



CITY COUNCIL

AGENDA

Monday, May 26, 2014 – Council Chambers, City Hall

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

1. IN CAMERA MEETING

1.1. Land Matter (*FOIP - Section 24(1)*)

2. MINUTES

2.1. Confirmation of the Minutes of the Tuesday, May 6, 2014 Special Council Meeting

(Agenda Pages 1 – 3)

2.2. Confirmation of the Minutes of the May 12, 2014 Regular Council Meeting

(Agenda Pages 4 – 14)

3. POINTS OF INTEREST

4. UNFINISHED BUSINESS

4.1. Urban Chicken Pilot Project

(Agenda Pages 15 – 15)

5. REPORTS

- 5.1. Re-Naming Request of Memorial Centre (Agenda Pages 16 – 24)
- 5.2. 2014 Flood Mitigation Projects, Supplies & Equipment (Agenda Pages 25 – 34)
- 5.3. AUMA Resolutions: (Agenda Pages 35 – 55)
 - 5.3.a. Alberta 211 Resolution
 - 5.3.b. Alternative and Renewable Energy Framework
 - 5.3.c. Contaminants in Water Resolution
 - 5.3.d. FCSS Funding Resolution
 - 5.3.e. Mandatory Vehicles Emissions Testing Resolution
 - 5.3.f. Pollinator Protection Resolution
 - 5.3.g. School Sites Resolution
 - 5.3.h. Provision of High School Sites Resolution

6. BYLAWS

- 6.1. Land Use Bylaw Amendment 3357/F-2014
RIN and RIG Review
RIG Pilot Project
Consideration of First Reading of the Bylaw
(Agenda Pages 56 – 234)

- 6.1.a. Motion to Approve RIG Residential District Pilot Project

- 6.1.b. Consideration of First Reading of the Bylaw

- 6.2. Land Use Bylaw Amendment 3357/G-2014
Redesignate two lots in Laredo from PS to RIG
Consideration of First Reading of the Bylaw
(Agenda Pages 235 – 238)

- 6.3. Land Use Bylaw Amendment 3357/H-2014
Eco Industrial Park Overlay District
Consideration of First Reading of the Bylaw
(Agenda Pages 239 – 257)

- 6.4. Land Use Bylaw Amendment 3357/I-2014
Rezoning of Phase 6 of Timberstone Park
Consideration of First Reading of the Bylaw
(Agenda Pages 258 – 261)

7. ADJOURNMENT



UNAPPROVED MINUTES

**of The Red Deer City Council Special Council Meeting
held on Tuesday, May 6, 2014
commenced at 4:30 p.m.**

Present:

Mayor Tara Veer
Councillor Buck Buchanan
Councillor Tanya Handley
Councillor Ken Johnston
Councillor Lawrence Lee
Councillor Lynne Mulder
Councillor Frank Wong
Councillor Dianne Wyntjes

City Manager, Craig Curtis
Director of Community Services, Sarah Cockerill
Director of Corporate Services, Paul Goranson
Director of Corporate Transformation, Lisa Perkins
City Clerk, Frieda McDougall
Deputy City Clerk, Jackie Kurylo
Revenue & Assessment Manager, Joanne Parkin

Absent:

Councillor Paul Harris



I. BYLAWS

**I.1. 2014 Tax Rate Bylaw 3515/2014
Consideration of Second and Third Readings**

Moved by Councillor Lynne Mulder, seconded by Councillor Buck Buchanan

SECOND READING: That Bylaw 3515/2014 (2014 Tax Rate Bylaw - Option I) be read a second time.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Tanya Handley, 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 Bylaw 3515/2014 be read a third time.

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

MOTION CARRIED



2. ADJOURNMENT

Moved by Councillor Lynne Mulder, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer hereby agrees to adjourn the May 6, 2014 Special Council Meeting of Red Deer City Council at 4:35 p.m.

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

MOTION CARRIED

MAYOR

CITY CLERK



UNAPPROVED MINUTES

**of The Red Deer City Council Regular Meeting
held on Monday, May 12, 2014
commenced at 2:32 p.m.**

Present:

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

City Manager, Craig Curtis
Director of Community Services, Sarah Cockerill
Director of Corporate Services, Paul Goranson
Director of Planning Services, Kim Fowler
Director of Development Services, Elaine Vincent
Director of Corporate Transformation, Lisa Perkins
Director of Human Resources, Kristy Svoboda
City Clerk, Frieda McDougall
Deputy City Clerk, Jackie Kurylo
Deputy City Clerk, Samantha Rodwell
Corporate Meeting Coordinator, Christine Kenzie
Planner, Tony Lindhout
Planner, Christi Fidek



I. IN CAMERA MEETING

Moved by Councillor Dianne Wyntjes, seconded by Councillor Lawrence Lee

Resolved that Council of the City of Red Deer agrees to enter into an In Camera Meeting on May 12, 2014 at 2:33 p.m. and hereby agrees to exclude the following:
All members of the Media; and
All members of the Public.

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

MOTION CARRIED

Moved by Councillor Tanya Handley, seconded by Councillor Buck Buchanan

Resolved that Council of the City of Red Deer agrees to revert to an open meeting of Council on Monday, May 12, 2014 at 3:25 p.m.

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

MOTION CARRIED

Council recessed at 3:26 p.m. and reconvened at 3:31 p.m.

2. MINUTES

2.1. Confirmation of the Minutes of the Monday, April 28, 2014 Regular Council Meeting



Moved by Councillor Lawrence Lee, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer hereby approves the Minutes of the April 28, 2014 Regular Council Meeting as transcribed.

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

MOTION CARRIED

3. PRESENTATION

3.1. Red Deer Regional Airport Update

David Brand, Chair of the Red Deer Regional Airport Authority and R.J. Steenstra, CEO of the Red Deer Regional Airport provided an update on the Red Deer Regional Airport's activities for the current year.

4. REPORTS

4.1. Tour of Alberta - Canada's Pro Cycling Festival

Mr. George Berry, Chairperson of the Tour of Alberta Local Organization Committee, provided an overview of the Tour of Alberta's request for funding for including Red Deer as the host finish community for the 2014 Tour of Alberta – Canada's Pro Cycling Festival, to be held on September 4, 2014.



City Manager, Craig Curtis left Council Chambers at 4:20 p.m.

4.2. 2014 City Manager Compensation

Moved by Councillor Ken Johnston, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer having considered the City Manager's Compensation Policy CMD-2.1 hereby agrees to vary this policy by allocating a reduced annual salary increase of 2% instead of the Alberta Average Wage Rates proposed of 4.56% to be effective January 1, 2014.

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

MOTION CARRIED

City Manager, Craig Curtis returned to Council Chambers at 4:25 p.m.

4.3. 2014 Council Compensation

Moved by Councillor Buck Buchanan, seconded by Councillor Lynne Mulder

Resolved that Council of The City of Red Deer having considered the Council Compensation and Benefits Policy GP-C-2.3 hereby agrees to vary this policy by allocating a reduced annual salary increase of 2% instead of the Alberta Average Wage Rates proposed of 4.56% to be effective January 1, 2014.

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

MOTION CARRIED



4.4. Tour of Alberta - Canada's Pro Cycling Festival - Continued

Moved by Councillor Lynne Mulder, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer, having considered the report from Recreation, Parks & Culture department, dated May 2, 2014, re: Tour of Alberta – Canada's Pro Cycling Festival, hereby:

- I. Approves the “Hosting Rights Fee” contribution of \$100,000 cash, the “In Kind” City Services estimated at \$26,000 and the “Recommended” City Services estimated at \$28,000 for a total of \$154,000 to be funded from the tax stabilization reserve, for funding of the Host Finish Community for Stage 2 of the 2014 Tour of Alberta.
2. Recommends that a formal agreement with the Alberta Peloton Association and the Local Organizing Committee (LOC) be entered into that sets out the general terms and conditions related to the contributions, as follows:
 - a. The roles of the LOC, The City and the Alberta Peloton Association
 - b. Staggered payments, with clear deliverables and timelines
 - c. Submission of a detailed operating budget, sponsorship strategy and marketing plan
 - d. Submission of a marketing and communication plan that demonstrates local media inclusion and coverage, adequate advance notice provided to affected community residents and businesses with an access strategy during road closures
 - e. Submission of a comprehensive emergency plan
 - f. Post event submission of a local economic impact analysis specific to The City of Red Deer
 - g. Post event submission of the Alberta Peloton Association's and LOC's 2014 audited financial statements.



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

OPPOSED: Councillor Tanya Handley

MOTION CARRIED

4.5. Community Housing Advisory Board - Endorsement of Capital Funding to Red Deer Native Friendship Society

Moved by Councillor Lawrence Lee, seconded by Councillor Lynne Mulder

Resolved that Council of The City of Red Deer having considered the report from the Social Planning department dated April 28, 2014, re: Community Housing Advisory Board: Endorsement of Capital Funding to Red Deer Native Friendship Society hereby approves the allocation of funds in the amount of \$1,991,223 to the Red Deer Native Friendship Society for the development of 16 affordable housing units from the Affordable Housing Program – Municipal Block Funding grant (also known as the Municipal Sustainability Housing & Capital Enhancement Program) as set out in a funding agreement satisfactory to the City Solicitor.

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

MOTION CARRIED

Councillor Dianne Wyntjes left Council Chambers at 5:10 p.m. and returned at 5:12 p.m.

4.6. EveryOne's Home: Red Deer's Five Year Plan to End Homelessness 2014-2018



Moved by Councillor Dianne Wyntjes, seconded by Councillor Lynne Mulder

Resolved that Council of The City of Red Deer, having considered the report from the Social Planning department dated April 28, 2014 re: EveryOne's Home: Red Deer's Five Year Plan to End Homelessness 2014 to 2018 hereby agrees to:

- 1) Endorse the community plan prepared by the Red Deer & District Community Foundation for the community of Red Deer – March 2014 as Red Deer's Strategic Direction to end homelessness over the next five years;
- 2) Request the Province give priority to and take an active role in coordinating the development of a governance model for the housing component of the homelessness strategy in Red Deer;
- 3) Integrate the community discussion on housing governance with the development of the Social Policy Framework for The City now under development.

Councillor Buchanan left Council Chambers at 5:41 p.m. and returned at 5:43 p.m.

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

MOTION CARRIED

Council recessed at 5:44 p.m. and reconvened at 6:07 p.m.

5. PUBLIC HEARINGS

5.1. Land Use Bylaw Amendment 3357/D-2014 Clearview Phase 6 Social Care Site Rezoning Consideration of Second and Third Reading of the Bylaw

Mayor Tara Veer declared open the Public Hearing for Land Use Bylaw Amendment 3357/D-2014, Clearview Phase 6 Social Care Site Rezoning. As no one was present to speak for or against the Land Use Bylaw Amendment, Mayor Tara Veer declared the Public Hearing closed.



Moved by Councillor Frank Wong, seconded by Councillor Ken Johnston

SECOND READING: That Bylaw 3357/D-2014 (Land Use Bylaw Amendment – Rezoning of Social Care Site in Clearview Phase 6) be read a second time.

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

MOTION CARRIED

Moved by Councillor Frank Wong, seconded by Councillor Ken Johnston

THIRD READING: That Bylaw 3357/D-2014 be read a third time.

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

MOTION CARRIED

6. BYLAWS

6.1. Land Use Bylaw Amendment 3357/E-2014 Omnibus Amendments

Moved by Councillor Lynne Mulder, seconded by Councillor Buck Buchanan

FIRST READING: That Bylaw 3357/E-2014 (Land Use Bylaw Amendment – an



amendment to incorporate bylaw changes, improvements and upgrades to improve the efficiency and implementation of the Land Use Bylaw) be read a first time.

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

MOTION CARRIED

7. NOTICES OF MOTION

7.1. Notice of Motion Submitted by Councillor Buck Buchanan Re Age Friendly Red Deer

Moved by Councillor Buck Buchanan, seconded by Councillor Dianne Wyntjes

Whereas throughout the developed world, people are living longer and the proportion of older to younger people is increasing; and

Whereas in Alberta, the number of seniors in Alberta will steadily increase in the years ahead; between 2012 and 2022 the proportion of seniors will increase from 11 per cent to over 15 per cent of our total population and by 2031 it is projected that about one in five Albertans will be a senior ; and

Whereas the executive report on Appropriate Seniors' Housing in Red Deer (2010) identified seven key issues (and related recommendations) as identified by local seniors : and

Whereas to embrace this change and recognize the opportunities it presents, communities around the world are working to become age friendly and according to the World Health Organization an age-friendly community is one where policies, services, settings and structures support and enable people to age actively by:

- Recognizing the wide range of capacities and resources among older persons



- Anticipating and responding flexibly to aging-related needs and preferences
- Respecting decisions and lifestyle choices
- Protecting those who are most vulnerable
- Promoting inclusion and contribution in all areas of community life;

Therefore be it resolved that The City of Red Deer review age-friendly initiatives already in place and develop further strategies on how The City of Red Deer can promote an age-friendly organization and community, including but not limited to:

1. Community support services – services are inclusive and responsive and the community is engaged in meeting the needs of seniors
2. Health services – address cultural and language barriers and are available, timely, appropriate and easily accessible
3. Communication and information – seniors and those who support them easily access information they need when its required
4. Social and recreational participation – access to a wide variety of affordable and personally relevant activities and opportunities for engagement and recreation are inclusive and welcome diversity
5. Transportation – access to a range of appropriate transportation services that are available, acceptable, accessible, adaptable and affordable
6. Respect and social inclusion – seniors are treated with respect and have opportunities to participate in, and be engaged by, their communities
7. Civic participation, volunteerism and employment – seniors have a voice in decisions that affect the community and are valued as employees and volunteers
8. Housing – there are a range of age-friendly housing options
9. Outdoor spaces and buildings – parks, outdoor spaces, communities and buildings are designed to be age-friendly; and

Further be it resolved that The City of Red Deer consider this in conjunction with the development of the Social Policy Framework.

IN FAVOUR:

Mayor Tara Veer, Councillor Buck Buchanan, Councillor Tanya Handley, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor



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Unapproved - Monday, May 12, 2014

Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

8. ADJOURNMENT

Moved by Councillor Dianne Wyntjes, seconded by Councillor Buck Buchanan

Resolved that Council of The City of Red Deer hereby agrees to adjourn the May 12, 2014 Regular Council Meeting of Red Deer City Council at 6:44 p.m.

IN FAVOUR:

Mayor Tara Veer, Councillor Buck Buchanan, Councillor Tanya Handley, Councillor Paul Harris, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

MAYOR

CITY CLERK



May 08, 2014

Urban Chicken Pilot Project

Inspections and Licensing

Report Summary & Recommendation:

At the January 20, 2014 City Council meeting, the following resolution was passed:

Resolved that Council of The City of Red Deer having considered the report from the Inspections and Licensing Department, dated January 3, 2014, re: Urban Chickens hereby agrees to extend the pilot project for the Urban Chicken operation from March 31, 2014 to June 30, 2014 and a report back to Council to be extended from before February, 2014 to before May 31, 2014.

Administration respectfully recommends this item be tabled for up to four weeks to allow additional time to prepare the final report and options.

City Manager Comments:

I support the recommendation of Administration that this item be tabled for up to four weeks.

Craig Curtis
City Manager

Proposed Resolution

Resolved that Council of The City of Red Deer, having considered the report from Inspections & Licensing, dated May 8, 2014, re: Urban Chicken Pilot Project, hereby agrees to table consideration of a report back to Council for up to four weeks to allow Administration additional time to prepare the final report and options.

FILE COPY



Council Decision – May 26, 2014

DATE: May 27, 2014
TO: Howard Thompson, Inspections & Licensing Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Urban Chicken Pilot Project

Reference:
Inspections & Licensing, dated May 8, 2014

Resolution:
At the Monday, May 26, 2014 Regular Council Meeting, Council passed the following resolution:

Resolved that Council of The City of Red Deer, having considered the report from Inspections & Licensing, dated May 8, 2014, re: Urban Chicken Pilot Project, hereby agrees to table consideration of a report back to Council for up to four weeks to allow Administration additional time to prepare the final report and options.

Report back to Council: Yes

Comments/Further Action:
A report is to be brought back for Council's consideration at the Monday, June 23, 2014 Council Meeting.

A handwritten signature in blue ink that reads 'Frieda McDougall'.

Frieda McDougall
Manager

- c. K. Fowler, Director of Planning Services
Corporate Meeting Coordinator



May 08, 2014

Re-Naming Request of Memorial Centre

Municipal Features Naming Committee

Report Summary & Recommendation:

The Municipal Features Naming Committee (MFNC) received a request to rename a Municipal Feature in Red Deer. The Central Alberta Theatre (CAT) has requested that the City allow the Memorial Centre to be renamed the Memorial Arts Centre.

Staff from Culture Services expressed some concern about the request. They support the activities of CAT but believe there needs to be some level of consultation undertaken with the veteran community prior to any name change.

The Heritage Preservation Committee also reviewed the request as the building is designated as Historically Significant within the Land Use Bylaw. The HPC does not support the naming request.

Having reviewed the information from the above groups, the MFNC supports the renaming request and now forwards their recommendation to Council for final consideration.

Council's direction on this application is requested with three options identified:

- 1) Approve the renaming to "Memorial Arts Centre"
- 2) Table the application until public consultation (format to be determined by Council) has been completed
- 3) Deny the renaming to "Memorial Arts Centre"

City Manager Comments:

Given the concerns expressed by the Heritage Preservation Committee, I would recommend that this item be tabled for up to eight weeks, to the July 21, 2014 Council Meeting, to allow for Community Services to undertake a targeted consultation with select veterans groups.

Craig Curtis
City Manager



Proposed Resolution:

Resolved that Council of The City of Red Deer, having considered the report from the Municipal Features Naming Committee, dated May 8, 2014, re: Re-Naming Request of Memorial Centre, hereby agrees to table consideration of this request for up to eight weeks, to the July 21, 2014 Council Meeting, to allow Community Services to undertake a targeted consultation with select veterans groups.

Report Details

Background:

The MFNC, a Council committee, recently adopted its Policy Process for Naming of Municipal Features. The first item to be reviewed using the new process was a request to rename the Memorial Centre to the Memorial Arts Centre.

The applicant, Central Alberta Theatre (CAT), believes the proposed name better reflects the majority use of the facility as an arts centre. The application from CAT, and a letter outlining their rationale, is attached.

The current process requires that MFNC make a recommendation on a renaming request that then proceeds to Council for final consideration.

Discussion:

The MFNC passed the following resolution at their April 15, 2014 meeting.

“Resolved that the Municipal Features Naming Committee, having considered the request from Central Alberta Theatre to change the name of the “Memorial Centre” to the “Memorial Arts Centre”, hereby endorses the name change to the “Memorial Arts Centre”, and forwards this to Council for consideration.”

The MFNC members believed the integrity of the historic Memorial Centre name is retained with the proposed new name.

Committee members did discuss that since the change is not required of the City that CAT Theatre should be responsible for any costs associated with replacing signage onsite and any existing way finding signage that includes the Memorial Centre.

Two other reports that discuss the renaming request are attached from:

- Culture Services staff who believe public consultation is required; and
- The HPC liaison summarizing the HPC’s non-support of the renaming without undertaking public consultation to be led by staff, not the Central Alberta Theatre.



Analysis:

The MFNC cannot direct staff or the applicant to undertake public consultation. Throughout discussions with staff, the HPC, and the MFNC, the topic of public consultation was raised. Therefore Council may want to direct staff or the applicant to undertake general or specific public consultation regarding the name change. Examples include:

- Newspaper advertising for 2 weeks (as per development permits and subdivisions)
- Sign posted on site for a certain period of time
- Direct contact of veteran's groups
- Public meeting

Although the HPC's preference is for City staff to lead the consultation, having an applicant be responsible for public consultation has occurred in the past. An example is new area structure plans where the developer is required to arrange, hold, and pay for a public consultation when presenting a new neighbourhood plan to the public.

**MUNICIPAL FEATURES NAMING COMMITTEE**

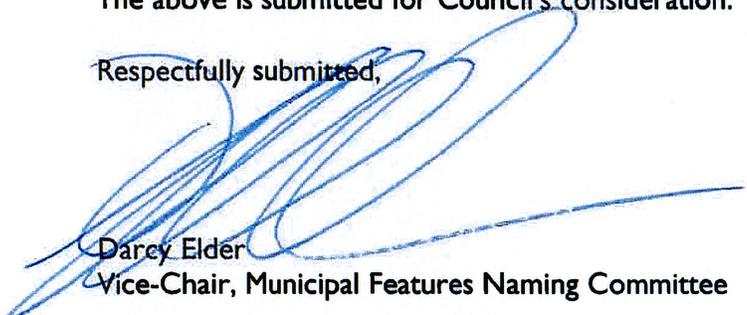
Date: April 16, 2014
To: City Council
From: Municipal Features Naming Committee
Subject: Renaming Request for the Memorial Centre

At the April 15, 2014 meeting of the Municipal Features Naming Committee, the Committee discussed the request from Central Alberta Theatre to rename the "Memorial Centre" to the "Memorial Arts Centre". The following resolution was introduced and passed:

"Resolved that the Municipal Features Naming Committee, having considered the request from Central Alberta Theatre to change the name of the "Memorial Centre" to the "Memorial Arts Centre", hereby endorses the name change to the "Memorial Arts Centre", and forwards this to Council for consideration."

The above is submitted for Council's consideration.

Respectfully submitted,



Darcy Elder
Vice-Chair, Municipal Features Naming Committee

- c. Jordan Furness, Division Strategist
- Jillian Staniec, Lead Archivist
- Shelley Gagnon, Recreation, Parks & Culture Manager
- Wendy Meeres, Acting Culture Superintendent
- Janet Pennington, Heritage Community Development Coordinator



DATE: January 9, 2014

TO: Municipal Features Naming Committee

C.C. Lynn Iviney, Legislative Services Committees Coordinator,
Jillian Staniec, Lead Archivist
Janet Pennington, Heritage Community Development Coordinator

FROM: Kristina Öberg, Culture Superintendent

SUBJECT: Central Alberta Theatre Request to change Memorial Centre name

INTRODUCTION

In the last quarter of 2013 we received a request from Central Alberta Theatre (CAT) to change the name of the Memorial Centre to the Memorial Arts Centre. This is the first such request we have received for a city owned facility operated by a community organization.

I have submitted this request to the Municipal Features Naming Committee. As requested I am supplying an administrative response to accompany the request on behalf of our department, which is responsible for this asset and related contracts.

BACKGROUND

In 1946, Red Deer citizens established a committee to find a suitable site for a Second World War memorial and to raise the funds to cover the project costs. The building was to be a memorial to the men and women from Red Deer and District who served in, and those who died during the Second Great War.

Various sites were considered between 1946 and 1949. The final site selected was the A20 Army Camp's Drill Hall #2, a militia training centre built in 1940 to train troops, many of whom later served overseas.

Following the closure of the A20 Army Camp at the end of the Second World War, the Drill Hall was used by the Red Deer Composite High School. In 1949, Red Deer School Division # 35, offered the Drill Hall for use as a memorial centre. The building was remodeled and refurbished to provide cultural and recreational facilities and upgraded teaching and gym space for the Composite High School.

The Red Deer & District War Memorial Centre was officially opened on September 5, 1951. During the opening ceremony a granite memorial plaque listing the names of the 53 Red Deer and District service men that died during the Second World War was unveiled.

DISCUSSION

In looking at this request we see two needs to consider.

The first is supporting CAT in their aim to ensure the viability of their operations. They see a name change as supporting the community in understanding the type of facility that this venue is as well as creating an identity that supports their viability.

The second issue is that this facility is a heritage resource developed by community members as a memorial to citizens who lost their lives in the Second World War.

As an organization we support Central Alberta Theatre and their operation of this facility. It is through their work that this facility is available for the community to use and a name that is more descriptive of the use of the building will help them as well as community members who looking for this use specific type of facility.

From a heritage perspective there are several challenges with the name change as proposed. The primary issue is that this facility was developed by community members following the war and while the City ultimately took over stewardship, this is a community facility and some members of the community may take issue with this name change.

The timing of the name change may raise some concerns in the community as September 5, 2014 is the 75th anniversary of the start of the Second World War, and August 4, 2014 is the Centennial of the start of the First World War. This will likely raise the profile of both wars and our war memorials, including the Memorial Centre.

Drill Hall #2 (Red Deer Memorial Centre) is listed as a Site of Significance in our Land Use Bylaw. If the name change is approved, the LUB will have to be updated. This would require the approval of Council.

RECOMMENDATIONS

To address these issues and effectively evaluating this request we recommend:

1. That the Municipal naming committee assesses the proposed name as well as acceptable alternatives that could be looked at that may meet both needs. Some options are:
 - a. Memorial Arts Centre
 - b. Memorial Centre Theatre
 - c. Memorial Centre Arts Facility

There may be other ideas that the Municipal Naming Committee, the Heritage Preservation Committee or CAT could propose as well.

2. That the Heritage Preservation Committee (HPC) be asked to look at the request and provide a recommendation to the Municipal Features Naming Committee. Ultimately any name change would end up going to the HPC if a name change were to be supported as there may need to be a change to the LUB related to the heritage designation of the building so it would be good to get their feedback initially.

3. It may be advisable to hold consultation with veterans and/or their families on potential name change and options.

I think that these steps would hopefully lead us to a solution that can support the needs of the organization while protecting the heritage integrity of this municipally owned community facility.

Sincerely,

Kristina Öberg



DATE: March 10, 2014

TO: Municipal Features Naming Committee

FROM: Janet Pennington, Heritage Community Development Coordinator

SUBJECT: Heritage Preservation Committee's Response to the Central Alberta Theatre's Request to Change the Name of the Memorial Centre

On October 24, 2013, the Central Alberta Theatre (CAT) advised the Culture Superintendent that they would like to change the name of the Memorial Centre to the Memorial Arts Centre. On January 9, 2014 the Culture Superintendent referred the request to the Municipal Features Naming Committee along with a report prepared by the Heritage Community Development Coordinator. In her report, the Culture Superintendent recommended that the Heritage Preservation Committee, veterans' and/or their families should be consulted on the name change request.

Following the Municipal Features Naming Committee's review of the name change they committee requested feedback from the Heritage Preservation Committee (HPC). At the February 13, 2014 meeting of the HPC the Heritage Community Development Coordinator brought forward and discussed with the committee the request regarding the potential name change of the Memorial Centre resulting in the following motion:

“Resolved that the Heritage Preservation Committee having considered the application for Naming and Renaming of Municipal Features – Memorial Centre, hereby recommends that:

1. the Memorial Centre name is retained,
2. that a public consultation take place prior to a name change, and that
3. The City does more heritage interpretation at the site.”

Discussion:

In reviewing the name change request the HPC expressed concern about changing the name of a facility that was intended as a memorial to the men and women from Red Deer who served in the Second World War and to those who died whilst serving during the war. The HPC expressed the desire that the buildings' name is retained as a memorial to those who served and died.

HPC members agreed that the Royal Canadian Legion, veterans and/or their families should be consulted about a potential name change. They also indicated that any consultation should be done by The City, not the Central Alberta Theatre.

There was also a discussion and general agreement about the need to do more interpretive work at the A20 Army Camp site, the Memorial Centre and Festival Hall. Committee members expressed concern that newcomers may not know the history of the A20 Army Camp, the Memorial Centre and the fact that it was dedicated to honour local service men and women who fought, and those who died, in the Second World War.

Recommendation:

The Memorial Centre (Drill Hall #2) is covered by the Historical Significance Overlay District (HS-14) as it occupies the space that was originally used as Drill Hall #2 which was part of the A20 Army Camp that was built in 1940. As 2014 is the Centennial of the start of the First World War and also the 75th Anniversary of the start of the Second World War, changing the building's name should be given careful consideration.

We recommend that the Municipal Features Naming Committee prepare a report for Administration that includes the recommendations of both Advisory Committees.

DATE: May 28, 2014
TO: Jordan Furness, Divisional Strategist
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Re-Naming Request of Memorial Centre

Reference:

Municipal Features Naming Committee, dated May 8, 2014,

Resolution:

At the Monday, May 26, 2014 Regular Council Meeting, Council passed the following resolution:

Resolved that Council of The City of Red Deer, having considered the report from the Municipal Features Naming Committee, dated May 8, 2014, re: Re-Naming Request of Memorial Centre, hereby agrees to table consideration of this request for up to eight weeks, to the July 21, 2014 Council Meeting, to allow Community Services to undertake a targeted consultation with select veterans groups.

Report back to Council: Yes

Comments/Further Action:

A report is to be brought back for Council's consideration within eight weeks' time, no later than Monday, July 21, 2014.



For Frieda McDougall
Manager

- c. K. Fowler, Director of Corporate Services
Municipal Features Naming Committee Chair
Corporate Meeting Coordinator



May 12, 2014

2014 Flood Mitigation Projects, Supplies & Equipment

Development Services Directorate

Report Summary & Recommendation:

The City of Red Deer submitted applications under the 2013 Flood Recovery Erosion Control Program (FREC), the Flood Recovery Task Force 2013, and the 2014 Flood Readiness Supplies Program. The details of the programs and submissions were not known in advance of the 2014 Capital and Operating Budget Debate and approvals. Grant funding has subsequently been awarded for some of the items applied for, and we are anticipating further project screening and analysis resulting in additional grant funding announcements for the remaining projects.

We request 2014 budget approvals for projects, supplies and equipment submitted to the respective Provincial departments to fulfill our obligation under the grant programs totaling \$69,301,239, with the funding sources being the respective grants, with the following breakdown:

2013 Flood Recovery Erosion Control Program (FREC)

Project	Amount
McKenzie Trail Berm – extension	\$267,000
Wastewater Treatment Plant (WWTP) Lagoon Berm Raising	\$400,000
Total	\$667,000

Flood Recovery Task Force 2013

Project	Amount
Wastewater Treatment Plant Protection	\$2,000,000
Storm Water Back-flow Protection	\$2,000,000
Waskasoo Creek Bank Stabilization, 43 Street to 45 Street	\$500,000



Water Treatment Plant Protection	\$500,000
Wastewater Treatment Plant Flap Gates	\$180,000
Off Stream Storage	\$40,000,000
CP Pedestrian Bridge	\$5,400,000
Flood Risk Mapping & Development Condition Study for Recently Annexed Areas	\$75,000
Civic Yards & Riverside Industrial Area Protection	\$10,000,000
Flood Risk Contour Mapping	\$150,000
Hovercraft	\$100,000
Flood Mitigation for Red Deer Native Friendship Centre site	\$500,000
Waskasoo Creek Flood Mitigation	\$500,000
Riverview Park Bank Stabilization	\$6,315,000
Total	\$68,220,000

2014 Flood Readiness Supplies Program

Project	Amount
2014 Flood Readiness – supplies	\$68,765
2014 Flood Readiness – equipment	\$345,474
Total	\$414,239



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 the Development Services Directorate, dated May 12, 2014, re: 2014 Flood Mitigation Projects, Supplies & Equipment, hereby approves the following projects, supplies and equipment submitted to the respective Provincial departments to fulfill the City's obligation under grant programs totaling \$69,301,239, for the 2014 budget, with the funding sources being the respective grants, with the following breakdown:

2013 Flood Recovery Erosion Control Program (FREC)

Project	Amount
McKenzie Trail Berm – extension	\$267,000
Wastewater Treatment Plant (WWTP) Lagoon Berm Raising	\$400,000
Total	\$667,000

Flood Recovery Task Force 2013

Project	Amount
Wastewater Treatment Plant Protection	\$2,000,000
Storm Water Back-flow Protection	\$2,000,000
Waskasoo Creek Bank Stabilization, 43 Street to 45 Street	\$500,000
Water Treatment Plant Protection	\$500,000
Wastewater Treatment Plant Flap Gates	\$180,000



Off Stream Storage	\$40,000,000
CP Pedestrian Bridge	\$5,400,000
Flood Risk Mapping & Development Condition Study for Recently Annexed Areas	\$75,000
Civic Yards & Riverside Industrial Area Protection	\$10,000,000
Flood Risk Contour Mapping	\$150,000
Hovercraft	\$100,000
Flood Mitigation for Red Deer Native Friendship Centre site	\$500,000
Waskasoo Creek Flood Mitigation	\$500,000
Riverview Park Bank Stabilization	\$6,315,000
Total	\$68,220,000

2014 Flood Readiness Supplies Program

Project	Amount
2014 Flood Readiness – supplies	\$68,765
2014 Flood Readiness – equipment	\$345,474
Total	\$414,239



Report Details

Background:

As a result of the 2013 floods in Alberta, and in anticipation of subsequent flood events, the Alberta Provincial Government initiated programs to mitigate present and future risk from flooding.

Alberta Environment and Sustainable Resource Development department established the 2013 Flood Recovery Erosion Control Program (FREC). The purpose of the program is to fund critical projects and other erosion control priorities arising as a result of the 2013 flood events. The program has since been expanded to include some local flood control and community mitigation projects.

The Government of Alberta introduced the Resilience and Mitigation Framework for Alberta Floods in December 2013. The purpose of the framework is to outline the approach Alberta will use to plan, co-ordinate, assess and implement flood mitigation projects on a watershed basis. The approach will reduce the risk of future flood events causing negative impacts on communities, the economy, and the environment.

Alberta Municipal Affairs announced the 2014 Flood Readiness Supplies Program Grant. The purpose of this grant program is to fund supplies and equipment for communities hit hardest by flooding in 2013 to be able to provide better protection from possible future flooding.

The City of Red Deer submitted applications under all programs. The details of the submissions were not known in advance of the 2014 Capital and Operating Budget Debate and approvals. Grant funding has subsequently been awarded for some of the items applied for, and we are anticipating additional grant funding to be announced for the remaining projects.

Discussion:

We request 2014 budget approvals for projects, supplies and equipment submitted to the respective Provincial departments to fulfill our obligation under the grant programs, with the budgeted funding sources being the respective grants.



Analysis:

2013 Flood Recovery Erosion Control Program

The 2013 Flood Recovery Erosion Control (FREC) Program was originally designed to fund critical projects and other erosion control priorities arising as a result of the 2013 flood events. The program has since been expanded to include some local flood control and community mitigation projects. Provincial funding of \$116 million has been allocated for immediate erosion control for municipal and First Nations 'priorities to protect existing infrastructure and residential developments with the focus of the program remaining on projects that can be completed by December 31, 2015.

The City of Red Deer submitted an Expression of Interest November 29, 2013 requesting consideration of the following projects, in order of priority:

Riverview Park slope – toe stabilization

- The project would involve protection of the escarpment edge where it meets the Red Deer River. There has been ongoing erosion of the escarpment by the Red Deer River, and significant cuts occurred in 2005 and in 2013 that have put some resident's properties at risk. The continued erosion will lead to continued deterioration of the escarpment and higher risk of property and environmental damage. The City, with the assistance of the Government of Alberta, recently purchased two properties that have been impacted by this slope erosion problem.

Flood contour mapping update: a) Creeks in Red Deer and b) Red Deer River in Red Deer

- This priority area would be the creeks in Red Deer. The existing flood contour mapping of the Waskasoo Creek identifies a significant area of our downtown within the 1:100 year flood contour line. The recent Provincial changes in legislation have created some significant concerns for land owners in the affected areas. We understand that the Provincial mapping is based on conditions from some time ago (20 years old); there have been improvements to bridge culvert capacity and channel capacities that are not likely reflected in the existing flood contours. It seems pragmatic to ensure that the contours are accurate prior to restricting development or requiring construction of measures to mitigate a problem that may not exist. If there is a 1:100 flood problem, there likely are some improvements that government could make on behalf of the impacted land owners that would be much more effective than requiring individual improvements. Accurate flood mapping would also assist in determining design constraints to consider in designing flood protection infrastructure.

**McKenzie Trail Berm – Extension**

- Repairing a portion of this existing berm will be applied for under the Disaster Recovery Program. During both the 2005 and the 2013 flood, considerable damage occurred to the McKenzie Trail recreation area. There were also private residences that were impacted by Red Deer River flood waters that could have been lessened if a more extensive protective berm was installed in this location. This project would extend the existing berm to provide additional protection for the recreation area and the residents in the area.

Waskasoo Creek Community flood protection infrastructure

- As noted above, once accurate mapping is generated, there likely is some community flood mitigation infrastructure (berms, retaining walls, storm water sewer check valves, etc.) that could be constructed that would protect the land owners within the impacted areas.

Wastewater Treatment Plant (WWTP) Lagoon Berm Raising

- This project is to provide added protection to the WWTP Equalization lagoons. The City of Red Deer is proposing to evaluate the strength of the containment berms and to raise their elevations around the equalization lagoons to provide further flood protection. As the berms are immediately adjacent to the floodway of the Red Deer River, they are exposed to a potential breach failure. This project will assist in significantly lowering the risk from floodwaters breaching the lagoon walls and washing wastewater into the environment. These berms have been exposed to two major flood events within the last nine years and there is a heightened concern with the increasing frequency of major flood events. The need for this improvement is considered urgent in order to complete the work scope by the next flood event. This solution will require further impact assessment, permitting work and detailed design in order to minimize significant impact on the river downstream of the WWTP.

The Province approved The City to conduct preliminary engineering assessments and develop grant applications for the Riverview Park, McKenzie Trail, and WWTP Lagoon Berm Raising projects. The flood hazard mapping was deemed ineligible for funding under the FREC program, but has been referred to Mr. Bryce Haimila, Manager of the Flood Hazard Identification Program. The City followed up with the grant submission of the eligible projects to the Province to meet the January 31, 2014 submission deadline.

The City received a letter from Robin Campbell, Alberta Environment and Sustainable Resource Development Minister dated March 27, 2014 that the McKenzie Trail berm extension project for \$267,000 had been approved under the 2013 FREC program. Additionally, notification was received April 28, 2014 that The City has been approved for \$400,000 for the WWTP Lagoon Berm project.



To date, there has been nothing officially approved for the Riverview Park slope-toe stabilization submission of \$6,315,000, but it has been included in the Resilience and Mitigation Framework.

Flood Recovery Task Force 2013

The Government of Alberta introduced the Resilience and Mitigation Framework for Alberta Floods in December 2013. The purpose of the framework is to outline the approach Alberta will use to plan, co-ordinate, assess and implement flood mitigation projects on a watershed basis. The approach will reduce the risk of future flood events causing negative impacts on communities, the economy, and the environment.

The City submitted project Request forms for the following projects:

Project	Year	Amount
Wastewater Treatment Plant Protection	2014 design 2014 construction	\$2,000,000
Storm Water Back-flow Protection	2014 design 2015/16 construction	\$2,000,000
Waskasoo Creek Bank Stabilization, 43 St to 45 St	2014 design 2015 construction	\$500,000
Water Treatment Plant Protection	2014/15 design & tender 2015/16 construction	\$500,000
Wastewater Treatment Plant Flap Gates	2014 design 2014 construction	\$180,000
Off Stream Storage	2014/15 feasibility study 2015/16 design & tender 2016-2018 construction	\$40,000,000
CP Pedestrian Bridge	2014-2017 design & construction	\$5,400,000
Flood Risk Mapping & Development Condition Study for Recently Annexed Areas	2015 study & policy adoption	\$75,000



Civic Yards & Riverside Industrial Area Protection	2014-2017 design & construction	\$10,000,000
Flood Risk Contour Mapping	2014	\$150,000
Hovercraft	2014	\$100,000
Flood Mitigation for Red Deer Native Friendship Centre site	2014 construction	\$500,000
Waskasoo Creek Flood Mitigation	2014 design 2015/16 construction	\$500,000
Riverview Park Bank Stabilization	2014 design 2014/15 construction	\$6,315,000
Total		\$68,220,000

The City made the submission of capital projects, for the 2014 to 2017 timeframe, totaling \$68,220,000 to the Province for the March 31, 2014 deadline. There has been no confirmation of acceptance of the submissions to date.

2014 Flood Readiness Supplies Program Grant

With the 2014 flood season fast approaching, Alberta Municipal Affairs established the 2014 Flood Readiness Supplies Program Grant. The City submitted details of the requirements for flood readiness in advance of the grant submission deadline of January 31, 2014. The request submission listed the following:

Item	Quantity	Total Cost	Notes
Large sandbags (1 cubic yard)	2,500	\$40,000	
Small Sandbags (20 kg)	30,000	\$15,000	Expand supply from 15,000 bags to 45,000 bags
Poly	10	\$765	
Barricades	100	\$12,500	



Tarps (12 ft. x 12 ft.)	10	\$500	
Total supplies		\$68,765	Operating budget
Equipment		Total Cost	Notes
Gravel Spoon (ladder attachment)	1	\$9,000	Attachment used on loader to fill large sandbags
Jib Boom (loader attachment)	1	\$9,000	Attachment used on loader to place large sandbags
Sandbagging Machine	1	\$30,000	Machine that could be used by regional partners if The City does not require for flood operations.
Message Board Trailer	2	\$45,000	
Portable Light Tower (40 ft.)	2	\$30,000	
3' Aqua Dam	5200 linear feet	\$200,000	Protection of WTP, Electrical substations, & WW Lagoons
Stanley Gen 2 Power Units	2	\$22,474	With submersible and trash pumps, hydraulic kit & discharge hoses
Total equipment		\$345,474	Capital budget

The operating supplies total \$68,765 and the capital equipment requested totals \$345,474. The City received acknowledgement March 24, 2014 from Ken Hughes, Minister of Municipal Affairs of being awarded total grant funding of \$414,239 to acquire the supplies and equipment requested.

DATE: May 28, 2014

TO: Elaine Vincent, Director of Development Services

FROM: Frieda McDougall, Legislative Services Manager

SUBJECT: 2014 Flood Mitigation Projects, Supplies & Equipment

Reference:

Development Services Directorate, dated May 12, 2014

Resolution:

At the Monday, May 26, 2014 Regular Council Meeting, Council passed the following resolution:

Resolved that Council of The City of Red Deer, having considered the report from the Director of Development Services, dated May 12, 2014, re: 2014 Flood Mitigation Projects, Supplies & Equipment, hereby approves the following projects, supplies and equipment submitted to the respective Provincial departments to fulfill the City's obligation under grant programs totaling \$69,301,239, for the 2014 budget, with the funding sources being the respective grants, with the following breakdown:

2013 Flood Recovery Erosion Control Program (FREC)

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Flood Recovery Task Force 2013

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Total	\$68,220,000

2014 Flood Readiness Supplies Program

Project	Amount
2014 Flood Readiness – supplies	\$68,765
2014 Flood Readiness – equipment	\$345,474
Total	\$414,239

Report back to Council: No



Frieda McDougall
Manager

- c. D. Krejci, Financial Services Manager
M. Bovair, Financial Analyst
J. Fluney, Financial Analyst



May 2, 2014

AUMA Resolutions

LEGISLATIVE SERVICES

Report Summary & Recommendation:

Each year, municipalities are invited to contribute resolutions that strive to address a topic of concern to municipalities throughout the Province for consideration by the Alberta Urban Municipalities Association (AUMA) membership. Resolutions that are adopted inform and direct AUMA's activities.

As a result of Council and administrative input, a number of resolutions have been prepared for Council's consideration and possible submission to the AUMA.

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 May 2014 re: AUMA Resolutions hereby agrees that Council forward to the Alberta Urban Municipalities Association (AUMA) the following resolutions:

1. Alberta 211
2. Alternative and Renewable Energy Framework
3. Contaminants in Water
4. FCSS Funding
5. Mandatory Vehicles Emissions Testing
6. Pollinator Protection
7. School Sites

Report Details

Background:

The Alberta Urban Municipalities Association (AUMA) was founded in 1905 and represents Alberta's 284 urban municipalities including cities, towns, villages, summer villages, and specialized municipalities, as well as Associate and Affiliate members. The AUMA



represents and advocates the interests of all members to both the provincial and federal governments as well as other provincial and federal organizations.

Each year, municipalities are invited to contribute resolutions that strive to address a topic of concern to municipalities throughout the Province for consideration by the AUMA membership. Resolutions that are adopted inform and direct AUMA's activities.

Past resolution submitted by The City of Red Deer include:
2011:

- Alberta Seniors Specialized Transportation
- High Speed Rail Corridor
- Integration of Land Use and Water Planning
- Landfill Set Back process
- Off-Site Levies
- Regional Trail Linkages Outside of Trans Canada Trail Network
- Regulated Recyclables
- Vehicle Noise Attenuation

2010:

- Alberta Housing Act and Seniors
- Alberta 211

2009:

- Child Care Spaces within Temporary Buildings on School Sites

Discussion:

Attached are appendices reflecting six topics which Council and the Corporate Leadership Team have identified for consideration of resolution development. The topics are:

- Appendix 1: Alberta 211
- Appendix 2: Alternative and Renewable Energy Framework
- Appendix 3: Contaminants in Water
- Appendix 4; FCSS Funding
- Appendix 5: Mandatory Vehicles Emissions Testing
- Appendix 6: Pollinator Protection
- Appendix 7: School Sites

Each of these topics have been reviewed in context of prior resolution adopted by the AUMA and a recommendation is provided for each topic outlining whether a resolution should be considered for adoption by Council, whether the topic has already been addressed in a resolution of the AUMA, or whether there are other considerations that would result in the deferral for future consideration of the topic being addressed.



