

CITY COUNCIL

AGENDA

Monday, July 21, 2014 – Council Chambers, City Hall

Call to Order: 4:30 PM
Public Hearing(s): 6:00 PM

1. IN CAMERA

- 1.1. Labour Matter (FOIP - Section 24 (l))

2. MINUTES

- 2.1. Confirmation of the Minutes of the July 7, 2014 Regular Council Meeting
(Agenda Pages 1 – 9)

3. POINT OF INTEREST

4. UNFINISHED BUSINESS

- 4.1. Re-Naming Request of Memorial Centre
Motion to Re-Table
(Agenda Pages 10 – 10)

5. REPORTS

- 5.1. Water Treatment Plant (WTP) Clarifier Retrofit Project
(Agenda Pages 11 – 13)
- 5.2. Re-allocation of Water Treatment Plant (WTP) Capital Budget
(Agenda Pages 14 – 15)

- 5.3. Implementation of the Idle Free Public Education Campaign: 2013 Update and 2014 Progress Report

(Agenda Pages 16 – 39)

- 5.4. Canada Winter Games Bid Budget - Community Celebration (Additional Agenda Item)

(Agenda Pages 40 – 41)

6. PUBLIC HEARINGS

- 6.1. Land Use Bylaw Amendment 3357/F-2014
RIN and RIG Review
RIG Pilot Project
Consideration of Second and Third Reading of the Bylaw

(Agenda Pages 42 – 236)

- 6.1.a. Motion to Amend Bylaw 3357/F-2014

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

- 6.1.c. Consideration of Third Reading of the Bylaw

7. ADJOURNMENT



U N A P P R O V E D - M I N U T E S

**of The Red Deer City Council Regular Meeting
held on Monday, July 7, 2014
commenced at 2:30 p.m.**

PRESENT:

Mayor Tara Veer
Councillor Buck Buchanan
Councillor Ken Johnston
Councillor Lawrence Lee
Councillor Lynne Mulder
Councillor Frank Wong

City Manager, Craig Curtis
Director of Communications & Strategic Planning, Charity Dyke
Director of Community Services, Sarah Cockerill
Acting Director of Corporate Services, Dan Newton
Director of Development Services, Elaine Vincent
Director of Human Resources, Kristy Svoboda
Acting Director of Planning Services, Tara Lodewyk
City Clerk, Frieda McDougall
Deputy City Clerk, Samantha Rodwell
Corporate Meeting Coordinator, Bev Greter
Corporate Meeting Coordinator, Ashley Eistetter
Recreation, Parks & Culture Manager, Shelley Gagnon
Financial Services Manager, Dean Krejci

ABSENT:

Councillor Paul Harris
Councillor Tanya Handley
Councillor Dianne Wyntjes



I. IN CAMERA MEETING

I.1. Land Matter (FOIP - Section 25 (I))

Moved by Councillor Lawrence Lee, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer agrees to enter into an In Camera Meeting on July 7, 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 Ken Johnston, Councillor Lawrence Lee, Councillor Lynne Mulder, Councillor Frank Wong

MOTION CARRIED

Moved by Councillor Lynne Mulder, 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, July 7, 2014 at 3:05 p.m.

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

MOTION CARRIED

2. MINUTES

2.1. Confirmation of the Minutes of the Monday, June 23, 2014 Regular Council Meeting



Moved by Councillor Ken Johnston, seconded by Councillor Lynne Mulder

Resolved that Council of The City of Red Deer hereby approves the Minutes of the June 23, 2014 Regular Council Meeting as transcribed.

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

MOTION CARRIED

3. ADDITIONAL ITEM

3.1. Development / Redevelopment Policy Options in Riverview Park

Moved by Councillor Lawrence Lee, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer having considered the report from Development Services dated July 4, 2014 re: Development / Redevelopment Policy Options in Riverview Park hereby

1. Approves Toe Stabilization Option 1: Rip rap toe stabilization funding for the Riverview Park Area in the 2015 Capital Plan subject to development of a funding plan including application and advocacy for funding under the new Provincial Community Resilience Program.
2. Approves Development /Redevelopment Option 2: To allow development/redevelopment to occur, using an escarpment overlay of 50 years, during the period in which funding source for toe stabilization are pursued.

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

MOTION CARRIED



4. REPORTS

4.2. Reserves Consolidation Report

Moved by Councillor Lynne Mulder, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer, having considered the report from Financial Services, dated June 27, 2014 re: Reserves Consolidation hereby approves the following:

1. The reserve consolidation as described in Table I
2. Approve the purpose statements for each recommended reserve as described in Table I
3. Retain the Red Deer Heritage fund as both operating and capital
4. Split both the Parking and Land Development reserves into operating and capital reserves like the utility reserves
5. Change the name of the Tax Stabilization Reserve (TSR) to the “Operating Reserve – Tax Supported”
6. Eliminate the Downtown Revitalization Reserve policy and associated funding
7. Maintain the emergency reserve, user rate stabilization reserve/working capital, and funding initiatives categories until further analysis is done with the financial sustainability work
8. Have a separate reserve for tax supported reserves for both capital asset growth and replacement
9. Not split Fleet reserves into tax and self-supported components

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

MOTION CARRIED

4.3. NE High School Site Concept Planning



Councillor Mulder left Council Chambers at 4:05 p.m. and returned at 4:06 p.m.

Moved by Councillor Frank Wong, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer having considered the report from Recreation, Parks and Culture dated June 9, 2014 re: NE High School Site Concept Planning hereby agrees to adopt the following three documents, as presented to the Monday, July 7, 2014 Council Meeting:

1. Memorandum of Understanding between: The City of Red Deer, Red Deer Catholic Regional School Division NO. 39, Red Deer Public School District NO. 104 and The Greater North Central Francophone Educational Region NO. 2
2. Terms of Reference for the Red Deer Multi-Site School Development Site Design Committee
3. Memorandum of Understanding for the Red Deer Multi-Site School Development Site Design Committee between: The City of Red Deer, Red Deer Catholic Regional School Division NO. 39, Red Deer Public School District NO. 104 and The Greater North Central Francophone Educational Region NO. 2

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

ABSENT: Councillor Lynne Mulder

MOTION CARRIED

4.4. Red Deer Multi-Use Aquatic Centre Ad Hoc Committee Report

Shelley Gagnon, Acting Community Services Director and David Lustgarten, Chair of Red Deer Multi-Use Aquatic Centre Ad Hoc Committee were present and spoke to the item.



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 Recreation, Parks & Culture Department dated June 23, 2014 and the Red Deer Multi-Use Aquatic Centre Ad Hoc Committee report dated June 2014, re: Red Deer Multi-Use Aquatic Centre Review Ad Hoc Committee Report hereby agrees to receive the report as information, as outlined in the Terms of Reference for the Committee, to inform the overall community amenity plan.

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

MOTION CARRIED

5. BYLAWS

5.1. Land Use Bylaw Amendment 3357/N-2014 - Correction Consideration of Three Readings of the Bylaw

Moved by Councillor Lawrence Lee, seconded by Councillor Ken Johnston

FIRST READING: That Bylaw 3357/N-2014 (Land Use Bylaw Amendment 3357/N-2014, to correct Omnibus Amendment 3357/E-2014) be read a first time.

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

MOTION CARRIED

Moved by Councillor Lawrence Lee, seconded by Councillor Ken Johnston



SECOND READING: That Bylaw 3357/N-2014 (Land Use Bylaw Amendment 3357/N-2014, to correct Omnibus Amendment 3357/E-2014) be read a second time.

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

MOTION CARRIED

Moved by Councillor Buck Buchanan, seconded by Councillor Frank Wong

Resolved that with the unanimous consent of Council members present, that Bylaw 3357/N-2014 (Land Use Bylaw Amendment 3357/N-2014, to correct Omnibus Amendment 3357/E-2014) be presented for third reading.

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

MOTION CARRIED

Moved by Councillor Lawrence Lee, seconded by Councillor Ken Johnston

THIRD READING: That Bylaw 3357/N-2014 (Land Use Bylaw 3357/N-2014, to correct Omnibus Amendment 3357/E-2014) be read a third time.

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



Councillor Frank Wong

MOTION CARRIED

5.2. Chicken Bylaw 3517/2014
Consideration of Second and Third Reading of the Bylaw

Moved by Councillor Lynne Mulder, seconded by Councillor Ken Johnston

SECOND READING: That Bylaw 3517/2014 (Chicken Bylaw) a bylaw to regulate the keeping of chickens in urban areas be read a second time.

Prior to consideration of Second Reading, the following motion to amend was introduced

Moved by Councillor Lawrence Lee, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer having considered the report from the Inspections & Licensing Department dated June 4, 2014 re: Urban Chickens agrees to amend Section 5 (b) of Bylaw 3517/2014 as follows:

- I. delete the number \$23 and replace it with the number \$28.

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

MOTION TO AMEND CARRIED

Consideration of Second Reading of the bylaw, as amended, was then on the floor.

IN FAVOUR: Mayor Tara Veer, Councillor Ken Johnston, Councillor Lynne Mulder, Councillor Frank Wong

OPPOSED: Councillor Buck Buchanan, Councillor Lawrence Lee



MOTION CARRIED

Moved by Councillor Lynne Mulder, seconded by Councillor Ken Johnston

THIRD READING: That Bylaw 3517/2014 (Chicken Bylaw) a bylaw to regulate the keeping of chickens in urban areas be read a third time.

IN FAVOUR: Mayor Tara Veer, Councillor Ken Johnston, Councillor Lynne Mulder, Councillor Frank Wong

OPPOSED: Councillor Buck Buchanan, Councillor Lawrence Lee

MOTION CARRIED

6. ADJOURNMENT

Moved by Councillor Ken Johnston, seconded by Councillor Buck Buchanan

Resolved that Council of The City of Red Deer hereby agrees to adjourn the July 7, 2014 Regular Council Meeting of Red Deer City Council at 5:17 p.m.

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

MOTION CARRIED

MAYOR

CITY CLERK

July 16, 2014

International Association of Fire Fighters (IAFF) Contract Ratification

Human Resources

Report Summary & Recommendation:

That Council endorses the recommendations of the Human Resources Department as submitted to an In Camera meeting of Council on July 21, 2014.

City Manager Comments:

I support the recommendation of Administration.

