the wetlands had already been undertaken, but did not have sufficient background.

Respectfully submitted,



Reg Warkentin
Chair, Environmental Advisory Committee

C: Emily Damberger, Manager of Planning
Nancy Hackett, Environmental Initiatives Supervisor
Tara Lodewyk, Director of Planning Services

**ENVIRONMENTAL ADVISORY COMMITTEE**

DATE: March 17, 2016
TO: Red Deer City Council
FROM: Environmental Advisory Committee
RE: Emerson Neighbourhood Area Structure Plan

At the Wednesday, March 16, 2016 meeting of the Environmental Advisory Committee, the Committee discussed the Emerson Neighbourhood Area Structure Plan.

Following the discussion, the motions as set out below were introduced:

Resolved that the Environmental Advisory Committee hereby reconsiders the resolution passed on October 21, 2016 regarding the Emerson Neighbourhood Area Structure Plan.

Resolved that the Environmental Advisory Committee, having considered the Planning Department report dated October 13, 2015, presented by Administration regarding the Emerson Area Structure Plan, hereby supports Bylaw 3217/C-2015 and forwards this to Council for consideration.

MOTION FAILED

The above is submitted for Council's consideration.

Respectfully submitted,



Reg Warkentin
Chair, Environmental Advisory Committee

c: Tara Lodewyk, Director of Planning Services
David Girardin, Senior Planner
Nancy Hackett, Environmental Initiatives Supervisor



MUNICIPAL PLANNING COMMISSION

Date: March 23, 2016
To: Red Deer City Council
From: Municipal Planning Commission
Subject: Emerson Neighbourhood Area Structure Plan – Bylaw 3217/B-2016

At the March 23, 2016 meeting of the Municipal Planning Commission, the Commission discussed the proposed Emerson Neighbourhood Area Structure Plan – Bylaw 3217/B-2016.

Resolved that the Municipal Planning Commission, having considered the March 15, 2016 report on the proposed Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016 and presented by Administration, hereby forwards this to Council for consideration. The Municipal Planning Commission expresses concerns that were raised in respect of the impacts of the proposed amenity zoning and the underlying R3 use applicable to the Community Amenity parcel. The Municipal Planning Commission recommends Administration fully explore the appropriateness and impacts of the zoning of this parcel prior to 1st reading.

The above is submitted for Council's consideration.

Respectfully submitted,

A large, stylized handwritten signature in blue ink, appearing to read 'Tara Veer'.

Mayor Tara Veer
Chair, Municipal Planning Commission

c: Tara Lodewyk, Director of Planning Services
David Girardin, Senior Planner
Wayne Gustafson, Engineering Services Manager

BYLAW NO. 3217/B-2016

Being a Bylaw to amend Bylaw No. 3217/98, the bylaw containing The City of Red Deer Neighbourhood Area Structure Plans.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

Bylaw no. 3217/98 is hereby amended as follows:

1. Bylaw No. 3217/98 containing the City of Red Deer Neighbourhood Area Structure Plans is hereby amended by adding the new Emerson Neighbourhood Area Structure Plan attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this day of 2016.

READ A SECOND TIME IN OPEN COUNCIL this day of 2016.

READ A THIRD TIME IN OPEN COUNCIL this day of 2016.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2016.

MAYOR

CITY CLERK

DATE: June 24, 2016
TO: David Girardin, Senior Planner
FROM: Samantha Rodwell, Deputy City Clerk
SUBJECT: Emerson Neighborhood Area Structure Plan Bylaw 3217/B-2016

Reference Report:

Planning Department, dated April 21, 2016, Legislative Services, June 10, 2016

Bylaw Reading:

At the Monday, June 20, 2016 Regular Council Meeting, Council gave second and third readings to the Emerson Neighbourhood Area Structure Plan Bylaw 3217/B-2016.

Report back to Council: No

Comments/Further Action:

This office will amend the Bylaw and distribute copies in due course.



Samantha Rodwell
Deputy City Clerk
/attach

- c. Director of Planning Services
Planning Services Manager

June 23, 2016

Steven Bontje,
Meier Ventures Ltd.
289 Burnt Park Drive
Red Deer County, AB T4S 2L4

Dear Mr. Bontje:

Re: *Emerson Neighborhood Area Structure Plan Bylaw 3217/B-2016*

At the Monday, June 20, 2016 Red Deer City Council Meeting, a public hearing was held with respect to the *Emerson Neighborhood Area Structure Plan Bylaw 3217/B-2016*. Following the Public Hearing, Emerson Neighborhood Area Structure Plan Bylaw 3217/B-2016 gave second and third readings. A copy of the bylaw is attached.

If you have any questions or require further clarification, please contact Planning Services at 403.406.8700 regarding this amendment.

Sincerely,

Frieda McDougall
Legislative Services Manager
/attach.



June 10, 2016

Land Use Bylaw Amendment 3357/G-2016 Major Entry Areas Overlay District

Legislative Services

Report Summary & Recommendation:

Summary:

The attached report is being brought forward from the Tuesday, May 24, 2016 City Council meeting.

Recommendation:

That Council consider giving second and third readings to Land Use Bylaw Amendment 3357/G-2016, an amendment to the Land Use Bylaw to revise the current boundaries for the Major Entry Areas to reflect new City boundaries.

Report Details

Background:

At the Tuesday, May 24 , 2016 Council Meeting, Council gave first reading to Land Use Bylaw Amendment 3357/G-2016, an amendment to the Land Use Bylaw to revise the current boundaries for the Major Entry Areas to reflect new City boundaries.

In accordance with Section 606 of the Municipal Government Act, Land Use Bylaw Amendment 3357/D-2016 was required to be advertised for two consecutive weeks. An advertisement was placed in the Red Deer Advocate on May 27, 2016 and June 3, 2016 with no public comments being received. A Public Hearing will be held on Monday, June 20, 2016 at 6:00 p.m. during Council's regular meeting.



May 9, 2016

Report Originally Submitted to the
May 24, 2016 Meeting of City
Council.

Proposed Land Use Bylaw Amendment Major Entry Areas Overlay District Bylaw 3357/G-2016 and Map 6/2016

Planning Department

Report Summary & Recommendation:

Bylaw 3357/G-2016 proposes to revise the current boundaries for the Major Entry Areas to reflect new City boundaries. This amendment will provide greater clarity to the Major Entry Areas through the creation of a Major Entry Areas Overlay District. The Overlay District deals with 3 sets of existing regulations which are Landscape, Billboard and Dynamic sign regulations. No significant regulatory changes are being proposed. The Overlay District consolidates existing regulations to appropriate sections of the Land Use Bylaw to improve clarity and ease of use.

The Planning department recommends Council support Bylaw 3357/G-2016.

City Manager Comments:

I support the recommendation of Administration. If first reading of Land Use Bylaw Amendment 3357/G-2016 is given, a Public Hearing would be advertised for two consecutive weeks and would be held on Monday, June 20, 2016 at 6:00 p.m. during Council's regular meeting.

Paul Goranson
Acting City Manager

Proposed Resolution

That Council consider first reading of Land Use Bylaw Amendment 3357/G-2016.



Report Details

Background:

The Major Entry Areas Development Standards, currently Section 3.12 of the Land Use Bylaw (LUB), came about as a result of two City of Red Deer 1991 studies entitled “Recommendations for Billboards within the City of Red Deer” and “Major Entry Arteries Building and Landscape Design Standards”. The contents of these studies was the basis for the creation of LUB Section 3.12 Major Entry Areas Development Standards, LUB Figure 3 – Major Entry Areas map and LUB Section 3.6 Landscaping Regulations. LUB Amendment 3357/F-2009 amended the Major Entry Areas Development Standards LUB Section 3.12(2)(g) to prohibit dynamic signs within the major entry areas.

In 2009 the City boundaries were adjusted through annexation and the proposed amendment reflects the change in boundaries.

Discussion:

The purpose of the proposed amendment is to update Major Entry Areas to reflect the current City boundaries, and to consolidate all applicable regulations into the Overlay District in the Land Use Bylaw.

Dialogue:

The proposed amendment was circulated to stakeholders within the Sign Industry. One written response was received and is included as Attachment A. Key concerns expressed include:

- A desire to expand the locations for opportunities for Billboards; and
- A desire for Third Party advertisers on Dynamic Signs.

Administration does not recommend these changes at this time as they would require a further review of signage within the Major Entry Area and do not reflect the intent of the Executive Limitation of Council (EL-D-2.2) related to Billboard Signs.

The proposed amendment was circulated to City Departments and comments have been incorporated as applicable. The Amendment was also circulated to Alberta Transportation who had concerns related to their potential future road widenings consequently we have included in the LUB amendment a requirement to circulate to them applications adjacent their highways for their comment and review.

The application was circulated to landowners within the 2009 annexed area to which the application of these regulations would be new; two phone calls for clarification were received but no written comments related to Major Entry Areas were received.

Proposed Changes:

An overlay district is being proposed to identify the major entry area sites and road corridors. In order to do this the existing Section 3.12 Major Entry Areas Development Standards is deleted and is replaced



with Section 7.15 Major Entry Areas Overlay District. All regulations within Section 3.12 Major Entry Areas Development Standards and other areas of the Land Use Bylaw with regulations regarding Major Entry Areas will now be housed with the overlay District.

The following changes have been made to reorganize the contents to provide clarity and ease of use; this list does not propose any amendments to regulations:

- This Overlay District combines all of the information previously in Section 3.12 Major Entry Areas Development Standards clarifies uses, where the Regulations apply and broke the regulations into sections including for buildings, site design, landscaping and signs
- General Purpose simplified;
- Clarification as to the uses and where the regulations apply;
- Additional section headings to make it more user friendly;
- Updated language to reflect current Land Use Bylaw terms;
- Removed location descriptions listed in C4 Commercial (Major Arterial), and I1 Industrial (Business Service) Districts which are now identified by the Overlay District maps;
- Moved Landscaping Regulations from 3.6(5) and replaced with a reference to the new location in the overlay district;
- Discretionary use of “Dynamic Sign which comprises no more than 25% of the total sign area of a Freestanding or Fascia Sign” was moved from the regulations within 3.4(14) Dynamic Signs to the appropriate use tables in Section 7.4 PS Public Service (Institutional and Government) District (plus an allowance for larger sites), Section 5.3 C2A Commercial (Regional Shopping Centre) District and Section 6.1 I1 Industrial (Business Service) District;
- One Figure replaced by 9 Figures (Figures 7A, 7B, 7C, 7D, 7E, 7F, 7G, 7H and 7I) for greater clarity as to which parcels these regulations apply to; and
- Modification of the Land Use Constraints maps to identify the Major Entry Areas Overlay District as identified on Map 6/2016.

The following changes are minor amendments to regulations:

- New definitions for “Major Entry Areas” and “Major Corridors” have been added. The Major Corridor definition identifies the locations and extents;
- Added a requirement to circulate all applications adjacent a provincially owned road within the major entry area to Alberta Transportation for review and comment; and
- The regulation associated with reduction of building mass (7.15 (5)(c)) was modified to change the wall length from 30 m to 5 m to align with the Neighbourhood Planning and Design Standards, to reflect current practice.

Analysis:

The Major Entry Areas needed to be updated to address the annexation of land, greater clarity around which sites the major entry area regulations applied to, alignment with the Neighbourhood Planning and Design Standards, providing definitions for clarity, updating and providing clarity around Dynamic sign regulations as well as generally updating terminology and simplifying. No new Landscaping, Dynamic or Billboard sign regulations have been introduced, the existing regulations were consolidated and uses were relocated to the applicable use tables for clarity.

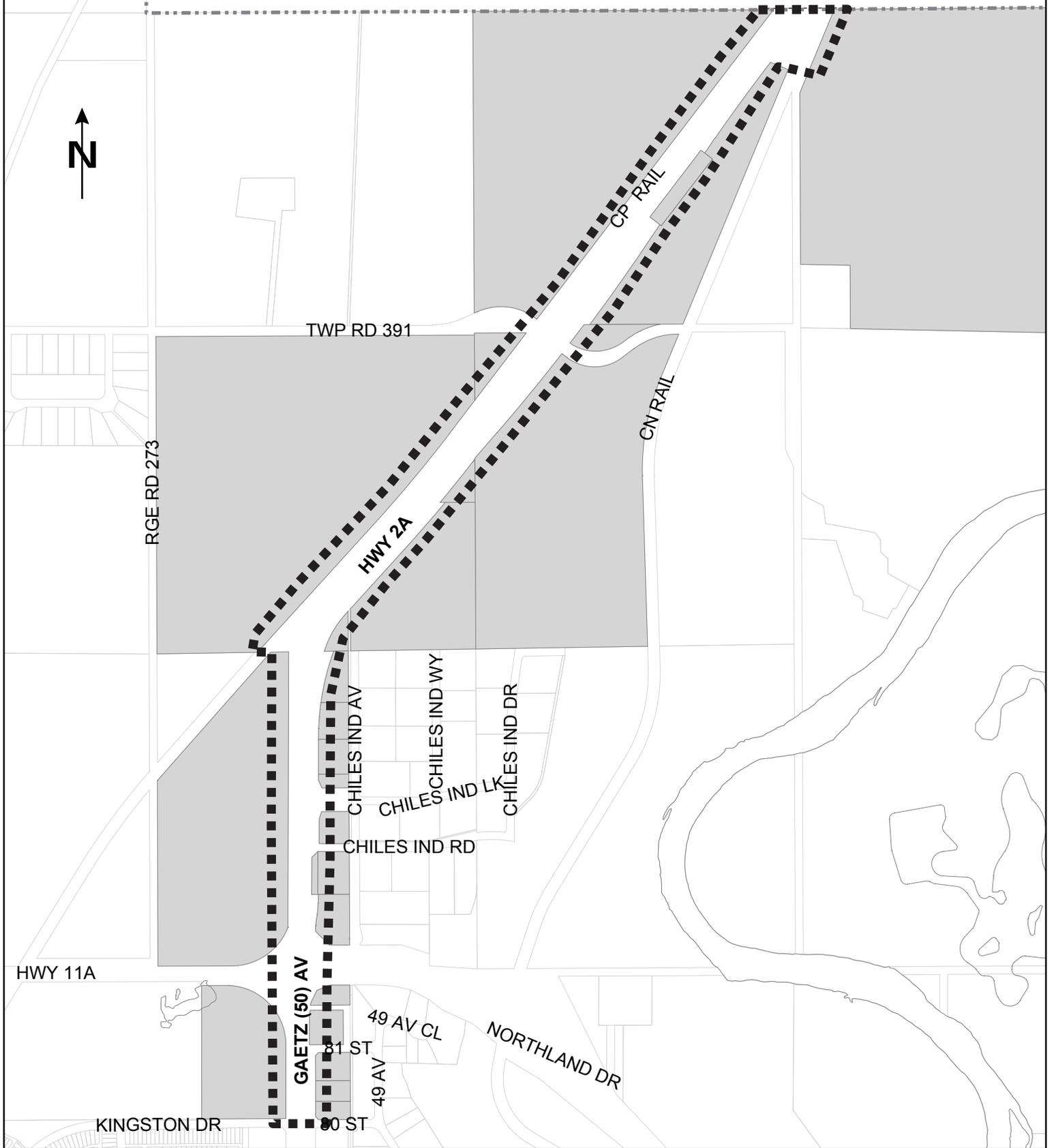


The use of enlarged maps will assist in clearly understanding which sites are within the Major Entry Areas and which streetscape is of most concern for upgraded landscape.

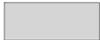
The application of the Major Entry Areas has shifted to reflect the new city boundaries. The changes do not conflict with any existing City planning documents (e.g. Municipal Development Plan, other statutory plans or planning tool documents). The proposed amendments are supported by Administration.

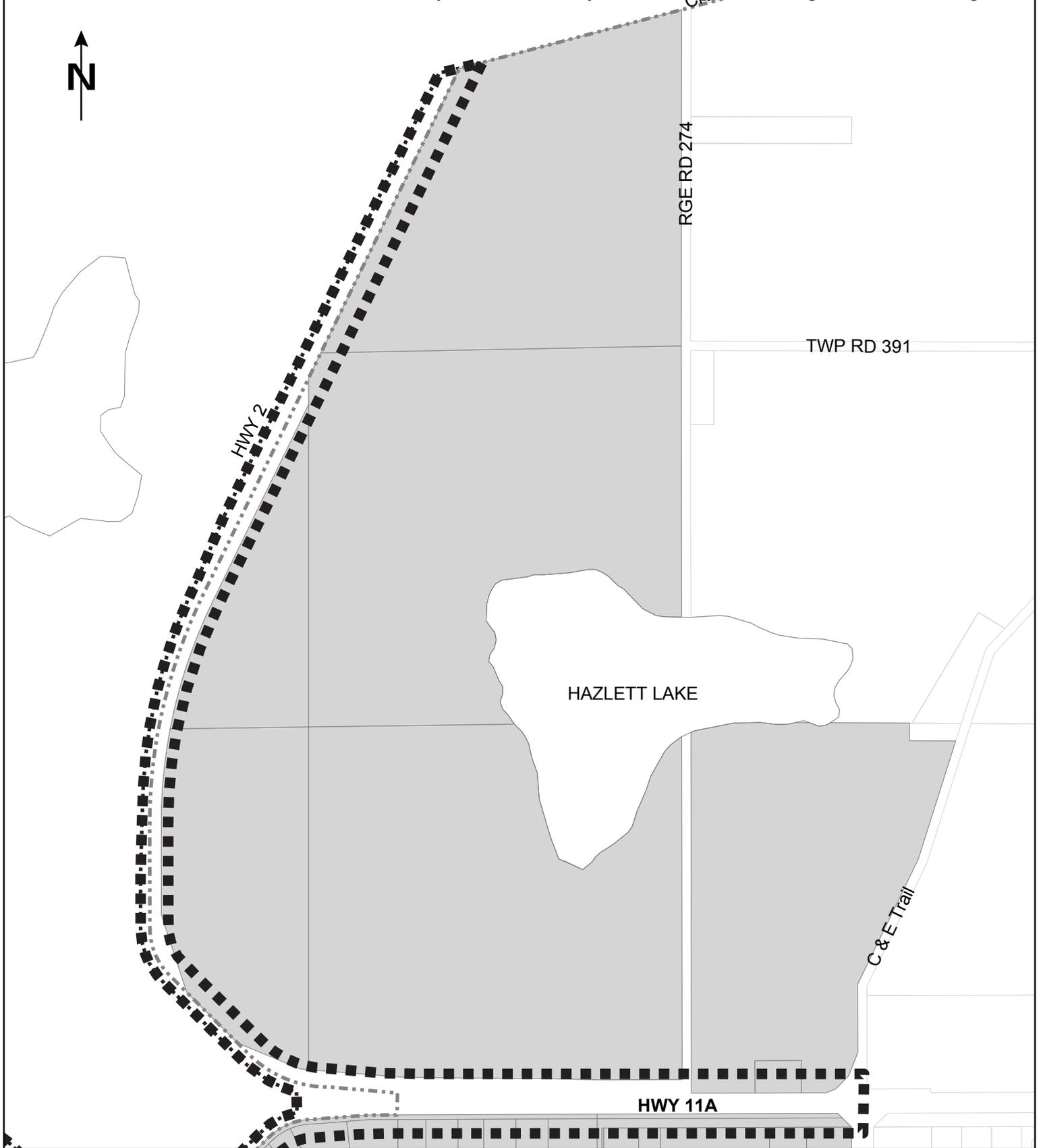
Attachments:

1. Land Use Bylaw Amendment Major Entry Areas Overlay District Bylaw 3357/G-2016
2. Major Entry Areas: Subject to Landscaping Requirements & Restrictions on Billboards & Dynamic Signs - Figures 7A to 7I inclusive
3. Modification of the Land Use Constraints maps - Map 6/2016
4. Attachment A: Industry Stakeholder response letter

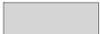


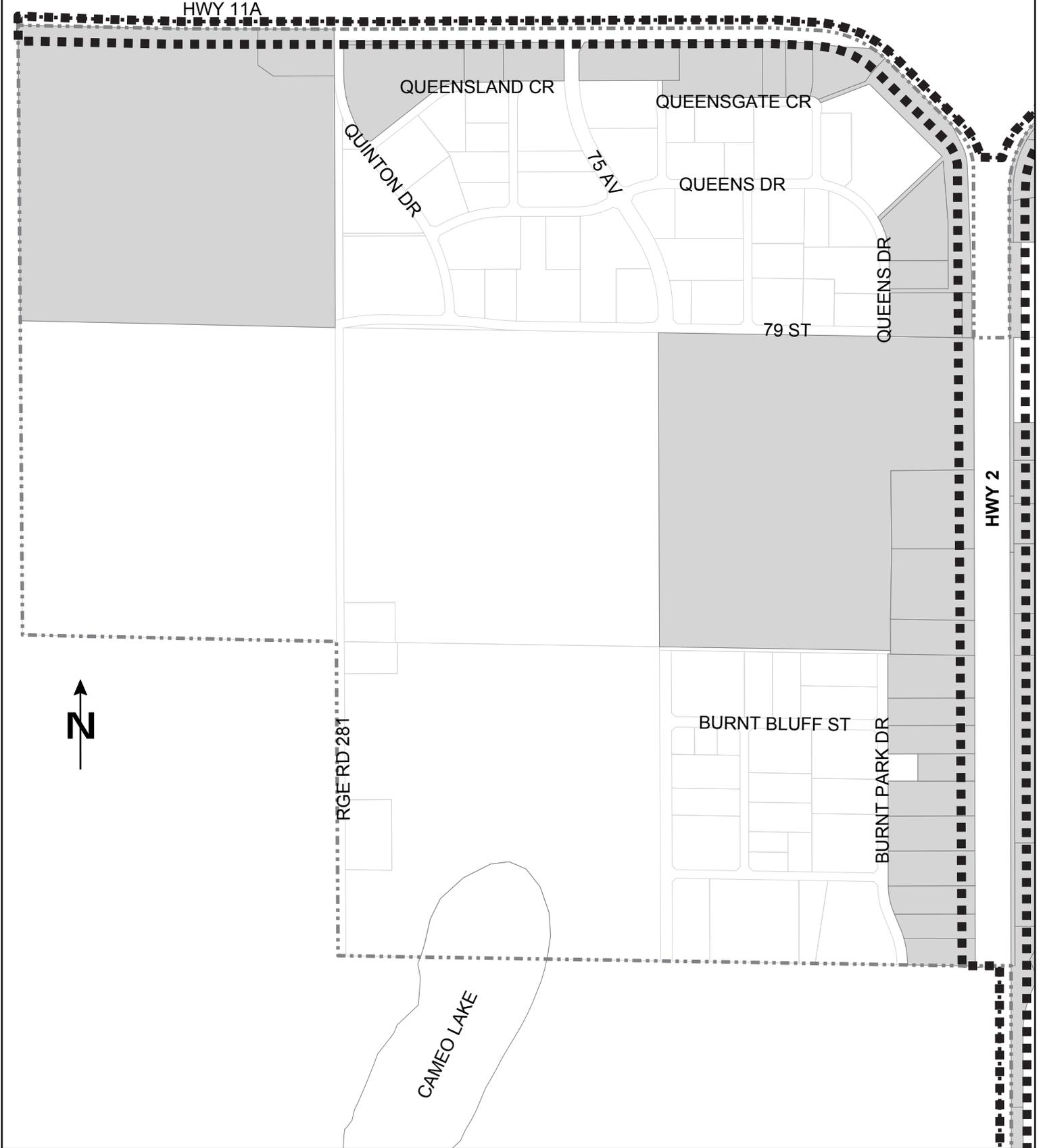
Major Entry Area Affected Parcels (North East End):
Subject to Landscaping Requirements & Restrictions on Billboards & Dynamic Signs

-  Major Entry Area Overlay District
(to 20 metres adjacent the Major Corridors)
-  Affected Parcels
-  City Boundary



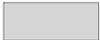
**Major Entry Area Affected Parcels (North West End):
Subject to Landscaping Requirements & Restrictions on Billboards & Dynamic Signs**

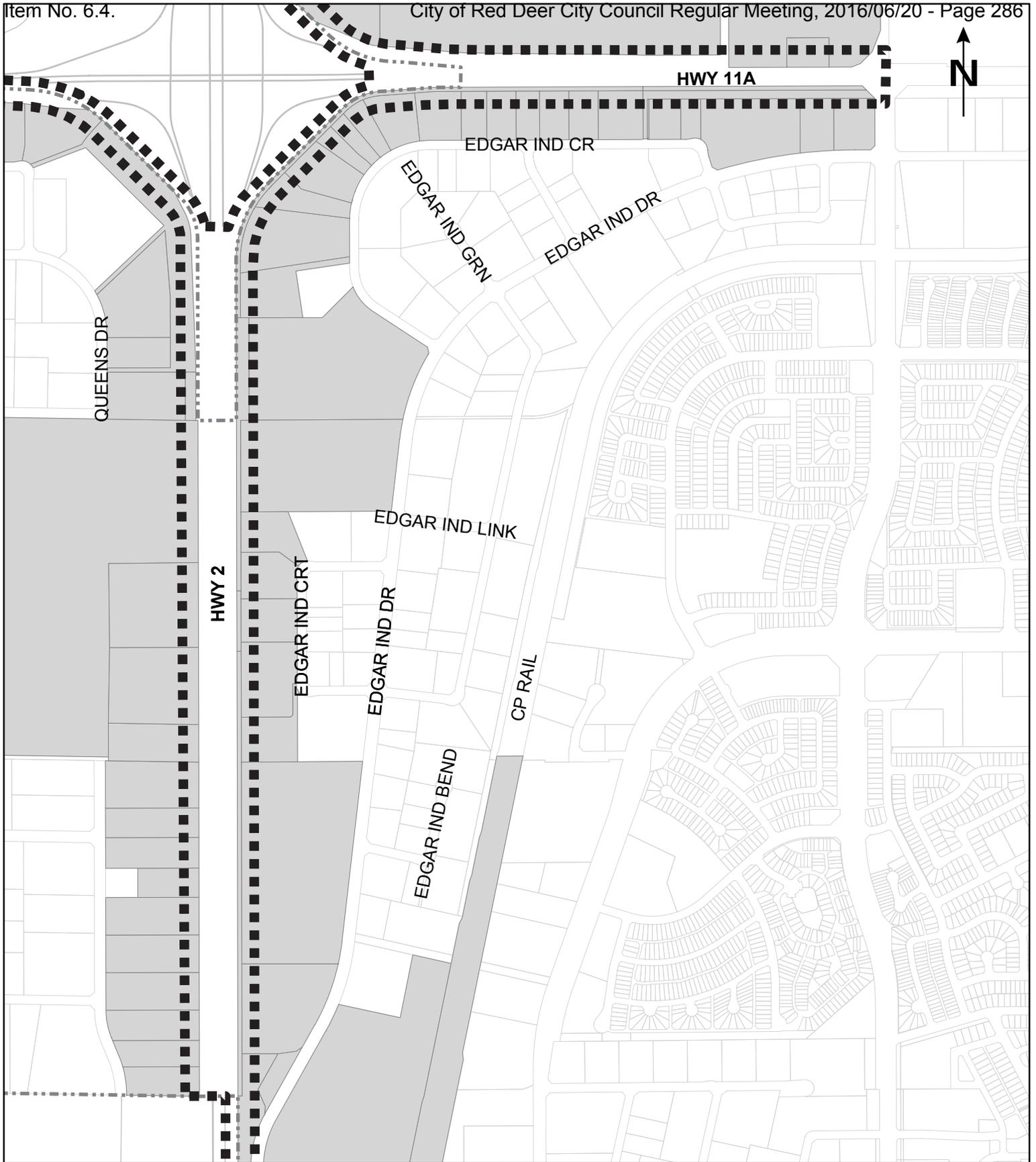
-  Major Entry Area Overlay District
(to 20 metres adjacent the Major Corridors)
-  Affected Parcels
-  City Boundary



Major Entry Area Affected Parcels (West QE2):

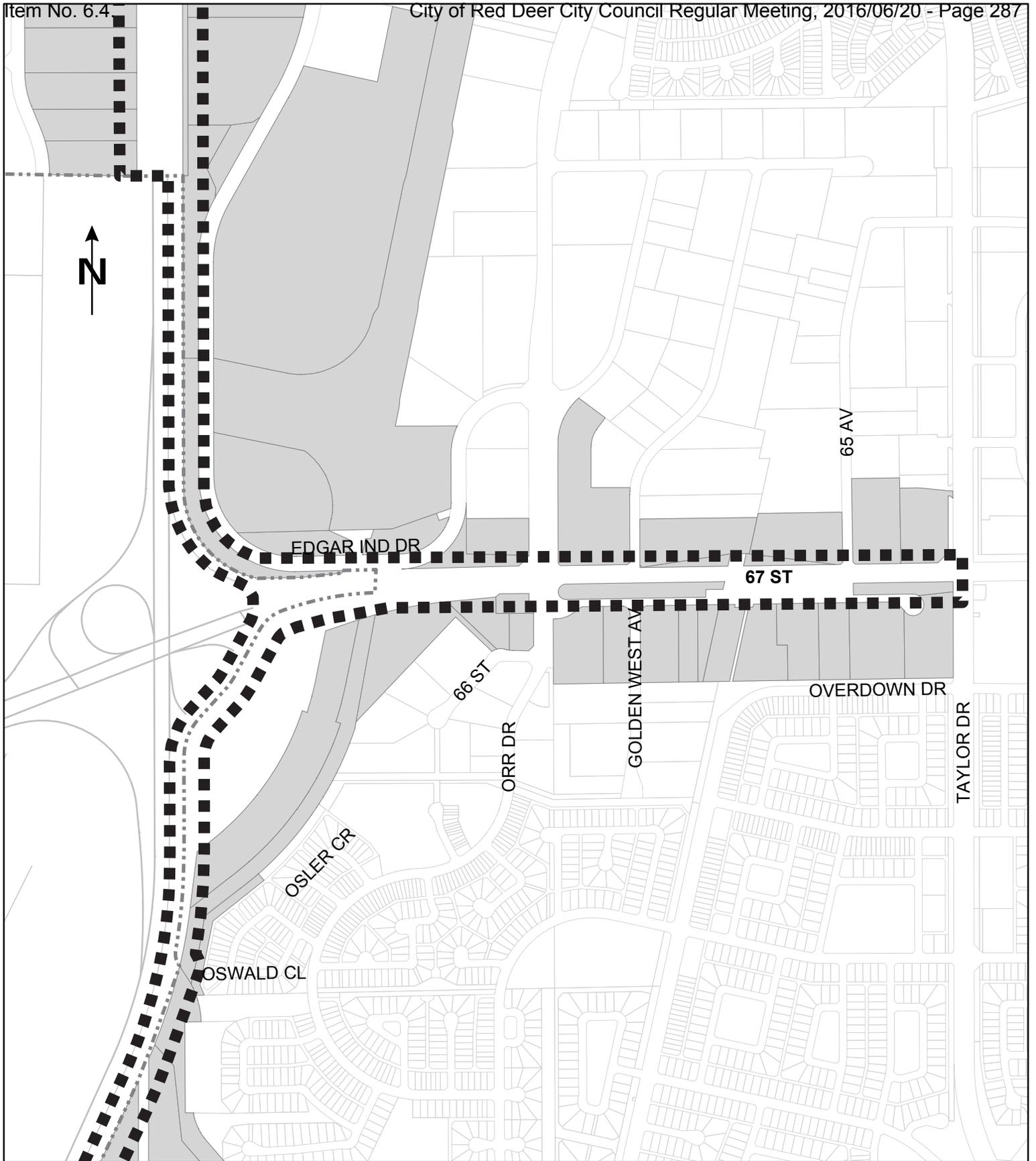
Subject to Landscaping Requirements & Restrictions on Billboards & Dynamic Signs

-  Major Entry Area Overlay District (to 20 metres adjacent the Major Corridors)
-  Affected Parcels
-  City Boundary



**Major Entry Area Affected Parcels (Between 67 St. & Hwy 11A):
Subject to Landscaping Requirements & Restrictions on Billboards & Dynamic Signs**

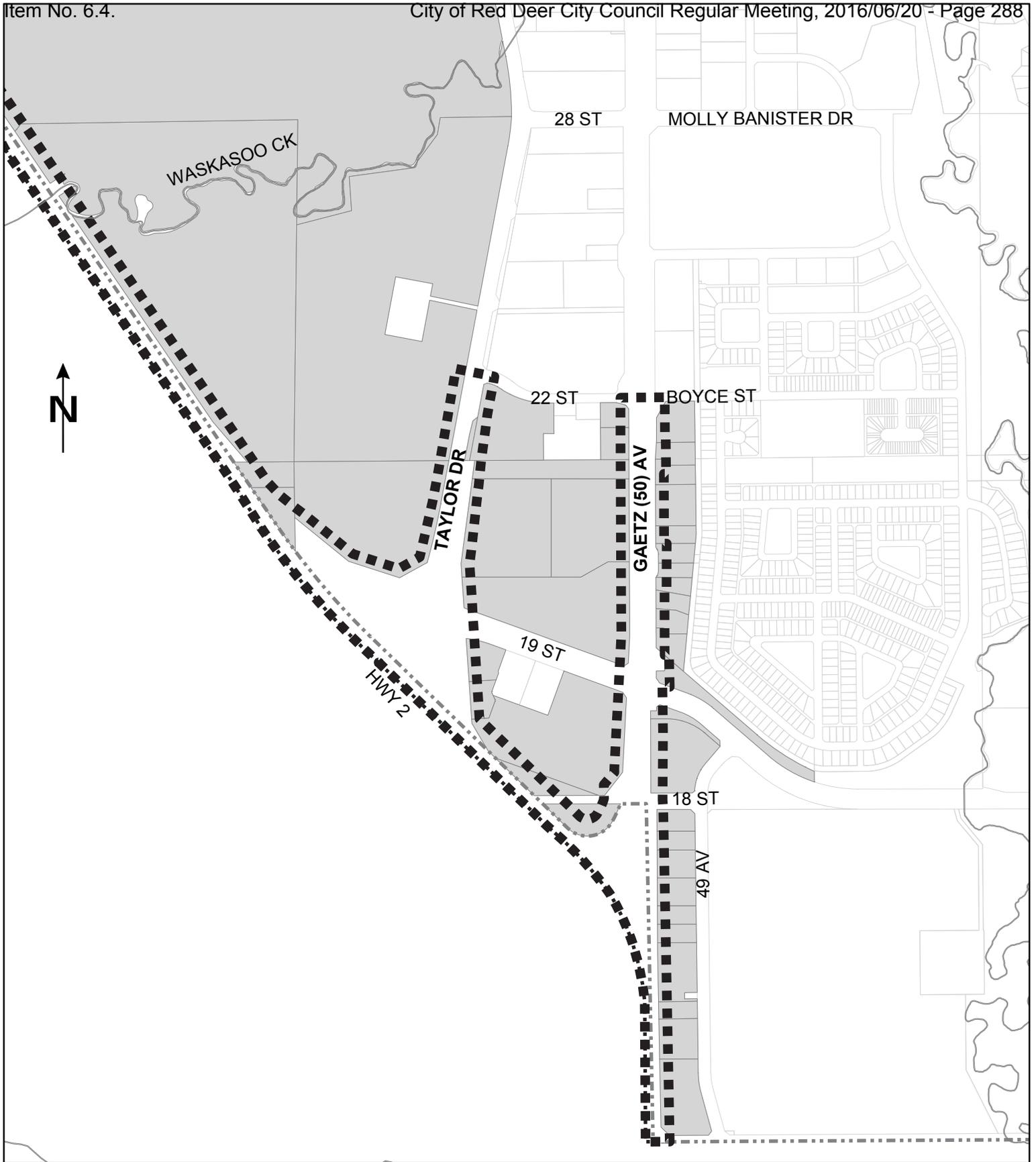
-  Major Entry Area Overlay District
(to 20 metres adjacent the streetscape of concern)
-  Affected Parcels
-  City Boundary



Major Entry Area Affected Parcels (67 St.):

Subject to Landscaping Requirements & Restrictions on Billboards & Dynamic Signs

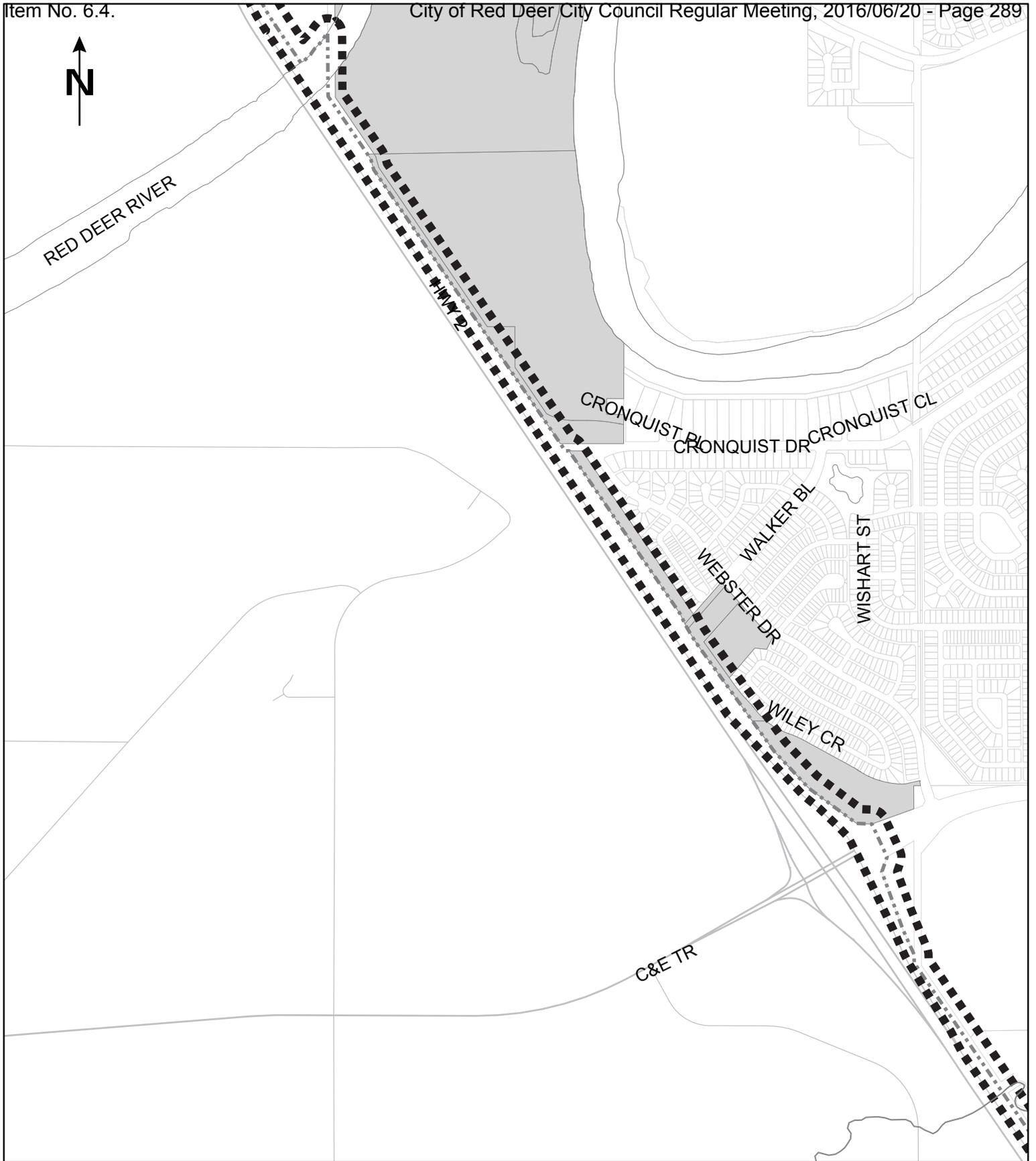
-  Major Entry Area Overlay District
(to 20 metres adjacent the streetscape of concern)
-  Affected Parcels
-  City Boundary



Major Entry Area Affected Parcels (South End):

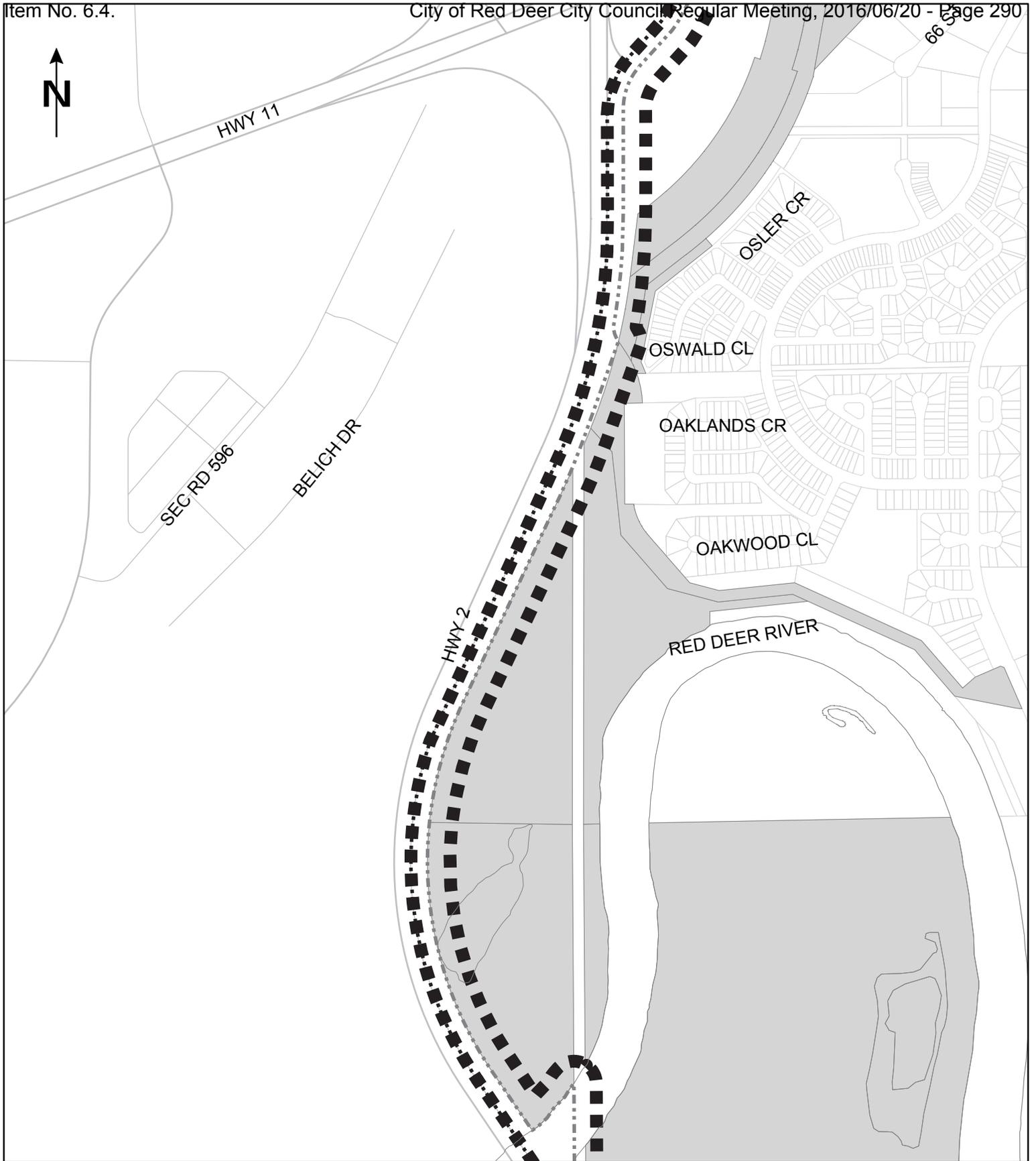
Subject to Landscaping Requirements & Restrictions on Billboards & Dynamic Signs

-  Major Entry Area Overlay District
(to 20 metres adjacent the Major Corridors)
-  Affected Parcels
-  City Boundary

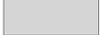


**Major Entry Area Affected Parcels (Hwy 2 South):
Subject to Landscaping Requirements & Restrictions on Billboards & Dynamic Signs**

-  Major Entry Area Overlay District (to 20 metres adjacent the streetscape of concern)
-  Affected Parcels
-  City Boundary



**Major Entry Area Affected Parcels (Hwy 2 North):
Subject to Landscaping Requirements & Restrictions on Billboards & Dynamic Signs**

-  Major Entry Area Overlay District
(to 20 metres adjacent the Major Corridors)
-  Affected Parcels
-  City Boundary

Randa James

From: Jimmi English <JEnglish@pattisonoutdoor.com>
Sent: March 08, 2016 3:16 PM
To: Randa James
Subject: Major Entry Areas Land Use Bylaw Amendment - Industry Circulation for comment due March 16, 2016

Hi Randa,

Thank you for taking a few minutes to speak with me today regarding the proposed bylaw changes surrounding billboard signs in Red Deer. As we had discussed, there was some concern with the language restricting billboards, most notably the "immediately visible from." As per our conversation, I understand this is something that will be removed from the proposed changes?