Appendix I

Alberta 211

Whereas in 2010 AUMA adopted the following resolution as submitted by The City of Red Deer:

Whereas 211 is an easy to remember three-digit telephone number that connects callers to a full range of social, health, community and government services; and

Whereas 211 is an information service available to many Albertans and a provincial strategy exists to extend the service to all Albertans; and

Whereas the strategy to extend services to all Albertans has been built on the engagement of communities and local volunteer centres; and

Whereas a provincial 211 service is expected to cost approximately \$3M to start-up and ongoing costs of approximately \$3.8M annually;

Therefore be it resolved that the Alberta Urban Municipalities Association urge the Province of Alberta to consider a provincial funding source that would provide for 211 services to all Albertans, including, but not limited to advocacy with the Canadian Radio-television Telecommunications Commission (CRTC) to permit telephone service fees for 211 in a manner similar to 911; and

Whereas in 2011 the Minister of Municipal Affairs provided the following response:

211 Alberta currently covers approximately 70 per cent of the citizens of Alberta and supports recommendation 17 of Alberta's Crime Reduction and Safe Communities Task Force report: *Establish a Family Source within the provincial government to provide a central source for information, resources and community connections.*

While there are merits to expanding 211 Alberta to the rest of the province, there are significant costs as well. As a result, the Government of Alberta is looking further into this issue with a review to identifying opportunities to:

- Increase efficiencies and reduce duplication of effort;
- Eliminate unnecessary wait times;
- Manage the escalation of issues to crisis by providing the right supports at the right time;
- Increase collaboration and cost-sharing; and
- Slow cost increases and reduce costs; and

Whereas since 2011 there has been no movement provincially on expanding 211; and



Whereas Alberta 211 will provide a one-stop shop, single point of entry for all citizens in the province once the provincial network has been established but currently only select areas of the province can access this service; and

Therefore be it resolved that the Alberta Urban Municipalities Association again urge the Province of Alberta to again consider a provincial funding source that would provide for 211 services to all Albertans.

Background

What is 211?

211 is an easy to remember three-digit telephone number that connects callers to a full range of social, health, community and government services. It is free, confidential, multilingual and available 24 hours a day.

The 211 Alberta Initiative

The 211 Alberta Initiative was established through a partnership between United Way of Calgary and Area, United Way of the Alberta Capital Region, The Support Network in Edmonton and the Distress Centre Calgary. Additional partners have come on board representing Information and Referral (I&R) services from across the province as well as contacts from FCSS and Health Link.

In Alberta, the 211 service is currently being delivered to residents of Calgary, Cochrane, Edmonton, Parkland County, Leduc and Strathcona County. The Calgary service is provided by the Distress Centre Calgary, and in Edmonton the service is provided by The Support Network. The goal for 211 Alberta is to link these two 211 centres and extend the service to all communities and all citizens of Alberta. Establishing 211 dialing across the province and utilizing a single, comprehensive database of human services information that can be utilized by 211 I&R Specialists to make referrals will provide significant benefits to Albertans and the province. This would be done by:

- developing partnerships with local I&R agencies and/or other community service providers to maintain information on community and social services available in their communities, thereby extending the existing InformAlberta human services database to include data for all communities in the province;
- understanding and assessing the specific requirements of information and referral services for the rural Alberta communities and where necessary, identifying local I&R agencies to partner with 211 Alberta to deliver the service; and
- linking the 211 Calgary and 211 Edmonton centres and creating a single virtual call centre able to answer calls for the entire province 24 hours per day. The concept and benefits of 211 Alberta has received initial support from I&R agencies and other community service providers and stakeholders. Additional work in this area is required to further engage communities in the planning to ensure a comprehensive, community based service for all areas of the province.

References

Association of Information and Referral Services of Alberta. (2009). *211 Alberta Overview*. Retrieved June 21, 2010, from <http://www.airsa.ca/default.html>



Appendix 2

Alternative and Renewable Energy Framework

Whereas municipalities in Alberta are concerned about economic, social, and environmental sustainability; and

Whereas these same municipalities commonly wish to show leadership and responsibility in acting sustainably; and

Whereas, energy purchase to heat, operate, and power facilities is one of the significant costs facing municipalities; and

Whereas municipalities may wish to consider sustainability relating to their energy purchase choices, commonly referred to as “greening” energy purchases¹; and

Whereas municipalities may have limited expertise, awareness of options, and background knowledge about green energy or renewable energy options; and

Whereas The Province of Alberta has jurisdiction over the management, exploration, development, and conservation of non-renewable resources²; and

Whereas municipalities need to respond to different pressures, expectations, and regulations than independent consumers in considering their purchasing decisions, and must act responsibly and prudently with limited public resources; and

Whereas renewable energy options are often available only at a premium cost or at a tremendous upfront investment with an unrealistic pay-back period; and

Whereas the current choice to purchase of Renewable Energy Certificates (RECs) seemingly pits higher monetary “premium” costs against environmental costs, or in other words municipalities are often forced into a decision between fiscal restraint and environmental responsibility, and

Whereas RECs do not credit municipalities as a purchaser with any benefit from the associated carbon credit offsets which in turn can limit the appeal or the direct/tangible benefit; and

Whereas consumers must rely on third party certification as a means of ensuring the RECs are appropriately sourced and accounted for and funds from REC purchases are returned to renewable energy producers to further stimulate investment on a voluntary basis³; and



Whereas municipalities may need support to understand and frame options around the purchase of renewable energy in Alberta beyond the primary means of purchasing RECs; and

Whereas The Government of Alberta reports that in the recent past renewable energy sources were more expensive sources than non-renewable, but the rising prices of fossil fuels has leveled the playing field⁴, municipalities may not be experiencing this leveling of costs as they try to purchase green power; and

Whereas The AUMA completed an energy reference guide for municipalities, which did not at that time specifically identify the issue of the need for Provincial leadership in renewable energy certificate purchase or a renewable energy strategy involving municipalities; and

Whereas other provincial governments including Quebec and Ontario have developed renewable energy strategies; and

Whereas the release of the Province of Alberta's renewable and alternative energy policy framework continues to be delayed⁵; and

Whereas many municipalities have been investing time and resources into local sustainability plans and initiatives to reduce their environmental footprint, and put significant effort and pride into building more sustainable communities, but would benefit from a solid provincial framework on renewable energy in which municipalities are key stakeholders in developing;

Therefore be it resolved that Alberta Urban Municipalities Association urge the Province of Alberta to prioritize the implementation of the green energy purchase strategy and an alternative and renewable energy framework that specifically identifies municipalities as unique consumers and empowers and equips municipalities to exercise choice within the market-based electricity system.

Background

- The electric system in the province of Alberta is made up of power generation, transmission and consumption. Over 80% of Alberta's power generation is met through coal and gas fired plants. Renewable energy (predominantly wind) makes up 14%⁶.
- Municipalities are interested in green energy purchase. For instance, in 2012, the City of Edmonton spent \$38.4 million on electricity to run all City of Edmonton buildings. However, they announced a new contract in January 2014 with ENMAX commercial services. Under this contract, the City will be able to pursue green energy strategies, such as self-generation alternatives to providing electricity. This contract will also allow the City to call on industry experts, in a cost-effective



manner, to explore opportunities such as energy alternatives, conservation and utilization⁷.

- When a green electricity plan is purchased from a renewable energy company, it's not as though the purchaser actually has wind or solar electricity pumped directly to their outlets. Instead, the supply purchased from renewable energy companies is simply added to the giant pot that is the energy grid. Purchasing a green energy plan means that amount of energy use will be offset in the grand scheme of things because an equivalent to your usage was produced by a renewable energy company⁸.
- Green Energy electricity plans are often purchased at a higher cost or premium over non-green plans⁹.
- The Province has experience in green energy purchase. Alberta Infrastructure began using electricity from renewable sources in 2006 and its commitment to using renewable energy was instrumental in helping establish some of Alberta's first Wind Farms. Since 2009, Alberta Infrastructure has supplied government owned facilities with 100% "Eco Logo" certified electricity. The Government website reports that purchasing Green Power reduces their carbon footprint by an estimated 150,000 Metric Tonnes of CO₂ per year – the equivalent to taking over 40,000 vehicles off Alberta's road.¹⁰
- Renewable energy options are growing in range and complexity. Many municipalities will have heard of the popular types of green energy, such as a solar energy or wind energy, but there are other emerging options. In the near future these many include harvesting oils from algae or waste or putting new types of buoys offshore to capture energy of tides, and there is a wide variety of clean energy companies experimenting with new sources of energy.¹¹ A provincial framework on renewable energy would help municipalities to navigate this emerging industry.
- The need for a comprehensive plan governing wind, solar, and geothermal electricity generation in Alberta has been discussed since 2007 in Alberta and was recently identified within the throne speech of the current Government. But the role of municipal green energy purchase has not been specified.¹² The goal of such a framework has previously been recommended as helping to increase Alberta's supply of and demand for renewable and alternative electricity sources.
- Some experts have called for Alberta to hasten the introduction of "an alternative and renewable energy framework that empowers consumers to exercise choice within the market-based electricity system."¹³
- The Pembina Institute reports that Alberta has significant renewable energy potential – including wind, bioenergy, geothermal and hydro – but requires the implementation of strong provincial policies designed to support renewable energy and energy efficiency deployment in the province. As these policies are developed municipalities need to have a distinct and clean voice to ensure that specific needs and supports are met.¹⁴
- The Alberta Municipal Services Corporation (AMSC), a wholly owned subsidiary of the Alberta Urban Municipalities Association (AUMA), provides energy services. The AMSC Energy Program was launched at the time Alberta deregulated its electric utility industry in response to member's needs. The AUMA membership participating in the program has benefited since the program's inception in 2001



through the cost effective supply of aggregated energy including optional Green Power. The 2014 AMSC Energy Program is the RIGHT PRODUCT, the RIGHT PARTNERSHIP, and the RIGHT PRICE to Municipalities, Municipally Related Organizations and Not for Profit Organizations in Alberta for Natural Gas, Electricity and Green Power. ¹⁵

¹ City of Edmonton. 2014. http://www.edmonton.ca/city_government/news/2014/city-of-edmonton-plugs-in-new-electricity-contract.aspx

² Government of Alberta, Alberta Energy. "Alberta's Provincial Energy Strategy" page 7.

³ <http://www.epa.gov/greenpower/gpmarket/rec.htm>

⁴ Government of Alberta, Alberta Energy. "Alberta's Provincial Energy Strategy" page 10

⁵ Edmonton Journal. "Long-awaited Alberta renewable energy strategy still in limbo"

<http://www.edmontonjournal.com/Long+awaited+Alberta+renewable+energy+strategy+still+limbo/9683671/story.html>

⁶ AUMA, Energizing Municipalities: Alberta Urban Municipalities Association –Draft Energy Reference Guide- page 4.

http://www.auma.ca/live/digitalAssets/65/65867_Energy_Reference_Guide.pdf

⁷ http://www.edmonton.ca/city_government/news/2014/city-of-edmonton-plugs-in-new-electricity-contract.aspx

⁸ <http://www.albertaenergyproviders.com/renewable-energy-alberta.html>

⁹ <http://www.pollutionprobe.org/whatwedo/greenpower/consumerguide/alberta.htm>

¹⁰ Government of Alberta, <http://www.infrastructure.alberta.ca/3813.htm>

¹¹ <http://www.albertaenergyproviders.com/renewable-energy-alberta.html>

¹² Calgary Herald. "Wind, solar proponents have high hopes for Alberta renewable energy framework Policy promised in throne speech." By Amanda Stephenson, March 4, 2014

¹³ Calgary Herald. "Wind, solar proponents have high hopes for Alberta renewable energy framework Policy promised in throne speech." By Amanda Stephenson, March 4, 2014

¹⁴ Pembina Institute, <http://www.pembina.org/re/work/provincial-policy> May 2014

¹⁵ http://www.auma.ca/live/digitalAssets/70/70898_Template_-_2014_AMSC_Energy_Program_-_Council_RFD_-_Feb_5__2013.pdf



Appendix 3

Contaminants in Water

Whereas chemicals and biochemicals are used for health care and other purposes and contribute to improved living standards for society.

Whereas there is a growing concern of the impacts that these substances have on the environment and potentially human health as they become contaminants within terrestrial and aquatic environments.

Whereas contaminants, including pesticides, herbicides, hydrocarbons, Pharmaceuticals and Personal Care Products (PPCPs), enter the aquatic environment through a variety of sources including municipal wastewaters, industrial releases, agribusiness and other sources.

Whereas PPCPs comprise a diverse collection of chemical and biochemical substances, including antibiotics, hormones, medications, fragrances, cosmetics and products used by agribusiness to boost growth or health of livestock.

Whereas in the past decade analytical methods have been developed to identify and quantify the presence of PPCPs and other contaminants in water and research has begun on the potential impact these contaminants may have on the aquatic environment.

Therefore be it resolved that the AUMA advocate that the province, in collaboration with the federal government:

- Inform municipalities with respect to current knowledge related to the risks associated with PPCPs and other contaminants in Alberta's aquatic environments.
- Consult with municipalities with respect to government plans to advance knowledge and develop best management practices, guidelines and regulations related to PPCPs and other contaminants.
- Collaborate with municipalities to identify, study, and monitor contaminants within Alberta aquatic environments, particularly surface waters used as drinking water sources or wastewater receiving streams, and to evaluate the potential risks associated with each water body.

And further be it resolved that once guidelines and regulations have been established, AUMA advocate that the province, in collaboration with the federal government:

- Work collaboratively with rural and urban municipalities to develop source control programs (e.g. education, best management practices, monitoring, enforcement) and treatment processes to reduce harmful contaminants within their waste streams.
- Provide funding to municipalities to support source control programs and construct/upgrade treatment facilities to reduce harmful levels of targeted contaminants.



Background

The Guidelines for Canadian Drinking Water Quality are established by the Federal-Provincial-Territorial Committee and published by Health Canada. Each guideline is based on current, published scientific research as it relates to the health effects, aesthetic effects and operational considerations for each contaminant; which municipalities monitor with respect to their potable water. The Canadian Council of ministers of the Environment recently created a Canada Wide Strategy which proposed new regulations for wastewater effluent. Municipalities monitor their wastewater effluent for these contaminants prior to discharging to receiving streams and report them to the Federal Government. However, many pharmaceuticals and personal care products (PPCPs) along with other contaminants are not well monitored as they are not yet a part of the regulations.

The US Environmental Protection Agency states that “Studies have shown that pharmaceuticals are present in our nation's waterbodies. Further research suggests that certain drugs may cause ecological harm.” They also indicate that “To date, scientists have found no evidence of adverse human health effects from PPCPs in the environment.”

PPCPs in aquatic environments is an emerging concern to many people, organizations and governments. While there has been considerable research done on the topic, no best management practices, guidelines or regulations appear to have been developed in Canada or the U.S. with respect to PPCPs in source water or waste streams.

Additional information can be found at the following websites:

1. Pharmaceuticals and Personal Care Products in the Canadian Environment: Research and Policy Directions – Workshop Proceedings; NWRI Scientific Assessment Report Series No. 8; Environment Canada, et. al.
<https://www.ec.gc.ca/inre-nwri/Default.asp?lang=En&n=C00A589F-1>
2. Environment Canada began conducting monitoring for PPCPs on several water ways across Canada in 2008. The following link provides the program overview, objectives and parameters measured:
<https://www.ec.gc.ca/scitech/default.asp?lang=en&n=FDfE3DAA-1>
3. The US Environmental Protection Agency provides information with respect to PPCPs at the following links:
<http://www.epa.gov/ppcp/>
<http://www.epa.gov/esd/chemistry/images/303ecb04db.pdf>
4. The United States Geological Survey (USGS) is undertaking research on a variety of emerging contaminants in the environment as outlined at the following link:
<http://toxics.usgs.gov/regional/emc/>
5. The New England Interstate Water Pollution Control Commission website related to Pharmaceuticals and Personal Care Products (PPCPs) can be found at the following link:
<http://www.neiwpc.org/ppcp/>



Appendix 4

FCSS Funding

Whereas in 2006, 2007 and 2010 the AUMA adopted resolutions calling on the Provincial Government to provide greater support to Family & Community Support Services (FCSS) as outlined in the following operative clauses:

2006:

Now Therefore be it Resolved that the Alberta Urban Municipalities Association urge the Government of Alberta to continue its support of the FCSS partnership between the province and municipalities utilizing local autonomy and decision making

And Further that the province be urged to renew and strengthen its support and commitment to FCSS.

2007:

Now Therefore be it Resolved that the AUMA calls on the Alberta government to provide an immediate increase in Provincial FCSS funding to help community agencies address their human resources and service demand crisis now;

Further be it Resolved that the AUMA further calls upon the Alberta government to invest in a three-year social infrastructure plan (2008-2011) that will establish Alberta as a world leader in supporting quality of life in strong, healthy and connected communities. A component of this plan should include at least \$100 Million in Provincial funding for the FCSS Program by 2010.

2010:

Now Therefore be it Resolved that the Alberta Urban Municipalities (AUMA) request the Government of Alberta to increase provincial funding to municipalities for Family and Community Support Services (FCSS) to \$100 million dollars (currently \$75.7), thereby relieving the pressure on crisis intervention and prevention services; and

Whereas in response to the 2010 resolution the Minister of Human Services in a meeting with the AUMA Executive Committee acknowledged the importance of FCSS programs but indicated there is tremendous pressure on income support programs and child protection that he will be unable to increase the funding in 2013; and

Whereas the FCSS Association issued a media release dated March 20, 2014 outlining its discouragement and concern about the 2014 Human Services projected budgets for the next two years and the lack of increases for FCSS programs since 2009 which will result in FCSS funding be flat-lined for 8 years; and

Now therefore be it resolved that the Alberta Urban Municipalities Association request the Government of Alberta to increase FCSS Program funding commensurate to population growth and annual inflations to ensure the sustainability of these essential programs.



Background

See attached media release.

For Immediate Release

March 20, 2014

FCSS FUNDING FLAT-LINED FOR 8 YEARS IN ALBERTA HUMAN SERVICES BUDGET

Family and Community Support Services (FCSS) offices across Alberta are discouraged and concerned about the 2014 Human Services budget and projected budgets for the next two years, as the Alberta government failed again to increase funding to the FCSS Program.

There has not been an increase to provincial FCSS funding since April 2009. With the projected lack of increase for another 2 years, FCSS will be flat-lined for 8 years. All while cost pressures on preventive social services agencies continue to grow as Alberta experiences tremendous population growth.

Family and Community Support Services is an 80/20 cost-shared funding partnership between the Province and municipalities or Métis settlements, since 1966. Over 320 municipalities and Métis settlements participate in the provincial FCSS Program, ensuring that Albertans have access to a strong network of prevention supports and social services. FCSS funding to community agencies provides services to Alberta's most vulnerable seniors, children, youth, adults, newcomers. In many rural communities, the municipal FCSS program is the first line and the last line of contact for residents.

Over half of the 320 municipalities with FCSS programs now contribute far more than the required 20%. And expectation is growing from these municipalities for the Province to also increase its share of the funding.

FCSS program staff and volunteers in every corner of the province have been instrumental in supporting the recent roll out of the provincial Social Policy Framework and Poverty Reduction Strategy, by organizing and facilitating community conversations to provide comprehensive input into the plans. FCSS strongly supports the government's goals and outcomes of the Social Policy Framework.

Human Services Minister Manmeet Bhullar has stated that his ministry should be focusing more on pro-active, prevention to support intervention, and that collaborative, non-siloed approaches are necessary. This is exactly the way FCSS staff and volunteers have worked in communities for over 40 years.

Sustainability of the FCSS Program is at the tipping point. A flat-lined budget for 8 years equates to a budget cut that doesn't account for population growth or annual inflation.

Not only is Family and Community Support Services falling farther behind in its ability to simply maintain its level of preventive supports to Albertans, in many cases, services must now be reduced or eliminated - there is no room for expanding the important work.



If the ministry is increasingly investing in prevention across its program areas, and all program areas received a budget increase, why is Family and Community Support Services not included?

-end-

Media inquiries may be directed to:

Jeff Carlson, President

Family and Community Support Services Association of Alberta

Cell: 403-360-7550

jeff.carlson@lethbridge.ca



Appendix 5

Mandatory Vehicles Emissions Testing

Whereas the population of Alberta is expected to continue to grow in the coming years, along with the number of registered vehicles on our roads; and

Whereas Alberta reported over 3.1 million registered vehicles in 2012, a 9.5% increase from 2008¹,

Whereas, automotive emissions from cars, trucks, and buses are a significant contributor to smog, air pollution, and the emission of green house gases (GHG); and

Whereas automotive emissions can have a significant negative impact on air quality in our communities and Province; and

Whereas most drivers of older vehicles do not regularly test for emissions and therefore, may not be aware of repairs or maintenance needed to their vehicle to reduce their emissions, and

Whereas The Government of Alberta released a renewed clean air strategy in 2012 indicating it has been a global leader in its approach to air quality management but admitting that “many non-point source emissions remain largely unmanaged and additional management tools are required”²

Whereas there are high health and environmental costs to the pollution generated by vehicle emissions which are often bourn by individuals, tax payers, and local municipalities,

Whereas other provincial governments including Quebec, British Columbia, and Ontario have instituted mandatory vehicles emissions testing programs, at least in portions of their provinces, demonstrating the process is possible, and

Whereas Alberta already requires inspection of all incoming inspection of vehicles entering Alberta for safety and could conceivably expand the process to require air emissions testing of older vehicles, and expand the process to include all trucks, passenger vehicles, and buses being registered once they are a set age and older, and



Whereas many municipalities have been investing time and resources into local sustainability initiatives to reduce green house gas emissions, and put significant effort and pride into having clean, healthy communities, but have little control over the regulation of vehicles emissions into the air from older vehicles;

Therefore be it resolved that Alberta Urban Municipalities Association urge the Province of Alberta to institute mandatory vehicles emissions inspection and maintenance program for all older trucks, buses, and passenger vehicles being registered in the Province of Alberta to reduce vehicle emissions of smog-causing pollutants by requiring vehicles to undergo an emissions test, identify emission problems, and have them repaired.

Background

- Between 2008 and 2012 the number of registered vehicles in Alberta rose from 2,906,963 to 3,183,871³
- Vehicle emissions are a leading source of air contaminants / air pollution, emitting about a third of total greenhouse gases (GHG) and a range of harmful contaminants into the air including nitrogen oxide, carbon monoxide, particulate matter, volatile organic compounds, sulphur dioxide and ammonia.⁴
- Air pollution is directly linked to respiratory illness, some types of cancer, and premature births all of which have significant impact in terms of loss of life as well as health treatment costs.⁵
- The Heart and Stroke Foundation reports, since the early 1990s, documented increased rates of heart attack, and more hospitalizations for serious heart diseases such as heart failure, and stroke, after both short and long-term exposure to polluted air.⁶
- The Lower Mainland area and Fraser Valley of British Columbia have an emissions testing program in place since 1992 called air-care.⁷ The program is in place to provide light-duty vehicle emissions testing until December 31, 2014. The Province of BC announced that light-duty vehicles will no longer require emissions testing after this date. After 2014, BC is re-directing the program to testing heavy duty diesel vehicles (e.g. backhoes, forklifts). The BC Government felt that they had achieved their objectives with the light duty program and wanted to focus on a new area. Additional considerations were the fact that the Lower Mainland has seen large increases in transit use/system expansion since 1992. And that BC's government has put many incentives into electric vehicle infrastructure to encourage these over gas cars in recent years. So for these reasons the program will see re-purposing to focus on another large air pollution offender - heavy duty equipment.
- BC's Aircare Program has taken 20,000 tonnes of CO₂ yearly out of air in lower mainland which has meant a 30% drop in auto air pollution just since 2000.



- It is estimated that the annual health care cost savings in British Columbia's Lower Mainland and Fraser Valley by having an air care program that required mandatory vehicle emissions testing is \$30 million per year.⁸
- In addition to emissions testing, other vehicle-emissions programs in BC are diesel school bus retrofit program, Idle Free BC, a scrap-it program to simply remove older vehicles from the road all together, and incentives such as tax breaks for clean transportation options.⁹
- All vehicles deteriorate over time and can benefit from emission inspection and maintenance. Common repairs identified in other jurisdictions which require testing do not appear to be onerous as they include: replacing dirty oil, replacing dirty filters, new sparkplugs, repair of leaks, and replacing disabled equipment
- In Ontario, which requires all heavy duty diesel vehicles be tested and requires light-duty and non-diesel heavy duty vehicles in southern Ontario (Windsor to Ottawa corridor), the mandatory checks have led to repairs that have reduced smog emissions by over one-third.¹⁰
- In comparison, Alberta has no provincial vehicle emissions air care programs.
- According to the Canadian Heart and Stroke Foundation's [Report Card on Canadians' Health](#) Alberta scores poorly in air reports, with levels of particulate matter ranking close to B.C.'s Lower Mainland and air quality in Alberta very close to poor Ontario and Quebec levels.¹¹
- Alberta is responsible for one-third of Canada's air pollution emissions.¹²
- In 2012 Alberta released an air care strategy identifying that clean air is a key issue for Albertans.
- In 2012, communities in Alberta including The city of Edmonton and The city of Red Deer exceeded the air contaminants levels in the Canada wide standard. Both cities have been asked by the Province to engage in an air management plan. Other communities may be in danger of exceeding the standards as well. Efforts by the Province to address vehicle emissions from older vehicles would support municipalities which are working to improve their air quality.
- Therefore, the province is being asked to research, design, and institute a program for annual mandatory emissions testing for all older heavy and light duty trucks, buses, and passenger vehicles. The intent is to show leadership on addressing air quality concerns in our province and to ensure that older vehicles are well maintained to preserve health and well-being of all Albertans and our natural environment.

1. Government of Alberta, Alberta Transportation, Office of Traffic Safety, Number of Motorized Vehicles Registered in Alberta as of March 31 2008-2012. Vehicle Geographical Reports (SDGEO030)
2. Clearing the Air: Alberta's Renewed Clean Air Strategy, Alberta Government, 2012 page 6.
3. Government of Alberta, Alberta Transportation, Office of Traffic Safety, Number of Motorized Vehicles Registered in Alberta as of March 31 2008-2012. Vehicle Geographical Reports (SDGEO030)



4. BCGEU, Renewing Our Commitment to Clean Air in BC. *The Case for Continuing Mandatory Light-Duty Vehicle Emissions Testing by the AirCare Program MARCH 2014*
5. BCGEU, Renewing Our Commitment to Clean Air in BC. *The Case for Continuing Mandatory Light-Duty Vehicle Emissions Testing by the AirCare Program MARCH 2014*
6. <http://www.canada.com/calgaryherald/news/story.html?id=5f60ddd6-162b-4b05-af1a-dd086c32d23f>
7. Province of British Columbia. www.env.gov.bc.ca
8. BCGEU, Renewing Our Commitment to Clean Air in BC. *The Case for Continuing Mandatory Light-Duty Vehicle Emissions Testing by the AirCare Program MARCH 2014*
9. <http://www.ontario.ca/driving-and-roads>
10. Province of British Columbia. www.env.gov.bc.ca
11. <http://www.canada.com/calgaryherald/news/story.html?id=5f60ddd6-162b-4b05-af1a-dd086c32d23f>
12. <http://www.canada.com/calgaryherald/news/story.html?id=5f60ddd6-162b-4b05-af1a-dd086c32d23f>



Appendix 6

Pollinator Protection

Whereas humanity relies upon bees and other pollinating insects to pollinate 2/3 of the world's food crops, and

Whereas pollinators are a keystone species upon which the health of many others species are dependent, and

Whereas pollinator habitat is being lost and threatened around the globe due to development and agricultural practice, including pesticide use, and

Whereas the Province of Alberta would benefit by the identification, protection and enhancement of pollinator habitat, and

Whereas the economic value of native pollinators is estimated to be over \$3 billion per year in North America, and

Whereas fruits and seeds derived from insect pollination are a major part of the diet of approximately 25 percent of all birds, and of mammals ranging from red-backed voles to grizzly bears, and

Whereas native pollinators can be more efficient and effective pollinators than non-native species, and

Whereas some of our indigenous plant species rely on specific indigenous pollinator species for successful pollination and thus the continuation of their species, and

Whereas recently published research indicate a decrease in some of Alberta's indigenous bumblebee populations, including the rusty-patched bumblebee which is now listed as an endangered species in Canada, and

Whereas European honeybees, which are now used for pollination around the world, are also declining in numbers, and

Whereas plants play a key role in the prevention of soil erosion and fuel the nutrient cycle by decomposing and absorbing nutrients, and close to 70% of the world's plants rely on pollinators for fertilization and reproduction, and



Whereas pollinator gardens and parks throughout the Province could provide habitat for native pollinators and an opportunity to create awareness in the Province about the importance of pollinators and their habitat, and

Whereas the creation of pollinator parks and gardens that do not require the use of pesticides will therefore create a healthier environment to protect not only pollinators but also human health, and

Whereas the use of pesticides is one of the main hazards to pollinator health,

Therefore be it Resolved that the Alberta Urban Municipalities Association urge the Province of Alberta to change the Environmental Protection and Enhancement Act and Pesticide Regulations to restrict the sale and use of neonicotides.

Background

Neonicotides and related pesticides are prevalent in insecticides and are not a factor in any herbicides. Agricultural producers, home gardeners and commercial users are the primary users of these products and are the most significant contributors to pollinator habitat degradation. Public education and environmental initiatives are required to inform Alberta residents of the importance of providing habitat and reducing insecticide use.

<http://davidsuzuki.org/blogs/science-matters/2009/04/if-the-bees-disappear-well-all-be-stung/>

<http://www.xerces.org>

<http://wildlifepreservation.ca/species-in-need/canadian-species/rusty-patched-bumble-bee/>

<http://www.calgaryherald.com/news/calgary/Declining+populations+pose+threat+food+crops+Alberta+around+globe/8031808/story.html>

http://en.wikipedia.org/wiki/List_of_crop_plants_pollinated_by_bees

http://en.wikipedia.org/wiki/Northern_Nectar_Sources_for_Honey_Bees

<http://pollinator.org/index.html>

<http://www.panna.org/publication/generation-in-jeopardy>



Appendix 7

School Sites

Whereas studies show that more children are being driven to school and have less options for walking and biking; and

Whereas the planning of school sites must take into consideration the transportation requirements and needs of the families that will be attending the school; and

Whereas school site planning should not have to make a choice between playgrounds and parking lots to ensure safe transportation and address congestion; and,

Whereas changing behaviors of children and parents require creative solutions that are safe and fun; and

Whereas a walking school bus is a group of children walking to school with one or more adults and can be as informal as two families taking turns walking their children to school to as structured as a route with meeting points, a timetable and a regularly rotated schedule of trained volunteer; and

Whereas parents often cite safety issues as one of the primary reasons they are reluctant to allow their children to walk to school and providing adult supervision may help reduce those worries for families who live within walking or bicycling distance to school; and

Whereas a goal of The City of Red Deer's Environmental Master Plan (2011) in the area of Transportation is to partner with school boards to implement a walking school bus to encourage children to walk recognizing the health and environmental benefits; and

Whereas vehicular congestion at school sites continues to be identified as a significant health, safety and environmental concern; and

Therefore be it resolved that The City of Red Deer request that the Alberta Urban Municipalities Association raise this issue to the Province of Alberta, specifically the Minister of Education, to request leadership in developing policy direction with respect to safe transportation initiatives including but not limited to the walking school bus that can:

- enhance student safety
- resolve congestion concerns
- support environmental initiatives
- reduce the need for larger school sites to accommodate parking; and

Further be it resolved, that in the absence of policy direction, the Province look at appropriate school site planning that considers the need for increased parking and drop of areas that increase safety and decrease congestion.

**Background**

A walking school bus provides a focus on a safer way to get to school. Protecting our environment through the reduction of automobile use and encouraging alternatives such as cycling, walking or public transit will promote healthy lifestyles.

<http://www.reddeer.ca/City+Government/City+Services+and+Departments/Environmental+Services/Environmental+Initiatives/Environmental+Master+Plan.htm>

<http://www.walkingschoolbus.org/>

<http://www.saferoutestoschool.ca/walking-school-bus>

May 28, 2014

Ms. Maureen Ford
Alberta Urban Municipalities Association
Alberta Municipal Place
300, 8616 – 51 Avenue
Edmonton, AB T6E 6E6

Dear Ms. Ford:

Reference: Resolutions for 2014 AUMA Annual Convention:
Alberta 211
Alternative and Renewable Energy Framework
Contaminants in Water
CSS Funding
Mandatory Vehicles Emissions Testing
Pollinator Protection
School Site Infrastructure
Provision of High School Sites

Enclosed are certified true copies of resolutions passed by Council of The City of Red Deer along with supporting background material for submission to the 2014 AUMA Annual Convention.

Sincerely,



Frieda McDougall
Manager

attach.

c Corporate Leadership Team

AUMA RESOLUTION

Alberta 211

Whereas in 2010 AUMA adopted the following resolution as submitted by The City of Red Deer:

Whereas 211 is an easy to remember three-digit telephone number that connects callers to a full range of social, health, community and government services; and

Whereas 211 is an information service available to many Albertans and a provincial strategy exists to extend the service to all Albertans; and

Whereas the strategy to extend services to all Albertans has been built on the engagement of communities and local volunteer centres; and

Whereas a provincial 211 service is expected to cost approximately \$3M to start-up and ongoing costs of approximately \$3.8M annually;

Therefore be it resolved that the Alberta Urban Municipalities Association urge the Province of Alberta to consider a provincial funding source that would provide for 211 services to all Albertans, including, but not limited to advocacy with the Canadian Radio-television Telecommunications Commission (CRTC) to permit telephone service fees for 211 in a manner similar to 911; and

Whereas in 2011 the Minister of Municipal Affairs provided the following response:

211 Alberta currently covers approximately 70 per cent of the citizens of Alberta and supports recommendation 17 of Alberta's Crime Reduction and Safe Communities Task Force report: *Establish a Family Source within the provincial government to provide a central source for information, resources and community connections.*

While there are merits to expanding 211 Alberta to the rest of the province, there are significant costs as well. As a result, the Government of Alberta is looking further into this issue with a review to identifying opportunities to:

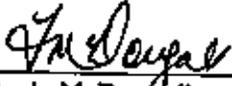
- Increase efficiencies and reduce duplication of effort;
- Eliminate unnecessary wait times;
- Manage the escalation of issues to crisis by providing the right supports at the right time;
- Increase collaboration and cost-sharing; and
- Slow cost increases and reduce costs; and

Whereas since 2011 there has been no movement provincially on expanding 211; and

Whereas Alberta 211 will provide a one-stop shop, single point of entry for all citizens in the province once the provincial network has been established but currently only select areas of the province can access this service; and

Therefore be it resolved that the Alberta Urban Municipalities Association again urge the Province of Alberta to again consider a provincial funding source that would provide for 211 services to all Albertans.

Certified to be a true copy of a resolution passed by Red Deer City Council on Monday, May 26, 2014



Frieda McDougall
City Clerk

Background:

211 Alberta

What is 211?

211 is an easy to remember three-digit telephone number that connects callers to a full range of social, health, community and government services. It is free, confidential, multilingual and available 24 hours a day.

The 211 Alberta Initiative

The 211 Alberta Initiative was established through a partnership between United Way of Calgary and Area, United Way of the Alberta Capital Region, The Support Network in Edmonton and the Distress Centre Calgary. Additional partners have come on board representing Information and Referral (I&R) services from across the province as well as contacts from FCSS and Health Link.

In Alberta, the 211 service is currently being delivered to residents of Calgary, Cochrane, Edmonton, Parkland County, Leduc and Strathcona County. The Calgary service is provided by the Distress Centre Calgary, and in Edmonton the service is provided by The Support Network. The goal for 211 Alberta is to link these two 211 centres and extend the service to all communities and all citizens of Alberta. Establishing 211 dialing across the province and utilizing a single, comprehensive database of human services information that can be utilized by 211 I&R Specialists to make referrals will provide significant benefits to Albertans and the province. This would be done by:

- developing partnerships with local I&R agencies and/or other community service providers to maintain information on community and social services available in their communities, thereby extending the existing InformAlberta human services database to include data for all communities in the province;
- understanding and assessing the specific requirements of information and referral services for the rural Alberta communities and where necessary, identifying local I&R agencies to partner with 211 Alberta to deliver the service; and
- linking the 211 Calgary and 211 Edmonton centres and creating a single virtual call centre able to answer calls for the entire province 24 hours per day. The concept and benefits of 211 Alberta has received initial support from I&R agencies and other community service providers and stakeholders. Additional work in this area is required to further engage communities in the planning to ensure a comprehensive, community based service for all areas of the province.

References

Association of Information and Referral Services of Alberta. (2009). *211 Alberta Overview*. Retrieved June 21, 2010, from <http://www.airsa.ca/default.html>

AUMA RESOLUTION

Alternative and Renewable Energy Framework

Whereas municipalities in Alberta are concerned about economic, social, and environmental sustainability; and

Whereas these same municipalities commonly wish to show leadership and responsibility in acting sustainably; and

Whereas, energy purchase to heat, operate, and power facilities is one of the significant costs facing municipalities; and

Whereas economic strength is dependent on innovation, business and manufacturing diversity and is part of municipalities' sustainability strategies; and

Whereas municipalities may wish to consider sustainability relating to their energy purchase choices, commonly referred to as "greening" energy purchases¹; and

Whereas municipalities may have limited expertise, awareness of options, and background knowledge about green energy or renewable energy options; and

Whereas The Province of Alberta has jurisdiction over the management, exploration, development, and conservation of non-renewable resources²; and

Whereas municipalities need to respond to different pressures, expectations, and regulations than independent consumers in considering their purchasing decisions, and must act responsibly and prudently with limited public resources; and

Whereas renewable energy options are often available only at a premium cost or at a tremendous upfront investment with an unrealistic pay-back period; and

Whereas RECs do not credit municipalities as a purchaser with any benefit from the associated carbon credit offsets which in turn can limit the appeal or the direct/tangible benefit; and

Whereas consumers must rely on third party certification as a means of ensuring the RECs are appropriately sourced and accounted for and funds from REC purchases are returned to renewable energy producers to further stimulate investment on a voluntary basis³; and

Whereas municipalities may need support to understand and frame options around the purchase of renewable energy in Alberta beyond the primary means of purchasing RECs; and

Whereas The Government of Alberta reports that in the recent past renewable energy sources were more expensive sources than non-renewable, but the rising prices of fossil fuels has leveled the playing field⁴, municipalities may not be experiencing this leveling of costs as they try to purchase green power; and

Whereas The AUMA completed an energy reference guide for municipalities, which did not at that time specifically identify the issue of the need for Provincial leadership in renewable energy certificate purchase or a renewable energy strategy involving municipalities; and

Whereas other provincial governments including Quebec and Ontario have developed renewable energy strategies; and

Whereas the release of the Province of Alberta's renewable and alternative energy policy framework continues to be delayed²; and

Whereas many municipalities have been investing time and resources into local sustainability plans and initiatives to reduce their environmental footprint, and put significant effort and pride into building more sustainable communities, but would benefit from a solid provincial framework on renewable energy in which municipalities are key stakeholders in developing; and

Whereas the current choice to purchase of Renewable Energy Certificates (RECs) seemingly pits higher monetary "premium" costs against environmental costs, or in other words municipalities are often forced into a decision between fiscal restraint and environmental responsibility,

Therefore be it resolved that Alberta Urban Municipalities Association urge the Province of Alberta to prioritize the implementation of the green energy purchase strategy and an alternative and renewable energy framework that specifically identifies municipalities as unique consumers and empowers and equips municipalities to exercise choice within the market-based electricity system.

Certified to be a true copy of a resolution passed by Red Deer City Council on Monday, May 26, 2014



Frieda McDougall
City Clerk

Background

Alternative and Renewable Energy Framework

- The electric system in the province of Alberta is made up of power generation, transmission and consumption. Over 80% of Alberta's power generation is met through coal and gas fired plants. Renewable energy (predominantly wind) makes up 14%.⁶
- Municipalities are interested in green energy purchase. For instance, in 2012, the City of Edmonton spent \$38.4 million on electricity to run all City of Edmonton buildings. However, they announced a new contract in January 2014 with ENMAX commercial services. Under this contract, the City will be able to pursue green energy strategies, such as self-generation alternatives to providing electricity. This contract will also allow the City to call on industry experts, in a cost-effective manner, to explore opportunities such as energy alternatives, conservation and utilization.⁷
- When a green electricity plan is purchased from a renewable energy company, it's not as though the purchaser actually has wind or solar electricity pumped directly to their outlets. Instead, the supply purchased from renewable energy companies is simply added to the giant pot that is the energy grid. Purchasing a green energy plan means that amount of energy use will be offset in the grand scheme of things because an equivalent to your usage was produced by a renewable energy company.⁸
- Green Energy electricity plans are often purchased at a higher cost or premium over non-green plans.⁹
- The Province has experience in green energy purchase. Alberta Infrastructure began using electricity from renewable sources in 2006 and its commitment to using renewable energy was instrumental in helping establish some of Alberta's first Wind Farms. Since 2009, Alberta Infrastructure has supplied government owned facilities with 100% "Eco Logo" certified electricity. The Government website reports that purchasing Green Power reduces their carbon footprint by an estimated 150,000 Metric Tonnes of CO₂ per year – the equivalent to taking over 40,000 vehicles off Alberta's road.¹⁰
- Renewable energy options are growing in range and complexity. Many municipalities will have heard of the popular types of green energy, such as a solar energy or wind energy, but there are other emerging options. In the near future these many include harvesting oils from algae or waste or putting new types of buoys offshore to capture energy of tides, and there is a wide variety of clean energy companies experimenting with new sources of energy.¹¹ A provincial framework on renewable energy would help municipalities to navigate this emerging industry.
- The need for a comprehensive plan governing wind, solar, and geothermal electricity generation in Alberta has been discussed since 2007 in Alberta and was recently identified within the throne speech of the current Government. But the role of municipal green energy purchase has not been specified.¹² The goal of such a framework has previously been recommended as helping to increase Alberta's supply of and demand for renewable and alternative electricity sources.
- Some experts have called for Alberta to hasten the introduction of "an alternative and renewable energy framework that empowers consumers to exercise choice within the market-based electricity system."¹³
- The Pembina Institute reports that Alberta has significant renewable energy potential – including wind, bioenergy, geothermal and hydro – but requires the implementation of strong provincial

policies designed to support renewable energy and energy efficiency deployment in the province. As these policies are developed municipalities need to have a distinct and clear voice to ensure that specific needs and supports are met.¹⁴

- The Alberta Municipal Services Corporation (AMSC), a wholly owned subsidiary of the Alberta Urban Municipalities Association (AUMA), provides energy services. The AMSC Energy Program was launched at the time Alberta deregulated its electric utility industry in response to member's needs. The AUMA membership participating in the program has benefited since the program's inception in 2001 through the cost effective supply of aggregated energy including optional Green Power. The 2014 AMSC Energy Program is the RIGHT PRODUCT, the RIGHT PARTNERSHIP, and the RIGHT PRICE to Municipalities, Municipally Related Organizations and Not for Profit Organizations in Alberta for Natural Gas, Electricity and Green Power.¹⁵

¹ City of Edmonton. 2014. http://www.edmonton.ca/city_government/news/2014/city-of-edmonton-plugs-in-new-electricity-contract.aspx

² Government of Alberta, Alberta Energy. "Alberta's Provincial Energy Strategy" page 7.

³ <http://www.epa.gov/greenpower/gpmarket/rec.htm>

⁴ Government of Alberta, Alberta Energy. "Alberta's Provincial Energy Strategy" page 10

⁵ Edmonton Journal. "Long-awaited Alberta renewable energy strategy still in limbo"

<http://www.edmontonjournal.com/Long+awaited+Alberta+renewable+energy+strategy+still+limbo/9683671/story.html>

⁶ AUMA, **Energizing Municipalities: Alberta Urban Municipalities Association –Draft Energy Reference Guide-** page 4. http://www.auma.ca/live/digitalAssets/65/65867_Energy_Reference_Guide.pdf

⁷ http://www.edmonton.ca/city_government/news/2014/city-of-edmonton-plugs-in-new-electricity-contract.aspx

⁸ <http://www.albertaenergyproviders.com/renewable-energy-alberta.html>

⁹ <http://www.pollutionprobe.org/whatwedo/greenpower/consumerguide/alberta.htm>

¹⁰ Government of Alberta, <http://www.infrastructure.alberta.ca/3813.htm>

¹¹ <http://www.albertaenergyproviders.com/renewable-energy-alberta.html>

¹² Calgary Herald. "Wind, solar proponents have high hopes for Alberta renewable energy framework Policy promised in throne speech." By Amanda Stephenson, March 4, 2014

¹³ Calgary Herald. "Wind, solar proponents have high hopes for Alberta renewable energy framework Policy promised in throne speech." By Amanda Stephenson, March 4, 2014

¹⁴ Pembina Institute, <http://www.pembina.org/re/work/provincial-policy> May 2014

¹⁵ http://www.auma.ca/live/digitalAssets/70/70898_Template_-_2014_AMSC_Energy_Program_-_Council_RFD_-_Feb_5_2013.pdf

AUMA RESOLUTION

Contaminants in Water

Whereas chemicals and biochemicals are used for health care and other purposes and contribute to improved living standards for society.