Craig Curtis
City Manager

Proposed Resolution

Resolved that Council of The City of Red Deer hereby agrees to add consideration of the report from the Human Resources Department, dated July 16, 2014 re: International Association of Fire Fighters (IAFF) Contract Ratification to the July 21, 2014 Council Meeting

Resolved that Council of the City of Red Deer hereby ratifies the contract between The City of Red Deer and the International Association of Fire Fighters (IAFF) as presented to Council on Monday, July 21, 2014.

Report Details

Background:

Council has been provided In-Camera with information relating to an International Association of Fire Fighters tentative agreement .

Discussion:

The recommendations contained in the report will remain confidential under the provisions of the Freedom of Information & Protection of Privacy Act which provides that:

- 24(1) The head of a public body may refuse to disclose information to an applicant if the disclosure could reasonably be expected to reveal:
- (a) advice, proposals, recommendations, analyses or policy options developed by or for a public body

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City Council ratifies collective agreement with International Association of Firefighters

July 21, 2014 5:00 PM

(Red Deer, Alberta)

City Council ratified a new six-year collective agreement with the International Association of Firefighters, Local 1190 at its July 21, 2014 Council meeting. The agreement is effective January 1, 2011 and runs until December 31, 2016.

The parties have been in negotiations since October 2011 for more than 20 days of negotiations and one day of mediation.

This agreement applies to 182 employees – firefighters, emergency dispatchers and prevention officers. IAFF members ratified the agreement on Sunday, July 20, 2014.

Wage adjustments are as follows for all in scope emergency services employees:

- Jan 1, 2011 – 5 per cent
- Jan 1, 2012 – 5 per cent
- Jan 1, 2013 – 3.07 per cent
- Jan 1, 2014 – 2 per cent
- Jan 1, 2015 – 2.25 per cent
- Jan 1, 2016 – 2.5 per cent

The new collective agreement will create stability in the workforce and is a reasonable settlement provincially, positioning emergency services wages well within those of our mid-sized city comparators. The front end wage increases of the agreement recognize a need to put us back in alignment with wages of those comparative mid-sized cities.

For more information, please contact:

Kristy Svoboda
Director, Human Resources
403-356-8906

Kevin Sitter
IAFF Local 1190 President
403-877-7654

Council Decision – July 21, 2014

DATE: July 22, 2014
TO: Kristy Svaboda, Director of Human Resources
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: International Association of Fire Fighters (IAFF)
Contract Ratification

Reference Report:

Human Resources, dated July 16, 2014

Resolution:

At the Monday, July 21, 2014 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of the City of Red Deer hereby ratifies the contract between The City of Red Deer and the International Association of Fire Fighters (IAFF) as presented to Council on Monday, July 21, 2014.

Report back to Council: No



Frieda McDougall
Manager

- c. E. Vincent, Director of Development Services
G. Adair, Deputy Fire Chief, EMS



July 10, 2014

Re-Naming Request of Memorial Centre Motion to Re-Table

Legislative Services

Report Summary & Recommendation:

The Municipal Features Naming Committee (MFNC) brought forward a report re: Re-Naming Request of Memorial Center at the May 26, 2014 Council Meeting. This report was tabled 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. Administration is requesting the report be re-tabled for up to four weeks, to the August 18, 2014 Council meeting to allow time to prepare the final report and recommendations

City Manager Comments:

I support Administration's recommendation to re-table this item for an additional four weeks to the August 18, 2014 Council meeting.

Craig Curtis
City Manager

Proposed Resolution:

Resolved that Council of The City of Red Deer having considered the report from Legislative Services, dated July 10, 2014 re: Re-Naming Request of Memorial Center, hereby agrees to re-table consideration of this request for up to four weeks, to the August 18, 2014 Council Meeting to allow administration additional time to prepare the final report and recommendations.

DATE: July 22, 2014
TO: Shelley Gagnon, Recreation, Parks & Culture Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Re-Naming Request of Memorial Centre Motion to Re-Table

Reference Report:

Legislative Services, dated July 10, 2014 and Municipal Features Naming Committee, dated May 8, 2014

Resolution:

At the Monday, July 21, 2014 Regular Council Meeting, Council passed the following resolution:

Resolved that Council of The City of Red Deer having considered the report from Legislative Services, dated July 10, 2014 re: Re-Naming Request of Memorial Center, hereby agrees to table consideration of this request for up to four weeks, to the August 18, 2014 Council Meeting to allow administration additional time to prepare the final report and recommendations.

Report back to Council: Yes

Comments/Further Action:

A report is to be brought back for Council's consideration within four weeks' time, to the August 18, 2014 Council Meeting.



Frieda McDougall
Manager

c.

K. Fowler, Director of Corporate Services
Municipal Features Naming Committee Chair
Wendy Meeres, Acting Culture Superintendent
Corporate Meeting Coordinator



July 2, 2014

WATER TREATMENT PLANT – CLARIFIER RETROFIT PROJECT

Report Summary & Recommendation:

The Water Treatment Plant (WTP) uses two clarifiers to remove sediment from the raw water before it is filtered. In spring of 2013, deformation of some structural components within the clarifiers was identified. Further investigations determined that the structural supports and tube settlers should be replaced to reduce the risk of collapse and a cleaning system should be installed. The estimated cost to retrofit both clarifiers is \$3,100,000. This is similar to work underway on 8 clarifiers in the City of Calgary.

Environmental Services proposes to use previously approved funds from the WTP Upgrade project to undertake the Clarifier Retrofit Project. After completion of clarifier retrofits and the construction contract currently underway at the WTP, approximately \$32 million will remain in the overall WTP Upgrade budget. These funds will be needed for the Residuals Management Facility (RMF) planned to be constructed in 2016/17. At this point, we believe that \$32 million will be sufficient to construct the RMF, although that will depend on the design requirements, yet to be finalized with the provincial and federal governments.

Environmental Services respectfully request that City Council approve a transfer of funding for the Clarifier Retrofit Project in the amount of \$3,100,000, from the approved budget for WTP Phase 3 Upgrades. Both projects are funded by the Water Utility.

City Manager Comments:

I support the recommendation of Administration to the transfer of funding from the Water Treatment Plant Upgrade Project to undertake the Clarifier Retrofit Project.

Craig Curtis
City Manager

Proposed Resolution

Resolved that Council of The City of Red Deer, having considered the report from Environmental Services dated July 2, 2014 re: Water Treatment Plant Clarifier Retrofit Project, hereby agrees to transfer in the amount of \$3,100,000 from the approved budget for Water Treatment Plant (WTP) Phase 3 Upgrades to undertake the Clarifier Retrofit Project, to be funded from the water utility.



Report Details

Background:

The Red Deer Water Treatment Plant (WTP) constructed two high rate clarifiers using “Actiflo®” technology 10 years ago. The system is highly effective at removing sediment in the raw water supply from the Red Deer River before filtration. A critical component of the Actiflo® system are tube settlers called “lamella”.

The City retained a consultant to inspect the lamella in May 2013 because some deformation had occurred. Site inspections and investigations by Associated Engineering confirmed that:

- The structural support systems for the lamella in both Actiflo® units have been compromised, likely due to overloading caused by solids build-up within the lamella.
- The damage is irreversible and due to beam deformation, the load capacity of the system may have been reduced.
- Water levels in the clarifiers should not be lowered below the top of the lamella to assist with their support and maintenance crews should not enter the area below the lamella.
- A collapse of either clarifier’s lamella support systems would put that clarifier out of service for several months, reducing water production capacity and increasing risk to the City water supply.
- Should damage to both clarifiers occur, the Water Treatment Plant would be unable to meet City and Regional water demands.

Until the clarifiers can be retrofitted, increased maintenance efforts will be required, involving the manual cleaning of the lamella using a temporary air scour system. The City of Calgary has had similar problems and is in the process of retrofitting 8 clarifiers in two WTPs.

Discussion:

The recommended solution is to retrofit both clarifiers with stronger structural supports, stronger lamella and an air scour system that would clean sediment from the lamella. A monitoring system would also be installed to notify operators of unacceptable sediment build-up on the lamella. The design of these systems is similar to the clarifier retrofits constructed in Calgary’s Water Treatment Plants.



It is recommended that the retrofit of one clarifier proceed this fall/winter to limit exposure to risk of failure. The second clarifier should be retrofitted next year. One clarifier provides sufficient capacity to meet normal water demands, but does not provide redundancy or sufficient capacity for peak flow requirements.

The estimated cost to retrofit both clarifiers, including demolition, structural supports, lamella and air scour system is \$3,100,000; approximately \$2,000,000 for the first clarifier and \$1,100,000 for the second one.

Environmental Services proposes to use previously approved funds from the WTP Upgrade project to undertake the Clarifier Retrofit Project. After completion of the clarifier retrofits and the construction contract currently underway at the WTP, approximately \$32 million will remain in the overall WTP Upgrade budget; which will be needed for a Residuals Management Facility (RMF) planned to be constructed in 2016/17. At this point, we believe that the remaining funds will be sufficient to construct the RMF, although that will depend on the design requirements, yet to be finalized with the provincial and federal governments.

FILE COPY



Council Decision – July 21, 2014

DATE: July 22, 2014
TO: Tom Warder, Environmental Services Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Water Treatment Plant (WTP) Clarifier Retrofit Project

Reference Report:

Environmental Services, dated July 2, 2014

Resolution:

At the Monday, July 21, 2014 Regular Council Meeting, Council passed the following resolution:

Resolved that Council of The City of Red Deer, having considered the report from Environmental Services dated July 2, 2014 re: Water Treatment Plant Clarifier Retrofit Project, hereby agrees to transfer in the amount of \$3,100,000 from the approved budget for Water Treatment Plant Phase 3 Upgrades to undertake the Clarifier Retrofit Project, to be funded from the water utility.

Report back to Council: No

A handwritten signature in blue ink, appearing to read 'Frieda McDougall'.

Frieda McDougall
Manager

- c. E. Vincent, Director of Development Services
P. Goranson, Director of Corporate Services
D. Krejci, Chief Financial Officer



July 2, 2014

Re-Allocation of Approved Budgets for Water Treatment Plant Replacement Projects

Environmental Services

Report Summary & Recommendation:

Budget for three replacement projects at the Water Treatment Plant (WTP) were previously approved by City Council. A tender for this work was completed and awarded to North American Constructors Ltd as part of a larger WTP upgrade project. While the overall budget for the three items is sufficient, allocation of funds between the three projects must be modified. All three projects are funded from the Water Utility. The following table identifies the original Council Approves Budgets for the three items, the revised budget requirements and the changes.

| Item | Council Approval | Proposed Budget | Change |
|---------------------|------------------|-----------------|------------|
| Roof Replacement | \$840,000 | \$1,218,000 | +\$378,000 |
| High Lift Pump 102 | \$1,155,000 | \$1,105,000 | -\$50,000 |
| Backwash Waste Pump | \$735,000 | \$407,000 | -\$328,000 |
| Total | \$2,730,000 | \$2,730,000 | No Change |

Environmental Services respectfully requests that City Council approve the re-allocation of the project funds to the proposed budgets outlined above.