We had also discussed the restrictions on Major Entry Areas, specifically 67 Street East of Highway 11 and the new commercial development between Taylor Drive and Gaetz Avenue North of 19 Street. We believe billboard advertising in these two areas would be beneficial to local business and residents without negatively effecting the amenities of the area.

I am also hoping Red Deer will visit the possibility of having Third Party advertisers on Dynamic signs.

The last 10 years Red Deer has seen exponential growth and with that growth there has been an increased demand for local advertising. Billboards are a great way for land owners to earn extra revenue and an affordable way for local business to reach a wider audience.

I appreciate all your help!

Thank you,

Jimmi English
Account Executive – Leasing

PATTISON Outdoor Advertising
10707 178 Street NW
Edmonton, AB T5S 1J6
Direct: (780) 669-7739
Cell: (780) 938-9389

pattisonoutdoor.com



[This message has been scanned for security content threats and viruses.]

[The City of Red Deer I.T. Services asks that you consider the environment before printing this e-mail.]



MUNICIPAL PLANNING COMMISSION

Date: May 11, 2016
To: Red Deer City Council
From: Municipal Planning Commission
Subject: Proposed Land Use Bylaw Amendment Major Entry Areas Overlay District – Bylaw 3357/G-2016 and Map 6/2016

At the May 11, 2016 meeting of the Municipal Planning Commission, the Commission discussed the proposed Land Use Bylaw Amendment Major Entry Areas Overlay District – Bylaw 3357/G-2016 and Map 6/2016.

The following motion was introduced and passed:

Resolved that the Municipal Planning Commission, having considered the report dated April 25, 2016 presented by Planning Administration, on the proposed Land Use Bylaw Amendment Major Entry Areas Overlay District Bylaw 3357/G-2016 and Map 6/2016, hereby endorses Land Use Bylaw Amendment 3357/G-2016 and Map 6/2016, and forwards this to Council for consideration.

The above is submitted for Council's consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Tara Veer', written over the text 'Respectfully submitted,'.

Mayor Tara Veer
Chair, Municipal Planning Commission

c: Emily Damberger, Manager of Planning
Randa James, Senior Planner
Tara Lodewyk, Director of Planning Services

BYLAW NO. 3357/G - 2016

Being a Bylaw to amend Bylaw No. 3357/2006, the Land Use Bylaw of The City of Red Deer as described herein.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

Bylaw No. 3357/2006 is hereby amended as follows:

1. Section 3.12 Major Entry Areas Development Standards is deleted.
2. Figure 3 Major Entry Areas is deleted.
3. A new section is to be created within Part Seven: Overlay and Other Districts and Regulations and placed after Subsection 7.14 Mature Neighbourhood Overlay District as follows:

7.15 Major Entry Areas Overlay District**(1) General Purpose**

The purpose of this District is to ensure that development along major commercial corridors leading into the City is visually attractive, creates a welcoming environment and does not prejudice pedestrian and traffic safety or the function of adjacent public roadways.

(2) Definition

(a) "**Major Entry Areas**" means those areas adjacent to Major Corridors which are highly visible to motorists and include an area of at least 20m measured from the Site Boundary that is adjacent to the Major Corridor.

(b) "**Major Corridors**" mean:

- a. Gaetz (50) Avenue from the southern boundary of the City to 22 Street/Boyce Street;
- b. Gaetz (50) Avenue from the northern boundary of the City to Kingston Drive/ 80 Street;
- c. Taylor Drive from the southern boundary of the City to 22 Street;
- d. 67 Street/Highway 11 from the western boundary of the City to Taylor Drive;
- e. Highway 11A from the western boundary of the City to Taylor Drive; and
- f. Highway 2 within the City boundary.

(3) Permitted and Discretionary Uses

(a) Those uses listed as Permitted Uses and Discretionary Uses in the existing underlying land use District; and

(b) Notwithstanding any other provision of this Bylaw, no Billboard Signs and no Dynamic Signs shall be allowed within the Major Entry Areas.

(4) Application

- (a) The Major Entry Areas Overlay District is shown on the Land Use Constraints Maps J24, J23, J22, I 23, I 22, F21, G21, H21, I21, J21, K21, H20, I20, H19, I 19, I 18, J18, K18, I 17, K17, I 16, H16, H15, I 15, I 14, I 13, J13, J12, K12, K11, L11, M11, M10, K10, L10, L9 and M9);
- (b) The Major Entry Areas Overlay District applies to all Sites that have one or more Boundaries that are adjacent to a Major Corridor, as identified on Figures 7A to 7I; and
- (c) The regulations of this District are in addition to any other applicable regulations under this Bylaw. Where the regulations in the existing underlying District contradict or will not serve to achieve the general purpose of this District, the Major Entry Area Development Regulations shall prevail, with the exception of any residential property.
- (d) All applications within a Major Entry Area that are adjacent to a provincially owned Major Corridor shall be circulated to Alberta Transportation for their review and comment.

(5) Major Entry Areas Regulations for Buildings

- (a) All Buildings on a Site shall be constructed using similar architectural theme and exterior finishes/colours, unless the function of individual Buildings dictates a specific style or image associated with a company. In such instances, the Development must maintain harmony in terms of building lines, mass, as well as quality and colour of exterior treatment, to the satisfaction of the Development Authority;
- (b) All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the Building, or concealed by incorporating it within the Building roof; and
- (c) All Buildings having a Gross Floor Area greater than 2,000.0m² or a single wall length greater than 5.0m visible from a Major Corridor, shall comply with the following design criteria, to the satisfaction of the Development Authority:
 - (i) the roof line and building facade shall include design elements that reduce the perceived mass of the Building and add architectural interest, and
 - (ii) the use of Landscaped Areas adjacent to exterior walls which are visible from a Major Corridor, to minimize the perceived mass of the Building and to create visual interest.

(6) Major Entry Areas Regulations for Site Design

- (a) Vehicular entrances and exits, as well as on-Site and off-Site traffic and pedestrian routes, shall be located and designed in a manner that provides a clearly defined, efficient and convenient on-Site and off-Site vehicular traffic and pedestrian circulation pattern;
- (b) Loading bays shall be located in such a manner as to not impede the efficient flow of traffic and pedestrian movement and to minimize impacts on adjacent land uses;
- (c) Development on adjacent Sites shall be integrated by direct on-Site access connections to provide opportunities for convenient and free flowing traffic

movements between Sites where such integration is advantageous, in the opinion of the Development Authority, due to the existing or potential type of adjacent development and where such access is not prohibited due to such factors as Grade elevations, Site configurations and location of existing Buildings; and

- (d) Service Stations, Motor Vehicle Sales, Service and Repairs and Restaurants with a drive through service shall be developed in accordance with the following additional criteria:
 - (i) the design, finishing, and siting of development, including the orientation of gas pump island, queuing aisles and service bays, shall be to the satisfaction of the Development Authority having regard to achieving a consistent and compatible relationship with the overall design and finishing of the development, ensuring a high standard of appearance when viewed from adjacent public roadways, and minimizing traffic circulation conflicts both off-Site and on-Site; and
 - (ii) any canopy located over the gas pump islands shall be designed and finished in a manner consistent with the design and finishing of the Principal Building(s), with the overall height and scale of the canopy to be to the satisfaction of the Development Authority, such that the canopy is not obtrusive and maintains consistency with the eave line of the Principal Building(s).

(7) Major Entry Areas Regulations for Landscaping

- (a) In the Major Entry Area, the following minimum regulations shall be met:
 - (i) one tree shall be required for each 40.0 m² of Landscape Area;
 - (ii) the proportion of deciduous and coniferous shall be approximately 50:50;
 - (iii) where new trees are otherwise required, existing trees having a height of 2.5 m may be used if the earth under the normal spread of branches for the species (measured as an equilateral triangle from the top of the tree) remains undisturbed during construction and final grades are not significantly changed;
 - (iv) two deciduous shrubs are required for each 40.0 m² of landscape area; and
 - (v) the proportion of deciduous to coniferous shrubs required shall be approximately 2:1.

(8) Major Entry Areas Regulations for Signs

- (a) Notwithstanding any other provision of this Bylaw, Identification Signs located on the facades of Buildings situated in the Major Entry Areas shall be similar to other adjacent Identification Signs as to proportion, construction materials and placement on the Building; and
 - (b) The design, placement and scale of Signs shall be to the satisfaction of the Development Authority so as to ensure that the Signs do not detract from the overall appearance of the development or the Major Entry Areas, and is not obtrusive.
4. Subsection 5.6 (1)(b)(xi) from the Discretionary Use Table of 5.6 C4 Commercial (Major Arterial) District is deleted and replaced with:

(xi) Billboard Signs (subject to section 3.3, 3.4 and 7.15).

5. Subsection 6.1 (1)(b)(iv) from the Discretionary Use Table of 6.1 I1 Industrial (Business Service) District is deleted and replaced with:

(iv) Billboard Signs (subject to section 3.3, 3.4 and 7.15).

6. Subsection (5) from 3.6 Landscaping Regulations is deleted and replaced with the following:

(5) Refer to Section 7.15 Major Entry Areas Overlay District, Subsection (7) for Major Entry Areas Regulations for Landscaping.

7. Section 3.4 (14) Dynamic Sign Regulations is deleted and replaced by the following:

(14) Dynamic Sign Regulations

(a) A Dynamic Sign may display Public Service Announcements, but shall not include Third Party Advertising or Sponsor Recognition except when it is located on a Site in a PS district which is over 17.0 hectares;

(b) Messages shall be displayed for a minimum time period of 3 seconds;

(c) A Dynamic Sign must have an adjustable brightness level and the level of brightness of a Dynamic Sign shall be to the reasonable satisfaction of the Development Officer; and

(d) Dynamic Signs shall meet the following regulations which may be varied by the Development Authority:

(i) not be located within 30.0m radius of a residential District;

(ii) when the Site of a proposed Dynamic Sign is adjacent to a residential District notification will be sent by the City to property owners within a 100.0m radius of the proposed Site;

(iii) be limited to one Dynamic Sign per Building or Site, with the exception of PS Sites over 17 ha which will be limited to two Dynamic Signs provided that one of the Dynamic Signs must be a Fascia Sign and the other Dynamic Sign must be a portion of a Free Standing Sign, and further provided that the two Dynamic Signs must be at least 50.0 m apart;

(iv) not be located on a Site within a 50.0m radius of the Boundary of a Site containing an existing Dynamic Sign; and

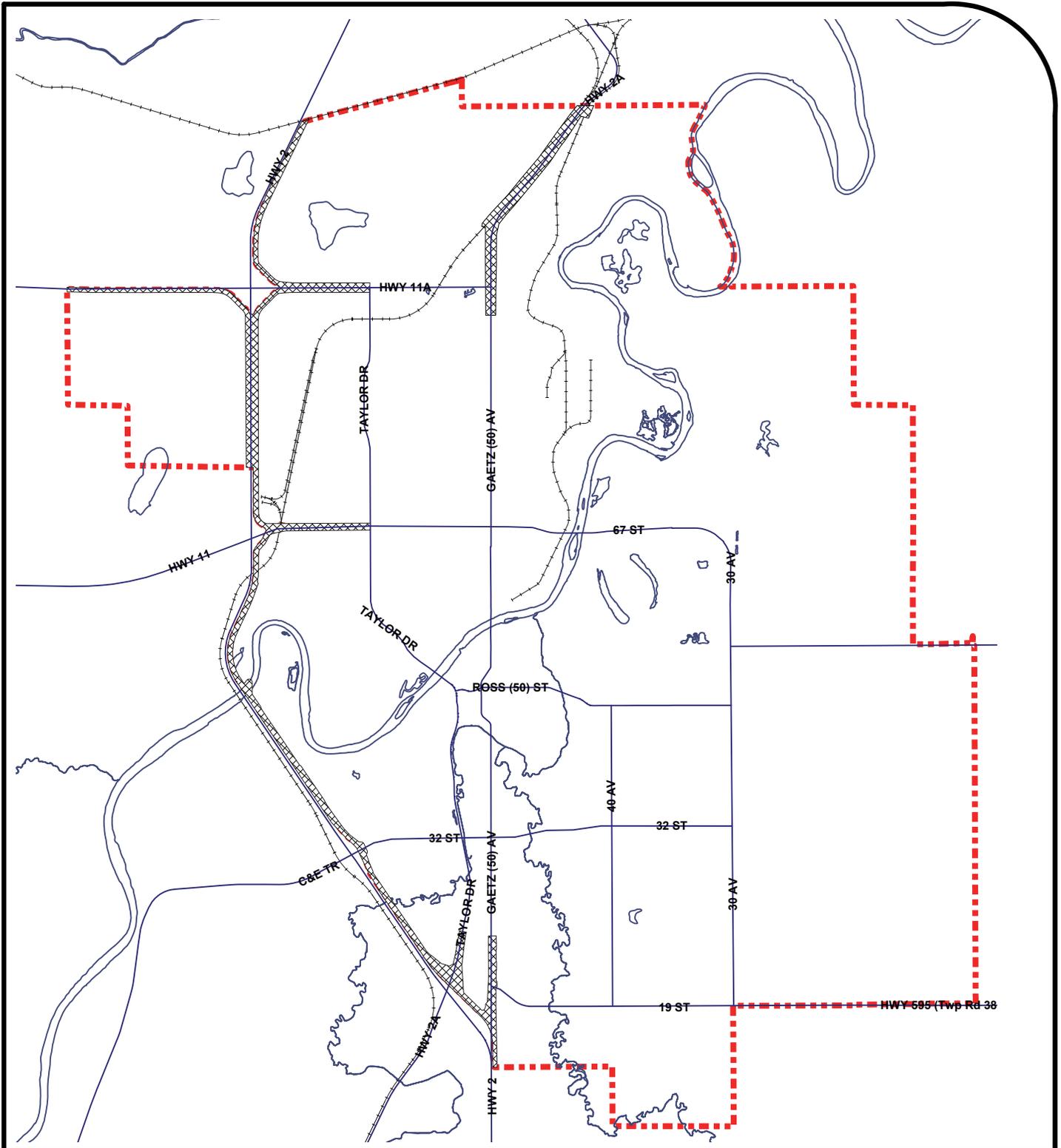
(v) comprise not more than 25% of the total freestanding or fascia sign area.

8. Section 7.4 PS Public Service (Institutional and Government) District is amended by adding the following new discretionary use to Uses Table 1(b) and renumbering the subsequent subsections accordingly:

(vii) Dynamic Sign (subject to Sections 3.3, 3.4 and 7.15) which comprises no more than 25% of the Sign Area of a Free Standing Sign or Fascia Sign and may display Public

Schedule A

THE CITY OF Red Deer *Proposed Amendment to Land Use Bylaw 3357/2006*



Add Constraint:



Major Entry Areas Overlay District

Proposed Amendment
 Map: 6 / 2016
 Bylaw: 3357 / G-2016
 Date: Apr. 18 2016

DATE: June 22, 2016
TO: Randa James, Senior Planner
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Land Use Bylaw Amendment 3357/G-2016 Major Entry Areas
Overlay District

Reference Report:

Planning Department, dated May 9, 2016, Legislative Services, dated June 10, 2016

Bylaw Reading:

At the Monday, June 20, 2016 Regular Council Meeting, Council consider giving second and third readings to Land Use Bylaw Amendment 3357/G-2016, an amendment to the Land Use Bylaw to revise the current boundaries for the Major Entry Areas to reflect new City boundaries.

Report back to Council: No.

Comments/Further Action:

This office will amend the Land Use Bylaw and distribute copies in due course.



Frieda McDougall
Manager
/attach

- c. Director of Planning Services
Planning Services Manager



June 10, 2016

East Hill MASP Amendment to incorporate the proposed Section 13 Beaumont Multi-Neighbourhood Plan

Bylaw 3499/A-2016

Legislative Services

Report Summary & Recommendation:

Summary:

The attached report is being brought forward from the Tuesday, May 24, 2016 City Council meeting.

Recommendation:

That Council consider giving second and third readings to Bylaw 3499/A-2016, an amendment to the East Hill Major Area Structure Plan to incorporate the proposed Section 13 Beaumont Multi-Neighbourhood Plan.

Report Details

Background:

At the Tuesday, May 24, 2016 Council Meeting, Council gave first reading to Bylaw 3499/A-2016.

In accordance with Section 606 of the Municipal Government Act, the East Hill Major Area Structure Plan Amendment 3499/A-2016 was required to be advertised for two consecutive weeks. An advertisement was placed in the Red Deer Advocate on May 27, 2016 and June 3, 2016 with no public comments being received. A Public Hearing will be held on Monday, June 20, 2016 at 6:00 p.m. during Council's regular meeting.



Report Originally Submitted to
the May 24, 2016 meeting of
City Council.

May 04, 2016

East Hill MASP Amendment to incorporate the proposed Section 13 Beaumont Multi-Neighbourhood Plan

Bylaw 3499/A-2016

Planning Department

Report Summary & Recommendation:

The Planning Department is proposing to amend the *East Hill Major Area Structure Plan (MASP)* to incorporate the proposed *Section 13 Beaumont Multi-Neighbourhood Plan*. The *East Hill MASP* states that a multi-neighbourhood plan shall be adopted concurrently with the first neighbourhood area structure plan for the section and it shall be adopted as a minor amendment. *Section 13 NW/SW Neighbourhood Area Structure Plan* falls within Section 13 is concurrently being considered by Council.

The Planning Department recommends Council support Bylaw 3499/A-2016 to amend the *East Hill Major Area Structure Plan* to incorporate the *Section 13 NW/SW Neighbourhood Area Structure Plan*.

City Manager Comments:

I support the recommendation of Administration. If first reading of Bylaw 3499/A-2016 is given, a Public Hearing would be advertised for two consecutive weeks and would be held on Monday, June 20, 2016 at 6:00 p.m. during Council's regular meeting.

Paul Goranson
Acting City Manager

Proposed Resolution

That East Hill Major Area Structure Plan 3499/A-2016 be read a first time.



Report Details

Background:

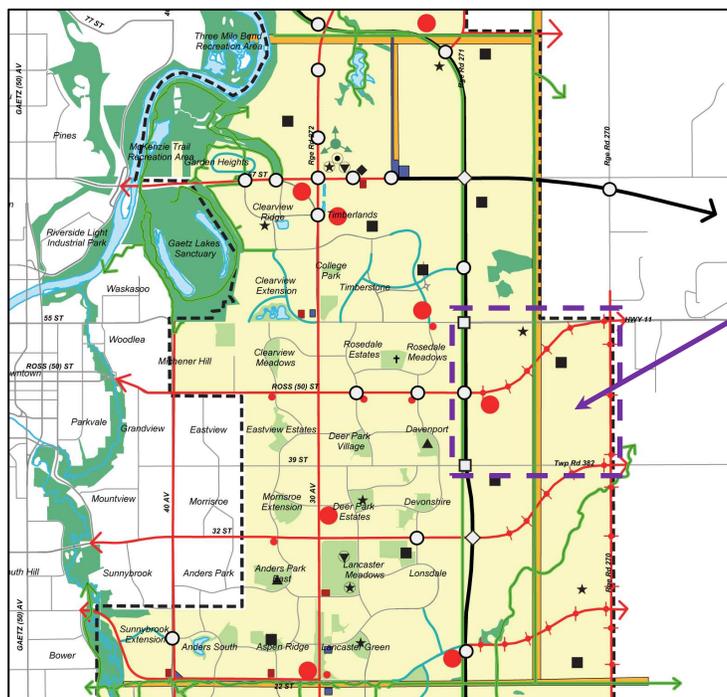
In 2013, the *East Hill MASP* was amended to include nine *Neighbourhood Planning Principles*, as well as, policy encouraging neighbourhood planning on a multi-neighbourhood level. The nine Principles are intended to inform multi-neighbourhood plans and subsequent neighbourhood area structure plans and area redevelopment plans.

The nine *Neighbourhood Planning Principles* are:

1. Unique Neighbourhoods
2. Integrated Parks and Community Spaces
3. Mixed Land Uses
4. Compact Urban Form and Density
5. Multi-Modal Transportation Options
6. Resilient and Low Impact Neighbourhoods
7. Safe and Secure Neighbourhoods
8. Housing Opportunity and Choice

A multi-neighbourhood plan is high level conceptual planning concept that guides future development for multiple quarter sections of land. The multi-neighbourhood plan provides details on how the *Neighbourhood Planning Principles* can be achieved, and outlines the arterial and collector road pattern, and broad land uses, including environmental and open space areas.

The multi-neighbourhood plan provides future developers and landowners the general road network and broad land uses for future coordinated development. Neighbourhood area structure plans may vary in design and layout from the multi-neighbourhood plan if the intent of the overall plan is retained.

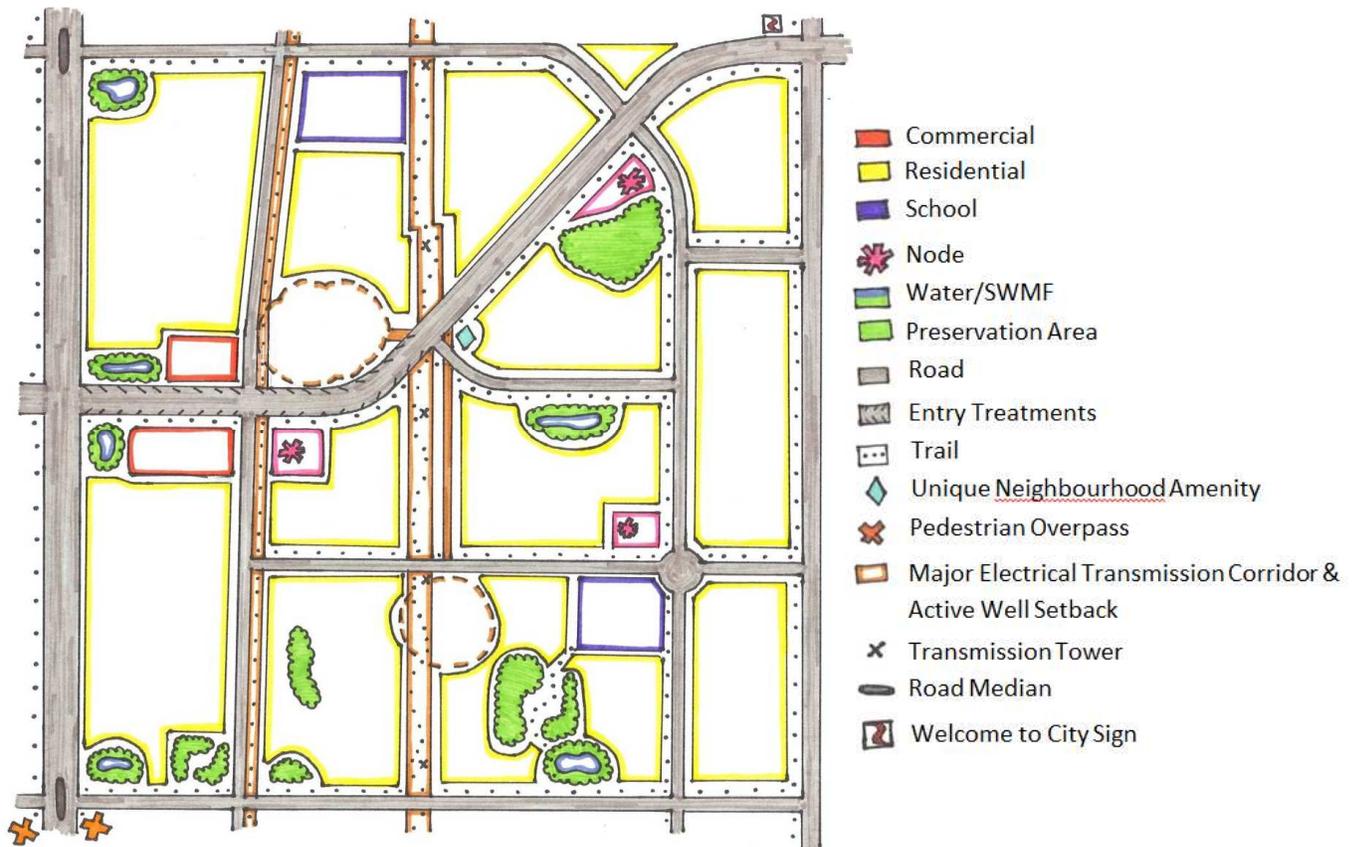




Discussion:

In 2014, landowners worked together with the City to create a multi-neighbourhood plan for Section 13 of East Hill. The *Section 13 Beaumont Multi-Neighbourhood Plan* will provide policy for the four quarter sections.

The multi-neighbourhood plan is predominately designated for future residential development, which is consistent with the *East Hill Generalized Land Use Concept*. It also includes two multi-neighbourhood park/school sites. The section plan identifies a District Commercial Centre along Ross Street. This commercial area will serve the city and region.



The multi-neighbourhood plan area will be connected through a variety of linear parkways and trails. Street design will encourage all modes of transportation i.e. vehicular and active. Consideration has been given to creating strong connections throughout the community and to adjacent neighbourhoods. Existing natural features are encouraged to be retained and incorporated into the plan design. The multi-neighbourhood plan includes neighbourhood nodes which have been identified in various locations throughout the multi-neighbourhood plan to provide residents places to gather, gain access to everyday services, and enjoy recreational opportunities.



Analysis:

The *Section 13 Beaumont Multi-Neighbourhood Plan* that was designed through a collaborative workshop with the landowners in 2014. The table below identifies the comments received through the dialogue process and how they have been addressed by administration.

Issue	Administrative Response
1. Committing to a specific layout at this stage before more detailed planning work has been completed.	Multi-Neighbourhood Plans are meant to remain flexible. Please reference the statement at the bottom of the Multi-Neighbourhood Plan.
2. The red starred sites are indicated as "nodes" - we'd like to confirm that these are community amenity sites and do not necessarily include neighbourhood commercial areas.	Yes, Community Amenity sites do not necessarily include commercial areas. Neighbourhood nodes may also be locations of recreation and transportation.
3. The natural areas shown on the draft MNP are understood not to have much ecological value. Some of the wetter areas could be incorporated into the stormwater management facilities but others will be challenging to preserve.	The multi-neighbourhood plans are used to identify natural areas that may be incorporated into the NASP. The plan is flexible and the details will be determined during the development of the NASP.
4. The concept shows two schools on the western portion of the site with the rationale that this will allow preservation of the green spaces on the eastern portion. We think this is an unfair burden on one landowner.	The plan has been revised and a school site has been moved to the Southeast quarter section. This better reflects the East Hill Major area structure plan.
5. The alignment of Ross Street as it moves from west to east is not ideal. The sharp radius as it crosses the powerline right-of-way results in an awkward parcel of land being created to the north. Tower spacing will be important to consider in this alignment. We would suggest that this alignment be modified to soften this curve.	This alignment is consistent with existing city of Red Deer statutory plans. The concerns will be taken into consideration at the time of detailed design.
6. The placement of the school sites does not match the East Hill MASP. The transportation network around the two schools and the commercial site gets a bit complicated given the fact that 39 th street and 55 th street are right in/right out only.	The East Hill MASP does not indicate the exact location of a school site, but rather the general areas of where they are to be located. The Multi-neighbourhood plan is consistent with the MASP and remains flexible for the development of the NASPs.
7. The intersection spacing in the north east quadrant needs to be carefully reviewed to ensure appropriate design can be achieved.	The spacing has been reviewed by Engineering Services and there aren't any concerns at this time. The Multi-neighbourhood plan provides flexibility to permit adjustments during the development of the NASP, so long as it meets the intent of the plan.
8. The plan specifies that noise attenuation berms will be required along Ross Street. The alternative option of utilizing sound walls should be accounted for.	The plan does not preclude their use and provides flexibility to permit adjustments during the development of the NASP. The use of sound walls can be investigated during the development of the NASP as well as during the detailed design of the servicing study.
9. We have not modeled any local roadway layout and lotting potential in the pockets created by the proposed collector road network but it will be critical that these work in the future for efficient design.	The Multi-neighbourhood plan provides flexibility to permit adjustments during the development of the NASP, so long as it meets the intent of the plan.
10. The storm water management facilities appear to be spread	The storm ponds are based on the Greater Easthill



<p>over a number of smaller ponds. This can be quite an inefficient way to manage storm water. This should be carefully reviewed to ensure that the ponds are placed in the low points in the community and designed to be as efficient as possible.</p> <p>11. The MNP is showing a storm pond in the northwest corner of the NW quarter section. However, the slope of the land means that we actually need a storm pond in the SW corner of the SW quarter section instead. The land slopes towards the west and south.</p>	<p>Functional Servicing Study. This study identifies the lowest elevation points for potential stormwater management facilities. The stormponds that are shown on the MNP are tentative at this time until a detailed design confirms they are not required. The MNP provides flexibility to permit adjustments during the development of the NASP, so long as it meets the intent of the plan.</p>
<p>12. The east half of section 13 has a significant amount of collector roadway designated in the draft. The layout creates several small, disjointed, and odd shaped pockets that may be difficult to effectively develop.</p>	<p>The collector roadway in the SE quarter has been adjusted. The road configuration can be adjusted during the development of the NASP, so long as it meets the intent of the plan.</p>
<p>13. The roundabout located in the SE quadrant of the plan may or may not be the most appropriate way to manage traffic. This detail would typically be analyzed in conjunction with a traffic analysis during the NASP stage. Flexibility here will be quite important.</p>	<p>The type of intersection will be determined during the Servicing Study. It's including in the plan does not preclude the use of other intersection types.</p>
<p>14. Based on the current issues that we are experiencing on the High School site with the decommissioned well I would be hesitant to accept this site in close proximity to an active or abandoned well.</p>	<p>This suggestion has been incorporated into the plan. The school site in the NW quarter section has been relocated further north.</p>

The Planning Department held a public open house on February 23, 2016 and there were 69 attendees at the event. Notices were sent to adjacent landowners (100-meters) as well as to the homes that back onto the Ross Street extension. A public news release was posted on the City's website and advertised in the local print media.

A link was posted on the City's website to allow the public the opportunity to review the *Section 13 Beaumont Multi-Neighbourhood Plan* and provide comments. No comments pertaining to the Multi-Neighbourhood Plan were submitted.

The Planning Department recommends Council support Bylaw 3499/A-2016 to amend the *East Hill Major Area Structure Plan* to incorporate the *Section 13 NW/SW Neighbourhood Area Structure Plan* for the following reasons:

1. The proposed plan aligns with the *East Hill MASP*.
2. The proposed plan establishes a high level conceptual plan that achieves the nine *Neighbourhood Planning Principles*, identifies synergies, features, and connections, and creates distinct neighbourhood character.
3. The *Section 13 NW/SW NASP* is concurrently being processed through the bylaw approval process.



MUNICIPAL PLANNING COMMISSION

Date: May 11, 2016
To: Red Deer City Council
From: Municipal Planning Commission
Subject: Proposed Section 13 Beaumont Multi-Neighbourhood Plan

At the May 11, 2016 meeting of the Municipal Planning Commission, the Commission discussed the proposed Section 13 Beaumont Multi-Neighbourhood Plan.

The following motion was introduced and passed:

Resolved that the Municipal Planning Commission, having considered the proposed Section 13 Beaumont Multi-Neighbourhood Plan dated May 4, 2016 and presented by Planning Administration, hereby endorses the proposed Section 13 Beaumont Multi-Neighbourhood Plan, and forwards this to Council for consideration.

The above is submitted for Council's consideration.

Respectfully submitted,

A large, stylized handwritten signature in black ink, appearing to be 'Tara Veer'.

Mayor Tara Veer
Chair, Municipal Planning Commission

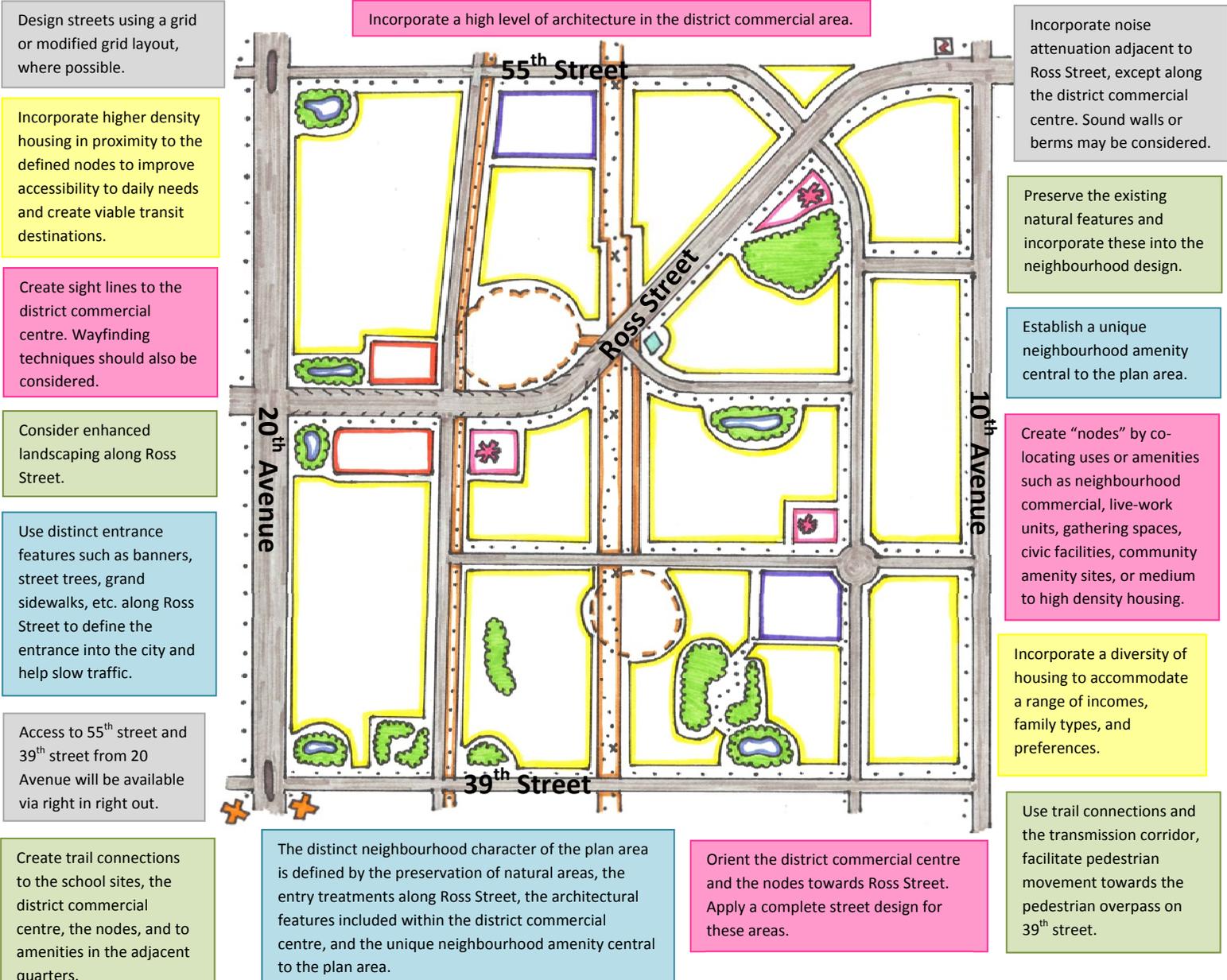
c: David Girardin, Senior Planner
Emily Damberger, Manager of Planning
Tara Lodewyk, Director of Planning Services

Beaumont

6.11.3

SECTION 13

MULTI-NEIGHBOURHOOD PLAN



Design streets using a grid or modified grid layout, where possible.

Incorporate higher density housing in proximity to the defined nodes to improve accessibility to daily needs and create viable transit destinations.

Create sight lines to the district commercial centre. Wayfinding techniques should also be considered.

Consider enhanced landscaping along Ross Street.

Use distinct entrance features such as banners, street trees, grand sidewalks, etc. along Ross Street to define the entrance into the city and help slow traffic.