Whereas there is a growing concern of the impacts that these substances have on the environment and potentially human health as they become contaminants within terrestrial and aquatic environments.

Whereas contaminants, including pesticides, herbicides, hydrocarbons, Pharmaceuticals and Personal Care Products (PPCPs) (e.g. flushable wipes), enter the aquatic environment through a variety of sources including municipal wastewaters, industrial releases, agribusiness and other sources.

Whereas PPCPs comprise a diverse collection of chemical and biochemical substances, including antibiotics, hormones, medications, fragrances, cosmetics and products used by agribusiness to boost growth or health of livestock.

Whereas in the past decade analytical methods have been developed to identify and quantify the presence of PPCPs and other contaminants in water and research has begun on the potential impact these contaminants may have on the aquatic environment.

Therefore be it resolved that the AUMA advocate that the province, in collaboration with the federal government:

- Inform municipalities with respect to current knowledge related to the risks associated with PPCPs and other contaminants in Alberta's aquatic environments.
- Consult with municipalities with respect to government plans to advance knowledge and develop best management practices, guidelines and regulations related to PPCPs and other contaminants.
- Collaborate with municipalities to identify, study, and monitor contaminants within Alberta aquatic environments, particularly surface waters used as drinking water sources or wastewater receiving streams, and to evaluate the potential risks associated with each water body.

And further be it resolved that once guidelines and regulations have been established, AUMA advocate that the province, in collaboration with the federal government:

- Work collaboratively with rural and urban municipalities to develop source control programs (e.g. education, best management practices, monitoring, enforcement) and treatment processes to reduce harmful contaminants within their waste streams.
- Provide funding to municipalities to support source control programs and construct/upgrade treatment facilities to reduce harmful levels of targeted contaminants.

Certified to be a true copy of a resolution passed by Red Deer City Council on Monday, May 26, 2014


Frieda McDougall
City Clerk

Background:
Contaminants in Water

The Guidelines for Canadian Drinking Water Quality are established by the Federal-Provincial-Territorial Committee and published by Health Canada. Each guideline is based on current, published scientific research as it relates to the health effects, aesthetic effects and operational considerations for each contaminant; which municipalities monitor with respect to their potable water. The Canadian Council of ministers of the Environment recently created a Canada Wide Strategy which proposed new regulations for wastewater effluent. Municipalities monitor their wastewater effluent for these contaminants prior to discharging to receiving streams and report them to the Federal Government. However, many pharmaceuticals and personal care products (PPCPs) along with other contaminants are not well monitored as they are not yet a part of the regulations.

The US Environmental Protection Agency states that "Studies have shown that pharmaceuticals are present in our nation's waterbodies. Further research suggests that certain drugs may cause ecological harm." They also indicate that "To date, scientists have found no evidence of adverse human health effects from PPCPs in the environment."

PPCPs in aquatic environments is an emerging concern to many people, organizations and governments. While there has been considerable research done on the topic, no best management practices, guidelines or regulations appear to have been developed in Canada or the U.S. with respect to PPCPs in source water or waste streams.

Additional information can be found at the following websites:

1. Pharmaceuticals and Personal Care Products in the Canadian Environment: Research and Policy Directions – Workshop Proceedings; NWRI Scientific Assessment Report Series No. 8; Environment Canada, et. al. <https://www.ec.gc.ca/inre-nwri/Default.asp?lang=En&n=C00A589F-1>
2. Environment Canada began conducting monitoring for PPCPs on several water ways across Canada in 2008. The following link provides the program overview, objectives and parameters measured: <https://www.ec.gc.ca/scitech/default.asp?lang=en&n=FDfE3DAA-1>
3. The US Environmental Protection Agency provides information with respect to PPCPs at the following links: <http://www.epa.gov/ppcp/>;
<http://www.epa.gov/esd/chemistry/images/303ecb04db.pdf>

4. The United States Geological Survey (USGS) is undertaking research on a variety of emerging contaminants in the environment as outlined at the following link:
<http://toxics.usgs.gov/regional/emc/>
5. The New England Interstate Water Pollution Control Commission website related to Pharmaceuticals and Personal Care Products (PPCPs) can be found at the following link:
<http://www.neiwpcc.org/ppcp/>

AUMA RESOLUTION

FCSS Funding

Whereas in 2006, 2007 and 2010 the AUMA adopted resolutions calling on the Provincial Government to provide greater support to Family & Community Support Services (FCSS) as outlined in the following operative clauses:

2006:

Now Therefore be it Resolved that the Alberta Urban Municipalities Association urge the Government of Alberta to continue its support of the FCSS partnership between the province and municipalities utilizing local autonomy and decision making

And Further that the province be urged to renew and strengthen its support and commitment to FCSS.

2007:

Now Therefore be it Resolved that the AUMA calls on the Alberta government to provide an immediate increase in Provincial FCSS funding to help community agencies address their human resources and service demand crisis now;

Further be it Resolved that the AUMA further calls upon the Alberta government to invest in a three-year social infrastructure plan (2008-2011) that will establish Alberta as a world leader in supporting quality of life in strong, healthy and connected communities. A component of this plan should include at least \$100 Million in Provincial funding for the FCSS Program by 2010.

2010:

Now Therefore be it Resolved that the Alberta Urban Municipalities (AUMA) request the Government of Alberta to increase provincial funding to municipalities for Family and Community Support Services (FCSS) to \$100 million dollars (currently \$75.7), thereby relieving the pressure on crisis intervention and prevention services; and

Whereas in response to the 2010 resolution the Minister of Human Services in a meeting with the AUMA Executive Committee acknowledged the importance of FCSS programs but indicated there is tremendous pressure on income support programs and child protection that he will be unable to increase the funding in 2013; and

Whereas the FCSS Association issued a media release dated March 20, 2014 outlining its discouragement and concern about the 2014 Human Services projected budgets for the next two years and the lack of increases for FCSS programs since 2009 which will result in FCSS funding be flat-lined for 8 years; and

Whereas FCSS programs with its primary mandate of early intervention have significant impacts on the reduction and prevention of crime; and

Whereas the social costs of crime including policing, health care and corrections are significant items in budget expenditures;

Therefore be it resolved that the Alberta Urban Municipalities Association request the Government of Alberta to increase FCSS Program funding commensurate to population growth and annual Inflation to ensure the sustainability of these essential programs.

Certified to be a true copy of a resolution passed by Red Deer City Council on Monday, May 26, 2014



Frieda McDougall
City Clerk

Background:
FCSS Funding

See attached media release.

For Immediate Release

March 20, 2014

FCSS FUNDING FLAT-LINED FOR 8 YEARS IN ALBERTA HUMAN SERVICES BUDGET

Family and Community Support Services (FCSS) offices across Alberta are discouraged and concerned about the 2014 Human Services budget and projected budgets for the next two years, as the Alberta government failed again to increase funding to the FCSS Program.

There has not been an increase to provincial FCSS funding since April 2009. With the projected lack of increase for another 2 years, FCSS will be flat-lined for 8 years. All while cost pressures on preventive social services agencies continue to grow as Alberta experiences tremendous population growth.

Family and Community Support Services is an 80/20 cost-shared funding partnership between the Province and municipalities or Métis settlements, since 1966. Over 320 municipalities and Métis settlements participate in the provincial FCSS Program, ensuring that Albertans have access to a strong network of prevention supports and social services. FCSS funding to community agencies provides services to Alberta's most vulnerable seniors, children, youth, adults, newcomers. In many rural communities, the municipal FCSS program is the first line and the last line of contact for residents.

Over half of the 320 municipalities with FCSS programs now contribute far more than the required 20%. And expectation is growing from these municipalities for the Province to also increase its share of the funding.

FCSS program staff and volunteers in every corner of the province have been instrumental in supporting the recent roll out of the provincial Social Policy Framework and Poverty Reduction Strategy, by organizing and facilitating community conversations to provide comprehensive input into

the plans. FCSS strongly supports the government's goals and outcomes of the Social Policy Framework.

Human Services Minister Manmeet Bhullar has stated that his ministry should be focusing more on proactive, prevention to support intervention, and that collaborative, non-siloed approaches are necessary. This is exactly the way FCSS staff and volunteers have worked in communities for over 40 years. Sustainability of the FCSS Program is at the tipping point. A flat-lined budget for 8 years equates to a budget cut that doesn't account for population growth or annual inflation.

Not only is Family and Community Support Services falling farther behind in its ability to simply maintain its level of preventive supports to Albertans, in many cases, services must now be reduced or eliminated - there is no room for expanding the important work.

If the ministry is increasingly investing in prevention across its program areas, and all program areas received a budget increase, why is Family and Community Support Services not included?

-end-

Media inquiries may be directed to:

Jeff Carlson, President

Family and Community Support Services Association of Alberta

Cell: 403-360-7550

jeff.carlson@lethbridge.ca

AUMA RESOLUTION

Mandatory Vehicles Emissions Testing

Whereas the population of Alberta is expected to continue to grow in the coming years, along with the number of registered vehicles on our roads; and

Whereas Alberta reported over 3.1 million registered vehicles in 2012, a 9.5% increase from 2008¹,

Whereas, automotive emissions from cars, trucks, and buses are a significant contributor to smog, air pollution, and the emission of green house gases (GHG); and

Whereas automotive emissions can have a significant negative impact on air quality in our communities and Province; and

Whereas most drivers of older vehicles do not regularly test for emissions and therefore, may not be aware of repairs or maintenance needed to their vehicle to reduce their emissions, and could benefit from increased awareness and public education relating to the types of emissions and impacts associated with vehicle emissions,

Whereas The Government of Alberta released a renewed clean air strategy in 2012 indicating it has been a global leader in its approach to air quality management but admitting that "many non-point source emissions remain largely unmanaged and additional management tools are required"²

Whereas there are high health and environmental costs to the pollution generated by vehicle emissions which are often borne by individuals, tax payers, and local municipalities,

Whereas other provincial governments including Quebec, British Columbia, and Ontario have instituted mandatory vehicles emissions testing programs, at least in portions of their provinces, demonstrating the process is possible, and

Whereas Alberta already requires inspection of all incoming inspection of vehicles entering Alberta for safety and could conceivably expand the process to require air emissions testing of older vehicles, and expand the process to include all trucks, passenger vehicles, and buses being registered once they are a set age and older (excluding those vehicles that do not generate emissions such as electric vehicles), and

Whereas many municipalities have been investing time and resources into local sustainability initiatives to reduce green house gas emissions, and put significant effort and pride into having clean, healthy communities, but have little control over the regulation of vehicles emissions into the air from older vehicles;

¹ Government of Alberta, Alberta Transportation, Office of Traffic Safety, Number of Motorized Vehicles Registered in Alberta as of March 31 2008-2012. Vehicle Geographical Reports (SDGEO030)

² Clearing the Air: Alberta's Renewed Clean Air Strategy, Alberta Government, 2012 page 6.

Therefore be it resolved that Alberta Urban Municipalities Association urge the Province of Alberta to institute mandatory vehicles emissions inspection and maintenance program for all older trucks, buses, and passenger vehicles being registered in the Province of Alberta to reduce vehicle emissions of smog-causing pollutants by requiring vehicles to undergo an emissions test, identify emission problems, and have them repaired.

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Frieda McDougall
City Clerk

Background:

Mandatory Vehicles Emissions Testing - Background

- Between 2008 and 2012 the number of registered vehicles in Alberta rose from 2,906,963 to 3,183,871³

- Older vehicles are commonly defined as anywhere from five to ten years of age and older, however this does vary from jurisdiction to jurisdiction. As a program is developed for Alberta it would be crucial to look to best practices and to specifically define a set age of vehicles to be tested in this province.

- Vehicle emissions are a leading source of air contaminants / air pollution, emitting about a third of total greenhouse gases (GHG) and a range of harmful contaminants into the air including nitrogen oxide, carbon monoxide, particulate matter, volatile organic compounds, sulphur dioxide and ammonia.⁴

- Air pollution is directly linked to respiratory illness, some types of cancer, and premature births all of which have significant impact in terms of loss of life as well as health treatment costs.⁵

- The Heart and Stroke Foundation reports, since the early 1990s, documented increased rates of heart attack, and more hospitalizations for serious heart diseases such as heart failure, and stroke, after both short and long-term exposure to polluted air.⁶

³ Government of Alberta, Alberta Transportation, Office of Traffic Safety, Number of Motorized Vehicles Registered in Alberta as of March 31 2008-2012. Vehicle Geographical Reports (SDGEO030)

⁴ BCGEU, Renewing Our Commitment to Clean Air in BC. *The Case for Continuing Mandatory Light-Duty Vehicle Emissions Testing by the AirCare Program* MARCH 2014

⁵ BCGEU, Renewing Our Commitment to Clean Air in BC. *The Case for Continuing Mandatory Light-Duty Vehicle Emissions Testing by the AirCare Program* MARCH 2014

⁶ <http://www.canada.com/calgaryherald/news/story.html?id=5f60ddd6-162b-4b05-af1a-dd086c32d23f>

- The Lower Mainland area and Fraser Valley of British Columbia have an emissions testing program in place since 1992 called air-care⁷. The program is in place to provide light-duty vehicle emissions testing until December 31, 2014. The Province of BC announced that light-duty vehicles will no longer require emissions testing after this date. After 2014, BC is re-directing the program to testing heavy duty diesel vehicles (e.g. backhoes, forklifts). The BC Government felt that they had achieved their objectives with the light duty program and wanted to focus on a new area. Additional considerations were the fact that the Lower Mainland has seen large increases in transit use/system expansion since 1992. And that BC's government has put many incentives into electric vehicle infrastructure to encourage these over gas cars in recent years. So for these reasons the program will see re-purposing to focus on another large air pollution offender - heavy duty equipment.
- BC's Aircare Program has taken 20,000 tonnes of CO2 yearly out of air in lower mainland which has meant a 30% drop in auto air pollution just since 2000.
- It is estimated that the annual health care cost savings in British Columbia's Lower Mainland and Fraser Valley by having an air care program that required mandatory vehicle emissions testing is \$30 million per year.⁸
- In addition to emissions testing, other vehicle-emissions programs in BC are diesel school bus retrofit program, Idle Free BC, a scrap-it program to simply remove older vehicles from the road all together, and incentives such as tax breaks for clean transportation options.⁹
- All vehicles deteriorate over time and can benefit from emission inspection and maintenance. Common repairs identified in other jurisdictions which require testing do not appear to be onerous as they include: replacing dirty oil, replacing dirty filters, new sparkplugs, repair of leaks, and replacing disabled equipment.
- It is important to note that equipment disabled by drivers (such as sensors) or after-market enhancements to achieve desired performance, sound or aesthetics occur in vehicles of all ages; not only older vehicles. While mandatory emissions testing would not reach drivers of newer vehicles who have made such changes, the general education and awareness program that accompanies and forms part of an emissions testing program would have the potential to influence all drivers.
- In Ontario, which requires all heavy duty diesel vehicles be tested and requires light-duty and non-diesel heavy duty vehicles in southern Ontario (Windsor to Ottawa corridor), the mandatory checks have led to repairs that have reduced smog emissions by over one-third.¹⁰
- In comparison, Alberta has no provincial vehicle emissions air care programs.

⁷ Province of British Columbia. www.env.gov.bc.ca

⁸ BCGEU, Renewing Our Commitment to Clean Air in BC. *The Case for Continuing Mandatory Light-Duty Vehicle Emissions Testing by the Air-Care Program* MARCH 2014

⁹ Province of British Columbia. www.env.gov.bc.ca

¹⁰ <http://www.ontario.ca/driving-and-roads>

- According to the Canadian Heart and Stroke Foundation's Report Card on Canadians' Health Alberta scores poorly in air reports, with levels of particulate matter ranking close to B.C.'s Lower Mainland and air quality in Alberta very close to poor Ontario and Quebec levels.¹¹
- Alberta is responsible for one-third of Canada's air pollution emissions.¹²
- In 2012 Alberta released an air care strategy identifying that clean air is a key issue for Albertans.
- In 2012, communities in Alberta including The city of Edmonton and The city of Red Deer exceeded the air contaminants levels in the Canada wide standard. Both cities have been asked by the Province to engage in an air management plan. Other communities may be in danger of exceeding the standards as well. Efforts by the Province to address vehicle emissions from older vehicles would support municipalities which are working to improve their air quality.
- Therefore, the province is being asked to research, design, and institute a program for annual mandatory emissions testing for all older heavy and light duty trucks, buses, and passenger vehicles. The intent is to show leadership on addressing air quality concerns in our province and to ensure that older vehicles are well maintained to preserve health and well-being of all Albertans and our natural environment.

¹¹ <http://www.canada.com/calgaryherald/news/story.html?id=5f60ddd6-162b-4b05-af1a-dd086c32d23f>

¹² <http://www.canada.com/calgaryherald/news/story.html?id=5f60ddd6-162b-4b05-af1a-dd086c32d23f>

AUMA RESOLUTION

Pollinator Protection

Whereas humanity relies upon bees and other pollinating insects to pollinate 2/3 of the world's food crops, and

Whereas pollinators are a keystone species upon which the health of many others species are dependent, and

Whereas pollinator habitat is being lost and threatened around the globe due to development and agricultural practice, including pesticide use, and

Whereas the Province of Alberta would benefit by the identification, protection and enhancement of pollinator habitat, and

Whereas the economic value of native pollinators is estimated to be over \$3 billion per year in North America, and

Whereas fruits and seeds derived from insect pollination are a major part of the diet of approximately 25 percent of all birds, and of mammals ranging from red-backed voles to grizzly bears, and

Whereas native pollinators can be more efficient and effective pollinators than non-native species, and

Whereas some of our indigenous plant species rely on specific Indigenous pollinator species for successful pollination and thus the continuation of their species, and

Whereas recently published research indicate a decrease in some of Alberta's indigenous bumblebee populations, including the rusty-patched bumblebee which is now listed as an endangered species in Canada, and

Whereas European honeybees, which are now used for pollination around the world, are also declining in numbers, and

Whereas plants play a key role in the prevention of soil erosion and fuel the nutrient cycle by decomposing and absorbing nutrients, and close to 70% of the world's plants rely on pollinators for fertilization and reproduction, and

Whereas pollinator gardens and parks throughout the Province could provide habitat for native pollinators and an opportunity to create awareness in the Province about the importance of pollinators and their habitat, and

Whereas the creation of pollinator parks and gardens that do not require the use of pesticides will therefore create a healthier environment to protect not only pollinators but also human health, and

Whereas the use of pesticides is one of the main hazards to pollinator health,

Therefore be it Resolved that the Alberta Urban Municipalities Association urge the Province of Alberta to change the Environmental Protection and Enhancement Act and Pesticide Regulations to restrict the sale and use of neonicotides.

Certified to be a true copy of a resolution passed by Red Deer City Council on Monday, May 26, 2014



Frieda McDougall
City Clerk

Background:

Pollinator Protection

Neonicotides and related pesticides are prevalent in insecticides and are not a factor in any herbicides. Agricultural producers, home gardeners and commercial users are the primary users of these products and are the most significant contributors to pollinator habitat degradation. Public education and environmental initiatives are required to inform Alberta residents of the importance of providing habitat and reducing insecticide use.

<http://davidsuzuki.org/blogs/science-matters/2009/04/if-the-bees-disappear-well-all-be-stung/>

<http://www.xerces.org>

<http://wildlifepreservation.ca/species-in-need/canadian-species/rusty-patched-bumble-bee/>

<http://www.calgaryherald.com/news/calgary/Declining+populations+pose+threat+food+crops+Alber+ta+around+globe/8031808/story.html>

http://en.wikipedia.org/wiki/List_of_crop_plants_pollinated_by_bees

http://en.wikipedia.org/wiki/Northern_Nectar_Sources_for_Honey_Bees

<http://pollinator.org/index.html>

<http://www.panna.org/publication/generation-in-jeopardy>

AUMA RESOLUTION

School Site Infrastructure

Whereas studies show that more children are being driven to school and have less options for walking and biking; and

Whereas the planning of school sites must take into consideration the transportation requirements and needs of the families that will be attending the school; and

Whereas school site planning should not have to make a choice between playgrounds and parking lots to ensure safe transportation and address congestion; and,

Whereas changing behaviors of children and parents require creative solutions that are safe and fun; and

Whereas a walking school bus is a group of children walking to school with one or more adults and can be as informal as two families taking turns walking their children to school to as structured as a route with meeting points, a timetable and a regularly rotated schedule of trained volunteer; and

Whereas parents often cite safety issues as one of the primary reasons they are reluctant to allow their children to walk to school and providing adult supervision may help reduce those worries for families who live within walking or bicycling distance to school; and

Whereas a goal of The City of Red Deer's Environmental Master Plan (2011) in the area of Transportation is to partner with school boards to implement a walking school bus to encourage children to walk recognizing the health and environmental benefits; and

Whereas vehicular congestion at school sites continues to be identified as a significant health, safety and environmental concern; and

Therefore be it resolved that The City of Red Deer request that the Alberta Urban Municipalities Association raise this issue to the Province of Alberta, specifically the Minister of Education, in collaboration with local authorities, to request leadership in developing policy direction with respect to safe transportation initiatives including but not limited to the walking school bus that can:

- enhance student safety
- resolve congestion concerns
- support environmental initiatives
- reduce the need for larger school sites to accommodate parking; and

Further be it resolved, that in the absence of policy direction, the Province look at appropriate school site planning that considers catchment areas, the need for increased parking and drop off areas that increase safety and decrease congestion.

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Frieda McDougall
City Clerk

Background:

School Site Infrastructure

A walking school bus provides a focus on a safer way to get to school. Protecting our environment through the reduction of automobile use and encouraging alternatives such as cycling, walking or public transit will promote healthy lifestyles.

[http://www.reddeer.ca/City+Government/City+Services+and+Departments/
Environmental+Services/Environmental+Initiatives/Environmental+Master+Plan.htm](http://www.reddeer.ca/City+Government/City+Services+and+Departments/Environmental+Services/Environmental+Initiatives/Environmental+Master+Plan.htm)
<http://www.walkingschoolbus.org/>
<http://www.saferoutestoschool.ca/walking-school-bus>

AUMA RESOLUTION

Provision of High School Sites

Whereas Alberta Education requires school sites to be available and serviced to the property line by the municipality prior to a new school project being announced for a community; and

Whereas the current provision of school sites through the dedication of municipal reserve (MR) works well for elementary and middle schools, and

Whereas the necessary land for a high school is larger than the Municipal Reserve (MR) dedication; and

Whereas this need for a larger site for high schools necessitates the purchase of additional land and servicing costs to enable the necessary high school to be built with this cost being borne by the municipal tax payers; and

Whereas municipalities and local school authorities must continue to work together to identify appropriate sites for schools in their communities, and

Whereas education is a community benefit but a provincial responsibility;

Therefore be it resolved that the Alberta Urban Municipalities Association request that Municipal Affairs and Alberta Education develop the necessary policy and legislation to ensure all costs related to the provision of the larger high school sites, land, services, and other school related infrastructure such as parking lots and playing fields be the responsibility of the provincial government.

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Frieda McDougall
City Clerk

Background:

Provision of High School Sites

The School Capital Manual of the Alberta Education/Alberta Infrastructure dated January 2012 states that "the approved budget for Building Construction Costs is to be used for the physical construction of the school facility and normal site development costs incurred when undertaking a typical school construction project... (Page 21). "Furthermore it states: "The Total Project Cost does NOT include extraordinary site costs, site acquisition, access roads to the site, services to the site, or any other landscaping features beyond a five-metre perimeter of the building envelope. The school jurisdiction

should work with the local municipality and the site developers to ensure these items are addressed."(Page 22)



May 7, 2014

Review of the RIN – Residential (Narrow Lot) District
and the RIG – Residential (Small Lot) District
Land Use Bylaw Amendment No. 3357/F-2014
RIG Residential (Small Lot) District Pilot Project

Planning Department

Report Summary & Recommendation:

In May 2011, City Council passed the following resolution (Bylaw 3217/B-2011):

“**Resolved** that Council hereby agrees that the RIG land use serve as a pilot within the Lancaster/Vanier East Neighbourhood Area Structure Plan and that Council review our Neighbourhood Standards and Guidelines and has a workshop to establish our vision for housing options prior to consideration of RIG zoning within other Plan areas.”

As part of the resolution, City Council informally suggested that administration undertake a review of the RIN district, concurrently with the RIG review, to determine if either of these small/narrow lot districts required any updating and/or amendments.

The Planning department has completed its review of both the RIN – Residential (Narrow Lot) District and the RIG – Residential (Small Lot) District. The background review report is attached to the agenda for City Council to review.

The Planning department is proposing amendments, Land Use Bylaw Amendment No. 3357/F-2014, to both the RIN and RIG Districts as a result of the review. The Planning department recommends Council approve Land Use Bylaw Amendment No. 3357/F-2014.

Review of the RIN and RIG Districts were presented to the Municipal Planning Commission, who at their meeting of May 7, 2014, supported the proposed Land Use Bylaw Amendment 3357/F-2014 and recommend its approval to City Council.

The proposed amendments for each of the districts are as follows:

RIN Amendments

1. Reduce front yard setback to minimum 4.5 m.
2. Remove regulation restricting that no more than 33% of the “net residential area” shall be developed as RIN.



3. Add “Home occupations which will generate additional traffic” as a use to the Discretionary Use table.
4. Add a requirement that home occupations generating traffic shall provide one additional onsite parking stall at the rear of the property.
5. Add a requirement that all new RIN development and home occupations that generate traffic shall provide a walkway connection from the rear parking stalls to the primary dwelling.
6. Remove wording from section 2(e) requiring that housing setbacks shall be staggered.

RIG Amendments

1. Add “Home occupations which will generate additional traffic” as a use to the Discretionary Use table.
2. Remove the maximum 33% of “net residential area” design criteria requirement for combined RIG and RIN developments.
3. Add a design criteria requirement that all bi-level and 2 story RIG homes must contain developed floor space over a minimum of 40% of the front attached garage area.
4. Add a design criteria requirement that for all bungalow style RIG Dwelling Units, the setback distance of the front face of the living portion of the home from the front face of the attached garage shall not exceed 5 m.

The Planning department is also recommending that City Council pass a resolution indicating that the RIG Residential (small lot) District be deemed a successful pilot project and that this district is made available city-wide to the development industry as a sustainable form/choice of housing.

Review of the RIG Residential District pilot project was presented to the Municipal Planning Commission, who at their meeting of May 7, 2014, supported the RIG District housing form as being a successful pilot and recommends to City Council the use and availability of the RIG Residential District on a city-wide basis.

City Manager Comments:

I support the recommendation of Administration that Council consider first reading of Land Use Bylaw Amendment 3357/F-2014, amendments to the RIN- Residential (Narrow Lot) District and RIG – Residential (Small Lot) District. If first reading of the bylaw amendment is given, a Public Hearing would then be advertised for two consecutive weeks to be held on Monday, June 23, 2014 at 6:00 p.m. during Council’s regular meeting.

Craig Curtis
City Manager



Proposed Resolutions:

Resolved that Council of The City of Red Deer, having considered the report from the Planning Department, dated May 7, 2014, re: Review of the RIN – Residential (Narrow Lot) District and the RIG – Residential (Small Lot) District, Land Use Bylaw Amendment 3357/F-2014, RIG Residential (Small Lot) District Pilot Project, hereby endorses the recommendation that the RIG District Pilot Project is a success and that the RIG District be made available city wide to the development industry as a sustainable form/choice of housing.

That Council consider first reading of Land Use Bylaw Amendment 3357/F-2014 at this time.

Report Details

Background:

Since the Council resolution in 2011, the City's *Neighbourhood Planning Guidelines and Standards* have been amended and superseded by the *Neighbourhood Planning and Design Standards* (NPDS). The NPDS serve as a 'guidebook' for good neighbourhood design and are governed by neighbourhood planning principles which have been endorsed by City Council through various workshops with administration in 2013. The neighbourhood planning principles help achieve the City's Strategic Plan to "support a healthy, vibrant, and sustainable community".

The RIN district and the RIG district support various neighbourhood planning principles set out in the *Neighbourhood Planning and Design Standards*.

RIN development directly supports the following neighbourhood planning principles:

- **Principle 4: Compact Urban Form and Density** - RIN development increases dwelling unit density within a neighbourhood as the RIN district is a narrow lot product and requires less land than the typical RI lot.
- **Principle 6: Housing Opportunity and Choice** - RIN development provides an additional housing option that is affordable compared to other detached single family products.
- **Principle 8: Safe and Secure Neighbourhoods** - RIN development increases safety and security as it does not permit front attached garages which can reduce visibility to the street.

RIG development directly supports the following neighbourhood planning principles:

- **Principle 4: Compact Urban Form and Density** - RIG development increases dwelling unit density within a neighbourhood as the RIG district is a small lot product and requires less land than the typical RI lot; and



- **Principle 6: Housing Opportunity and Choice** - RIG development provides an additional housing option that is affordable compared to other detached single family products.

The amendments to the RIN and the RIG Districts will align these residential districts to the City's new *Neighbourhood Planning & Design Standards*, and will contribute to creating better neighbourhoods as the amendments will enhance the streetscape appeal of these housing types.

Discussion:

The Planning department is proposing the following amendments to the RIN and RIG Districts:

RIN District Amendments	
Proposed Amendment	Rationale
1. Reduce front yard setback to minimum 4.5 m (current LUB setback regulation min. is 5 m).	<ul style="list-style-type: none"> • RIN District does not allow front driveways or front garages. • Brings home closer to the street to increase streetscape appeal and community interaction. • Enhances the backyard space and reduces under-utilized front yard space. • Amendment is supported by RIN homeowners, the general public, City departments, and the development community.
2. Remove regulation restricting that no more than 33% of the "net residential area" shall be developed as RIN.	<ul style="list-style-type: none"> • <i>Neighbourhood Planning & Design Standards</i> no longer regulates the amount of RIN development permitted in a neighbourhood. • Instead, the standards require that each neighbourhood provides a variety of at least four housing types. • Historically, NASP's have not been designating near the maximum 33%. • Amendment is supported by administration.
3. Add "Home occupations which will generate additional traffic" as a use to the Discretionary Use table.	<ul style="list-style-type: none"> • All residential districts, besides the RIN and the RIG district, allow home occupations that will generate additional traffic as discretionary uses. • Creates consistency between residential districts. • Amendment is supported by



	administration.
4. Add a requirement that home occupations generating traffic shall provide one additional onsite parking stall at the rear of the property.	<ul style="list-style-type: none"> To alleviate parking issues caused by the home occupation. Amendment is supported by administration.
5. Add a requirement that all new RIN development and home occupations that generate traffic shall provide a walkway connection from the rear parking stalls to the primary dwelling.	<ul style="list-style-type: none"> To facilitate ease access to the home, particularly in winter. Amendment is supported by administration.
6. Remove wording from section 2(e) requiring that housing setbacks shall be staggered.	<ul style="list-style-type: none"> The front yard setback is a minimum standard and intuitively allows housing setback flexibility. The RIN district is the only residential district requiring housing setbacks to be staggered. Amendment is supported by administration.

<u>RIG District Amendments</u>	
Proposed Amendment	Rationale
1. Add “Home occupations which will generate additional traffic” as a use to the Discretionary Use table.	<ul style="list-style-type: none"> Consistency with all other residential districts, which currently allow “home occupations that will generate additional traffic” as a discretionary use (same change as proposed to RIN District). Amendment is supported by administration.
2. Remove the maximum 33% of “net residential area” design criteria requirement for combined RIG and RIN developments.	<ul style="list-style-type: none"> Development trends in all city NASP approved neighbourhoods show that at most, only about half of the neighbourhood’s allowable 33% combined RIG and RIN developments are being realized. The new <i>City Neighbourhood Planning & Design Standards</i> no longer contains any maximum area criteria for RIG and/or RIN developments. Amendment is supported by administration.
3. Add to the RIG District, a design criteria requirement that all bi-level and 2 story RIG homes must contain developed floor space over a minimum of 40% of the front attached garage area.	<ul style="list-style-type: none"> Significantly reduces the dominance of the mandatory front double attached garage. Amendment is supported by administration. The only developer currently providing RIG lots and the



	Central Alberta Home Builders Association did not object to this new requirement.
4. Add to the RIG District, a design criteria requirement that for all bungalow style RIG Dwelling Units, the setback distance of the front face of the living portion of the home from the front face of the attached garage shall not exceed 5 m.	<ul style="list-style-type: none"> • Reduces the dominance of the mandatory front double attached garage. • Amendment is supported by administration The only developer currently providing RIG lots and the Central Alberta Home Builders Association did not object to this requirement.

The Planning department is also proposing that City Council pass a resolution indicating that the RIG Residential (small lot) District be deemed a successful pilot project and that this District now be made available city-wide to the development industry as a sustainable form/choice of housing.

<u>RIG District Pilot Project</u>	
I. Recommended that Council pass a resolution to allow the RIG District to be made available city-wide to all developers and neighbourhoods.	<ul style="list-style-type: none"> • The review presented a positive analysis of the RIG Residential (small lot) District pilot project. • The <i>Neighbourhood Planning and Design Principles</i> support the RIG District. • Recommendation is supported by administration, local developers and the Central Alberta Home Builders Association.

Analysis:

The proposed amendments to the RIN and RIG Districts are a result of the research, consultation, analysis, and concluding recommendations established within the RIN and RIG Districts review.

The consultation process gathered significant input and information around building, designing, marketing, and ownership of RIN and RIG housing products. The consultation process took various forms, such as, discussions with city departments and local developers, a presentation to the Central Alberta home builders, a public news release, and letters/survey questionnaires to RIN and RIG homeowners.

In addition to the original contact made with RIN and RIG homeowners (survey questionnaire), administration sent these same landowners a follow-up summary of the review inviting further comments on the proposed Land Use Bylaw amendments. There were two comments received by administration but they were not related to the proposed amendments.



Notwithstanding that some of the comments received through the overall consultation process did not fully support all aspects of the narrow/small lot form of detached housing (e.g. higher density, RIN parking issues, RIG front garages), the majority of responses provided were overall supportive of these districts continuing in the city.

The Municipal Planning Commission supports proposed Land Use Bylaw Amendment 3357/F-2014 and supports the RIG Residential District as a being successful pilot and to now allow the use of this district on a city-wide basis.



MUNICIPAL PLANNING COMMISSION

Date: May 7, 2014
To: Red Deer City Council
From: Municipal Planning Commission
Subject: Review of the RIN and RIG Districts

At the May 7, 2014 meeting of the Municipal Planning Commission, the Commission discussed the review of the RIN – Residential (Narrow Lot) District, and the RIG – Residential (Small Lot) District, Land Use Bylaw Amendment No. 3357/F-2014. The motion as set out below was introduced and passed:

“Resolved that the Municipal Planning Commission, having considered the report by the Planning Department dated April 16, 2014 re Review of the RIN – Residential (Narrow Lot) District and the RIG – Residential (Small Lot) District, Land Use Bylaw Amendment No. 3357/F-2014, hereby endorses the approval of Land Use Bylaw Amendment 3357/F-2014 to amend the RIN and RIG Land Use Districts, 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 'Dianne Wyntjes'.

Dianne Wyntjes, Councillor
Acting Chair, Municipal Planning Commission

c: Tony Lindhout, Senior Planner
Dayna Nebozenko, Planner



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“Resolved that the Municipal Planning Commission, having considered the report by the Planning Department dated April 16, 2014 re Review of the RIN – Residential (Narrow Lot) District and the RIG – Residential (Small Lot) District, hereby endorses the recommendation that the RIG district pilot project is a success, and that the RIG district be made available city wide, 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 'Dianne Wyntjes'.

Dianne Wyntjes, Councillor
Acting Chair, Municipal Planning Commission

c: Tony Lindhout, Senior Planner
Dayna Nebozenko, Planner

BYLAW NO. 3357/F-2014

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 **4.3(1)(b) R1N Residential (Low Density) District Discretionary Uses Table** is amended by adding the following new Discretionary Use:
 - “(vii) Home occupations which will generate additional traffic subject to sections 4.3(2)(o) & (p) and 4.7(8).”

- 2 Section **4.3(2) R1N Residential (Narrow Lot) Regulations** is amended by adding the following new subsections:
 - “(o) Any Home occupation use which generates additional traffic shall be required to provide one additional on-site parking stall at the rear of the property.
 - “(p) A hard surfaced walkway connection, that can be shoveled, shall be provided between all on-site rear parking spaces and the primary dwelling unit.”

- 3 Section **4.3(2)(l) Table 4.3 R1N Regulations** is amended by deleting the existing ‘Front Yard Minimum’ and replacing it with the following new ‘Front Yard Minimum’ requirement:

“Front Yard Minimum	4.5 m”
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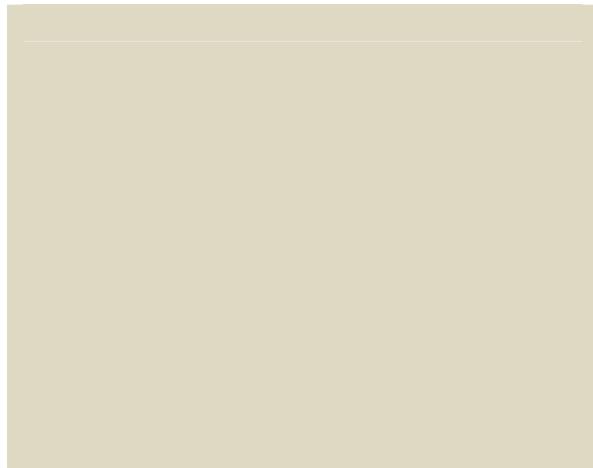
- 4 Section **4.3(2) R1N Residential (Narrow Lot) Regulations** is amended by deleting the following subsection:
 - “(j) No more than 33% of the ‘net residential area’ (i.e. the area of the land designated for residential use within a Neighbourhood Area Structure Plan) shall be developed for narrow lot housing (R1N).”

- 5 Section **4.3(2) R1N Residential (Narrow Lot) Regulations** is amended by deleting the following sentence from subsection (e):
 - “House setbacks shall be staggered.”

- 6 Section **4.3.1(1)(b) R1G Residential (Small Lot) District** is amended by adding the following new Discretionary Use:
 - “(vi) Home occupations which will generate additional traffic subject to section 4.7(8).”



Background Report: Review of the R1N Residential (Narrow Lot) District & R1G Residential (Small Lot) District



Planning Department
R1N & R1G Report
2014

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Average R1N Lot Sizes Data

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Bylaw 3156/00-98: 1998 R1N Land Use District

R1G Residential (Small Lot) District Appendix

2013 R1G Land Use District

R1G Site Drawing

Neighbourhoods Included in R1G District Review

R1G Lots Selected for Homeowner Survey by Neighbourhood

R1G Homeowner Survey

Bylaw 3217/B-2011: 2011 R1G Land Use District

Other

Land Use Bylaw Residential District Regulations

Public News Release

Canadian Home Builders Association R1N & R1G Presentation

1. OVERVIEW

The City of Red Deer has multiple residential land use districts within its Land Use Bylaw. Two of those residential districts are the R1N – Residential (Narrow Lot) District, adopted in 1998, and the R1G Residential (Small Lot) District, adopted in 2011. These districts have the common and distinct characteristic of having narrow/small lot frontages.

City Council adopted the R1G District as a pilot project in 2011, and at the time of Bylaw adoption, Council passed a formal resolution directing administration to review the R1G district upon build-out. As part of the resolution, City Council informally suggested that administration also concurrently undertake a review of the R1N district to determine if either of these small/narrow lot frontage districts required any updating and/or amendments.

R1N REVIEW

The review of the R1N district focuses on examining the R1N district's background, analyzing the development trends, identifying housing and architectural characteristics, and gathering feedback from the development community, R1N homeowners, and the general public. The R1N areas included in the review are: Deer Park (Devonshire), Kentwood Northeast (Kingsgate), Kentwood East, Lancaster (Lonsdale), Inglewood West, Vanier Woods, Johnstone Park, West Park (Westlake), and Timberstone Park. These neighbourhoods contain R1N development in various areas around the city (north, east, south, etc.), and have varying numbers of R1N lots built in various years.

R1G REVIEW

The review of the R1G district focuses on examining the characteristics and area impacts of the homes built under the current R1G development regulations to determine if this new district achieves the intended purpose of creating increased opportunity for more efficient utilization of land in small and comprehensively planned residential development clusters. Research undertaken includes an analysis of the R1G lots created (depth, width, parking, etc.) and outcomes from the public consultation process involving the development community, R1G homeowners, and the general public.

At the time of this R1G Residential (small lot) District review, only the Vanier East neighbourhood contained development on R1G lots. Although the Laredo (Lancaster East) neighbourhood contains a small number of subdivided and registered R1G lots, no homes as yet have been constructed on these lots. Both of these neighbourhoods were identified for R1G development as part of the Council approved R1G district and pilot project.

2. PLANNING FRAMEWORK

In 2011, City Council approved the *2012-2014 Strategic Direction*. With the adoption of the Direction came six Charters, one of which was the Design Charter. The Design Charter focuses on planning and urban design to create a welcoming, more walkable and environmentally sustainable community which accurately reflects the community's character and values. It encourages housing options, pedestrian routes, and allows for alternate forms of transportation and deliberate connections to parks, trails, and well-designed public spaces where people can meet and interact and feel a sense of belonging.

The following nine Design Principles were adopted to guide the *Neighbourhood Planning and Design Standards* to facilitate the building of great neighbourhoods:

1. Unique Neighbourhoods
2. Integrated Parks and Community Spaces
3. Mixed Land Uses
4. Compact Urban Form and Density
5. Multi-Modal Choice
6. Resilient and Low Impact Neighbourhoods
7. Safe and Secure Neighbourhoods
8. Housing Opportunity and Choice
9. Natural Areas and Ecosystem Enhancement

R1N RESIDENTIAL (NARROW LOT) DISTRICT

R1N development directly supports the following neighbourhood principles:

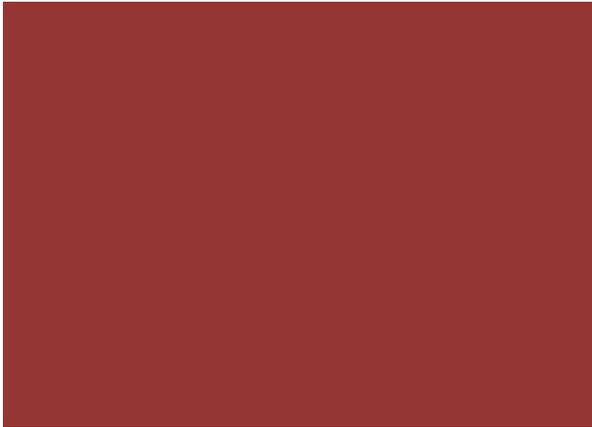
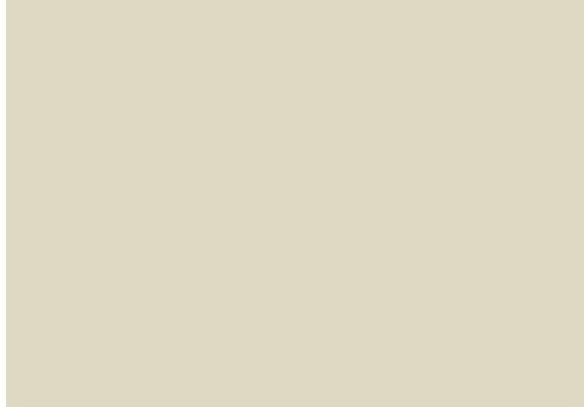
- Principle: 4: Compact Urban Form and Density - R1N development increases dwelling unit density within a neighbourhood as the R1N district is a narrow lot product and requires less land than the typical R1 lot.
- Principle 6: Housing Opportunity and Choice - R1N development provides an additional housing option that is affordable compared to other detached single family products.
- Principle 8: Safe and Secure Neighbourhoods - R1N development increases safety and security as it does not permit front attached garages which can reduce visibility to the street.

R1G RESIDENTIAL (SMALL LOT) DISTRICT

R1G development directly supports the following neighbourhood principles:

- Principle: 4: Compact Urban Form and Density - R1G development increases dwelling unit density within a neighbourhood as the R1G district is a small lot product and requires less land than the typical R1 lot; and
- Principle 6: Housing Opportunity and Choice - R1G development provides an additional housing option that is affordable compared to other detached single family products.

3. RIN RESIDENTIAL (NARROW LOT) DIRSTRIC REPORT



Planning Department
Date 2014



3.1 R1N HISTORY

TIMELINE

1992

- A local developer, Laebon Developments, became inspired by narrow lot housing that was being built in Calgary.
- The developer felt Red Deer should incorporate this type of residential development.
- The developer built a small number of narrow lot homes on Kemp Avenue, in Kentwood East, to demonstrate and pilot the new housing form.
- The first prototype R1N homes were built in 1993.