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 Environmental Services, dated July 2, 2014 re: Re-Allocation of Approved Budgets for Water Treatment Plant Replacement Projects hereby approves the reallocation of the project funds to the proposed budgets, which are funded from the Water Utility, outlined below:

| Item | Council Approval | Proposed Budget | Change |
|---------------------|------------------|-----------------|------------|
| Roof Replacement | \$840,000 | \$1,218,000 | +\$378,000 |
| High Lift Pump 102 | \$1,155,000 | \$1,105,000 | -\$50,000 |
| Backwash Waste Pump | \$735,000 | \$407,000 | -\$328,000 |
| Total | \$2,730,000 | \$2,730,000 | No Change |



Report Details

Background:

Budgets for the replacement of the roof, High Lift Pump (HLP) 102 and the Back Wash Waste Pump (BWWP) at the Water Treatment Plant (WTP) were approved by Council in 2012 and 2013. All three items have exceeded their normal life expectancy and their replacements are funded by the Water Utility.

All three items were included in a tender with other WTP upgrades late in 2013. The successful bidder was North American Contractors Ltd., however, prices for the items noted above varied from the original budgets. The approved and proposed budgets are shown in the table below. As you can see, the total budget requirement is unchanged, but the allocation between projects requires modification.

| Item | Council Approval | Proposed Budget | Change |
|---------------------|------------------|-----------------|------------|
| Roof Replacement | \$840,000 | \$1,218,000 | +\$378,000 |
| High Lift Pump 102 | \$1,155,000 | \$1,105,000 | -\$50,000 |
| Backwash Waste Pump | \$735,000 | \$407,000 | -\$328,000 |
| Total | \$2,730,000 | \$2,730,000 | No Change |

Discussion:

As the total budget for these three components remains the same there will be no impact to the overall budget approvals previously provided. All funding originates from the Water Utility and can therefore be reallocated between the three projects as required.

FILE COPY



Council Decision – July 21, 2014

DATE: July 22, 2014
TO: Tom Warder, Environmental Services Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Re-Allocation of Approved Budgets for Water Treatment Plant Replacement Projects

Reference Report:

Environmental Services, dated July 2, 2014

Proposed Resolution:

At the Monday, July 21, 2014 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer, having considered the report from Environmental Services, dated July 2, 2014 re: Re-Allocation of Approved Budgets for Water Treatment Plant Replacement Projects hereby approves the reallocation of the project funds to the proposed budgets, which are funded from the water utility outlined below:

| Item | Council Approval | Proposed Budget | Change |
|---------------------|------------------|-----------------|------------|
| Roof Replacement | \$840,000 | \$1,218,000 | +\$378,000 |
| High Lift Pump 102 | \$1,155,000 | \$1,105,000 | -\$50,000 |
| Backwash Waste Pump | \$735,000 | \$407,000 | -\$328,000 |
| Total | \$2,730,000 | \$2,730,000 | No Change |

Report back to Council: No

A handwritten signature in blue ink, appearing to read 'Frieda McDougall'.

Frieda McDougall
Manager

- c. E. Vincent, Director of Development Services
P. Goranson, Director of Corporate Services
D. Krejci, Chief Financial Officer

DM 1553448



July 4, 2014

Implementation of the Idle Free Public Education Campaign: 2013 Update and 2014 Progress Report

Environmental Services

Report Summary & Recommendation:

As a result of public concerns about air quality, City Administration and the Environmental Advisory Committee (EAC) recommended the implementation of an Idle Free public education campaign in 2009-10 to help reduce vehicle idling in Red Deer. Vehicle idling is linked to concerns about air quality, greenhouse gas emissions, urban noise, and increased energy / fuel consumption. With a few distinct exceptions, such as emergency vehicles, vehicle idling is unnecessary and contributes harmful environmental pollutants to the air.

Following the 2010 introduction of the idle free program, Council further endorsed the Idle Free public education campaign by adopting it as one of the key air quality actions in The City of Red Deer Environmental Master Plan (EMP) under the "Air" focus area. Status reports and program review reports are provided regularly to Environmental Advisory Committee and City Council.

The City's idle free campaign is entering its fifth year. This report serves as a status update for the 2013 actions and overview of the program's objectives and accomplishments. It also discusses activities occurring in 2014 and suggests potential next steps for the program.

Based on administrative review of the results and program objectives and input from the Environmental Advisory Committee, the report recommends that the education campaign be continued to 2016, and that Council direct Administration to undertake research on other types of strategies and tools that could be used in Red Deer to reduce idling be explored for future consideration and report on this at the end of 2015.

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 Environmental Services, dated July 4, 2014 re: Implementation of the Idle Free Public Education Campaign: 2013 Update and 2014 Progress Report hereby agrees to continue the education campaign to 2016. Administration is directed to undertake research on other types of strategies and tools that could be used in Red Deer to reduce idling, for future consideration and report on this at the end of 2015.



July 4, 2014

Implementation of the Idle Free Public Education Campaign: 2013 Update and 2014 Progress Report

Environmental Services

Introduction:

As a result of public concerns about air quality, City Administration and the Environmental Advisory Committee (EAC) recommended the implementation of an Idle Free public education campaign in 2009-10 to help reduce vehicle idling in Red Deer. Vehicle idling is linked to concerns around air quality, greenhouse gas emissions, urban noise, and increased energy/fuel consumption. With a few distinct exceptions, such as emergency vehicles, vehicle idling is unnecessary and contributes harmful environmental pollutants to the air.

Following the 2010 introduction of the idle free program, Council further endorsed the Idle Free public education campaign by adopting it as one of the key air quality actions in The City of Red Deer Environmental Master Plan (EMP) under the “Air” focus area. Status reports and program review reports are provided regularly to Environmental Advisory Committee and City Council.

The City’s idle-free campaign is entering its fifth year. This report serves as a status update for 2013 actions and overview of the program’s objectives and accomplishments. It also discusses activities occurring in 2014 and suggests potential next steps for the program.

Based on administrative review of the results and program objectives and input from the Environmental Advisory Committee, the report recommends that the education campaign be continued to 2016, and that Council direct staff to undertake research on other types of strategies and tools that could be used in Red Deer to reduce idling be explored for future consideration and report on this at the end of 2015/prior to 2016.

Background:

Why have an education campaign?

Research shows that many individuals have misconceptions about the need to idle vehicles. The goal of the Idle Free public education campaign is to dispel these misconceptions to lead to reduced vehicle idling. The intent is that an education campaign allows the public an opportunity to voluntarily change their behaviour before The City considers the need to look at additional measures such as regulation or bylaws. Education campaigns also provide



the opportunity to be nimble in adjusting materials for various audiences, to recognize progress or successes by stakeholders who might inspire others or serve as role models, and create the opportunity to engage partners to assist with progress.

What is the Idle Free Program in Red Deer?

The issue of reducing idling was raised in 2008/09 prior to the completion of the Environmental Master Plan. City Council reviewed community concerns around idling. Council directed staff to begin to research an Idle Free public education campaign which involved schools and the broader community. This work forms the key basis for the current school and community idle-free education program. Also included in the program are internal fleet policies around idle-free. Fleet policies are seen as a way for the Corporation of The City of Red Deer to establish leadership in the reduction of vehicle idling and as a way to reduce fuel consumption. Public Works Department spearheads this portion of the program.

How does the program link to the Environmental Master Plan?

In April 2011, The City of Red Deer adopted the Environmental Master Plan (EMP). This plan is significant in that it identifies “Air” as one of seven focus areas and creates a set of actions to protect air quality in our city. The plan details some of the concerns around air quality such as the damaging aspects of nitrogen oxide in vehicle emissions. It provides a set of air quality goals and targets for Red Deer. These benchmarks and targets were not in place at the time the idle-free issue first appeared before Council, now that they have been established they provide a much broader context for air action for Red Deer than was in place previously.

Within the “Air” actions, the EMP specifically directs staff to “establish a community idle free program”. In addition to this action, the plan provides additional actions such as air quality stewardship programs, greenhouse gas emissions tracking and reporting, and advocating for province-wide emissions testing of older vehicles. These actions have occurred/will occur in the future and add to the depth of efforts to reduce emissions. The plan sets a 2015 target for air quality levels to be maintained (or lowered in terms of ambient concentrations of airborne pollutants), not exceeding maximums defined by the Canada Wide Standard and Alberta Environment which take into account: ozone, sulphur dioxide, nitrogen dioxide, carbon monoxide, and particulate matter. The Plan’s combined list of actions and measures (with an idle free community program as one component) are intended to meet the Plan’s “Air” goal is to improve air quality and reduce emissions. Because the Environmental Master Plan target is set for 2015 it may be logical to extend the idle free education campaign until this time/up to 2016 when the 2015 air quality results and metrics will be available.

While there were many achievements and progress of the program beginning in 2010, these have largely been documented in previous reports; therefore this report concentrates on actions in 2013 (many of which were continuations of previous actions) and describes the current (2014) efforts underway for Idle Free.



What was the Environmental Advisory Committee role?

The origin of the idle free program in Red Deer largely rests with the Environmental Advisory Committee. In 2009-10, the Committee passed a motion recommending Red Deer City Council direct staff to implement an Idle-Free education campaign and that in the future, the Environmental Advisory Committee would revisit the need for an Idle Free Bylaw.

In 2009-10 staff began to implement the idle free schools and an idle-free community program. The Committee has reviewed the program annually since its inception to gauge progress and consider/ recommend next steps. In their 2012 review/ discussion on the idle free initiative, the EAC favoured an ongoing education campaign, and recommended that the campaign be expanded to grow in its effectiveness. Options for expansion discussed by the committee were:

- increasing the number of business or institutions active in the idle free campaign,
- increasing the number of schools involved in the idle free schools program,
- increasing the number of signs posted on City owned buildings, and
- broadening the amount of promotional materials available to the general public.