Access to 55th street and 39th street from 20th Avenue will be available via right in right out.

Create trail connections to the school sites, the district commercial centre, the nodes, and to amenities in the adjacent quarters.

Incorporate a high level of architecture in the district commercial area.

Incorporate noise attenuation adjacent to Ross Street, except along the district commercial centre. Sound walls or berms may be considered.

Preserve the existing natural features and incorporate these into the neighbourhood design.

Establish a unique neighbourhood amenity central to the plan area.

Create "nodes" by co-locating uses or amenities such as neighbourhood commercial, live-work units, gathering spaces, civic facilities, community amenity sites, or medium to high density housing.

Incorporate a diversity of housing to accommodate a range of incomes, family types, and preferences.

Use trail connections and the transmission corridor, facilitate pedestrian movement towards the pedestrian overpass on 39th street.

The distinct neighbourhood character of the plan area is defined by the preservation of natural areas, the entry treatments along Ross Street, the architectural features included within the district commercial centre, and the unique neighbourhood amenity central to the plan area.

Orient the district commercial centre and the nodes towards Ross Street. Apply a complete street design for these areas.



- Commercial
- Residential
- School
- * Node
- Water/SWMF
- Preservation Area
- Road
- Entry Treatments
- Trail
- Unique Neighbourhood Amenity
- Pedestrian Overpass
- Major Electrical Transmission Corridor & Active Well Setback
- x Transmission Tower
- Road Median
- Welcome to City Sign



February 2015

The purpose of a Multi-Neighbourhood Plan is to establish a high level conceptual plan that achieves the 9 *Neighbourhood Planning Principles*, identifies synergies, features, and connections, and creates distinct neighbourhood character. A Multi-Neighbourhood Plan outlines broad land uses, including environmental reserve and open space, and arterial and collector road patterns. Neighbourhood area structure plans may vary in design and layout from the Section 13 Multi-Neighbourhood Plan if the intent of the overall multi-neighbourhood plan is retained. The completion of a multi-neighbourhood plan does not mean that the land is development ready. Development readiness will be determined by the sequencing of services of the lands within the overall city servicing context and approval of capital expenditures by Council.

David Girardin

From:**Sent:****To:****Cc:****Subject:****Attachments:**

Good Morning,

On July 16, 2014, you were invited to participate in a workshop, as you are a major land owner or represent a major land owner in the area, to discuss planning opportunities and constraints within Section 13. The objective of the workshop was to develop a high level multi-neighbourhood concept and establish principles or key considerations for land encompassed within Section 13.

As a result of the ideas which were discussed during the workshop, the City of Red Deer has established a draft multi-neighbourhood land use concept and key considerations for Section 13. Attached for your review and comment is the draft Section 13 Multi-Neighbourhood Plan. If you would like to provide comments on the draft plan, please do so by **Dec. 5, 2014**.

Multi-neighbourhood planning is the first step in exploring options for future development. This high level planning work does not imply that your land is 'development ready'. Development readiness will be further determined by: Access to services, growth pressure, land absorption rates, direction provided in the East Hill Major Area Structure Plan, landowner willingness, and other influencing factors.

Thank you,

Dayna Facca, Planner
City of Red Deer
Ph. 403.406.8703
Email dayna.facca@reddeer.ca

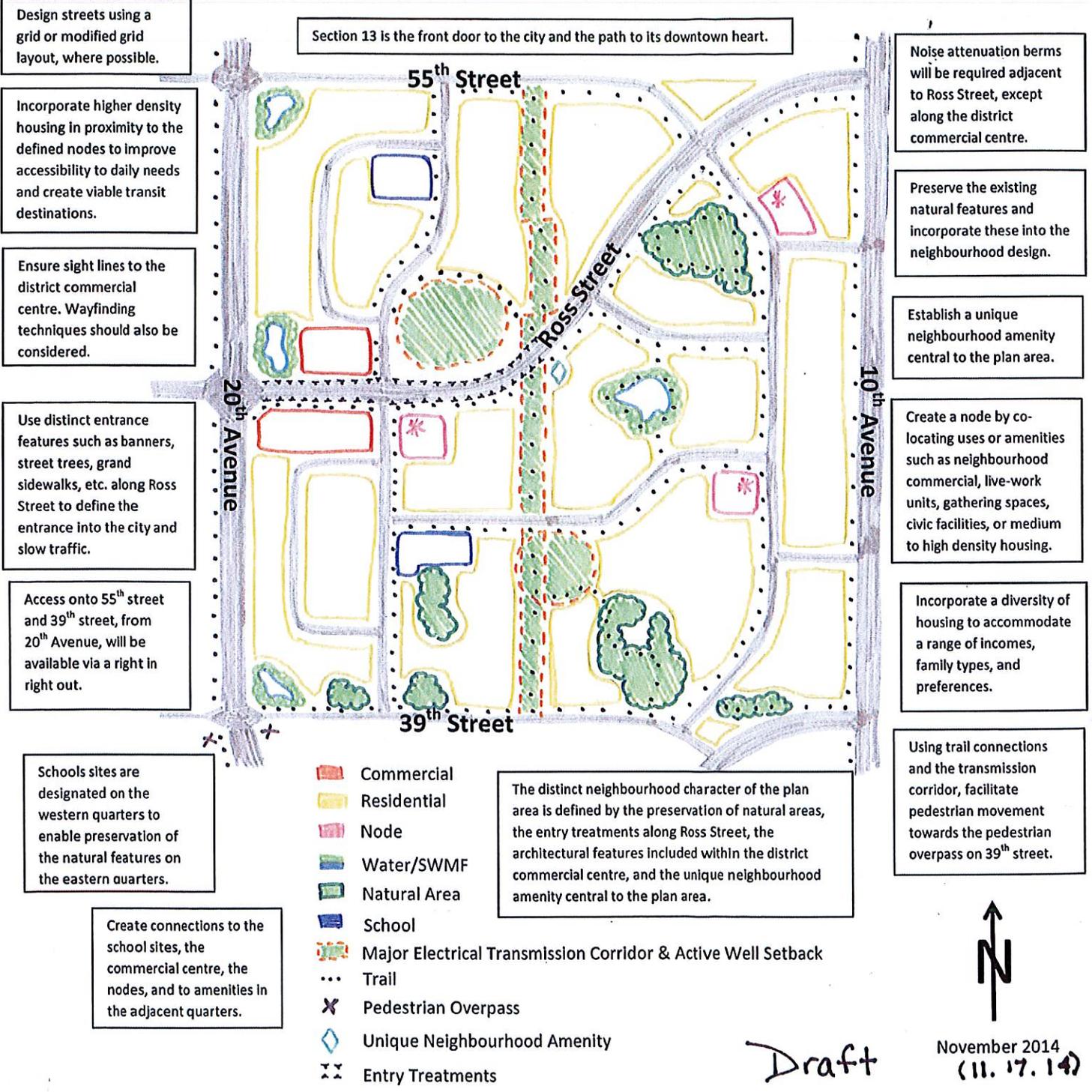
Draft

6.11.3

SECTION 13

Draft

MULTI-NEIGHBOURHOOD PLAN



The purpose of a Multi-Neighbourhood Plan is to establish a high level conceptual plan that achieves the 9 *Neighbourhood Planning Principles*, identifies synergies, features, and connections, and creates distinct neighbourhood character. A Multi-Neighbourhood Plan outlines broad land uses, including environmental reserve and open space, and arterial and collector road patterns. Neighbourhood area structure plans may vary in design and layout from the Section 13 Multi-Neighbourhood Plan if the intent of the overall multi-neighbourhood plan is retained. The completion of a multi-neighbourhood plan does not mean that the land is development ready. Development readiness will be determined by the sequencing of services of the lands within the overall city servicing context and approval of capital expenditures by Council.

David Girardin

From:

Sent:

To:

Cc:

Subject:

Attachments:

Hi Dayna:

Thanks for providing the draft Section 13 multi-neighbourhood plan (MNP) for our review. Our team has discussed this and we have the following comments for your consideration that mainly relate to the two western quarter sections:

General

- While we appreciate the usefulness of planning from a multiple quarter section perspective, we are a little nervous committing to a specific layout at this stage before more detailed planning work has been completed. Can we assume that lines and areas shown on the MNP are conceptual only and there is some flexibility in moving boundaries as we develop a more detailed NASP so long as the overall intent is met?
- We have generated an alternative plan that we would work better for us (please see the attached) and addresses the points below.

Commercial Areas

- The shape of the gateway commercial sites needs to be slightly different from that shown to create viable commercial layouts. Again, can we assume this is conceptual only?
- We suggest a SWM pond could straddle the Ross Street entrance so green space could be shown on both sides of Ross Street just east of 20th Ave.
- The red starred sites are indicated as "nodes" - we'd like to confirm that these are community amenity sites and do not necessarily include neighbourhood commercial areas. We wouldn't want or need any additional commercial in these nodes on the west side of section 13 given the **amount** of commercial the two gateway commercial sites and their easy accessibility (for all modes) from the rest of the neighbourhood.

Road Network

- Having now worked through some detailed layouts for the two western quarter sections, there are other viable road networks and the road layout shown in the MNP is not our preferred one. We also need to plan around the north-south oriented TransCanada Pipeline that bisects our site as the future of this pipeline is uncertain. Again, we hope that there is some flexibility so long as the overall intent of a well connected street network that can accommodate multiple modes is achieved.
- We would like to be able to potentially extend the non-bermed portion of Ross Street further west to include the proposed community amenity and open space areas too. i.e all the length of Ross indicated with "Entry Treatments". We don't believe the berming is helpful in these areas as it undermines the ability to create an "urban" street cross section.

Green and Natural Spaces

- The natural areas shown on the draft MNP are understood not to have much ecological value. Some of the wetter areas could be incorporated into the stormwater management facilities but others will be challenging to preserve. Parks and greenspaces will need to be located strategically to achieve the City's neighbourhood design guidelines and as such, we think they would be better determined as part of the more detailed neighbourhood planning process.

Schools

- The concept shows two schools on the western portion of the site with the rationale that this will allow preservation of the green spaces on the eastern portion. We think this is an unfair burden on one landowner and that there is plenty of additional space on the eastern portion to locate a school as was originally intended in the East Hill MASP.

I hope this feedback is helpful. Please let me know if you require any clarification of the above points and thanks again for the opportunity to review and provide feedback on the draft plan.

Warm regards,

On Mon, Nov 17, 2014 at 8:38 AM, Dayna Facca <Dayna.Facca@reddeer.ca> wrote:

Good Morning,

On July 16, 2014, you were invited to participate in a workshop, as you are a major land owner or represent a major land owner in the area, to discuss planning opportunities and constraints within Section 13. The objective of the workshop was to develop a high level multi-neighbourhood concept and establish principles or key considerations for land encompassed within Section 13.

As a result of the ideas which were discussed during the workshop, the City of Red Deer has established a draft multi-neighbourhood land use concept and key considerations for Section 13. Attached for your review and comment is the draft Section 13 Multi-Neighbourhood Plan. If you would like to provide comments on the draft plan, please do so by **Dec. 5, 2014**.

Multi-neighbourhood planning is the first step in exploring options for future development. This high level planning work does not imply that your land is 'development ready'. Development readiness will be further determined by: Access to services, growth pressure, land absorption rates, direction provided in the East Hill Major Area Structure Plan, landowner willingness, and other influencing factors.

Thank you,

Dayna Facca, Planner

City of Red Deer

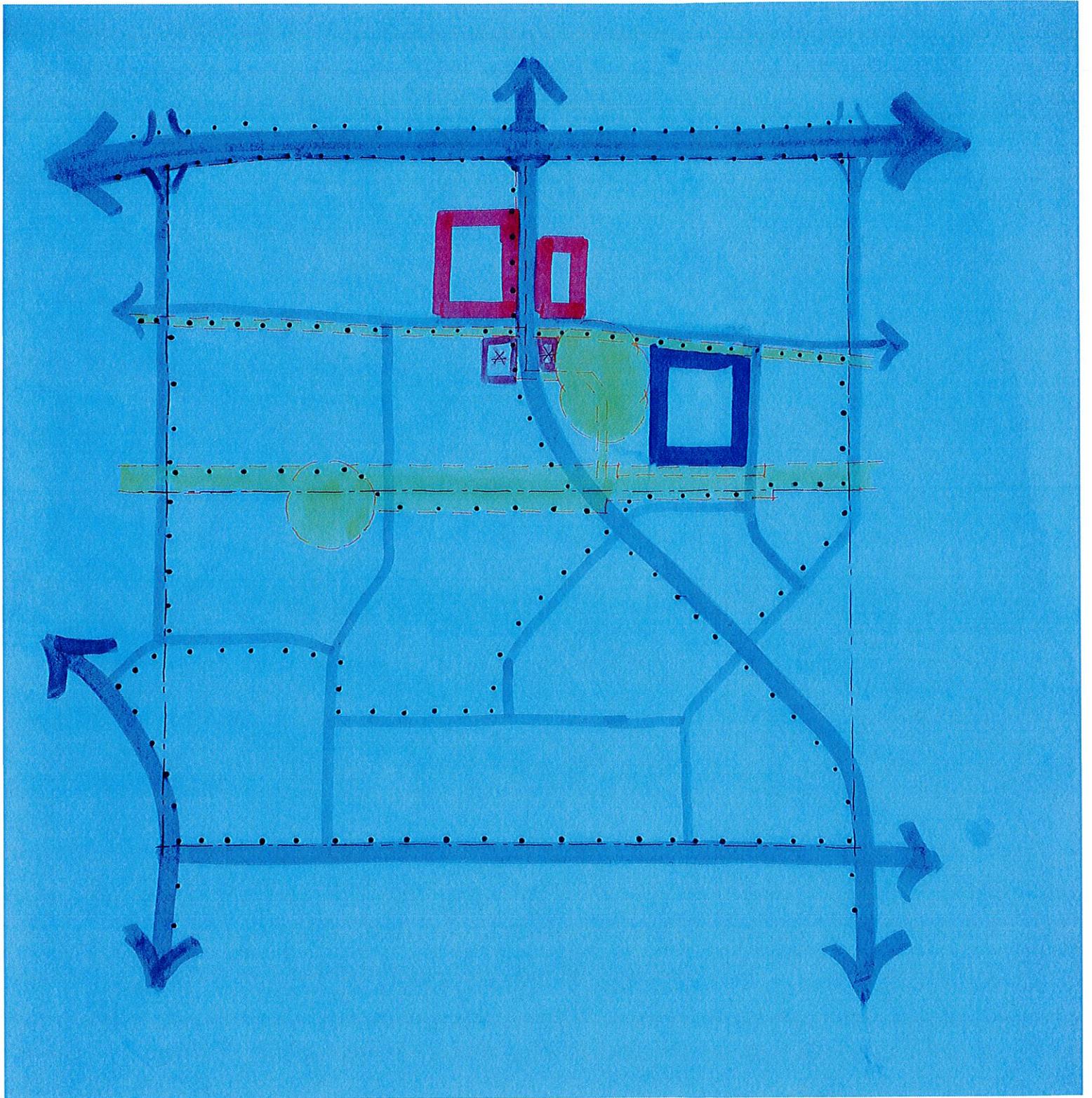
Ph. 403.406.8703

Email dayna.facca@reddeer.ca

This e-mail is intended for the original recipient(s) only. If you have received it in error, please advise the sender and then delete this message.

[This message has been scanned for security content threats and viruses.]

[The City of Red Deer I.T. Services asks that you consider the environment before printing this e-mail.]



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MEMORANDUM

TO: Dayna Facca
FROM:
DATE: December 9th 2014
RE: Section 13 Multi Neighbourhood Plan

Thank you for forwarding the draft version of the section #13 plan to us for review and comment. Our feedback would be as follows:

- There is a significant high pressure gas pipeline running in a north south direction through the middle of the west half of this section. It does not appear to have been accounted for in this plan.
- The East Hill MASP indicates that commercial is a designated use on the south side of Ross Street only. Given the proximity of the commercial to the interchange and the next proposed intersection to the east, commercial on both the north and south sides of Ross Street may be problematic. The land use and traffic flow in this area needs to be considered very carefully.
- The alignment of Ross Street as it moves from west to east is not ideal. The sharp radius as it crosses the powerline r.o.w results in an awkward parcel of land being created to the north. Tower spacing will be important to consider in this alignment. We would suggest that this alignment be modified to soften this curve.
- The placement of the school sites does not match the East Hill MASP. The transportation network around the two schools and the commercial site gets a bit complicated given the fact that 39th street and 55th street are right in/right out only.

- The intersection spacing in the north east quadrant needs to be carefully reviewed to ensure appropriate design can be achieved.
- The plan specifies that noise attenuation berms will be required along Ross Street. The alternative option of utilizing sound walls should be accounted for.
- We have not modeled any local roadway layout and lotting potential in the pockets created by the proposed collector road network but it will be critical that these work in the future for efficient design.
- Servicing timing on this section is uncertain at best. More detailed analysis could be completed as the servicing/development window becomes more defined.

Thank you for the opportunity to provide our input.

Please feel free to contact us should you require any additional information.

Thanks

David Girardin

From:
Sent:
To:
Subject:
Attachments:

Good Morning,

Thank you for providing comments on the Nov. 2014 draft Section 13 Multi-Neighbourhood Plan. As per the comments received, the Section 13 Plan has been revised. Attached to this email is the Jan. 2015 draft version of the Section 13 Multi-Neighbourhood Plan.

Revisions details are as follows:

- The plan has been revised to include the high pressure gas pipeline.
- The school originally identified in the SW quarter has been relocated to the SE quarter.
- The spacing of intersections along arterial roads have been adjusted to meet the 400 m spacing requirement.
- The plan contemplates noise attenuation along Ross Street in the form of sound walls or berms. Further discussion with Engineering is required before sound walls are accepted as a method to mitigate noise.
- The collector road design has been modified to include an intersection onto Ross Street in close proximity to the Altalink Corridor. This will facilitate ease of crossing for pedestrians, cyclists, etc. moving along the Altalink Corridor.

Please review the re-design and provide any comments you may have by **Jan. 27, 2015**.

Dayna Facca, Planner
City of Red Deer
Ph. 403.406.8703
Email dayna.facca@reddeer.ca

SECTION 13

6.11.3

Draft

MULTI-NEIGHBOURHOOD PLAN

Draft

Design streets using a grid or modified grid layout, where possible.

Incorporate higher density housing in proximity to the defined nodes to improve accessibility to daily needs and create viable transit destinations.

Ensure sight lines to the district commercial centre. Wayfinding techniques should be considered.

Use distinct entrance features such as banners, street trees, grand sidewalks, etc. along Ross Street to define the entrance into the city and help slow traffic.

Access onto 55th street and 39th street, from 20th Avenue, will be available via a right in right out.

Create trail connections to the school sites, the district commercial centre, the nodes, and to amenities in the adjacent quarters.

Section 13 is the front door to the city and the path to its downtown heart.

Noise attenuation will be required adjacent to Ross Street, except along the district commercial centre. Sound walls or berms may be considered.

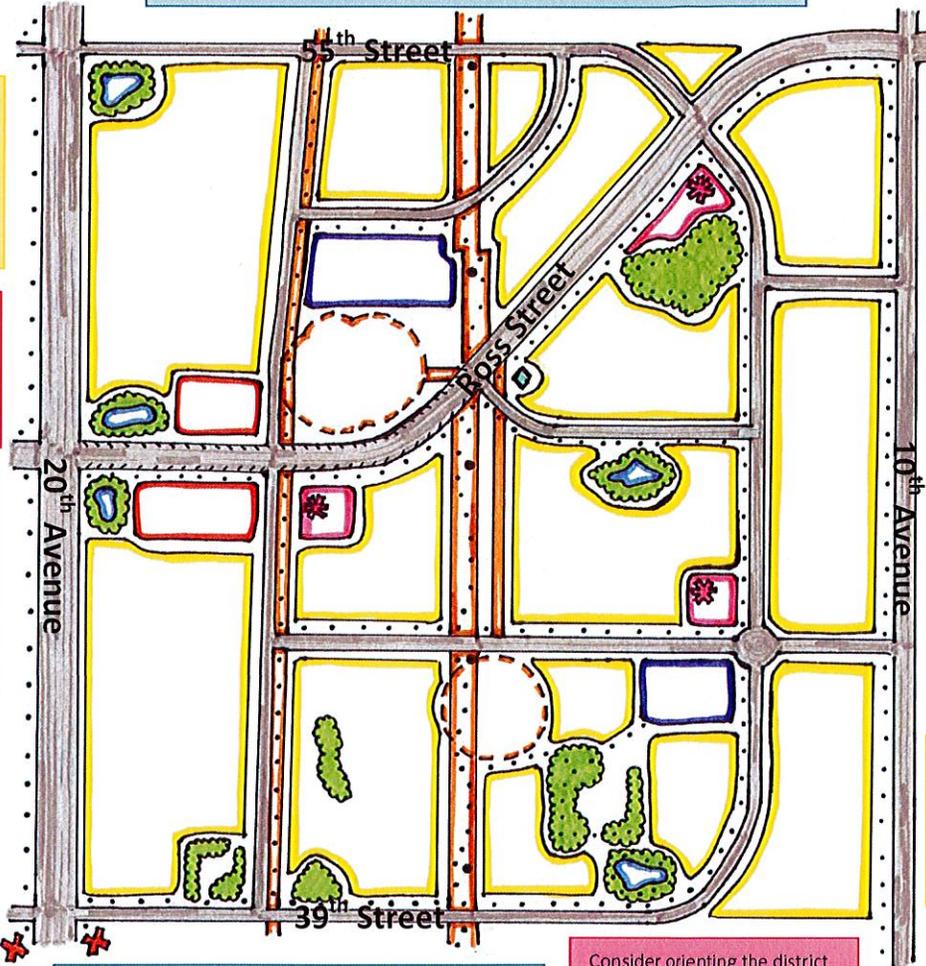
Preserve the existing natural features and incorporate these into the neighbourhood design.

Establish a unique neighbourhood amenity central to the plan area.

Create a node by co-locating uses or amenities such as neighbourhood commercial, live-work units, gathering spaces, civic facilities, community amenity sites, or medium to high density housing.

Incorporate a diversity of housing to accommodate a range of incomes, family types, and preferences.

Using trail connections and the transmission corridor, facilitate pedestrian movement towards the pedestrian overpass on 39th street.



The distinct neighbourhood character of the plan area is defined by the preservation of natural areas, the entry treatments along Ross Street, the architectural features included within the district commercial centre, and the unique neighbourhood amenity central to the plan area.

Consider orienting the district commercial centre and nodes towards Ross Street. Apply a complete street design for these areas.



- Commercial
- Residential
- School
- ✱ Node
- Water/SWMF
- Preservation Area
- Road
- Entry Treatments
- Trail
- ◆ Unique Neighbourhood Amenity
- ✕ Pedestrian Overpass
- Major Electrical Transmission Corridor & Active Well Setback



January 2015

The purpose of a Multi-Neighbourhood Plan is to establish a high level conceptual plan that achieves the 9 *Neighbourhood Planning Principles*, identifies synergies, features, and connections, and creates distinct neighbourhood character. A Multi-Neighbourhood Plan outlines broad land uses, including environmental reserve and open space, and arterial and collector road patterns. Neighbourhood area structure plans may vary in design and layout from the Section 13 Multi-Neighbourhood Plan if the intent of the overall multi-neighbourhood plan is retained. The completion of a multi-neighbourhood plan does not mean that the land is development ready. Development readiness will be determined by the sequencing of services of the lands within the overall city servicing context and approval of capital expenditures by Council.

David Girardin

From:
Sent:
To:
Subject:
Attachments:

Dayna,

Please find attached a bit of additional feedback on the Section 13 plan.

Thank you.

Good Morning,

Thank you for providing comments on the Nov. 2014 draft Section 13 Multi-Neighbourhood Plan. As per the comments received, the Section 13 Plan has been revised. Attached to this email is the Jan. 2015 draft version of the Section 13 Multi-Neighbourhood Plan.

Revisions details are as follows:

- The plan has been revised to include the high pressure gas pipeline.
- The school originally identified in the SW quarter has been relocated to the SE quarter.
- The spacing of intersections along arterial roads have been adjusted to meet the 400 m spacing requirement.
- The plan contemplates noise attenuation along Ross Street in the form of sound walls or berms. Further discussion with Engineering is required before sound walls are accepted as a method to mitigate noise.
- The collector road design has been modified to include an intersection onto Ross Street in close proximity to the Altalink Corridor. This will facilitate ease of crossing for pedestrians, cyclists, etc. moving along the Altalink Corridor.

Please review the re-design and provide any comments you may have by **Jan. 27, 2015**.

Dayna Facca, Planner

MEMORANDUM

TO: Dayna Facca – City of Red Deer Planning Dept.
FROM:
DATE: February 17th, 2015
RE: Section 13 Draft Plan

Thank you for sending the revised draft of the Section 13 Multi Neighbourhood Plan to us for review and comment. Our feedback would be as follows:

- The draft does not appear to show any connections from 39th street to 32nd street. This may be a more effective way to move traffic as it provides more options for motorists. One of the two currently identified accesses to 10th street could be removed and replaced with one at the midpoint. The community would then be served by Ross Street to the north, 10th in the middle, and 39th/ 32nd to the south.
- The storm water management facilities appear to be spread over a number of smaller ponds. This can be quite an inefficient way to manage storm water. This should be carefully reviewed to ensure that the ponds are placed in the low points in the community and designed to be as efficient as possible.
- The east half of section 13 has a significant amount of collector roadway designated in the draft. The layout creates several small, disjointed, and odd shaped pockets that may be difficult to effectively develop.
- It will be important to maintain some level of flexibility with these lands as the NASP's proceed in the future. As more detail becomes known about servicing, grades, amenities, etc. – changes may be required.

- The roundabout located in the SE quadrant of the plan may or may not be the most appropriate way to manage traffic. This detail would typically be analyzed in conjunction with a traffic analysis during the NASP stage. Flexibility here will be quite important.

Thank you for the opportunity to provide our input to this plan.

Please feel free to contact us should you require any additional information.

David Girardin

From:
Sent:
To:
Subject:
Attachments:

Good Morning,

Thank you for providing comments on the Nov. 2014 draft Section 13 Multi-Neighbourhood Plan. As per the comments received, the Section 13 Plan has been revised. Attached to this email is the Jan. 2015 draft version of the Section 13 Multi-Neighbourhood Plan.

Revisions details are as follows:

- The district commercial area has been revised to show a stormpond straddling Ross Street.
- The plan has been revised to include the high pressure gas pipeline.
- The plan contemplates noise attenuation along Ross Street in the form of sound walls or berms. If no noise attenuation is preferred by a developer, a noise study to the satisfaction of Engineering shall be submitted studying the impact and travelling distance of noise from Ross Street on parcels where it is proposed to eliminate the noise attenuation.
- The school originally identified in the SW quarter has been relocated to the SE quarter.
- The collector road design has been modified to include an intersection onto Ross Street in close proximity to the Altalink Corridor. This will facilitate ease of crossing for pedestrians, cyclists, etc. moving along the Altalink Corridor.

Clarification Points:

- NASPs may vary in design and layout from the Section 13 MNP if the intent of the overall plan is retained.
- The “nodes” are created by co-locating uses or amenities. A node may be comprised of uses or amenities such as neighbourhood commercial, live-work units, gathering spaces, civic facilities, community amenity sites, or medium to high density housing.
- The preservation areas identified on the Section Plan are preferred to be preserved and incorporated in the neighbourhood design; however, if the area is not determined to be of important ecological value than a discussion between the developer and the City can occur at the NASP stage.
- Placing two schools on the western portion of Section 13 is not an unfair burden as the school sites have not exceeded more than one school site per quarter. However, as both quarters are owned by a single developer, it could be perceived as an unfair burden. Based on the request to relocate the school, the Section plan has been revised to show the school in the SE quarter.

Please review the re-design and provide any comments you may have by **Jan. 27, 2015**.

Dayna Facca, Planner
City of Red Deer
Ph. 403.406.8703
Email dayna.facca@reddeer.ca

David Girardin

From:
Sent:
To:
Cc:
Subject:

OK, thanks Dayna.

I guess we now have more detailed information about grades available than when the East Hill Functional Study was done. I just want to make sure that this doesn't preclude us from proposing storm pond locations that make sense.

Cheers,

On Tue, Jan 27, 2015 at 10:00 AM, Dayna Facca <Dayna.Facca@reddeer.ca> wrote:

The resource that I used to locate the stormponds on the Section 13 MNP was the *Greater Easthill Functional Servicing Study*. This study identifies the lowest elevation points as areas for potential stormwater management facilities. The stormponds that are shown on the Section 13 MNP are tentative at this time until a detailed design confirms that they are not required.

Dayna Facca, Planner

City of Red Deer

Hi Dayna:

Thanks for the revised MNP, this is an improvement and with these changes we generally support the plan. The only remaining comment we have is that the MNP is showing a storm pond in the northwest corner of the NW quarter section. However, the slope of the land means that we actually need a storm pond in the SW corner of the SW quarter section instead. The land slopes towards the west and south.

Please let me know if you require any clarification,

Warm regards,

On Wed, Jan 21, 2015 at 9:03 AM, Dayna Facca <Dayna.Facca@reddeer.ca> wrote:

Good Morning,

Thank you for providing comments on the Nov. 2014 draft Section 13 Multi-Neighbourhood Plan. As per the comments received, the Section 13 Plan has been revised. Attached to this email is the Jan. 2015 draft version of the Section 13 Multi-Neighbourhood Plan.

Revisions details are as follows:

- The district commercial area has been revised to show a stormpond straddling Ross Street.
- The plan has been revised to include the high pressure gas pipeline.
- The plan contemplates noise attenuation along Ross Street in the form of sound walls or berms. If no noise attenuation is preferred by a developer, a noise study to the satisfaction of Engineering shall be submitted studying the impact and travelling distance of noise from Ross Street on parcels where it is proposed to eliminate the noise attenuation.
- The school originally identified in the SW quarter has been relocated to the SE quarter.
- The collector road design has been modified to include an intersection onto Ross Street in close proximity to the Altalink Corridor. This will facilitate ease of crossing for pedestrians, cyclists, etc. moving along the Altalink Corridor.

Clarification Points:

- NASPs may vary in design and layout from the Section 13 MNP if the intent of the overall plan is retained.
- The “nodes” are created by co-locating uses or amenities. A node may be comprised of uses or amenities such as neighbourhood commercial, live-work units, gathering spaces, civic facilities, community amenity sites, or medium to high density housing.
- The preservation areas identified on the Section Plan are preferred to be preserved and incorporated in the neighbourhood design; however, if the area is not determined to be of important ecological value than a discussion between the developer and the City can occur at the NASP stage.
- Placing two schools on the western portion of Section 13 is not an unfair burden as the school sites have not exceeded more than one school site per quarter. However, as both quarters are owned by a single developer, it could be perceived as an unfair burden. Based on the request to relocate the school, the Section plan has been revised to show the school in the SE quarter.

Please review the re-design and provide any comments you may have by **Jan. 27, 2015**.

Dayna Facca, Planner

City of Red Deer

Ph. 403.406.8703

Email dayna.facca@reddeer.ca

Dayna Facca

From:
Sent:
To:
Subject:

That's understandable. I will look at the Section 13 plan to find an alternative location for the Catholic school. Once a new location is found, I will forward the revised Section 13 Plan to you.

Dayna Facca, Planner
City of Red Deer

Hi Dayna

Based on the current issues that we are experiencing on the High School site with the decommissioned well I would be hesitant to accept this site in close proximity.

On Tue, Jan 27, 2015 at 10:34 AM, Dayna Facca <Dayna.Facca@reddeer.ca> wrote:

I have a question for you regarding the draft Section 13 Multi-Neighbourhood Plan. Currently in the NW quarter of Section 13 there is an active well site. As this well is active, it requires a 100 m setback. The draft plan has accommodated this setback.

At this time, The City is unsure the well company's future plans. The City doesn't know if this well will be decommissioned sometime in the future and if so, when. But in the case that the well site isn't decommissioned prior to development reaching this area, would the Catholic School Board accept the location of the school as it is drawn on the draft Section 13 plan?

City of Red Deer

Hi Dayna

My only question is the school site in the south east seems a lot smaller than the other one. Is there a reason for this and what are the sizes of each site along with the sports field amenities next to each one?

On Wed, Jan 21, 2015 at 10:09 AM, Dayna Facca <Dayna.Facca@reddeer.ca> wrote:

Good Morning,

The City of Red Deer has been working on creating a multi-neighbourhood plan for the Section 13 area. This area includes both a Catholic K-9 school and a Public K-9 school as per the East Hill Major Area Structure Plan. The Catholic K-9 school is identified in the NW quarter and the Public K-9 school is identified in the SE quarter.

Please review the draft Section 13 Multi-Neighbourhood Plan and provide any comments you may have by **Jan. 30, 2015**.

DATE: June 24, 2016
TO: David Girardin, Senior Planner
FROM: Samantha Rodwell, Deputy City Clerk
SUBJECT: East Hill MASP Amendment to Incorporate the Proposed
Section 13 Beaumont Multi-Neighborhood Plan
Bylaw 3499/A-2016

Reference Report:

Planning Department, dated May 4, 2016, Legislative Services, dated June 10, 2016

Bylaw Reading:

At the Monday, June 20, 2016 Regular Council Meeting, Council gave second and third readings to Bylaw 3499/A-2016, an amendment to the East Hill Major Area Structure Plan to incorporate the proposed Section 13 Beaumont Multi-Neighbourhood Plan.

Report back to Council: No.

Comments/Further Action:

This office will amend the Bylaw and distribute copies in due course.



Samantha Rodwell
Deputy City Clerk
/attach

- c. Director of Planning Services
Planning Services Manager

DATE: June 24, 2016
TO: David Girardin, Senior Planner
FROM: Samantha Rodwell, Deputy City Clerk
SUBJECT: East Hill MASP Amendment - Section 13 NW/SW
Neighbourhood Area Structure Plan
Bylaw 3217/C-2016

Reference Report:

Planning Department, dated May 4, 2016, Legislative Services, dated June 10, 2016

Bylaw Reading:

At the Monday, June 20, 2016 Regular Council Meeting, Council gave second and third readings to Section 13 NW/SW Neighbourhood Area Structure Plan Bylaw 3217/C-2016.

Report back to Council: No.

Comments/Further Action:

This office will amend the Bylaw and distribute copies in due course.



Samantha Rodwell
Deputy City Clerk
/attach

c. Director of Planning Services
Planning Services Manager



June 10, 2016

Proposed Section 13 NW/SW Neighbourhood Area Structure Plan

Bylaw 3217/C-2016

Legislative Services

Report Summary & Recommendation:

Summary:

The attached report is being brought forward from the Tuesday, May 24, 2016 City Council meeting.

Recommendation:

That Council consider giving second and third readings to Section 13 NW/SW Neighbourhood Area Structure Plan Bylaw 3217/C-2016.

Report Details

Background:

At the Tuesday, May 24, 2016 Council Meeting, Council gave first reading to Bylaw 3217/C-2016.

In accordance with Section 606 of the Municipal Government Act, Section 13 NW/SW Neighbourhood Area Structure Plan Bylaw 3217/C-2016 was required to be advertised for two consecutive weeks. An advertisement was placed in the Red Deer Advocate on May 27, 2016 and June 3, 2016. A Public Hearing will be held on Monday, June 20, 2016 at 6:00 p.m. during Council's regular meeting.

**SECTION 13 SW/NW
NEIGHBOURHOOD AREA
STRUCTURE PLAN**

Bylaw 3217/C-2016

**Public Comments Received After
First Reading**



MEMORANDUM

To	City Council
From	Guy Pelletier
Date	June 9, 2016
Re	Feedback on City NASP – west ½ of section 13

Thank you for the opportunity to provide feedback on the draft NASP for the west half of section #13.

We provided our initial thoughts after the open house held in February. We appreciate the responses we received and the integration of some of the comments into the plan now being presented for approval.

As Council considers this plan for final approval we want to provide our comments on this most recent version. To provide context, Melcor is the owner of the east half of section #13. Our comments are as follows:

- The east west road crossings proposed in this NASP will impact the planning of our property to the east. We would request that the east west crossing which is located directly south of Ross Street be removed from the plan. We don't believe that two crossing are required in this southern portion of the plan. The crossing in question will limit the flexibility that we have to lay out our community. The other significant item to be considered about these crossings is that they have to be built across the Altalink and Atco utility right of ways. This 56 meters of additional length of roadway is not only expensive to build but ultimately becomes a long term maintenance item as well. We would suggest that this road connection be replaced with a pedestrian connection.
- In our original comments we pointed out the number of pipeline crossings that are required by the proposed layout of the plan. We have had some experience with the crossing of these high pressure gas pipelines and want to re-iterate our concern. The 11 proposed crossings of the Transcanada Pipeline (Atco Pipelines line as of April 1st, 2016) can be challenging to cross. We crossed them 3 times in a recent project at a cost of over \$700,000. We would encourage the developer (the City) to review and possibly eliminate some of these crossings.

We look forward to presenting a NASP for our lands at some point in the future that will complement what is currently being proposed by our neighbours.

Thank you for considering our input.

Sincerely,

Guy Pelletier
Vice President, Red Deer Region



Report Originally Submitted to
the May 24, 2016 meeting of
City Council.

May 4, 2016

Proposed Section 13 NW/SW Neighbourhood Area Structure Plan

Bylaw 3217/C-2016

Planning Department

Report Summary & Recommendation:

The Planning Department has received an application for a new neighbourhood development in the east of Red Deer. The proposed *Section 13 NW/SW Neighbourhood Area Structure Plan* (NASP) is two quarter sections located within the west half of Section 13 and is located the east of the future 20 Avenue, south of Highway 11 (future 55 St.), north of Township Road 382 (future 39 St.), and is intersected by the future extension of Ross Street.

The *Section 13 NW/SW NASP* complies with the *Municipal Development Plan*, the *East Hill Major Area Structure Plan*, the *Section 13 Beaumont Multi-Neighbourhood Plan*, and the *Neighbourhood Planning and Design Standards*.

The Planning Department recommends Council support Bylaw 3217/C-2016 to adopt the *Section 13 NW/SW Neighbourhood Area Structure Plan*.

City Manager Comments:

I support the recommendation of Administration. If first reading of Bylaw 3217/C-2016 is given, a Public Hearing would be advertised for two consecutive weeks and would be held on Monday, June 20, 2016 at 6:00 p.m. during Council's regular meeting.

Paul Goranson
Acting City Manager

Proposed Resolution

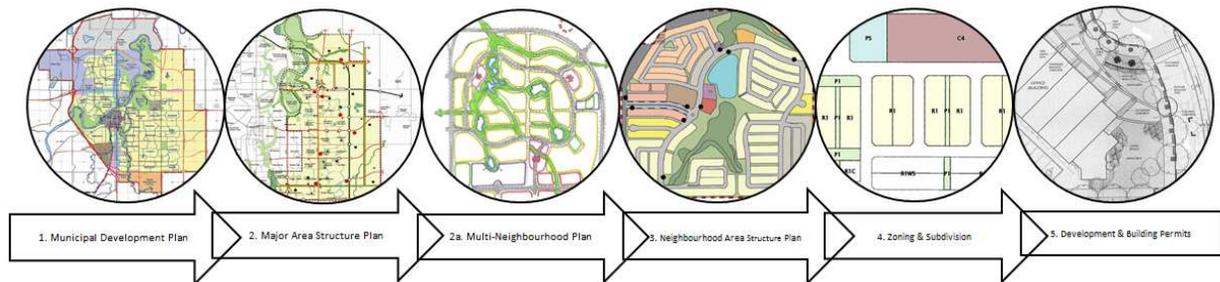
That Council consider first reading of Section 31 NW/SW Neighbourhood Area Structure Plan Bylaw 3217/C-2016.



Report Details

Background:

The proposed *Section 13 NW/SW Neighbourhood Area Structure Plan (NASP)* is informed by various documents, including the *Municipal Development Plan (MDP)*, the *East Hill Major Area Structure Plan (MASP)*, the *Section 13 Beaumont Multi-Neighbourhood Plan (MNP)*, and the *Neighbourhood Planning and Design Standards*.



Municipal Development Plan

The *Municipal Development Plan* is a long range policy document that serves as a framework for the physical development of the community. It addresses matters related to land use, development, health of the environment, vitality of the local economy, and the social and cultural well-being of residents. The plan is intended to guide growth and development over the next 25+ years and provides the means whereby Council, other decision makers, and the community can evaluate immediate situations or proposals in the context of long range planning. Statutory documents such as NASPs must be consistent with the *MDP*.