November 1998

- A Land Use Bylaw amendment, Bylaw 3156/OO-98, was brought forward to the Municipal Planning Commission (MPC) to add the R1N – Residential (Narrow Lot) District to the Land Use Bylaw.
- Municipal Planning Commission reviews the R1N district and passes the following resolution:
 - “THAT the Municipal Planning Commission recommend to City Council approval of Land Use Bylaw Amendment 3156/OO-98”
- Additional resolutions were passed by MPC in relation to special regulations:
 - For narrow lot housing developments in a subdivision, the minimum front yard allowed be 5 meters and that front yards be varied to provide aesthetic appeal.
 - Change ‘concrete parking pad’ to ‘a minimum of at least a gravel parking pad’.
 - Change the Development Officer “may” require... to the Development Officer “shall” require a graduated transition between housing styles...
 - Add to the bylaw that no more that 33% of the total area in a NASP can consist of narrow lot housing (R1N).
- Council gave first reading to Bylaw 3156/OO-98.

December 1998

- R1N district, Bylaw 3156/OO-98, given second and third reading by Council.

April 2006

- The City initiated amendments to the R1N district, Bylaw 3156/O-2006, to be approved by Council.
- Changed the side yard and front yard frontage minimums in the R1N district to avoid non-compliance with the Alberta Building Code
 - Amended side yard minimum from 1.2 m to 1.25 m
 - Amended the front yard frontage minimum from 10.4 m to 10.5 m
- Inspections and Licensing Department consulted multiple surveying companies and the Central Alberta Home Builders Association to determine recommended minimums.

May 2006

- Amendments to R1N district, Bylaw 3156/O-2006, given second and third reading by Council.

July 2013

- Planning department undertakes a review of the R1N district.

1998 R1N AND 2013 R1N DISTRICT COMPARISON

The chart below compares the R1N district regulations from when it was originally adopted in 1998 to today's 2013 R1N district. The bolded text exemplifies the changes that have occurred to the district since its adoption.

Requirements	1998 R1N District	2013 R1N District
Floor Area Min	-	Frontage in m x 6.0 m
Site Coverage	Max 45% (includes garage and accessory buildings)	Max 45% (includes garage and accessory buildings) Min 6 m x frontage
Building Height Max	2 storeys with a max of 8.5 m measured from the average of the lot grade	2 storeys with a max of 10.0 m measured from the average of the lot grade
Front Yard Min	5.0 m	5.0 m
Side Yard Min	Detached dwelling: 1.2 m except where the building flanks a public roadway (excluding a land or walkway) where the side yard on the flankage side shall be 2.4 m	Detached dwelling: 1.25 m except where the building flanks a public roadway (excluding a land or walkway) where the side yard on the flankage side shall be 2.4 m
Rear Yard Min	7.5 m	7.5 m
Lot Depth Min	36.6 m	36.6 m
Landscaped Area	35% of site area	35% of site area
Parking Spaces	2 stalls in the back of lot	2 stalls in the back of lot
Lot Area Min	Detached dwelling 380.0 m ²	Detached dwelling 380.0 m ²
Frontage Min	Detached dwelling 10.4 m	Detached dwelling 10.5 m
Lot Width at Rear of Lot	9.2 m	9.2 m

3.2 R1N ASSUMPTIONS

At the time of adoption, several assumptions were made as to the benefits the R1N district would bring to the community, and through the years the R1N district has been in place, additional assumptions have derived. The R1N report determines if these assumptions are accurate.

It is assumed that:

1. R1N housing is an affordable option to enter the detached single family housing market.
2. Most purchasers of R1N homes are first time home buyers.
3. Most occupants of R1N homes are single adults or young families. May also see the R1N home as a good option for empty nesters or independent seniors.
4. Most occupants of R1N homes intend to reside in the home for a short term – less than 5 years. As an example, the R1N home meets the individual’s current needs but there is an expectation to move into a larger single family home, such as a R1 home, down the road – once gain equity or as the family grows.
5. Most occupants of R1N homes park their vehicle on the street instead of utilizing the rear parking stalls.

3.3 R1N DEVELOPMENT TRENDS

As part of the R1N review, multiple development trends were reviewed to understand the current R1N conditions within the city. The following development trends were analyzed:

- Number of lots designated R1N within the city,
- Average R1N lot dimensions (width, depth, and area),
- Average 2013 R1N total assessed value, and
- NASP statistics (percentage of developable land designated R1N by neighbourhood plan).

To determine the R1N development trends, several neighbourhoods were reviewed, including:

- Deer Park (Devonshire)
- Kentwood Northeast (Kingsgate)
- Kentwood East
- Lancaster (Lonsdale)
- Inglewood West
- Vanier Woods
- Johnstone Park
- West Park (Westlake)
- Timberstone Park

2013 R1N SNAP SHOT

A comparison between residential zones throughout the city was reviewed to identify the number of R1N lots compared to other residential zones, such as R1, R1A, and R1G.

The analysis delivered the following results:

Number of Lots by Residential Zoning City Wide			
# of R1N Lots	# of R1 Lots	# of R1A Lots	# of R1G Lots
1,413	19,228	3,482	130

*As of October 2013

The data above suggests that the R1N product is not a predominant type of residential development within the city.

AVERAGE R1N LOT SIZES

The average R1N lot sizes were analyzed to determine whether or not R1N lots are being designed close to the suggested lot minimums within the Land Use Bylaw. A random sampling of approximately 20 lots from each neighbourhood provided the basis for this analysis.

The analysis of R1N lot sizes identified the following averages:

	Width (Frontage)	Depth	Area
R1N Min. LUB Standards	10.5 m	36.6 m	380 m ²
R1N Existing Lot Averages	10.7 m	37.2 m	401.3 m²

The data suggests that R1N lot sizes are being designed and built close to the R1N lot minimums outlined within the Land Use Bylaw.

The chart below provides a comparison between R1N and R1 average lot dimensions.

	Minimum LUB Standard	Average of Existing Lots
R1N Width (Frontage)	10.5 m	10.7 m (range 10.5 m – 11.3 m)
R1N Depth	36.6 m	37.2 m (range 36.6 m – 38.5 m)
R1N Lot Area	380 m ²	401.3 m ²
R1 Width	12 m	13.8 m * (range 12.2 m – 21.9 m)
R1 Depth	30 m	35.9 m * (range 30.5 m – 37.23 m)*
R1 Lot Area	360 m ²	488 m ² *

* R1 Pie-shaped lots excluded

AVERAGE R1N TOTAL ASSESSED VALUE

The average 2013 R1N total assessed value was calculated to compare the cost of R1N housing against other types of housing, for example R1. This information was calculated using a random sample of approximately 60 lots from each neighbourhood.

The analysis delivered the following results:

Neighbourhood	2013 R1N Average Total Assessed Value	2013 R1 Average Total Assess Value
Deer Park Devonshire	295,716	333,654
Kentwood Northeast (Kingsgate)	284,026	378,574
Kentwood East	284,946	293,904
Lancaster East (Lonsdale)	297,677	375,238
Inglewood West	296,844	381,334
Vanier Woods	312,578	384,394
Johnstone Park	290,541	341,152

West Park Extension (Westlake)	319,125	374,628
Timberstone Park	206,535	282,010
Average:	287,554	349,434

The average R1N total assessed value was determined to be \$287,554. This is approximately \$60,000 less than the total assessed value for R1 housing.

The data suggests that the R1N housing type is an affordable option for residents looking to enter into the detached single family dwelling housing market.

NEIGHBOURHOOD AREA STRUCTURE PLAN (NASP) R1N STATISTICS

Multiple neighbourhood area structure plans (NASP) were evaluated to determine if neighbourhoods are designating near the maximum 33% “net residential area” for R1N development. The “net residential area” is the area of land designated for residential use within a NASP.

NASPs were also examined to determine if the amount of land designated R1N increased or decreased over time. The analysis concluded the following information:

NASP	Adopted	% Plan Area Designated R1N
Deer Park Devonshire	May 1998	15.03 %
Kentwood Northeast (Kingsgate)	September 1998	7.83 %
Lancaster East (Lonsdale)	December 1998	18.59 %
Aspen Ridge (Anders Southeast)	December 1998	1.9%
Inglewood West	May 2004	15.7 %
Vanier Woods	April 2006	11.93 %
Johnstone Park	April 2007	12.10 %
West Park Extension (Westlake)	January 2009	5.67 %
Timberstone Park	June 2010	10.06 %
Lancaster Vanier East	June 2011	9.6%
Average:		10.84%

The data suggests that NASP’s are not designating near the maximum 33% “net residential area.” The data also shows no clear pattern as to whether or not the amount of land designated R1N has increased or decreased over time.

3.4 R1N HOUSING AND ARCHITECTURAL CHARACTERISTICS

As part of the R1N district review, various neighbourhoods were visited to collect images of R1N housing and identify common architectural characteristics. Neighbourhoods that were visited include: Kentwood East, West Park (Westlake), Inglewood West, Inglewood East, Lancaster (Lonsdale), and Timberstone Park. From the images collected, several housing designs and architectural characteristics became prevalent.

The most popular housing design for R1N homes appears to be bi-levels. The bi-level housing design incorporates large basement windows, to increase natural lighting, and high ceilings for livability. Less prevalent forms of R1N housing include two storeys and bungalows.



Bi-level R1N Housing



Two Storey R1N Housing



Bungalow R1N Housing

Common R1N architectural characteristics include:

- An off centre main entrance,
- A front porch,
- Pillars,
- Varied rooflines,
- Brick or stonework, and
- Accent details, such as, vinyl or cedar shakes, lattice, decorative fascia, brackets, and timbering.



Figure 1 – Common R1N Architectural Details (A)



Figure 2 – Common R1N Architectural Details (B)

3.5 R1N PUBLIC CONSULTATION

A public consultation piece was incorporated into the R1N district review. Meetings were held with local developers, to gather their input around building and designing the R1N product. A public survey was sent to R1N homeowners, to gain an insight of the pros and cons of living in an R1N home. A news release was sent to members of the public, to gain comments from the general public regarding R1N development. Lastly, a presentation, and corresponding comment sheet, was given to the Canadian Home Builders Association (Central Alberta members) at a luncheon to collect any additional comments related to building this type of housing.

DEVELOPMENT COMMUNITY COMMENTS

When local developers and homebuilders were interviewed asking what they thought of the R1N housing product, they responded with the comments listed below:

Developer 1	<ul style="list-style-type: none"> • Builders and homeowners are accepting to the R1N housing product • Sometimes parking issues exist in R1N areas but people always find a place to park, it just might not be right in front of their home • There are parking problems on cul de sacs • R1N requirements present issues on corner lots and in bulbs • Prefer to place R1N homes along collector roads because it avoids having driveways on a collector and provides traffic calming because of the increased on street parking • Bylaw states that a garage can be a maximum 2/3 the width of the lot. Most R1N lots are 10.5 m wide, which only allows a 23' wide garage; however, a 24' garage is a typical garage width. Might need to change standard to allow 24' garages as that is what is normally built • Don't usually have requests for detached garages. If a detached garage is requested it's usually after the home is sold • Paved lanes or pads not attractive because they are expensive for starter home product. Adds \$5000 - \$6000 to home buyer • Paved parking pad can limit garage size if choose to build one after pad has been placed • Aesthetics of the R1N housing type include front porches, high ceilings, and large basement windows • Bi-level most popular floor plan for R1N homes. There are some 2 storeys • R1N housing product is always a cheaper option than the typical R1 home • Affordability: 900 sq. ft. R1N home is about \$309,000 compared to a simple R1 home with garage is about \$360,00 (\$50, 000 difference) • R1N housing is good for individuals who don't want a large yard
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	<p>or lots of maintenance and it's good for young small families</p> <ul style="list-style-type: none"> • Typically it's young couples or professionals purchasing R1N homes. The number of singles buying R1N homes has reduced due to the new mortgage regulations • R1N housing product is a great starter home • R1N typically remains at entry level prices. Don't typically gain a lot of value for re-sale
Developer 2	<ul style="list-style-type: none"> • Separate treed boulevards in R1N are hidden by street parking • Seems demand for R1N homes has reduced since introduction of R1G district but R1N house product sells ±\$30-40,000 less than R1G home • R1N still important factor in entry-level market • R1N in competition with some R1A semi products with single front attached garage because are at the same price point as R1N unit but have a garage
Developer 3	<ul style="list-style-type: none"> • Incorporated R1N housing into some of our neighbourhoods • Will continue to use R1N development in future neighbourhoods • Some R1N development lacks character. Architectural controls are a good tool to regulate design. • R1N development is an entry level product that provides an affordable option to buyers • Tested rear attached garages on the R1N product but found it difficult to sell • The R1N front yard setbacks should be reduced as the front yard cannot be utilized for garages or front driveways • Would like to see narrower lots, for example 9 m x 30 m lots • Would also like to see reduced side yard setbacks • Prefer to locate R1N housing along collector roads as it eliminates driveways along the collector
Homebuilder	<ul style="list-style-type: none"> • If the City mandates citizens to park in the back of an R1N lot, then the City should preform snow removal in the alleyways (lanes) • Should consider a 4.5 m setback

R1N HOMEOWNER SURVEY COMMENTS

The R1N homeowners provided information related to the pros and cons of actually living in this type of housing. Recipients receiving the letter were established using a random sampling of approximately 28 R1N lots from each of the following neighbourhoods: Kentwood East, West Park (Westlake), Inglewood East and West, Lancaster (Lonsdale), and Vanier Woods. Approximately 140 lots, 10% of the R1N lots within the city, were sent letters and accompanying surveys regarding the R1N district review.

Selected recipients were asked to answer a set of questions and provide any comments they had regarding their R1N home. There were 15 survey responses received, which is approximately a 10% response rate. The responses received are outlined below:

1. Is this home the first residence you have purchased in Red Deer?

Yes	No	No, I am renting
☆☆☆☆☆☆ = 7	☆☆☆☆☆☆☆☆ = 8	= 0

2. What is your intended length of residence in this home?

Less than 5 years	Meets housing needs for next 5 years or more	Unsure
☆☆☆ = 3	☆☆☆☆☆☆☆☆ = 8	☆☆☆☆ = 4

3. What made this home most appealing for you to purchase or occupy?

Location in the city	☆☆☆☆☆☆☆☆ = 11	Price in Comparison to Other Housing Types	☆☆☆☆☆☆☆☆ = 9
House Plan	☆☆☆☆☆☆☆☆ = 9	Exterior Design	☆☆ = 2
Front Attached Garage	= 0	Amount of Traffic on the Street	☆☆☆☆ = 4
Located on a Lane	= 0	Not Located on a Lane	☆ = 1
Larger than Prior Residence	☆☆☆☆☆☆ = 5	Located in Proximity to a Park	☆☆☆ = 3
Other	☆☆☆ = 3		

4. In a combined total, how many vehicles do residents of this home own and park on this property?

One	Two	Three	Four or More	Zero
☆☆☆☆ = 4	☆☆☆☆☆☆☆☆ = 7	☆☆ = 2	☆☆ = 2	= 0

5. When at home, where do you park the vehicles that are used daily?

Front Driveway	☆ = 1
Garage – Front Attached	= 0
Parking Stall in the Rear	☆☆☆☆☆☆ = 5
Street	☆☆☆☆☆☆☆☆☆☆ = 10
Garage – Rear Detached	☆☆☆☆☆☆ = 6
Other	= 0

6. Would you purchase or occupy another home in a R1N Residential district?

Yes	No
☆☆☆☆☆☆ = 7	☆☆☆☆☆☆☆☆ = 8

7. Tell us what you like most about your R1N home?

- Location
- Floor plan and curb appeal
- Front yard is close to the street which provides a larger backyard
- Location and ease of access to places we need to go
- House layout
- Location, number of bathrooms, and pantry
- Love the big backyard. Has lots of room for improvements (i.e. garage)
- Location, the neighbourhood feel, close to walking trails, shopping, and amenities
- Beside a park
- Floor plan, lower cost, privacy, more backyard versus front yard space, rear lane access, and darker color siding
- Well-built home
- Large pie lot, big backyard looking onto tree reserve
- Close to work
- New neighbourhood
- Price range and was fully completed with garage

8. Tell us what you would change about your R1N home to make it more appealing to you?

- Not so close to neighboring house, could be a fire hazard
- Add more sq. ft. to accommodate ensuite off master bedroom, add french doors, and wrap around deck
- Rear attached garage
- Wider lot but more shallow
- House design not suitable for a family
- A car port or other off street parking
- Soundproof the house
- Garage
- House is sometimes a little small for the family
- House located too close to city dump
- Detached garage (2 or 3 car)
- Given the close proximity of the homes, additional privacy features would be appealing
- Larger yard and garage
- A wider lot (40 ft. or 45 ft.)
- Paved back alley (lane). Can be used a walking paths
- Garage in back
- Make the close larger to be able to accommodate parking
- Add a garage
- Paved back alley access

9. Please select the option that BEST describes your household?

Couple, no children	☆☆☆☆ = 4	Family with middle or high school youth	☆☆ = 2
Couple, seniors	= 0	Family with college age	☆☆ = 2
Family with preschool children	☆ = 1	Single parent with children	☆☆ = 2
Family with elementary children	= 0	Single adult or senior	☆☆☆☆ = 4
Related Relatives	= 0	Non related tenants or roommates	= 0
Other	= 0		= 0

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

- Would like wider sidewalks or boulevards to accommodate snow plowing. When lose one side of the street due to snow plowing, parking becomes nightmare
- Street is typically filled with vehicles and snow covered
- Choose to park in the rear because there is never parking out front. Several neighbors park in the front even though have garages. Some with rear parking or garages park more vehicles than have space for.
- There are more rental properties in this area than we would like
- Parking is always an issue because people do not use their rear parking pad and park on the street instead
- There is an abundance of secondary suites which compounds the parking problem
- These houses are great for young first time homebuyers but not ideal to grow a family in
- The pie lot is nice but would be better if the front yard was a little wider as the roof tops nearly touch in the front

In addition to the original contact made with R1N homeowners (survey questionnaire), administration sent these same landowners a follow-up summary of the survey results, and R1N review, inviting further comments on the proposed Land Use Bylaw amendments. There was one comment received by administration but it was not related to the proposed amendments.

GENERAL PUBLIC COMMENTS

A news release was also incorporated as part of the public consultation piece. This announcement provided the opportunity for the general public to submit comments related to R1N development. There were 8 comments received. A summary of the comments submitted is provided below.

Positive Comments:

- Applaud the move to increase density and provide solutions that are attractive to residents but still sustainable overall
- These lots provide a good alternative to meet housing needs while improving sustainability
- Both small and narrow lots are common in many cities and a good way to maximize land use in new residential developments
- I appreciate that smaller, narrow lots are reducing land usage

Negative Comments:

- In opposition of narrow and small lot residential developments, these developments make very inefficient use of land and provide tiny yards that are no better than what townhouses have
- Single detached houses are far less energy efficient
- The back lane would be an eyesore and a problem for snow clearing
- These types of street have inadequate parking
- These homes are purchased by the young/starter home market and they often have roommates, several vehicles, and children
- There are no safe places for children to play or ride bikes
- When the City plow windrows, people fight over parking spaces
- The 10.5 m lot frontage is too small
- I understand there is a need for narrow lots but it should not be the entire neighbourhood
- These are terrible options. They drag down the value of all neighbourhoods.
- Mixing large and small lots brings more crime and less desirable lots for those with higher incomes
- Narrow lots cause parking issues and neighbor fights over “parking spots”
- I oppose any zoning which prohibits creative innovation around multi-family housing
- These districts appear to perpetuate the idea of the car is king and people all need single family detached homes from which they will drive and continue to interact with their neighbors and the surrounding city in a suburban way rather than a community-driven way

Suggestions for R1N:

- In relation to the requirement to have two onsite parking stalls, why assume that vehicles are central to everyone’s lives? In this day and age, families and individuals are choosing not to have a motor vehicle, simply can’t afford one, or are urban commuters using other transportation options. Instead, regulate that the equivalent space is to have no permanent structures; if there are no structures, future owners could use the garden space for parking if needed
- Why the hefty front yard setback? Allow more options for building and yard design that think about function and community interaction rather than continuing to require archaic pseudo-estates and useless front yards
- In relation to the requirement to have two onsite parking stalls, it assumes

that people in the household travel by automobile and own two cars. What if the owners only own one car and want to use the extra space for growing food or other uses?

- Allow for smaller front yard setback design that include larger backyard garden spaces or desired interaction with the streetscape. Often front yards are lawn and decorative plantings only, which require a lot of water and energy to maintain.

ADMINISTRATIVE RESPONSE TO CONSULTATION SUGGESTIONS

Some of the comments listed above will be addressed through the amendments being proposed for the R1N district. Other suggestions have been considered by administration, but will not be addressed through the R1N amendments as there are current processes in place to address these concerns or a larger corporate discussion needs to take place to adequately address them. Such comments are listed below.

1. Flexibility to utilize rear parking stalls for alternative uses
 - Public comments suggest that the requirement to have two rear onsite parking stalls is restrictive as it assumes each R1N household has two vehicles and requires both stalls to park vehicles.
 - The comments explain that not everyone requires both parking stalls, and for those households that do not require both stalls, flexibility should be allowed to utilize the extra space for an alternate use, such as, a garden.
 - From the R1N survey responses received, it is evident that most occupants of R1N homes own 2 vehicles and park those vehicles at the back of the lot, either in the rear parking stalls or in a rear detached garage.
 - Based on this information, it is recommended that the district maintain the requirement to have two rear onsite parking stalls.
 - If an individual would like to utilize a rear parking space for an alternative non-permanent use, they can apply for a relaxation to be considered by the Development Authority.

2. Issues regarding on street parking and snow clearing
 - Public, homeowner, and homebuilder comments express concerns regarding on street parking and snow clearing.
 - The comments explain that R1N areas typically have on street parking congestion because individuals do not utilize the rear parking stalls or residents have more than two vehicles.
 - The survey responses identify that most R1N households have 2 vehicles and vehicles are predominantly parked at the rear of the lot.
 - The comments also explain that on street parking becomes even more congested when one side of the street is windrowed, which limits the available parking space on the street. Parking issues may also arise if there's a significant amount of snowfall, causing the back lanes to become impassible or difficult to navigate, forcing individuals to park on the street.
 - The comments suggest introducing a snow clearing policy for R1N areas, such as, requiring that the lanes and/or roadways are plowed upon a certain

snowfall amount in R1N areas to alleviate parking congestion on the street and facilitate ease of access to rear parking stalls.

- There are also suggestions to incorporate boulevards, or wider sidewalks, to facilitate snow clearing in R1N areas. This option would allow snow to be pushed off the street and into the boulevard, ultimately reducing the amount of parking space used for snow piling.
- Another suggestion for improvement to R1N areas, in regards to on street parking and snow clearing, may include regulating R1N development to collector streets as the current snow clearing policy is to remove snow along collectors within the same day as it is windrowed. However, discussions with the Public Works department describes that this policy may change.
- As many of these suggestions have corporate wide implications, it is recommended that this issue be further explored by relevant expertise to determine the appropriate measures to mitigate the concerns expressed.

3.6 R1N CONCLUSIONS

Based on the data and the comments collected from the R1N district review, several conclusions can be made.

Assumption #1

R1N housing is an affordable detached single family dwelling option

The R1N housing type appears to be an affordable option for individuals looking to enter into the detached single family housing market, particularly when compared to R1 – Residential (Low Density). This conclusion is supported by:

- The R1N total assessed value data, which identifies that a R1N home is \$60,000 less than a R1 home.
- The development community's comments, which explains that a R1N home is about \$50,000 less than a typical R1 home.
- The public survey responses, which shows that most individuals chose to purchase the R1N home based on the price in comparison to other housing types.

Assumption #2

R1N is predominantly purchased by first time home buyers

The results from the public survey identifies that purchasers of R1N homes are not predominantly first time home buyers. The survey responses show a nearly even distribution between first time home buyers and individuals who have purchased another form of housing prior to occupying the R1N home. This information concludes that the assumption about R1N owners being predominantly first time home buyers is incorrect.

Assumption #3

R1N is predominantly occupied by young families or single adults

The public survey identifies that R1N occupants are predominantly couples without children, or single adults or seniors. This information reinforces the assumption that R1N homes are appealing to these demographic groups.

Assumption #4

R1N occupants consider the home as a short term residence – less than 5 years

The results from the public survey identifies that most occupants anticipate that the R1N home will meet their housing needs for next 5 years or more. This information concludes that the assumption about occupants considering a R1N home as a short term residence is incorrect.

Assumption #5

R1N occupants predominantly park on the street

Finally, the public survey identifies that most occupants of R1N homes own one or two vehicles and they park their vehicles on the street. However, if the rear parking location and the rear detached garage parking location categories are combined, the results show a different trend. When the two rear parking locations are pooled, the results show that there is a greater number of occupants that park in the rear of the lot than occupants that park on the street. This information concludes that the assumption regarding R1N occupants predominantly parking on the street is incorrect.

3.7 RECOMMENDATIONS FOR IMPROVEMENT TO R1N DISTRICT

1. Decrease front yard setback to 4.5 m
 - Min. 5 m setback is currently required.
 - R1N District does not allow front driveways or front garages which would typically require a greater setback.
 - Recommended to reduce front yard setback to bring home closer to the street to increase streetscape appeal and community interaction, enhance the backyard space, and reduce under-utilized front yard space.
 - This recommendation is supported by the homeowner survey comments, the general public's comments, City department comments, and the development community comments.

2. Remove 33% development allowance for R1N
 - R1N District requires that “no more than 33% of the “net residential area” (i.e. the area of land designated for residential use within a NASP) shall be developed as R1N”.
 - Recommended to remove the regulation from the district as the new *Neighbourhood Planning and Design Standards* no longer regulate the

amount of R1N development permitted in a neighbourhood. The new standards require that each neighbourhood provides a variety of at least four housing types.

- This recommendation is supported by the development trend data which indicates that NASP's are not designating near the maximum 33%.
3. Add home occupations, which will generate additional traffic, to the discretionary use table
 - R1N District does not currently allow home occupations that will generate additional traffic.
 - The R1N district and the R1G district are the only two residential districts that do not allow home occupations as discretionary uses.
 - It is recommended that this use be added to the discretionary use table and additional regulations be added to the district to regulate home occupations.
 - For example, suggested regulations include:
 - Requiring one additional onsite parking stall at the rear of the property
 - Regulating the hours of operation
 4. Add a requirement for a walkway connect from the rear parking stalls to the primary dwelling for all new R1N development and home occupations that generate traffic
 - The R1N district requires two rear onsite parking stalls but does not currently require a pedestrian connection from the rear parking stalls to the home.
 - Recommended to add a requirement for a walkway connection from the rear parking stalls to the primary dwelling, for all new R1N development and home occupations that generate traffic, to facilitate ease access to the home, particularly in winter.
 5. Remove the regulation that requires housing setbacks to be staggered
 - Regulation 2(e) of the R1N district states that "The Development Authority shall require a graduated transition between different house styles which shall be accommodated by varied roof lines, architectural projections, and/or the interjection of bi-level or split level designs between bungalow and two-storey designs. House setbacks shall be staggered."
 - The R1N district is the only residential district requiring housing setbacks to be staggered.
 - It is common for developments to stagger housing setbacks to provide variability along the street and create longer front driveways for larger motor vehicles.
 - Recommended that the statement requiring housing setbacks to be staggered is removed from this regulation as the front yard setback is a minimum standard and intuitively allows housing setback flexibility.

3.8 CONSIDERATIONS FOR FUTURE R1N DEVELOPMENT

1. Consider either removing the current regulations within the district that relate to R1N architectural theme, elevations, and housing styles or modify the current permit process to ensure that these regulations are met
 - The current R1N district incorporates regulations that refer to architectural theme, elevations, and housing styles, however, the City does not currently review detached single family dwellings for architectural details.
 - If it is preferred by the City to continue this process, it is recommended that these regulations be removed from the district, or that they be modified to reflect the current process.
 - If the City would like to begin reviewing architectural details for detached single family dwelling applications then the regulations could remain as they are currently written.

4. R1G RESIDENTIAL (SMALL LOT) DISTRICT REPORT



Planning Department
Date 2014



4.1 R1G HISTORY

Melcor Developments Inc. approached the City in 2010 with a request to consider the creation of a new narrow (small) lot residential land use district designed to contain detached dwelling units with a mandatory front attached double car garage. This new small lot R1G housing concept was envisioned to be introduced and included within Melcor's next new neighbourhood plan (Lancaster/Vanier East) that was concurrently in the draft design phase.

This new land use district was to be patterned after similar small lot zonings that were being successfully marketed in Edmonton and Calgary. Planning staff toured a new neighbourhood small lot development in Edmonton that consisted of the type of lots being requested by Melcor containing detached dwellings with front attached garages. The tour included meeting with the home builders and discussions with them around the merits of this recent new form of housing choice.

A draft R1G Residential (small lot) District was prepared by planning staff and circulated to both external and external referral departments/agencies. In response to referral comments, the draft R1G District was fine tuned to include a number of specific development and design criteria standards

The R1G Residential (small lot) District was approved by City Council on June 13, 2011 (Bylaw 3217/B-2011) concurrently with Melcor's Lancaster/Vanier East Neighbourhood Area Structure Plan.

City Council, as part of the R1G Residential (small lot) District approval, passed a resolution that the R1G District serves as a pilot within the Lancaster/Vanier East Neighbourhood Area Structure Plan area and that Council review the Neighbourhood Standards and Guidelines and has a workshop to establish our vision for housing options prior to consideration of R1G zoning within other Plan areas.

In 2013, City Council, through various workshops with administration, endorsed new neighbourhood planning and design principles to help achieve the City's Strategic Plan to "support a healthy, vibrant, and sustainable community". These principles formed the basis for the more detailed "Neighbourhood Planning and Design Standards" that were signed off by the Director of Planning Services on September 30, 2013 to serve as a 'guidebook' for good neighbourhood design.

4.2 R1G ASSUMPTIONS

At the time of adoption, several assumptions were made as to the benefits the R1G district would bring to the community. As part of the R1G review process, data was collected, researched and analyzed, and R1G developments visited to determine if the

following assumptions were achieved, and whether any amendments are required to the R1G District:

- more efficient use of land compared to traditional R1 lots/zoning;
- affordability – cost savings for new home purchasers as R1G lots would average 1.8 m (6 feet) narrower than a standard R1 lot;
- increased choice in housing – a front attached garage R1 type housing product on a narrower (smaller) lot;
- many purchasers of R1G homes are first time home owners;
- provision of 4 front on-site parking spaces (2 in garage, 2 on driveway) will significantly reduce street parking congestion issues experienced in the City’s other narrow lot (R1N) developments;
- paired front driveways would provide for some on-street parking;
- R1G lots can be developed with, or without, lanes;
- R1G areas will be mostly indistinguishable from R1 developed areas; and
- total R1G housing units when combined with total R1N housing units must not exceed the 33% “net residential area” maximum requirement for total narrow lot housing (detached dwellings) within a Neighbourhood Area Structure Plan as per the City’s 2008 Planning and Subdivision Guidelines. (note: this maximum 33% requirement no longer exists under the new “Neighbourhood Planning and Design Standards”).

4.3 R1G DEVELOPMENT TRENDS

2013 R1G SNAP SHOT

Construction of the first R1G homes started in early 2012. Since that time, all of the NASP designated R1G areas comprising of 160 lots have been subdivided and registered. There is almost an even split (50/50) between total R1G lots that back onto a green space area and those that back onto a lane. At the time that the R1G development inventory was undertaken in November 2013, 51 R1G homes were occupied and an additional 23 R1G homes were under construction, all located within the first 5 of 10 development phases of the Vanier East & Laredo (Lancaster East) neighbourhoods.

A review of the city’s low density residential districts was undertaken to compare the current number of subdivided R1G lots with other similar density residential zones, such as the R1, R1N, and R1A residential districts.

Number of Low Density Residential Lots Within City			
Total R1G Lots	Total R1 Lots	Total R1N Lots	Total R1A Lots
160	19,228	1,413	3,482

AVERAGE R1G LOT SIZES

R1G lots were analyzed to compare the size of actual registered R1G lots to the minimum lot requirements as stated in the Land Use Bylaw (LUB) for the R1G District. The following chart is an analysis of the 160 R1G lots created to date as well as a comparison to 100 vicinity R1 lots within the same Lancaster/Vanier East neighbourhoods.

	Minimum LUB Standard	Average of Existing Lots
R1G Lot Width (Frontage)	10.5 m	11.1 m (range 10.5 m – 14.04 m)
R1G Lot Depth	30 m	35.6 m (range 30.7 m – 39.8 m)
R1G Lot Area	320 m ²	406 m ²
R1 Lot Width	12 m	13.8 m * (range 12.2 m – 21.9 m)
R1 Lot Depth	30 m	35.9 m * (range 30.5 m – 37.23 m)*
R1 Lot Area	360 m ²	488 m ² *

* R1 pie-shaped lots excluded

The data indicates that the average depth of R1G lots created to date is 5.6 m above the minimum 30 m Land Use Bylaw requirement. Creating residential lot depths greater than land use bylaw minimums is common throughout many of the residential districts which share the same minimum 30 m depth standard. Exceeding minimum bylaw standards is acceptable and provides the development and home building industries the flexibility needed to meet various market and consumer driven housing opportunities. Being able to adjust parcel depths allows developers to provide different land use districts, housing options, product styles and the benefit of being able to properly align adjacent blocks and lanes that are generally in the 35-36 m average parcel depth range.

Regarding R1G lot widths, the data indicates that the average lot width (frontage) is 0.6 m (2 ft.) above the minimum 10.5 m requirement under the Land Use Bylaw. Similar to R1G lot depths, flexibility to provide increased lot widths (above minimums) is important in order to accommodate various housing styles.

Many of the R1G lots are slight pie & reverse pie-shaped lots due to the curvilinear streets upon which they front, a condition that impacts actual lot frontages (widths) and lot depths.

As with the R1G lots, R1 lots exhibit the same proportionate variances from the land use bylaw parcel width, depth and lot area minimums.

AVERAGE R1G TOTAL ASSESSED VALUE

The average 2013 assessed value for R1G Residential (small lot) housing was calculated to compare the value (cost) of R1G housing against the average value (cost) of nearby R1 Residential (low density) housing in order to analyze home purchase affordability between these two similar types of detached housing forms.

Average assessment values for each of these two forms of housing were calculated by selecting the 51 completed R1G homes in the Vanier East neighbourhood and 50 vicinity R1 homes in the same Vanier East neighbourhood. The average assessed value for R1G

homes was \$394,000 while the average assessed value for R1 homes was \$540,000, a difference of \$146,000. This analysis clearly shows that the R1G small lot form of detached housing is a very competitive and affordable housing product relative to the R1 housing product.

NEIGHBOURHOOD AREA STRUCTURE PLAN R1G STATISTICS

Review of the Lancaster/Vanier East Neighbourhood Area Structure Plan (NASP) determined that these 2 neighbourhoods meet the requirements of “the maximum 33% “net residential area” (i.e. the area of land designated for residential use within a NASP) for total R1G and R1N small/narrow lot residential developments as specified within their respective R1G and R1N land use districts.

The percentage of the plan area within the Lancaster/Vanier East NASP designated for R1G development is 6.0% and for R1N development is 7.8% for a combined total of 13.8% which is less than half of the allowable small/narrow development within a neighbourhood.

4.4 R1G HOUSING AND ARCHITECTURAL CHARACTERISTICS

The existing R1G homes that have been constructed and form part of this pilot project review were examined as to housing type, style and other defining characteristics to determine if the built environment aligns with the vision and purpose of this new form of housing as intended with the creation of the R1G Residential District in 2011.

Clearly the predominant built form of R1G housing is the 2 storey format with developed floor space over/above a portion of the front attached garage. This closely aligns with what was anticipated and discussed at the time the R1G District was formulated.



Street Concept presented at time of R1G adoption

Under the narrow lot concept, narrower house floor plans necessitates homes either stretched lengthways on the lot and/or containing a second floor in order to create enough floor space to meet market consumer demands. Out of the ±70 R1G homes built or under construction at the time of site inspections (Nov '13), only 1 R1G bungalow style home had been built and 3 bi-level style homes.



Two Storey R1G Housing



R1G Bi-level with no development over garage



R1G Bungalow



R1G modified Bi-level, with development over garage



Common R1G architectural characteristics include:

- front double attached garage with developed floor space over garage;
- varied rooflines, brick or stonework;
- paired front driveways; and
- maximum 6.1 m driveway width at front property line.

Developed Floor Space Over Portion of Garage



Varied Roof Lines

Stone work

Front Double Attached Garage

Paired Front Driveways

Max. 6.1 m wide Driveway at Front Property Line

4.5 R1G PUBLIC CONSULTATION

In order to gain an understanding, perception and community response to the R1G product, a multi-pronged consultation process was incorporated into the R1G District review. Meetings were held with area land developers including the developer of the current R1G lots, to gather input around the creation of these lots and the building, design and market acceptance of the R1G product. A presentation and discussion was also undertaken with the Homebuilders Association of Central Alberta at a luncheon to collect comments from those directly involved in the construction and sale of the R1G housing product.

A survey was mailed to all owners of occupied R1G homes to gain an insight into their reasons for purchasing a R1G home. Furthermore, local radio and newspaper media releases were utilized to apprise the general public of the new R1G housing product to provide them opportunity to provide any comments.

DEVELOPMENT COMMUNITY COMMENTS

Consultation with the development community (land developers and home builders) provided the following input and comments with regard to the R1G Residential District and the R1G housing product:

Developer 1	<ul style="list-style-type: none"> • R1G homes provide a basic product starting at \pm \$380,000. • R1G homes offer a more affordable product than R1 housing. Current front foot lot development cost is \$3800-4000; smallest 10.5 m R1G lot cost saving over smallest 12 m R1 lot is \pm\$19,000. • Street parking issues related to R1N developments do not exist in R1G areas due to the mandatory front garage requirement which provides for 4 front off-street parking spaces; not many cars parked on street in R1G areas. • While development over garage is not listed in existing R1G District design criteria, this is required through developer architectural controls for non-bungalow homes; not opposed to adding this requirement to the R1G District design criteria. • R1G lots with depths closer to the minimum 30 m not being utilized mostly due to market conditions; with garage on front, rear yard takes focus; in some situations (on curved roadways) lot depths have been close to 30 m; flexibility needed to transition to other forms of housing (e.g. R1N and R1 housing); not be opposed to increasing minimum lot depth to 32 m. • Little demand for bungalow style R1G homes; only 1 built to date; more square footage clearly favored with 2 storey homes which also provide for more outdoor back yard space. • R1G development fits well within new “Neighbourhood Planning & Design Standards” – sustainability, housing choice.
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	<ul style="list-style-type: none"> • “homebuilders” have embraced the new R1G style of development. • Aesthetically on collector roadways, R1G front driveways do detract from the separate treed boulevard look however, the spacing and number of boulevard trees in R1G areas is basically the same as on any collector street developments with no front driveways (e.g. R1N). • Continues to support the “no secondary suites” restriction in the R1G District. • The maximum 33% narrow lot housing requirement for any new neighbourhood is not an issue; combined R1G and R1N developments are only about half of what is allowed under this regulation. • Demand for R1N housing has dropped since introduction of the R1G housing product; the R1N house product sells ±\$30-40,000 less than a R1G home.
Developers 2 & 3	<ul style="list-style-type: none"> • Would utilize the R1G District if allowed on a city-wide basis. • Some appetite for even narrower frontage lots (e.g. 9 m).
Homebuilders Association (personal opinion from 1 response)	<ul style="list-style-type: none"> • R1G forces most homes to be 2 storey – not the type of home necessarily desired by most of general public. • Initial phases will sell well, then demand for R1G product will drop. • Laneless R1G lots should have 8 m front yard setback to accommodate RV parking.

R1G HOMEOWNER SURVEY COMMENTS

Homeowners of all occupied R1G homes (Nov ’13) were mailed a survey questionnaire to obtain their comments and perspective on various aspects of their R1G home purchase. Of the 51 surveys sent out, only 3 were returned providing a 6% response rate. A summary of response are outlined below:

1. Is this home the first residence you have purchased in Red Deer?

Yes	No	No, I am renting
☆☆☆ = 3		

2. What is your intended length of residence in this home?

Less than 5 years	Meets housing needs for next 5 years or more	Unsure
	☆ = 1	☆☆ = 2

3. What made this home most appealing for you to purchase or occupy?

Location in the city	☆☆ = 2	Price in Comparison to Other Housing Types	☆☆☆ = 3
House Plan	☆☆☆ = 3	Exterior Design	

Front Attached Garage	☆☆☆ = 3	Amount of Traffic on the Street	
Located on a Lane		Not Located on a Lane	
Larger than Prior Residence	☆ = 1	Located in Proximity to a Park	
Other			

4. In a combined total, how many vehicles do residents of this home own and park on this property?

One	Two	Three	Four or More	Zero
	☆☆ = 2	☆ = 1		

5. When at home, where do you park the vehicles that are used daily?

Front Driveway	☆ = 1
Garage – Front Attached	☆☆☆ = 3
Parking Stall in the Rear	
Street	
Garage – Rear Detached	
Other	

6. Would you purchase or occupy another home in a R1G Residential district?

Yes	No
☆☆ = 2	☆ = 1

7. Tell us what you like most about your R1G home?

<ul style="list-style-type: none"> - Amount of lot and house allowed by our budget - Not too big a home - adequate storage - safe parking area - location
--

8. Tell us what you would change about your R1G home to make it more appealing to you?

<ul style="list-style-type: none"> - More space between houses - Remove boulevard so sidewalk is next to roadway – this allows for longer front driveway - Needs to be closer to a park and a bus stop

9. Please select the option that BEST describes your household?

Couple, no children		Family with middle or high school youth	☆ = 1
Couple, seniors		Family with college age	

Family with preschool children	☆ = 1	Single parent with children	
Family with elementary children		Single adult or senior	☆ = 1
Related Relatives		Non related tenants or roommates	
Other			

10. Please use this space to provide any additional comments, suggestions or questions related to R1G homes.

- Houses are too close to each other

In addition to the original contact made with R1G homeowners (survey questionnaire), administration sent these same landowners a follow-up summary of the survey results, and R1G review, inviting further comments on the proposed Land Use Bylaw amendments. There was one comment received by administration but it was not related to the proposed amendments.

GENERAL PUBLIC COMMENTS

A news release was incorporated as part of the public consultation process. This announcement provided the opportunity for the general public to submit comments related to R1G developments. The following comments were received:

- Positive Comments:**
- Applaud the move to increase density and provide solutions that are attractive to residents but still sustainable overall.
 - Continue providing alternative residential districts that allow increased density and sustainability.
 - Good way to maximize land use.
 - Side by side (pairing) of driveways good planning measure; by default every second lot also shares a contiguous front lawn with its neighbor (creates larger green/open space areas).
- Negative Comments:**
- City planning/development patterns are still too dependent on the use of the automobile.
 - Inefficient use of land and provision of tiny yards that have no advantage over townhouse developments.
 - Single detached housing far less energy efficient than higher density forms of residential development. (2 comments)
 - Object to mandatory requirement of front attached garage which creates too much focus on the (obstructive) garage, front driveways and the car (as king). (3 comments)
 - Terrible housing option; reduces property values – city needs more exclusive wider-lot neighbourhoods (bigger homes & more yard space).
 - Need more innovation around multifamily housing to create more

appealing, energy efficient and community orientated developments.

- LUB requirement for 2 off-street parking spaces is excessive – not everyone has two vehicles; space could be better used for additional livable floor space, storage space, garden or increased outdoor yard space. (2 comments)

Suggestions for R1G:

- Minimum 10.5 m lot frontage too small; need to reduce size of small lot clusters – spread them out.
- Reduce front yard setbacks; be more creative in front yard design, its function and community interaction. (2 comments)

4.6 R1G CONCLUSIONS

Based on the general purpose of the R1G District, the data and research collected and the analysis undertaken as part of this R1G District review, the following conclusions can be made

Assumption #1

R1G housing is an affordable form of detached single family housing.

The R1G form of housing would appear to be an affordable option for detached dwelling units with front attached garages, particularly when compared to similar R1 Residential (Low Density) housing units. This conclusion is supported by:

- with current land development costs in the range of \$3800-4000 per front foot, the narrowest R1G lot (10.5 m) cost saving over the narrowest R1 lot (12 m) is ±\$19,000; and
- research indicated that R1G homes, on average, are assessed \$146,000 less than R1 homes even though both housing forms mostly share the common characteristics of a front double attached garage and a 2 storey configuration.

Assumption #2

R1G areas would not experience the type of street parking congestion found in the city's only other narrow lot detached home district – the R1N District.

R1G housing with its mandatory land use bylaw requirement of a front double attached garage, automatically and by default, provides for 4 off-street parking spaces (2 inside the garage, 2 in the front driveway). Visual site inspections and landowner responses provided in the survey questionnaire, indicated that resident parking is easily accommodated on-site. In addition to the on-site provision of the 4 parking spaces, the land use bylaw requirement for paired front driveways results in 1 on-street parking space for every 2 lots.