These types of efforts were seen by the committee as ways to continue to enhance the education messages around idle free. City Council accepted the 2012 report and EAC input for information.

“Resolved that Council of The City of Red Deer, having considered the report from Environmental Services, dated March 13, 2012, re: Implementation of an Idle Free Public Education Campaign: Update and Progress Report hereby accepts the report as information and directs administration to continue with implementation of an idle free program (including education, partnerships, promotion) through 2012-2013.”

Between 2012-2013 administration focused on means to incorporate the EAC suggestions to strive for an expanded public education program. The details are described in more depth in this report, but to summarize, the education campaign was strengthened between 2012-2014 in the following ways:

| Action | Achievement up to 2012 | Achievement in 2013 | Achievement /in progress in 2014 |
|---------------------------------------------------------------------|-------------------------------|----------------------------|----------------------------------------------------------|
| number of business or institutions active in the idle free campaign | 5 | 9 | 9 |
| number of schools involved in the idle free schools program | 9 (city) + 2 (region)= 11 | 16 (city) + 2 (region)= 18 | 24 (city) + 2 (region) + 2 school facility buildings= 28 |



| | | | |
|-----------------------------------------------------------------|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| number of new larger signs posted on City owned buildings | 19 (also remaining unknown quantity of old small signs) | 69 | 72 |
| amount of promotional materials available to the general public | -promotional materials include website, videos and brochures | -new brochures and sticker prompts produced -focus of Let's Talk -media conference held at GH Dawe Centre -radio and newspaper ads | -focus of Let's Talk -focus of Eco-Fair during Environment Week -new website launch - air quality magnets |

2013 Actions in More Detail:

As part of the implementation of the Environmental Master Plan an idle free community program in 2013, the following took place:

- Continued installation of new signage which is larger and more visible than previous, older signs; sign locations include city facilities, the Memorial Centre, City Hall, Golden Circle, Kerry Wood Nature Center, Heritage Ranch, Great Chief Park Alberta Health Services/Red Deer Regional Hospital, Red Deer College and other locations.
- LaFarge Red Deer formally entered into an agreement to cost share on signage for schools. They have been a long time partner but had not previously committed to shared signs. A Memo of Agreement developed in late 2013-14 formalized the agreement for one year.
- Brought additional schools into the Idle Free program. There are now 16 schools within the City and two in the region have successfully committed to the program and have been designated as Idle Free. Of the 18 in the region 10 are Catholic Schools and 8 are city Public Schools. Two Christian Schools are also part of the idle free school program, namely: Pines Christian, Gateway Christian.
- Summer Intern, Red Deer College Student Rachel Selke conducted idle free education and observation/audits and provided a term report (attached as Appendix A).
- For the business sector 24 letters sent to companies identifying themselves as the "greenest" employers and companies in Red Deer (i.e. ranged from banks to grocery stores to hardware retailers who list being a green employer in their promotional materials or company mandate) with sample decals and offering support and inviting them to join the idle free coalition. We received zero response.



- Environmental Advisory Committee reviewed idling observation/survey work from David Cunningham (former EAC member) related to idling at drive through restaurants. Environmental Services staff met with Inspections and Licensing who have been considering approaches to reduced drive through idling.
- Maintained/ refreshed online toolkit at www.reddeer.ca/idlefree for any businesses, organizations, groups wishing to engage in idle free. The tool kit includes sample signage, newsletter articles, power point presentations and policies which businesses/organizations can use or build upon for their specific needs and objectives.
- April 2013 had a “Spare Our Air” campaign: news conference with excellent media attendance and coverage; did a media blitz with radio and paper ads encouraging parents to turn the key around schools and elsewhere in the community
- The Environmental Services/Environmental Initiatives Section Booth at Let’s Talk 2013 focused on idle free messages
- Clean Air Day focused on new idle free ICI partners Peavey Mart, Bower Place, Red Deer College and Red Deer Regional Hospital Centre; all signed idle free pledge and received signage, bumper stickers and window decals
- In addition, a Clean Air Day vehicle emissions testing clinic in June with PAMZ tested 100 vehicles and promoted the idle free message/clean air message.
- September 2013 was the second “Spare our Air” ad campaign, re-launched to remind parents not to idle at schools (start of the school year) and elsewhere in community
- Late 2013: sub-committee of Parkland Airshed Management Zone (PAMZ) Communications Committee began working to assemble a toolkit to help municipalities go idle free; Red Deer is participating and will share our tools and receive other tools that we can use
- Ongoing promotion through window decals and stickers to promote the program throughout Red Deer and serve as a reminder to drivers to turn the key and be idle free
- Presentations to community groups/environmental groups including Waskasoo Environmental Education Society (WEES) to ask them to support Idle Free

Actions Underway in 2014:

The actions underway for 2014 are:

- Refreshed website page to promote the program including new educational materials posted on the site (part of The City’s new web launch in 2014)
- Have hired a post-secondary student intern under the Volunteer Alberta SCiP program in the role of Idle Free Campaign Assistant (this is our second year) to



conduct research on idling behaviour in Red Deer and to promote the idle-free program over the spring/summer.

- Have and will be displaying the idle free message at events through the year including Let's Talk in April 2014 and the Alberta Government's June 2014 Environment Week Eco-Fair to provide information, materials/idle free prompts
- Add in the Annual Red Deer Advocate Think Green insert distributed in April 2014 with a feature article on being idle-free .
- Discussions are in progress with the Inspections and Licensing Department to seek a way to make inroads with major commercial drive through businesses about ways to reduce vehicle idling, standards and design requirements under review.
- Develop school materials to create a greater understanding and awareness of the Air Quality Index. Just as consumers have become more conscious about reading food labels for ingredients it is hoped that schools will consider the air quality index as well as temperature before sending children out for recess or in promoting the idle free message.
- Staff, school contacts, or SCiP student to monitor some of the established Idle Free Schools to assess if drivers are turning off their engines. If drivers are idling in Idle Free areas will develop some strategies with schools to ensure these areas are better recognized/promoted/complied with.

What are the Overall Results So Far?

In 2010 when the education campaign was initiated there were no measures identified to evaluate success. However, with the Environmental Master Plan now in place, metrics are established for air quality. An idle-free program is directly linked to these measures. In 2012 the particulate matter was poor/not in the right direction to help us meet our target. The EMP Annual Reporting for 2013 air quality readings improved slightly but still do not meet the Canada Wide Standard.

Table One: Air Quality Metrics from 2013 Draft Results

| EMP Metrics by Focus Area | 2009 Baseline | 2012 Results | 2013 Results | 2015 Target | On Track? |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| Air Quality: maintain and lower ambient concentrations of airborne pollutants, not exceeding maximums defined by the Canada Wide Standard and AB Environment | PM2.5: 15.9µg/m ³ (2007-2009) Canada Wide Standard metric Ozone: 57.5 ppb | PM2.5: 31.4 µg/m ³ (2009-2011) * exceeds CWS trigger Canada Wide Standard metric | PM2.5: 30.7 µg/m ³ (2010-2012) *exceeds CWS trigger Ozone: | By 2015: PM2.5: 20µg/m ³ Canada Wide Standard metric Ozone: 58 | All air quality measures are moving in the right direction towards 2015 target levels, except PM2.5. The increase in PM2.5 (particulate |



| | | | | | |
|--|-----------------------------------------------------------|-----------------------------------------------------|----------------------------------------|----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| | (2007-2009) | Ozone: 54.8 ppb (2009-2011) *data AB Environment | 53.7 ppb (2010-2012) | Canada Wide Standard metric (all 5 year annual average): | matter levels) places Red Deer at a level where a management plan will be put into place spearheaded by PAMZ. |
| | Canada Wide Standard metric (all 5 year annual average): | Canada Wide Standard metric: | | | |
| | Sulphur Dioxide SO ₂ : 0.44 ppb (2005-2009) | SO ₂ : 0.42 ppb (2008-2012) | SO ₂ : 0.31 ppb (2009-2013) | SO ₂ : 0.42 ppb | |
| | Nitrogen Dioxide NO ₂ : 12.1ppb (2005-2009) | NO ₂ : 11.9 ppb (2008-2012) | NO ₂ : 11.2 ppb (2009-2013) | NO ₂ : 11.5 ppb | |
| | Carbon Monoxide CO: 0.25ppm (2005-2009) | CO: 0.19 ppm (2008-2012) | CO: 0.17 ppm (2009-2013) | CO: 0.24ppm | |

The City of Red Deer has exceeded set standards for particulate matter levels in 2012/13. Alberta Environment and Sustainable Resource Development have indicated that the failing readings have triggered an air quality management plan process to occur in 2014. Additional air monitoring results are expected shortly. Given the community exceeded the recommended levels, mitigation methods need to be considered. A successful and effective idle free program can form part of this effort.

Resident Awareness

Many residents are aware of the current idle free education program. In the 2013 Customer Satisfaction Survey conducted by Banister Research for the Environmental Services Department residents were asked which environmental programs they are aware of or have participated in. Over 75% reported being aware of the idle-free education campaign and more than 56% who were aware reporting participating (presumably by not idling their vehicles). This was the first year this question has been asked in the survey so there is no comparison to previous years but it is a very solid level of awareness of idle-free



in our community; in fact it was the second highest level of awareness of all environmental programs listed in Red Deer.

Additionally, the survey revealed that many residents would support more action around idle-free to protect local air quality. Specifically, the survey informed participants that The City of Red Deer has received information that we are not meeting some Canada wide air quality standards. Residents were then asked their level of support for various possible actions to address this concern. These actions and the corresponding level of support among residents included:

| Question | Level of Support (2013)* |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Please indicate whether or not you would be supportive of a bylaw to restrict vehicle idling | Yes = 66.2% |
| Please indicate whether or not you would be supportive of a bylaw to restrict vehicle idling around schools and hospitals | Yes = 79.3% |
| Please indicate whether or not you would be supportive of encouraging businesses, agencies, or schools to establish idle-free zones and post idle-free signage | Yes = 79.1% |

*(statistically significant to a margin of error no greater than +/- 3.5% at 95% confidence level, 19 times out of 20),

Why is this growing in importance?