For the proposed *Section 13 NW/SW NASP*, the *Municipal Development Plan's Generalized Land Use Concept* identifies the area as residential. The proposed *Section 13 NW/SW NASP* is consistent with the *Municipal Development Plan*.

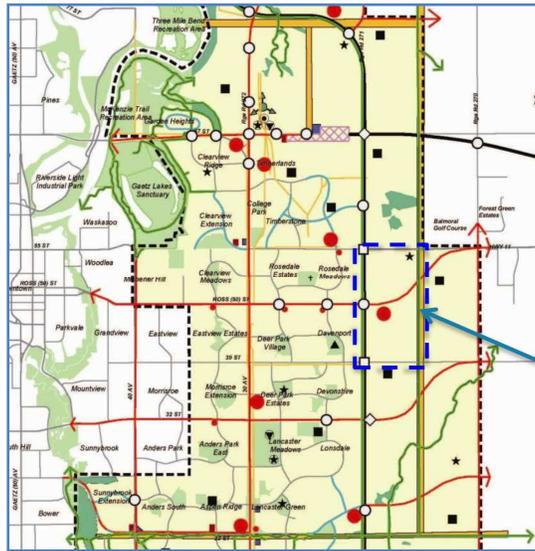
East Hill Major Area Structure Plan

The *East Hill MASP* provides broad planning direction for development on the east side of Red Deer. The *East Hill MASP* encourages neighbourhoods which are identifiable by their compact land use pattern, sustainable environment, walkable streets, and green spaces linking neighbourhoods to commercial sites, natural areas, parks, school sites, and other community gathering areas. The *East Hill MASP* envisions a neighbourhood that supports mixed mobility, provides a mix of housing types, and reflects a unique image and character. Trails tie the neighbourhood network to the regional trail network and to places of interest throughout the community. Each neighbourhood reflects a special image and character of mixed housing linked by inviting streetscapes, walkways and enhanced open spaces.

For the proposed *Section 13 NW/SW* neighbourhood, the *East Hill MASP Generalized Land Use Concept* identifies the area as predominantly residential with a District Commercial Centre and a Catholic K-9 school.



The proposed *Section 13 NW/SW NASP* falls within the boundaries of the *East Hill MASP*. It is within the second phase of the proposed development sequence for East Hill area.



Beaumont (Section 13) Multi-Neighbourhood Plan (See attached separate report)

The *East Hill MASP* states that a multi-neighbourhood plan shall be adopted concurrently with the first neighbourhood area structure plan for the area and it shall be adopted as a minor amendment. Since the *Section 13 NW/SW NASP* is before you, and since it is the first NASP of the section, Administration is concurrently bringing forward the *Section 13 Beaumont Multi-Neighbourhood Plan*. The *Section 13 Beaumont MNP* is a high level conceptual plan that outlines broad land uses, including natural areas, and arterial and collector road patterns.





For the proposed *Section 13 NW/SW* neighbourhood, the *Section 13 Beaumont MNP* identifies residential development and a commercial centre with a community node. The section plan also outlines key considerations for neighbourhood development.

Considerations which are relevant to the *Section 13 NW/SW NASP* include:

- Design streets using a grid or modified grid layout, where possible.
- Incorporate higher density housing in proximity to the defined nodes to improve accessibility to daily needs and create viable transit destinations.
- Create trail connections to the school sites, the district commercial centre, the nodes, and to amenities in the adjacent quarters.
- The distinct neighbourhood character of the plan area is defined by the preservation of natural areas, the entry treatments along Ross Street, the architectural features included within the district commercial centre, and the unique neighbourhood amenity central to the plan area.

Neighbourhood Planning and Design Standards

The *Neighbourhood Planning and Design Standards (NPDS)*, approved in 2013, help to achieve the City's *Strategic Direction* to “support a healthy, vibrant, and sustainable community,” and establish great neighbourhoods within Red Deer.

The NPDS are informed by nine *Neighbourhood Planning Principles*. The principles and the standards are intended to create communities which are sustainable, walkable, vibrant, social, and livable.

Discussion:

The proposed *Section 13 NW/SW NASP* provides the policy framework, land use design, and development objectives for the west half of Section 13.

The *Section 13 NW/SW NASP* is primarily residential development. It proposes a mix of housing types, to accommodate a range of incomes, demographics, and preferences. The other land uses includes a District Commercial Centre, a Catholic K-9 school, parks and open spaces, as well as a proposed Community Amenity Site.

The area has historically been farmed. There is a farmstead in the northwest corner of the property that was developed in the 1960s. Later, two other acreage properties were developed on the eastern and southern boundaries.

The area has been explored and drilled for oil and gas development since the 1960s. Two gas wells and a compressor station remain active, and an oil well has since been abandoned. Reclamation work will be required prior to development occurring in proximity to the abandoned well, and a professional risk assessment and co-existing plan will be required for the active wells and compressor station.



A key feature of the neighbourhood is the centrally located commercial district along Ross Street which will provide commercial opportunities within walking distance for local residents, as well as regional commercial services for those who enter or leave the city along Highway 11 or the future 20th Avenue.

The area immediately adjacent to the commercial node provides higher density housing and includes the Community Amenity site. This density will support the commercial development as well as provide the critical mass of people to create a vibrant and active neighbourhood.

Land Use Summary

The neighbourhood will have 10 different types of residential housing of which 50% is multi-family and non-single-detached housing. This should provide ample housing opportunities for different lifestyles at a variety of price points. This will also benefit the neighbourhood long-term by being more adaptable to peoples' needs as they transition through life, providing the ability to age in place. The average net density of the plan is 18.41 du/ha, exceeding the minimum requirement of 17 du/ha.



The proposed *Section 13 NW/SW NASP* includes a Community Amenity site which could accommodate uses such as: a temporary care or assisted living facility, adult or regular day care, or a place of worship. The alternate use for the community amenity site is R3 Residential Multiple Family.

The proposed Neighbourhood Area Structure Plan has a variety of parks and open spaces. These areas represent 23.5% of the plan area and include parks, public utility lots, and utility right-of-ways. Looking specifically at the formal park spaces that are acquired through Municipal Reserve (10%), there is a large Catholic K-9 School Site in the north quarter, as well as 6 smaller parks varying in size that have been evenly distributed throughout the neighbourhood. This will provide residents and guests with passive recreational opportunities and amenities to enjoy within the neighbourhood.

Movement and Connectivity

The proposed *Section 13 NW/SW NASP* has been planned to facilitate the integrated movement of residents throughout the community and provides connections to destinations outside of Section 13 NW/SW. The neighbourhood will have sidewalk or trail on both sides of all roadways within the plan area.

The plan is characterized by its grid network of streets. This roadway configuration is encouraged by the Neighbourhood Planning and Design and has been designed to promote multi-modal movement by providing increased connectivity for all modes of transportation. A multi-modal transportation network of trails, sidewalks, roadways, and transit stops have been incorporated to accommodate a variety of transportation modes including walking, rolling, riding, and driving. The plan provides transit service within 400m of all homes and is supported by an excellent internal trail/sidewalk network. There are north-south and east-west trails that bisect the neighbourhood and provide connection to the regional trails.

Neighbourhood Character & Commercial Gateway Treatment

The relationship of buildings to streets in the *Section 13 NW/SW Neighbourhood* should foster an active pedestrian-oriented street life and public realm. Buildings should relate well to the street and to each other. Building design should provide opportunities to maintain views and sunlight penetration to streets and open spaces and minimize shadowing. Residential buildings should generally front onto streets and/or public spaces.

Ross Street within the commercial area of the *Section 13 NW/SW neighbourhood* will act as a Gateway to east Red Deer and as such should be designed with a special treatment of the street cross-section. The street cross section here is narrower, more urban and pedestrian friendly and should include urban street infrastructure that promotes good urban design and enhances the pedestrian environment.

The commercial area will also have regard for the gateway. While buildings within this area will primarily orient towards internal parking lots, the side of the buildings facing Ross Street



should be attractive and present a friendly face to street by including signage, attractive landscaping and other architectural details to avoid long stretches of blank walls.

Servicing

The proposed Section 13 NW/SW NASP area will be serviced using a conventional approach to stormwater, sanitary sewer and potable water distribution. All three systems are intended to tie into future trunk mains along 20th Avenue when they are extended to the NASP area. The neighbourhood will also be serviced by the road improvements along the future 20th Avenue and by the extension and connection of Ross Street to Highway 11.

Phasing

The plan area is divided into five development phases. The initial phase of development is expected to start around the proposed extension of Ross Street and the District Commercial Centre and then proceed north then south. The final two phases will be developed along current highway 11A when the road is reclassified as a collector roadway (55 St), and the second when the active well sites and compressor station cease to operate and upon the completion of all remediation requirements.

Southern Acreage

The applicant's consultant has worked with the acreage owners along Township Road 382 (future 39 St.), throughout the development of the plan. The acreage owners interests are represented in the plan as it identifies the future uses for their property should it ever be redeveloped. The site is clearly identified within the NASP as R1 Residential (Low Density) or C3 Commercial (Neighbourhood Commercial).

Analysis:

The proposed Section 13 NW/SW NASP was submitted to the City for review and consideration of approval. Administration has reviewed the document and considers it to be consistent with the City's policies and plans.

The proposed Section 13 NW/SW NASP was referred to external agencies for comment. Adjustments were made to accommodate the comments that were received.

Dialogue

Administration and the applicant held a public open house on February 23, 2016. Notices were sent to adjacent landowners (100-meters) and to the homes that back onto the Ross Street extension. There were 69 attendees at the open house and 7 sets of comments were submitted. The table below summarizes the comments received and an administrative response.



Comment from Public Open House

Comment	Administrative Response
1. There is mention of potential community gardens, but nothing beyond that. Would there be opportunity for say a greenhouse within the commercial district, small scale animal husbandry, market gardening – anything like that.	The use of land in commercial areas, similar to all districts is governed by the permitted and discretionary uses in the City of Red Deer's Land Use Bylaw. The inclusion of the suggested uses would have to conform to the Land Use Bylaw for the proposed district of either C2B or C5.
2. I would like to see more fruit trees, i.e. Nanking Cherries, Evans Cherries, Chokecherry, and Apple. Rather than just Spruce and Aspens. They would provide food for the birds (& humans).	The types of trees on roadways and parks are determined during the servicing study and detailed design. The City of Red Deer actively encourages variety in trees during this process but must also restrict some types of trees for road safety. This comment will be forwarded to the appropriate department.
3. Bike/pedestrian access appears good from 39 st & Ross St., as long as multi-use trails along 20 th Ave can be useful, bike crossing east/west on 55 th street is not as good.	Future 20 th Avenue has been planned as an expressway standard. This will result in wider intersection spacing and fewer crossing opportunities for all modes of transportation across 20 Avenue.
4. How will cyclist on the multi-use trail just built on 67 St. (Joffre Road) enter the new neighbourhood? How will a cyclist be able to continue east to reach 10 St. (currently a popular bike route) to get to Delburne Road or take 10 th Street south?	This area is outside of the plan boundary. The most northern portion of the plan area is bound by Highway 11. The plan area provides excellent connections in and out of the neighbourhood to the regional trail network.
5. The bike link to downtown is also weak as old portions of Ross Street are largely unsafe, and cyclist from downtown currently access the trail to 67 St. from McKenzie Trail. If this link east is lost, bike access between [Section 12 NW/SW], Gaetz North, Dawe Cr, & Taylor Drive is also lost	This plan is limited to addressing the area within the plan boundary. The arterial and some of the collector roadways within the plan area will provide multi-use trail on one side of the roadway and a sidewalk on the other. All roads will have a sidewalk or trail on both sides of road within the plan area.
6. There appears to be some confusion as to what this area is to be called; some places its names Beaumont, others it's Benceley; The news release promoted Benceley.	<p>Thank you for the feedback and we will attempt to make things clear in the future. The open house was for both the Section 13 NW/SW NASP (formerly Benceley), as well as the Section 13 Beaumont Multi-Neighbourhood Plan.</p> <p>The Benceley name is no longer being used for this NASP and has reverted to Section 13 NW/SW.</p>
7. The papers & charts featured at the open house does not show any area for future light rail transit or skyway transit.	The NASP must conform to the existing city policies and statutory plans. There isn't any direction at this time for those ordered of transit service. The city is currently undertaking planning in relation all modes of transportation.
8. I'm very concerns about our air quality: we've got to be better!	The City or Red Deer addresses air quality in initiatives such as the Environmental Master Plan. Additionally, the NASP is consistent with the principals of the Neighbourhood Planning and Design Standards. Some of the standards include requirements that encourage sustainability (and air quality) within our



	neighbourhoods.
9. 20 th Ave. has been for me a biking road. In the winter a x-country skied along this road & snowshoed. Hope this will be possible in the future.	This area is outside of the plan area, but the 20 Avenue right-of-way has been designed to include a multi-use trail for pedestrian and cyclists on the west side.
10. Naming suggestions for the neighbourhood 1) Baylis, 2) Belhaven, & 3) Briarwood.	Thank you for your suggestions. They will be forwarded to the applicant and to the city naming committee.
<p>11. The draft plan indicates five roadway connections between the west half and the east half of the section. One of them is an arterial road two of them are collector roads and two of them are local roads. The approved Multi Neighbourhood Plan only shows two roadway connections between the two halves of the community. The crossings are problematic for a number of reasons:</p> <p>1) The Atco Gas r.o.w. and the Altalink r.o.w. combined take up about 80 meters of land. Crossing this area five times is not only expensive just because of the length but also the difficulty & expense of bridging the pipeline</p> <p>2) Having to manage all of these roadways on our half of the community will be challenging – particularly the two that are on either side of the arterial roadway.</p> <p>We would request that as a minimum, the two local roadway connections be eliminated.</p>	<p>Multi-neighbourhood plans are limited to arterial and collector roadways. The roadway types in the NASP are consistent with the multi-neighbourhood plan.</p> <p>The plan has been revised and the number of crossings has been reduced. The plan has removed/eliminated the local roadway connection immediately north of the arterial roadway.</p> <p>The majority of the utility crossings that need to be crossed are within the Section 13 NW/SW NASP area and will be the responsibility of the applicant. The impact to the land owner to the east will be limited in comparison.</p> <p>The Neighbourhood Planning and Design Standards encourages grid and modified grid roadway networks which will require more connections between developments than what has historically been planned and constructed in Red Deer.</p>
12. We are concerned about how a collector road connection in the north of the plan will impact the future layout of the NE of 13. The south collector road connection should be centred more so that it crosses roughly at the centre of the ¼ line. This would be more closely aligned with the Multi Neighbourhood Plan	<p>One of the roadway connections in this quarter section has been eliminated. There is also opportunity to narrow the collector roadway connection once it entre the lands to the east if a collector roadway is not required.</p> <p>This change will provide more flexibility during the planning of the lands to the east and can be worked though at the time of the NASP development.</p>
13. The multi neighbourhood Plan shows the school being located adjacent to the 55 th street collector roadway. In terms of access, this is likely the better location for it.	The location of the school site meets all of the requirements outlined in the Neighbourhood Planning and Design Standards. The Multi-Neighbourhood Plan is meant to be flexible and the location of the school site meets the intent of the multi-neighbourhood plan.
14. The plan as currently laid out shows 11 crossings of the TCPL high pressure pipeline. These crossings are difficult to manage and prohibitively expensive. We would suggest the number of crossings be reduced.	The applicant has indicated that the difficulties can be overcome. They have decided that the benefits outweigh the difficulties and have committed to providing a grid street pattern as is encourage by the Neighbourhood Planning and Design Standards to improve all forms of mobility.
15. The MR dedication in the plan is approaching 13%. This impacts the efficiency of the plan in two ways; a) a smaller area	The plan has been revised and the municipal reserve dedication is 10.0%.



<p>is available to generate revenue on for the developer b) a larger area is created that now needs to be maintained by the City in perpetuity.</p>	
<p>16. The draft plan shows the potential for two collector road connections to the neighbourhood to the north and two to the south – would these connections be required should this plan be approved?</p>	<p>The connections are one collector roadway to the north and south, as well as one local roadway to the north and two local roadways to the south. The collector roadways would likely be a requirement, whereas the local roadways would be encouraged to maintain the grid pattern of the roadway configuration and to be consistent with the Neighbourhood Planning and Design Standards. There will be opportunity to exclude the local roadway connections from adjacent plan areas which is best to be discussed during the development of the NASPs to the north and south.</p>
<p>18. The draft plan includes a significant commercial area. The proposed layout of the site illustrated on page 75 of the plan shows a pretty conventional commercial project featuring a large parking lot surrounded by buildings. The Clearview Market Square project was held to a very high development standard that resulted in a higher cost project. The potential for the proposed commercial project on Ross Street to have a competitive advantage based on cost does cause us some concern.</p> <p>Given the significance of this site as a key component of the Gateway to Red Deer it seems like there is a huge opportunity to develop this site into a unique and pedestrian friendly commercial project. We would encourage the site to be truly integrated into the community.</p>	<p>The illustrated figure on page #75 has been removed to ensure that there isn't an expectation by the developer that they have an approval for the proposed development. The development of the commercial sites will have to apply for, and meet the requirements of obtaining a development permit and will need to conform to Land Use Bylaw.</p> <p>Since the development of the Clearview Market Square the City of Red Deer has added new commercial districts to its Land Use Bylaw, as well as new Neighbourhood Planning and Design Standards. Planning Administration is confident that the site will be developed to a high development standard based on the proposed zoning of either C2B or C5 and the requirements of the Neighbourhood Planning and Design Standards.</p>

The proposed *Section 13 NW/SW NASP* achieves both the *Neighbourhood Planning Principles* and the *NPDS*. Refer to the *Plan Vision* section (p.28) of the document for information on how the *Section 13 NW/SW NASP* will address each neighbourhood principle.

The Planning Department supports the proposed *Section 13 NW/SW Neighbourhood Area Structure Plan* because it complies with the *Municipal Development Plan*, the *East Hill MASP*, the *Section 13 Beaumont Multi-Neighbourhood Plan*, and the *Neighbourhood Planning and Design Standards*.

The Planning Department recommends Council support Bylaw 3217/C-2016 to adopt the *Section 13 NW/SW Neighbourhood Area Structure Plan*.



MUNICIPAL PLANNING COMMISSION

Date: May 11, 2016
To: Red Deer City Council
From: Municipal Planning Commission
Subject: Proposed Section 13 NW/SW Neighbourhood Area Structure Plan – Bylaw 3217C-2016

At the May 11, 2016 meeting of the Municipal Planning Commission, the Commission discussed the proposed Section 13 NW/SW Neighbourhood Area Structure Plan – Bylaw 3217C-2016.

The following motion was introduced and passed:

Resolved that the Municipal Planning Commission, having considered the proposed Section 13 NW/SW Neighbourhood Area Structure Plan Bylaw 3217C-2016 dated May 4, 2016 and presented by Planning Administration, hereby endorses the proposed Section 13 NW/SW Neighbourhood Area Structure Plan Bylaw 3217C-2016, and forwards this to Council for consideration.

The above is submitted for Council's consideration.

Respectfully submitted,

A large, stylized handwritten signature in black ink, appearing to be 'Tara Veer'.

Mayor Tara Veer
Chair, Municipal Planning Commission

c: David Girardin, Senior Planner
Emily Damberger, Manager of Planning
Tara Lodewyk, Director of Planning Services



Prepared by

Modus Planning Design & Engagement Inc.
thinkmodus.ca | hello@thinkmodus.ca

and Stantec
www.stantec.com

Section 13 NW/SW NEIGHBOURHOOD AREA STRUCTURE PLAN



CITY OF RED DEER

DRAFT – May 2nd, 2016

BYLAW: 3217/C-2016

ADOPTED: _____



May 2, 2016

May 2, 2016

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1 INTRODUCTION

1.1 OVERVIEW

1.1.1 PURPOSE AND BACKGROUND

The purpose of the *Section 13 NW/SW Neighbourhood Area Structure Plan* (NASP) is to provide a high level plan for the NW and SW quarter sections of Section 13-38-27-W4M, located on the eastern edge of the City of Red Deer. The location of the NASP area is shown in Figure 1: Location Plan. The Section 13 NW/SW NASP addresses each of the City's nine planning and design principles and includes direction for land use, housing types, street and trail networks, parks and open space, conceptual engineering, and development phasing for the neighbourhood.

This NASP, prepared on behalf of the City of Red Deer Land and Economic Development Dept. (the developer), is the result of planning work by Modus and Stantec consulting in collaboration with the developer, Overwaitea Food Group Inc. (part owner of the lands), and City of Red Deer staff.

The NASP addresses the requirements of the Alberta Municipal Government Act (MGA), which governs the development of municipal statutory plans. A Neighbourhood Area Structure Plan is one type of municipal statutory plan. Section 633 of the MGA allows a municipal Council by bylaw to adopt an area structure plan for the purpose of providing a framework for subsequent subdivision and development of an area of land. An area structure plan must describe the:

- proposed development sequence;
- proposed land uses for the area;
- proposed population density of the area;
- general location of major transportation routes and public utilities; and,
- may contain other matters that council considers necessary.

1.1.2 HISTORY OF THE NASP AREA

The area has been farmed dating back to at least the 1950's and likely much longer. A farmstead in the northwest corner of the property was developed in the 1960s and later two other acreage properties were developed on the eastern boundary and southern boundary. The area has been explored and drilled for oil and gas development since the 1960s. Two gas wells and a compressor station remain active and an oil well has since been abandoned.

The Alberta Listing of Historic Resources (consulted December 2015) does not identify the plan area as having any historical resources.

1.1.3 LEGAL BOUNDARIES

The site is based on two quarter sections but has been diminished by the 20th Avenue right-of-way

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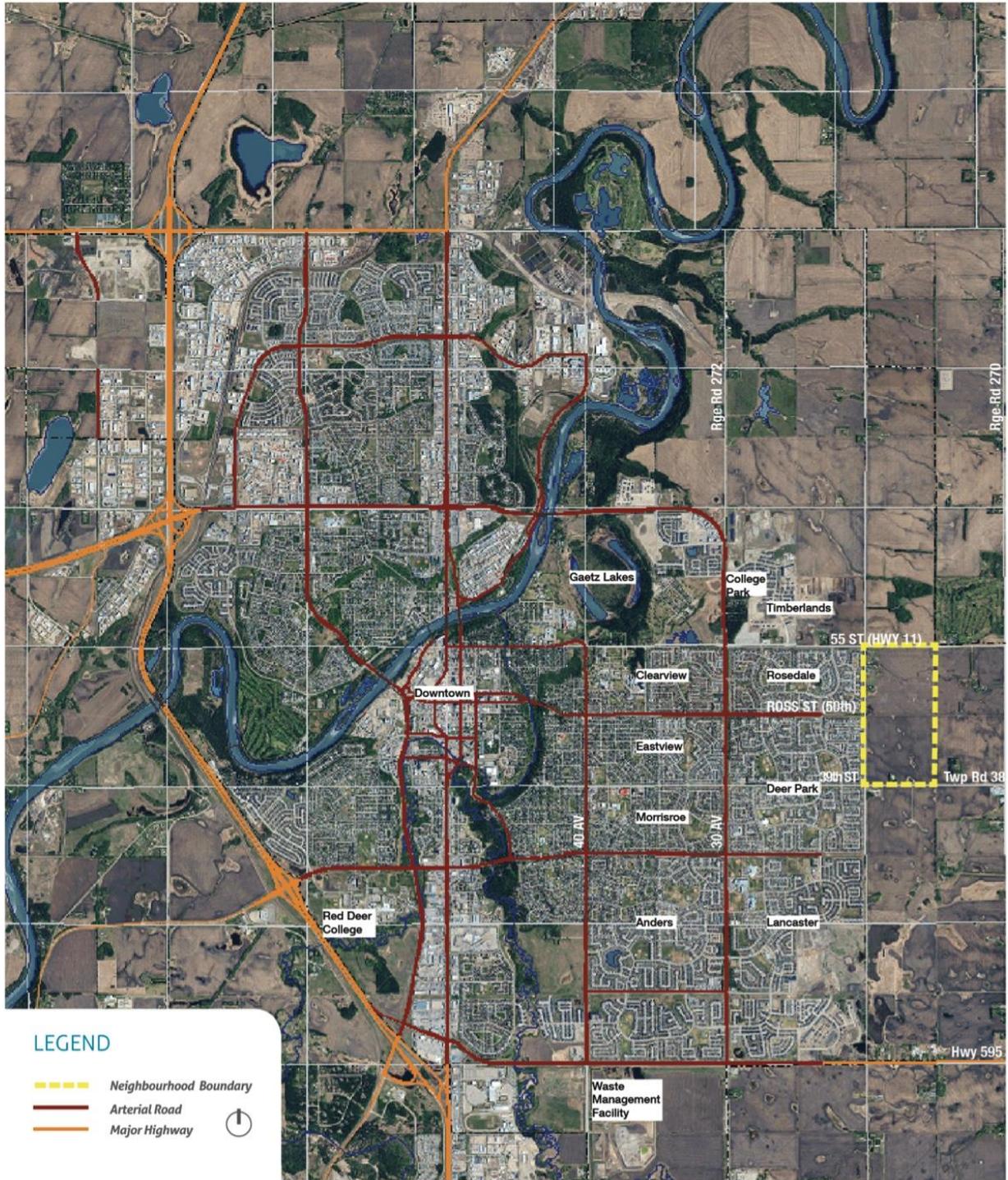
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which has been widened by the City to allow for an expressway. Therefore, the total size of the planning area is 117.71 Ha. (290.64 acres). The NASP area is bounded by 20th Avenue to the west, 39th Street to the south, and 55th Street (Highway 11) to the north. The eastern boundary is the boundary of the quarter sections and the AltaLink right-of-way.

1.1.4 LAND OWNERSHIP

Two different owners currently own the majority of the land. The southern portion of the land is owned by the City of Red Deer Land & Economic Development Department. The northern portion is owned by Overwaitea Food Group (1219669 Alberta Ltd.) with the exception of Lot A – 772-1882 shown on Figure 2 which is also owned by the City of Red Deer. The two landowners have an agreement that Overwaitea will sell the remaining lands to the City with the exception of the 2 and 4 hectare (5 acre and 10 acre) commercial parcels located north and south of Ross Street (Figure 10). A small (1.2 Ha./2.96 acre) acreage lot on the southern boundary of the NASP area is by a different private owner.

Figure 1: Location Plan



Section 13 NW/SW Neighbourhood Area Structure Plan

1.2 PLANNING CONTEXT

1.2.1 RELEVANT PLANNING DOCUMENTS

Development of the NASP is guided by several high level plans and policies. In turn, once adopted, the NASP will guide a more detailed servicing study, subdivision and development of the neighbourhood. The following relevant documents have been reviewed and referenced in preparation of this NASP.

Province of Alberta - Municipal Government Act RSA 2000c M-26 (MGA): The Municipal Government Act (MGA) of Alberta outlines the purpose and powers of Municipalities including the power to require an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land. As stated in section 633(2) of the MGA, an Area Structure Plan must describe:

- the sequence of development proposed for the area;
- the land uses proposed for the area, either generally or with respect to specific parts of the area;
- the density of population proposed for the area either generally or with respect to specific parts of the area;
- the general location of major transportation routes and public utilities; and,
- may contain any other matters the council considers necessary.

The City of Red Deer - 2015/2018 Strategic Plan (2014): The City's Strategic Plan identifies City Council's top priorities in four year periods. The three top priorities for 2015 to 2018 are: 1) Dialogue: Engaging our community and enhancing our relationships; 2) Community Amenities: Planning great spaces and places for community living; and 3) Financial Leadership: Creating a sustainable financial foundation. Council is also continuing the work from the previous strategic plan that included the priorities of 1) Identity: Identify and promote our Red Deer identity 2) Safety: Enable and promote a safer community 3) Movement: Design for and facilitate integrated movement and 4) Design: Design and plan our community to reflect our character and values; and 5) Economy: Shift our primary economic development focus and activity to within Red Deer. Several of these priorities have influenced the development of higher-level documents such as the Mobility Playbook and Neighbourhood Planning & Design Standards, which have had a direct influence on the design of the Section 13 NW/SW Neighbourhood.

Statutory Documents

The City of Red Deer - Municipal Development Plan (Bylaw 3404/2008 Approved May 5, 2008): The Municipal Development Plan (MDP) includes broad policies for guiding growth and changes in the City for the next twenty-five years. It promotes the concepts of "balanced growth", "smart growth" and "integrated land use and transportation" where land uses are mixed to reduce the need to travel large distances. Section 13 is identified as "Residential" on the Generalized Land

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Use Concept Map in the MDP. The MDP also sets out the following policies regarding neighbourhood designs:

- Density in new neighbourhoods shall ensure a minimum of 17.0 dwelling units per net developable hectare.
- The City shall continue to require a mix of housing types and forms in all residential neighbourhoods.

The City of Red Deer - East Hill Major Area Structure Plan (Bylaw 3499/2013): This plan describes high level policy, servicing and land uses for the East Hill area. It indicates the conceptual location of residential land uses, commercial areas, utility corridors, major roads, environmentally-sensitive areas and a location for a Catholic K-9 school in the north-eastern part of the Section 13 NW/SW NASP area. It also suggests the use of the AltaLink right-of-way as part of the City's trail system.

The Section 13 NW/SW NASP is consistent with the City's other statutory plans described above.

Land Use Bylaw

City of Red Deer Bylaw No. 3357/2006: The Land Use Bylaw regulates the use of land and buildings and controls building heights and setbacks. The Land Use Bylaw is one of the key City tools for implementing the NASP. Each of the proposed land uses in this NASP is referenced to a corresponding zone within the Land Use Bylaw.

Adopted Planning Tools

- ***Stantec Consulting Ltd. - Northland Drive/20 Avenue Functional Planning Study (2008)***: This report provides functional design for 20th Avenue Expressway that forms the western boundary to the Section 13 NW/SW Neighbourhood. It includes the location of proposed traffic signals and proposed lane configurations and intersection designs and indicates the location of a proposed pedestrian overpass at 20th Avenue and 39th Street. The report was reviewed during the preparation of the Section 13 NW/SW NASP to ensure an adequate right-of-way for 20th Avenue and to understand intersection improvements.
- ***The City of Red Deer - Mobility Playbook (2013)***: The Red Deer Mobility Playbook is a user-friendly tool for action and positive change in Red Deer. It identifies a linked set of strategies and actions needed to provide Red Deerians with more mobility choices, and as such a better quality of life.
- ***The City of Red Deer - Neighbourhood Planning and Design Standards (2013)***: Provides standards for Neighbourhood Area Structure Plans based around nine principles of good planning and design. These principles are all described further and reflected in the Section 13 NW/SW NASP.
- ***The City of Red Deer - Trails Master Plan (2005)***: This plan does not include the Section 13 NW/SW planning area. However, the overall intent of the trails master plan has been embraced and several trails are included in the Section 13 NW/SW NASP including part of a N-S regional trail.
- ***City of Red Deer Environmental Master Plan: Our Environment, Our Future (2011)***: This high level plan articulates 7 goals, which have been considered in the development of the Section 13

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NW/SW NASP.

- Water: To improve the quality of our water resources and increase water conservation.
 - Ecology: To protect and enhance the terrestrial and aquatic health of the natural heritage system.
 - Transportation: To prioritize active and public transportation.
 - Built Environment: To create vital, well-integrated compact communities that minimize negative environmental impacts.
 - Energy: To reduce energy use and move towards using renewable energy sources.
 - Waste: To decrease the amount of waste going to landfill and increase waste diversion opportunities.
 - Air: To improve air quality and reduce emissions.
- ***City of Red Deer Engineering Design Guidelines (2013)***: This document provides detailed engineering standards and guidelines that provides guidance for servicing new neighbourhoods, as well as standard street cross section design for roads and streets. Section 13 NW/SW has been designed in accordance with these standards except where noted in the plan, some alternative street cross sections have been included to create a more walkable pedestrian environment.
 - ***City of Red Deer Community Culture Vision (2008)*** – The Community Culture Vision is a 10 year planning document based on a broad vision of culture in our community and the role culture plays in all. It is a guide for the community and for The City of Red Deer to develop the kind of community we want to live in - a vibrant, creative community where we can all thrive.

Other

- ***The City of Red Deer - Section 13 Multi-Neighbourhood Plan (Feb 2015)***: this plan provides a high level conceptual plan for all four quarters of Section 13. It includes conceptual land uses, road and trail network, natural spaces and key connections. It also includes high-level policy directions. See Figure 5.

Together, these documents point to a new and evolving direction for how the City plans and develops residential neighbourhoods. There is a new focus on more compact, complete, mixed-use communities that are well served by transit and encourage active modes of transportation to balance the use of personal vehicles. Where they exist, the City encourages natural areas to be preserved and incorporated into new neighbourhoods. A variety of housing types, densities and prices to meet a variety of needs is encouraged. Finally, there is an emphasis on low impact, resilient development and on high quality urban design to create unique, livable, sustainable communities.

Figure 3: Planning Hierarchy

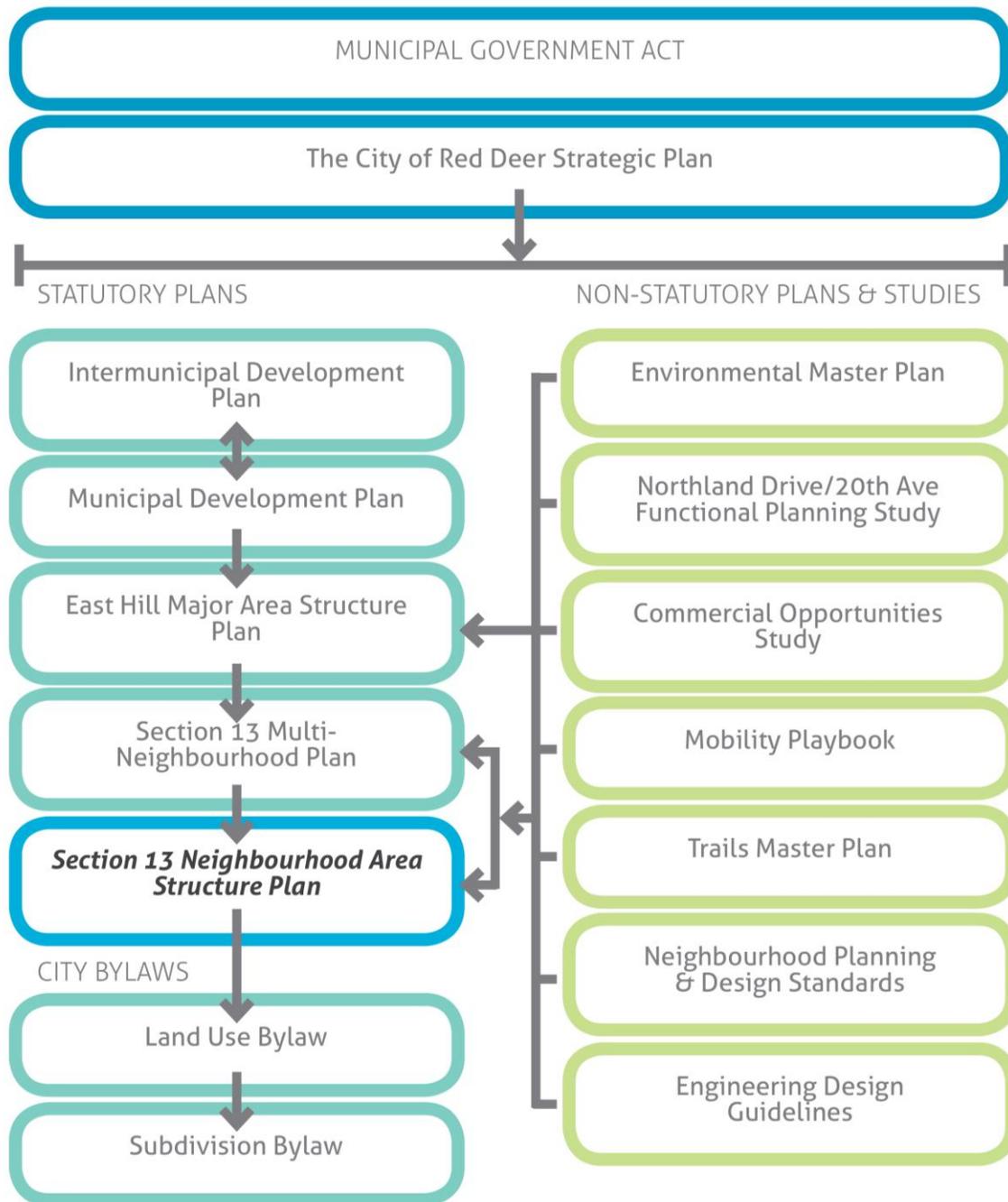
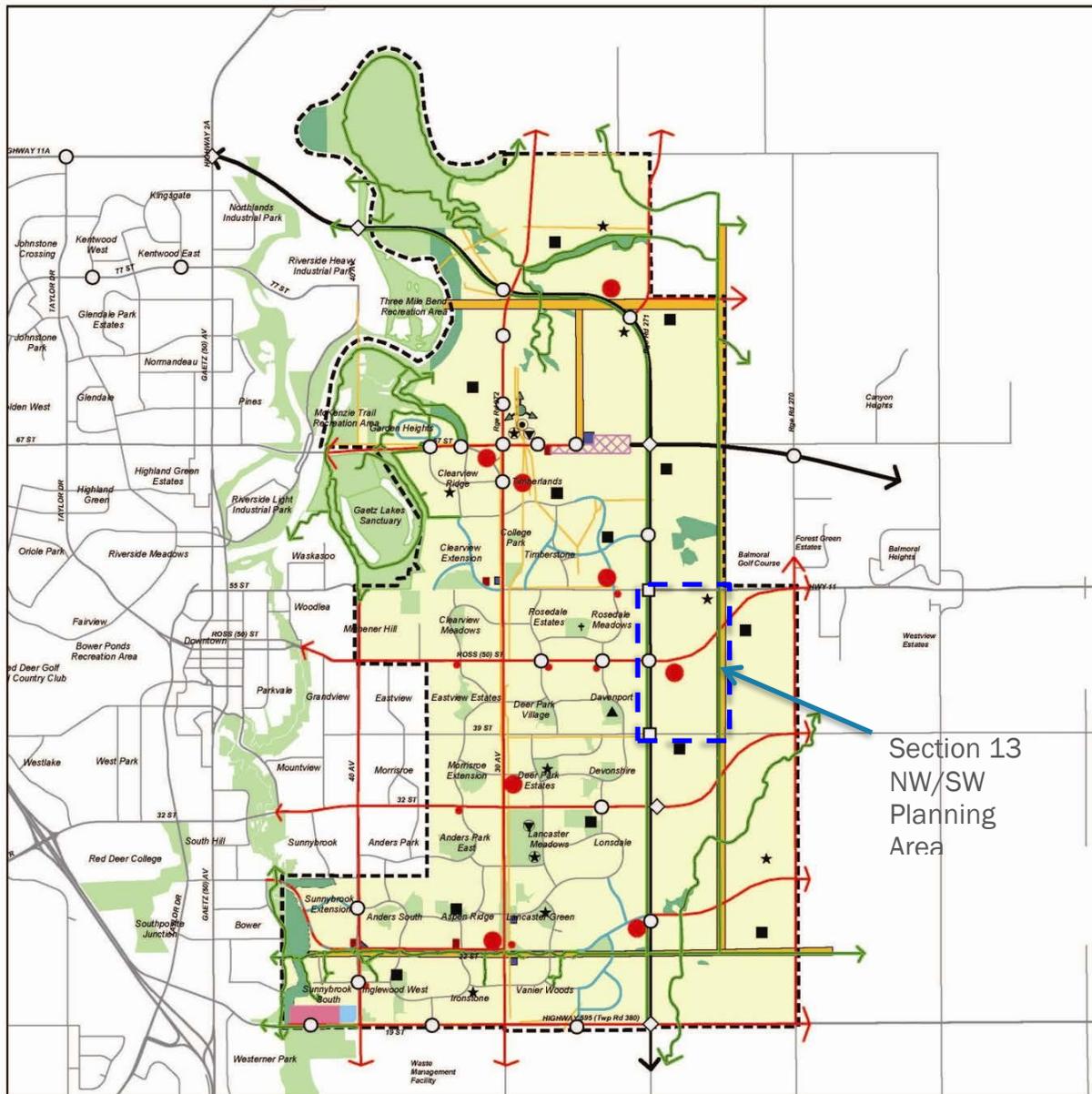


Figure 4: East Hill Major Area Structure Plan with Planning Area Indicated



Section 13
NW/SW
Planning
Area

Figure 5: Generalized Land Use Concept - East Hill



April, 2013

Figure 5: Section 13 Multi-Neighbourhood Plan



The purpose of a Multi-Neighbourhood Plan is to establish a high level conceptual plan that achieves the 9 *Neighbourhood Planning Principles*, identifies synergies, features, and connections, and creates distinct neighbourhood character. A Multi-Neighbourhood Plan outlines broad land uses, including environmental reserve and open space, and arterial and collector road patterns. Neighbourhood area structure plans may vary in design and layout from the Section 13 Multi-Neighbourhood Plan if the intent of the overall multi-neighbourhood plan is retained. The completion of a multi-neighbourhood plan does not mean that the land is development ready. Development readiness will be determined by the sequencing of services of the lands within the overall city servicing context and approval of capital expenditures by Council.