As expected, there was no indication of any parking issues/congestion observed on streets containing R1G development.

Assumption #3

Pairing of front driveways and resultant pairing of front yards would create an aesthetically pleasing streetscape compared to allowing random driveway locations.

The pairing of adjacent front yards results in larger front landscaped green spaces as compared to when front driveway locations are allowed to be random. Furthermore, the land use bylaw requirement of a maximum 6.1 m driveway width (at property line) further helps to maximize front yard green/landscaped areas.

The resultant combined front yard green space area provides greater opportunity for front yard landscaping schemes and enhancements. Visually, especially from a streetscape perspective, the larger and contiguous pods of private green space development is considered a benefit and asset of R1G developments. These larger landscaped front yard areas also help off-set and soften the visual impact of front driveways.

Assumption #4

R1G development would predominantly take the form of 2 storey homes.

Analysis of the built form of existing R1G housing clearly favors what appears to be a market driven preference towards 2 storey R1G homes. Out of the 51 occupied R1G homes included in the initial site survey undertaken in November 2013, 48 homes (94%) were 2 storey developments, 2 homes were modified bi-levels and 1 home was a bungalow.

Development on narrow lots intuitively favors 2 storey structures in order to obtain the amount of desired living floor space balanced against the provision of adequate outdoor activity and rear yard space. 2 storey homes allow for more developed floor space/square footage within the allowable building envelope on the site.

Assumption #5

R1G garage dominance would be significantly reduced by having developed floor space over the garage.

Homes with front attached garages that are integrated into the design of the home with either developed floor space beside or above the garage reduce the visual impact and garage dominance of the home. In the case of R1G homes, the great majority of which favor the 2 storey style of home with developed floor space above the garage, the overall resultant massing and scale of the home has significantly down played the protrusion of the front attached garage. Even constructed R1G bi-level homes have included development over the front garage.

Although 2 storey homes with developed floor space above the front attached garage was certainly anticipated as one of the dominant development characteristics of R1G

developments, floor space extension over the garage was not made a requirement of the R1G District regulations or its design criteria.

Notwithstanding that the one existing R1G bungalow style home has a dominant front garage, bungalows can be designed so to reduce the distance between the front face of the living portion of the home and the front elevation of the garage.

Assumption #6

R1G developments would be largely indistinguishable from typical R1 development areas.

Site analysis confirms that the front elevation, style, massing and character of homes constructed in the R1G Residential (small lot) District differ very little from the type of homes being constructed in R1 Residential (low density) Districts. Most new R1 homes have front double attached garages and many are 2 storeys in height. The difference in average lot width between these 2 residential districts (± 2.7 m/8.8 ft) is not readily apparent when viewed from the street.

From the type of development seen on the ground, the average resident would not be able to identify the specific land use district (R1 or R1G) when driving through the new Vanier East neighbourhood.

Assumption #7

R1G housing units would be designed with a high standard of visual appeal and image.

Current R1G developments in the Vanier/Lancaster East neighbourhoods are subject to developer regulated architectural controls. The current R1G housing stock provides a diverse range of housing styles which have included consideration of the following design elements:

- building massing, siting, scale and style of home to reinforce a streetscape that is welcoming and appealing;
- attention to a home's relationship with neighbouring properties respecting home/lot widths, appropriate wall and building heights, roof lines and pitches, window/entrance locations and treatment, lot grading and use of exterior materials; and
- attractive front garage elevations and non-repetitive house designs.

Although currently the City's new *Neighbourhood Planning and Design Standards* do not provide this detailed level of architectural and site controls, a future update to this document could provide development guidelines and standards applicable to all new city neighbourhoods.

Assumption #8

Snow & Ice removal issues in R1G developments will be mitigated through existing design criteria that deals with driveway locations, driveway widths and, length and location of R1G housing units on cul-du-sacs.

Snow & ice clearing of local streets with front attached garages creates challenges for City crews and area residents. This matter centers mainly around clearing driveway entrances and having enough on-street storage space for snow & ice removal.

Inspection of R1G development areas during the 2013/14 winter season indicated that the on-street parking spaces located between the mandatory paired driveways was being utilized as snow & ice storage space on local streets. These on-street storage spaces in R1G areas are of consistent size due to the mandatory requirements of paired driveways (as opposed to random driveway locations) and mandatory double car garages with maximum 6.1 m driveway widths (as opposed to no driveway width limitations and potential 3 car garages).

Snow & ice storage capacity comparisons between R1G and R1 local streets with front driveways would likely be equal due to the slightly higher density of R1G developments (more units/driveways per block). In both cases, the necessity to clear front driveways would result in a similar amount of work and effort for City crews.

At the time of this review, no R1G housing units had been constructed on any cul-du-sacs. The R1G District contains design criteria respecting cul-du-sac lengths and R1G lot locations to ensure that the head (bulb) of the cul-du-sac provides the space required for snow & ice storage thereby mitigating R1G driveway locations.

Many of the existing R1G lots are located on collector roadways which, following major snow events, are graded down to pavement with all snow & ice removed.

The following considerations are provided to further enhance the management of snow & ice on streets containing R1G developments:

- require that local streets be constructed with separate boulevards to provide additional snow & ice storage space however, boulevard trees could create some issues;
- construct local streets with a sidewalk on only one side to eliminate windrow conflicts with sidewalk, provides additional snow storage space on the side of the street with no sidewalk (on undeveloped road r/w adjacent to curb) and provides wider travel lanes;
- should current snow & ice policy be modified for collector roadways whereby windrows are initially created and removed at a later date following a parking ban, R1G developments would still require clearing of front driveways if windrows are located along sides of streets.

4.7 RECOMMENDATIONS REGARDING THE R1G DISTRICT

- A. In response to the review and analysis of the R1G Residential (small lot) District pilot project, the following land use bylaw amendments are being recommended:
1. Add to the R1G District Permitted and Discretionary Use Table “Home occupations which will generate additional traffic” as a discretionary use.
 - allows for consistency with all other residential districts.
 2. Remove from the R1G District, the maximum 33% of “net residential area” design criteria requirement for combined R1G and R1N developments:
 - development trends in all city NASP approved neighbourhoods show that at most, only about half of the neighbourhoods’ allowable 33% combined R1G and R1N developments are being realized;
 - the new City *Neighbourhood Planning & Design Standards* no longer contains any maximum area criteria for R1G and/or R1N developments.
 3. Add to the R1G District, a design criteria requirement that all non-bungalow style R1G homes must contain developed floor space over a minimum of 40% of the front attached garage area:
 - significantly reduces the dominance of the mandatory front double attached garage.
 4. Add to the R1G District, a design criteria requirement that for R1G bungalow style homes, the maximum distance between the front face of the living portion of the home and front elevation of the attached garage cannot exceed 5 m.
 - reduces the dominance of the mandatory front double attached garage.
- B. In response to a positive outcome of the R1G Residential District review and recent City approval of its *Neighbourhood Planning & Design Standards*, it is recommended that Council pass a resolution indicating that the R1G Residential (small lot) District be deemed a successful pilot project and that this District now be made available city-wide to the development industry as a sustainable form of housing choice.

APPENDICES



City of Red Deer Planning Department
Review of the R1N – Residential (Narrow Lot) District:
R1N Public Consultation Comments
April 2014



PLANNING DEPARTMENT

R1N Residential District Survey

As part of The City of Red Deer's review of the R1N Residential (Narrow lot) District, we are asking for your consideration and response to the following questions by **November 29, 2013**.

1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes
- No
- No, I am renting

2. What is your intended length of residence in this home? **Check one.**

- Less than 5 years. Please explain why? BUILDING NEW RESIDENCE
- Meets all your anticipated housing needs for the next 5 years or more
- Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Location in the City | <input checked="" type="checkbox"/> Price in Comparison to Other Housing Types |
| <input type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One
- Two
- Three
- Four or more
- Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|---|
| <input type="checkbox"/> Front Driveway | <input checked="" type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input checked="" type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input checked="" type="checkbox"/> Other <u>REAR PARKING</u> |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes
- No

7. Tell us what you like most about your R1N home?

PRICE RANGE AND WAS FULLY
COMPLETED WITH GARAGE

8. Tell us what you would change about your R1N home to make it more appealing to you?

PAVED BACK ALLEY ACCESS

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input checked="" type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

Any personal information on this form is collected under authority of section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act for the purpose of reviewing and analyzing The City of Red Deer R1G Residential (small lot) District. Your comments will be used collectively in publications or reports related to the R1G and R1N Residential District review. An individual choosing to provide comment to a member of Council, to a member of a committee, and/or to City of Red Deer administration must understand that comments, including personal information, could be publicly disclosed. The City will seek to balance the dual objectives of open government and protection of privacy. If you have any questions regarding the collection, use and protection of this information, please contact the Planning Services Division located on the third floor of City Hall, 4914 – 48 Avenue, Red Deer, Alberta 403-406-8700.



PLANNING DEPARTMENT

R1N Residential District Survey

As part of The City of Red Deer's review of the R1N Residential (Narrow lot) District, we are asking for your consideration and response to the following questions by **November 29, 2013**.

1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes
- No
- No, I am renting

2. What is your intended length of residence in this home? **Check one.**

Less than 5 years. Please explain why? _____

Meets all your anticipated housing needs for the next 5 years or more

Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Location in the City | <input checked="" type="checkbox"/> Price in Comparison to Other Housing Types |
| <input checked="" type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input checked="" type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One
- Two
- Three
- Four or more
- Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|--|---|
| <input type="checkbox"/> Front Driveway | <input type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input type="checkbox"/> Garage-Rear Detached |
| <input checked="" type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes
- No

7. Tell us what you like most about your R1N home?

8. Tell us what you would change about your R1N home to make it more appealing to you?

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input checked="" type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

Any personal information on this form is collected under authority of section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act for the purpose of reviewing and analyzing The City of Red Deer R1G Residential (small lot) District. Your comments will be used collectively in publications or reports related to the R1G and R1N Residential District review. An individual choosing to provide comment to a member of Council, to a member of a committee, and/or to City of Red Deer administration must understand that comments, including personal information, could be publicly disclosed. The City will seek to balance the dual objectives of open government and protection of privacy. If you have any questions regarding the collection, use and protection of this information, please contact the Planning Services Division located on the third floor of City Hall, 4914 – 48 Avenue, Red Deer, Alberta 403-406-8700.



PLANNING DEPARTMENT

R1N Residential District Survey

As part of The City of Red Deer's review of the R1N Residential (Narrow lot) District, we are asking for your consideration and response to the following questions by **November 29, 2013**.

1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes
- No
- No, I am renting

2. What is your intended length of residence in this home? **Check one.**

- Less than 5 years. Please explain why? Hope to upgrade or move from Red Deer
- Meets all your anticipated housing needs for the next 5 years or more
- Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Location in the City | <input checked="" type="checkbox"/> Price in Comparison to Other Housing Types |
| <input type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One
- Two
- Three
- Four or more
- Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|---|
| <input type="checkbox"/> Front Driveway | <input checked="" type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes
- No

7. Tell us what you like most about your R1N home?

Close to work, nice neighborhood

8. Tell us what you would change about your R1N home to make it more appealing to you?

Add a garage

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input checked="" type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

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PLANNING DEPARTMENT

R1N Residential District Survey

As part of The City of Red Deer's review of the R1N Residential (Narrow lot) District, we are asking for your consideration and response to the following questions by **November 29, 2013**.

1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes No No, I am renting

2. What is your intended length of residence in this home? **Check one.**

- Less than 5 years. Please explain why? _____
- Meets all your anticipated housing needs for the next 5 years or more
- Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Location in the City | <input checked="" type="checkbox"/> Price in Comparison to Other Housing Types |
| <input checked="" type="checkbox"/> House Plan | <input checked="" type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One Two Three Four or more Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|--|
| <input type="checkbox"/> Front Driveway | <input checked="" type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input checked="" type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes No

7. Tell us what you like most about your R1N home?

Location on edge of the city where I can see fields and wildlife

8. Tell us what you would change about your R1N home to make it more appealing to you?

not so close to neighbours, I think it's a fire hazard - if one house burns so does the next

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input checked="" type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

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PLANNING DEPARTMENT

R1N Residential District Survey

As part of The City of Red Deer's review of the R1N Residential (Narrow lot) District, we are asking for your consideration and response to the following questions by **November 29, 2013**.

1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes No No, I am renting

2. What is your intended length of residence in this home? **Check one.**

Less than 5 years. Please explain why? _____

Meets all your anticipated housing needs for the next 5 years or more

Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Location in the City | <input checked="" type="checkbox"/> Price in Comparison to Other Housing Types |
| <input type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One Two Three Four or more Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|---|
| <input type="checkbox"/> Front Driveway | <input checked="" type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes No

7. Tell us what you like most about your R1N home?

Location + ease of access to the places we need to go.

8. Tell us what you would change about your R1N home to make it more appealing to you?

No noise design is terrible for a family. A car port or other off street parking.

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input checked="" type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____ Red Deer T4N 7C6

Thank You

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PLANNING DEPARTMENT

R1N Residential District Survey

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1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes
- No
- No, I am renting

2. What is your intended length of residence in this home? **Check one.**

- Less than 5 years. Please explain why? _____
- Meets all your anticipated housing needs for the next 5 years or more
- Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|---|---|
| <input type="checkbox"/> Location in the City | <input type="checkbox"/> Price in Comparison to Other Housing Types |
| <input checked="" type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input checked="" type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input checked="" type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input checked="" type="checkbox"/> Other: Explain <u>Builder + their design.</u> | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One
- Two
- Three
- Four or more
- Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|--|
| <input type="checkbox"/> Front Driveway | <input type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input checked="" type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes
- No

7. Tell us what you like most about your R1N home?

The front yard is quite close to the street, giving us a larger back yard! (than one would expect from this type of lot).

8. Tell us what you would change about your R1N home to make it more appealing to you?

Rear attached garage would be preferential to detached. Wider lot but more shallow perhaps would be great!

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input checked="" type="checkbox"/> Couple, no children (yet!) | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

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PLANNING DEPARTMENT

R1N Residential District Survey

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1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes
- No
- No, I am renting

2. What is your intended length of residence in this home? **Check one.**

Less than 5 years. Please explain why? _____

Meets all your anticipated housing needs for the next 5 years or more

Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Location in the City | <input checked="" type="checkbox"/> Price in Comparison to Other Housing Types |
| <input checked="" type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input checked="" type="checkbox"/> Other: Explain <u>FIRST HOME; PRICE-POINT; BOUGHT FROM TRUSTED BUILDER</u> | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One
- Two
- Three
- Four or more
- Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|--|
| <input type="checkbox"/> Front Driveway | <input checked="" type="checkbox"/> Street <u>DAD</u> |
| <input type="checkbox"/> Garage-Front Attached | <input checked="" type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes
- No

7. Tell us what you like most about your R1N home?

I LIKE THE FLOOR PLAN + CURB APPEAR.

8. Tell us what you would change about your R1N home to make it more appealing to you?

ADD A LITTLE MORE SQ. FT. TO ACCOMMODATE ENSUITE OFF MASTER BDRM + FRENCH DOORS W/ WRAP AROUND DECK.

9. Please select the option that BEST describes your household? Check one.

- Couple, no children
- Couple, seniors
- Family with preschool children
- Family with elementary children
- Related relatives
- Other-Please specify _____
- Family with middle school or high school youth
- Family with college age
- Single parent with children
- Single adult or senior
- Non-related tenants/roommates

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

I WOULD LIKE TO SEE WIDER SIDEWALKS OR BANDS TO ACCOMMODATE THE SNOW PLOWING. WE ARE A WINTER CITY AFTER ALL!!! WHEN WE LOSE ONE SIDE OF THE STREET IN WINTER, AFTER WE DO "GET" PLOWED, PARKING BECOMES A "NIGHTMARE"...

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

AND IN WINTERS WHERE IT IS PLOWED TO MY SIDE I DO HAVE IT HAUNED AWAY FROM IN FRONT OF MY HOUSE, APPROX 1/40.00.

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PLANNING DEPARTMENT

R1N Residential District Survey

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1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes
- No
- No, I am renting

2. What is your intended length of residence in this home? **Check one.**

- Less than 5 years. Please explain why? _____
- Meets all your anticipated housing needs for the next 5 years or more
- Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Location in the City | <input type="checkbox"/> Price in Comparison to Other Housing Types |
| <input checked="" type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input checked="" type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input checked="" type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One
- Two
- Three
- Four or more
- Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|---|
| <input type="checkbox"/> Front Driveway | <input checked="" type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes
- No

7. Tell us what you like most about your R1N home?

The actual house (lay out. ~~of~~ the Nothing special about the lot itself.

8. Tell us what you would change about your R1N home to make it more appealing to you?

Make the actual house more sound proof. Again, nothing specific about the lot.

9. Please select the option that BEST describes your household? Check one.

- Couple, no children
- Couple, seniors
- Family with preschool children
- Family with elementary children
- Related relatives
- Other-Please specify _____
- Family with middle school or high school youth
- Family with college age
- Single parent with children
- Single adult or senior
- Non-related tenants/roommates

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

The street is typically filled with vehicles of the homeowners. & snow covered!

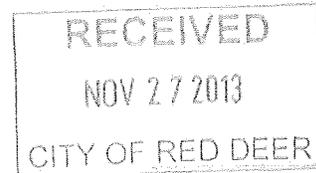
Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

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PLANNING DEPARTMENT

R1N Residential District Survey

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1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes
- No
- No, I am renting

2. What is your intended length of residence in this home? **Check one.**

Less than 5 years. Please explain why? _____

Meets all your anticipated housing needs for the next 5 years or more

Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|--|---|
| <input type="checkbox"/> Location in the City | <input type="checkbox"/> Price in Comparison to Other Housing Types |
| <input type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input checked="" type="checkbox"/> Other: Explain <u>Did a house swap</u> | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One
- Two
- Three
- Four or more
- Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|--|---|
| <input type="checkbox"/> Front Driveway | <input checked="" type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input type="checkbox"/> Garage-Rear Detached |
| <input checked="" type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes
- No

7. Tell us what you like most about your R1N home?

Location + # of bathrooms, pantry,

8. Tell us what you would change about your R1N home to make it more appealing to you?

Garage

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|--|
| <input type="checkbox"/> Couple, no children | <input checked="" type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Red Deer,
AB T4R 3K6

Thank You

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PLANNING DEPARTMENT

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1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes No No, I am renting

2. What is your intended length of residence in this home? **Check one.**

- Less than 5 years. Please explain why? _____
- Meets all your anticipated housing needs for the next 5 years or more
- Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Location in the City | <input checked="" type="checkbox"/> Price in Comparison to Other Housing Types |
| <input checked="" type="checkbox"/> House Plan | <input checked="" type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input checked="" type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input checked="" type="checkbox"/> Larger than Prior Residence | <input checked="" type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain <u>this home was located on a pie shape lot (I believe 3rd largest lot in the close). The home is also a walk-out basement.</u> | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One Two Three Four or more Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|--|---|
| <input type="checkbox"/> Front Driveway | <input type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input type="checkbox"/> Garage-Rear Detached |
| <input checked="" type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes No

7. Tell us what you like most about your R1N home?

We love our big back yard. The house is sometimes a little small for our family but the yard size is great, and has lots of room for improvements (garage etc.).

8. Tell us what you would change about your R1N home to make it more appealing to you?

I would love if I could move it away from the city dump. It is too close. We would like to build a detached garage (2 or 3 car) in the future.

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|--|
| <input type="checkbox"/> Couple, no children | <input checked="" type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

I love our home. I like the location in South Red Deer (other than the proximity to the dump ;) We choose to park in the rear because there is never enough parking out front. Our neighbours tend to crowd the front of our house. Several neighbours park in the front even though they have garages. As well, some with rear parking

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

or garages park more vehicles than they have space for and block the alley ways. There are **Thank You** more rental properties in this area than we would like. They seem to be the most disrespectful.

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PLANNING DEPARTMENT

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1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes
 No
 No, I am renting

2. What is your intended length of residence in this home? **Check one.**

Less than 5 years. Please explain why? _____

Meets all your anticipated housing needs for the next 5 years or more

Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Location in the City | <input type="checkbox"/> Price in Comparison to Other Housing Types |
| <input checked="" type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input checked="" type="checkbox"/> Not Located on a Lane |
| <input checked="" type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One
 Two
 Three
 Four or more
 Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|--|
| <input type="checkbox"/> Front Driveway | <input type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input checked="" type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes
 No

7. Tell us what you like most about your R1N home?

The location of our home in the city, the neighborhood feel and close to walking trails and shopping ~~amenities~~ amenities

8. Tell us what you would change about your R1N home to make it more appealing to you?

Given the close proximity of the homes, additional privacy features would be appealing.

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input checked="" type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

Parking is always an issue because people do not use their rear parking pads and park on the street instead. There is an abundance of searching suits which compounds the problem

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

Any personal information on this form is collected under authority of section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act for the purpose of reviewing and analyzing The City of Red Deer R1G Residential (small lot) District. Your comments will be used collectively in publications or reports related to the R1G and R1N Residential District review. An individual choosing to provide comment to a member of Council, to a member of a committee, and/or to City of Red Deer administration must understand that comments, including personal information, could be publicly disclosed. The City will seek to balance the dual objectives of open government and protection of privacy. If you have any questions regarding the collection, use and protection of this information, please contact the Planning Services Division located on the third floor of City Hall, 4914 - 48 Avenue, Red Deer, Alberta 403-406-8700.



PLANNING DEPARTMENT

R1N Residential District Survey

As part of The City of Red Deer's review of the R1N Residential (Narrow lot) District, we are asking for your consideration and response to the following questions by **November 29, 2013**.

1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes No No, I am renting

2. What is your intended length of residence in this home? **Check one.**

Less than 5 years. Please explain why? From here to years, have
outgrown house and yard.

Meets all your anticipated housing needs for the next 5 years or more

Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Location in the City | <input checked="" type="checkbox"/> Price in Comparison to Other Housing Types |
| <input type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input checked="" type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One Two Three Four or more Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|--|---|
| <input type="checkbox"/> Front Driveway | <input checked="" type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input type="checkbox"/> Garage-Rear Detached |
| <input checked="" type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes No

7. Tell us what you like most about your R1N home?

Beside a park

8. Tell us what you would change about your R1N home to make it more appealing to you?

Larger yard & garage.

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input checked="" type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

These homes are great for young first time home buyers, but not ideal to grow a family in.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

Any personal information on this form is collected under authority of section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act for the purpose of reviewing and analyzing The City of Red Deer R1G Residential (small lot) District. Your comments will be used collectively in publications or reports related to the R1G and R1N Residential District review. An individual choosing to provide comment to a member of Council, to a member of a committee, and/or to City of Red Deer administration must understand that comments, including personal information, could be publicly disclosed. The City will seek to balance the dual objectives of open government and protection of privacy. If you have any questions regarding the collection, use and protection of this information, please contact the Planning Services Division located on the third floor of City Hall, 4914 - 48 Avenue, Red Deer, Alberta 403-406-8700.



PLANNING DEPARTMENT

R1N Residential District Survey

As part of The City of Red Deer's review of the R1N Residential (Narrow lot) District, we are asking for your consideration and response to the following questions by **November 29, 2013**.

1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes
- No
- No, I am renting

2. What is your intended length of residence in this home? **Check one.**

- Less than 5 years. Please explain why? Permanent (@ 10 years + now)
- Meets all your anticipated housing needs for the next 5 years or more
- Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Location in the City | <input checked="" type="checkbox"/> Price in Comparison to Other Housing Types |
| <input checked="" type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input checked="" type="checkbox"/> Amount of Traffic on the Street <i>Quiet Close</i> |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One
- Two
- Three
- Four or more
- Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|--|
| <input checked="" type="checkbox"/> Front Driveway | <input type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input checked="" type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other <u>(Both)</u> |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes
- No

7. Tell us what you like most about your R1N home?

*Floor Plan, Lower Cost... Privacy... More Back Yard
verses front yard space + Rear Lane Access Darker colour siding + House colours*

8. Tell us what you would change about your R1N home to make it more appealing to you?

*A Wider Lot 40 ft or 45 ft verses only 35 ft or 36 ft
* Paved back alley (lanes) as was originally planned for Westlake
+ (Used as walking paths)*

9. Please select the option that BEST describes your household? Check one.

- Couple, no children
- Couple, seniors
- Family with preschool children
- Family with elementary children
- Related relatives
- Other-Please specify *(children left home)*
- Family with middle school or high school youth
- Family with college age
- Single parent with children
- Single adult or senior
- Non-related tenants/roommates

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

Option to Change "Wade Close" to "Windior Circle"; etc...?

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You:

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PLANNING DEPARTMENT

R1N Residential District Survey

As part of The City of Red Deer's review of the R1N Residential (Narrow lot) District, we are asking for your consideration and response to the following questions by November 29, 2013.

1. Is this home the first residence you have purchased in Red Deer? Check one.

- Yes No No, I am renting

2. What is your intended length of residence in this home? Check one.

- Less than 5 years. Please explain why? Meets all your anticipated housing needs for the next 5 years or more Unsure at this time

3. What made this home most appealing for you to purchase or occupy? Check all that apply.

- Location in the City House Plan Front Attached Garage Located on a Lane Larger than Prior Residence Other: Explain 3 bedroom Price in Comparison to Other Housing Types Exterior Design Amount of Traffic on the Street Not Located on a Lane Located in Proximity to a Park

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One Two Three Four or more Zero

5. When at home, where do you park the vehicles that are used daily?

- Front Driveway Garage-Front Attached Parking Stall in the Rear of Lot Street Garage-Rear Detached Other

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes No

7. Tell us what you like most about your R1N home?

well built home, Ted Olsen Homes.

8. Tell us what you would change about your R1N home to make it more appealing to you?

garage in back

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input checked="" type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

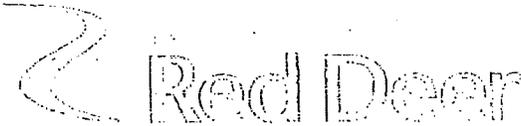
Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

Any personal information on this form is collected under authority of section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act for the purpose of reviewing and analyzing The City of Red Deer R1G Residential (small lot) District. Your comments will be used collectively in publications or reports related to the R1G and R1N Residential District review. An individual choosing to provide comment to a member of Council, to a member of a committee, and/or to City of Red Deer administration must understand that comments, including personal information, could be publicly disclosed. The City will seek to balance the dual objectives of open government and protection of privacy. If you have any questions regarding the collection, use and protection of this information, please contact the Planning Services Division located on the third floor of City Hall, 4914 - 48 Avenue, Red Deer, Alberta 403-406-8700.



PLANNING DEPARTMENT

R1N Residential District Survey

As part of The City of Red Deer's review of the R1N Residential (Narrow lot) District, we are asking for your consideration and response to the following questions by **November 29, 2013**.

1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes No No, I am renting

2. What is your intended length of residence in this home? **Check one.**

- Less than 5 years. Please explain why? _____

- Meets all your anticipated housing needs for the next 5 years or more
- Unsure at this time

3. What made this home most appealing for you to purchase or occupy? Check **all** that apply.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Location in the City | <input type="checkbox"/> Price in Comparison to Other Housing Types |
| <input type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input checked="" type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One Two Three Four or more Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|--|
| <input type="checkbox"/> Front Driveway | <input checked="" type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input checked="" type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes No

7. Tell us what you like most about your R1N home?

large pie lot - big back yard looking onto a
tree reserve!

8. Tell us what you would change about your R1N home to make it more appealing to you?

make the close larger somehow to be able to
accommodate parking of vehicles. it's a
struggle everyday.

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input checked="" type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

The pie lot is nice. Would be nice if the
front was a little wider as rooftops nearly
touch in front.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Red Deer, AB T4P 3P5

Thank You

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Dayna Nebozenko

From: Planning Services
Sent: January 07, 2014 8:36 AM
To: Dayna Nebozenko; Tony Lindhout
Subject: FW: Feedback on R1N and R1G Land Use Districts

This was in the planning@reddeer.ca mailbox

From: :
Sent: December 06, 2013 10:34 AM
To: Planning Services
Cc: Tara Veer; Buck Buchanan; Lawrence Lee; Lynne Mulder; Tanya Handley; Paul Harris; Ken Johnston; Frank Wong; Dianne Wytjes
Subject: Feedback on R1N and R1G Land Use Districts

In response to the City request for feedback on the form of narrow and small lot residential developments, I wish to express my opposition to such developments. In my opinion, such land use districts make very inefficient use of land and provide tiny yards that are no better than what townhouses have. Single detached houses are far less energy efficient than townhouses. The back lane would be an eyesore and a problem for snow clearing. I believe that back lanes are a very poor use of land and should be completely eliminated from future developments. I live on Law Close in Lancaster and am very happy that our lot does not have a back lane. I especially enjoy taking my garbage and recycling to the end of our driveway, instead of having to drag it to a back lane.

One way to provide more dense housing is to follow the example of Avalon in their Verde development in Clearview Ridge. One hundred years from now, Verde may still be a vibrant community, whereas the housing on narrow and small residential lots will be in the process of being torn down to build more dense and more energy efficient housing.

Red Deer, T4R 3K2

[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.]

Dayna Nebozenko

From: Planning Services
Sent: January 07, 2014 8:45 AM
To: Dayna Nebozenko; Tony Lindhout
Subject: R1N and R1G Response:

From:
Sent: November 25, 2013 10:27 AM
To: Planning Services
Subject: Residential Land Use Feedback

Hello,

In regards to the city's request for feedback on the R1N and R1G I offer the following:

1.) I applaud the city's move to increase density and provide solutions that are attractive to residents but still sustainable overall. These lots provide a good alternative to meet housing needs while improving sustainability.

2.) The city should work to continue providing alternative residential districts that allow increased density and sustainability in a manner that is attractive to residents. An example of this would be to allow garage suites.

3.) Over the course of the past year, I have done extensive travelling (Japan, New York, Los Angeles, Tulsa, Etc.) and am convinced that the City of Red Deer needs to begin development planning that is not dependent on the automobile. Los Angeles has developed with the car as the primary mode of transport, and the environmental and livability impact of this transit situation is horrendous. The car while intending to represent freedom, ends up becoming a cage. Looking closer to home, Calgary is effectively a small LA, and Red Deer, a small Calgary. Developing and sprawling using a low density housing model dependent on the automobile leads to a city where providing efficient bus and rail transit is so capital intensive that it can't be justified after the fact. To this end, the City of Red Deer needs to allow for increased density when redeveloping, and to work towards a "walkable city." I would also like to see legitimate plans for future light rail/subway transit in Red Deer. I would envision this as a spoke and wheel model that would ring the city (20th ave?, North Highway connector, 19th St, Hwy 2) and would provide spokes to downtown along key corridors (32nd st, Gaetz ave, Taylor, etc.) In the future it could connect to the high-speed rail hub. Please see an excellent TED talk for further discussion this matter:
http://www.ted.com/talks/jeff_speck_the_walkable_city.html

The R1N and R1G lots are a small step in the right direction. I sincerely believe that with the right direction and leadership, the City of Red Deer can be a great city that is desirable from the standpoint of its livability and walkability. The cost of developing in an this way may be viewed as somewhat high at times, but if we, living in prosperous Central Alberta can't afford to develop in this manner, then who can?

Sincerely,

Dayna Nebozenko

From: Planning Services
Sent: January 07, 2014 8:48 AM
To: Dayna Nebozenko; Tony Lindhout
Subject: FW: feedback on narrow lots

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

From:
Sent: November 15, 2013 6:49 PM
To: Planning Services
Subject: feedback on narrow lots

Just saw this link of facebook and thought I'd send in my opinion...

I find that these types of streets have inadequate parking. These homes are purchased by the young/starter home market. They often have roommates, several vehicles and children. There are no safe places for children to play or ride bikes. When you plow windrows people are fighting over parking spaces.

[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.]

Dayna Nebozenko

From: Planning Services
Sent: January 07, 2014 8:49 AM
To: Dayna Nebozenko; Tony Lindhout
Subject: FW: Feedback on residential land use districts

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

From
Sent: November 15, 2013 10:55 AM
To: Planning Services
Subject: Feedback on residential land use districts

The following is in response to City request for feedback on small and narrow lots.

Both small and narrow lots as defined in the current info release are common in many cities and a good way to maximize land use in NEW residential developments.

Side by side driveways create an illusion of space due to contiguous lawns on every second lot, also a good planning measure.

I do, however, object to front garages, especially front garages on lots where the garage must be the primary visual component from the street. This creates an unwelcoming and forbidding aspect to a neighbourhood. Besides the ugly factor, I wonder if studies on crime have taken into account any potential impact of hidden entries where most neighbours have no view of their own street.

Thanks for the opportunity to provide feedback!

Sent from my iPhone

[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.]

Dayna Nebozenko

From: Planning Services
Sent: January 07, 2014 8:49 AM
To: Tony Lindhout; Dayna Nebozenko
Subject: FW: City seeks feedback on residential land use districts

From:
Sent: November 15, 2013 10:36 AM
To: Planning Services
Subject: City seeks feedback on residential land use districts

Please add my vote to 10.5m is too small for lot frontage. I get there is a need for narrow lots but it should not be the entire neighborhood. Larger lot sizes in Westpark and the older neighborhoods are much better.

[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.]

Dayna Nebozenko

From: Planning Services
Sent: January 07, 2014 8:49 AM
To: Dayna Nebozenko; Tony Lindhout
Subject: FW: residential land use

From:
Sent: November 15, 2013 10:31 AM
To: Planning Services
Subject: residential land use

My comments in italics, below:

The R1N Residential (narrow lot) district includes the following development characteristics:

- only allows single family detached homes;
 - front attached garages or front driveways are not permitted;
 - two on-site parking stalls must be provided behind the home and accessed from a lane;
- ***why assume that vehicles are central to everyone's lives. In this day and age, families or individuals are choosing not to have a motor vehicle, simply can't afford one or are urban commuters using other transportation options. Folks might want a garden or family space on their home property. Instead, regulate that the equivalent space is to have no permanent structures; if there are no structures, future owners could use garden space for parking if needed.*

- minimum lot frontage of 10.5 m and minimum lot depth of 36.6 m; and,
 - maximum two storey (10 m) building height and minimum 5 m front yard setback.
- ***why the hefty setback in the front? Allow more options for building and yard design that think about function and community interaction rather than continuing to require archaic pseudo-estates and usefess front yards.*

“Small residential lots are newer to Red Deer since the R1G Residential district was added to The City’s Land Use Bylaw as a pilot project in 2011,” said Nebozenko. “So far, the R1G district is only permitted in the emerging Vanier East and Laredo neighbourhoods.”

The R1G Residential (small lot) district includes the following development characteristics:

- only allows single family detached homes with mandatory front double attached garage;
- ***Egad! Mandatory front double garages? What kind of vision for community does this reflect? Front garages are generally ugly, obstructive and serve to separate us from our neighbours. If we value our cars more than the rest of our home life I guess this makes sense.*
- front driveway must be paired with driveway on adjoining lot;
- ***what if i want a garen instead of a driveway?*
- minimum lot frontage of 10.5 m and minimum lot depth of 30 m; and,
 - maximum two-storey (10 m) building height and minimum 6 m front yard setback.
- ***assuming we don't require big garages, why the hefty setback in the front? Same as above: allow more options for building and yard design that think about function and community interaction rather than continuing to require archaic pseudo-estates and usefess front yards.*

Let's watch documenararies like End of Suburbia and Urbanization as a community and see what ideas come up.

Such backward prescriptive regulations promote impersonal, unimaginative planning and cookie-cutter neighbourhoods. Most people hate these but have few choices unless they are wealthy and can escape onto their own vast properties. Those with fewest resources are stuck with design values set by the priveleged few - seemingly from 1952.

[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.]

Dayna Nebozenko

From: Planning Services
Sent: January 07, 2014 8:50 AM
To: Dayna Nebozenko; Tony Lindhout
Subject: FW: Re narrow lot planning

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

From:
Sent: November 15, 2013 10:31 AM
To: Planning Services
Subject: Re narrow lot planning

Here is my feedback...

These are a terrible option. We are looking at moving out of RD because of the mass abundance of narrow lots and multi-family housing.

While we get why the city needs some of this it is dragging down the value of all neighborhoods. Why not allow some neighborhoods to be wider lots exclusively. Mixing large and small brings more crime and less desirable lots for those with higher incomes.

Narrow lots mostly cause parking issues and neighbor fights over "parking spots".I speak from experience living in Vickers Close.

Unless they are very randomly plunked it will cause further disaster in the current residential neighborhoods.

The city needs a bigger lot neighborhood where larger families can build bigger houses and still have nice sized yards for our kids to run around in.

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Dayna Nebozenko

From: Planning Services
Sent: January 07, 2014 8:50 AM
To: Dayna Nebozenko; Tony Lindhout
Subject: FW: Feedback on residential lot design

From:
Sent: November 15, 2013 10:31 AM
To: Planning Services
Subject: Feedback on residential lot design

The R1N Residential (narrow lot) district includes the following development characteristics:

- only allows single family detached homes; I oppose any zoning which prohibits creative innovation around multi-family housing. There are many amazing developments that use a pocket-neighbourhood type design or co-housing design that is appealing, energy efficient and community building.
- front attached garages or front driveways are not permitted;
- two on-site parking stalls must be provided behind the home and accessed from a lane; This requirement assumes that people in the household travel by automobile and own two cars. What if the owners only own one car and want to use that extra space for growing food or other uses?
- minimum lot frontage of 10.5 m and minimum lot depth of 36.6 m; and,
- maximum two storey (10 m) building height and minimum 5 m front yard setback.

"Small residential lots are newer to Red Deer since the R1G Residential district was added to The City's Land Use Bylaw as a pilot project in 2011," said Nebozenko. "So far, the R1G district is only permitted in the emerging Vanier East and Laredo neighbourhoods."

The R1G Residential (small lot) district includes the following development characteristics:

- ^{Top} of front double attached garage? I find this really unappealing and takes away from community life. Again, the focus is _{Form} on the automobiles, not the people.
- only allows single family detached homes with mandatory front double attached garage; - see above. Mandatory
 - front driveway must be paired with driveway on adjoining lot; - This is a lot of hardscaping in one spot, which cause valuable water to run off into the storm sewers instead of being absorbed into the ground.
 - minimum lot frontage of 10.5 m and minimum lot depth of 30 m; and,
 - maximum two-storey (10 m) building height and minimum 6 m front yard setback.

I appreciate that smaller, narrow lots are reducing land usage and I support that. But I don't see any real innovation or forward thinking here. These districts appear to perpetuate the idea of the car is king and people all need single family detached homes from which they will drive and continue to interact with their neighbours and the surrounding city in a suburban way rather than a community-driven way. I don't really see any of this as progress in a bold and sustainable way. It would be so fantastic to see some development characteristics like"

- Allows for submission by developers of neighbourhood designs that incorporate pocket neighbourhood principles, shared green and garden space, parking on the fringes with walkability between homes, energy efficiency, etc.
- Allows for smaller front yard setback in designs that include larger backyard garden spaces or desired interaction with the streetscape. Often front yards are lawn and decorative plantings only, which require a lot of water and energy (electric or gas powered lawn mowers) to maintain.

I understand that I do not know about all of the utility and infrastructure issues that need to be addressed, but I do know that all over the world residential development is shifting and I don't really feel like we are getting on the wagon for a more sustainable and community focussed model of neighbourhood building.



Comment Sheet

Canadian Home Builders Association – Central Alberta

Feedback on R1N (Narrow Lot) and R1G (Small Lot) Residential Land Use Districts

- * It is my feeling that if we mandate our customers & your citizens to park in the back on R1N lots we must expect the city to perform snow removal on the Alley ways.
 - * I felt the 4.5 m set back was better for this product.
 - * I am hesitant to support the R1NG product as it typically takes a 2 storey to make the product viable for a family. It is my opinion that the product excludes a large portion of the buying community and does not respect the needs of our customers & citizens. They will sell well for the first 2 phases but then fall off when the people that live in 2 storeys ~~are~~ have purchased the homes. on no Alley lots the set back should be 8m to accommodate R.V.s and customer needs.
- Are there other forms of housing that you would like to see in Red Deer?

o Lot lines.

Did you find today's presentation worthwhile? Yes No

Name: (optional) _____

Company name: (optional) _____

Thank you

Any personal information on this form is collected under authority of section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act for the purpose of reviewing and analyzing The City of Red Deer's R1N and R1G Residential Districts. Your comments may be used anonymously and collectively in a planning report(s) related to the R1N and R1G Residential Districts review. If you have any questions regarding the collection, use and protection of this information, please contact the Planning Services Division located on the third floor of City Hall, 4914 – 48 Avenue, Red Deer, Alberta 403-406-8700.

Planning Department 4914-48 Avenue Phone: 403-406-8700 Fax: 403-342-8200 Email: planning@reddeer.ca
The City of Red Deer Box 5008 Red Deer, AB T4N 3T4 www.reddeer.ca



Comment Sheet

Review of R1N Residential (Narrow Lot) District

I am not surprised with the response to the R1N survey. I was not able to complete the survey on-line, there was no return envelope for the mailed out survey or return address.

The planning Department should make survey more convenient to complete.

Where is the web-site address or email address on this form to submit this to. I have to spend a dollar on postage ... no fax number on this form to fax it to and no postal code!

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____ *Red Deer, AB*

Thank You

Any personal information on this form is collected under authority of section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act for the purpose of reviewing and analyzing The City of Red Deer R1N Residential (Narrow Lot) District. Your comments will be used collectively in publications or reports related to the R1N review. An individual choosing to provide comment to a member of Council, to a member of a committee, and/or to City of Red Deer administration must understand that comments, including personal information, could be publicly disclosed. The City will seek to balance the dual objectives of open government and protection of privacy. If you have any questions regarding the collection, use and protection of this information, please contact the Planning Services Division located on the third floor of City Hall, 4914 – 48 Avenue, Red Deer, Alberta 403-406-8700.



City of Red Deer Planning Department
Review of R1G – Residential (Small Lot) District
R1G Public Consultation Comments
April 2014



PLANNING DEPARTMENT

R1G Residential (Small Lot) District Survey

As part of The City of Red Deer's review of the R1G Residential (small lot) District, we are asking for your consideration and response to the following questions by **November 29, 2013**.

1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes No No, I am renting

2. What is your intended length of residence in this home? **Check one.**

Less than 5 years. Please explain why? _____

Meets all your anticipated housing needs for the next 5 years or more

Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|---|--|
| <input type="checkbox"/> Location in the City | <input checked="" type="checkbox"/> Price in Comparison to Other Housing Types |
| <input checked="" type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input checked="" type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input checked="" type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One Two Three Four or more Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|---|
| <input type="checkbox"/> Front Driveway | <input type="checkbox"/> Street |
| <input checked="" type="checkbox"/> Garage-Front Attached | <input type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1G Residential district?

- Yes No

7. Tell us what you like most about your R1G home?

Just enough lot for our budget and for the house style and size that we like.

8. Tell us what you would change about your R1G home to make it more appealing to you?

spaces between houses.

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input checked="" type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1G homes.

Houses are too close to each other.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

*REED DEER AB
TYR 0407*

Thank You

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PLANNING DEPARTMENT

R1G Residential (Small Lot) District Survey

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1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes
- No
- No, I am renting

2. What is your intended length of residence in this home? **Check one.**

Less than 5 years. Please explain why? _____

Meets all your anticipated housing needs for the next 5 years or more

Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? **Check all** that apply.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Location in the City | <input checked="" type="checkbox"/> Price in Comparison to Other Housing Types |
| <input checked="" type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input checked="" type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One
- Two
- Three
- Four or more
- Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|---|
| <input type="checkbox"/> Front Driveway | <input type="checkbox"/> Street |
| <input checked="" type="checkbox"/> Garage-Front Attached | <input type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1G Residential district?

- Yes
- No

7. Tell us what you like most about your R1G home?

NOT TOO BIG OF A PLACE WITH PLENTY OF STORAGE
SPACE & SAFER PARKING SPOT

8. Tell us what you would change about your R1G home to make it more appealing to you?

SIDEWALK AT THE END OF DRIVEWAY INSTEAD OF A LITTLE
BIT OF SECTION OF THE DRIVEWAY ON THE OTHER SIDE OF THE
SIDEWALK

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input checked="" type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1G homes.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____, TYROM

Thank You

Any personal information on this form is collected under authority of section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act for the purpose of reviewing and analyzing The City of Red Deer R1G Residential (small lot) District. Your comments will be used collectively in publications or reports related to the R1G and R1N Residential District review. An individual choosing to provide comment to a member of Council, to a member of a committee, and/or to City of Red Deer administration must understand that comments, including personal information, could be publicly disclosed. The City will seek to balance the dual objectives of open government and protection of privacy. If you have any questions regarding the collection, use and protection of this information, please contact the Planning Services Division located on the third floor of City Hall, 4914 - 48 Avenue, Red Deer, Alberta 403-406-8700.