The need to protect Red Deer's air quality has many components and is an important environmental issue for several reasons:

- Air quality targets set out in the EMP are not being met
- Alberta Environment and Sustainable Resource Development – triggered air management plan with requirement to develop mitigation methods; while the Province has not yet formally launched this plan we have had preliminary discussion with their staff
- Evidence that many vehicles are still idling (e.g. summer student intern project reporting)
- Although there are many businesses, schools, and organizations that are part of the voluntary idle free program, and the number has expanded, many are not.
- Environmental Services Customer Satisfaction Survey completed in 2013 indicates a solid level of interest in actions around idle-free actions when linked to air quality protection
- Health sector indicating the negative effects of vehicle emissions including lung problems and asthma
- Negative impact of particular matter on the natural environment



What are the Next Steps?

Programs and efforts related to lessening idling are important because vehicle emissions are a chief contributor to poor air quality and the associated harmful impacts on the environment, climate, and human health. Administration believes the Idle free program running over the last five years has played an important role in air quality education. In terms of next steps there are several options to consider:

Options for Idle Free program

Option One – stay the course: Have the program continue as an education program until 2016 (at which time an Environmental Master Plan short term / 5 year review will occur and alternative actions or direction can be considered).

Option Two – make changes now by considering bans/bylaw regulation: Direct that staff research bylaw regulations to regulate or ban idling and request that the draft/proposed bylaw be presented to Environmental Advisory Committee for input within one year (by 2015) and to City Council prior to the end of 2015.

Option Three - research background for new strategies or alternative idle free tools: Continue with education campaign for the coming one to two years but also begin to research the use of other tools that may be effective in Red Deer to prevent idling (e.g. could be design tools such as limits to drive throughs, eliminating drop off zones at common locations, could be fleet tools to further reduce fleet idling, could be signage requirements, other regulations or lobbying of other levels of government). Present a report outlining these tools for consideration by Environmental Advisory Committee and Council in 2015 for implementation in 2016 or later.

Analysis of Options

While, we will not know if we achieve our initial Environmental Master Plan Air quality targets for particulate matter until the end of 2015, readings to date have not been taking us in the right direction to meet our targets. Therefore, we will want to continue to work to address air quality protection.

When the issue of idle-free first came to the forefront approximately five years ago, there was limited information about idling behaviour in our community and no formal city partnerships. Education was an excellent place to start. Over the last five years, we have established partnerships, data collection/reporting, and developed a range of educational tools. A great deal of effort has gone into educating the community. There is a solid level of awareness of the idle-free program. We know, however, that idling still occurs. Therefore, over the next year, it may be time to consider what needs to be added to education to drive behaviour changes. The next logical phase beyond education may be to move to more action oriented approaches or towards bans or regulatory requirements (such as design requirements, rules, or bans). There appears to be some level of resident support for bylaws or mandatory idle-free areas. For this reason, it may be appropriate to begin to explore next steps/other alternatives beyond just education that could benefit Red Deer's environment.



It is also likely that the Province's Air Quality Management Plan for the region will be developed by a 2015 or 2016 timeframe. This plan may provide additional resources or strategies for reducing particulate matter. At this time particulate matter remains of concern for our region and provincial air experts believe actions to address the issue are going to be necessary at various levels including the municipal level.

Furthermore, over the last one to two years, several new partners have joined the idle free coalition and the potential for new partnerships (e.g. new schools being built) is positive for 2015 and 2016 at which time we expect a very solid balance of institutions, commercial businesses, and schools who have declared idle free zones. In addition, PAMZ has established a sub-committee exploring idle free tools which may be able to bolster our current work and will offer a regional approach as well. It is likely these partners could be approached to support or assist in additional efforts.

For these reasons, staff believe it would be appropriate over the next year to consider the future steps of the idle free program to move beyond education only and towards more action oriented steps. In other words, it is proposed that Red Deer continue with the current education program up to/into 2016. However, during this time (during 2014-2015) staff would see value in researching and reviewing options for the next steps beyond educational campaigns. Researching what has worked in other communities, what range of tools exist beyond education and how to operationalize those in our community, and learning about projected or expected impacts of options would be conducted in order to provide a thorough base for consideration of possible program changes. Staff would bring the findings back to Environmental Advisory Committee and Council along with some options to consider. This timeline of reporting back by the end of 2015 would allow for coordination of any changes to the idle free program with the Environmental Master Plan review scheduled in 2016 (5 year) review.

Environmental Advisory Committee Resolution

Since its inception, the EAC has been instrumental in providing advice in the program's continued reach both in the school system and with the general public. Most recently, in April 2014, the Committee reviewed a staff report detailing the past idle free program and discussed the current 2014 program steps and actions. Essentially, EAC recommended that the progress report (as contained in this document) be accepted for information and that the idle free program continue in its current educational and outreach approach and format until 2016 at which time it would be reviewed by Environmental Advisory Committee/Council. The ongoing progress on seeing more businesses and schools join the Idle Free program was particularly of interest.

As an additional step, EAC recommended that Council direct staff to conduct research and analysis on other possible tools that could be employed in the community to reduce vehicle idling over and above the present education program. The recommendation by EAC suggests that the results of this research come back to Council early in 2015 for consideration and possible implementation after 2015. The EAC passed the following resolution:

**"Resolved that:**

1. The committee accept the report dated March 10, 2014 regarding the implementation of an Idle Free Public Education Campaign and the additional preliminary research on idling patterns and behavior as information and support same being submitted to Council for their information; and
2. The committee respectfully recommends that Council give direction to staff to continue to expand the reach and depth of the Idle Free Public Education Campaign through to 2016; and further that there be research and analysis conducted on the use and feasibility of alternative tools to prevent idling with a report to be presented to the committee and Council in the first quarter of 2015."

Recommendation:

Based on administrative review of the results and program objectives and input from the Environmental Advisory Committee, administration recommends that the idle-free education campaign be continued to 2016, and that Council direct staff to undertake research on other types of strategies and tools that could be used in Red Deer to reduce idling and report on this at the end of 2015/prior to 2016.

The City of Red Deer and Idling

Introduction

The Idle-Free Community Campaign Program in Red Deer is intended to inform the public regarding the effects of vehicle idling. The goal of this campaign is to decrease the levels of vehicle idling in Red Deer and to reduce fuel consumption and greenhouse gas emissions. By increasing the awareness about the benefits of reducing idling to the residents of Red Deer, the public can make the commitment to reduce their idling. The following collected information is a condensed version of several Idle Free resources that can be easily communicated to the residents of Red Deer as well as a description of the general social based marketing approach that has proven successful in other communities to create changed behaviours.

What is Unnecessary Idling?

- Unnecessary idling is when a vehicle engine is running for no reason. Examples of unnecessary idling is leaving the vehicle running when picking someone up or running into the store.

Facts People Need to Know

In order for people to make the commitment to be Idle Free, they need to be provided with compelling reasons to turn their engines off. Many assumptions that people have about idling are false, and by informing them about real facts, they can change their lifestyle to become Idle-Free ambassadors. The following are facts that should be communicated to people.

- Idling is not an effective way to warm up your vehicle. The best way to warm up all of your vehicle parts is to drive slowly for a few blocks.
- There is no need to warm up your vehicle for long periods of time. Less than five minutes is all that your vehicle needs in cold weather. By the time you wipe the snow free from your vehicle and scrape your windows, your vehicle will be ready to go.
- Set your block heater on an automatic timer to turn on two hours before you plan on departing.
- Excessive Idling can damage your engine components, including your vehicle's cylinders, spark plugs and exhaust system.
- Unnecessary idling causes environmental damage by emitting exhaust emissions into the atmosphere and produces pollutants that impact our health.
- When you idle your vehicle for more than ten seconds, you use more fuel than it would take to restart your engine.
- An idling gas engine burns about 3.5 litres an hour.
- An idling vehicle produces zero miles to the gallon
- An idling engine produces twice as many exhaust emissions as an engine in motion.
- If everyone in Canada reduced their idling by five minutes a day, more than two million tonnes of CO₂ can be prevented from entering the atmosphere each year.
- If every driver in Canada avoided idling by three minutes a day, 630 million litres of fuel can be saved each year.

- Ensure your vehicle is always well-tuned. A poorly-tuned engine uses up to fifteen percent more energy when idling than a well-tuned engine.
- Exposure to vehicle exhaust increases the risk of death from heart and lung disease and lung cancer.
- By shutting off your engine, you benefit from fuel savings and improved air quality.
- Frequent starting of your vehicle has a smaller impact on your engine components than when you idle your vehicle. By looking in your vehicle's owner manual, you can find information related to vehicle idling which will help you make informed, specific choices to reduce vehicle idling
- Smog is created in part by the pollutants from vehicle emissions. Smog is harmful to human health and the environment.
- The pollutants in vehicle exhaust affects water quality, decays the exteriors of buildings through acid rain, and increases ground-level ozone and reduces visibility due to smog.

Simple Ways People can Reduce Their Idling

The following are simple actions that people can take to reduce or eliminate the time that they idle:

- Don't idle your vehicle when you arrive at your destination early
- Avoid drive-thru. Walk inside
- Turn your vehicle off and go inside and wait if picking someone up
- Finish any phone calls or text messages before you turn on your vehicle
- Warm up your vehicle by driving it at a moderate speed
- Leave your vehicle at home and carpool, take the bus, bike or walk instead
- Combine several errands into one trip
- Turn off your vehicle when waiting for a train
- Turn your key to accessory position if you are waiting in the vehicle and listening to the radio.

Red Deer's Idle Free Actions

In 2009-10, The City of Red Deer began the implementation of their Idle-Free campaign, both in schools and the community. With this campaign, the City encourages participation of corporations and local schools, increases idle free signage around Red Deer and expands the promotional activities and materials for the general public.

In 2011, The City of Red Deer adopted the Environmental Master Plan, which creates actions to protect air quality, and air quality goals and targets for Red Deer.

Throughout 2012, the Idle Free Community Program successfully broadened the visibility of the program, including a new toolkit on The City of Red Deer website for any groups or individuals wishing to engage in idle free behaviours. They also created a message for idle free signage, 'turn the key, be idle free', and worked with more schools to participate in the idle free program.

The City of Red Deer not only encourages all the city employees and residents to be Idle-Free, but they have Idle Free Policies to be adhered by city vehicles. They are proactive in reducing their operating expenses, reducing the vehicle emissions and improving the air quality for all residents and employees.