1.3 EXISTING NASP AREA CONDITIONS

The NASP area is currently being used for crop-based agriculture with some associated residential and farm buildings.

1.3.1 TOPOGRAPHY, SOILS AND VEGETATION

Natural characteristics are fairly consistent throughout the NASP area. The lands are almost flat and slope very gently towards the west and southwest. The NASP area has been used extensively for farming and little natural vegetation remains. Some large trees exist surrounding farm and residential buildings as well as some shelter-belts along the NASP area perimeter. Cattails and other vegetation exist within small patches that are lower lying and seasonally wet.

Several boreholes drilled as part of a geotechnical investigation (Shelby Engineering, 2007) show topsoil underlain by claytill. Standpipes installed as part of geotechnical investigations found groundwater between 3.97 and 2.78 metres below ground.

In addition, there is one ribbon of soils with slightly different colour on the orthophoto in the northern portion of the site, possibly indicating a seasonal water-course but there is no apparent aquatic vegetation associated with this.

The East Hill Major Area Structure Plan includes a map of “Natural Features” reproduced as Figure 6.

1.3.2 IMPROVEMENTS

Improvements to the land include:

- a house, farmyard and related outbuildings in the northwest corner;
- an acreage with associated paddocks further south on the west side;
- an acreage, part of which is also used for a commercial business, on the southern perimeter of the NASP area;
- two gas wells and associated compressor station serviced by an unpaved access road along the eastern perimeter;
- a powerline with several towers along the NASP area’s eastern edge; and,
- a telecommunications tower in the north-east corner.

1.3.3 OIL AND GAS CONSTRAINTS AND FUTURE DEVELOPMENT IMPLICATIONS

Significant oil and gas activity has occurred and will continue to operate within the NASP area. The following sections of the NASP set out the existing conditions, summarize the preliminary assessment of the contaminated areas, and indicate what processes and requirements will guide

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future assessment of the land's suitability for the uses proposed in the Land Use Concept (Figure 10) prior to development in certain portions of the NASP area.

This plan describes how future development will conform to both the Municipal Development Plan, and the East Hill Major Area Structure Plan Oil and Gas Policies. The Municipal Development Plan Section 5.13 sets out requirements for development impacted by Oil and Gas facilities. The MDP states The City shall endeavour to ensure that:

- Appropriate development setbacks are established and maintained. Development setback requirements from oil or gas development will meet or exceed provincial or federal minimum requirements. The City may require Developers to provide professional risk assessment respecting whether the minimum setback distance should be increased and measures to otherwise mitigate risks and land use conflict. (In this regard, see section 1.4.2, Risk Assessment Plan Requirement)
- Developers inform The City of known potential oil or gas contamination and if it is being remedied. An ESA shall be completed with any Area Structure Plan if oil and gas activity is or has been present. The City shall require professional environmental site assessment prior to soil stripping or grading. The land is to be made suitable for its intended use prior to subdivision or development; (See section 1.3.4)
- The City appropriately uses available regulatory measures such as Land Use Bylaw amendments, statutory plan development, transportation and utility corridor dedication, registrations on land titles and with the AER, and provincial and federal referral and participation processes to mitigate anticipated off-site impacts from oil and gas development and to limit land use conflicts in proximity to oil or gas development. (see section 1.3.6 and Section 1.4.2)

The East Hill Major Area Structure Plan Section 3.2 requires developers to work with licensee of any oil and gas facility during the development of a NASP and during all future stages of development as required. The East Hill MASP requires NASPs to include:

- The location of all oil and gas wells, abandoned wells, pipelines or facilities, their sour gas level and current licensee (see Figure 2, and section 1.4.2)
- The results of the Environmental Site Assessment (ESA) of any abandoned oil or gas well, pipeline or facility. (see section 1.3.4 & 3.2.7)
- A requirement for a Phase 2 ESA and subsequent reclamation confirmation where the well file shows an earthen pit, drilling sump, oil or water storage tanks, or buried tanks prior to surface development (including stripping and grading) being permitted.
- The property line setback distance from any active or abandoned oil or gas well, pipeline or facility to the surface development (see Figure 9, section 1.4.2)
- A plan on how to co-exist with any active oil or gas wells, pipelines or facilities (See section 1.4.2, Risk Assessment and Coexisting Plans)

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1.3.4 ENVIRONMENTAL SITE ASSESSMENT

Phase 1 and Phase 2 Environmental Site Assessments were completed by Shelby Engineering Ltd. for the northwest and southwest quarter sections in 2006 and 2007. In October and December 2015, Shelby updated the Phase 1 ESAs for each quarter section. An acceptable or new Phase 2 ESA will be required prior to stripping and grading, development, subdivision or redesignation within the NASP area.

Table 1: Oil & Gas Facilities Within NASP Area

Facility # (See figure 9)	Type	Licensee	Location	Status
1	Oil Well Stekoll McConnell Joffre 00/12-13-38-27	Suncor Energy Inc.	NW quarter	Abandoned
2	Sweet Natural Gas Well Due West Joffre 00/11/13-038- 27	Advantage Oil & Gas	NW quarter	Active
3	Sweet Natural Gas Well AVN 102 Joffre 02/11/13-038-27	Advantage Oil & Gas	NW quarter	Active
4	Gas Compression Station SUN JOFFRE 11-13MU- 38-27	Advantage Oil & Gas	NW quarter	Active
5	Natural Gas Pipeline *2 pipelines	ATCO Gas and Pipelines Ltd.	NASP Area	Active
6	Natural Gas Pipeline	Advantage Oil & Gas	NASP Area	Active
7	Natural Gas Pipeline	Nova Gas Transmission Ltd. (TransCanada)	NASP Area	Active

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Table 2: Oil & Gas Facilities Adjacent to NASP Area

Facility # (See figure 9)	Type	Licensee	Location	Status
8	Sweet Natural Gas Well AVN ET AL JOFFRE 2-13-38-27	Advantage Oil and Gas Ltd.	Outside NASP – East of SW quarter	Active
9	Sweet Joffre Gas Processing Plant	Advantage Oil and Gas Ltd.	Outside NASP – South of SW quarter	Active
10	Gas Well NPOG JOFFRE 16-11-38-27	Spry2 Energy Inc.	Outside NASP – South of SW quarter	Active
11	Oil Well COGI JOFFRE 4-24-38-27	Canadian Oil & Gas International Inc.	Outside NASP – North of NW quarter	Active

NW Quarter Section

The Phase 1 (2015) ESA notes the presence of one abandoned oil well site (Facility #1) in the southwest corner of the quarter section. The abandoned well site was the Stekoll McConnell Joffre 00/12-13-38-27 well that was advanced in 1959 and produced crude oil until it was abandoned in 1966.

The Phase 1 ESA (2015) also identifies two active gas flow well leases licensed by Advantage Oil & Gas on the site (Facility #2 and Facility #3). The active well sites are the Due West Joffre 00/11/13-038-27 and AVN 102 Joffre 02/11/13-038-27 which were advanced in 1967 and 2003 respectively. A natural gas compression station (Facility #4) is located in the same general area. Facilities #2-4 are accessible via an access road running from Highway 11 south along the NASP area's eastern edge. The Phase 1 ESA confirmed significant contamination in this area (see Figure 7). The results of the 2006 Phase 2 ESA show significant hydrocarbon impacts around Facilities 2 and 3 and a contaminant plume that extends off-lease to the south and west. It is expected that the updated Phase 2 ESA and further assessments will confirm the extent of contamination.

Various oil & gas pipelines within the NASP area were also identified in the Phase 1 ESA (Facilities 5-7).

The Phase 1 ESA also noted the potential risk associated with above-ground storage tanks and vehicle storage areas in the farmstead area. While the ESA indicates that the potential risk is considered minimal, further testing was recommended in the vicinity of these areas.

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When the new/updated Phase 2 ESA is completed for the NASP area it will be reviewed by the City to determine if it meets City requirements and the Canadian Standards Association Guidelines (CSA) ZF68-94.

As further explained in section 3.2.7, below, the developer will not proceed with development until contamination has been remediated to Provincial standards and City Standards (see Section 3.2.7).

SW Quarter Section

The Phase 1 ESA identified the potential of environmental concerns/ liabilities stemming from an oil and gas processing plant (Facility #9) located outside of the NASP area and a gas well site located approximately 50m east of the NASP area (Facility #8).

An ESA Phase 2 was completed for the SW quarter section in July 2007 by Shelby Engineering Ltd. but requires updating. The developer is currently completing a new Phase 2 ESA for the NASP area which will be reviewed by the City to determine if it meets City requirements and the Canadian Standards Association Guidelines (CSA) ZF68-94.

1.3.5 EXISTING ACREAGE RESIDENTIAL

Southwest of the planning area, there is an existing residential acreage property under different ownership. This property is not owned or under contract by the plan proponents. However, following discussions with the parcel owners, it has been included in the NASP area. Modus contacted the owners of this property by letter in August 2015 and followed up by phone in October 2015. The owners indicated that they may be interested in developing the property for either commercial or residential purposes in the future. Therefore, future development of this property has been taken into consideration to ensure future connectivity and consistency with the Section 13 NW/SW NASP. However, the NASP has been designed so that development of this property is not a pre-requisite for developing the area around it. Therefore, property could continue to be used as it is currently for some years to come.

A Phase 1 ESA for the acreage will be required when they plan to develop this area as it was not included in the Phase 1 ESA completed in 2016.

1.3.6 SURROUNDING DEVELOPMENT & AMENITIES

Figure 8 illustrates the surrounding development context and some opportunities that the NASP could exploit. Development to the north is currently agricultural and the proposed land use is indicated as residential in the East Hill Major Area Structure Plan (MASP). The Balmoral Golf Course lies to the north-west and includes landscaped areas, club house buildings and parking space.

Lands to the east are currently agricultural and proposed to be residential in the East Hill MASP. Development to the south is currently agricultural and proposed to be residential in the East Hill MASP. Facility #8, the producing gas well east of the southwest quarter section, is located about 50 m east of the property line. There is a minimum 100m setback which extends onto the southwest quarter section. The Phase 1 ESA will need to address possible contamination within the plan area.

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Prior to development being approved in this area (see section 3.2.7) in this area, a Risk Assessment Plan will be required to determine the appropriate development setbacks.

South of 39th Street (in the NW corner of NW 12-38-27-4) is the Joffre gas processing plant (Facility #9) licensed to Advantage Oil and Gas Ltd. A gas processing plant is an arrangement of equipment used to change the composition of the raw natural gas by the extraction of hydrogen sulphide, helium, ethane, natural gas liquids, or other substances from the natural gas. Prior to development being approved in this area, (see section 3.2.7) a Risk Assessment Plan will be required to determine the appropriate development setbacks.

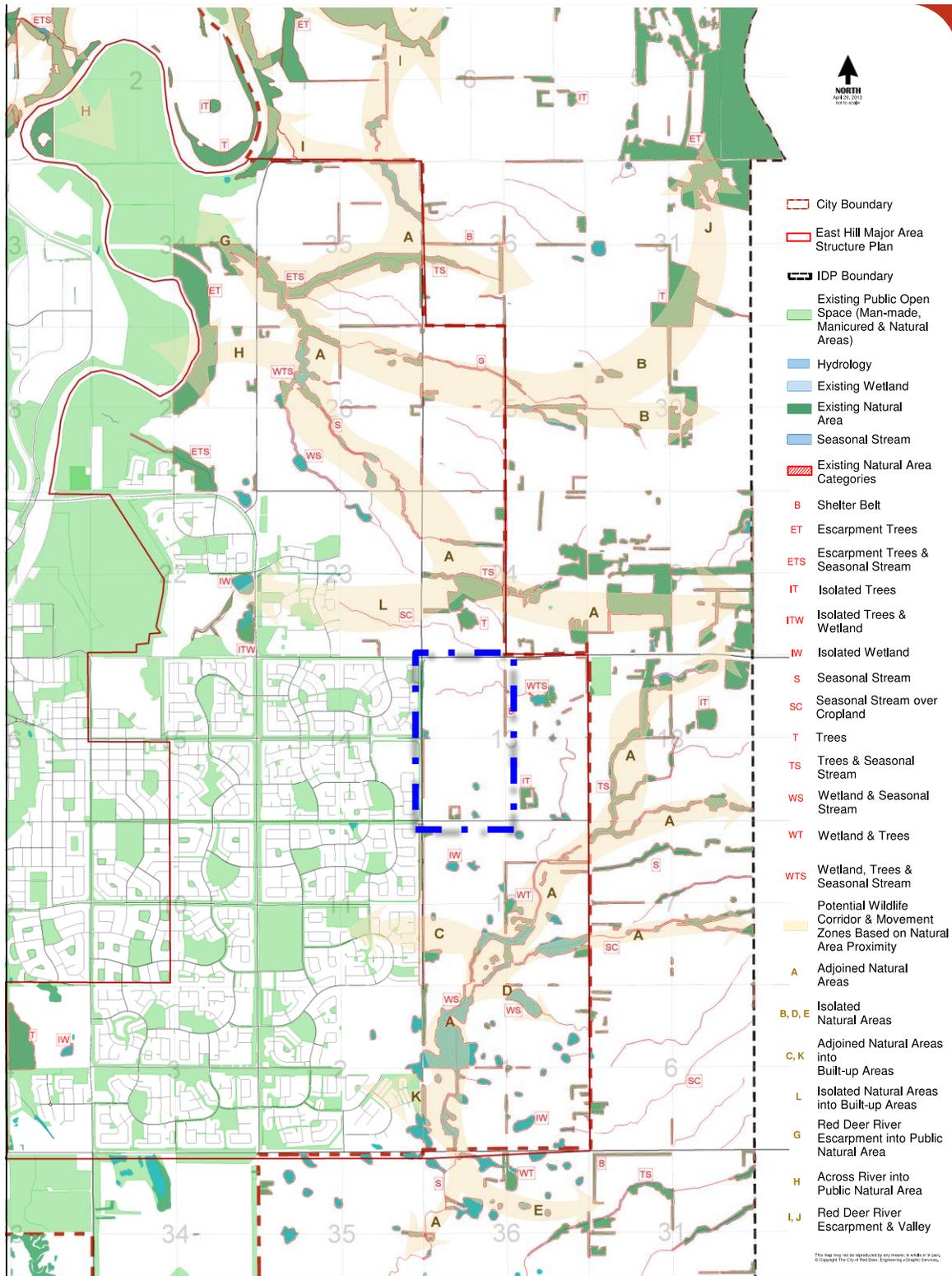
A producing gas well also exists near the Joffre gas processing plant (Facility #10).

To the west are the existing Deer Park and Rosedale residential neighbourhoods including small lot single-detached homes and a mobile home park.

There is a direct connection to downtown Red Deer via Ross Street and a regional trail is proposed to run in a north-south direction along the east side of the property.

Three new schools are proposed in the immediate area including a Catholic K-9 school with the NASP area.

Figure 6: East Hill Natural Areas



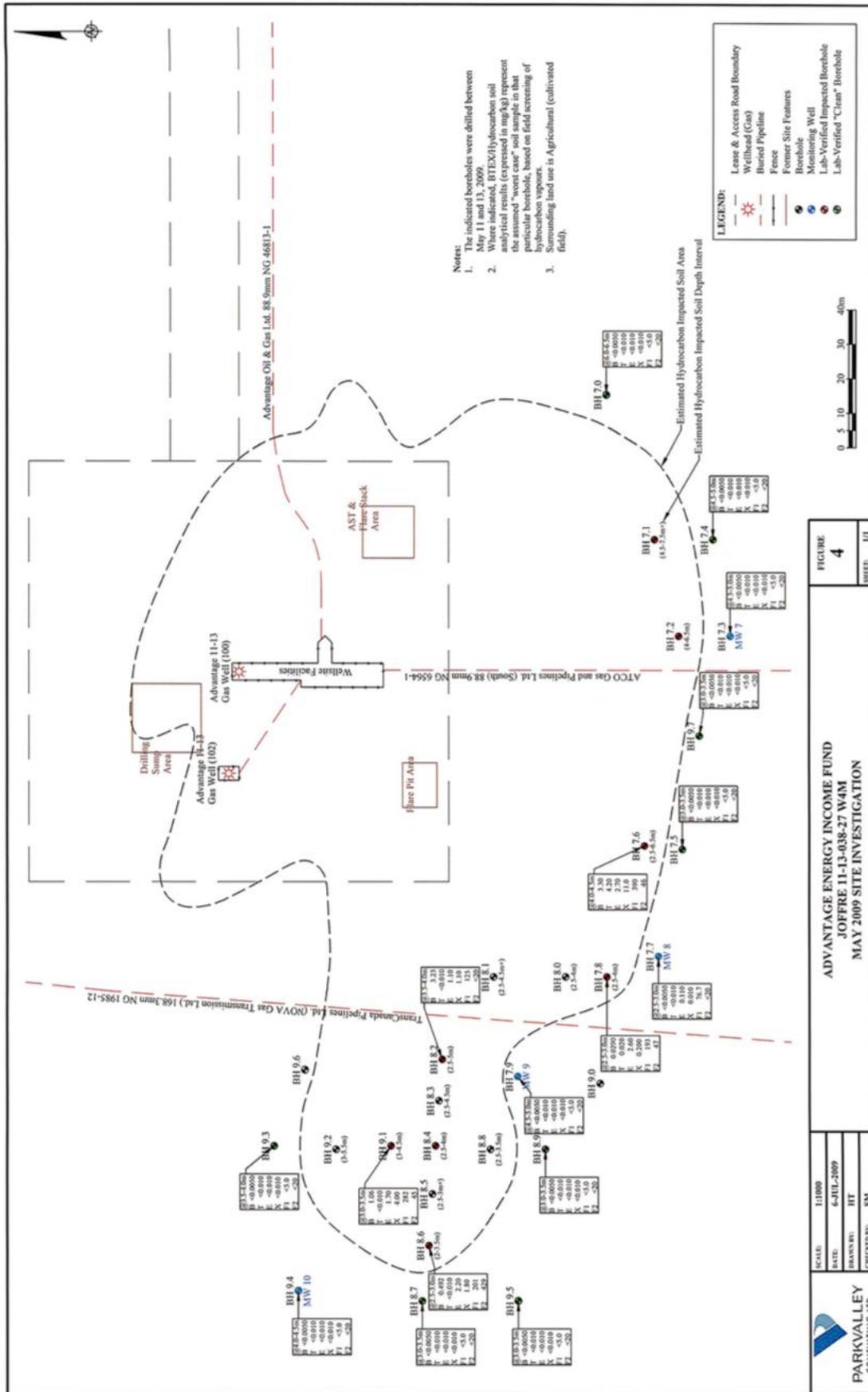


Figure 7: Delineated Area of Contaminated Soil Around Active Gas Wells

Figure 8: Development Context & Opportunities

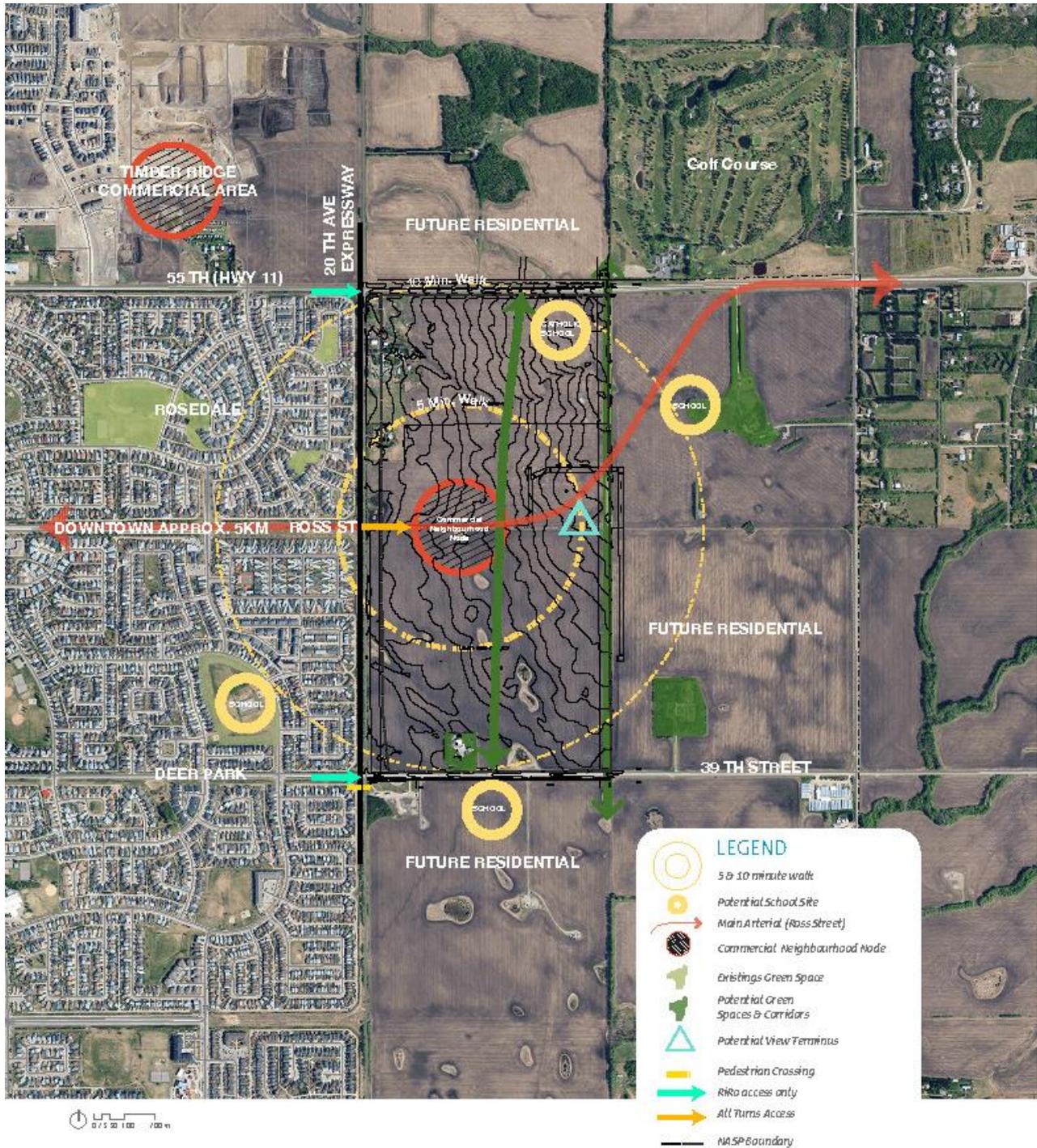
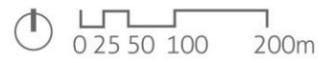


Figure 9: Development Constraints Map



LEGEND

- | | | |
|----------------------------------|---|---|
| Oil/Gas Pipeline Right of Way | NASP Boundary | Contour Line |
| Active Gas Well (Setback 100m) | AltaLink High Voltage Line | Seasonally Wet Areas |
| 100m Setback | AltaLink 36 m Right of Way | Potential Area to Locate Stormwater Management Facility |
| Gas Facility | AltaLink 30 m Notification Zone | Proposed Pedestrian Overpass |
| Oil Well, Abandoned (5m Setback) | AltaLink Electrical Transmission Line Tower | Approximate Estimated Hydrocarbon Impacted Soil Area |
| 95 m Road Widening Setback | Cellular Tower | |
| Active Oil Well (Setback 100m) | Cellular Tower | |



1.4 OPPORTUNITIES AND CONSTRAINTS

The physical characteristics of the NASP area, and its location, and the surrounding area present a number of opportunities and constraints for development as shown on **Figure 8** and **Figure 9** and described below.

1.4.1 OPPORTUNITIES

The location of the NASP area at the intersection of a future expressway (20th Avenue) and an arterial highway (Ross Street) with strong, direct connections to the downtown provides the opportunity for a major district commercial node as noted in the East Hill MASP. This node can provide shopping for the immediate neighbourhood but also the surrounding area. The node is where various pedestrian-oriented and public uses come together in a fairly compact area including the commercial sites, adjacent multi-family residential development, community amenities and public open spaces. The node also provides the opportunity to congregate community uses at this location along with a transit stop and more affordable multi-family housing.

The gently west sloping land creates the opportunity for views to the west that should be explored when designing open space and buildings (e.g. window placement). The gently sloping land also provides an opportunity to manage stormwater in the south-western corner of each quarter section. The stormwater management facilities themselves provide the opportunity for creating some passive park space and semi-natural areas, sight lines to commercial properties, and to buffer the neighbourhood from the traffic noise and pollution that will be generated by 20th Avenue.

The East Hill MASP identifies the need for a K-9 Catholic school site. This creates an opportunity for a combined school and park site with sports fields that can serve the residents as well as the school.

Anticipated low volume traffic on 39th Street (bordering the NASP area to the south) provides an opportunity to create multiple street and trail connections through to the adjacent neighbourhood to the south. In addition, the pedestrian overpass planned at the intersection of 39th Street and 20th Avenue will be an opportunity for pedestrians to connect to amenities west of the NASP area.

The bend in Ross Street provides the opportunity for a view terminus as one enters the NASP area along Ross Street looking eastwards. The view could be terminated either by a significant building or, as proposed in this plan, by a larger landscape feature such as a “hill” of top soil landscaped with grass and other plants.

The AltaLink Transmission Corridor on the eastern edge of the NASP area creates an opportunity for a N-S regional trail system with multi-modal transportation options, in keeping with the East Hill MASP and City of Red Deer Trails Master Plan. A pedestrian crossing will be developed where the regional trail crosses Ross Street

Some of the existing seasonally wet areas contain aquatic vegetation that can be re-used in the development of stormwater management facilities (wet ponds). It is likely these wet areas will disappear once development starts to occur and drainage patterns change.

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It may be possible to re-use some materials from the existing farm sites, which could be incorporated into landscaping (old timbers and farm machinery as public art for example).

1.4.2 CONSTRAINTS

Utility Right-of-Ways

The AltaLink electrical transmission line is contained within a 36 metre wide right-of-way at the eastern edge of the property (illustrated on Figure 2: Legal Plan). No buildings are allowed within this right-of-way.

The AltaLink Transmission Corridor with its large towers creates an undesirable visual aesthetic. The swing of the cables limits the proximity of tall buildings and vegetation that could interfere with the lines. Notification to AltaLink is required for any proposed development within 30 metres of the line.

A 20 metre wide right-of-way for the high pressure ATCO gas pipeline was recently established along the eastern edge of NASP area, just west of and adjacent to the AltaLink right-of-way. No buildings can be constructed within this right-of-way.

Oil and Gas pipelines and associated right-of-ways present a constraint to development as no buildings or landscaping should be located on these right-of-ways. Roadways are generally allowed to cross right-of-ways where necessary, provided approval has been obtained from the Licensee.

The NASP area is roughly bisected east-west by the north-south oriented underground

TransCanada (sweet gas) pipeline which is contained within an 18 metre wide right-of-way. According to the East Hill MASP and the Land Use Bylaw, an additional 7 metre setback from the edge of the right-of-way is required. This has been allowed for by increasing the depth of the lots adjacent to the right-of way.

Risk Assessment Plan

Because of the significant oil and gas activity within and adjacent to the NASP area, the Developer will be required to provide a Professional Risk Assessment Plan which will assist the City, as the planning authority, to determine appropriate development setback distances, address public safety, identify mitigation measures, manage nuisance factors, ongoing industry access requirements, emergency planning, risk communication and public participation. The Assessment will address all Facilities located within the NASP area, as well as those within 100m of the NASP boundary. The developer will work with the Licensee(s) to address the Risk Assessment findings.

The Licensee has identified an area around Facilities 2 and 3 that has been contaminated. The approximate extent of the contamination has been determined as shown in Figure 7. This contaminated area will be remediated to Provincial and City standards prior to any surface development being approved (see section 3.27).

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A minimum 5 m development setback, from the well centre to the property line, must be maintained around the abandoned well in the NW quarter (Facility #1). Access to the well is also required to be maintained, in accordance with provincial regulations.

Coexisting Plan

Facility #4 is a gas compression station located near to the active gas wells in the northwest quarter. A gas compression station is comprised of service equipment to maintain or increase the flowing pressure of the gas it receives from a well prior to delivery to the gas processing plant. After the Professional Risk Assessment Plan is completed, the Developer will provide a "Co-existing Plan" to indicate how the proposed residential development could coexist with operating gas wells, compression station, and pipelines. The plan needs to address: nuisance issues (noise, emissions, visual, and aesthetics), ongoing access, public education, and ongoing public involvement. Facilities 2- 4 will require vehicle access for maintenance and emergencies during their operating lifetime as well as after abandonment. While operating, vehicle access can continue to be provided via the existing access road along the eastern perimeter of the NASP area. After abandonment, access can be provided via the neighbourhood road network.

Setbacks for Facilities Outside of NASP Area

Suggested development setbacks for Facilities 8 and 9 have been identified on Figure 9. These development setbacks may be amended depending on the results of the Risk Assessment, and may require an amendment to the NASP.

Cell Tower Setback

There is a cellphone tower (TM Mobile) located on the northern quarter (see Figure 9). It is understood that the lease for this tower expires in 2021 at which time it does not have to be renewed. Given the development phasing (see section 8), it is not anticipated that the area will be needed for residential or school uses until that time and, therefore, the cell tower is unlikely to pose a constraint to development. However, should development proceed more quickly than anticipated, the cell tower and supporting cables may delay the development of the school playing fields/park and the area of Residential – Medium Density to the south of the school. If the School District wants to proceed with development and believes that the cell tower is impeding that development, an earlier termination of the cell tower lease will be negotiated by the developer.

Ross Street Right-of-Way

The City of Red Deer has indicated a desired general orientation for Ross Street Arterial as indicated on the City's Multi-Neighbourhood Plan for Section 13. Ross Street is planned as a 4-lane arterial road and the City's standard arterial right-of-way is 60 metres wide. This type of road can pose a barrier to pedestrian and cycling connections within the neighbourhood and, if located with a typical right-of-way, can undermine the goals of creating a compact community node. Therefore, this plan proposes a modified 40-metre road right-of-way for Ross Street through the commercial area/neighbourhood node.

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The right-of-way for 20th Avenue has been widened to 95 metres by the City of Red Deer to accommodate a planned 6-lane expressway and regional trunk sewer line as well as berms on both sides and a regional multi-use trail on the west side. The City has purchased land to allow for the 95 metre right-of-way. The construction date for this road is not known at this time but will likely be constructed in a phased sequence and expanded as traffic volumes warrant. When completed it is anticipated that this road will generate high volume, high speed traffic and act as a barrier to pedestrians wanting to travel outside the neighbourhood. A pedestrian crossing across 20th Avenue has been proposed by the City at 39th Street. The 20th Avenue right-of-way will also generate considerable noise and hence a noise attenuation berm will be constructed on both sides of 20th Avenue. Access from 20th Avenue onto 55th Street will be right-in/right-out only. The access from 20th Avenue onto 39th Street will also be right-in/right-out only. Access at Ross Street will be an all turns signalized intersection.

55th Street

Due to the volume and speed of traffic on 55th Street (Highway 11), homes fronting onto this road will not be able to be developed until such time as Ross Street is completed and the Highway designation is removed from 55th Street and it is designated a collector roadway.

2 PLAN VISION

2.1 OVERVIEW

2.1.1 VISION STATEMENT

The Section 13 NW/SW Neighbourhood is envisioned as a highly livable neighbourhood with a variety of land uses that includes 6 hectares (15 acres) of commercial development, a Catholic school, and anticipated housing for 4,079 residents. It will be an area of high quality urban design, varied parks and open spaces, local and district serving shopping opportunities and a wide variety of housing.

2.1.2 NEIGHBOURHOOD HIGHLIGHTS

- a unique neighbourhood identity created through the modified grid pattern of streets, neighbourhood park focus, park-facing housing, carriage home lots and variety of commercial uses
- an affordable community – 38.1% of the housing stock is multi-family which includes apartment units, townhomes, row houses and multiplexes. In addition, many homes may have secondary suites or carriage homes
- a compact community - overall net housing density is 18.62 du/ha
- a community of choice - 8 different types of housing
- a walkable community - strong pedestrian connections to transit, within the neighbourhood and beyond
- a community with a variety of types and sizes of parks and open spaces

2.2 SUSTAINABILITY & NEIGHBOURHOOD PLANNING PRINCIPLES

The City of Red Deer Planning & Design Standards contain a set of nine planning principles adopted by City Council. These principles are listed below. This section describes how the NASP fits with the intent of these principles. Images are illustrative of the principles only and not intended to depict final design.

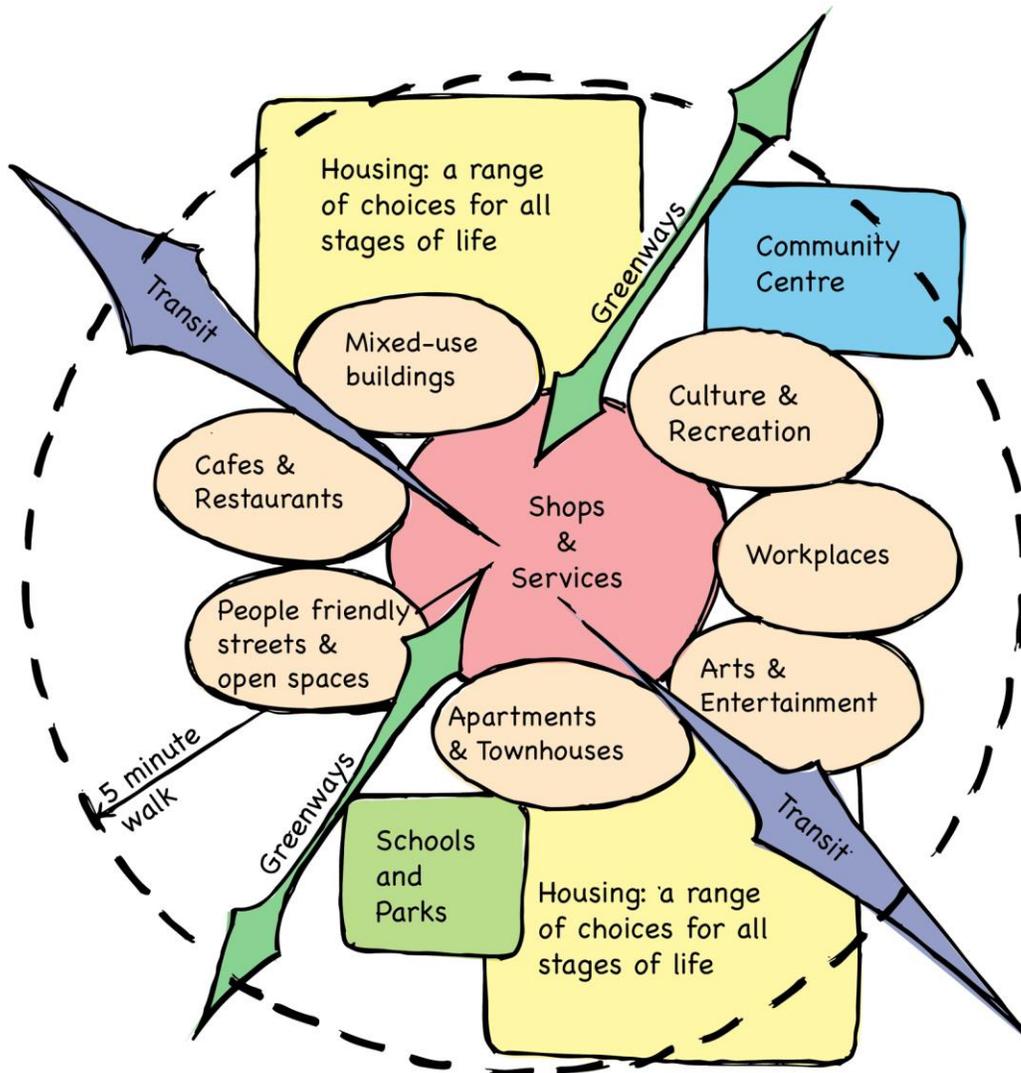
PRINCIPLE 1: Natural Areas

While there are few existing natural areas on the site, there are opportunities to use natural landscaping within the areas surrounding the stormwater management facilities. It may also be possible to preserve some of the trees in shelter belts and on the existing farm properties depending on the proposed location of buildings and the amount of re-grading required.



PRINCIPLE 2: Mixed Land Uses

The proposed Neighbourhood Plan features a variety of land use types including variety of residential types and densities, district and local serving commercial uses, community amenity uses and public uses such as parks, a school and stormwater facilities.



PRINCIPLE 3: Multi-modal Choice

The plan includes a proposed bus route and stop locations that are located conveniently close to most residences, to the proposed school and close to the proposed commercial shopping areas. The street network is a highly connected modified grid (few cul-de-sacs) and is well connected to the regional trail system. Bikeways exist both on and off-street.



PRINCIPLE 4: Compact Urban Form & Density

The plan uses land efficiently through a modified grid pattern of streets. It features a high proportion of multi-family housing units in the form of apartments, townhouses and cluster housing surrounding a community node that includes district-serving and neighbourhood- serving commercial and community amenities. The plan exceeds the City's required housing density of 17 dwelling units per net residential hectare.



PRINCIPLE 5: Integrated Parks & Community Spaces

The plan features a large (~10 acre) combined school and park site as well as a number of neighbourhood parks surrounded by homes. Each park is well connected to the surrounding neighbourhood through the modified grid pattern. Cut-throughs (linear parks) have been provided to provide easy pedestrian access to greenspaces. Pipeline and Altalink right-of-ways provide strong linear connections through the neighbourhood including part of the regional trail system.



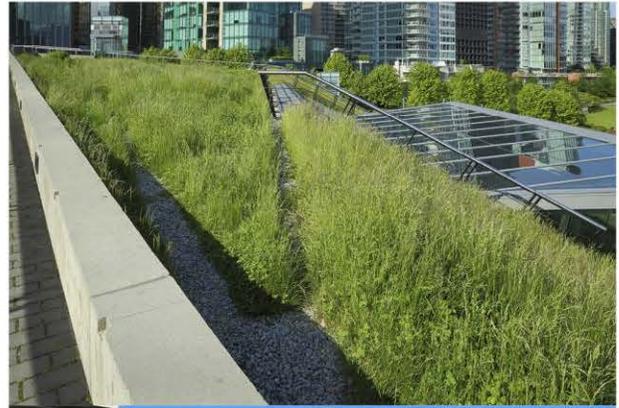
PRINCIPLE 6: Housing Opportunity & Choice

The plan features eight different types of residential lots to encourage a range of housing types. 38% of the proposed housing units are within attached forms of housing which includes apartment units, townhomes, row houses and multiplexes. In addition, many homes may have secondary suites or carriage homes.



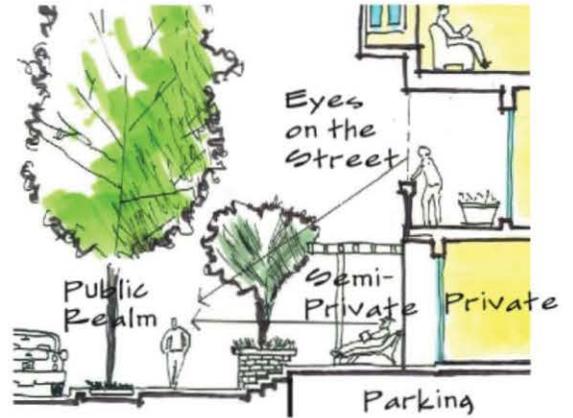
PRINCIPLE 7: Resilient & Low Impact Neighbourhoods

The proposed neighbourhood has been designed to be a walkable and transit-friendly neighbourhood that will reduce energy use. The modified grid structure of the plan makes future adaptability easier as a grid pattern can accommodate a range of future land use types more easily than a curvilinear road system. The extensive park network could provide an opportunity for urban gardening. Landscaping should be designed to reduce the need for irrigation with potable water. House design should be energy and water efficient and incorporate passive solar design and renewable energy systems.