PLANNING DEPARTMENT

R1G Residential (Small Lot) District Survey

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1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes
- No
- No, I am renting

2. What is your intended length of residence in this home? **Check one.**

Less than 5 years. Please explain why? _____

Meets all your anticipated housing needs for the next 5 years or more

Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Location in the City | <input checked="" type="checkbox"/> Price in Comparison to Other Housing Types |
| <input checked="" type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input checked="" type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One
- Two
- Three
- Four or more
- Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Front Driveway | <input type="checkbox"/> Street |
| <input checked="" type="checkbox"/> Garage-Front Attached | <input type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1G Residential district?

- Yes
- No

7. Tell us what you like most about your R1G home?

LOCATION

8. Tell us what you would change about your R1G home to make it more appealing to you?

WALK SO PROXIMITY TO PARK AND BUS STOPS

9. Please select the option that BEST describes your household? Check one.

- | | |
|---|--|
| <input type="checkbox"/> Couple, no children | <input checked="" type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input checked="" type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input checked="" type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1G homes.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____ RED DEER T4R 0V7

Thank You

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FAX 403-342-8200

Comment Sheet

Review of R1G Residential (small lot) District

- Desparately need ^{city} bus service to Vanier East (1Kmt to nearest stop past unmaintained walks/^(remove snow) construction)
- please maintain ^(remove snow) sidewalk adjacent to retention pond on Viscount drive to make it safer for children at bus stops or walking to stops
- provide residential distances in new neighborhoods to schools to avoid frustration with parents and faculty

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

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R1G Comment Sheet March 2014

Tony Lindhout

From: Planning Services
Sent: January 07, 2014 8:49 AM
To: Dayna Nebozenko; Tony Lindhout
Subject: FW: residential land use

From: .
Sent: November 15, 2013 10:31 AM
To: Planning Services
Subject: residential land use

My comments in italics, below:

The R1N Residential (narrow lot) district includes the following development characteristics:

- only allows single family detached homes;
- front attached garages or front driveways are not permitted;
- two on-site parking stalls must be provided behind the home and accessed from a lane;

****why assume that vehicles are central to everyone's lives. In this day and age, families or individuals are choosing not to have a motor vehicle, simply can't afford one or are urban commuters using other transportation options. Folks might want a garden or family space on their home property. Instead, regulate that the equivalent space is to have no permanent structures; if there are no structures, future owners could use garden space for parking if needed.*

- minimum lot frontage of 10.5 m and minimum lot depth of 36.6 m; and,
 - maximum two storey (10 m) building height and minimum 5 m front yard setback.
- ***why the hefty setback in the front? Allow more options for building and yard design that think about function and community interaction rather than continuing to require archaic pseudo-estates and useless front yards.*

“Small residential lots are newer to Red Deer since the R1G Residential district was added to The City’s Land Use Bylaw as a pilot project in 2011,” said Nebozenko. “So far, the R1G district is only permitted in the emerging Vanier East and Laredo neighbourhoods.”

The R1G Residential (small lot) district includes the following development characteristics:

- only allows single family detached homes with mandatory front double attached garage;
- ***Egad! Mandatory front double garages? What kind of vision for community does this reflect? Front garages are generally ugly, obstructive and serve to separate us from our neighbours. If we value our cars more than the rest of our home life I guess this makes sense.*
- front driveway must be paired with driveway on adjoining lot;
- ***what if i want a garen instead of a driveway?*
- minimum lot frontage of 10.5 m and minimum lot depth of 30 m; and,
 - maximum two-storey (10 m) building height and minimum 6 m front yard setback.
- ***assuming we don't require big garages, why the hefty setback in the front? Same as above: allow more options for building and yard design that think about function and community interaction rather than continuing to require archaic pseudo-estates and useless front yards.*

Let's watch documenaries like End of Suburbia and Urbanization as a community and see what ideas come up.

Such backward prescriptive regulations promote impersonal, unimaginative planning and cookie-cutter neighbourhoods. Most people hate these but have few choices unless they are wealthy and can escape onto their own vast properties. Those with fewest resources are stuck with design values set by the priveleged few - seemingly from 1952.

[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.]

Tony Lindhout

From: Planning Services
Sent: January 07, 2014 8:50 AM
To: Dayna Nebozenko; Tony Lindhout
Subject: FW: Re narrow lot planning

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

From:
Sent: November 15, 2013 10:31 AM
To: Planning Services
Subject: Re narrow lot planning

Here is my feedback...

These are a terrible option. We are looking at moving out of RD because of the mass abundance of narrow lots and multi-family housing.

While we get why the city needs some of this it is dragging down the value of all neighborhoods. Why not allow some neighborhoods to be wider lots exclusively. Mixing large and small brings more crime and less desirable lots for those with higher incomes.

Narrow lots mostly cause parking issues and neighbor fights over "parking spots".I speak from experience living in Vickers Close.

Unless they are very randomly plunked it will cause further disaster in the current residential neighborhoods.

The city needs a bigger lot neighborhood where larger families can build bigger houses and still have nice sized yards for our kids to run around in.

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[The City of Red Deer I.T. Services asks that you consider the environment before printing this e-mail.]

Tony Lindhout

From: Planning Services
Sent: January 07, 2014 8:50 AM
To: Dayna Nebozenko; Tony Lindhout
Subject: FW: Feedback on residential lot design

From:
Sent: November 15, 2013 10:31 AM
To: Planning Services
Subject: Feedback on residential lot design

The R1N Residential (narrow lot) district includes the following development characteristics:

- only allows single family detached homes; I oppose any zoning which prohibits creative innovation around multi-family housing. There are many amazing developments that use a pocket-neighbourhood type design or co-housing design that is appealing, energy efficient and community building.
- front attached garages or front driveways are not permitted;
- two on-site parking stalls must be provided behind the home and accessed from a lane; This requirement assumes that people in the household travel by automobile and own two cars. What if the owners only own one car and want to use that extra space for growing food or other uses?
- minimum lot frontage of 10.5 m and minimum lot depth of 36.6 m; and,
- maximum two storey (10 m) building height and minimum 5 m front yard setback.

"Small residential lots are newer to Red Deer since the R1G Residential district was added to The City's Land Use. Bylaw as a pilot project in 2011," said Nebozenko. "So far, the R1G district is only permitted in the emerging Vanier East and Laredo neighbourhoods."

The R1G Residential (small lot) district includes the following development characteristics:

- Top Form
- only allows single family detached homes with mandatory front double attached garage; - see above. Mandatory of front double attached garage? I find this really unappealing and takes away from community life. Again, the focus is on the automobiles, not the people.
 - front driveway must be paired with driveway on adjoining lot; - This is a lot of hardscaping in one spot, which cause valuable water to run off into the storm sewers instead of being absorbed into the ground.
 - minimum lot frontage of 10.5 m and minimum lot depth of 30 m; and,
 - maximum two-storey (10 m) building height and minimum 6 m front yard setback.

I appreciate that smaller, narrow lots are reducing land usage and I support that. But I don't see any real innovation or forward thinking here. These districts appear to perpetuate the idea of the car is king and people all need single family detached homes from which they will drive and continue to interact with their neighbours and the surrounding city in a suburban way rather than a community-driven way. I don't really see any of this as progress in a bold and sustainable way. It would be so fantastic to see some development characteristics like"

- Allows for submission by developers of neighbourhood designs that incorporate pocket neighbourhood principles, shared green and garden space, parking on the fringes with walkability between homes, energy efficiency, etc.
- Allows for smaller front yard setback in designs that include larger backyard garden spaces or desired interaction with the streetscape. Often front yards are lawn and decorative plantings only, which require a lot of water and energy (electric or gas powered lawn mowers) to maintain.

I understand that I do not know about all of the utility and infrastructure issues that need to be addressed, but I do know that all over the world residential development is shifting and I don't really feel like we are getting on the wagon for a more sustainable and community focussed model of neighbourhood building.

Tony Lindhout

From: Planning Services
Sent: January 07, 2014 8:49 AM
To: Dayna Nebozenko; Tony Lindhout
Subject: FW: Feedback on residential land use districts

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

From: _____
Sent: November 15, 2013 10:55 AM
To: Planning Services
Subject: Feedback on residential land use districts

The following is in response to City request for feedback on small and narrow lots.

Both small and narrow lots as defined in the current info release are common in many cities and a good way to maximize land use in NEW residential developments.

Side by side driveways create an illusion of space due to contiguous lawns on every second lot, also a good planning measure.

I do, however, object to front garages, especially front garages on lots where the garage must be the primary visual component from the street. This creates an unwelcoming and forbidding aspect to a neighbourhood.

Besides the ugly factor, I wonder if studies on crime have taken into account any potential impact of hidden entries where most neighbours have no view of their own street.

Thanks for the opportunity to provide feedback!

Sent from my iPhone

[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.]

Tony Lindhout

From: Planning Services
Sent: January 07, 2014 8:36 AM
To: Dayna Nebozenko; Tony Lindhout
Subject: FW: Feedback on R1N and R1G Land Use Districts

This was in the planning@reddeer.ca mailbox

From
Sent: December 06, 2013 10:34 AM
To: Planning Services
Cc: Tara Veer; Buck Buchanan; Lawrence Lee; Lynne Mulder; Tanya Handley; Paul Harris; Ken Johnston; Frank Wong; Dianne Wyntjes
Subject: Feedback on R1N and R1G Land Use Districts

In response to the City request for feedback on the form of narrow and small lot residential developments, I wish to express my opposition to such developments. In my opinion, such land use districts make very inefficient use of land and provide tiny yards that are no better than what townhouses have. Single detached houses are far less energy efficient than townhouses. The back lane would be an eyesore and a problem for snow clearing. I believe that back lanes are a very poor use of land and should be completely eliminated from future developments. I live on Law Close in Lancaster and am very happy that our lot does not have a back lane. I especially enjoy taking my garbage and recycling to the end of our driveway, instead of having to drag it to a back lane.

One way to provide more dense housing is to follow the example of Avalon in their Verde development in Clearview Ridge. One hundred years from now, Verde may still be a vibrant community, whereas the housing on narrow and small residential lots will be in the process of being torn down to build more dense and more energy efficient housing.

[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.]



Comment Sheet

Canadian Home Builders Association – Central Alberta

Feedback on R1N (Narrow Lot) and R1G (Small Lot) Residential Land Use Districts

- * It is my feeling that if we mandate our customers & give citizens to park in the back on R1N lots we must expect the city to perform snow removal on the Alley ways.
- * I felt the 4.5 m set back was better for this product.
- * I am hesitant to support the R1NG product as it typically takes a 2 storey to make the product viable for a family. It is my opinion that the product excludes a large portion of the buying community and does not respect the needs of our customers & citizens. They will sell well for the first 2 phases but then fall off when the people that live in 2 storeys ~~are~~ have purchased the homes on no Alley lots the set back should be 8m to accommodate R.V.s and customer needs.

Are there other forms of housing that you would like to see in Red Deer?

o lot lines.

Did you find today's presentation worthwhile? Yes No

Name: (optional) _____

Company name: (optional) _____

Thank you

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Planning Department 4914-48 Avenue Phone: 403-406-8700 Fax: 403-342-8200 Email: planning@reddeer.ca
The City of Red Deer Box 5008 Red Deer, AB T4N 3T4 www.reddeer.ca





City of Red Deer Planning Department
Review of the R1N and R1G Residential Land Use Districts:
Report Appendices
April 2014

4.3 R1N Residential (Narrow Lot) District



General Purpose

The general purpose of this District is to provide land which will be used for narrow lot single family residential development in new neighbourhoods.

(1) R1N Permitted and Discretionary Uses Table

(a) Permitted Uses	
(i)	Accessory building subject to sections 3.5 and 4.7(3).
(ii)	Detached dwelling unit.
(iii)	Home music instructor/instruction (two students), subject to section 4.7(10).
(iv)	Home occupations which, in the opinion of the Development Officer, will not generate traffic subject to section 4.7(8).
(v)	Neighbourhood identification signs subject to section 3.4.
(b) Discretionary Uses	
(i)	Amateur radio tower.
(ii)	Bed & Breakfast in a detached or semi-detached dwelling, subject to section 4.7(11).
(iii)	Home music instructor/instruction (six students), subject to section 4.7(10).
(iv)	Municipal services limited to Police, Emergency Services and/or Utilities.
(v)	Sales of new homes from a show home.
(vi)	¹ Secondary Suite in existence on January 1, 2009, subject to section 4.7(9).

(2) R1N Residential (Narrow Lot) Regulations

- (a) In order to ensure that there is not an excessive amount of on street parking, a two vehicle parking pad, shall be constructed in the back of the lot to at least a gravel standard. All locations shall be approved by the Development Authority.
- (b) In order to ensure a pleasing neighbourhood appearance, there shall be a common architectural theme, with the house oriented to the street and including such features as front porches and decks for any narrow lot development. The proposed theme shall be approved by the Development Authority.
- (c) The Development Authority, having regard for the siting and appearance of adjoining residences and other residences within the block face, may increase the Front Yard requirement to improve sunlight exposure, views, privacy and to add general interest to the streetscape.

¹ 3357/Z-2009

City of Red Deer Land Use Bylaw 3357/2006

- (d) Identical houses with similar front elevations must be separated by a minimum of one lot unless finishing treatments (colour/front elevations) are substantially different to the satisfaction of the Development Authority.
- (e) The Development Authority shall require a graduated transition between different house styles which shall be accommodated by varied roof lines, architectural projections, and/or the interjection of bi-level or split level designs between bungalow and two-storey designs. House setbacks shall be staggered.
- (f) ¹Side windows of above grade storeys of Detached Dwelling Units shall be arranged to minimize the incidence of windows facing each other. Obscured glass shall be used in any bathroom which faces a window in an adjoining residence.
- (g) In order to ensure that the front landscape is not dominated by either garages or driveways, there shall be no front driveways or front yard garages allowed in this district.
- (h) In order to ensure that there is access to the rear yard, all lots in this District shall have rear lane access.
- (i) The front yard shall have a tree or shrub plantings.
- (j) No more than 33% of the “net residential area” (i.e. the area of land designated for residential use within a Neighbourhood Area Structure Plan) shall be developed for narrow-lot housing. (R1N).
- (k) For the purpose of this section, “total development area” means the total area of land which is designated residential in the Neighbourhood Area Structure Plan.
- (l) Table 4.3 R1N Regulations

Regulations	Requirements
Floor Area Minimum	Frontage in m x 6.0 m
Site Coverage	Maximum - 45% (includes garage and accessory buildings) Minimum – 6 m x frontage
Building Height Maximum	2 storeys with a maximum of 10.0 m measured from the average of the lot grade
Front Yard Minimum	5.0 m
Side Yard Minimum	Detached dwelling: 1.25 m, except where the building flanks a public roadway (excluding a lane or walkway) where the side yard on the flankage side shall be 2.4 m
Rear Yard Minimum	7.5 m

¹ 3357/A-2012

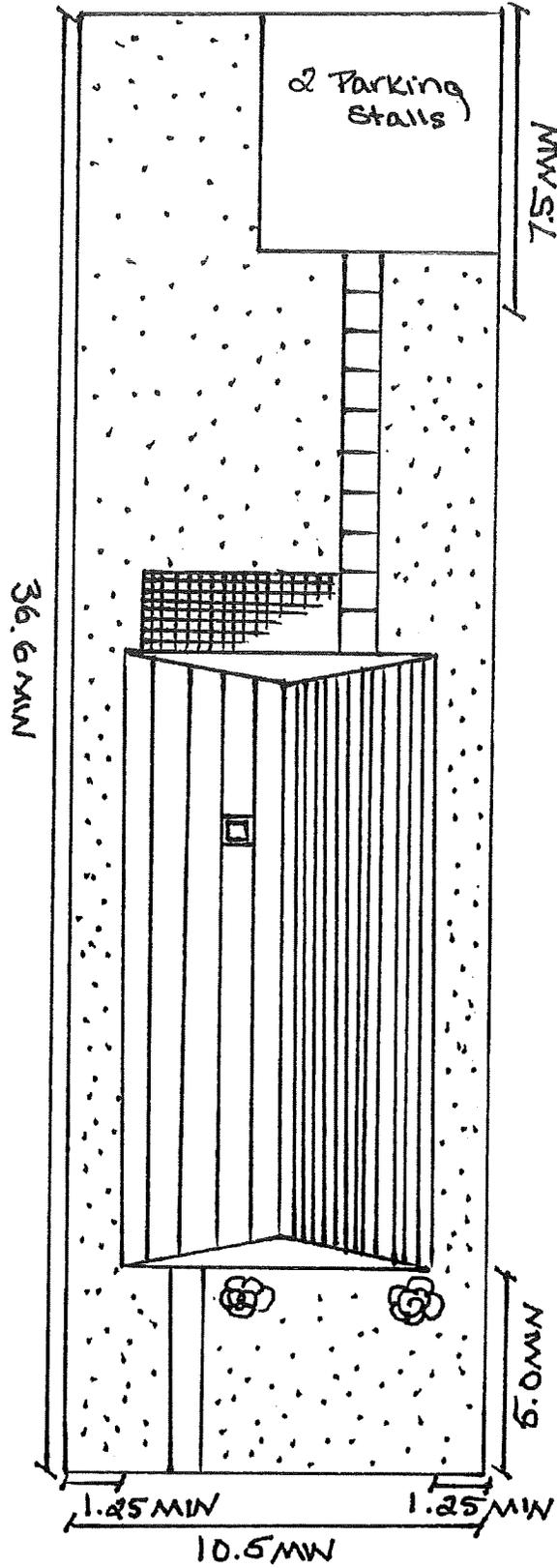
 City of Red Deer Land Use Bylaw 3357/2006

Regulations	Requirements
Lot Depth Minimum	36.6 m
Landscaped Area	35% of site area
Parking Spaces	2 stalls in the back of lot
Lot Area Minimum	Detached dwelling 380.0 m ²
Frontage Minimum	Detached dwelling 10.5 m
Lot Width at Rear of Lot	9.2 m

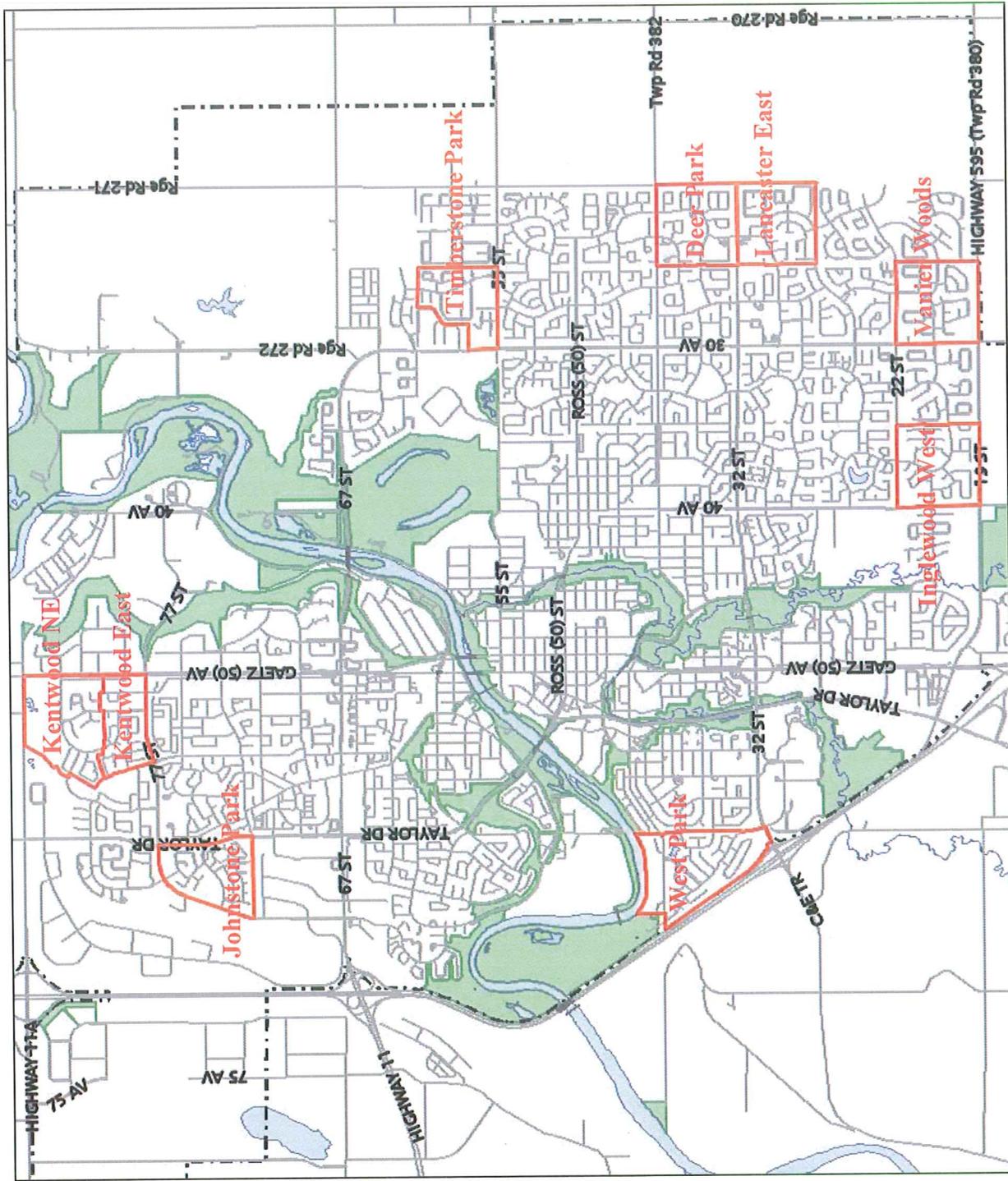
- (m) R1N District is subject to any applicable residential regulations listed within section 4.7.
- ¹ (n) Notwithstanding anything in this Bylaw, the development of more than one residential dwelling on lands zoned R1N whether by bare land condominium or otherwise, shall be subject to site plan approval by the Development Authority.

¹ 3357/H-2008

R1N Site Drawing



- Neighbourhoods Included in R1N District Review:
- Kentwood NE (Kingsgate)
 - Kentwood East
 - Johnstone Park
 - West Park (Westlake)
 - Timberstone Park
 - Deer Park (Devonshire)
 - Lancaster East (Lonsdale)
 - Vanier Woods
 - Inglewood West





Data Accumulated: Sept. 26, 2013

Re: Average R1N Lot Sizes by Neighbourhood

NASP	Registered Plan	Lot Sample	Average Lot Depth	Average Lot Width (Frontage)
Deer Park Devonshire	0122923	20 lots	36.894	10.628
Kentwood East	9322499 9724333	20 lots 16 lots	38.460 38.545	10.543 10.580
Lancaster East (Lonsdale)	0726302	20 lots	37.065	10.791
Inglewood West	0320135	20 lots	36.60	10.807
Vanier Woods	0721488	20 lots	36.60	10.622
Johnstone Park	0521851	20 lots	37.048	11.089
West Park Extension (Westlake)	0323451	20 lots	36.60	10.542
Timberstone Park	1224564	20 lots	37.225	11.396
Average			37.226	10.777

By Year (Registered Plan)

Kentwood East	9322499 9724333	20 lots 16 lots	38.460 38.545	10.543 10.580
Deer Park Devonshire	0122923	20 lots	36.894	10.628
Inglewood West	0320135	20 lots	36.60	10.807
West Park (Westlake)	0323451	20 lots	36.60	10.542
Johnstone Park	0521851	20 lots	37.048	11.089
Vanier Woods	0721488	20 lots	36.60	10.622
Lancaster East (Lonsdale)	0726302	20 lots	37.065	10.791
Timberstone Park	1224564	20 lots	37.225	11.396



Data Accumulated: Sept. 25, 2013

Re: Analysis of R1N Total Assessed Value by Neighbourhood

NASP	Adopted	R1N Average Total Assessed Value	R1 Average Total Assess Value	R1N Timeframe
Deer Park Devonshire	May 1998	295,716	333,654	2001 - 2003
Kentwood Northeast (Kingsgate)	September 1998	284,026	378,574	1999 - 2010
Kentwood East	-----	284,946	293,904	1993 - 1999
Lancaster East (Lonsdale)	December 1998	297,677	375,238	2001 - 2010
Inglewood West	May 2004	296,844	381,334	2002 - 2009
Vanier Woods	April 2006	312,578	384,394	2007 - 2013
Johnstone Park	April 2007	290,541	341,152	2000 - 2013
West Park Extension (Westlake)	January 2009	319,125	374,628	2003 - 2004
Timberstone Park	June 2010	206,535	282,010	2012 - 2013
Average		287,554	349,434	



Data Accumulated: Sept. 23, 2013

Re: Neighbourhood Area Structure Plan R1N Statistics Data

NASP	Adopted	Hectares (For R1N)	% Plan Area (For R1N)	Density	# of R1N Units
Deer Park Devonshire	May 1998	8.95	15.03 %	787 (3.4 person/unit)	233
Kentwood Northeast (Kingsgate)	September 1998	3.712	7.839 %	748 (3.4 person/unit)	220*
Lancaster East (Lonsdale)	December 1998	11.289	18.59 %	---	---
Inglewood West	May 2004	9.077	15.7 %	678 (3.4 person/unit)	204
Vanier Woods	April 2006	6.42	11.93 %	503 (3.4 person/unit)	148
Johnstone Park	April 2007	6.043	12.10 %	390 (3 person/unit)	130
West Park Extension (Westlake)	January 2009	3.32	5.67 %	275 (3.4 person/unit)	81
Timberstone Park	June 2010	5.09	10.06 %	367 (3.4 person/unit)	108
Average		6.74	12.114%		

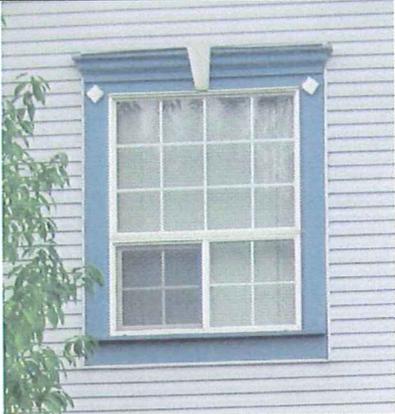


Data Accumulated: Oct. 16, 2013

Re: R1N Architectural Details Report

Kentwood East:

#	Architectural Detail	Image
1	Vinyl siding (pastel colors)	
2	Some vinyl shake/shingle, or lattice accents	
3	Corner board matching window trim	

4	Decorative fascia	
5	Returned eaves	
6	Wide window trim, some decorated or moulded, but mostly plain and flat	
7	Solid shaped transom (decorative with no window)	

8	12 over 8 window design	
9	16 over 8 window design	
10	6 by 6 window design	

11 Off centre main entrance with open porch



12 Support on pedestal with piers



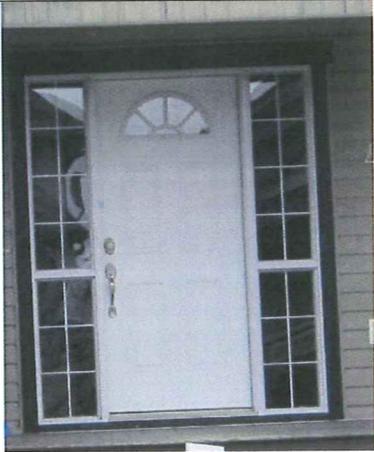
13 Open railing porch with matching decorative accents



West Park:

#	Architectural Detail	Image
1	Vinyl siding (earth tones)	
2	Vinyl shake/shingle, or stone accents	
3	Slate or shale stone design	
4	Cut stone, broken course stone design	

5	Some with half timbering accents	
6	Some with brackets	
7	Returned eaves	
8	Wide plain and flat window trim with lintel	

9	6 over 1 window design	
10	9 by 9 window design	
11	Off centre main entrance with open porch	
12	Windows framing main entrance	

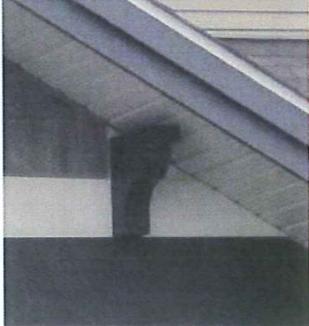
13	Support on pedestal with pier	
14	Flared support on pedestal	

Inglewood West:

#	Architectural Detail	Image
1	Vinyl siding (neutral colors)	

<p>2 Trim contrast</p>	
<p>3 Returned eaves</p>	
<p>4 Off centre main entrance with open porch</p>	
<p>5 Piers</p>	

Inglewood East:

#	Architectural Detail	Image
1	Vinyl siding (earth tones)	
2	Vinyl shake/shingle, or stone accents	
3	Some with brackets	
4	Some with decorative fascia	

5	Wide plain and flat window trim	
6	Off centre main entrance with open porch	
7	Flared support on pedestal	

8	Support on pedestal with pier	
---	-------------------------------	--

Lancaster:

#	Architectural Detail	Image
1	Mostly vinyl siding (earth/neutral tones)	
2	Some stucco siding	

<p>3</p>	<p>Some with vinyl shake/shingle accents</p>	
<p>5</p>	<p>Half timbering accents</p>	
<p>6</p>	<p>Some with brackets</p>	
<p>7</p>	<p>Decorative fascia</p>	
<p>8</p>	<p>Some with corner board matching window trim</p>	

9	Returned eaves	
10	Wide plain and flat window trim with lintel	
11	Some with decorated window trim	
12	Solid shaped transom (decorative with no window)	

13	Rounded window trim	
14	Open railing porch with matching decorative accents	
15	Off centre main entrance with open porch	

16	Support on pedestal with pier	
17	Pier	

Timberstone Park:

#	Architectural Detail	Image
1	Vinyl siding (bright/bold colors)	

2	Stone accents	
3	Cut stone, broken course stone design	
4	Slate or shale stone design	
5	Paneling accents	

6	Half timbering accents	
7	Decorative fascia	
8	Wide window trim	
9	Rounded window trim	

10	Off centre main entrance with open porch	
11	No structured support for porch	
12	Broad piers	
13	Support on pedestal with pier	

Housing Forms:

Bi-Level Most Common



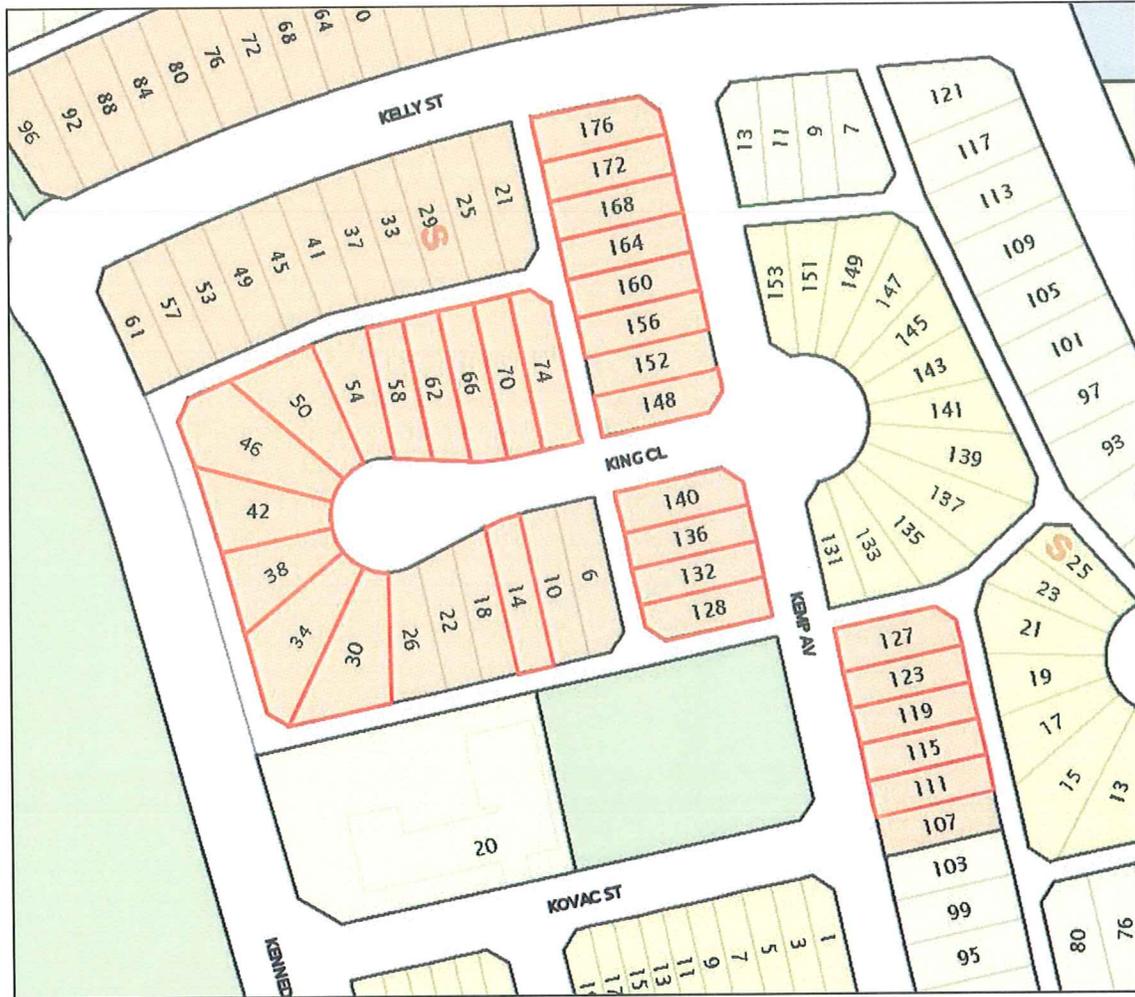
Some Two Storey

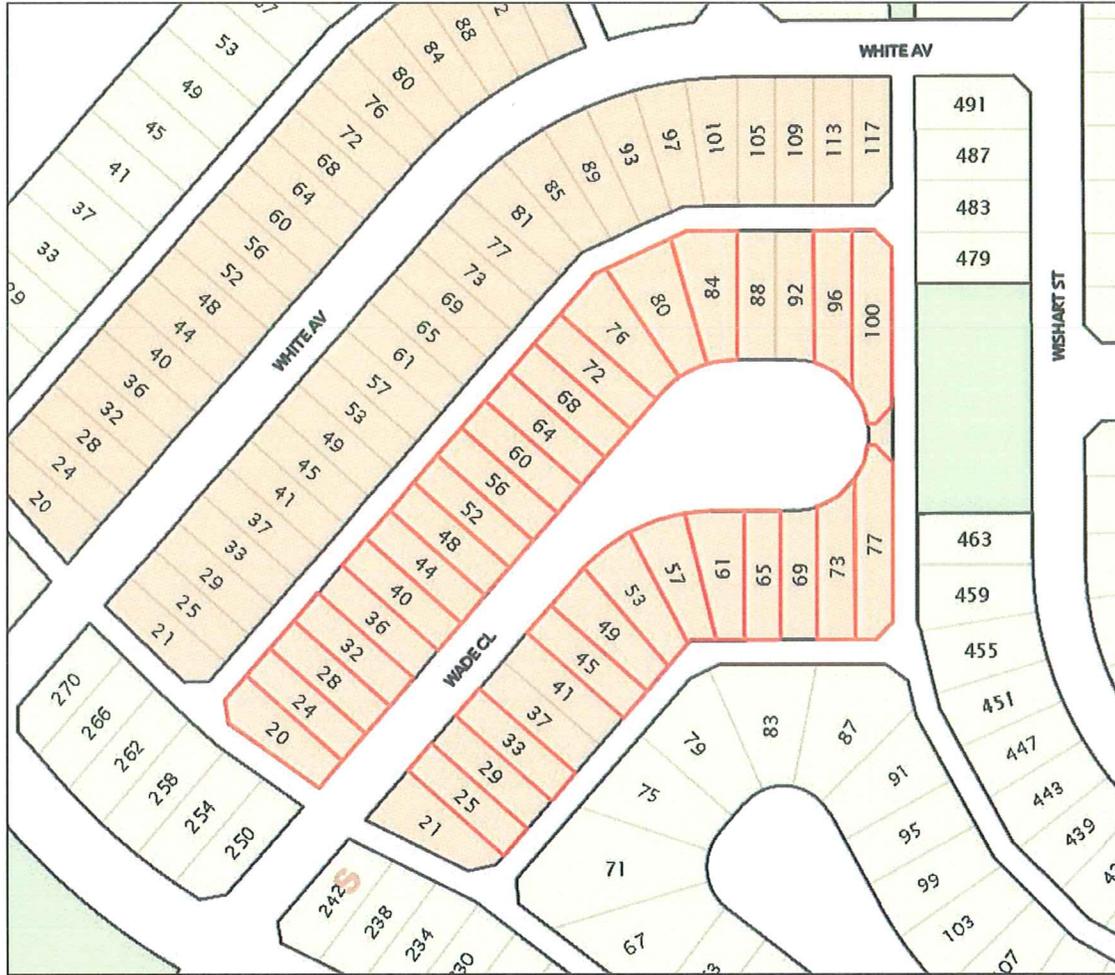


Few Bungalow

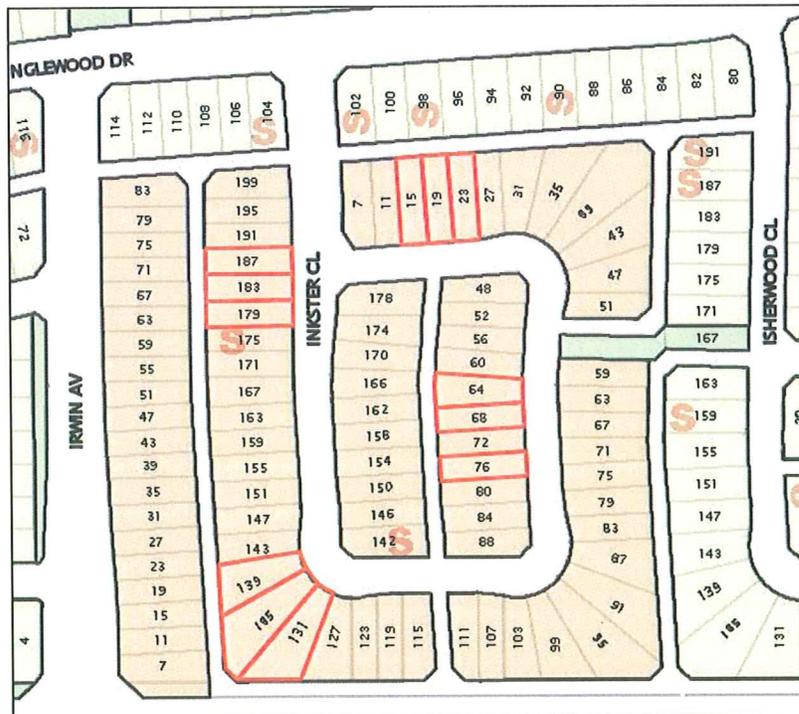


R1N Lots Selected for Homeowner Survey by Neighbourhood





WESTLAKE R1N REFERRAL SAMPLE AREA
28 LOTS



INGLEWOOD EAST & WEST R1N REFERRAL SAMPLE AREA
28 LOTS



PLANNING DEPARTMENT

R1N Residential District Survey

As part of The City of Red Deer's review of the R1N Residential (Narrow lot) District, we are asking for your consideration and response to the following questions by **November 29, 2013**.

1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes No No, I am renting

2. What is your intended length of residence in this home? **Check one.**

- Less than 5 years. Please explain why? _____

- Meets all your anticipated housing needs for the next 5 years or more
- Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|--|---|
| <input type="checkbox"/> Location in the City | <input type="checkbox"/> Price in Comparison to Other Housing Types |
| <input type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One Two Three Four or more Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|---|
| <input type="checkbox"/> Front Driveway | <input type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1N Residential district?

- Yes No

7. Tell us what you like most about your R1N home?

8. Tell us what you would change about your R1N home to make it more appealing to you?

9. Please select the option that BEST describes your household? **Check one.**

- | | |
|--|---|
| <input type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1N homes.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

Any personal information on this form is collected under authority of section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act for the purpose of reviewing and analyzing The City of Red Deer R1G Residential (small lot) District. Your comments will be used collectively in publications or reports related to the R1G and R1N Residential District review. An individual choosing to provide comment to a member of Council, to a member of a committee, and/or to City of Red Deer administration must understand that comments, including personal information, could be publicly disclosed. The City will seek to balance the dual objectives of open government and protection of privacy. If you have any questions regarding the collection, use and protection of this information, please contact the Planning Services Division located on the third floor of City Hall, 4914 – 48 Avenue, Red Deer, Alberta 403-406-8700.

BYLAW NO. 3156/00-98

Being a bylaw to amend Bylaw No. 3156/98, the Land Use Bylaw of The City of Red Deer.

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

- 1 Section 2 of the Land Use Bylaw is amended by deleting the definitions for "Dwelling Unit", "Boarding House" and "Social Care Residence" and substituting the following definitions:

"Dwelling Unit" means a self contained building or a portion thereof used by a household, containing sleeping, cooking and sanitary facilities and intended as a permanent residence but does not include a retirement home or a social care residence.

"Boarding House" means a dwelling in which the proprietor lives on site and supplies for a fee sleeping accommodation with board for more than two persons, but does not include a bed and breakfast operation.

"Social Care Residence" means a dwelling unit where the occupant(s) are living on a temporary or short-term basis and are provided with specialized care in the form of supervisory, nursing, medical, counseling or homemaking services.

- 2 Section 2 of the Land Use Bylaw is amended by adding the following three definitions in alphabetical order.

"Public and Quasi - Public Buildings" means a building which is used Federal, Provincial, District Region or Municipal Authority and includes any commission, board, authority or department established by such an agency.

"Retirement Home" means a residential building operating as a business which provides temporary or permanent accommodation for elderly persons, where each resident has a private bedroom or living unit and which has common facilities for the preparation and consumption of food, and in which common lounges, recreation facilities and medical care facilities for the occupants may also be provided.

"Secondary Suite" means a second dwelling unit in a detached dwelling.

The following definition is deleted from Section 2 "Basement Suite".

- 3 Section 47(1) of the Land Use Bylaw is amended by deleting the parking standard for Commercial Recreation Facility and substituting the following:

Commercial Recreation Facility: Racquet Sports Facility	- 4 per court
Gaming establishments/Bingo	- 1 per 2.3 seats
Bowling Alleys	- 5 per alley plus 5 for staff
All other uses	- 1 per 2 participants (at maximum capacity) plus 1.0 per 20 m ² (gross leasable floor area).

- 4 Add Section 127.4

“Special Regulations

- (1) Notwithstanding Sections 124 and 125, a freestanding gaming establishment or licensed lounge in a C4 District shall not be located where it would abut a residential area or a lane or reserve, which abuts a residential area. Where a licensed lounge or gaming establishment is proposed as an ancillary use, the developer shall provide the Development Authority with an impact statement as part of the application for a development permit, indicating the measures taken to ensure that noise or visual impacts from the lounge or gaming establishment will not negatively affect the adjoining neighbourhood.

- 5 Add Sections 102(3), 109(2) and 116(3) and insert the following: “Where a licensed lounge or gaming establishment is proposed as an ancillary use or as the main use and where it would abut a residential area or a lane or reserve which abuts a residential area, the developer shall provide the Development Authority with an impact statement as part of the application for a development permit, indicating the measures taken to ensure that noise or visual impacts from the lounge or gaming establishment will not negatively affect the adjoining neighbourhood.”

- 6 In Sections 162, 163, 172, 173, 179 and 180, delete the term “subject to any applicable Outline Plan approved by Council” and replace with the following “subject to any applicable Area Structure Plans”.

- 7 In Sections 167 and 124 add the following words after "Permitted Uses", "subject to any applicable Area Structure Plans".
- 8 In Section 168, 186 and 125 add the following words after "Discretionary Uses", "subject to any applicable Area Structure Plans".
- 9 In Sections 163(4), 168(4), 173(7), 180(5), delete the use "Special Residential - Churches, kindergartens, schools, social care residences, day care facilities" and replace with the following use "Existing Special Residential (approved prior to December 7, 1998) - Churches, kindergartens, schools, social care residences, day care facilities. For greater certainty, where approval for any Special Residential Use has been given prior to enactment of this land use bylaw amendment, any other Special Residential Use shall be also deemed to be a discretionary use for that site".
- 10 In Sections 163(6), 168(6) and 173(8), delete the use "Municipal Services limited to Police, Fire Protection, Utilities" and replace with "Municipal Services limited to Police, Emergency Services and/or Utilities".
- 11 Insert the following new Land Use District:

R1N RESIDENTIAL NARROW LOT DISTRICT

170.1 General Purpose

The general purpose of this District is to provide land which will be used for narrow lot single family residential development in new neighbourhoods.

170.2 Permitted Uses, subject to any applicable Area Structure Plans:

- (1) Detached dwellings,
- (2) Private garages,
- (3) Neighbourhood identification signs,
- (4) Home occupations which, in the opinion of the Development Officer, will not generate traffic.

170.3 Discretionary Uses, subject to any applicable Area Structure Plans

- (1) Planned group of residential buildings,

- (2) Home occupation which will generate additional traffic,
- (3) Accessory residential structures,
- (4) Sales of new homes from a show home,
- (5) Municipal services limited to Police, Emergency Services and/or utilities.