Community Based Social Marketing: Why it is Used

Community-based social marketing is an approach to facilitate behaviour change by emphasizing personal contact and communication with the community to remove barriers and promote a sustainable future. This technique is pragmatic as it involves:

- Identifying the barriers of an activity
- Developing a strategy to overcome these barriers
- Implementing a program across the community
- Evaluating the effectiveness of the strategy and program

With a community based social marketing approach, an effective idle free strategy includes:

1. Reminding residents of Red Deer to turn off their vehicles when parked
2. Having a personal contact with motorists
3. Asking motorists to make a commitment to avoid idling for more than 60 seconds

The Community Based Social Marketing Technique has been used in several vehicle idling campaigns. The following are some examples, and the insights gained from the idle free campaigns

- In 2003, in Calgary and Edmonton, the Alberta Reduce Vehicle Idling Campaign, using public awareness techniques, helped promote a better understanding of the issue and addressed the barriers to reducing vehicle idling.
- The Idling Reduction Education Campaign in Waterloo focused on the target audiences of schools, municipalities, workplaces and the community-at-large. Promotional materials such as brochures, decals and posters were distributed, and pledge forms for idle-free drivers were distributed. As a result, an idling control policy was adopted by several organizations participating in the campaign.

The Idle Free Campaign in Red Deer is using the community based social marketing approach. There are selected idling hotspots throughout Red Deer where observations, personal interventions, and post-observations will take place. The observations will create a better understanding on the number of vehicles that typically idle, for how long, and the behaviours which cause people to idle. The personal intervention element will allow information to be transmitted to the residents of Red Deer to help them understand the effects of idling. The post observation component will determine if the campaign was a success.

The City of Red Deer – Idle Free Summer Campaign

The City of Red Deer, with the support of the Serving Communities Internship Program (SCiP) by Volunteer Alberta, hired an Idle Free Campaign Assistant to work with staff from May to July on undertaking a public campaign to implement a community based social marketing for idle free behaviour. By sharing the accurate information on idling as presented here and combining it with some of the strategies of social based marketing, The City of Red Deer expects to make improvements around becoming an idle free community.

The campaign consisted of the following parts: selecting and observing representative locations in the city where idling behaviour is common, interviewing members of the public at these locations about their behaviour and the idle free campaign, and conducting post observations to determine possible affects. This research was conducted between June 7 and July 15. The findings, as reported within this document, were then used to make recommendations about next steps found at the end of this report.

LOCATIONS TO OBSERVE IDLING PATTERNS AND BEHAVIOUR

The following locations were chosen to represent a variety of places around Red Deer where there is a high chance of idling vehicles. It was important to consider the schools in Red Deer. We chose St. Teresa of Avila School because the school is part of the Idle Free Schools Program through The City of Red Deer. The second school, Normandeau School, is not an idle free school. By choosing two schools, one which is part of the Idle Free Schools Program, and one that isn't, we can examine how successful the program has been thus far. Not only did we want to represent the schools, but we wanted to represent a variety of businesses around Red Deer. Sobeys was chosen because there would be a lot of people leaving their vehicle running while they ran into the store quickly for groceries, or people would be waiting for others while they did their grocery shopping. The observations and interviews took place in the evening because a lot of people would be going for grocery runs after work. Drive-Thru's are a key place for people to idle. As easy as it is for people to park their vehicle, and go inside for take-out, the majority of people choose to go through drive-thru and idle their vehicles. McDonalds was the chosen fast food chain for the observations and interviews to take place. We wanted to represent the businesses in downtown Red Deer, therefore we chose a location where vehicles with people going into the Courthouse, City Hall and Public Library could be observed. The observations and interviews took place during the day when there would be a high traffic volume of the public. The final location was the Collicutt Centre. A recreation centre was chosen because here we could find people of all ages using the facilities. There was a high volume of idling vehicles when there were organized sports occurring.

Observation Locations

1. Normandeau School
 - 61 Noble Avenue
 - Entry 8:35 AM
 - 1st Observation: Monday, June 10th 8:00 AM-8:45am
 - Interview: Monday June 24 8:00-8:35am
 - Final Observation: Tuesday June 25 8:00am-8:45am
2. St. Teresa of Avila School (Note: This school is part of the Idle Free Schools Program through The City of Red Deer).
 - 190 Glendale Boulevard
 - Dismissal: 3:00 PM 1st Observation: Wednesday, June 12th, 2:40-3:20pm
 - Interview: Friday, June 21 2:30-3:20pm
 - Final Observation: Tuesday June 25 2:30-3:20pm
3. Sobeys
 - 2110-50 Avenue
 - 1st Observation: Friday, June 7th, 6:30-7:30pm
 - Interview: Thursday, July 11, 5:30-6:30pm
 - Final Observation: Monday, July 15. 6:40-7:40pm
4. McDonalds
 - 3020 22 Street #800
 - 1st Observation: Tuesday, July 9, 7:30-8:30pm
 - Interview: Friday, July 12, 6:30-7:30pm
 - Final Observation: Saturday, July 13, 7:15-8:15pm
5. Red Deer Public Library, City Hall, Courthouse
 - Downtown Red Deer
 - 1st Observation: Friday, June 28, 2013 12:15-1:15pm

- Interview: Friday, July 5, 1:30-2:30pm
 - Final Observation: Tuesday, July 9, 2013 2:45-3:45pm
6. Collicutt Centre
- 3031 30 Ave
 - 1st Observation: Saturday, June 8th, 6:30-8:00pm
 - Interview: Friday, July 12, 7:45-8:45pm
 - Final Observation: Saturday, July 13, 6:20-7:20pm

Collicutt Centre

The first observation at the Collicutt Centre took place on Saturday, June 8 from 6:30-8:00pm. There were 75 vehicles in total, 7 of them were idling for a total of 33 minutes. All of the vehicles which were idling were picking up or dropping off people. There was always a person in the idling vehicle. The interview process went well; however, there was a significant drop in the number of vehicles during the interviews and final observation compared to the first observation. A possible reason for this may be that there was no organized sports occurring, and people were using the facilities leisurely. The second observation took place on Saturday, July 13 from 6:15-7:15. There were 16 vehicles in total, 5 of them were idling for a total of 26 minutes.

Downtown (Red Deer Public Library, City Hall and Courthouse)

The first observation downtown occurred on Friday, June 28 from 12:15-1:15. There were 28 vehicles in total, one of them a city vehicle, and 4 of them were idling for a total of 12 minutes. All of the days were hot and sunny, encouraging people to leave their vehicles on for their air conditioning. Different means were used to distribute information to people. These means include approaching individuals and inviting them into a conversation about idling and placing pamphlets on vehicles. Both of these means proved to be effective in providing citizens with information. The second observation took place on Tuesday, July 9 from 2:45-3:45pm. There were 22 vehicles in total and one of them was idling for 13 minutes. It appears that the people of downtown are aware of the effects of vehicle idling and are consciously making the decision not to idle.

Sobeys

The first observation at Sobeys took place on Friday, June 7, 6:30-7:30pm. There were 58 vehicles in total, 6 of them were idling for a total of 39 minutes. There was always a person in the vehicle which was idling. When conducting interviews, people were not as willing to engage in a conversation because they were in a hurry. The second observation occurred on Monday, July 15 from 6:40-7:40pm. There were 50 vehicles in total, 3 of them were idling for a total of 46 minutes.

St. Teresa of Avila School

The first observation at St. Teresa of Avila School occurred on Wednesday, June 12, from 2:35-3:20pm. The observations at the schools took place during a shorter time frame because people were vehicle idling only to pick up or drop off their kids at school. St. Teresa of Avila School is an idle-free school; however there was still a substantial amount of vehicles which were idling. There were several idle free signs posted at this location. Limited parking for parents caused a line-up of idling vehicles to form in front of parked vehicles. During the first observation, there were 46 vehicles in total, 10 of them were idling for 82 minutes. Since the observations and interviews was conducted during the afternoon at this location, people were waiting for longer amounts of time for their kids because they had a lot of time. When conducting the interviews, everyone was willing

carry a conversation about idling because of the amount of time they had before their children were dismissed from school. Many people who were idling when approached turned off their vehicle after they were given the information. There were also several people who choose to turn their key to accessory position instead of having their engine running. The second observation took place on Tuesday, June 25, from 2:30-3:20pm. There was a significant improvement from the first observation. There were 35 vehicles in total, 7 of them were idling for a total of 33 minutes.

Normandeau School

The first observation took place on Monday, June 10, from 8:05-8:55am. There were 53 vehicles in total, 10 of them were idling for a total of 73 minutes. All of the people who were idling were waiting for the morning bell before dropping off their children. When conducting the interviews, it was difficult to communicate with all of the parents because there were many people who were quickly dropping off their children and driving off. There was a significant drop in the number of vehicles during the interviews and the second observation, than during the first observation. The second observation took place on Tuesday, June 25 from 8:00-8:35am. There were 40 vehicles in total, 6 of them idling for a total of 20 minutes. A major difference between the two schools was the time of day the observations and interviews took place. Since the observations was conducted in the morning at Normandeau School, more parents were stopping and going quickly, rather than waiting for long periods of time for their children.

McDonalds

The first observation took place on Tuesday, July 9, from 7:30-8:30pm. In total there were 38 vehicles, 31 of them were idling for a total of 137 minutes. For both of the observations, all of the vehicles idling were going through the drive-thru. None of the people who went into McDonalds left their vehicles running. While conducting the interviews, those in the drive-thru lineup was approached, the majority of them willing to accept the information provided. The second observation occurred on Saturday, July 13, from 7:15-8:15pm. In total there were 30 vehicles, 26 of them were idling for a total of 182 minutes. Other factors that played a role with the observations were the time of week, and the time that it took the McDonalds crew to process the vehicles.

Summary

The experience as Red Deer's Idle Free Community Campaign Assistant was rewarding. It was exciting to play a role in helping others become Idle-Free. The people that I was able to follow up with (i.e. friends and family) revealed that the information I provided to them was useful. They are now making conscious decisions to reduce, or even eliminate their idling. Word-of-Mouth plays a huge role in the Idle-Free Program in Red Deer. It is a chain reaction; since I have told many people about the effects of idling, they now have the information to share to their friends and family, and so on. It is important to continue to share the information to the people of Red Deer. Even after my role as the Idle Free Community Campaign Assistant ends, I will continue to be an Idle Free Ambassador because I possess information that everybody needs to know.