PRINCIPLE 8: Safe & Secure Neighbourhoods

Front facing units make sure that there are "eyes" on the street" and overlook neighbourhood park areas. Streets and trails are designed to be safe for pedestrians and cyclists. Detailed design will apply CPTED principles.



Residential buildings oriented to animate the public realm and create eyes on the street



PRINCIPLE 9: Unique Neighbourhoods

The variety of housing types, modified street grid pattern, houses clustered around neighbourhood parks, unique park-facing housing and strong commercial node will give the proposed neighbourhood its unique identity.



3 LAND USE & HOUSING

3.1 OVERVIEW

Land uses in Section 13 NW/SW are primarily residential and commercial with some supporting community and park uses.

3.2 LAND USE PLAN

The Section 13 NW/SW neighbourhood includes a variety of land use types including a variety of residential land uses, district- and local-serving commercial uses, community amenity and school uses and public uses such as parks and stormwater management facilities. **Figure 10** shows the land uses.

3.2.1 RESIDENTIAL USES

The Section 13 NW/SW Neighbourhood includes a variety of residential uses. These diverse housing types are intended to serve a wide range of incomes, lifestyle choices and life stages allowing residents to age in place.

The higher density multi-family uses have been clustered around the commercial/community node where there is easy pedestrian access to shopping, amenities and transit as well as neighbourhood parks.

Lower density residential uses are intended to accommodate a variety of housing styles including traditional single-family dwellings, wide-shallow housing, dwellings with secondary suites, carriage houses, and cottage cluster housing (small single-detached or semi-detached residential units in a cluster formation gathered around a private green space). Some of the homes are “park-facing” i.e. their primary orientation faces onto a public park or public utility lot.

Houses are proposed facing onto 55th Street (currently Highway 11) and 39th Street. Houses facing onto these streets will be accessed via rear lanes and therefore no front driveways will be permitted in these areas.



3.2.2 COMMERCIAL USES

The plan includes two commercial areas:

- 1) a larger 4 hectare (10 acre) district-serving commercial parcel on the south side of Ross Street which is intended as a shopping centre anchored by a grocery store and including a variety of smaller scale retail and commercial service outlets, restaurant uses and small professional offices (doctor, lawyer, accountant, dentist etc.); and
- 2) a smaller 2 hectares (5 acre) neighbourhood-serving commercial parcel that will accommodate a range of smaller commercial uses including a gas station, convenience commercial etc.

Together, these commercial uses will contribute to a complete community with a variety of uses where most of the daily needs of Section 13 NW/SW residents can be met within the neighbourhood. These commercial parcels would be zoned either C2B or C5 (City of Red Deer Land Use Bylaw) which allows for a mix of commercial uses and a shallow front-yard building setback to allow for a more walkable urban cross section along Ross Street where the buildings frame the street.

3.2.3 OPEN SPACE USES

A variety of open spaces have been located throughout Section 13 NW/SW to allow active and passive recreation of various types including sports, children's play, sitting and quiet reflection, and appreciation of nature. These open spaces include strong linkages to the trail system to allow comfortable travel from space to space by foot or bike. A focal park is included in each sub-neighbourhood that creates a strong sense of identify and convenient access for residents.

3.2.4 COMMUNITY AMENITY SITES

One community amenity site of 1.1 hectare (2.6 acres) has been located within the Section 13 NW/SW neighbourhood. This parcel is intended to accommodate the possible development of community uses such as: temporary care, assisted living, adult or regular day care, place of worship, or other community uses proposed and approved by the City.

The community amenity site has been located in close proximity to the commercial node and transit stops to facilitate its use by all members of the public. It should also be designed so that buildings "frame" the street and the intersection at Ross Street and the North-south unnamed street to create a comfortable pedestrian environment in this location.

The community amenity site will be advertised for sale through local media and the City of Red Deer website for one year; if it is not purchased for its intended use within that time period, the site will be developed as R2 or R3 multi-family.

3.2.5 SCHOOL USES

The Section 13 NW/SW neighbourhood includes a joint use school/park (sports field) site suitable for a Catholic K-9 school. The school is situated to allow easy access by pedestrian, cyclists, transit and cars. It is not known when this site will be developed so it may function as a larger open space for the community for some time until it is developed as a school.

3.2.6 NEIGHBOURHOOD NODE

Together, the commercial uses, community amenity site and surrounding medium density residential uses form a compact neighbourhood node that will create a unique mix of uses with walkable streets and transit accessibility. This node will create an accessible shopping and amenities for residents and an attractive urban identity to the neighbourhood.

3.2.7 SEQUENCE OF FUTURE DEVELOPMENT

The ESAs identified several sites requiring further review and assessment prior to development. This NASP also identifies that Facility #2-4 will remain in operation long term and will require a Coexisting Plan for proposed future residential and commercial development. An operating gas well within city urban development requires unique planning considerations as described below. Accordingly, the area within the setback for Facilities #2-4 has been identified for "Potential Future Development" in Figure 10. This area can only be developed once the gas well has been properly decommissioned and any soil contamination and remediation addressed by the well-site Licensee. Once wells are decommissioned, and the site is remediated to Provincial standards and City standards, the area is envisioned to develop as residential.

In 2016 an updated ESA Phase 1 was completed as a requirement of the NASP review process. The following reviews and assessments must be completed at the identified development stage below to address the existing oil and gas constraint conditions as the area develops in the future:

- Phase 2 ESA – complete assessment to be submitted satisfactory to the City, prior to stripping or grading, servicing, redesignation to residential or commercial uses or subdivision for both the north and south quarter sections;
- Reclamation Plan – for any area where a completed Phase 3 ESA reclamation plan is recommended by a prior plan, a Phase 3 ESA shall be completed prior to stripping or grading, or redesignation to residential or commercial uses;
- Risk Assessment Plans for Facilities 1-11 – must be submitted to the satisfaction of the City prior to redesignation to residential or commercial uses;
- Coexisting Plan – Plan to be submitted, reviewed and completed, prior to re-designation to residential or commercial uses for Facilities #2-4;
- A phase 1 ESA will be required for acreage sites at the time of redevelopment, prior to stripping or grading, prior to redesignation to residential or commercial uses.

The results of the assessments and plans described above may require amendments to this NASP and/or the Land Use Bylaw depending on recommended development setbacks.

3.2.8 ACREAGE PARCEL

The land use for the acreage parcel (1.21 Ha.) on the south perimeter has been identified on Figure 10: Land Use Plan as Commercial Neighbourhood Convenience (C3) / Single-Detached Residential (R1). The owners of this parcel have indicated an interest in developing neighbourhood-serving commercial development and/or residential development at some point in the future. If either of these uses are proposed, an amendment to this plan will not be required. Transitioning between the acreage's future use as commercial and the adjacent residential may be needed or requested. These will be determined at the development permit stage and may include items such as, but not limited to landscaping, building heights, and building orientation.

Either of these uses could be accessed from 39th Avenue without interfering with surrounding development so long as the access is at least 45 metres from the nearest road to the east. A potential cul-de-sac is indicated for access should the site be developed for residential uses but other internal road layouts are possible.

Figure 10: Land Use Plan



LEGEND

- | | | | |
|---|--------------------------------------|--|--|
| LAND USE | | Community Amenity (PS/R3) | Pedestrian Overpass (Proposed) |
| Single-detached (R1) | Homes Facing Park or PUL | Potential Transit Stop | UTILITIES AND INFRASTRUCTURE |
| Single-detached with Narrow Lot (R1-N) | OPEN SPACE | Active Gas Well showing future 5m Setback once abandoned | Abandoned Oil Well w/ 5m Setback |
| Single-detached Carriage House Lots (R1C) | Municipal Reserve Lands (P1) | Active Gas Compressor station showing 5m setback once abandoned. | AltaLink High Voltage Line, and Electrical Transmission Towers |
| Single-detached - Wide-Shallow (R1WS) | Pipeline Right of Way (PUL) | AltaLink 30m Notification Zone | Cellular Towers |
| Residential - Medium Density (R2) | AltaLink Right of Way (PUL) | Potential Future Development | Potential Road Connections |
| Semi-detached (R1A) | Stormwater Management Facility (PUL) | | |
| Townhouse (R2T) | Other (PUL) | | |
| Apartment (R3) | PROPERTY BOUNDARIES/OTHER | | |
| Commercial (C2B or C5) | Site Boundary | | |
| Commercial - Neighbourhood Convenience (C3) or Single-detached Residential (R1) | Potential Future Development | | |

Figure 11: Land Use Plan Superimposed Over Aerial Photo



3.3 LAND USE AREA CALCULATIONS

The overall gross plan area for the Section 13 NW/SW NASP is 117.71 hectares (290.64 acres). After subtracting the area of Arterial Roads (Ross Street), commercial parcels, SWMFs and AltaLink and pipeline right-of-ways, the net developable plan area is 92.52 hectares (228.44 acres). Land for the 20th Avenue expressway right-of-way is not included in the NASP area.

Table 3 shows the area and percentage of each land use type as well as the number of lots and density of each of the residential land uses. References in this section to the Land Use Bylaw (LUB) acknowledge that this is only a snapshot in time and current LUB regulations will apply at time of rezonings and subdivision. In the event of a conflict between the NASP and the Land Use Bylaw, the Land Use Bylaw shall apply.

Note: Because it is under different ownership than the rest of the NASP, the southern acreage parcel has not been assessed for MR requirements shown in Table 3. The owners/developers of this parcel will also be responsible for an MR dedication or cash in lieu contribution at the time of it's redevelopment. In addition, this area is not included in calculations of residential density shown in Table 3.

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Table 3: Land Use Mix and Densities

Land Use Category	Hectares	Acres	% of Developable Area	Assumed Avg. Lot Size	Residential Density (uph)	# of Dwelling Units (based on av lot size)
Gross Plan Area	117.71	290.64				
Gross Plan Area (not including southern acreage parcel)	116.51	287.68				
Environmental Reserve	-	-				
Arterial Road (Ross Street)	3.80	9.38	3.2%	of GPA		
Pipeline & Altalink ROWs	9.90	24.44	8.4%	of GPA		
Stormwater Management Facility (SWMF)	5.48	13.53	4.7%	of GPA		
Commercial Sites	6.07	14.99	5.2%	of GPA		
Developable Plan Area	91.26	225.33	100.0%			
Residential						
Single-detached (R1)	13.42	33.14	14.7%	464.0	21.6	289
Single-detached with Secondary Suites (15% of R1 units)						43
Single-detached Narrow Lot (R1-N)	3.43	8.47	3.8%	381.0	26.2	90
Single Detached Carriage House Lots (R1C)	18.18	44.89	19.9%	464.0	21.6	392
Carriage Houses (assume 33% of R1C lots)					7.1	129
Single Detached Wide Shallow (R1WS)	3.74	9.23	4.1%	464.0	21.6	81
Residential Medium Density (R2)	3.19	7.88	3.5%		35.0	112
Semi-Detached (R1A)	0.80	1.98	0.9%	297.5	33.6	27
Townhouses (R2T)	6.54	16.15	7.2%		35.0	229
Residential Multiple Family (R3)	3.62	8.94	4.0%		85.0	308
Total Residential	52.92	130.67	58%		32.1	1699
Net Residential Density (units per net hectare)						18.62
Other Uses						
Community Amenity Sites						
Community Amenity Site	1.06	2.62	1.2%			
Open Space						
Municipal Reserve (P1)	11.68	28.84		10.0%	of Gross Plan Area	
Public Utility Lot Excluding SWMF	0.32	0.79		0.3%	of Gross Plan Area	
Subtotal	12.00	29.63				
Transportation						
Collector Roadways	4.98	12.30	5.5%			
Local Roadways	15.80	39.01	17.3%			
Lanes	4.35	10.74	4.8%			
Subtotal	25.13	62.05	27.5%	21.6%	of Gross Plan Area	
Other Uses						
Emergency Services Site						
Commercial - Neighbourhood Convenience (C3)/ Single-detached Carriage Home (R1C)	1.20	2.96				

Section 13 NW/SW Neighbourhood Area Structure Plan

3.4 HOUSING TYPES & DENSITY

3.4.1 R1 – RESIDENTIAL (LOW DENSITY)



The R1 - Residential (Low Density) land use district allows for low-density, single-detached lots with a variety of housing styles. This type of housing is intended to provide for families who need a spacious house and lot. Most of the R1 lots in the neighbourhood will be serviced via lanes and therefore include rear detached garages. However, some of the lots are designed without lanes and therefore are more suitable for front attached garages.

Appropriate Housing Styles

- Bungalow (single storey)
- Bi-level
- 2-storey
- Walk-out basement
- Secondary suite

Density

It is estimated that the density within the Section 13 NW/SW neighbourhood will be approximately 21.5 du/ha. This assumption is based on an assumed average lot size of 464 m² as per the City of Red Deer Neighbourhood Planning & Design Standards.

Height

Maximum 2 storeys measured from the average of the lot grade

Setbacks

A smaller front yard setback than the typical R1 setback is proposed for Section 13 NW/SW. It is proposed that the minimum front yard setback is 3.0 metres and the maximum 4.5 metres for the live portion of a dwelling unit, and a minimum 6.0 metres for any front attached garage portion of a dwelling unit. This would require an amendment to the Land Use Bylaw.



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Parking & Access

Parking and access is generally from the rear lane. However, in some cases no lane is proposed and therefore access and parking would be at the front of the unit accessed from the street. It is encouraged for parking and access to be accommodated off the rear lane to maintain a consistent character throughout the neighbourhood i.e. limited front drive parking and access.

Secondary Suites

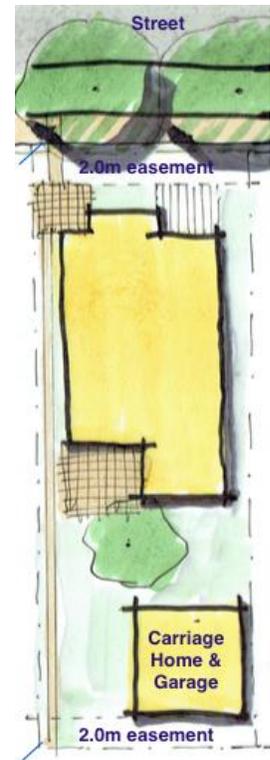
Secondary suites may be accommodated in this land use district as per the City of Red Deer Land Use Bylaw. Homes with secondary suites will require additional parking as per the City's LUB.

3.4.2 R1C - RESIDENTIAL (CARRIAGE HOME)



of the lot. Some of units are park-facing homes i.e. front onto a public park (see Section 3.5).

The R1C - Residential (Carriage Home) land use district allows for low-density single-detached lots with a carriage house. This type of housing provides a slightly higher density than a conventional single-family neighbourhood while maintaining a single-family character. It also improves safety in the lanes because there is natural surveillance from the carriage homes. All of these lots are serviced via lanes and therefore include detached garages (some with a carriage house) at the rear



Appropriate Housing Styles

- Bungalow (single storey)
- Bi-level
- 2-storey/2.5 storey
- Walk-out basement
- Carriage home
- Secondary suite (if no carriage home)

Density

It is estimated that the density will be approximately 28.66 du/ha. This assumption is based on an assumed average lot size of 464m² as per the City of Red Deer Neighbourhood Planning & Design Standards and that 33% of lots will see carriage houses built.

Height

Maximum 2.5 storeys measured from the average of the lot grade. For a carriage home, the maximum height is 2 storeys measured from the average of the lot grade.

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Setbacks

Minimum 3.0 metres and maximum 4.5 metres for the live portion of a dwelling unit, except when a parcel fronts onto a P1 Parks and Recreation District (Park-facing home), then the minimum is 2.0 metres and the maximum is 3.0 metres as per the City of Red Deer Land Use Bylaw.

Parking & Access

Parking is located within a garage separate from the main dwelling unit and access is proposed from the rear lane. Each lot will include parking space for the main house and the carriage home as per the City of Red Deer Land Use Bylaw.

Secondary Suites

Secondary suites will be accommodated in this land use district as per the City of Red Deer Land Use Bylaw. However, no secondary suite is currently allowed for units with a carriage home. Homes with secondary suites will require additional parking as per the City's LUB.

3.4.3 R1WS RESIDENTIAL (WIDE/SHALLOW) DISTRICT

The R1WS Residential (Wide/Shallow) District allows for single-detached lots with a greater width and a shallower lot depth than is conventional in Red Deer. The R1WS housing type allows for a different format of home layout and provides main access from the front of the lot.



Appropriate Housing Styles

- Bi-level
- 2/2.5-storey
- Bungalow

Density

It is estimated that the density will be approximately 21.5 du/ha. This assumption is based on an assumed average lot size of 464 m² as per the City of Red Deer Neighbourhood Planning & Design Standards

Height

Maximum 2.5 storeys measured from the average of the lot grade.

Setbacks

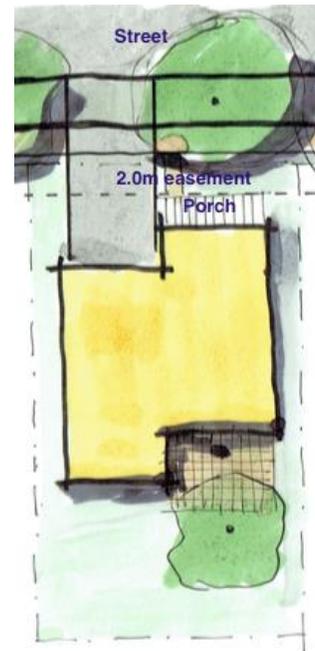
Typically, the minimum front yard setback is 3.8 metres for the live portion of a dwelling unit, and 6.0 metres for the front attached garage of the dwelling unit as per the City of Red Deer Land Use Bylaw.

Parking & Access

Parking is located at the front of the building and accessed via the street. No lane is proposed for these units.

Secondary Suites

As per the City's Land Use Bylaw, secondary suites are a discretionary use in this land use district.



3.4.4 R1N - RESIDENTIAL (NARROW LOT) DISTRICT



The R1N Residential (Narrow Lot) District allows for single-detached residential homes on narrow lots. This type of lot allows for a compact, more affordable home with lane access.

Appropriate Housing Styles

- Bi-level
- 2-storey
- Bungalow

Density

It is estimated that the density will be approximately 24.3 du/ha based on assumed average lot size of 381m² as per the City of Red Deer Neighbourhood Planning & Design Standards.

Setbacks

Front yard setback of 4.0metres as per the City of Red Deer Land Use Bylaw

Height

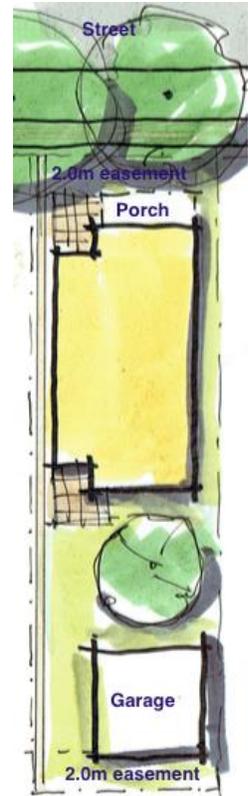
2 storeys measured from the average of the lot grade.

Parking & Access

Parking and access is from the rear lane for these lots.

Secondary Suites

As per the City's Land Use Bylaw, secondary suites are not permitted in land use district.



the

this

Lane 7m paved or unpaved

3.4.5 R1A RESIDENTIAL (SEMI-DETACHED DWELLING) DISTRICT

The R1A (Semi-Detached) District allows for either single-detached or semi-detached dwellings. This type of lot provides for a more affordable, ground oriented form of housing that occupies less space than conventional single-detached housing.



Appropriate Housing Styles

Semi-detached

Density

It is estimated that the average density will be 33.6 du/ha based on the average lot size of 297.5m² in the City of Red Deer Neighbourhood Planning & Design Standards.

Height

2 storeys measured from the average of the lot grade.

Setbacks

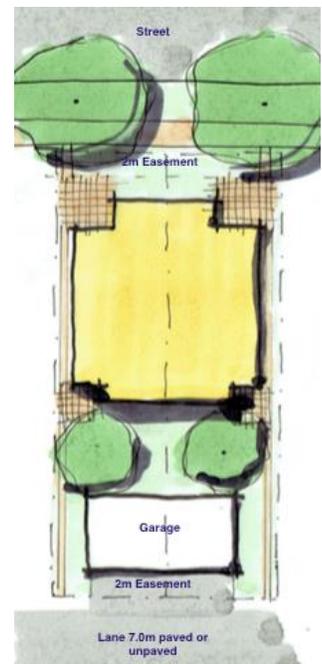
The front yard setback is proposed to be a minimum 3.0 metres and maximum 4.5 metres for the live portion of a dwelling unit. This would require an amendment to the Land Use Bylaw.

Parking & Access

Parking and access is proposed from the rear lane for these lots although front access will also be permitted.

Secondary Suites

As per the City's Land Use Bylaw, secondary suites are not permitted in this land use district.



3.4.6 R2 – MEDIUM DENSITY RESIDENTIAL

The R2 – Medium Density Residential Land Use District allows for a variety of residential uses and densities. In the Section 13 NW/SW neighbourhood, the intention is to provide flexible sites that can accommodate townhouses, multiple-family residential up to three storeys and small single-detached or semi-detached residential units in a cluster formation i.e. gathered around a private green space.

Density

It is estimated that the density will be approximately 35 du/ha as per the City of Red Deer Land Use Bylaw.

Height

2 storeys measured from the average of the lot grade except for multiple family buildings and assisted living facilities which may be three storeys.

Parking & Access

Parking will generally be provided as surface parking at grade, tucked under the building at the rear or within a standalone parking garage shared amongst multiple dwellings behind the building.



3.4.7 R2T - TOWN HOUSE RESIDENTIAL



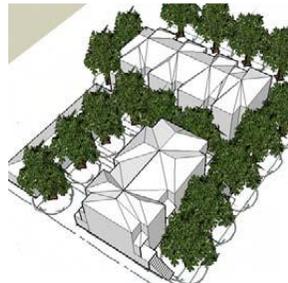
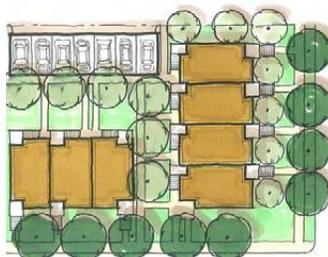
The R2T Town House Residential Land Use District allows for town house or row house development in traditional side-by-side lots, clustered or stacked format. This type of housing is intended to provide affordable, higher density ground oriented housing. Some of these lots have been designed as park-facing homes (see Section 3.5).

Density

It is estimated that the density will be approximately 35 du/ha as per City of Red Deer Neighbourhood Planning & Design Standards.

Height

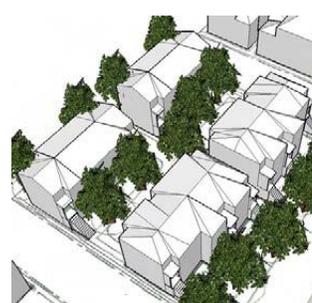
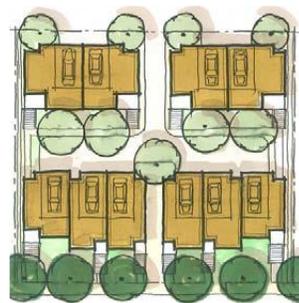
Maximum 2½ storeys measured from the average of the lot grade. Minimum: 2 storeys as per City of Red Deer Land Use Bylaw.



Traditional fee-simple row housing with car access from lane

Parking & Access

Parking will generally be provided at grade and integrated into the building under the living space or as a standalone parking garage shared amongst multiple dwellings. Those units that are “park-facing” will be accessed from the rear lane only.



Carriage court town houses with access from lane



3.4.8 R3 - MULTIPLE FAMILY RESIDENTIAL



The R3 Residential (Multiple Family) District allows for medium-density and high-density attached residential development up to 4-storeys in height. This type of housing is intended to provide affordable rental and ownership housing for a variety of age groups.

Density

It is estimated that the density for this land use district will average 85 du/ha.

Height

The maximum height in this land use district is 2 storeys measured from the average lot grade

except: 4 storeys for Assisted Living Facility, Temporary Care Facility or Multiple Family Building.

Parking & Access

Parking will generally be provided as surface parking at grade, tucked under the building, underground parking or within a standalone parking garage shared amongst multiple dwellings.



3.5 PARK-FACING HOMES

Several of the lots in the R1C and R2T land use categories are designed so homes face directly onto a park or green corridor (PUL) instead of a municipal road. These lots are indicated on **Figure 10: Land Use Plan**.



This is one of the unique characteristics of the Section 13 NW/SW neighbourhood and it provides easy access to green space for residents, and excellent surveillance of public green space that will increase the safety and care of these areas. Vehicle access and addressing of both the principle home and the carriage home will be from the lane and, therefore, the lane would need to be named and part of the municipal addressing system. Park fronting homes may require

additional design considerations for safety and emergency access. This may include but is not limited to the addition of a PUL(s) to provide access to the front of the lots.

Special attention to the lanes utilized for park-facing homes will be required to ensure there is clear illumination of house numbering for use by Emergency Services, delivery vehicles, taxis, etc. The Developer will work with the City of Red Deer’s Electrical Light and Power department during the Servicing Study stage to determine the most appropriate solution for providing this lighting in the lane. If municipal lighting is deemed inappropriate, an architectural control will be used to require that lighting be provided on the rear garages to facilitate home address recognition.

Park-facing homes will require a paved sidewalk at the front of the unit. Lanes behind these park-facing homes will be 7.5 metres wide and paved.



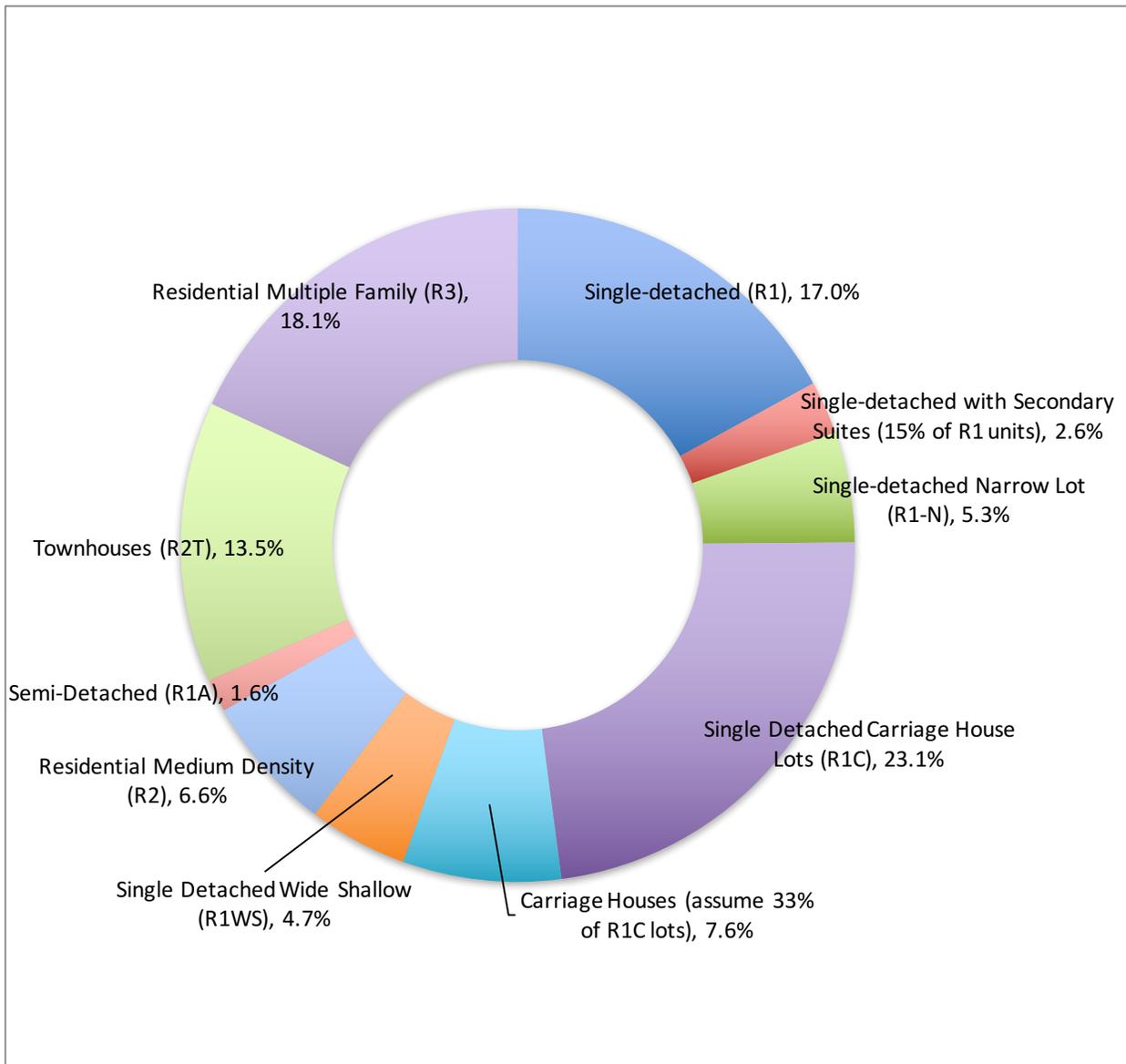
Figure 12: Park-facing Homes



3.6 HOUSING MIX

The anticipated average net density of the Section 13 NW/SW Neighbourhood is 18.41 du/ha with a total of 1,699 housing units and an estimated population of 4,079 (based on an average occupancy of 2.4 people per unit). Figure 13 and Table 4 show the proportion of the total residential units of each housing type.

Figure 13: Percentage of Different Housing Types



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Table 4: Housing Mix & Estimated Population

Housing Mix	Hectares	Acres	# of Dwelling	% of Housing	Estimated Population
Single-detached (R1)	13.42	33.14	289	17.0%	694
Single-detached with Secondary Suites (15% of R1 units)	-	-	43	2.6%	104
Single-detached Narrow Lot (R1-N)	3.43	8.47	90	5.3%	216
Single Detached Carriage House Lots (R1C)	18.18	44.89	392	23.1%	940
Carriage Houses (assume 33% of R1C lots)	-	-	129	7.6%	310
Single Detached Wide Shallow (R1WS)	3.74	9.23	81	4.7%	193
Residential Medium Density (R2)	3.19	7.88	112	6.6%	268
Semi-Detached (R1A)	0.80	1.98	27	1.6%	65
Townhouses (R2T)	6.54	16.15	229	13.5%	549
Residential Multiple Family (R3)	3.62	8.94	308	18.1%	738
Total Residential	52.92	130.67	1,699	100.0%	4,079
<i># Number of residents per dwelling unit based on 2011 Census</i>	2.4				
<i>Densities calculations are based on the assumptions as outlined following assumed averages, exact density and unit counts may differ at the time of subdivision and development permit.</i>					
	R1	<i>Average lot size:</i>		464.00	
	RC1	<i>Average lot size:</i>		464.00	
	R1N	<i>Average lot size:</i>		381.00	
	R1WS	<i>Average lot size:</i>		464.00	
	R1A	<i>Average lot size:</i>		297.50	
	R2	<i>du/ha</i>		35	
	R2T	<i>du/ha</i>		35	
	R3	<i>du/ha - estimated density for a</i>		85	
		<i>four storey building with under building parking</i>			

4 PARKS AND OPEN SPACE

4.1 OVERVIEW

Section 13 NW/SW has been designed to provide easy access to high quality parks and green spaces for all residents. The neighbourhood includes a variety of parks and open spaces. Parks and open spaces include:

- Neighbourhood parks, including:
 - a park associated with the K-9 Catholic school site
 - a park at or near the centre of each residential area
- Linear parks/greenways, including:
 - greenways along existing utility right-of ways
 - naturalized green spaces surrounding the stormwater management facilities
 - small linear parks or 'cut-throughs' to provide easy pedestrian movement
- Other Public Utility Lots (PULs) including areas surrounding abandoned oil/gas wells

In total, the Section 13 NW/SW NASP includes 27.38 Ha (67.60 acres) of green space representing 23.5% of the gross plan area.

4.2 PARK & OPEN SPACE TYPES

4.2.1 NEIGHBOURHOOD PARKS

A 4.22 hectare (10.42 acre) neighbourhood combined school/park site is included in the north-east portion of the plan. This school/park site is anticipated to include sports fields that can be used by the school and neighbourhood. A conceptual layout for the school site is shown below as Figure 15.

Each residential district (neighbourhood sub-area) has been designed with a neighbourhood park at its centre. This provides easy access to high quality green space for all residents as well as resident surveillance of the parks. Anticipated amenities located within the neighbourhood parks include children's play structures, seating nodes and possibly community gardens and food forests. These parks are roughly 0.8 to 1.2 hectares (2 to 3 acres) each.

In some cases, lots are designed so that homes will face directly onto the park providing an even greater level of surveillance and community "ownership".

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4.2.2 LINEAR PARKS & PEDESTRIAN CONNECTIONS

Several linear parks are included to facilitate pedestrian and cycling connections through the neighbourhood and to adjacent regional trails and other neighbourhoods. These linear parks are at least 10 metres wide each, in order to accommodate a multi-use trail and landscaping. Seating areas may also be included.



4.2.3 NATURAL AREAS

The planning team carefully considered the merits of incorporating the existing seasonally wet areas into the parks and green space system. However, it is unlikely that these areas will continue to function as wetlands once development has occurred around them and therefore the team has decided not to incorporate them into the neighbourhood green spaces. Furthermore, the existing wet areas were not considered good locations for neighbourhood parks as they are not central to the housing areas. The developer will work with the City to incorporate aquatic vegetation from these wet areas into the stormwater management ponds areas. The developer will also work with Alberta Environment and Parks to attain the appropriate approvals.

4.2.4 UTILITY RIGHT-OF-WAY CORRIDORS



The Section 13 NW/SW neighbourhood includes two major linear green spaces. One is the TransCanada Pipeline right-of-way (18 metres wide). The other is the AltaLink (transmission line) right-of-way (36 metres wide) and adjacent ATCO Pipeline right-of-way (20 metres wide) on the eastern edge of the property which is likely to continue to be used for many more years. These right-of-ways provide the opportunity for strong north-south off-street pedestrian and cycling routes. In the case of the TransCanada Pipeline right-of-way, some houses face onto this linear green corridor. These lands are not included as Municipal Reserve Lands (MR).

4.2.5 STORMWATER MANAGEMENT FACILITY AREAS

Three stormwater management facilities (wet ponds) are included in the Section 13 NW/SW neighbourhood. The engineering concept for these areas is described in Section 7. In addition to providing stormwater management function, these areas also provide the opportunity for creating valuable green space for the community, and habitat for wildlife. These areas will incorporate more natural vegetation than other parks in Section 13 NW/SW and, therefore, will provide a “green refuge” for observing nature. These areas will also contain trails and seating areas. Access to these areas will be via the municipal road system.



Figure 14: Parks & Open Spaces

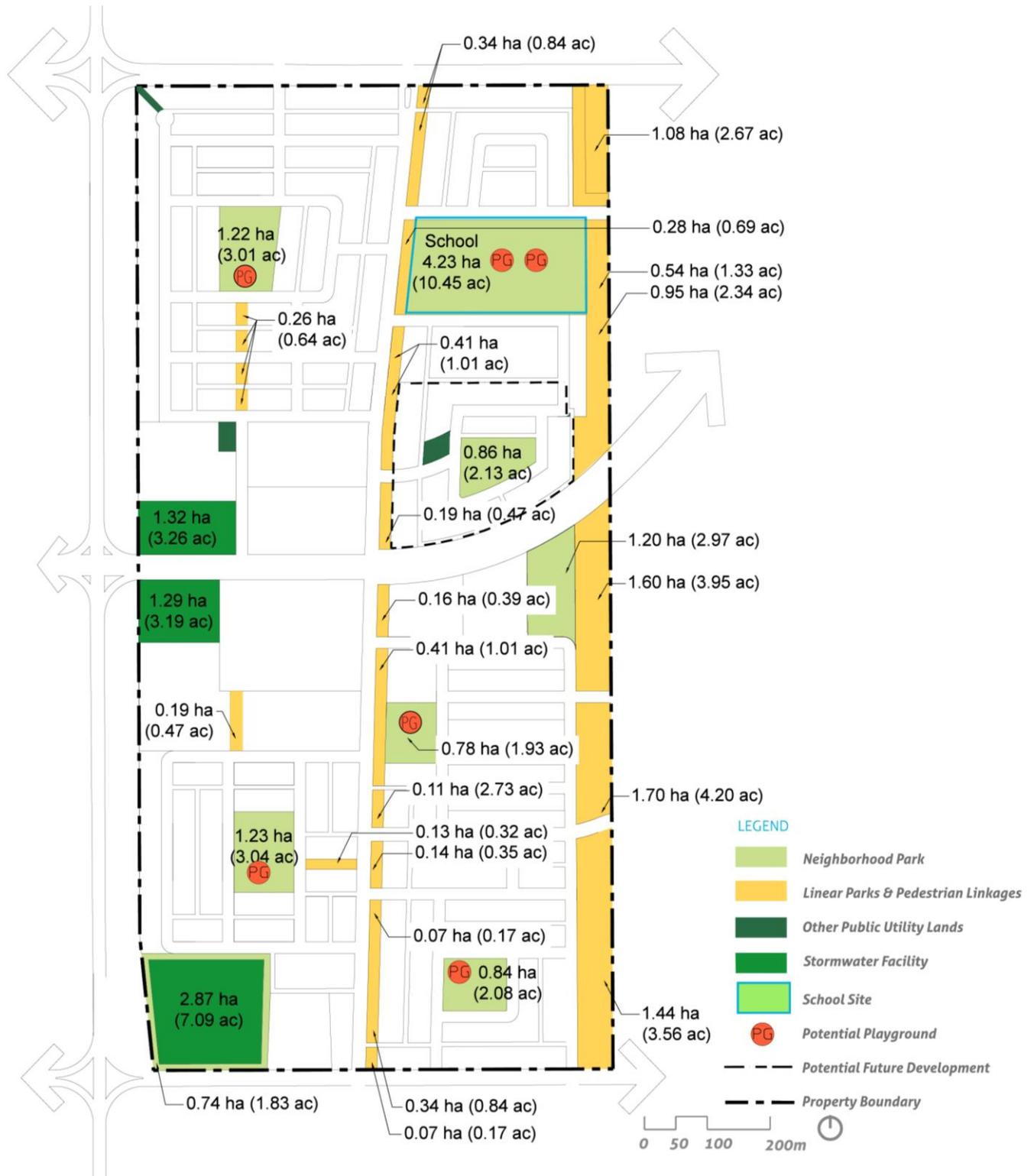


Table 5: Parks and Open Space

Open Space Type	Hectares	Acres	% of Gross Plan Area
Municipal Reserve (P1)	11.68	28.84	10.0%
Neighbourhood Parks	6.87	16.96	5.9%
School/Park site	4.23	10.44	3.6%
Linear Parks (not including utility ROWs)	0.58	1.43	0.5%
Public Utility Lot Excluding SWMF	0.32	0.79	0.3%
Stormwater Management Facility (SWMF)	5.48	13.53	4.7%
Pipeline & Altalink ROWs	9.90	24.44	8.5%
Total	27.38	67.60	23.5%

At 10% of the gross plan area, the amount of Municipal Reserve (MR) meets the 10% that may be required of a developer by the municipality under the Municipal Government Act. MR has not been calculated for the southern acreage lot but will be required if the owner of this lot decides to subdivide. If this acreage property does subdivide, the city would prefer the preservation of some of the existing trees rather than a cash-in-lieu payment. It is also understood that the developer will not be compensated for providing any public utility lot (PUL) over 30% of the developable area.