170.4 Regulations

- (1) Site Coverage: maximum - 45% (including garage and accessory buildings)
- (2) Building Height: maximum - two storeys with a maximum of 8.5 m measured from the average of the lot grade
- (3) Front Yard: minimum - 5 m
- (4) Side Yard:
Detached Dwellings minimum - 1.2 m except where the building flanks a public roadway (excluding a lane or walkway) where the sideyard on the flankage side shall be 2.4 m
- (5) Rear Yard: minimum - 7.5 m
- (6) Lot Depth: minimum - 36.6 m
- (7) Landscaping: minimum - 35% of site area
- (8) Parking: - two stalls in back of the lot
- (9) Lot Area:
Detached Dwelling minimum - 380 m²
- (10) Frontage:

	Detached Dwelling minimum	-	10.4 m
(11)	Lot width at rear of lot	-	9.2 metres

170.5 Special Regulations

- (1) In order to ensure that there is not an excessive amount of on street parking, a two vehicle parking pad, shall be constructed in the back of the lot to at least a gravel standard. All locations shall be approved by the Development Authority.
- (2) In order to ensure a pleasing neighbourhood appearance, there shall be a common architectural theme, with the house oriented to the street with such features as front decks for any narrow lot development. The proposed theme shall be approved by the Development Authority.
- (3) The Development Authority, having regard for the siting and appearance of adjoining residences and other residences within the block face, may increase the Front Yard requirement to improve sunlight exposure, views, privacy and to add general interest to the streetscape.
- (4) Identical houses with similar front elevations must be separated by a minimum of 1 lot unless finishing treatments (colour/front elevations) are substantially different to the satisfaction of the Development Authority.
- (5) The Development Authority shall require a graduated transition between different house styles which shall be accommodated by varied roof lines, architectural projections, and/or the interjection of bi-level or split level designs between bungalow and two-storey designs. House setbacks shall be staggered.
- (6) Side windows shall be arranged to keep the incidence of windows facing each other to a minimum in above grade stories. No window shall face directly into a bedroom. Obscured glass shall be used in any bathroom where it faces a window in an adjoining residence.
- (7) In order to ensure that the front landscape is not dominated by either garages or driveways, there shall be no front driveways or front yard garages allowed in this district.

- (8) In order to ensure that there is access to the rear yard, all lots in this District shall have rear lane access.
 - (9) The front yard shall have a tree or shrub plantings.
 - (10) No more than 33% of the total developable area in a Neighbourhood Area Structure Plan shall consist of narrow lot housing (R1N).
- 12 In Sections 172(2) and 180(9) delete the term "One Basement Dwelling Unit per detached dwelling", and replace with "Secondary Suite".
 - 13 Insert Sections 168(7), 173(11) and 180(13) add the use "Retirement Home".
 - 14 In Section 164(5), 169(5) and 174(5), the following phrase is added at the end of the section: Notwithstanding the setbacks noted above, where the building flanks a public roadway, the setback on the flanking side shall not be less than 2.4 metres.
 - 15 In Section 158(9) delete the use "Day Care facilities" and insert in its place the following use: "Special Residential – Churches, kindergartens, schools, social care residence, day care facilities".
 - 16 This bylaw shall come into full force and effect upon third reading.

READ A FIRST TIME IN OPEN COUNCIL this 9 day of November A.D. 1998.
 READ A SECOND TIME IN OPEN COUNCIL this 7 day of December A.D. 1998.
 READ A THIRD TIME IN OPEN COUNCIL this 7 day of December A.D. 1998.
 AND SIGNED BY THE MAYOR AND CITY CLERK this 7 day of December A.D. 1998.

"G. D. Surkan"

"Kelly Kloss"

MAYOR

CITY CLERK

4.3.1 ¹R1G Residential (Small Lot) District**R1G****General Purpose**

The general purpose of this District is to provide land which will be used for small lot detached housing with mandatory front attached garages to create increased opportunity for more efficient utilization of land in small and comprehensively planned residential development clusters.

(1) R1G Permitted and Discretionary Uses Table

(a) Permitted Uses
(i) Accessory Building subject to sections 3.5 and 4.7(3).
(ii) Detached Dwelling Unit.
(iii) Home Music Instructor/Instruction (two students), subject to section 4.7(10).
(iv) Home Occupations which, in the opinion of the Development Officer, will not generate traffic, subject to section 4.7 (8).
(v) Neighbourhood Identification Signs, subject to section 3.4.
(b) Discretionary Uses
(i) Amateur radio tower.
(ii) Bed & Breakfast, subject to section 4.7(11).
(iii) Home Music Instructor/Instruction (six students), subject to section 4.7(10).
(iv) Municipal services limited to Police, Emergency Services and/or Utilities.
(v) Sales of new homes from a show home.

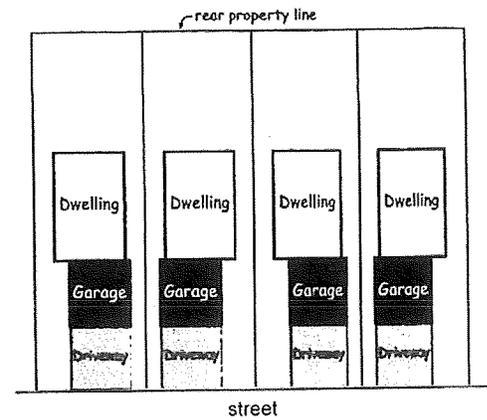
(2) R1G Residential (Small Lot) Regulations

- (a) All Detached Dwelling Units shall include a front double attached garage.
- (b) Where a Detached Dwelling Units is located on a corner site, the side which abuts a street shall have an architectural treatment similar to the front elevation.
- (c) ²Side windows of above grade storeys of Detached Dwelling Units shall be arranged to minimize the incidence of windows facing each other. Obscured glass shall be used in any bathroom which faces a window in an adjoining residence.
- (d) No storage of any combustible materials is allowed in any side yard.

¹ 3357/J-2011² 3357/A-2012

City of Red Deer Land Use Bylaw 3357/2006

- (e) Front drive attached garage and driveway locations shall be grouped together in pairs in the manner shown in sketch to the right.
- (f) Driveways shall not exceed 6.1 m in width at the front property line.



Grouping of Garages & Driveways

(g) Table 4.3(1) R1G Regulations:

Regulations	Requirements
Floor Area Minimum	Frontage in m x 6.0 m but not less than 63 m ² (excludes garage)
Site Coverage Maximum	45% (includes dwelling unit, garage and accessory buildings)
Building Height Maximum	2 storeys with a maximum height of 10.0 m measured from the average of the lot grade
Front Yard Minimum Setback	Detached dwelling: 6.0 m
Side Yard Minimum Setback	Detached dwelling: 1.25 m, except where building abuts public roadway (excluding lane or walkway) where the side yard on the side abutting the roadway shall be 2.4 m
Rear Yard Minimum Setback	Detached dwelling: 7.5 m
Lot Depth Minimum	30.0 m
Lot Area Minimum	320 m ²
Lot Frontage/width Minimum	10.5 m (on all pie shaped lots the minimum lot width shall be measured 9.0 m into the site alongside lot lines from the front property line)
Parking Spaces	Subject to sections 3.1 & 3.2
Landscaped Area	Minimum 35% of lot area
Landscaped Front Yard	Minimum 25% of front yard

(3) The following design criteria shall apply to all areas containing R1G lands:

- (a) Detached Dwelling Units with identical floor plans or similar front elevations shall be separated by a minimum of one lot unless the Development Authority deems that the building design, character, finishing materials and treatments

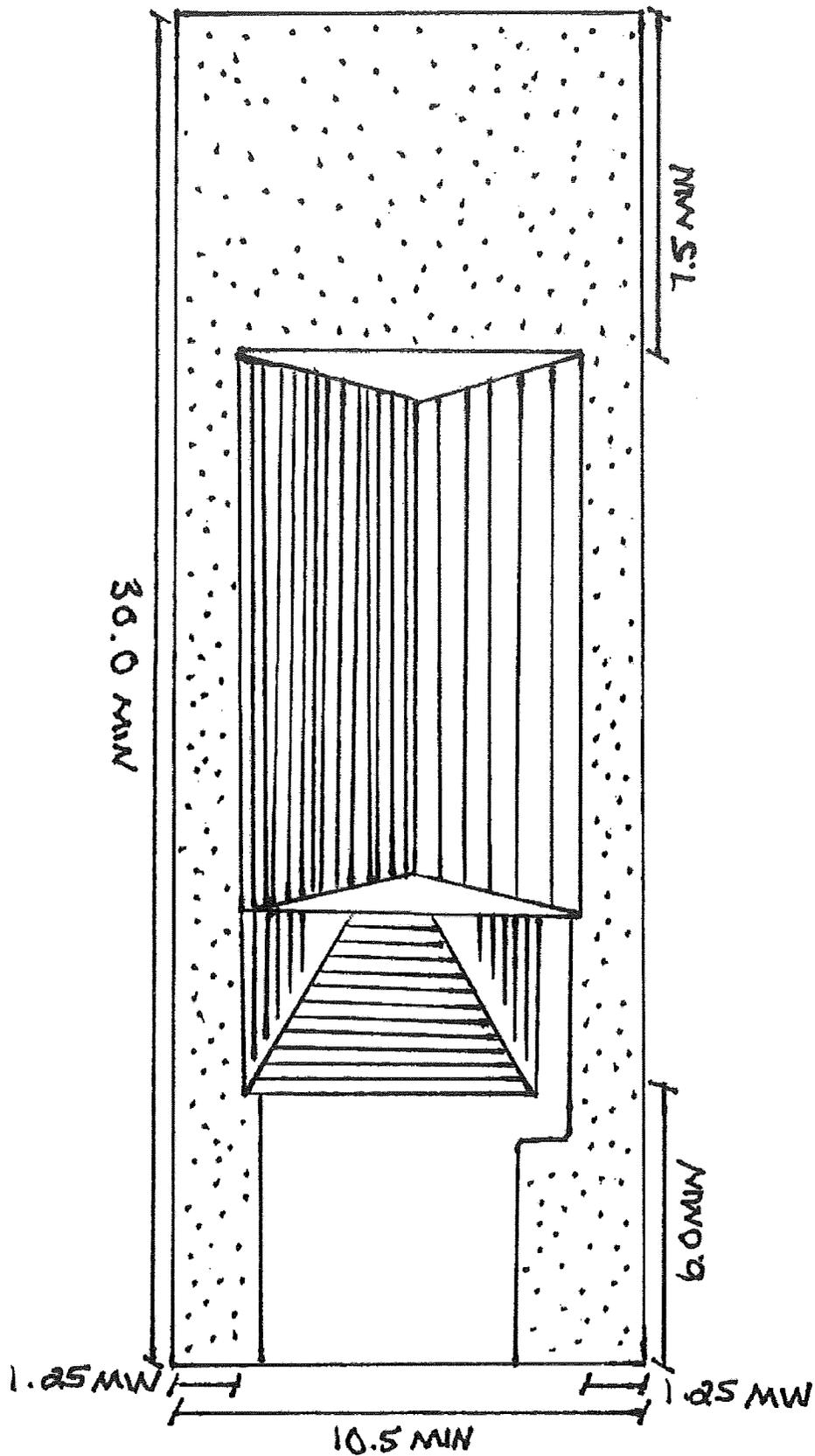
City of Red Deer Land Use Bylaw 3357/2006

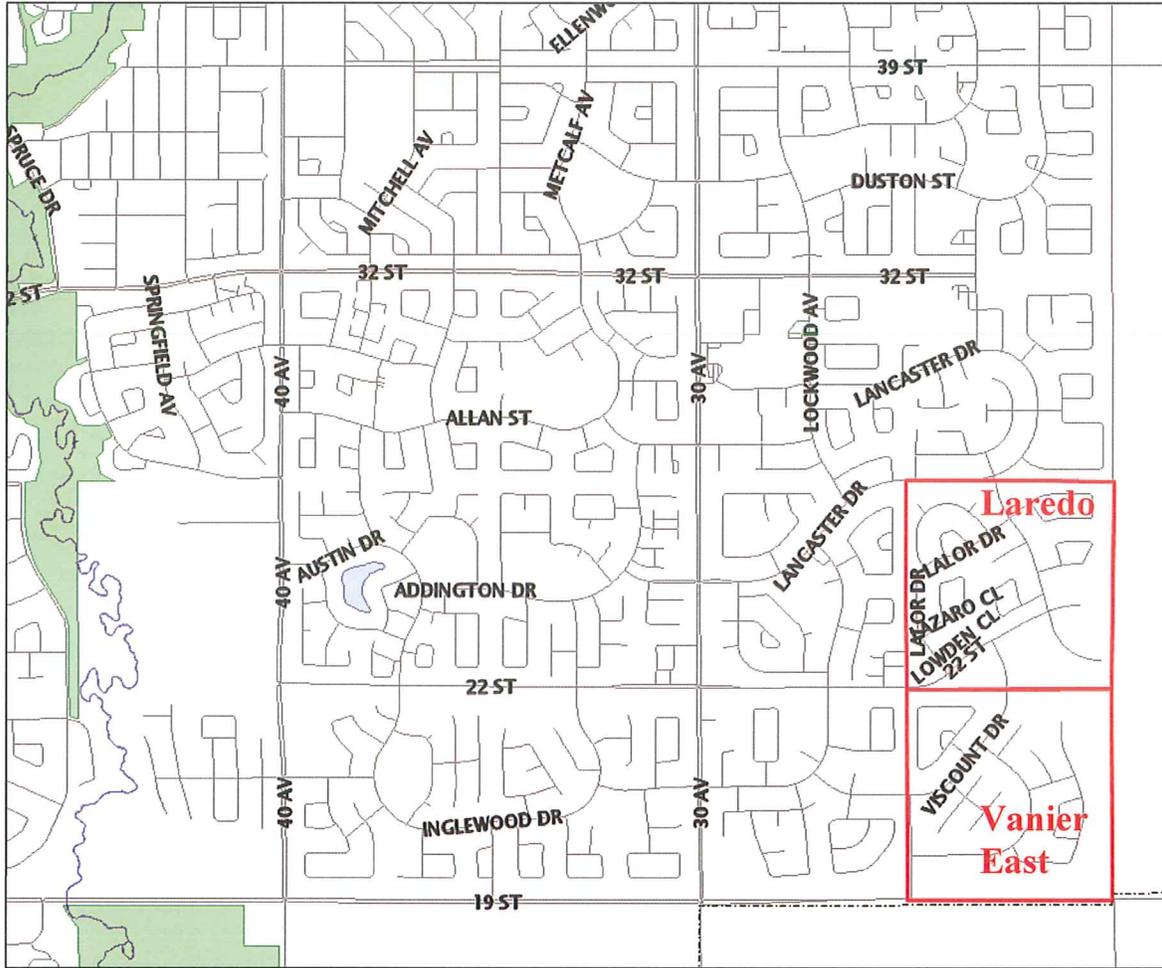
(windows, entrance, building projections, roof lines) are substantially different.

- (b)** No more than 33% of the “net residential area” of land designated for residential use within a Neighbourhood Area Structure Plan shall be developed for R1G and R1N residential narrow lot housing.
- (c)** Where R1G units are located on a cul-du-sac:

 - (i)** the maximum cul-du-sac length shall be 45 m (measured to centre of bulb from entrance); or
 - (ii)** if cul-du-sac is longer than 45 m, only the end 45 m of the cul-du-sac (measured back from centre of bulb) shall be developed for R1G housing units.

R1G Site Drawing

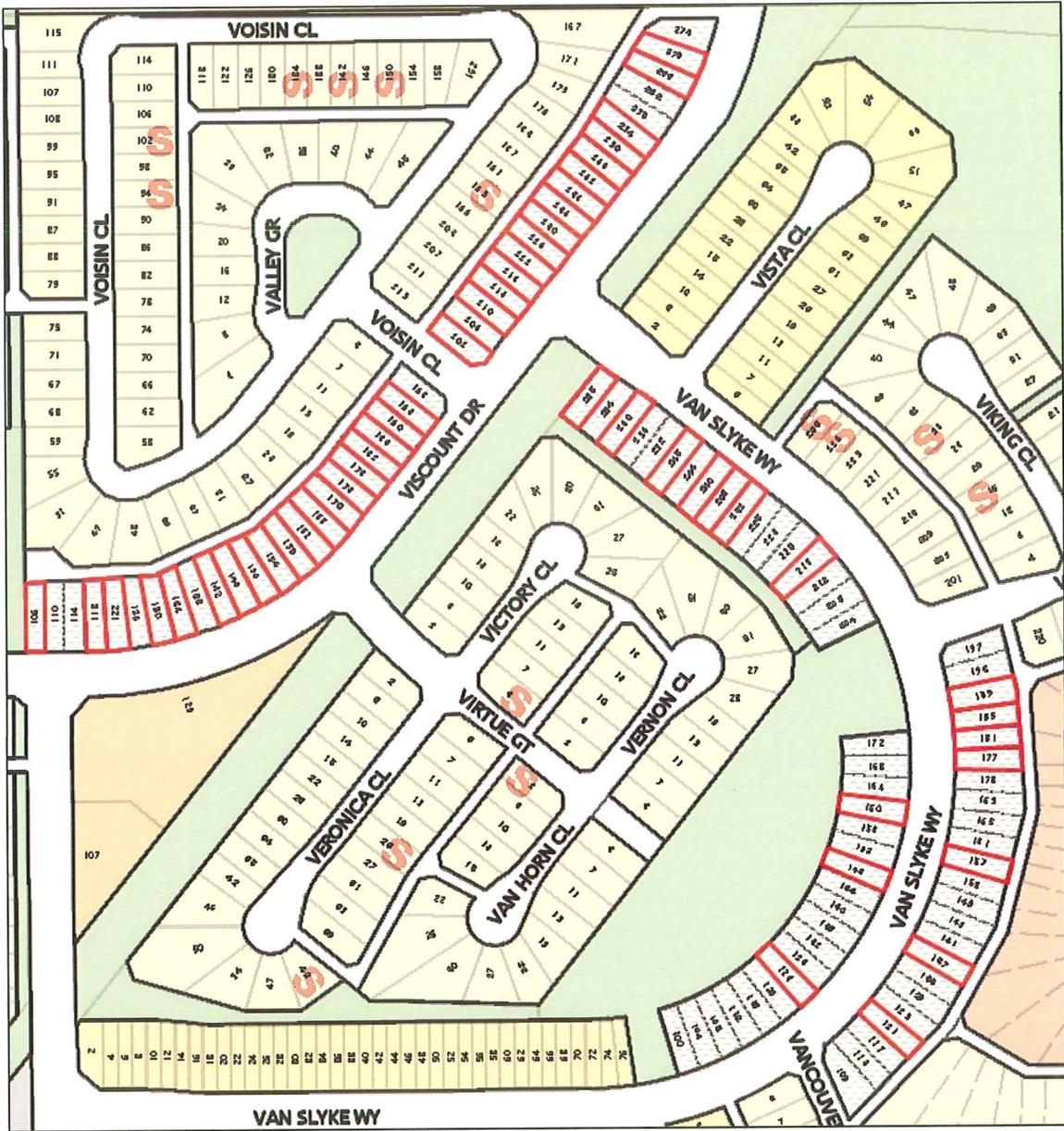




Neighbourhoods Included in the R1G District Review:

- Lancaster Vanier East (Laredo & Vanier East)

R1G Lots Selected for Homeowners Survey



VANIER EAST R1G REFERRAL SAMPLE AREA
51 LOTS



PLANNING DEPARTMENT

R1G Residential (Small Lot) District Survey

As part of The City of Red Deer's review of the R1G Residential (small lot) District, we are asking for your consideration and response to the following questions by **November 29, 2013**.

1. Is this home the first residence you have purchased in Red Deer? **Check one.**

- Yes No No, I am renting

2. What is your intended length of residence in this home? **Check one.**

Less than 5 years. Please explain why? _____

Meets all your anticipated housing needs for the next 5 years or more

Unsure at this time

3. What made this home most **appealing** for you to purchase or occupy? Check **all** that apply.

- | | |
|--|---|
| <input type="checkbox"/> Location in the City | <input type="checkbox"/> Price in Comparison to Other Housing Types |
| <input type="checkbox"/> House Plan | <input type="checkbox"/> Exterior Design |
| <input type="checkbox"/> Front Attached Garage | <input type="checkbox"/> Amount of Traffic on the Street |
| <input type="checkbox"/> Located on a Lane | <input type="checkbox"/> Not Located on a Lane |
| <input type="checkbox"/> Larger than Prior Residence | <input type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain _____ | |

4. In a combined total, how many vehicles do residents of this home own and park on this property?

- One Two Three Four or more Zero

5. When at home, where do you park the vehicles that are used daily?

- | | |
|---|---|
| <input type="checkbox"/> Front Driveway | <input type="checkbox"/> Street |
| <input type="checkbox"/> Garage-Front Attached | <input type="checkbox"/> Garage-Rear Detached |
| <input type="checkbox"/> Parking Stall in the Rear of Lot | <input type="checkbox"/> Other _____ |

6. Would you purchase or occupy another home in a R1G Residential district?

- Yes No

7. Tell us what you like most about your R1G home?

8. Tell us what you would change about your R1G home to make it more appealing to you?

9. Please select the option that BEST describes your household? Check one.

- | | |
|--|---|
| <input type="checkbox"/> Couple, no children | <input type="checkbox"/> Family with middle school or high school youth |
| <input type="checkbox"/> Couple, seniors | <input type="checkbox"/> Family with college age |
| <input type="checkbox"/> Family with preschool children | <input type="checkbox"/> Single parent with children |
| <input type="checkbox"/> Family with elementary children | <input type="checkbox"/> Single adult or senior |
| <input type="checkbox"/> Related relatives | <input type="checkbox"/> Non-related tenants/roommates |
| <input type="checkbox"/> Other-Please specify _____ | |

10. Please use this space to provide any additional comments, suggestions or questions related to R1G homes.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

Any personal information on this form is collected under authority of section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act for the purpose of reviewing and analyzing The City of Red Deer R1G Residential (small lot) District. Your comments will be used collectively in publications or reports related to the R1G and R1N Residential District review. An individual choosing to provide comment to a member of Council, to a member of a committee, and/or to City of Red Deer administration must understand that comments, including personal information, could be publicly disclosed. The City will seek to balance the dual objectives of open government and protection of privacy. If you have any questions regarding the collection, use and protection of this information, please contact the Planning Services Division located on the third floor of City Hall, 4914 – 48 Avenue, Red Deer, Alberta 403-406-8700.

M I N U T E S
of the REGULAR MEETING of RED DEER CITY COUNCIL
held on Monday, May 16, 2011
in the Council Chambers of City Hall,
commenced at 1:05 p.m.

Lancaster / Vanier East Neighbourhood Area Structure Plan 3217/B-2011
Consideration of Second and Reading of the Bylaw
Department: Planning Services

Mayor Morris Flewwelling declared open the Public Hearing for Lancaster / Vanier East Neighbourhood Area Structure Plan 3217/B-2011 which establishes the land use framework and development objectives for the Lancaster/Vanier East Neighbourhoods. Mr. Gord Bontje, Laebon Homes; Mr. Phil Neufeld, True-Line Contracting Ltd.; Mr. Tony Blake and Mr. Phil McKay were in attendance to speak to this item. As no one else was present to speak for or against this item Mayor Morris Flewwelling declared the Public Hearing closed.

Council agreed to consider second reading of Lancaster / Vanier East Neighbourhood Area Structure Plan Amendment 3217/B-2011 at this time.

Moved by Councillor Paul Harris, seconded by Councillor Lynne Mulder

That Bylaw 3217/B-2011 (Lancaster / Vanier East Neighbourhood Area Structure Plan) be read a second time

Prior to consideration of second reading, the following resolution was introduced and passed.

Moved by Councillor Tara Veer, seconded by Councillor Paul Harris

“Resolved that Council of The City of Red Deer hereby agree that a report be prepared for Council’s consideration outlining options respecting the dedication of place of worship and social care sites and the alternate use of space as inferred previously as a ‘shadow’ plan to respond to expectations of property owners.”

IN FAVOUR: Mayor Morris Flewwelling, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Lynne Mulder, Councillor Chris Stephan, Councillor Tara Veer, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

A subsequent resolution was introduced at this time.

Moved by Councillor Frank Wong, seconded by Councillor Buck Buchanan

“Resolved that Council of The City of Red Deer hereby agrees that Bylaw 3217/B-2011 be amended by limiting RIG as a pilot within this Plan and that no further RIG’s be permitted until this land use is evaluated.”

Upon the agreement of the mover and seconder this motion was withdrawn.

Second Reading of Bylaw 3217/B-2011 as originally introduced was then on the floor.

IN FAVOUR: Mayor Morris Flewwelling, Councillor Buck Buchanan,
Councillor Paul Harris, Councillor Lynne Mulder,
Councillor Chris Stephan, Councillor Tara Veer,
Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

A further resolution was introduced at this time.

Moved by Councillor Frank Wong, seconded by Councillor Tara Veer

“**Resolved** that Council hereby agrees that the RIG land use serve as a pilot within the Lancaster/Vanier East Neighbourhood Area Structure Plan and that Council review our Neighbourhood Standards and Guidelines and has a workshop to establish our vision for housing options prior to consideration of RIG zoning within other Plan areas.”

IN FAVOUR: Mayor Morris Flewwelling, Councillor Buck Buchanan,
Councillor Paul Harris, Councillor Lynne Mulder,
Councillor Chris Stephan, Councillor Tara Veer,
Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

M I N U T E S
of the REGULAR MEETING of RED DEER CITY COUNCIL
held on Monday, June 13, 2011
in the Council Chambers of City Hall,
commenced at 1:04 p.m.

Lancaster/Vanier East Neighbourhood Area Structure Plan Bylaw 3217/B-2011

Consideration of Third Reading of the Bylaw

Department: Planning Services

Moved by Councillor Paul Harris, seconded by Councillor Lynne Mulder

That Lancaster/Vanier East Neighbourhood Area Structure Plan Bylaw 3217/B-2011 be read a third time.

IN FAVOUR: Mayor Morris Flewwelling, Councillor Buck Buchanan, Councillor Paul Harris, Councillor Cindy Jefferies, Councillor Lynne Mulder, Councillor Chris Stephan, Councillor Tara Veer, Councillor Dianne Wyntjes

OPPOSED: Councillor Frank Wong

MOTION CARRIED



Land Use Bylaw Residential District Regulations

	R1	R1A	R1N	R1G
Floor Area Min.	Frontage x 6.0 m	DD Frontage x 6.0 m	Frontage x 6.0 m	Frontage x 6.0 m
Site Coverage Max.	40%	40%	45% Max. Frontage x 6.0 m Min.	45%
Building Height Max.	2 storeys (10.0 m)	2 storeys (10.0 m)	2 storeys (10.0 m)	2 storeys (10.0 m)
Front Yard Setback	6.0 m	6.0 m	5.0 m	6.0 m
Side Yard Min.	DD 1.5 m	DD 1.5 m	DD 1.25 m	DD 1.25 m
Rear Yard Min.	7.5 m	7.5 m	7.5 m	7.5 m
Lot Depth Min.	30.0 m	30.0 m	36.6 m	30.0 m
Landscaped Area	35%	35%	35%	35%
Parking Spaces	Subject to sections 3.1 & 3.2	Subject to sections 3.1 & 3.2	2 stalls in the back of lot	Subject to sections 3.1 & 3.2
Lot Area Min.	DD 360 m ²	DD 360 m ²	DD 380.0 m ²	DD 320.0 m ²
Frontage Min.	DD 12.0 m	DD 12.0 m	DD 10.5 m	DD 10.5 m
Lot Width at Rear of Lot	N/A	N/A	9.2 m	N/A

*DD = detached dwelling



PUBLIC SERVICE ANNOUNCEMENT

November 15, 2013

City seeks feedback on residential land use districts

(Red Deer, Alberta) – Residents are asked to give feedback on the form of narrow and small lot residential developments in the city as part of a review of the R1N Residential (narrow lot) and R1G Residential (small lot) land use districts.

“Narrow residential lots are in many Red Deer neighbourhoods,” said Dayna Nebozenko, Planner with The City of Red Deer. “We’ve seen the R1N Residential district used by land developers and homebuilders since it was added to The City’s Land Use Bylaw in 1998.”

The R1N Residential (narrow lot) district includes the following development characteristics:

- only allows single family detached homes;
- front attached garages or front driveways are not permitted;
- two on-site parking stalls must be provided behind the home and accessed from a lane;
- minimum lot frontage of 10.5 m and minimum lot depth of 36.6 m; and,
- maximum two storey (10 m) building height and minimum 5 m front yard setback.

“Small residential lots are newer to Red Deer since the R1G Residential district was added to The City’s Land Use Bylaw as a pilot project in 2011,” added Nebozenko. “So far, the R1G district is only permitted in the emerging Vanier East and Laredo neighbourhoods.”

The R1G Residential (small lot) district includes the following development characteristics:

- only allows single family detached homes with mandatory front double attached garage;
- front driveway must be paired with driveway on adjoining lot;
- minimum lot frontage of 10.5 m and minimum lot depth of 30 m; and,
- maximum two-storey (10 m) building height and minimum 6 m front yard setback.

Comments may be provided to the Planning department until Friday November 29, 2013:

Phone: 403-406-8700
 Email: planning@reddeer.ca

Mail: The City of Red Deer
 Planning Department
 Box 5008
 Red Deer, AB T4N 3T4

For more information on the R1N Residential and R1G Residential Land Use Districts and the Land Use Bylaw, visit www.reddeer.ca.

-end-

For more information, please contact:

Dayna Nebozenko
 Planner
 The City of Red Deer
 403-406-8703

or

Tony Lindhout
 Senior Planner
 The City of Red Deer
 403-406-8705

City of Red Deer R1N (Narrow Lot) & R1G (Small Lot) Review



Planning Department
November 28, 2013



Agenda

1. The City of Red Deer Planning department is undertaking a review of two of its residential Land Use Districts:

- R1N Residential (Narrow Lot) District
- R1G Residential (Small Lot) District

Why/how do these two relate?

2. New Approved Districts



R1N Residential (Narrow Lot) District

- Added to the Land Use Bylaw in 1998
- Provides land for narrow lot single family residential development
- District has been applied in several neighbourhoods



R1N Residential (Narrow Lot) District

Characteristics of the R1N District include the following development regulations:

- Only allows single family homes
- Front attached garages or front driveways are not permitted
- All on-site parking must be located behind the home and accessed from a lane
- 2 rear parking stalls are required
- 2 storey (10 m) maximum building height





R1N Residential (Narrow Lot) District

- District hasn't changed much since being introduced in 1998



R1N Residential (Narrow Lot) District

What has The City reviewed?

- Statistical Analysis
- Photo Inventory
- Public Survey



R1N Residential (Narrow Lot) District

Statistical Analysis

- Over 1,400 lots zoned R1N
- Lot Depth Average: 37.2 m (Min. 36.6 m)
- Lot Frontage Average: 10.8 m (Min. 10.5 m)



R1N Residential (Narrow Lot) District

Photo Inventory

- Kentwood East
- Westlake
- Inglewood & Ironstone
- Vanier Woods
- Lonsdale
- Timberstone Park



R1N Residential (Narrow Lot) District

Appearance

- Bi-level housing design most common, some 2 storey, and few bungalows
- Design incorporates front porches
- Varied architectural elements



R1G Residential (Small Lot) District

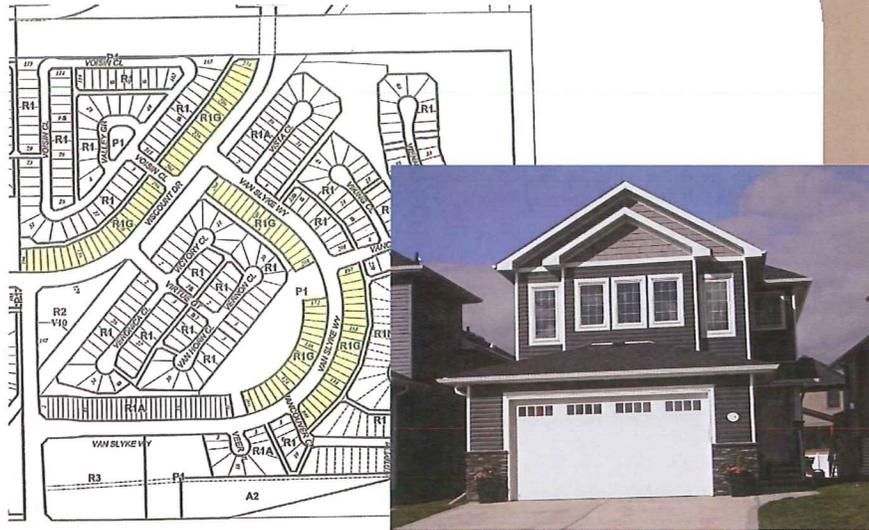


R1G Residential (Small Lot) District

- Added to the Land Use Bylaw in 2011 as a pilot project.
- Provides land for small lot single family residential developments.
- Forms part of the 33% of the “net residential area” within a neighbourhood allowed for detached dwellings on narrower width lots.
- Only allowed in the Vanier East and Laredo neighbourhoods pending mandatory review.



R1G Residential (Small Lot) District



R1G Residential (Small Lot) District



R1G Residential (Small Lot) District

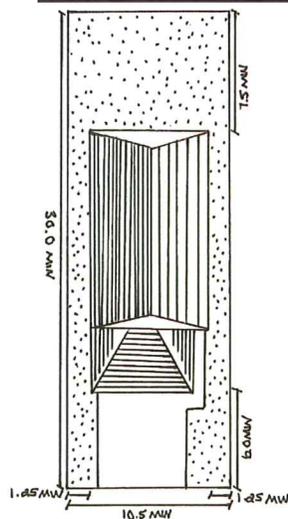
Statistical Analysis:

- 130 R1G lots have been created;
- Average lot frontage: 11.1 m (min. 10.5 m);
- Average lot depth: 35.6 m (min. 30 m);
- 65 R1G lots (50%) back onto a green space;
- Only 1 bungalow & 1 bi-level R1G home built, rest are all 2 storey.



R1G Residential (Small Lot) District

- Most R1G homes have been built as 2 storey developments with developed floor space over garage.



R1G Residential (Small Lot) District

Appearance:

- R1G developed floor space similar to R1 but mostly in 2 storey configuration.
- Each unit architecturally different (varied roof lines, size/shape of windows, exterior finishes).
- R1G provides same off-street parking (4 spaces) as conventional R1 with double attached front garage.
- When developed along collectors streets, treed boulevards provide balance to 2 storey homes.



Stakeholder Consultation



Public Survey

- Sent to R1N & R1G homeowners.
- Selected 140 R1N households (10%) from various neighbourhoods to complete the survey and provide comments.
- Survey sent to all 51 landowners of developed R1G lots (as of Nov. 1/13).



Other Consultations

- Referrals (external & internal).
- Discussion with developers & homebuilders (*comment sheet provided*).
- Media Release:
 - radio;
 - newspaper.



Next Steps in Review Process

- Analysis of referrals & survey.
- Analysis of all comments, suggested changes & recommendations received.
- Prepare Council planning report.
- Present report to City Council:
 - could include recommended changes to either district,
 - did R1N & R1G Districts achieve their envisioned purpose?



New Planning Initiatives (Timberlands North Neighbourhood)



Design Principles

1. Natural Areas
2. Mixed Land Uses
3. Multi-modal Choice
4. Compact Urban Form & Density
5. Integrated Parks & Community Spaces
6. Housing Opportunity & Choice
7. Resilient and Low Impact Neighbourhoods
8. Safe and Secure Neighbourhoods
9. Unique Neighbourhoods



Design Principles

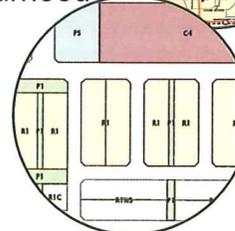
History to date:

1. Council direction to look at new neighbourhood design
2. Design Charter (vision/outcomes)
3. Integrated into the East Hill MASP
4. Expanded into the new Neighbourhood Planning & Design Standards

Moving Forward:

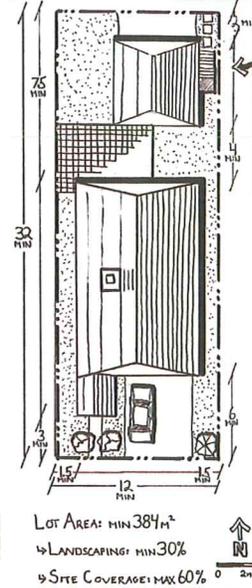
1. Amend Land Use Bylaw
2. Amend Engineering Standards

Monitor and review newly approved Land Use Districts



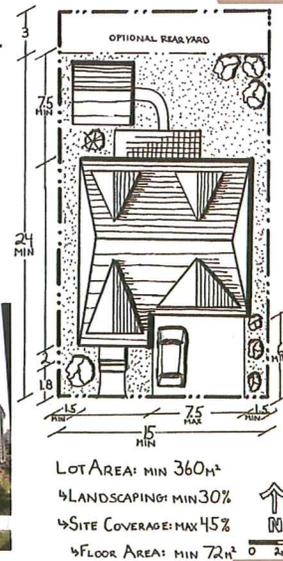
New R1C Residential (Carriage Home) District

- Allows for an auxiliary dwelling unit to be located above a detached garage that has access to a lane.
- Principal dwelling has a 3 m front yard setback, if front attached garage – garage setback is 6 m from back of sidewalk.



New R1WS Residential (Wide/Shallow Lot) District

- Mandatory front attached garage & porch.
- Front yard setback is 3.8 m but the front attached garage portion requires a setback of 6 m from back of sidewalk.
- Minimum lot depth is 24 m, maximum depth is 27 m.; height max 2½ storeys.



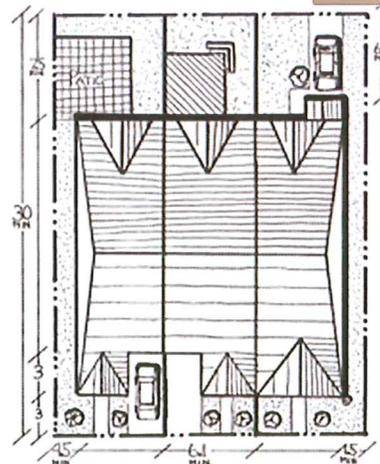
New RLW Residential (Live-Work) District

- Work unit must be at grade; live unit must be above the ground floor.
- Work unit must be occupied by resident of live unit.
- Each live/work unit requires individual access to street.
- Maximum height of 3 stories.



R2T Residential (Town House) District

- Only allows town or row housing.
- 3 m front yard setback.
- Maximum 2½ storey height.



Please view the details & specifics of the new R1C, R1WS, RLW and R2T Districts by consulting the City's Land Use Bylaw.

Thank you - Q & A



DATE: May 28, 2014
TO: Tara Lodewyk, Planning Services Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Land Use Bylaw Amendment 3357/F-2014
RIN and RIG Review, RIG Pilot Project

Reference Report:

Planning Services, dated May 7, 2014

Resolutions:

At the Monday, May 26, 2014 Regular Council Meeting, Council passed the following resolutions:

Resolved that Council of The City of Red Deer, having considered the report from the Planning Department, dated May 7, 2014, re: Review of the RIN – Residential (Narrow Lot) District and the RIG – Residential (Small Lot) District, Land Use Bylaw Amendment 3357/F-2014, RIG Residential (Small Lot) District Pilot Project, hereby endorses the recommendation that the RIG District Pilot Project has been completed and that the RIG District be made available city wide to the development industry as a sustainable form/choice of housing.

Resolved that Council of The City of Red Deer, having considered the report from the Planning Department, dated May 7, 2014, re: Review the RIN – Residential (Narrow Lot) District and the RIG Residential (Small Lot) District Pilot Project, hereby agrees to table for up to four weeks to allow administration to report back on the following Land Use options:

- 1) changing the minimum depth of RIG lots to 33 meters;
- 2) changing the front yard setback of RIN to a minimum of 3 meters.

Report back to Council: Yes

Comments/Further Action:

This item is to come back to Council for consideration of first reading of LUB Amendment 3357/F-2014 within four weeks' time.



Frieda McDougall
Manager

- c. K. Fowler, Director of Planning Services
D. Nebozenko, Planner
Corporate Meeting Coordinator



May 09, 2014

First Reading of Bylaw 3357/G-2014 to redesignate two lots in Laredo from PS to RIG

Planning Department

Report Summary & Recommendation:

Bylaw 3357/G-2014 proposes to rezone two lots along Viscount Drive in the Laredo neighbourhood for residential uses.

As the rezoning complies with the adopted Lancaster Vanier East Neighbourhood Area Structure Plan, the Planning department recommends Council support Bylaw 3357/G-2014.

City Manager Comments:

I support the recommendation of Administration that Council consider first reading of Land Use Bylaw Amendment 3357/G-2014, amendment to redesignate two lots in Laredo from PS to RIG. If first reading of the bylaw amendment is given, a Public Hearing would then be advertised for two consecutive weeks to be held on Monday, June 23, 2014 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/G-2014 at this time.



Report Details

Background:

The Lancaster Vanier East Neighbourhood Area Structure Plan (NASP) was adopted by Council in June 2011 and sets out the future subdivision and development of the E ½ Sec 2; 38-27-W4M. The NASP identifies a social care site in each quarter section and if, following an advertising period, they are not developed for social care uses the NASP allows them to revert to RIG residential uses. This advertising requirement was completed December 13, 2013. Accordingly, the developer wishes to have two of the four lots along Viscount Drive revert to RIG zoning. Rezoning is required to facilitate residential development of the subject lots.

Discussion:

This rezoning covers approximately 770 m² (8,288 sq. ft.) and will allow for development of the lots for residential uses.

Currently the land is zoned *PS - Public Service (Institutional or Governmental) District*.

Bylaw 3357/G-2014 proposes to change the subject area to the following land use district:

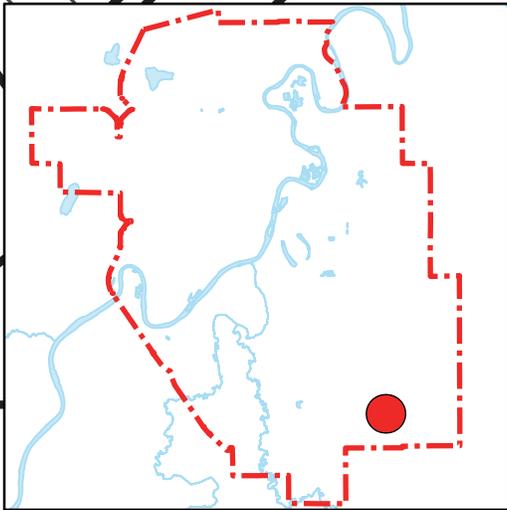
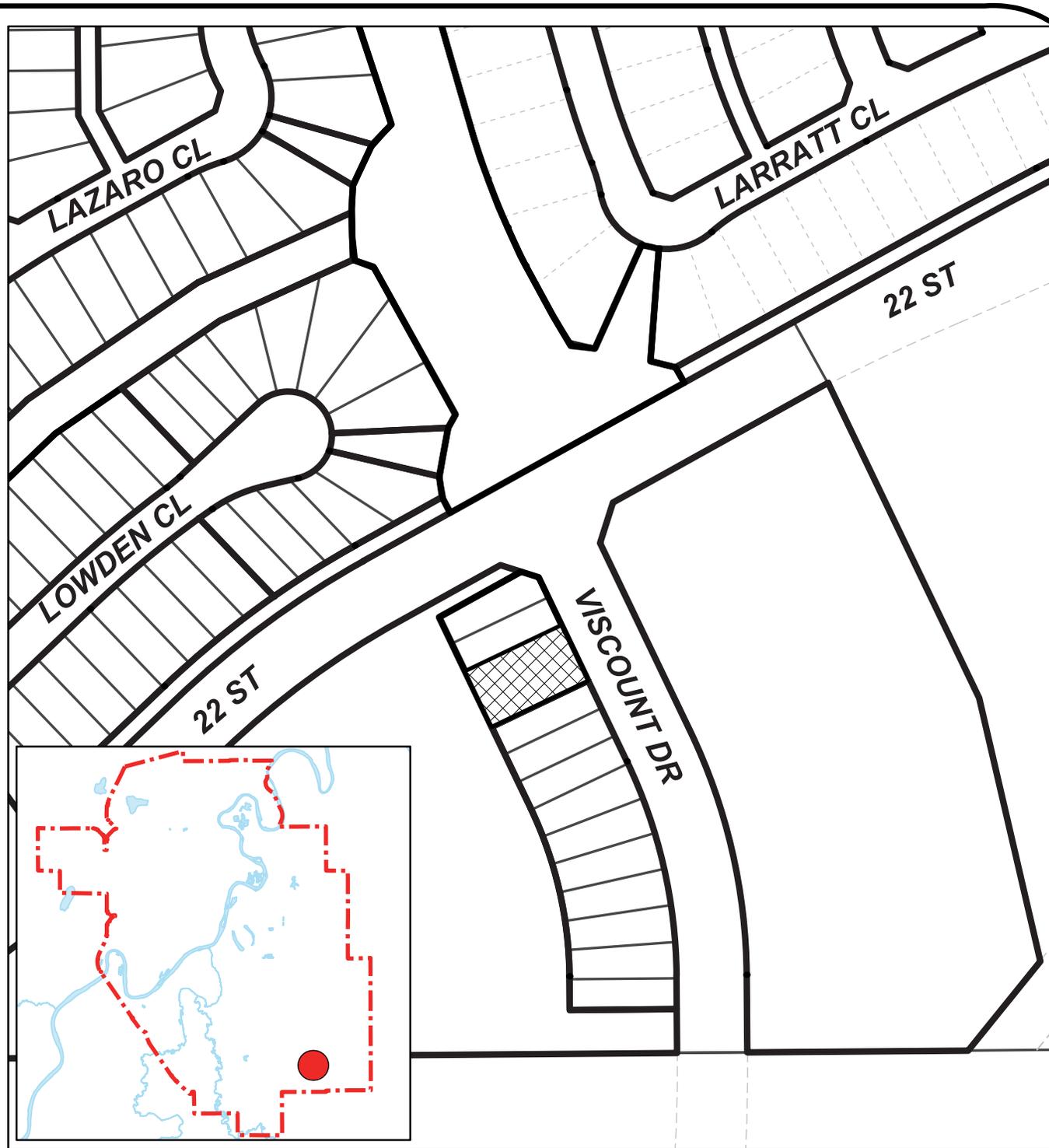
RIG - Residential (Small Lot) District.