My engagement with the citizens of Red Deer as the Idle Free Community Campaign Assistant has added to the groundwork of Red Deer's Idle Free Campaign. The future of the Idle Free Campaign will include more interaction with the public and the distribution of information to a broader range of citizens. People are willing to accept the information, however, many of them do not know about the harmful effects of idling and how they benefit from reducing their idling. By partnering with businesses, The City

can transfer information to business owners, which is then given to the employees and to the public which spreads the seeds of the Idle Free Campaign. It is important for Red Deer to take advantage of social media to spread the word about idling. The City of Red Deer can use Facebook or Twitter to spread the facts about vehicle idling. Using these means will allow a very large range of people to process idling information. The Idle Free Campaign can take different measures at various times of the year to spread the word about idling. The school year is a good time to reach out to people at the schools and recreation facilities in Red Deer. During the summer, City Representatives can attend social events where people are always willing to learn new things. As mentioned above, social media can be used year round. By taking these steps to implement the Idle Free Campaign, people around Red Deer will be able to make conscious decisions about idling and become Idle Free Ambassadors themselves.

Idle Free Monitoring- St. Teresa of Avila School

| Observation #1 Wednesday, June 12 2:40-3:20pm | | |
|--------------------------------------------------------------------------|---------------------------|--------------------|
| Description of Vehicle Idling | Total Time Idling | Person In Vehicle? |
| SUV | 27 min | Y |
| SUV | 4 min | Y |
| Van | 7 min | Y |
| Truck | 8 min | Y |
| SUV | 9 min | Y |
| SUV | 7 min | Y |
| Van | 7 min | Y |
| Truck | 5 min | Y |
| UV | 6 min | N |
| Car | 2 min | Y |
| | Total Time: 82 min | |
| # of Vehicles Idling: 10 | Total # of Vehicles: 46 | |

| Observation #2 Tuesday June 25 2:30-3:20pm | | |
|-----------------------------------------------------------------------|---------------------------|--------------------|
| Description of Vehicle Idling | Total Time Idling | Person In Vehicle? |
| Truck | 9 min | Y |
| Car | 11 min | Y |
| Truck | 3 min | Y |
| Car | 2 min | Y |
| Truck | 2 min | Y |
| Van | 2 min | Y |
| SUV | 4 min | Y |
| | Total Time: 33 min | |
| # of Vehicles Idling: 7 | Total # of Vehicles: 35 | |

Idle Free Monitoring- Normandeau School

| Observation #1 Monday, June 10 8:00-8:45am | | |
|-----------------------------------------------------------------------|---------------------------|--------------------|
| Description of Vehicle Idling | Total Time Idling | Person In Vehicle? |
| Truck | 14 min | Y |
| Car | 2 min | Y |
| SUV | 2 min | Y |
| SUV | 21 min | Y |
| SUV | 3 min | Y |
| Van | 5 min | Y |
| Truck | 11 min | Y |
| Truck | 3 min | Y |
| SUV | 3 min | N |
| Van | 9 min | Y |
| | Total Time: 73 min | |
| # of Vehicles Idling: 10 | Total # of Vehicles: 53 | |

| Observation #2 Tuesday, June 25 8:00-8:45am | | |
|------------------------------------------------------------------------|---------------------------|--------------------|
| Description of Vehicle Idling | Total Time Idling | Person In Vehicle? |
| SUV | 2 min | Y |
| Taxi | 4 min | Y |
| Car | 2 min | Y |
| Truck | 5 min | N |
| Van | 5 min | Y |
| Car | 2 min | Y |
| | Total Time: 20 min | |
| # of Vehicles Idling: 6 | Total # of Vehicles: 40 | |

Idle Free Monitoring- Sobeys

| Observation #1 Friday, June 7 6:30-7:30pm | | |
|-------------------------------------------------|---------------------------|-------------------------|
| Description of Vehicle Idling | Total Time Idling | Person In Vehicle? |
| Van | 5 min | Y |
| Truck | 19 min | Y |
| Van | 2 | Y |
| Truck | 6 min | Y |
| SUV | 5 min | Y |
| Truck | 2 min | Y |
| | Total Time: 39 min | |
| # of Vehicles Idling: 6 | | Total # of Vehicles: 58 |

| Observation #2 Monday, July 15 6:40-7:40pm | | |
|--------------------------------------------------|---------------------------|-------------------------|
| Description of Vehicle Idling | Total Time Idling | Person In Vehicle? |
| Van | 9 min | Y |
| SUV | 26 min | Y |
| SUV | 11 min | Y |
| | Total Time: 46 min | |
| # of Vehicles Idling: 3 | | Total # of Vehicles: 50 |

Idle Free Monitoring- Public Library, City Hall, Courthouse

| Observation #1 Friday, June 28 12:15-1:15pm | | |
|---------------------------------------------------|---------------------------|-------------------------|
| Description of Vehicle Idling | Total Time Idling | Person In Vehicle? |
| SUV | 2 min | Y |
| Truck *City Vehicle | 3 min | N |
| Van | 2 min | N |
| Car | 5 min | Y |
| | Total Time: 12 min | |
| # of Vehicles Idling: 4 | | Total # of Vehicles: 28 |

| Observation #2 Tuesday, July 9 2:45-3:45pm | | |
|--------------------------------------------------|---------------------------|-------------------------|
| Description of Vehicle Idling | Total Time Idling | Person In Vehicle? |
| Van | 13 min | Y |
| | | |
| | | |
| | | |
| | Total Time: 13 min | |
| # of Vehicles Idling: 1 | | Total # of Vehicles: 22 |

Idle Free Monitoring- Collicutt Centre

| Observation #1 Saturday, June 8 6:30-8:00pm | | |
|---------------------------------------------------|---------------------------|-------------------------|
| Description of Vehicle Idling | Total Time Idling | Person In Vehicle? |
| SUV | 3 min | Y |
| Truck | 3 min | Y |
| Car | 5 min | Y |
| SUV | 6 min | Y |
| Van | 2 min | Y |
| SUV | 9 min | Y |
| SUV | 5 min | Y |
| | Total Time: 33 min | |
| # of Vehicles Idling: 7 | | Total # of Vehicles: 75 |

| Observation #2 Saturday, July 13 6:20-7:20pm | | |
|----------------------------------------------------|---------------------------|-------------------------|
| Description of Vehicle Idling | Total Time Idling | Person In Vehicle? |
| Car | 3 min | Y |
| Truck | 2 min | N |
| Van | 8 min | Y |
| Van | 8 min | Y |
| SUV | 5 min | Y |
| | Total Time: 26 min | |
| # of Vehicles Idling: 5 | | Total # of Vehicles: 16 |

Idle Free Monitoring- McDonalds

| Observation #1 Tuesday, July 9 7:30-8:30pm | | |
|--------------------------------------------------|-------------------|-------------------------|
| Description of Vehicle Idling | Total Time Idling | Person In Vehicle? |
| Van | 3 min | Y |
| Car | 5 min | Y |
| Truck | 4 min | Y |
| Truck | 2 min | Y |
| Car | 2 min | Y |
| Truck | 3 min | Y |
| SUV | 2 min | Y |
| Truck | 3 min | Y |
| Truck | 4 min | Y |
| Car | 3 min | Y |
| Car | 4 min | Y |
| SUV | 3 min | Y |
| Truck | 2 min | Y |
| SUV | 2 min | Y |
| Car | 4 min | Y |
| Van | 5 min | Y |
| Car | 5 min | Y |
| Car | 7 min | Y |
| Car | 5 min | Y |
| SUV | 7 min | Y |
| Car | 5 min | Y |
| Car | 5 min | Y |
| SUV | 6 min | Y |
| Truck | 4 min | Y |
| V | 5 min | Y |
| SUV | 3 min | Y |
| SUV | 2 min | Y |
| SUV | 3 min | Y |
| SUV | 4 min | Y |
| Truck | 4 min | Y |
| Car | 3 min | Y |
| Total Time: 137 min | | |
| # of Vehicles Idling: 31 | | Total # of Vehicles: 38 |

| Observation #2 Saturday, July 13 7:15-8:15 | | |
|--------------------------------------------------|-------------------|-------------------------|
| Description of Vehicle Idling | Total Time Idling | Person In Vehicle? |
| SUV | 9 min | Y |
| Car | 8 min | Y |
| Car | 8 min | Y |
| Car | 8 min | Y |
| Car | 8 min | Y |
| Car | 8 min | Y |
| Car | 8 min | Y |
| SUV | 10 min | Y |
| Car | 10 min | Y |
| SUV | 7 min | Y |
| Car | 5 min | Y |
| Car | 5 min | Y |
| SUV | 7 min | Y |
| Truck | 8 min | Y |
| Car | 7 min | Y |
| SUV | 7 min | Y |
| Car | 7 min | Y |
| Car | 10 min | Y |
| Car | 5 min | Y |
| Truck | 6 min | Y |
| Car | 4 min | Y |
| Car | 5 min | Y |
| SUV | 5 min | Y |
| SUV | 5 min | Y |
| SUV | 5 min | Y |
| Car | 7 min | Y |
| Truck | 7 min | Y |
| Car | 5 min | Y |
| Car | 6 min | Y |
| Total Time: 182 min | | |
| # of Vehicles Idling: 26 | | Total # of Vehicles: 30 |



ENVIRONMENTAL ADVISORY COMMITTEE

DATE: April 16, 2014
TO: City Council
FROM: Environmental Advisory Committee
RE: Idle Free Program – 2013 Review and Moving Forward

At the Wednesday, April 16, 2014 meeting of the Environmental Advisory Committee, the Committee discussed the Idle Free Public Education Campaign and possible alternative programs.

Following the discussion, the motion as set out below was introduced and passed:

"Resolved that the Committee accepts the report dated March 10, 2014 regarding the implementation of an Idle Free Public Education Campaign and the additional preliminary research on idling patterns and behavior as information and support same being submitted to Council for their information; and

respectfully recommends that Council give direction to staff to continue to expand the reach and depth of the Idle Free Public Education Campaign through to 2016; and further that there be research and analysis conducted on the use and feasibility of alternative tools to prevent idling with a report to be presented to the Committee and Council in the first quarter of 2015."

The above is submitted for Council's consideration.

Respectfully submitted,

by Andrea Pagee
Chair, Environmental Advisory Committee

c: Nancy Hackett, Environmental Initiatives Supervisor



ENVIRONMENTAL ADVISORY COMMITTEE

DATE: April 16, 2014
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The above is submitted for Council's consideration.