Figure 15: School and Park Site Conceptual Layout Plan



5 MOBILITY & CONNECTIVITY

5.1 OVERVIEW

The Section 13 NW/SW NASP has been designed to create connections to surrounding destinations and encourage its residents to adopt multiple modes of transportation with an emphasis on high quality pedestrian connections and convenient, accessible transit. Cycling is also encouraged through the provision of safe, connected cycling routes. Cars are accommodated but the intent is that vehicles and their associated infrastructure (roads, parking lots) do not dominate the neighbourhood. The design of the neighbourhood is intended to create connections to surrounding destinations including the Timber Ridge commercial area, Balmoral Golf Club and adjacent neighbourhoods.

5.2 MULTI-MODAL MOVEMENT

5.2.1 PEDESTRIAN ENVIRONMENT

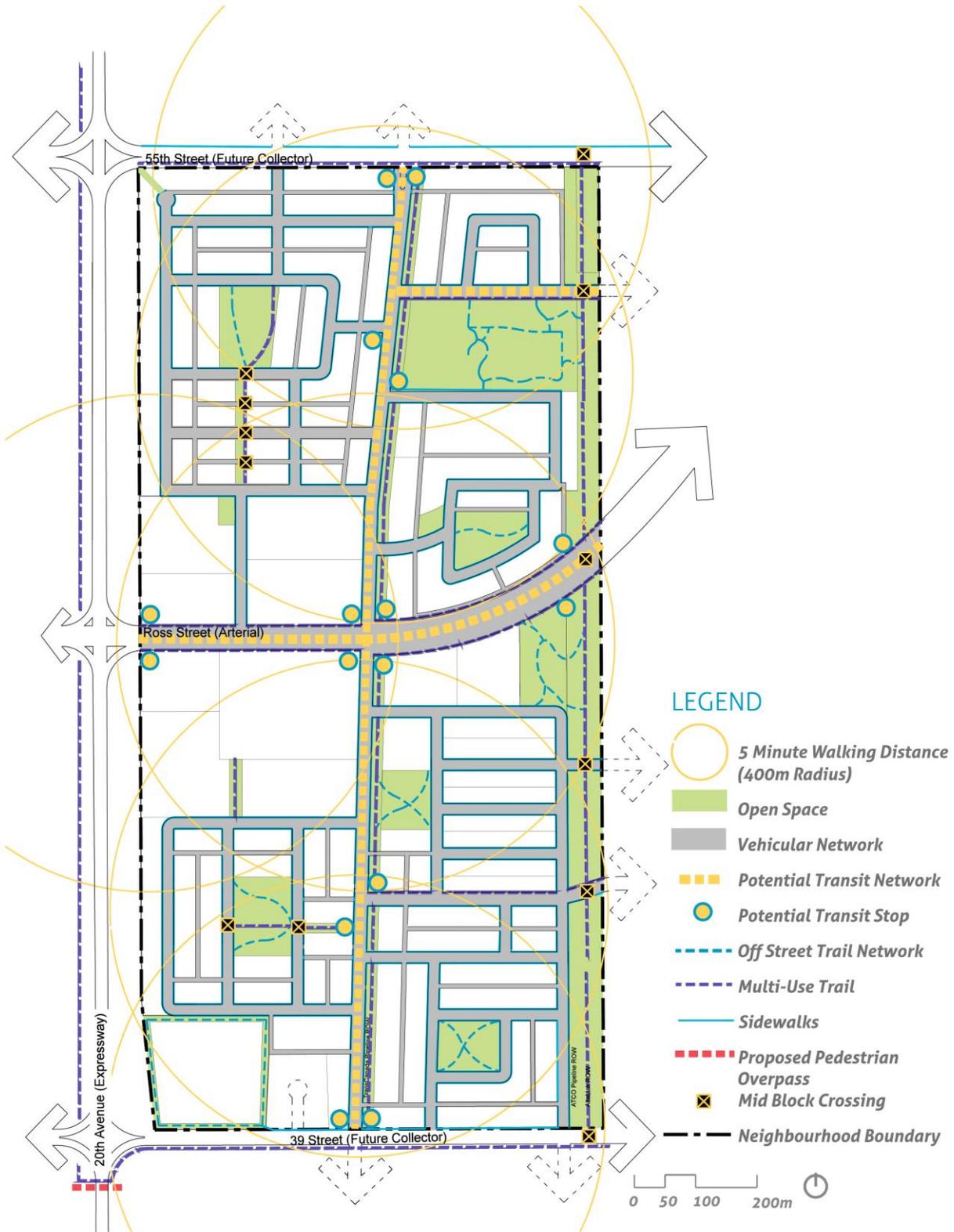
The neighbourhood design emphasizes a high quality, safe pedestrian environment including safe and accessible walking/cycling routes to school. This is achieved by:

- Providing shopping, transit stops and community amenities in a central node that is within walking distance of all residences;
- Including sidewalks or trails on both sides of all streets;
- Planting shade trees along streets;
- Creating linear parks that includes off-street trails to make walking convenient, and enjoyable.
- Reducing the right-of-way width of Ross Street adjacent to the commercial parcels to create pedestrian-friendly “urban” cross section and reasonable pedestrian crossing distances.
- Including pedestrian-friendly amenities and infrastructure around the commercial areas including seating and weather protection.

Off street multi-use trails will be constructed as 2.5 to 3.0 metre-wide paved surfaces suitable for walking, running, cycling, roller-blading, strollers and wheelchairs and designed to link key destinations within and beyond the neighbourhood. Separated sidewalks of 1.5 metres will be installed along local streets. Collector streets will include a 2.0 metre wide sidewalk and a 3.0 metre wide multi-use trail.

Connections from the internal pedestrian network to the regional trail network will be provided at the periphery of the neighbourhood via sidewalks and multi-use trails. A pedestrian overpass has been proposed in the Northland Drive/20th Avenue Functional Planning Study (2008) to cross 20th Avenue at 39th Street and this will be connected to the Section 13 NW/SW trail system.

Figure 16: Multi-modal Transportation Network



5.2.2 CYCLING

Today, only 1.3% of all trips are made by bike in Red Deer. Red Deer's relatively small geographic size means that many vehicle trips could be made by bicycle. As described in Red Deer's Mobility Playbook, median commuter distances are 3 to 4km, which is a 12-minute cycle ride. Downtown is approximately 5 to 6km from Section 13 NW/SW making it a reasonable length trip (20 minutes) to complete by bicycle.

However, encouraging residents to cycle means providing a safe, convenient cycling environment and that means providing high quality cycling infrastructure.

Cycling in Section 13 NW/SW has been designed to be safe and comfortable and will be accommodated as follows:

- Local streets and collectors will accommodate cycling on the street;
- Off street cycling is accommodated along the regional trail system (contributing to the regional trail system identified in the East-Hill MASP) and in linear park areas; and
- Bicycle racks will be provided in the commercial areas, and, in front of multi-family and institutional buildings.

It is also hoped that improvements will continue to be made to the city-wide bicycle network.

5.2.3 PUBLIC TRANSIT

Currently, only 3.8% of all trips are made by bus in Red Deer. In order to give residents a realistic choice of using transit, buses must be relatively frequent, reliable and close to homes and services (convenient). In addition, bus and bus shelter accessibility and comfort are important factors in encouraging people to use transit. Bus stops must be convenient and should be located within a 5-minute walk (roughly 400 metres) of most residences.

A bus route is included along Ross Street and along the collector streets within Section 13 NW/SW as shown in **Figure 16**. Stops are included at the entrance points to the community, the commercial node, near the school and centrally within the southern part of the residential area. These locations provide access to a bus stop for almost all residences within a 5 minute (400metre) walk and no residence is more than 450metres from a bus stop.

5.2.4 DRIVING & PARKING

Most commuters will travel via local and collector roads to the Ross Street arterial and then head west to downtown or turn north or south on the 20th Avenue expressway. Section 13 NW/SW is designed to accommodate vehicles whilst not letting them dominate the environment. Lanes are used throughout most of the neighbourhood so that vehicle access and parking is at the rear. This allows for on-street parking at the front of the unit, less curb cuts, more street trees and a more visually appealing streetscape.

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A modified grid pattern of streets allows for convenient access to all parts of the neighbourhood and a fairly even distribution of traffic across a large area.

Major traffic generators in the neighbourhood are the commercial parcels and the school. Therefore, these are located along the arterial or collector streets to promote transit access and minimize excessive traffic on local streets.

Commercial Areas adjacent to busy streets like Ross Streets can still be designed to be pedestrian-friendly by including wide sidewalks, street trees, pedestrian weather protection (awnings) and glazing that gives the impression of street-fronting retail.



5.3 STREET TYPES AND SECTIONS

5.3.1 20TH AVE. EXPRESSWAY

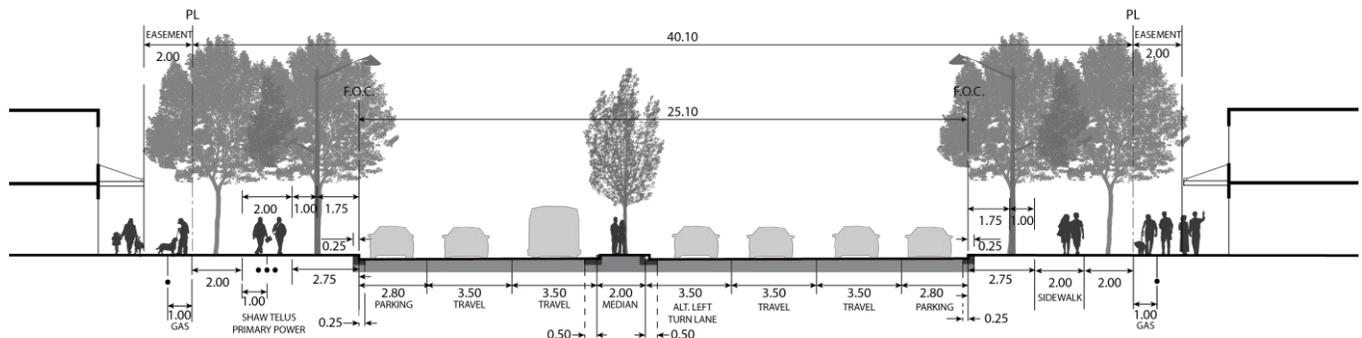
While not part of the neighbourhood planning area, the 20th Avenue expressway forms an important part of the future context for Section 13 NW/SW. Access to the expressway will generally be every 1,200 to 1,600 metres via grade separated interchanges or at-grade intersections (such as the planned at-grade signalized intersection at Ross Street). In the vicinity of Section 13, additional access to the 20th Avenue expressway is planned, as the intersections with 39th Street and 55th Street will remain, but will be converted to at-grade right-in/right-out accesses.

The City has proposed a 95 metre wide right-of-way to accommodate the future expressway as well as a trunk sewer line, regional multi-use trail and noise attenuation berm.

5.3.2 ROSS STREET GATEWAY ARTERIAL

The eastward extension of Ross Street is one of the primary access points to the neighbourhood and also will act as a gateway to the City. Ross Street curves gently to meet 55th Street (Highway 11) eastwards of the intersection with 20th Avenue. 55th Street is currently a highway (Highway 11), but it will eventually be downgraded to Collector Road status once Highway 11 is realigned as part of Alberta Transportation's long-term plans.

Figure 17: Arterial Road Cross-Section (Ross Street Commercial Area)



While the normal City standard for an arterial is 60 metres wide (**Figure 18**), the plan proposes a reduced width cross section of 40.1 metres through the commercial area (**Figure 17**). This will allow a more urban, pedestrian-friendly cross section in this location where there is likely to be a lot of foot traffic. This reduced width will also lend itself to a “gateway” treatment at this location, which is one of the objectives of the City’s multi-neighbourhood plan. The cross-section includes a double row of trees to provide pedestrian shade, separation from traffic and an attractive environment. Additionally, the Ross Street arterial should include pedestrian and cycling related

infrastructure such as benches, pedestrian lighting, dedicated bike lanes, etc. It may be desirable for the City to reduce speed limits through this area.

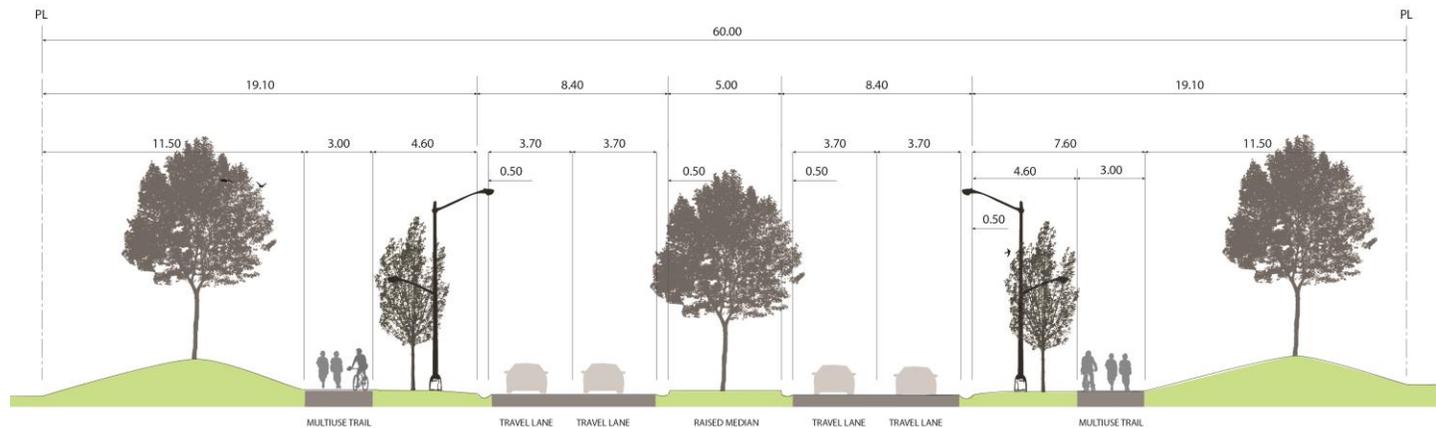
As the width of the travel lanes is slightly narrower for this part of Ross Street, the travel lane width should taper gradually to avoid abrupt changes in width at the intersection.

CPTED principles should be applied to the design of this area. This includes avoiding landscaping or building entryways that provide places to hide or obstruct public views and ensuring well lit pedestrian areas.

5.3.3 STANDARD ARTERIAL ROADS

Eastward of the Gateway commercial area, Ross Street will take on a more standard 60-metre wide arterial cross-section. In this stretch, berms will be built on either side of Ross Street, to minimize the visual and acoustic impact of traffic on the adjacent development. The berm design will be consistent with the City's Engineering Design Guidelines.

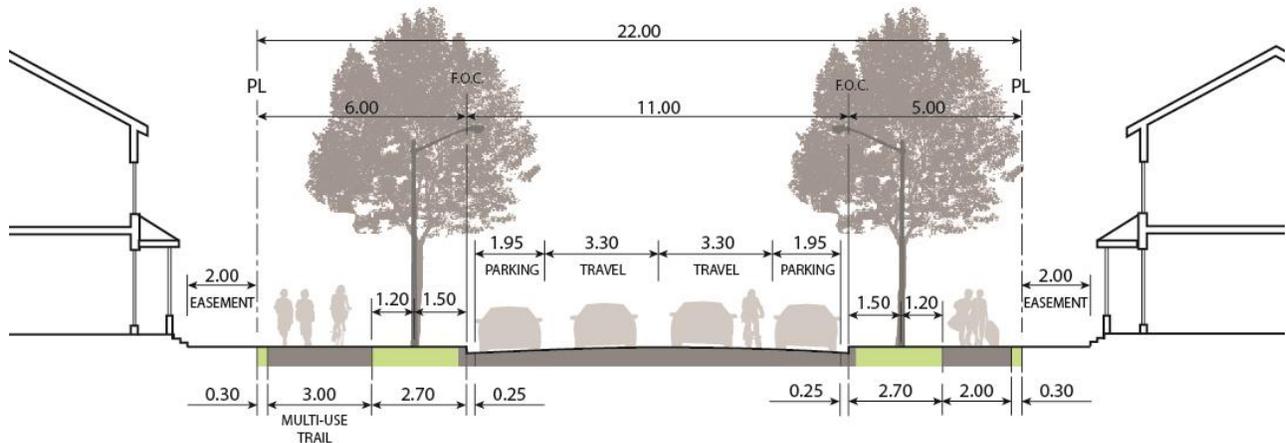
Figure 18: Arterial Road Cross-Section (60m)



5.3.4 COLLECTOR ROADS

Collector roads in Section 13 NW/SW will have a 22 metre wide right-of-way with 3.3 metre travel lanes as shown below. The collectors are designed as the main thoroughfares through the residential parts of the neighbourhood and to be the main route for transit vehicles. Homes can front onto the collector roads.

Figure 19: Typical Collector Road Cross-Section



5.3.5 LOCAL ROADS

Local roads are designed to carry light traffic accessing residential areas. They are designed for slow-moving vehicles and can also accommodate bicycles safely within the travel lanes. Typical local roads in Section 13 NW/SW are contained within an 18.5 metre wide right-of-way as shown below. Travel lanes are proposed to be 2.75 metres. Narrower travel lanes are a way of calming traffic through residential areas.

In addition, a 20.6 metre local road cross section will be used where the local road is the only access road to a property (i.e. no secondary alternative access exists). In this case travel lanes are proposed to be 3.5 metres. This will ensure emergency vehicles have clear, unobstructed access to all properties.

Figure 20: Typical Local Road Cross-Section

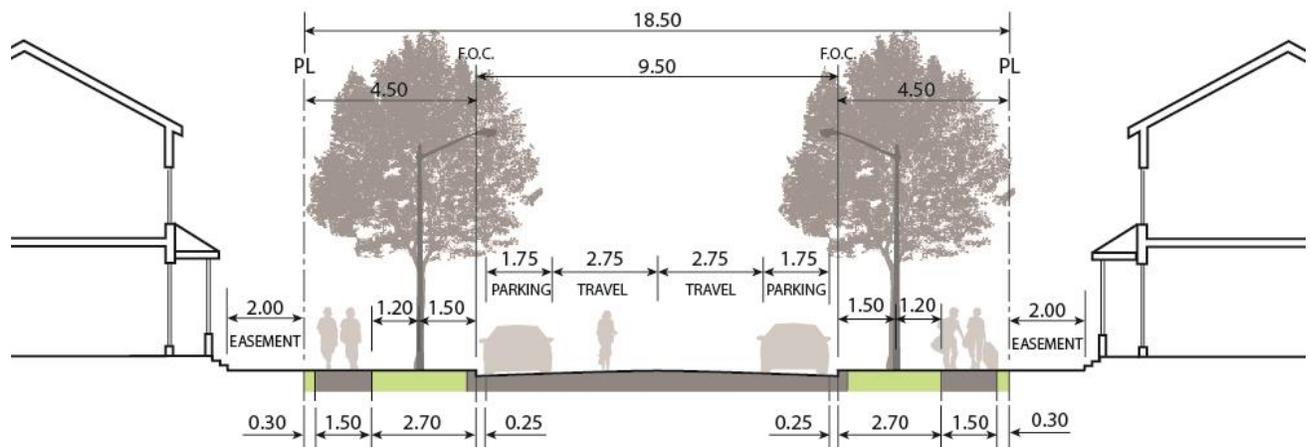
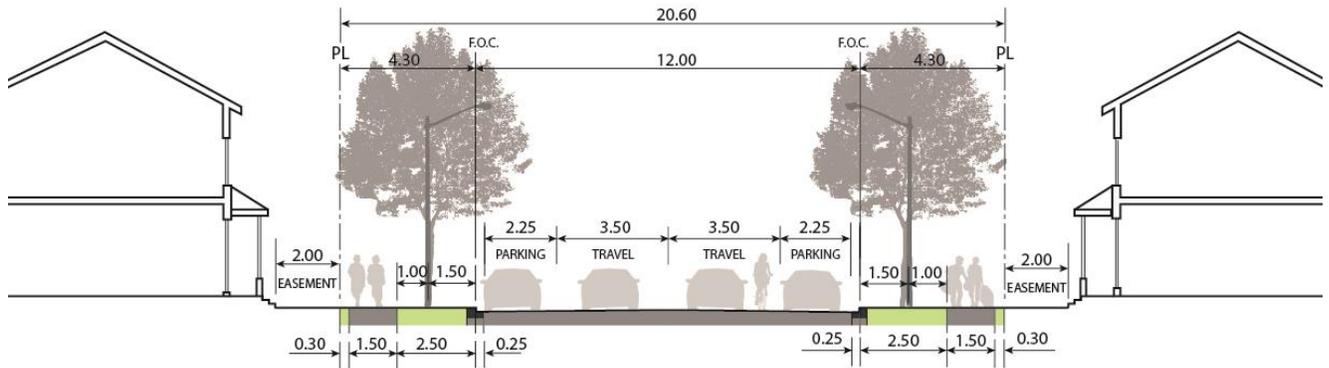


Figure 21: 20.6m Local Road Cross-Section



5.3.6 LANES

Lanes are used to access parking spaces (garages at the rear) for most of the lots in Section 13 NW/SW. Lanes are designed for slow-moving local traffic and can be used as alternate pedestrian and cycling routes through the neighbourhood. Typical lanes will have a 7.0metre wide cross-section with a 2.0 metre easement on the adjacent property to protect the working space for potential repairs to the utilities within the lane and/or for shallow utilities. In some cases, where homes are park-facing (section see section 3.5), lanes are the primary vehicle access point to the home. Where the lane is the only means of vehicle access, a slightly wider (8.1metre) paved lane cross-section will be applied (Figure 23). Lanes will also be paved where they are used to access carriage home (R1C) lots.

Figure 22: Typical Lane Cross-Section

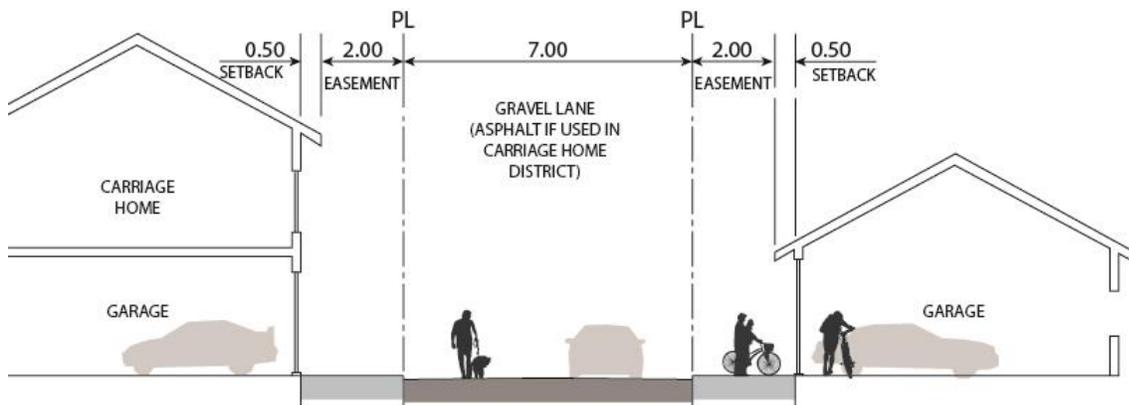
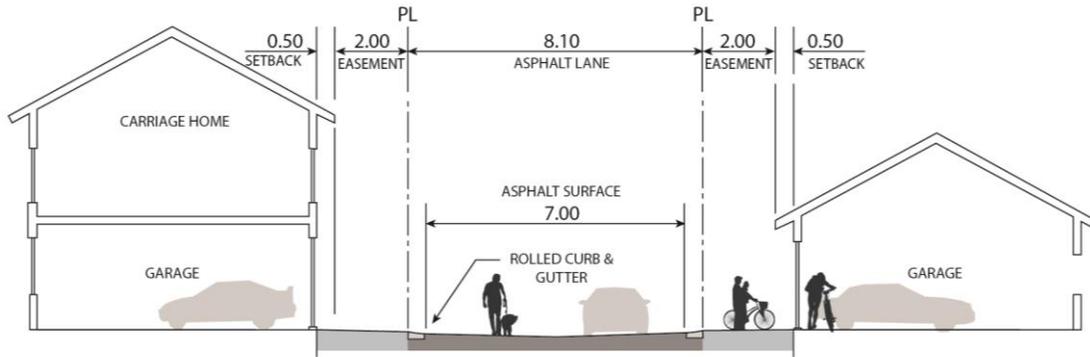


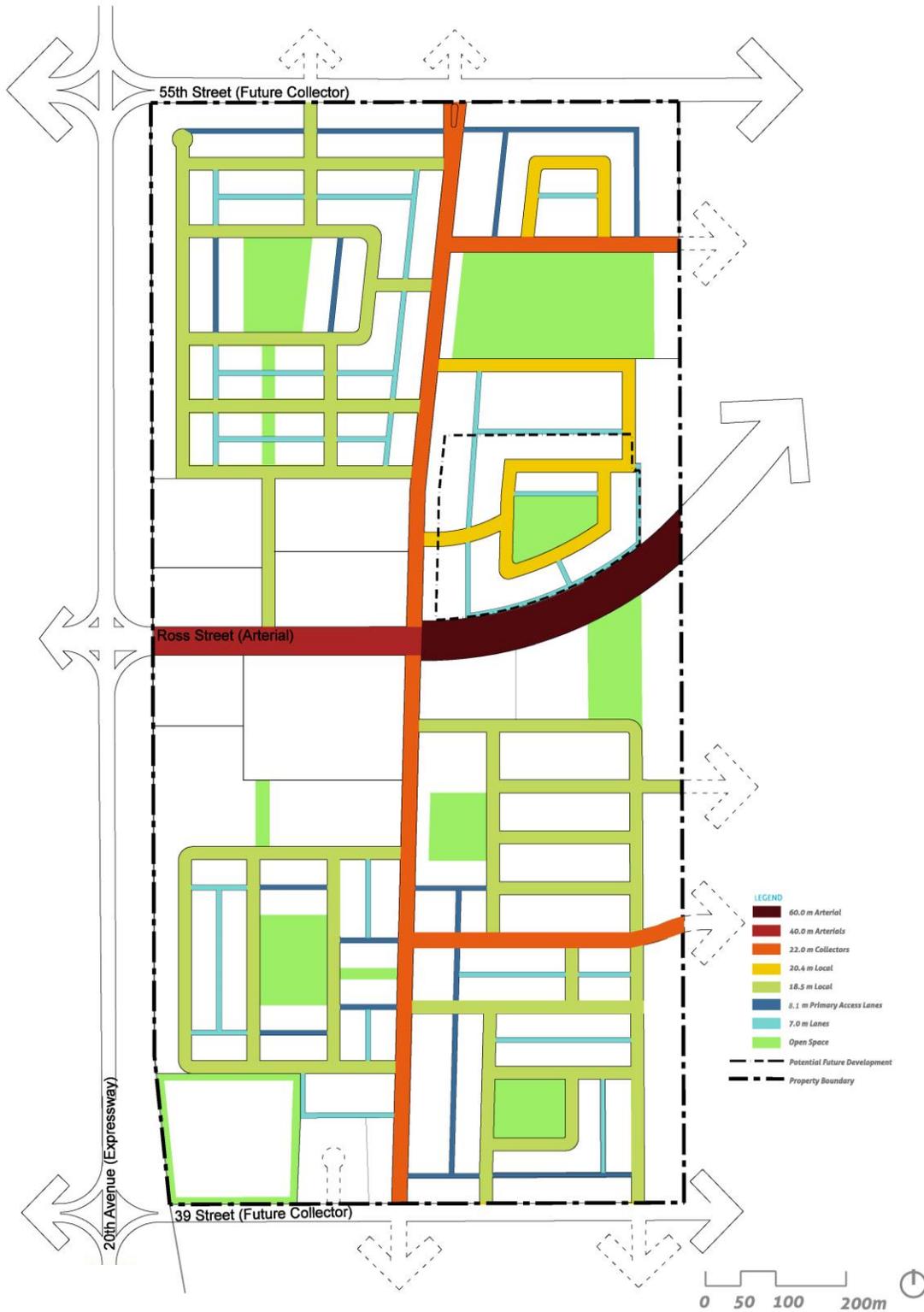
Figure 23: Primary Access Lane Cross-Section



5.4 STREET HIERARCHY

Figure 24 shows the location of each type of street in the Section 13 NW/SW neighbourhood.

Figure 24: Street Hierarchy



5.5 OTHER

5.5.1 PARKING

On-street parking will be allowed on all Section 13 NW/SW local and collector roads to accommodate visitors. On-street parking will be regulated by typical Red Deer parking bylaws including those regarding extended stays and restricted parking surrounding intersections, fire hydrants and crosswalks.

Parking will be allowed on Ross Street adjacent to the commercial area. This on-street parking provides additional protection for pedestrians, slows traffic through the commercial area and provides convenient access for shoppers.

5.5.2 TURN-AROUNDS

Some roads constructed for Section 13 NW/SW will connect through to the future neighbourhood to the east. Until such a time that this adjacent development occurs, roadways intended to connect into adjacent neighbourhoods will be constructed with turn-arounds at their termini. These turnarounds will be built to City of Red Deer standards.

5.5.3 DRIVEWAYS

Driveways should be designed to meet the roadway at 90 degrees and are not permitted to 'flair out'. This will preserve boulevard space and create more space to accommodate trees and on-street parking.

5.5.4 TRAFFIC CALMING

Section 13 NW/SW has been designed to lower traffic speeds on local roads using a number of interrelated approaches. By funnelling traffic quickly onto the collector and arterial road network, drivers spend less time on local roads and therefore the psychological need for speed on local roads is reduced. The grid pattern of street network has numerous intersections and short blocks (closely spaced intersections) which means drivers have to stop frequently on local streets, preventing the build-up of high speeds.

Most of the local roads in the Section 13 NW/SW have been designed with narrow travel lanes (2.75 metres). These narrow lanes create a sense of restricted movement for drivers and therefore encourage slower speeds. On street parking will be allowed on all local and collector streets in Section 13 NW/SW (except around major intersections). Along with street trees and shallow front yard setbacks, on-street parking creates a sense of enclosure in the street, simultaneously forming a comfortable pedestrian environment as well as slowing local traffic.

6 NEIGHBOURHOOD DESIGN & CHARACTER

6.1 OVERVIEW

Urban design for Section 13 NW/SW will place great emphasis on the quality and character of buildings, streets and open spaces and the relationship of these elements.

6.2 BUILT FORM AND PUBLIC REALM

The relationship of buildings to streets in the Section 13 NW/SW Neighbourhood should foster an active pedestrian-oriented street life and public realm. Buildings should relate well to the street and to each other. Building design should provide opportunities to maintain views and sunlight penetration to streets and open spaces and minimize shadowing. Residential buildings should generally front onto streets and/or public spaces.

While this plan is not intended to specific architectural design, a high quality of design and architectural variety within an overall theme is encouraged.

6.2.1 ARCHITECTURAL CONTROLS

A set of architectural controls will be developed by the developer and utilized by home builders in Section 13 NW/SW to maintain consistency and high quality design throughout the neighbourhood. Items addressed in these controls may include:

- . architectural style
- . house size, massing, and style repetition
- . colours and building materials
- . garage details, driveway materials
- . special guidelines for buildings on corner lots and at view termini
- . design and efficiency standards for outdoor lighting (energy efficient, timer or light cell regulated, shielded to meet dark skies principles)
- . landscaping design (nature-scaping and native species requirements).

The plan will make use of one of the pre-approved City of Red Deer lighting standards.

6.2.2 COMMERCIAL GATEWAY TREATMENT

Ross Street within the commercial area of the Section 13 NW/SW neighbourhood will act as a Gateway to east Red Deer and as such should be designed with a special treatment of the street cross-section (see section 5.3). The street cross section here is narrower, more urban and pedestrian friendly and should include urban street infrastructure such as decorative bi-directional street light poles, high quality side-walk paving treatments, benches, waste receptacles etc.

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The commercial area will also have regard for the gateway. While buildings within this area will primarily orient towards internal parking lots, the side of the buildings facing Ross Street should be attractive and present a friendly face to street by including signage, attractive landscaping and other architectural details to avoid long stretches of blank walls.

7 INFRASTRUCTURE & SERVICING

7.1 OVERVIEW

Section 13 NW/SW will be serviced using a conventional approach to stormwater, sanitary sewer and potable water distribution as described below. All three systems are intended to tie into future trunk mains along 20th Avenue when they are extended to the NASP area.

7.2 STORM WATER

Ultimately, the development lands will be serviced by a storm trunk sewer that will be constructed within the 20th Avenue (Expressway) roadway right-of-way. In order to provide stormwater servicing to this development the existing storm trunk, which is currently constructed to the intersection of 30th Avenue and The Expressway, will need to be extended approximately 4,700 metres east and then south along the future Expressway roadway alignment. This storm trunk discharges directly to an existing outfall to the Red Deer River just south of the River Bend Golf Course.

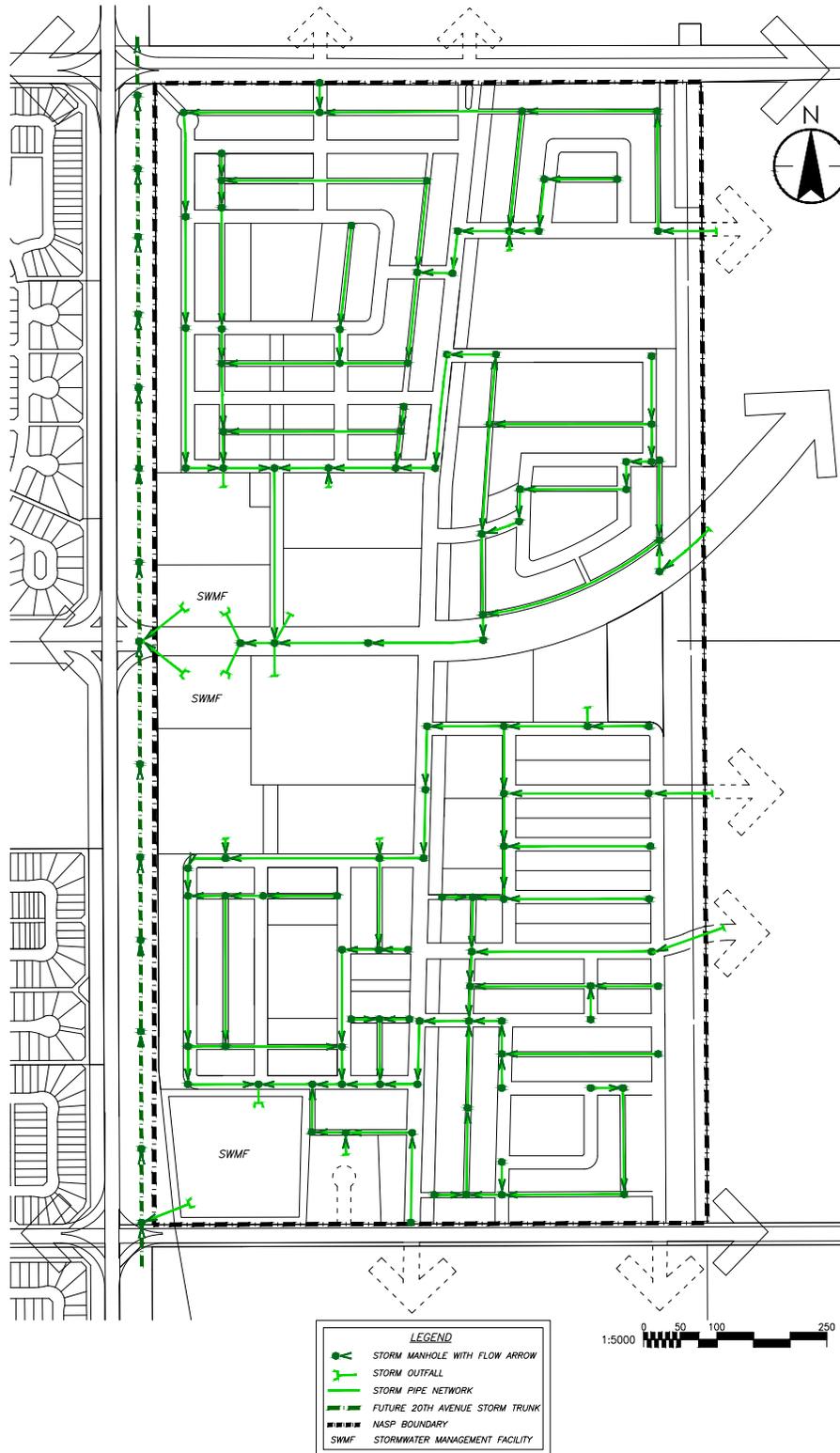
The natural drainage from these lands is east to west and the minor and major storm drainage system will be constructed to follow the natural topography of the land. The minor storm system will consist of storm pipe infrastructure constructed below ground to convey stormwater during minor events. A major stormwater system, consisting of overland drainage routes within the roadways and lanes, will be developed to control stormwater generated from the very large, infrequent, rainfall events.

All stormwater generated from the both the minor and major storm systems in this development will be routed through a stormwater management pond. In this development there are three stormwater ponds. The first is located in the extreme southwest corner of the south quarter section. This stormwater facility will detain stormwater runoff from the south quarter section during major events and will control the discharge rate into the 20th Avenue storm pipe system. Similarly, two interconnected ponds at the intersection of Ross Street and 20th Avenue, will provide stormwater detention and controlled discharge from rainfall events from the north quarter section.

Ultimately, the development lands will be serviced by a storm trunk sewer. The stormwater management ponds in this development will be developed as constructed wetlands. These facilities should be designed to act as bio filters and remove sedimentation and pollutants before discharging into the 20th Avenue storm trunk and ultimately the Red Deer River. They should be designed to mimic as close as possible the processes found in a natural wetland ecosystem. When development proceeds on the individual phases any opportunity to incorporate onsite stormwater best management practices to infiltrate and re-use stormwater should be encouraged and supported. The stormwater system is shown in **Figure 25**.

An access agreement will need to be registered on title to ensure that access is maintained through the commercial site to the SWMF immediately south of Ross Street.

Figure 25: Stormwater System



7.3 SANITARY SEWER SYSTEM

Similar to the storm sewer system, the development lands are intended to be serviced from a sanitary trunk to be constructed in the 20th Avenue (Expressway) roadway alignment. The construction of this new trunk was recently initiated when it was connected to the City's Wastewater Treatment Plant, extended east under the Red Deer River, and then up the river valley escarpment to its current termination point at the intersection of 30th Avenue and Expressway Intersection. In order to service this development the sanitary trunk will need to be extended approximately 4700 metres, along the future Expressway roadway alignment, to the northern boundary of this development. Ultimately, it is anticipated the sanitary trunk to be constructed from 55 Street, along 20th Avenue right-of-way, to 39th Street.

As illustrated in **Figure 26**, there are three connections to the 20th Avenue trunk to service the entire development area. All the wastewater generated from the entire development will be collected by an underground sanitary sewer system and routed to these 20th Avenue trunk connection points.

In the event that City of Red Deer 20th Avenue sanitary trunk is not constructed prior to development proceeding, there may be an opportunity to negotiate a connection to the SRD Regional Sewer Line. As illustrated on **Figure 26**, there is an existing tee that was installed at the intersection of 20th Avenue and Ross Street. In order to connect to this tee a lift station would be constructed in the development. Most likely this lift station would be built near in the extreme northwest corner of the development. This lift station would pump wastewater from the gravity system, via a force main, to a connection to the SRD Regional Sewer Line tee. In the event that this servicing option was deemed required there would need to be a NASP amendment in order to incorporate a public utility lot into the plan area to accommodate the proposed lift station.

7.4 POTABLE WATER DISTRIBUTION SYSTEM

This development will be serviced from a new water reservoir and pump house at the future intersection of the 20th Avenue and 67th Street. This new water reservoir will service future development areas east of 20th Avenue that will be situated in a new City of Red Deer water pressure zone.

A water trunk will be routed from the water reservoir, within the 20th Avenue roadway alignment, to service this development. As shown in the water servicing concept, three water connections are contemplated to connect to the 20th Avenue water trunk. From these connection points water will be distributed throughout the neighbourhood to meet both domestic and fire flow needs for the community. The water system will be designed in accordance with the standard City of Red Deer water grid system. This will consist of a main running east/west along both the north and southern boundaries of the development as well as a main running east/west through the middle of the development. The overall water distribution system is shown in **Figure 27**.