Analysis:

The proposed rezoning application conforms to the adopted NASP for the area and no objections were received from affected City departments. The rezoning application was not referred to adjacent landowners because it is contained within an approved NASP.



Proposed Amendment to Land Use Bylaw 3357/2006



Change District from:



PS to R1G - Residential (Small Lot) District

Affected District:

PS - Public Service(Institutional or Government) District

Proposed Amendment

Map: 4 / 2014

Bylaw: 3357 / G-2014

Date: Apr 7, 2014

DATE: May 28, 2014
TO: Tara Lodewyk, Planning Services Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Land Use Bylaw Amendment 3357/G-2014 – Redesignate Two Lots in Laredo from PS to RIG

Reference Report:

Planning Services, dated May 9, 2014

Bylaw Readings:

At the Monday, May 26, 2014 Regular Council Meeting, Council gave first reading to Land Use Bylaw Amendment 3357/G-2014 – an amendment to redesignate two lots along Visount Drive in Laredo from PS – Public Service (Institutional or Governmental) District to RIG – Residential (Small Lot) District.

Report back to Council: Yes

Comments/Further Action:

This office will advertise for a Public Hearing to be held on Monday, June 23, 2014 at 6:00 p.m. during Council's regular meeting.



for Frieda McDougall
Manager

- c. K. Fowler, Director of Planning Services
- O. Toews, Senior Planner
- Corporate Meeting Coordinator



May 7, 2014

Eco Industrial Overlay District and Design Guidelines Bylaw 3357/H-2014

Planning Department

Report Summary & Recommendation:

An Eco Industrial Park is where companies pursue economic and environmental sustainability through collaboration with other businesses within the park and undertake eco-friendly site development.

The *West QE2 Major Area Structure Plan (MASP)* designated two separate eco-industrial areas in 2007. Since that time, Industrial Area Structure Plans (IASPs) have been adopted for a significant amount of the eco-industrial areas. These plans further support the eco-industrial vision outlined in the MASP.

In alignment with the approved plans, administration has prepared a Land Use Bylaw amendment to incorporate an Eco Industrial Park Overlay District. The Overlay District facilitates the following:

1. Non-industrial businesses are able to locate near industrial businesses that use their outputs or produce materials that they require for production.
2. An alternative or renewable energy facility to locate as a stand-alone facility or adjoining another business.
3. An opportunity for industrial businesses that value environmentally friendly standards to co-locate with other like-minded businesses to promote, nurture and cultivate further innovation.
4. Design elements that promote environmentally friendly building and site design.

The Planning department recommends Council approve Bylaw 3357/H-2014 to amend the Land Use Bylaw to incorporate the Eco Industrial Park Overlay District.

City Manager Comments:

I support the recommendation of Administration that Council consider first reading of Land Use Bylaw Amendment 3357/H-2014, an amendment to incorporate an Eco Industrial park Overlay District. If first reading of the bylaw amendment is given, a Public Hearing would then be advertised for two consecutive weeks to be held on Monday, June 23, 2014 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/H-2014 at this time.

Report Details

Background:

47 hectares of land was identified for eco-industrial development in the *West QE2 MASP*, which was adopted in 2007. The areas were purposely located in close proximity to the natural features, such as, the tree stands and Cameo Lake. These natural areas were retained during the development of the MASP and compliment the goals of eco-industrial development.

The MASP provides a high level vision for the eco-industrial areas and states that “The City and/or private developers/landowners will further explore this concept when subsequent IASPs are submitted.” Council approved the *Queens Business Park SW 36 & NW 25 IASP* in 2013 and the *Queens Business Park NW 36 & NE 36 IASP* in 2009. Both IASPs include eco-industrial lands. The proposed amendment will implement the eco-industrial vision set out in the MASP, by incorporating eco-industrial uses and design elements in to the Land Use Bylaw, by way of an Overlay District, which will allow the rezoning of the initial phases and development to begin in these areas.

An eco-industrial park is where companies pursue economic and environmental sustainability through collaboration with other businesses within the park and undertake eco-friendly site development. Municipalities have defined this concept in varying ways depending on their community’s needs. Administration is proposing a concept of eco-industrial that has been tailored for Red Deer through the consultation process. The ultimate goal is to promote, nurture and cultivate environmentally friendly innovation. The eco-industrial park creates a place where these like-minded businesses, who value the environment, can co-locate. It is a common location that will allow spontaneous conversations to happen and the concept to grow organically. By locating in a recognized eco-industrial park, businesses are also acknowledged for valuing environmental sustainability.

There are a significant amount of benefits associated with eco-industrial development, particularly when businesses collaborate, form partnerships, and share resources. Examples of benefits are listed below:

- Increased efficiency and access to materials using by-product synergies
- Reduced dependency on raw materials
- Gain economic value for waste products or by-products
- Potential for new technologies to utilize waste stream
- Reduce costs associated with disposing waste



- Divert waste from the landfill
- Reduce transportation costs associated with shipping products, by-products, or waste
- Reduce emissions associated with transporting or shipping materials
- Opportunity to share services such as job training, warehousing, purchasing, transportation, research and development, administration, health and safety programs, etc.

The subject lands are proposed as light industrial with an Eco Industrial Park Overlay. Examples of light industrial (II) areas currently in the city are the Riverside Light industrial area and the former Cronquist Business Park. These are areas where businesses are not allowed to emit noise, odours, dust, fumes or other factors which are regarded as nuisances.

The areas proposed for eco-industrial are currently not developed. There are three landowners for these areas. The City and another developer own the majority of this land (+/- 45 ha). The third landowner occupies an acreage (+/- 2 ha). Letters and emails from these landowners are attached to the report.

Discussion:

An Overlay District is a tool used to apply development regulations to a specific area. The underlying land use district remains. In this case the underlying land use district will be II-Light Industrial Business Service with an Eco Industrial Park Overlay District.

The eco-industrial areas will provide more opportunity for businesses as additional uses, which are not permitted in other light industrial areas, will be considered. The II District will be amended to include the following discretionary uses limited to the eco-industrial areas:

1. An alternative or renewable energy facility to locate as a stand-alone facility or adjoining another business. These are businesses that generate energy using natural or renewable resources such as sunlight, wind, geothermal, bio-fuels, or biomass or use an energy generation process that reduces the amount of harmful emissions to the environment.
2. Uses that produce waste materials, outputs, or by-products that may be used as inputs for an industrial operation.
3. Uses that may consume waste materials, outputs, or by-products that are produced by an industrial operation.

An example of a use that would benefit is a greenhouse. Greenhouses are not allowed within the II Light Industrial district but within an eco-industrial park a greenhouse would be allowed as it could consume waste heat from another business to heat its gardens.



The other component of eco-industrial is incorporating design elements that promote environmentally friendly building and site design. The Overlay District requires design elements related to landscaping, pedestrian connectivity, building orientation, recycling, parking, rear yard screening, and building materials.

The required design elements, which will be incorporated into the Overlay, are listed in the left column on the table shown below. Several of these are elements are currently becoming standard practice for businesses. The eco-industrial design elements will not impact the permit process or permit fees. These design elements will help visitors distinguish this part of the Queens industrial area as something unique.

The design elements in the right column of the table will not be included in the Overlay. They will be provided to developers in an information package with the intent of educating and inspiring other environmentally friendly design elements.

Required Design Elements <i>Incorporated into the overlay District</i>	Encouraged Design Elements <i>To be included in an information package and <u>not</u> required for approval</i>
Site Design	Site Design
Landscaping shall be designed to provide shading, climate protection and windbreaks to the principle building on the site. The same % of landscaping is required; the regulations now specify locations for the plantings.	Site design may incorporate a formalized outdoor employee amenity area.
If an irrigation system is proposed, it shall be a high efficiency drip irrigation system.	Site design may incorporate a designated area to prominently display objects and symbols of ongoing industrial activities and/or innovation practices.
Sidewalks shall be provided along each side of a building that abuts a parking area.	Site design may incorporate a designated onsite bike parking area.
Where the site abuts a public sidewalk or transit stop, a direct sidewalk connection shall be provided from the main entrance of a principle building on the site to the abutting public sidewalk or transit stop.	Site plan may incorporate landscaped areas and/or islands throughout storage areas.
Developments shall provide one parking space designated for a small, alternative, carpool or electric vehicle.	Site plan may incorporate permeable and semi-permeable paving surfaces.
If the applicant chooses to do a green roof (not required), credit will be given towards the landscaped area.	Site plan may utilize an onsite storm water management strategy.
Building Design	Building Design
Buildings shall be designed to take advantage	Building design may utilize an onsite



of passive solar heating, natural lighting, passive ventilation, and shading for cooling.	renewable energy source or is built ready for future hook up to a renewable energy source.
Where the site abuts a natural area or landscaped area, windows shall be located and oriented to provide building occupants with views to these areas.	The building may incorporate energy or water efficient fixtures, fittings, and appliances.
The design of the building shall incorporate at least three green building materials, such as, salvaged, refurbished, or recycled building materials (pre and post-consumer products).	Building design may implement a system to capture roof runoff/rainwater for landscape watering.
Windows shall be located and oriented to provide building occupants with views to significant natural and/or landscaped areas.	Building design may incorporate a water system that uses non-potable water or grey water for processes which do not require potable water sources (i.e. vehicle washing, landscape watering, toilets, cooling, etc.).
Business Operations	Business Operations
In shipping and receiving areas the owner or occupant of land shall erect at least one sign per loading dock that indicates the area of the loading dock is an "Idle Free" zone.	Businesses may share resources with neighboring businesses.
Businesses shall establish an in-house recycling and/or composting program for organic and material wastes, and designate an onsite recycling/composting area for materials.	Businesses may share community amenities with neighboring businesses.
	Businesses may share, where possible, joint infrastructure with neighboring businesses.
	Businesses may establish by-product exchange (waste to input synergies) with neighboring businesses.
	The proposed development may incorporate a waste management plan.
	Businesses may incorporate hybrid or electric vehicles in their corporate fleet

The Overlay District has duplicated some of the regulations already existing for light industrial in order to have all regulations in one location within the Land Use Bylaw. Definitions are also being added to the Land Use a Bylaw for new terms in the Overlay District.



As part of the permit process, the applicant will be required to submit a Green Building Materials List to identify the 3 Green Building Materials they are proposing to incorporate into the building design. Examples of Green Building Materials could be daylight sensory lights, triple pane windows, low flow plumbing fixtures, high efficiency furnace or hot water tank, or recycled environmentally friendly products.

An applicant is also required to submit an in-house recycling and/or composting letter outlining the method the business will use to promote the recycling and/or composting of materials within the business.

As a point of clarification, the Land Use Bylaw amendment map (Map 5/2014) attached to the report depicts only a portion of the industrial lands within the West QE2 MASP that will be governed by the Eco-Industrial Park Overlay District. Subsequent industrial lands that fall within the overlay boundaries will have the Eco Industrial Park Overlay District added at the time they are rezoned from A1 Future Urban Development to I1 Industrial (Business Service) as per the IASP.

Analysis:

The Planning department referred the proposed Eco Industrial Park Overlay District to City administration for review. Administration has no objections to the proposed amendment to include the Eco Industrial Park Overlay District into the Land Use Bylaw. A positive comment received from a City department is as follows:

- Eco-industrial development offers Red Deer a unique industrial opportunity and provides something different than competitors have to offer (Blackfalds, Penhold, etc.)

The Planning department has held meetings with the two private stakeholders affected by the proposed Overlay District and referred the information to them for comment. Both landowners were involved in the development of the *Queens Business Park SW 36 & NW 25 IASP*, which was adopted in 2013, and were generally supportive of the high level eco-industrial vision stated in the plan. Two landowners have provided letters stating they have no concerns regarding the proposal. The third landowner is neutral.

A public news release was posted to the City's website. The news release provided an opportunity for the public to express their opinion, ask questions, and gain additional information before this project goes to Council. There were four responses received from the general public. Their comments were generally supportive of the proposed amendment. Respondents look forward to hearing more about the project and learning about what the Overlay District will include.

The news release was also provided to individuals and businesses that have expressed an interest in the eco-industrial areas or may be suitable to develop in those areas. Approximately 350 individuals and businesses associated with the Central Alberta Rural



Manufacturers Association (CARMA) were targeted to receive the release and one responded. Their comments were also supportive of the project.

Staff met with the Red Deer Construction Association to go over the proposal and answer any questions. An information package, outlining common eco-industrial questions and administrative answers, was also provided to members of the association.

The Planning department will also be presenting the Eco Industrial Park Overlay District to members of the Municipal Planning Commission on May 14th, 2014, as well as, to members of the Environmental Advisory Committee (EAC) on June 18th, 2014. EAC's recommendation will be brought forward to Council on June 23, provided the amendment receives first reading on May 26.

Attachments:

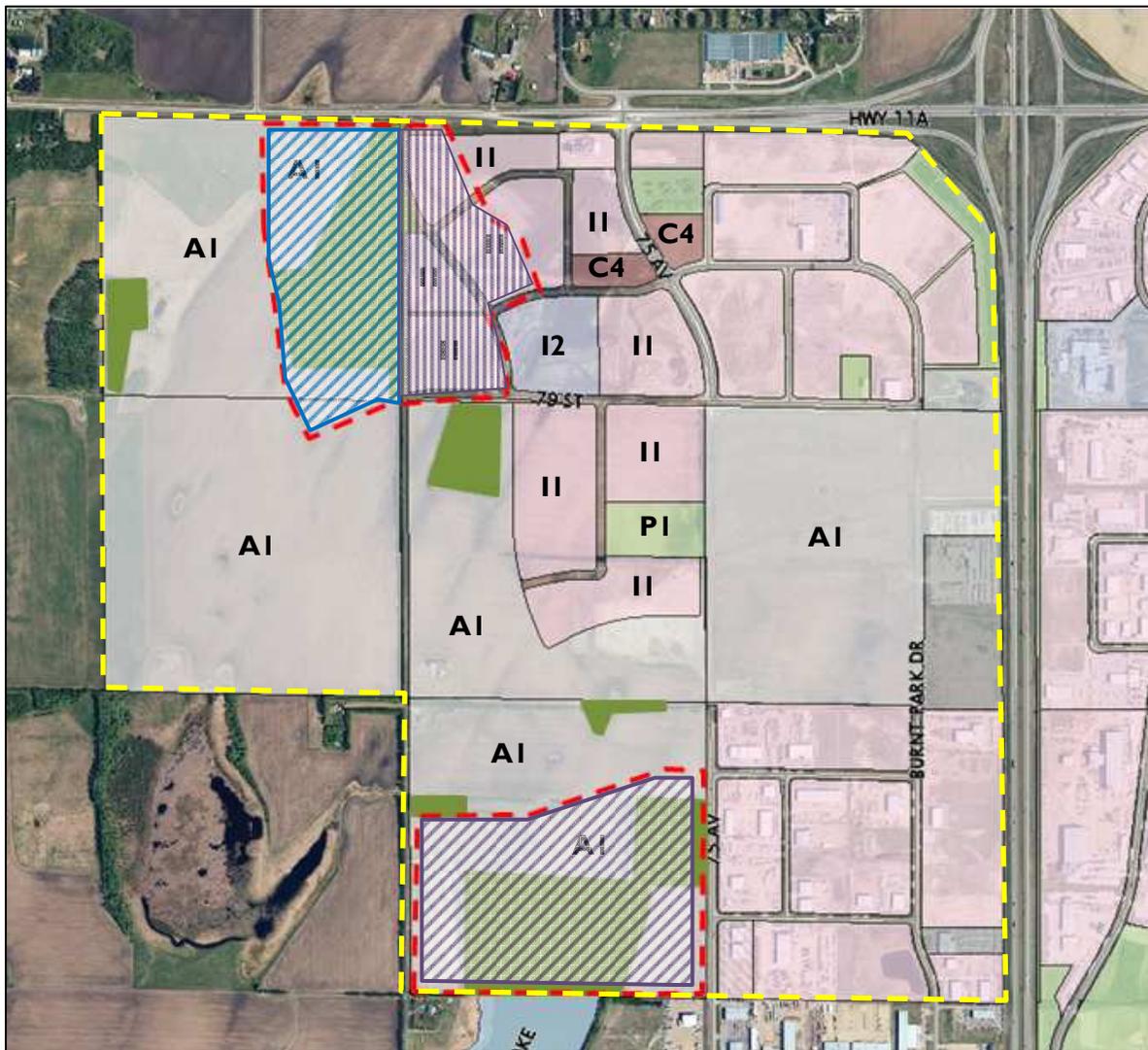
Figure 1: West QE2 Eco-industrial Areas

Figure 2: West QE2 Major Area Structure Plan Land Use Concept

Appendix A: Letters from Landowners



Figure I: West QE2 Eco-industrial Areas



Eco Industrial Park Overlay District



West QE2 MASP Plan Area



IASP Adopted with Eco Industrial Area





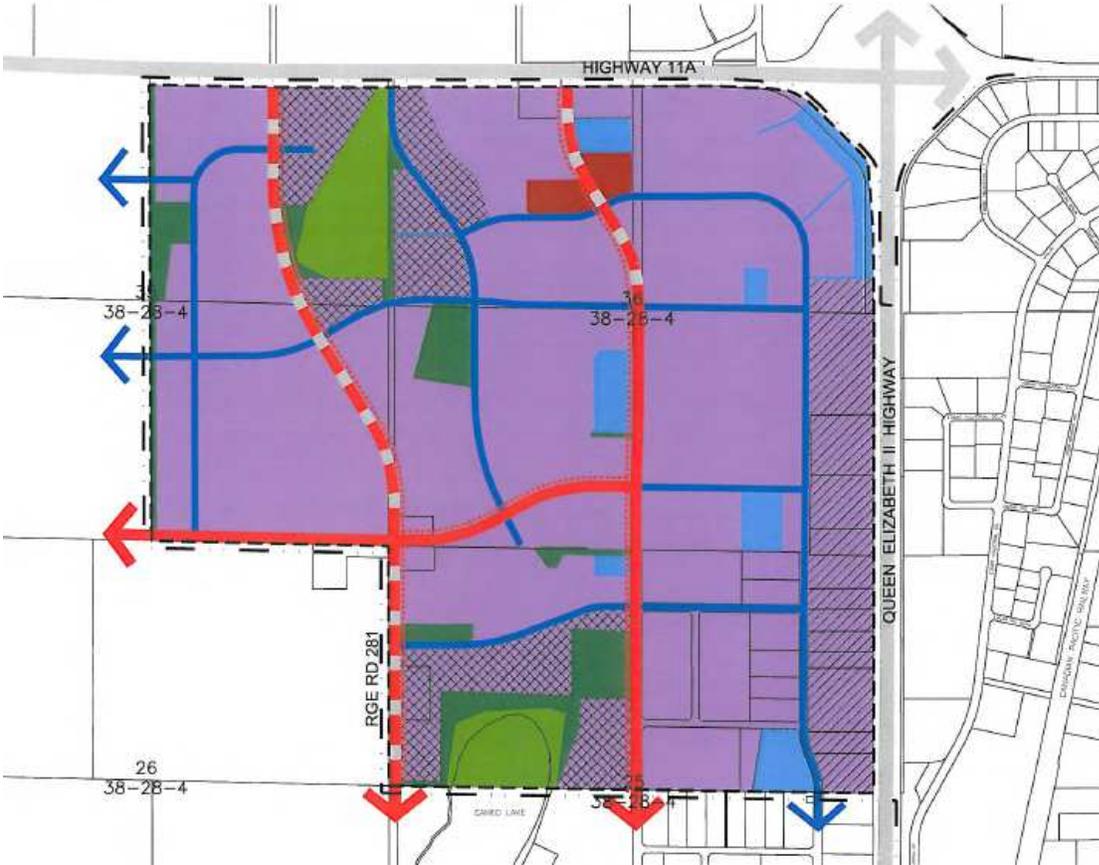
No IASP Adopted

Source: Redgis April 2014

Figure 2: West QE2 Major Area Structure Plan Land Use Concept

The City of Red Deer
**West QE2
 Major Area Structure Plan**

FIGURE 3 - LAND USE CONCEPT



- Plan Boundary
- - - Municipal Boundary
- Expressway
- Arterial Road - Undivided
- Arterial Road - Divided
- Collector Road
- Paved Trail
- Industrial & Business Service
- Eco-Industrial Park
- Vehicle, Recreational Vehicle, and Machinery Dealership District
- Commercial
- Municipal Reserve
- Environmental Reserve
- Public Utility



Source: West QE2 Major Area Structure Plan

APPENDIX A:

LETTERS FROM LANDOWNERS



City Developer/Landowner

LAND & ECONOMIC DEVELOPMENT

April 22, 2014

via email

Dayna Nebozenko
Planning Department
City of Red Deer
Box 5008
Red Deer, AB T4N 3T4

Dear Ms. Nebozenko

**Re: Queens Business Park
Eco-Industrial Zoning Overlay
NW 36-38-28-W4**

Please be advised that the City of Red Deer; as owners of the above referenced land, have no questions or concerns regarding the Eco-Industrial area being proposed within the Queens Business Park.

We are excited to work with the Planning Department in bringing this innovative development opportunity forward.

Sincerely,

John Sennema
Land & Economic Development Manager



Private Developer/Landowner

Dayna Nebozenko

From: Marcie Jeffries
Sent: April 23, 2014 1:03 PM
To: Dayna Nebozenko
Subject: Re: Follow Up: City of Red Deer DRAFT Eco Industrial Park Report: Design Guidelines and Overlay District (Updated Version March 2014)

Hi Dayna, Tara asked me to reply to your email if I have any concerns regarding the Eco Industrial report. At this time I have no concerns.

Thank you,
Lyle Jeffries

----- Original message -----
From: Dayna Nebozenko
To: 'Lynn Moker'; 'Marcie Jeffries'
Cc: Haley Mountstephen
Sent: Wednesday, March 26, 2014 8:46 AM
Subject: Follow Up: City of Red Deer DRAFT Eco Industrial Park Report: Design Guidelines and Overlay District (Updated Version March 2014)

Good Morning,

The Planning Department has continued to fine tune the Eco Industrial Park Report, Design Guidelines, and Overlay District. I've attached an updated draft version for you to review and provide comments on if you wish. As the project is nearing completion (final draft) I'd like to ask that if you have any comments or questions, please don't hesitate to contact me, or we can set up a meeting to discuss the document in detail. The next steps for the project will be presenting the proposed design guidelines and overlay district to the Municipal Planning Commission for consideration, potentially around mid to late April.

Look forward to hearing from you.

Dayna Nebozenko
Planner, Planning Department



Private Acreage Landowner

Dayna Nebozenko

From: Lynn Moker <[redacted]>
Sent: May 06, 2014 11:32 AM
To: Dayna Nebozenko
Subject: Re: Comments on City of Red Deer Eco Industrial Project

That is fine Dayna.

Thank you,
 Earl Moker

From: Dayna Nebozenko
Sent: Monday, May 05, 2014 12:27 PM
To: [redacted]
Subject: Comments on City of Red Deer Eco Industrial Project

Hello Mr. Moker,

I appreciate you taking the time to discuss The City's Eco Industrial project over the phone with me this morning. Your position regarding the project is certainly understandable.

The notes I took from our conversation produced the following statement regarding your position on eco-industrial. Please validate if I have interpreted your comments correctly.

"At this time you have a neutral opinion regarding The City's Eco Industrial project. You will not have an opinion until some of the eco-industrial lands are available for purchase and an identifiable market position is evident. Your main concern is how the market will view the Eco Industrial regulations and how the regulations will affect market uptake of the eco-industrial lands."

If I have misinterpreted any of the above information, please let me know, or if you are satisfied with the statement, simply respond to this email.

Thank you,

Dayna Nebozenko
 Planner, Planning Department
 The City of Red Deer
 City Hall, 4914-48 Avenue, Red Deer
 Phone: 403-406-8703
 Email: dayna.nebozenko@reddeer.ca

BYLAW NO. 3357/H-2014

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 Part 7: **Overlay and Other Districts and Regulations** is amended by adding the following section:

“7.13 Eco Industrial Park Overlay District

General Purpose

The purpose of this Overlay is to provide a regulatory framework for the implementation of the eco-industrial vision outlined in Bylaw No. 3398-2007, the West QE2 Major Area Structure Plan. The goal of this Overlay is to guide industrial development with the result being the development of an eco-industrial park in which businesses cooperate with one another and the local community in an attempt to reduce waste, efficiently share resources (such as information, materials, water, energy, infrastructure and natural resources), and produce sustainable development, with the intention of increasing economic gains and improving environmental quality. This Overlay contains regulations that provide a means to achieve the objective of an eco-industrial park, something that would not be achievable given the existing conventional industrial districts and regulations in this Bylaw.

(1) Application

This Overlay applies to the I1 – Industrial (Business Service) District areas shown on the Land Use Constraint Maps F20, F21, G19, G21, and the construction of any new principle or accessory building on those lands.

The Development Authority may require that structural renovations, alterations, additions or reconstructions of buildings, which exist as of the date this Overlay comes into effect for a site, be completed in accordance with this Overlay.

(2) Permitted and Discretionary Uses

Those uses listed as permitted and discretionary in the existing underlying land use districts.

(3) Applications for Development

In addition to the requirements of Section 2.4 of this Bylaw, every application for a development permit for development on a site subject to this Overlay shall be accompanied by the following information specifically related to eco-industrial development:

1. In-house Recycling and Composting Letter;
2. Green Building Material List; and

The format for any additional information required as part of the application shall be as prescribed by the Development Authority.

If in the opinion of the Development Authority, acting reasonably, the information provided by the applicant is not sufficient to allow the Development Authority to evaluate and make a decision on the development permit application, the Development Authority may request further and more detailed information from the applicant.

(4) Development Authority Variance Powers

In this Overlay:

- a. The Development Authority may vary any regulation in this Overlay if, in the opinion of the Development Authority, the variance is reasonably necessary to achieve the purpose of this Overlay.

(5) Regulations

- a. In the event of a conflict between a regulation in this Overlay and any other regulation in this Bylaw, including those regulations set out in the underlying district, the regulation in this Overlay shall apply.
- b. Each building on a site shall incorporate at least three different Green Building Materials. The Green Building Materials shall be identified on the Green Building Materials List that makes up part of the application for a development permit.
- c. Each business shall establish an in-house recycling and/or composting program for organic and material wastes.
- d. Building and Site Design
 - i. Front yard minimum shall be 9 m.
 - ii. Sidewalks shall be provided along each side of a building that abuts a parking area.
 - iii. If the site abuts a public sidewalk or transit stop, a direct sidewalk connection shall be provided from the main entrance of a principle building on the site to the abutting public sidewalk or transit stop.
 - iv. Buildings shall be designed to take advantage of passive solar heating, natural lighting, passive ventilation, and shading for cooling.
 - v. Windows shall be located and oriented to provide building occupants with views to significant natural and/or landscaped areas.
 - vi. A designated area for onsite recycling and/or composting of materials shall be identified on the site plan and landscape plan.
- e. Parking and Loading Areas
 - i. An owner or occupant of land must provide for not less than the number of on-site parking spaces for the applicable land use(s) as set out below, notwithstanding the provisions of

Parts 4-8. In calculating the parking space requirement, a fractional number will be taken to the next higher number.

- ii. One parking space shall be designated for a small, alternative, carpool or electric vehicle. This is not in addition to the number of on-site parking spaces set out in Sections 3.1 and 3.2 of this Bylaw. This space shall be located in a preferential location and shall be signed appropriately. The design and location of the signage for this parking space shall be satisfactory to the Development Authority.
- iii. In shipping and receiving areas the owner or occupant of land shall erect at least one sign per loading dock that indicates the area of the loading dock is an "Idle Free" zone. The design and location of this signage shall be satisfactory to the Development Authority.

f. Landscaping

- i. Landscaping shall be completed using those species of plants, trees or shrubs that are suitable for Xeriscaping, Naturescaping, stormwater management, and/or rear yard screening.
- ii. Landscaping shall consist of a combination of flowers, grasses, mulch, trees, and/or shrubs.
- iii. A minimum of 15% of all Landscaped Area shall consist of Naturescaping or Xeriscaping.
- iv. Landscaping shall be designed to provide shading, climate protection and windbreaks to the principle building on the site.
- v. Access to the site shall be framed with landscaping islands.
- vi. If the building abuts a parking area, a 1 m wide landscaping strip shall be provided immediately adjacent to and along the length of the building abutting the parking area in order to separate the building from the parking area or sidewalk that abuts the parking area.
- vii. A 1 m wide landscaping strip, in addition to the landscaping strips provided pursuant to s. 5(e) of this Overlay, shall be provided immediately adjacent to and along another side of the building. This landscaping strip will preferably be provided on the side of the building that is visible from a public roadway or be located to provide shading and climate protection for the building.
- viii. A 1 m wide landscaping strip shall be provided along the entirety of the front yard of the site if the front yard of the site abuts a road. The landscaping strip will provide separation and soften the appearance of the front yard of the site.
- ix. If the rear yard of the site is visible from a road or highway, a 1.5 m wide landscaping strip, incorporating trees and shrubs, shall be provided to screen the view of the rear yard from the road or highway. Rear yard screening may be supplemented by fencing.
- x. The area of a Green Roof may be included by the Development Authority in determining if required landscaping requirements are satisfied.

- xi. Irrigation systems installed at the time of the development of the site shall be high efficiency drip systems.”

- 2 Part **6.1(1)(b) I1 – Discretionary Uses Table** is amended by adding the following discretionary uses:

“(xv) Alternative/Renewable Energy Facility on sites designated in an Eco Industrial Park Overlay District.”

“(xvi) Uses that produce waste materials, outputs, or by-products that may be used as inputs for an industrial operation within an Eco Industrial Park Overlay District.”

“(xvii) Uses that may consume waste materials, outputs, or by-products that are produced by an industrial operation within an Eco Industrial Park Overlay District.”

- 3 Part **6.1(2)(a) I1 – Industrial (Business Service) District Regulations** is amended by adding the following text to the existing ‘Front Yard Minimum’:

Front Yard Minimum	6.0 m, except Edgar Industrial Drive “and I1 zoned lands located within an Eco Industrial Park Overlay District” which is 9 m
--------------------	---

- 4 Part **1.3 Definitions** is amended by adding the following definitions:

“**Alternate/Renewable Energy Facility** means a facility or development, either stand alone or adjoining another development, that either generates energy using natural or renewable resources, such as, sunlight, wind, geothermal, bio-fuels, or biomass, or generates energy using an energy generation process that reduces the amount of harmful emissions to the environment, when compared to conventional systems, such as, district heating or cogeneration.”

“**By-product** means a secondary product, or waste product, derived from a manufacturing process that can be used as an input material or resource for another manufacturing operation.”

“**Eco-Industrial Development** means a type of industrial park in which businesses cooperate with one another and the local community in an attempt to reduce waste, efficiently share resources (such as information, materials, water, energy, infrastructure and natural resources), and produce sustainable development, with the intention of increasing economic gains and improving environmental quality.”

“**Green Building Materials** means building materials that are salvaged, refurbished, or recycled (pre and post-consumer products).”

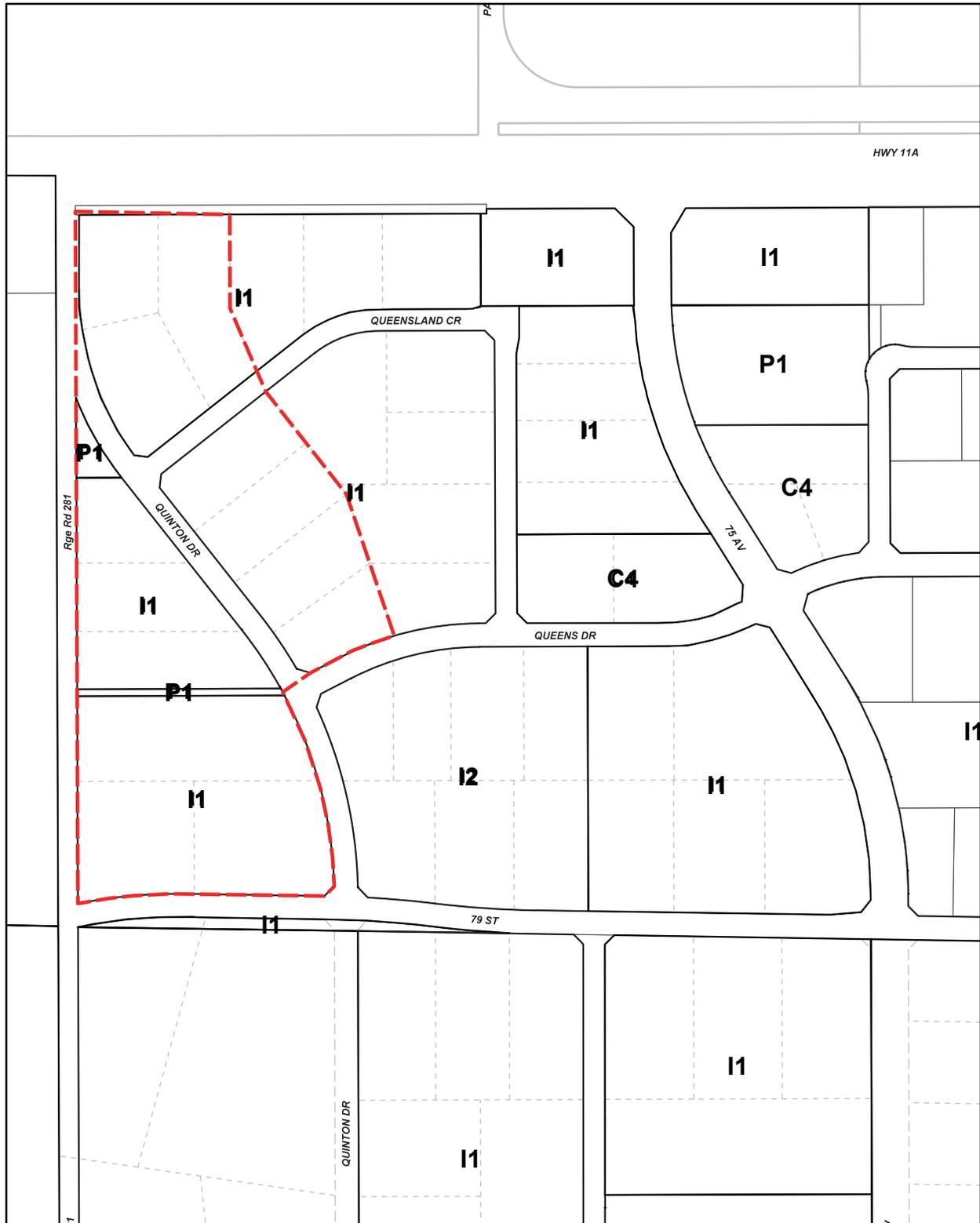
“**Green Roof** means a roof on a building which has been designed to facilitate the growth of vegetation in a growing medium. The green roof may be partially or completely covered in plants.”

“**Xeriscaping** means a method of landscaping that uses plants that can survive dry periods on their own without reliance on watering, fertilizer or other maintenance.”

- 5 Part **1.3 Definitions** is amended by adding the following text to the existing ‘Landscaped Area’ definition:



Proposed Amendment to Land Use Bylaw 3357/2006



Proposed Eco Industrial Park Overlay District

Proposed Amendment

Map: 5 / 2014

Bylaw: 3357 / H-2014

Date: May 20, 2014

FILE COPY

DATE: May 28, 2014
TO: Tara Lodewyk, Planning Services Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Land Use Bylaw Amendment 3357/H-2014 – Eco Industrial Park Overlay District

Reference Report:

Planning Services, dated May 7, 2014

Bylaw Readings:

At the Monday, May 26, 2014 Regular Council Meeting, Council gave first reading to Land Use Bylaw Amendment 3357H-2014, to incorporate an Eco Industrial Park Overlay District in the West QE2 Major Area Structure Plan.

Report back to Council: Yes

Comments/Further Action:

This office will advertise for a Public Hearing for Land Use Bylaw Amendment 3357/H-2014 to be held on Monday, June 23, 2014 at 6:00 p.m. during Council's regular meeting.



for Frieda McDougall
Manager

- c. K. Fowler, Director of Planning Services
- D. Nebozenko, Planner
- Corporate Meeting Coordinator



May 09, 2014

Land Use Bylaw Amendment 3357/I-2014 Rezoning of Phase 6 of Timberstone Park

Planning Department

Report Summary & Recommendation:

Bylaw 3357/I-2014 proposes to rezone the sixth phase of the Timberstone Park Neighbourhood Area Structure Plan (NASP) for residential and public uses.

As the rezoning complies with the adopted NASP, the Planning department recommends Council support Bylaw 3357/I-2014.

City Manager Comments:

I support the recommendation of Administration that Council consider first reading of Land Use Bylaw Amendment 3357/I-2014, an amendment to rezone Phase 6 of Timberstone Park. If first reading of the bylaw amendment is given, a Public Hearing would then be advertised for two consecutive weeks to be held on Monday, June 23, 2014 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/I-2014 at this time.



Report Details

Background:

The Timberstone Park Neighbourhood Area Structure Plan (NASP) was originally adopted by Council in June 2010 and sets out the future subdivision and development of the SW ¼ Sec 23; 38-27-W4M (excluding College Park) for primarily residential uses. Rezoning is required to facilitate subdivision and development of the subject land.

Discussion:

This rezoning covers approximately 4.41 hectares (10.90 acres) and will allow further subdivision to be pursued in the subject area.

Currently the land is zoned AI – Future Urban Development District.

Bylaw 3357/I-2014 proposes to change the subject area to the following land use districts:

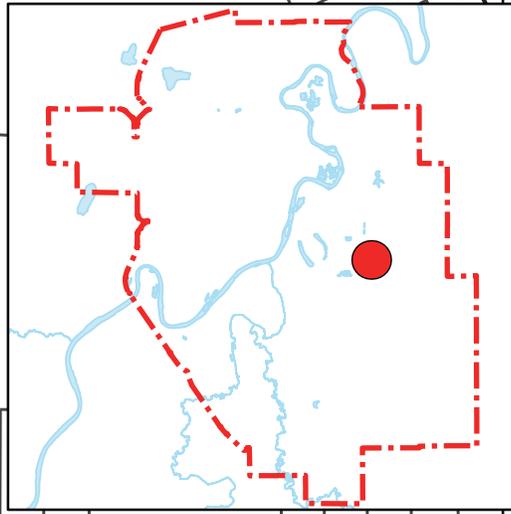
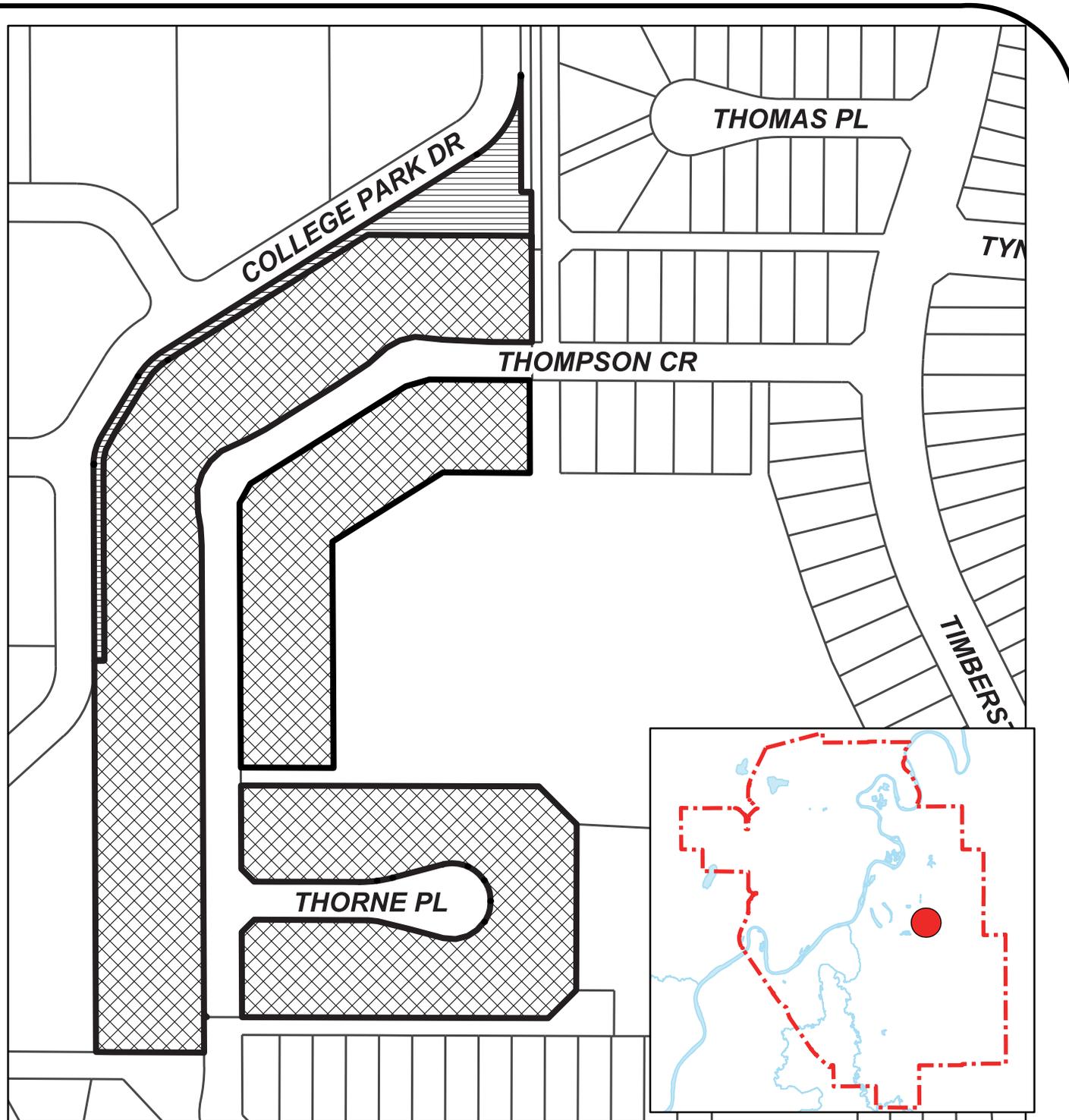
- RI – Residential (Low Density) District, and
- PI – Parks and Recreation District.

Analysis:

The proposed rezoning application conforms to the adopted NASP for the area and no objections were received from affected City departments. The rezoning application was not referred to adjacent landowners because it is contained within an approved NASP.



Proposed Amendment to Land Use Bylaw 3357/2006



Change District from:



A1 to P1 - Parks and Recreation District



A1 to R1 - Residential (Low Density) District

Affected District:

A1 - Future Urban Development District

Proposed Amendment

Map: 6 / 2014

Bylaw: 3357 / I-2014

Date: Apr 7, 2014

DATE: May 28, 2014
TO: Tara Lodewyk, Planning Services Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Land Use Bylaw Amendment 3357/I-2014
Rezoning of Phase 6 of Timberstone Park

Reference Report:

Planning Services, dated May 9, 2014

Bylaw Readings:

At the Monday, May 26, 2014 Regular Council Meeting, Council gave first reading to Land Use Bylaw Amendment 3357/I-2014, to rezone Phase 6 of Timberstone Park, approximately 4.41 hectares (10.90 acres) from AI Future Urban Development District to RI – Residential (Low Density) District and PI Parks and Recreation District.

Report back to Council: Yes

Comments/Further Action:

This office will advertise for a Public Hearing for Land Use Bylaw Amendment 3357/I-2014 to be held on Monday, June 23, 2014 at 6:00 p.m. during Council's regular meeting.



for Frieda McDougall
Manager

- c. K. Fowler, Director of Planning Services
Orlando Toews, Planner
Corporate Meeting Coordinator