Figure 26: Sanitary Sewer System

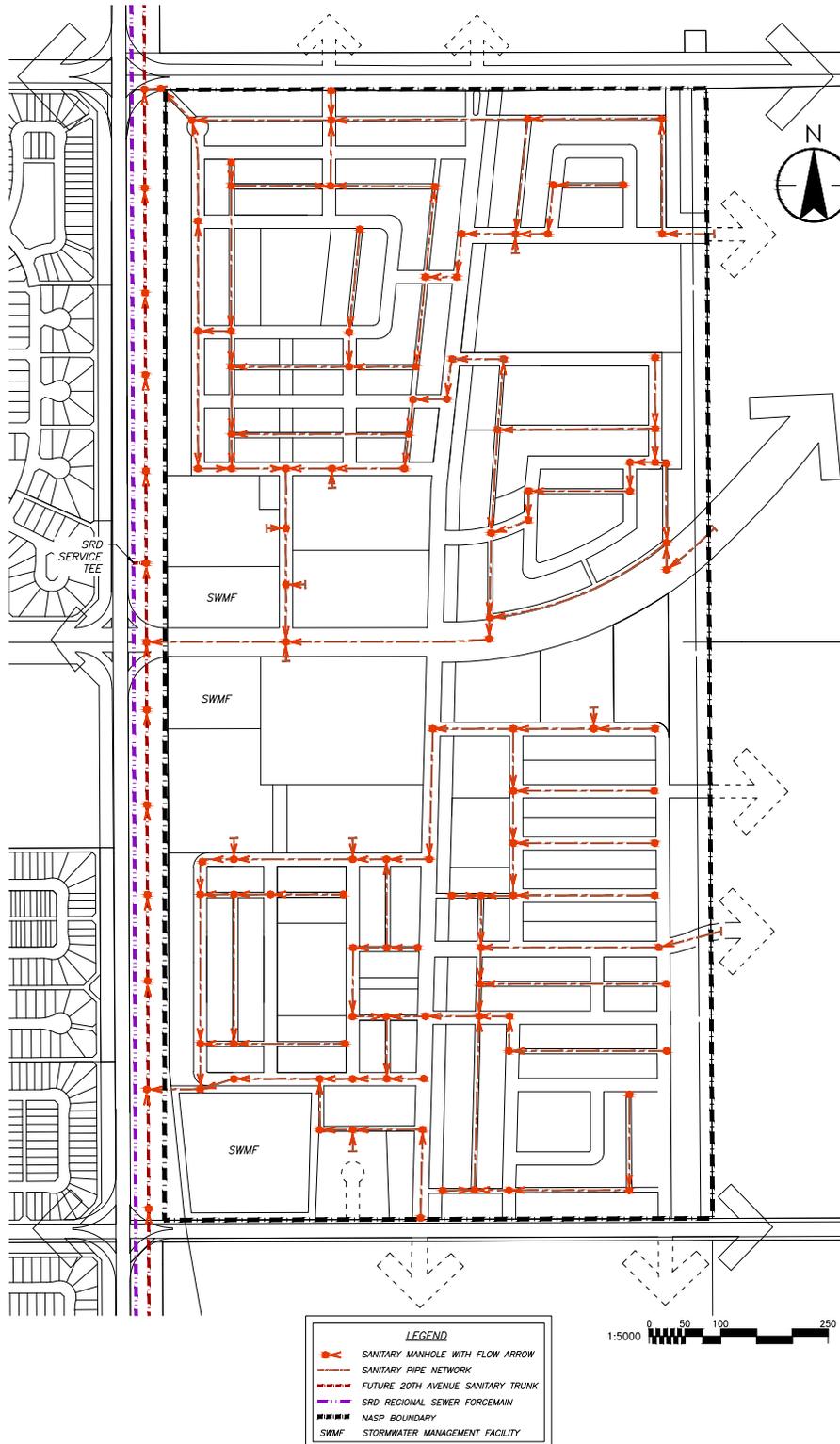
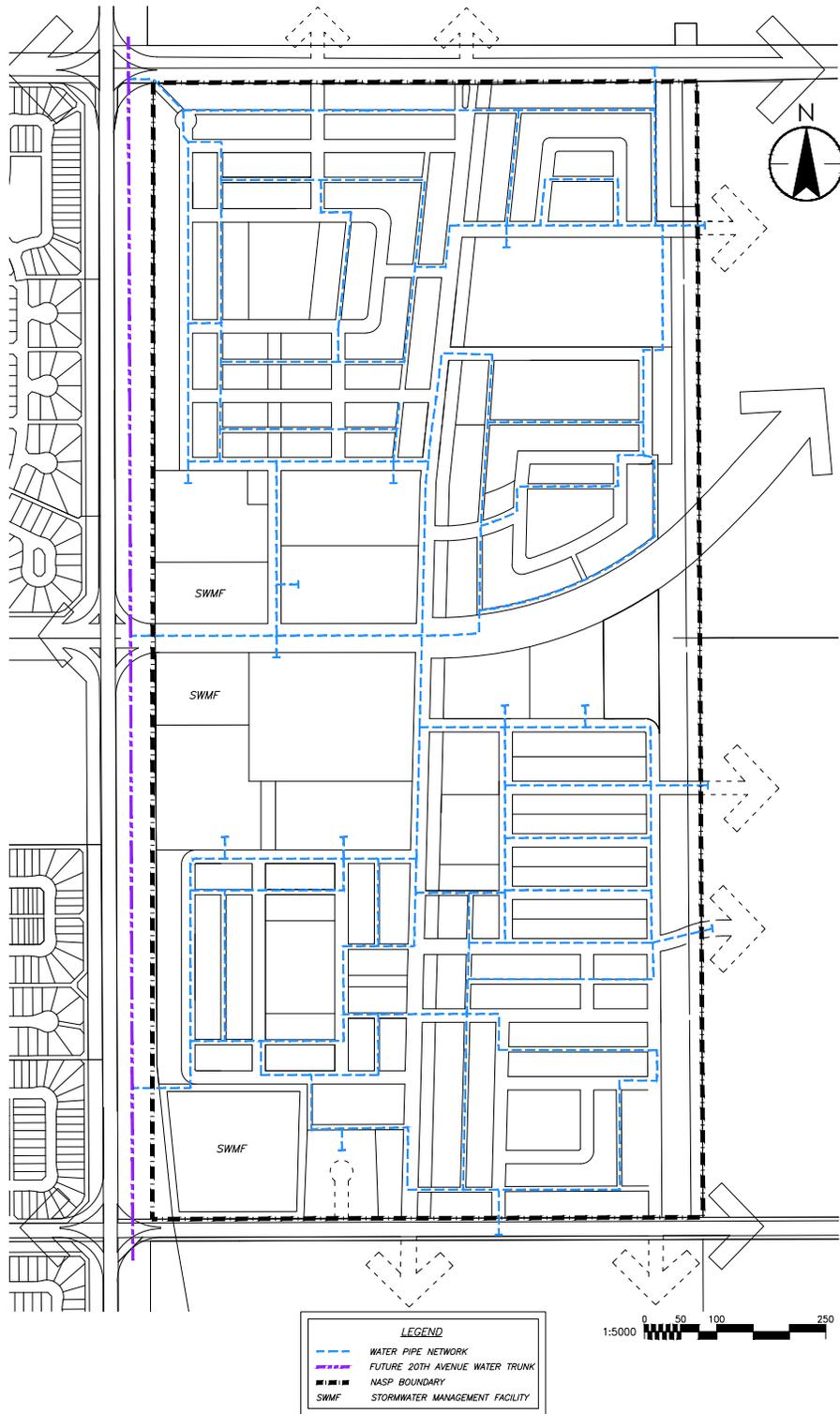


Figure 27: Potable Water Distribution System



7.5 SHALLOW UTILITIES

Shallow utility services may be provided by the following companies:

- ATCO Gas (Natural Gas)
- The City of Red Deer E.L. & P. Department (Electrical and Streetlights)
- Telus Communications (Telephone)
- Shaw Cable (Cable Television)

The shallow utility alignments will be established during preparation of the Servicing Study for the Section 13 NW/SW NASP area.

7.6 GARBAGE, RECYCLING, SNOW REMOVAL

Garbage and recycling collection, and snow clearing, will be the responsibility of the City of Red Deer for all areas in the neighbourhood except for the multi-family and commercial sites with internal roadway networks, schools and assisted living facilities. These sites will have their removal will be done by a private company arranged by a condominium association or apartment management company or by the site operator. In most instances, the garbage pickup will be via the lanes except in locations where there are no lanes, in which case garbage pick-up will be from the front of the unit.

7.7 REMOVAL OF OIL & GAS INFRASTRUCTURE

It is anticipated that the oil and gas infrastructure in the area may remain operational for some years to come and therefore development of some of the area will be delayed until such time as this infrastructure is no longer in use. The developer or owner will work with pipeline owners and well operators during the initial site preparation process, completed on a phased basis, to decommission and remove all infrastructure located within the plan area once it is no longer needed and prior to development. Following physical removal of the pipelines, the developer or owner will request the right-of-way be discharged from the title.

7.8 GREEN BUILDING & LANDSCAPING PRACTICES

Developers of large multi-family and commercial sites are encouraged to consider district energy systems that provide heating and/or cooling to more than one building.

Builders and home-owners are encouraged to adopt high standards of energy and water efficiency in their buildings and landscapes and to consider rating systems such as BuiltGreen and standards such as the Model National Energy Code for buildings. Other encouraged practices include:

- Using LED lighting

- Using energy infrastructure that can be easily adapted to alternative energy sources and servicing (e.g. hydronic space heating and central hot-water systems that could be retrofitted to connect to use renewable energy; solar hot water ready construction)
- Use building materials with recycled content and locally-sourced materials where available
- Provide 3-stream recycling facilities (recyclables, organics, garbage) within multi-family, commercial and institutional buildings. Providing composting facilities or area for this on site, is encouraged
- Provide secure, easily accessible storage of bicycles for at least 15% of regular building occupants required in all multi-unit residential (more than 3 units), commercial and institutional buildings in addition to outdoor bicycle racks
- Charging stations for electric vehicles within commercial and institutional buildings
- In larger projects, preferred parking should be provided for very small vehicles (smart cars), and alternative fuelled vehicles (hybrids, electric vehicles, biodiesel etc.)
- Avoid irrigation by using Low Impact Development techniques, nature-scaping, rain water capture
- Use only water saving fixtures and Energy Star appliances
- Plan more than the minimum requirements of trees
- Consider rooftop gardens/living roof
- Make public parking and commercial areas idle free zones by posting signs to that effect

7.9 EMERGENCY SERVICES

A new fire station in the Timberlands neighbourhood has been proposed which is less than five minutes away. The street network in the Section 13 NW/SW neighbourhood has been designed to allow emergency access to all buildings. Local roads with only one access point will be wider than typical local roads to ensure emergency vehicles can access all properties quickly and efficiently (see section 5.3).

7.10 GROUNDWATER

Ground water is known to be shallow in many parts of the NASP area and this may impact servicing and/or construction. Details on how this will be addressed will be included in the Servicing Study and more detailed analysis (and greater area coverage) of the ground water depths will be provided in later development phases. The area may require the infrastructure and building construction methods to be built to a higher standard to mitigate the impact of high groundwater.

8 IMPLEMENTATION

8.1 DEVELOPMENT PHASING

As a large mixed-used neighbourhood, it is not feasible or desirable to build all of the infrastructure to service the Section 13 NW/SW neighbourhood at one time. Rather, development will be phased

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as shown in **Figure 28**. The general phasing of Section 13 NW/SW begins at the 20th Avenue / Ross Street intersection and initially continues north. The phasing boundaries shown are intended to be general and conceptual in nature and may vary when applications to change land use and subdivision applications are made. As well, portions of separate phases may be developed concurrently if demand warrants it and/or if municipal servicing is made more efficient as a result.

Access to the existing gas wells and compressor station will continue to be provided via the service road off 55th Street (Highway 11) along the eastern property boundary.

Homes Fronting onto 55th Street

The properties facing onto 55th St. will not be permitted to be developed until Highway 11 has been realigned and 55th St. has been reclassified as a collector roadway. This is because currently 55th St. is a Provincial Highway and has an average daily volume of 9,000 vehicles/day which would require a noise attenuation berm to mitigate noise issues and would also present safety issues for vehicles accessing driveways. However, once Highway 11 is realigned as per Alberta Transportation's long-term plans, it is anticipated that traffic volumes on 55th Street will fall below 5,000 vehicles per day.

Homes facing 55th Street will be zoned R1N (Single-detached Narrow) which does not permit vehicle access from the front of the house. Therefore, vehicle access to homes fronting onto 55th Street will be via rear lane only. Front access by vehicles will not be permitted.

Until such time as these lots are developed, the land will remain vacant and planted with grass or field crops. A sign will be erected stating "Future Residential Land" to indicate the long-term intended use of the land.

Homes Fronting onto 39th Street

The homes fronting onto 39th Street can be developed immediately, however on-street parking will not be permitted on 39th Street until mitigation measures to slow country road traffic have been put in place. Additionally, if the city extends the bike lane from the west, this may potentially prevent on-street parking. The two local road accesses onto 39th St. may not be permitted until the above-mentioned mitigation measures have been put in place. This means that they could be constructed, but access will be limited/prevented until deemed safe by the City of Red Deer Engineering Department.

Homes facing 39th St. will be zoned R1N (Single-detached Narrow) which does not permit vehicle access from the front of the house. Therefore, vehicle access to homes fronting onto 39th St. will be via rear lane only. Front access by vehicles will not be permitted.

8.2 RE-ZONING AND SUBDIVISION

Following approval of this NASP by the City of Red Deer Council, it is anticipated that the developer will apply to amend the Land Use Bylaw to permit the new uses in this plan. For some of the land uses, alternative setbacks have been proposed in this NASP including:

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1. Residential Single-Detached (R1) – Minimum front yard setback be reduced from 6.0m to 3.0m (minimum)/4.5m (maximum) for the house portion and 6.0m for any front-facing portion of the garage.
2. Residential Single-Detached Carriage Home (R1C) – Amend the Front Yard setback provisions to allow frontage onto a PUL lot (as well as a P1 zone).
3. Residential Semi-Detached (R1A) - Minimum front yard setback be reduced from 6.0m to 3.0m (minimum), 4.5m (maximum) for the house portion and 6.0m for any front-facing portion of the garage.

In these cases, it is requested that the City include these proposed setbacks for the Section 13 NW/SW Neighbourhood in the appropriate district in the Land Use Bylaw.

Subdivision to create lots must conform to The City of Red Deer Land Use Bylaw and all applicable statutory plans in addition to the informational requirements necessary for each application. Variances are allowed pursuant to the test in the MGA being met.

8.3 PLAN INTERPRETATION

8.3.1 AMENDMENTS

Once adopted, this Plan may be amended if necessary through a formal amendment process including consultation with the City of Red Deer and approval via municipal Council. Amendments will be required if major changes are made to roadway alignments or land uses. No amendments will be necessary due to servicing revisions, minor land use boundary changes, or minor adjustments to road cross-sections provided the intent of the NASP is maintained.

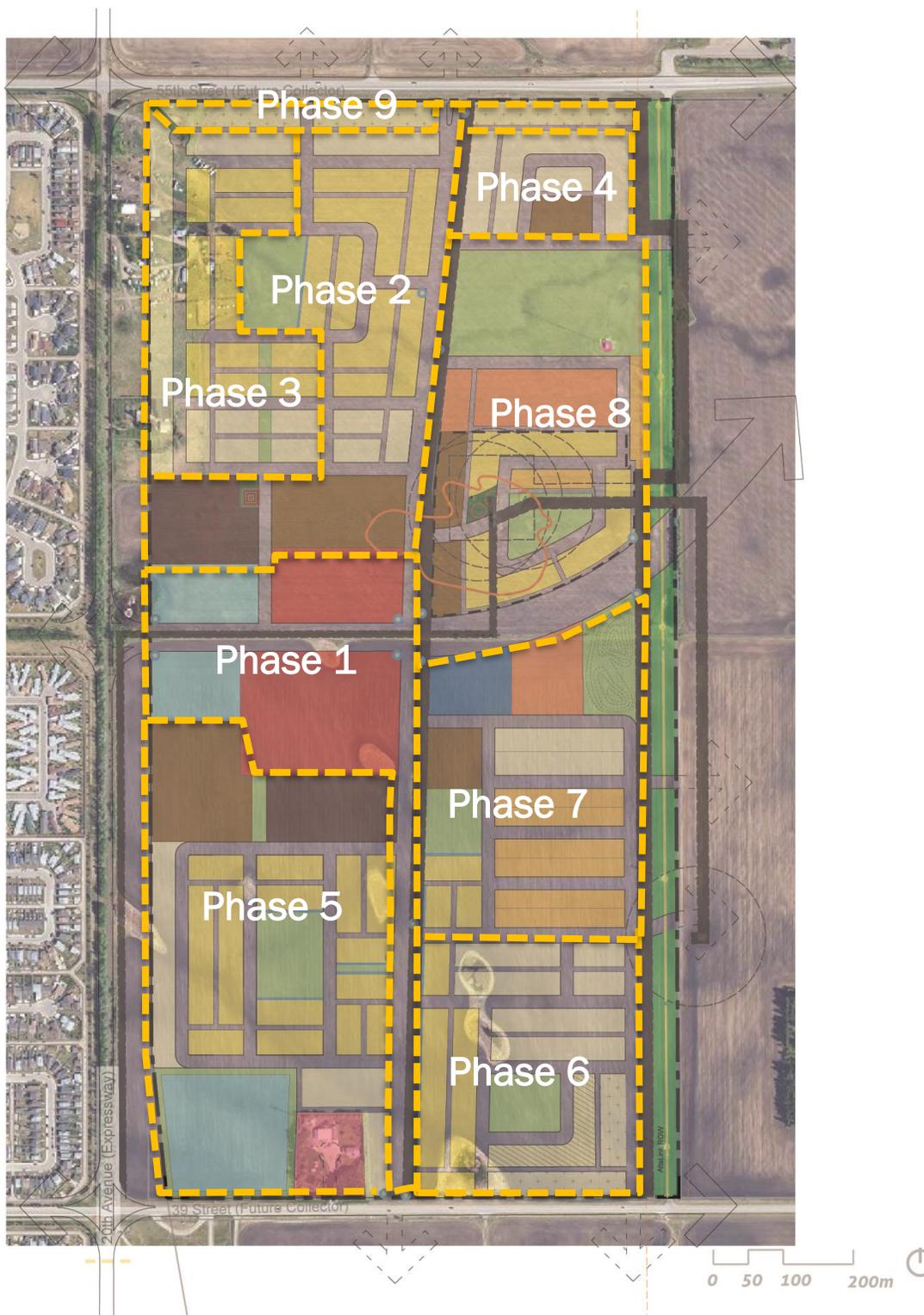
An amendment will not be necessary in the event that the linear park (pedestrian connection) in the NW quadrant is removed if engineering decides that mid-block crossings cannot be built to a sufficient safety standard. Consideration should be provided to realign the parcels, but if it ultimately has to be removed an amendment will not be required.

This NASP identifies two potential future land uses for the acreage parcel (Lot 1, Block 1 Plan 902 1065) located at the southern boundary of the planning area. An application to amend the zoning of this land to low residential uses (R-1) or Neighbourhood Commercial uses (C3) shall not require an amendment to this plan.

8.3.2 FINANCIAL IMPLICATIONS

Once adopted and following the maintenance period, it is anticipated that all roads, infrastructure and public spaces will become the property of the City of Red Deer. However, private roads and infrastructure, such as a bare land condominium development with named internal roads, will not be the property of the City.

Figure 28: Development Phasing



9 APPENDIX A – DEVELOPMENT CHECKLIST

West Half Section 13 (NW & SW 13-38-27-W4M) Neighbourhood Area Structure Plan

General Purpose

The purpose of the Development Checklist is to highlight conditions associated with future stages of development. The checklist is an internal administrative tool created to assist City staff when reviewing the various applications within the plan area. The checklist does not form part of bylaw for the approved area structure plan

Servicing Study and Detailed Design

- Noise and other environmental mitigation measures for the active gas compressor station will be determined at the servicing study stage.
- Buildings and roads shall not be located over abandoned wells.
- Detailed design will consider the concepts of CPTED.
- Houses facing onto 55th and 39th street will be accessed via rear lanes. Therefore no vehicle access to the front of the houses is proposed. Additionally, on street parking may be restricted if the 39 St. bike lanes are extended eastward into this area.
- The Developer may work with the City of Red Deer's Electrical Light and Power department during the Servicing Study stage to determine the most appropriate solution for providing lighting in the lane for park fronting homes.
- Lanes behind the park-facing homes should be 7.5 metres wide and paved.
- The developer will work with the City to incorporate aquatic vegetation from the existing wet areas into the stormwater management ponds areas.
- The stormwater management ponds will be developed as constructed wetlands.
- Determine appropriate method for pedestrians, moving along regional trail, to cross Ross Street.
- Determine reasonable access design and spacing for commercial area.
- Determine if on-street parking is appropriate along the gateway adjacent to the commercial area.
- Work with the developer and licensee to remove or relocate the pipeline right-of-way within Ross Street.
- Ensure safe sightlines for lane intersections.
- The 2.5m collector sidewalk should be located on the east side of the North-South collector.
- The 2.5m collector sidewalk should be located on the north side (school side) of the street for the East-West collector in the north quarter-section
- The 2.5m collector sidewalk would preferably be located on the north side of the street for the East-West collector in the south quarter section.
- Additional access requirements related to fire and emergency response for park fronting homes will have to be developed. One solution may be the addition of a PUL for frontages/spans greater than 60m (approximately 5 R1C lots). These PULs could also provide space for hydrants outside of the laneway.
- Mid-block crossings at laneways require additional safety considerations. Engineering will decide at the servicing study if the developer can move forward with construction.
- It is anticipated that electrical feeds to this area will come off the overhead line running north-south along the 20 AV URW. Single phase loops will run through the perimeter of the site to service the mainly residential development. A three phase loop will run through the center of the site to service the larger commercial loads anticipated.
- In order to facilitate this development, the overhead line currently running down the center of the 20 AV road right-of-way will need to be located to either the east or west side of

West Half Section 13 (NW & SW 13-38-27-W4M) Neighbourhood Area Structure Plan

the widened right-of-way. This relocation must be done prior to development.

- FORTIS currently has a line running east-west on the south side of the 55 ST road right-of-way. While EL&P is in talks with FORTIS about the takeover of this line there is currently no timeline in place for the takeover. Any proposed changes to this road right-of-way will need to be done in conjunction with both EL&P and FORTIS.
- The NASP Area has identified high groundwater. Ensure that the conditions are further examined, and if required, construction will mitigate the effects of high ground water
- The configuration and signage relating to the intersection of the two Local roadways and the lane in the 'Potential Future Development' zone is to be confirmed at the design stage of that phase of the development.
- Phase 2 ESA – complete assessment to be submitted satisfactory to the City, prior to stripping or grading, servicing, redesignation to residential or commercial uses or subdivision for both the north and south quarter sections.
- Prior to development being approved in the southwest corner of the quarter section a Risk Assessment Plan is required to determine the appropriate development setback.
- Provide a Professional Risk Assessment Plan to determine the appropriate development setback distances address public safety, identify mitigation measures, and manage nuisance factors, ongoing industry access requirements, emergency planning, risk communication and public participation.
- The alignment of the trail in the park in the south-east of the north quarter section should align with the crosswalk on the western edge

Top Soil Stripping and Grading

- Prior to the issuance of top soil striping and grading, a Phase 2 ESA for the NW and SW quarters shall be completed and accepted by administration.

- Prior to the issuance of top soil striping and grading, remediation of the hydrocarbons will be required around the active well leases.
- Further soil and groundwater testing is recommended prior to proceeding with any remediation plans.
- A 100-metre setback is required around each active well-site. Lands within this setback cannot be developed until the wells are abandoned and decommissioned and the soils surrounding the area remediated.
- Access to both the active gas wells and the compressor station is required at all times.
- The developer will work with the City to incorporate aquatic vegetation from the existing wet areas into the stormwater management ponds areas.
- Crossing agreements will be required for the existing right-of-ways.
- The NASP Area has identified high groundwater. Ensure that the conditions are further examined, and if required, construction will mitigate the effects of high ground water.
- Phase 2 ESA – complete assessment to be submitted satisfactory to the City, prior to stripping or grading, servicing, redesignation to residential or commercial uses or subdivision for both the north and south quarter sections.
- Reclamation Plan – for any area where a completed Phase 3 ESA reclamation plan is recommended by a prior plan, a Phase 3 ESA shall be completed prior to stripping or grading, or redesignation to residential or commercial uses.
- A phase 1 ESA will be required for acreage sites at the time of redevelopment, prior to stripping or grading, prior to redesignation to residential or commercial uses.
- Provide a Professional Risk Assessment Plan to determine the appropriate development setback distances address public safety, identify mitigation measures, and manage nuisance factors, ongoing industry access

West Half Section 13 (NW & SW 13-38-27-W4M) Neighbourhood Area Structure Plan

requirements, emergency planning, risk communication and public participation.

Redistricting

- In the commercial area, a building setback of 4 metres from Ross Street is recommended to allow for a more walkable urban cross section.
- The minimum front yard setback for R1 is 3.0 m with a maximum of 4.5m for the live portion of a dwelling unit. The minimum setback for any front attached garage portion of a dwelling unit is 6.0 m.
- Vehicular access/parking in some areas within the plan is restricted to the rear even though the district permits front access. Refer to map in NASP and details in the LUB.
- The front yard setback for R1A is proposed to be a minimum 3.0 m and maximum 4.5 for the live portion of a dwelling unit.
- The properties facing onto 55 St. will not be permitted to be developed until Highway 11 has been realigned and 55 St. has been reclassified as a collector roadway.
- LUB Secondary Suites map will need to be updated.
- On street parking along 55 St. and 39 St. may be restricted, particularly in the event that the 39 St. bike lanes are extended eastward into this area.
- Phase 2 ESA – complete assessment to be submitted satisfactory to the City, prior to stripping or grading, servicing, redesignation to residential or commercial uses or subdivision for both the north and south quarter sections.
- Reclamation Plan – for any area where a completed Phase 3 ESA reclamation plan is recommended by a prior plan, a Phase 3 ESA shall be completed prior to stripping or grading, or redesignation to residential or commercial uses.
- Risk Assessment Plans for Facilities 1-11 must be submitted to the satisfaction of the

City prior to redesignation to residential or commercial uses.

- Coexisting Plan – Plan to be submitted, reviewed and completed, prior to re-designation to residential or commercial uses for Facilities #2-4.
- A phase 1 ESA will be required for acreage sites at the time of redevelopment, prior to stripping or grading, prior to redesignation to residential or commercial uses.
- Prior to development being approved in the southwest corner of the quarter section a Risk Assessment Plan is required to determine the appropriate development setback.
- Provide a Professional Risk Assessment Plan to determine the appropriate development setback distances address public safety, identify mitigation measures, and manage nuisance factors, ongoing industry access requirements, emergency planning, risk communication and public participation.

Subdivision

- A 100-metre setback is required around each active well-site. Lands within this setback cannot be developed until the wells are abandoned and decommissioned and the soils and other environmental considerations surrounding the area have been remediated.
- Access to both the active gas wells and the compressor station is required at all times.
- A minimum 5 m setback radius around an abandoned well must be maintained and access provided in case repair is needed. The 5 m setback is from the well to the property line.
- Roads shall not be located over abandoned wells.
- Houses facing onto 55th and 39th street will be accessed via rear lanes. Therefore, no vehicle access to the front of the houses is proposed.

West Half Section 13 (NW & SW 13-38-27-W4M) Neighbourhood Area Structure Plan

- The properties facing onto 55 St. will not be permitted to be developed until Highway 11 has been realigned and 55 St. has been reclassified as a collector roadway.
- Ensure linear PULs adjacent to residential properties are not zoned P1. This will make it easier to lease them should they not be needed by the city.
- If subdivision occurs on the southern acreage parcel, engage parks early in the process. They have expressed some interest in potentially acquiring some of the tree stand through MR.
- Phase 2 ESA – complete assessment to be submitted satisfactory to the City, prior to stripping or grading, servicing, redesignation to residential or commercial uses or subdivision for both the north and south quarter sections.
- Prior to development being approved in the southwest corner of the quarter section a Risk Assessment Plan is required to determine the appropriate development setback.
- Provide a Professional Risk Assessment Plan to determine the appropriate development setback distances address public safety, identify mitigation measures, and manage nuisance factors, ongoing industry access requirements, emergency planning, risk communication and public participation.
- access provided in case repair is needed. The 5 m setback is from the well to the property line.
- Buildings and roads shall not be located over abandoned wells.
- Houses facing onto 55th and 39th street will be accessed via rear lanes. Therefore no vehicle access to the front of the houses is proposed.
- The minimum front yard setback for R1 is 3.0 m with a maximum of 4.5m for the live portion of a dwelling unit. The minimum setback for any front attached garage portion of a dwelling unit is 6.0 m.
- Vehicular access/parking in some areas within the plan is restricted to the rear even though the district permits front access. Refer to map in NASP and details in the LUB.
- The front yard setback for R1A is proposed to be a minimum 3.0 m and maximum 4.5 for the live portion of a dwelling unit.
- CPTED principles should be applied to the design of the gateway.
- Driveways will be designed to meet the roadway at 90 degrees and are not permitted to 'flair out'.
- Commercial buildings facing Ross Street should be attractive and present a friendly face to street by including signage, attractive landscaping and other architectural details to avoid long stretches of blank walls.

Development

- Notification to AltaLink is required for any proposed development within 30-metres of the right-of-way.
- No buildings or landscaping should be located on pipeline right-of-ways.
- A 100-metre setback is required around each active well-site. Lands within this setback cannot be developed until the wells are abandoned and decommissioned and the soils surrounding the area remediated.
- A minimum 5 m setback radius around an abandoned well must be maintained and
- The properties facing onto 55 St. will not be permitted to be developed until Highway 11 has been realigned and 55 St. has been reclassified as a collector roadway.
- On-street parking will not be permitted on 39th Street until mitigation measures to slow country road traffic have been put in place. If the city extends the bike lane from the west, this may potentially prevent on-street parking on 39th street.
- 39th Street traffic mitigation measures are the responsibility of the developer as it is a collector roadway.

West Half Section 13 (NW & SW 13-38-27-W4M) Neighbourhood Area Structure Plan

- Parks Section to be engaged by developer prior to the wetlands being modified in order to ensure seed material can be reused.
- The fixtures used on structures adjacent to the lane for park fronting homes should be energy efficient, timer or light cell regulated, and consider dark skies principals.
- Ground disturbances and surface work within 30-metres of the ATCO pipelines ROW require prior written approval before commencing any work. 1-888-420-3464
- Crossing agreements will be required for the crossing of the various utility ROWs within the area.
- The NASP Area has identified high groundwater. Ensure that the conditions are further examined, and if required, construction will mitigate the effects of high ground water.

Plan Amendments

- For the acreage parcel along the southern boundary, an application to amend the zoning to low density residential uses (R-1) or to neighbourhood commercial uses (C3) shall not require an amendment to this plan.
- Amendments will be required if major changes are made to roadway alignments or land uses.
- An amendment will not be necessary due to servicing revisions, minor land use boundary changes, or minor adjustments to road cross-sections.
- An amendment will not be necessary for the addition of PULs or other considerations related to emergency access for areas of park fronting homes.
- An amendment will not be necessary in the event that the linear park (pedestrian connection) in the NW corner if engineering decides that mid-block crossings cannot be built to a sufficient safety standard. Consideration should be provided to realign the parcels, but if it ultimately has to be removed an amendment will not be required.

David Girardin

From:
Sent:
To:
Subject:

Follow Up Flag:
Flag Status:

i. There is much that I like about the NASP for Benceley – walkability, green building practices, attention to cycling, district energy, stormwater management, natural areas, etc. The one thing that I find is lacking in our planning documents still is attention to local food security and urban agriculture. There is mention of potential community gardens, but nothing beyond that. Because I cannot attend the open house, I'm wondering if you might comment on how other food production or processing enterprises might be incorporated into this and other neighbourhoods that will be developed in the next few years. Would there be opportunity for say a greenhouse within the commercial district, small scale animal husbandry, market gardening – anything like that.

As we encroach on to more and more agricultural land as our City grows, the sustainability of our local food supply is of concern to me. I'd love to hear your thoughts as to whether this is on the radar beyond community gardens.

Thanks!



Comment Sheet

Proposed Beaumont (Section 13) Multi-neighbourhood Plan

Contact Information

Your contact information allows administration to respond as needed.

I. General Comments

Do you have any comments on the proposed Beaumont Multi-Neighbourhood Plan?

I would like to see more fruit trees,
 ie - Manking cherries
 - Evans cherries
 - Chokecherry
 - Apple
 rather than just spruce & aspens.
 They would provide food for birds
 (& humans) 
 THANKS



Public Open House February 23, 2016

Comment Sheet

Proposed Benceley Neighbourhood Area Structure Plan

Contact Information

Your contact information allows administration to respond as needed.

Name: Greg Neiman

Mailing Address: _____ Postal Code: _____

Phone #: _____ E-mail Address: _____

I. General Comments

Bike/pedestrian access appears good from 39 st. + Ross St., as long as multi-use trail along 20th Ave can be useful. Bike Crossing east/west on 55th St is not as good. How will cyclists on the multi-use trail just built on 67 st (Toffie Road) enter the neighbourhood? How will a cyclist be able to continue east to reach 10 st (currently a popular bike route) to get to Delburne Road, or take 10th st south? The bike link to downtown is also weak, as ~~the~~ old portions of Ross Street are largely unsafe, and cyclists ~~access~~ from downtown currently access the trail to 67 st from McKenzie Trail. If this link east is lost, ^{bike} access ~~to~~ between Benceley, Gaetz North, Dawe Cr, + Taylor Drive is also lost.



Comment Sheet

Proposed Benceley Neighbourhood Area Structure Plan

Contact Information

Your contact information allows administration to respond as needed.

I. General Comments

Do you have any comments on the proposed Benceley Neighbourhood Area Structure Plan?

- There appears to be some confusion as to what this area is to be called; some places it's named Beaumont, others it's Benceley; the news release promotes Benceley. Your "papers" should use one or the other;

- I would suggest the larger commercial area should allow for a larger supermarket with attached pharmacy;

- The papers & charts featured at the open house (Feb 23) does not show any area for future light rail transit, or skyway transit — that seems very short sighted!!!

- Should be a public 'formal' presentation, as well as the person-person feature that was present today (23.02)

- use e-mail to provide notice to people attending to advise of future Neighbourhood & Area structure Plans. A lot of us would sign a consent to this if you the City is concerned about privacy concerns.

- I'm also very concerned about our air quality: we've got to do better!



Comment Sheet

Proposed Benceley Neighbourhood Area Structure Plan

Contact Information

Your contact information allows administration to respond as needed.

Name: RICHARD SPENCELEY

I. General Comments

Do you have any comments on the proposed Benceley Neighbourhood Area Structure Plan?

THANK YOU FOR YOUR CONSIDERATION IN
REGARDS TO THE NAMING OF THE NEIGHBOURHOOD
OUR SUGGESTIONS ARE:

1) BAYLIS THIS IS THE MAIDEN NAME OF
HERB SPENCELEY'S WIFE, ELIZABETH BAYLIS.
HERB WAS THE FIRST SPENCELEY ON THIS
QUARTER.

2) BELHAVEN - A PLACE IN SCOTLAND. BALMORAL
IS ALSO A SCOTTISH PLACE

3) BRAIRWOOD - A PLACE IN SCOTLAND

WE THOUGHT 'BAYLIS ESTATES' HAS A NICE
RING TO IT

MEMORANDUM

To
From
Date
Re

Thank you for hosting the open house last week to present the draft plan for NW & SW of Section #13 NASP.

As you are aware, Melcor Developments Ltd. is the owner of the NE and SE quarters of this section. We would offer the following comments for your consideration:

- The draft plan indicates five roadway connections between the west half and the east half of the section. One of them is an arterial road, two of them are collector roads and two of them are local roads. The approved Multi Neighbourhood Plan only shows two roadway connections between the two halves of the community. These crossings are problematic for a number of reasons:
 - The Atco Gas r.o.w and the Altalink r.o.w combined take up about 80 meters of land. Crossing this area five times is not only expensive just because of the length but also the difficulty & expense of bridging the pipeline.
 - Having to manage all of these roadways on our half of the community will be challenging – particularly the two that are on either side of the arterial roadway.

We would request that as a minimum, the two local roadway connections be eliminated. We are concerned about how a collector road connection in the north of the plan will impact the future layout of the NE of 13. The most significant question is – where would this collector connect to? Intersection spacing becomes a problem. We would ask that your planner provide a draft layout for the NW corner of NE 13 to confirm that something will work in that unique space. The south collector road connection should be centered more so that it crosses roughly at the center of the ¼ line. This would more closely align with the Multi Neighbourhood Plan.

- The Multi Neighbourhood Plan shows the school being located adjacent to the 55th street collector roadway. In terms of access, this is likely the better location for it. If the roadway on the south side of the school site does not continue east it is even more important that the site be moved north.
- The plan as currently laid out shows 11 crossings of the TCPL high pressure pipeline. In our experience, these crossings are difficult to manage and prohibitively expensive. We would suggest that the plan be reviewed carefully and the number of crossings reduced.
- The MR dedication in the plan is approaching 13%. This impacts the efficiency of the plan in two ways; a) a smaller area is available to generate revenue on for the developer b) a larger area is created that now needs to be maintained by the City in perpetuity.
- The draft plan shows the potential for two collector road connections to the neighbourhood to the north and two to the south. This does not match what is in the multi neighbourhood plan. We are the landowner to the south - would these connections be required should this plan be approved?
- The draft plan includes a significant commercial area. The proposed layout of the site illustrated on page #75 of the plan shows a pretty conventional commercial project featuring a large parking lot surrounded by buildings. The Clearview Market Square project was held to a very high development

standard that resulted in a higher cost project. The potential for the proposed commercial project on Ross Street to have a competitive advantage based on cost does cause us some concern. We appreciate any comment you may have in this regard. Given the significance of this site as a key component of the Gateway to Red Deer it seems like there is a huge opportunity to develop this site into a unique and pedestrian friendly commercial project. We would encourage the developer to explore other layouts to help make sure the site is truly integrated into the community.

We would be happy to meet with you to review our comments if you wish.

Thank you

BYLAW NO. 3217/C-2016

Being a Bylaw to amend Bylaw No. 3217/98, the bylaw containing The City of Red Deer Neighbourhood Area Structure Plans.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

Bylaw no. 3217/98 is hereby amended as follows:

1. Bylaw No. 3217/98 containing the City of Red Deer Neighbourhood Area Structure Plans is hereby amended by adding the new Section 13 NW/SW Neighbourhood Area Structure Plan attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this day of 2016.

READ A SECOND TIME IN OPEN COUNCIL this day of 2016.

READ A THIRD TIME IN OPEN COUNCIL this day of 2016.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2016.

MAYOR

CITY CLERK

DATE: June 24, 2016
TO: David Girardin, Senior Planner
FROM: Samantha Rodwell, Deputy City Clerk
SUBJECT: East Hill MASP Amendment to Incorporate the Proposed
Section 13 Beaumont Multi-Neighborhood Plan
Bylaw 3499/A-2016

Reference Report:

Planning Department, dated May 4, 2016, Legislative Services, dated June 10, 2016

Bylaw Reading:

At the Monday, June 20, 2016 Regular Council Meeting, Council gave second and third readings to Bylaw 3499/A-2016, an amendment to the East Hill Major Area Structure Plan to incorporate the proposed Section 13 Beaumont Multi-Neighbourhood Plan.

Report back to Council: No.

Comments/Further Action:

This office will amend the Bylaw and distribute copies in due course.



Samantha Rodwell
Deputy City Clerk
/attach

- c. Director of Planning Services
Planning Services Manager

DATE: June 24, 2016
TO: David Girardin, Senior Planner
FROM: Samantha Rodwell, Deputy City Clerk
SUBJECT: East Hill MASP Amendment - Section 13 NW/SW
Neighbourhood Area Structure Plan
Bylaw 3217/C-2016

Reference Report:

Planning Department, dated May 4, 2016, Legislative Services, dated June 10, 2016

Bylaw Reading:

At the Monday, June 20, 2016 Regular Council Meeting, Council gave second and third readings to Section 13 NW/SW Neighbourhood Area Structure Plan Bylaw 3217/C-2016.

Report back to Council: No.

Comments/Further Action:

This office will amend the Bylaw and distribute copies in due course.



Samantha Rodwell
Deputy City Clerk
/attach

c. Director of Planning Services
Planning Services Manager