Respectfully submitted,

brf Andrea Pagee
Chair, Environmental Advisory Committee

c: Nancy Hackett, Environmental Initiatives Supervisor

DATE: June 25, 2014

TO: Tara Lodewyk, Planning Services Manager

FROM: Frieda McDougall, Legislative Services Manager

SUBJECT: Land Use Bylaw Amendment No. 3357/F-2014 (Alternate – Revised)
RIN and RIG Review
RIG Pilot Project
Consideration of First Reading of the Bylaw

Reference Report:

Planning Department, dated June 6, 2014

Proposed Resolution:

At the Monday, June 23, 2014 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer having considered the report from the Planning Department dated June 6, 2014 re: Land Use Bylaw Amendment #3357/F-2014 (revised) hereby agrees to amend the proposed bylaw:

Section 4.3.1(2)(g) Table 4.3(1) RIG Residential (Small Lot) District Regulations is amended by deleting the existing “30.0m Lot Depth Minimum” Requirement and replacing it with the following new “32.0m Lot Depth Minimum” Requirement:

Bylaw Reading:

At the Monday, June 23, 2014 Regular Council Meeting, Council gave first reading to Land Use Bylaw Amendment No. 3357/F-2014 (Alternate – Revised) – an amendment to reduce RIN minimum front yard setback from 5.0m to 3.0m and increase RIG minimum lot depth from 30.0m to 32.0m

Report back to Council: Yes

Comments/Further Action:

This office will advertise for a Public Hearing to be held on Monday, July 21, 2014 at 6:00 p.m. during Council's regular meeting

FILE COPY



Frieda McDougall
Manager

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

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,



Dianne Wyntjes, Councillor
Acting Chair, Municipal Planning Commission

c: Tony Lindhout, Senior Planner
Dayna Nebozenko, Planner

MUNICIPAL PLANNING COMMISSION

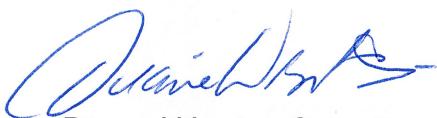
Date: May 7, 2014
To: Red Deer City Council
From: Municipal Planning Commission
Subject: Review of the RIN and RIG Districts

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. 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, 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,



Dianne Wyntjes, Councillor
Acting Chair, Municipal Planning Commission

c: Tony Lindhout, Senior Planner
Dayna Nebozenko, Planner

DATE: July 22, 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 Consideration of Second & Third Reading

Reference Report:

Legislative Services, dated June 24, 2014 and Planning Services, dated June 6, 2014

Proposed Resolutions:

At the Monday, July 21, 2014 Regular Council Meeting, Council passed the following Resolutions:

Resolved that Council of The City of Red Deer having considered the report from Planning Services, dated July 7, 2014, re: Land Use Bylaw Amendment No. 3357/F-2014 (Alternate – Revised), hereby agrees to amend Land Use Bylaw Amendment 3357/F-2014 as follows:

- 7) Section 4.3.1(2)(g) Table 4.3 (I) RIG Residential (Small Lot) District Regulations is amended by deleting the existing “320.9 m² Lot Area Minimum” Requirement and replacing it with a “336.0 m² Lot Area Minimum” Requirement.
- 3) Section 4.3(2)(I) Table 4.3 RIN Residential (Narrow Lot) Regulations is amended by deleting the existing “380.0 m² Detached Dwelling Lot Area Minimum” Requirement and replacing it with a “385.0 m² Detached Dwelling Lot Area Minimum” Requirement.

Bylaw Reading:

At the Monday, July 21, 2014 Regular Council Meeting, Council gave second and third readings to Land Use Bylaw Amendment 3357/F-2014- for changes to the RIN and RIG Districts. A copy of the Bylaw is attached.

Report back to Council: No

FILE COPY

Comments/Further Action:

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



Frieda McDougall
Manager
/attach.

- c. K. Fowler, Director of Planning Services
D. Nobozenko, Planner

BYLAW NO. 3357/F-2014 (REVISED Alternative)

FILE COPY

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 Residential (Narrow Lot) Regulations** is amended by deleting the existing “5.0 m Front Yard Minimum” Requirement and replacing it with the following new “4.0 m Front Yard Minimum” Requirement, and deleting the existing “380.0 m² Detached Dwelling Lot Area Minimum” Requirement and replacing it with the following new “385.0 m² Detached Dwelling Lot Area Minimum” Requirement.

| | |
|---------------------|------------------------------------------|
| “Front Yard Minimum | 4.0 m” |
| “Lot Area Minimum | Detached Dwelling 385.0 m ² ” |

- 4 Section **4.3(2) R1N Residential (Narrow Lot) District 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).”

FILE COPY

- 7 Section 4.3.1(2)(g) Table 4.3(1) R1G Residential (Small Lot) District Regulations is amended by deleting the existing "30.0 m Lot Depth Minimum" Requirement and replacing it with the following new "32.0 m Lot Depth Minimum" Requirement, and deleting the existing "320.0 m² Lot Area Minimum" Requirement and replacing it with the following new "336.0 m² Lot Area Minimum" Requirement.

| | |
|-------------------|----------------------|
| Lot Depth Minimum | 32.0 m |
| Lot Area Minimum | 336.0 m ² |

- 8 Section 4.3.1 R1G Residential (Small Lot) District is amended by deleting, in its entirety, subsection (3) and replacing it with the following new subsection (3):

"(3) R1G Design & Development Criteria

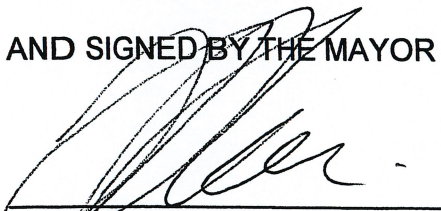
- (a) R1G Dwelling Units with identical floor plans or similar front elevations shall be separated by a minimum of one lot unless the Development Authority deems that the building design, character, finishing material and architectural treatments (windows, entrances, building projections, roof lines) are substantially different.
- (b) All bi-level and 2 storey style R1G Dwelling Units shall contain developed floor space over a minimum of 40% of the front attached garage floor area.
- (c) For all bungalow style R1G 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.
- (d) Where R1G Dwelling Units are located on a cul-du-sac:
 - (i) the maximum cul-du-sac length shall be 45 m (measured to the centre of the bulb from the entrance); or
 - (ii) if the cul-du-sac is longer than 45 m, only the end 45 m of the cul-du-sac (measured back from the centre of the bulb) shall be developed for R1G housing units."


READ A FIRST TIME IN OPEN COUNCIL this 23rd day of June 2014.

READ A SECOND TIME IN OPEN COUNCIL this 21st day of July 2014.

READ A THIRD TIME IN OPEN COUNCIL this 21st day of July 2014.

AND SIGNED BY THE MAYOR AND CITY CLERK this 21st day of July 2014.


MAYOR


CITY CLERK

DATE: July 22, 2014

TO: Tom Warder, Environmental Services Manager

FROM: Frieda McDougall, Legislative Services Manager

SUBJECT: Implementation of the Idle Free Public Education Campaign:
2013 Update and 2014 Progress Report

Reference Report:

Environmental Services, dated July 4, 2014

Resolution:

At the Monday, July 21, 2014 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer, having considering the report from Environmental Services, dated July 4, 2014 re: Implementation of the Idle Free Public Education Campaign: 2013 Update and 2014 Progress Report hereby agrees to continue the education campaign to 2016. Administration is directed to undertake research on other types of strategies and tools that could be used in Red Deer to reduce idling, for future consideration and report on this at the end of 2015.

Report back to Council: Yes

Comments/Further Action:

This item will report back to Council by end of 2015 with the impacts to the community and any issues that have arisen in the course of monitoring the education campaign.



Frieda McDougall
Manager

- c. E. Vincent, Director of Development Services
N. Hackett, Environmental Initiatives Supervisor
Environmental Advisory Committee Chair
Corporate Meeting Coordinator

DATE: July 22, 2014

TO: Tom Warder, Environmental Services Manager

FROM: Frieda McDougall, Legislative Services Manager

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2013 Update and 2014 Progress Report

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Report back to Council: Yes

Comments/Further Action:

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Frieda McDougall
Manager

- c. E. Vincent, Director of Development Services
N. Hackett, Environmental Initiatives Supervisor
Environmental Advisory Committee Chair
Corporate Meeting Coordinator



July 16, 2014

Canada Winter Games Bid Budget – Community Celebration

RECREATION, PARKS & CULTURE

Report Summary & Recommendation:

Funding previously approved by Council for the 2019 Canada Winter Games Bid was \$260,000. Administration recommends that Council provide further funding to the Bid Committee in the amount of \$30,000 with funding from the Operating Reserve - Tax Supported, resulting in a \$30,000 increase to the 2014 Operating Budget.

City Manager Comments:

I strongly support the recommendation as presented by Administration to provide an additional \$30,000 to the Bid Committee.

Craig Curtis
City Manager

Proposed Resolution

Resolved that The City of Red Deer, having considered the report from the Recreation, Parks and Culture Department, dated July 16, 2014 re: Canada Winter Games Bid Budget – Community Celebration hereby approves additional funding in the amount of \$30,000 to the Bid Committee with funding provided from the Operational Reserve – Tax Supported, resulting in a \$30,000 increase to the 2014 Operating Budget.

Report Details

Background:

Funding previously approved by Council for the 2019 Canada Winter Games Bid development was \$260,000.

The total budget for the Bid included grant revenue from “Bid Red Deer”, however only half of the anticipated amount was received (had requested \$40,000).

At the April 14, 2014 Council meeting, administration indicated that the Bid Committee would try to rework the budget if a shortfall was projected, however, Council also invited the Bid Committee to request additional funding if required.

In May 2014 the Bid Committee received the Final Site Visit protocol from the Canada Games Council and since then has established the budget required for the Final Site Visit on August 22nd, which includes a Community Celebration.



Discussion:

The Phase Two – Comprehensive Bid Document was submitted to the Canada Games Council in June.

Red Deer is now entering the final stage of the Bid, preparation for the Final Site Visit by the Canada Games Bid Evaluation Committee on August 22nd. The site visit protocol is very specific in terms of the format for the day's visit including venue visits, Games Village tour, a detailed review of the Comprehensive Bid document and critical Games elements, and a display of public support for the Games.

It is critical that Red Deer provide an opportunity for the community to show their support for the Bid, and so, a Red Deer is Ready Rally (or community celebration) is being planned for downtown on Ross Street on August 22 from 11am-3pm, featuring music, arts, culture, sports, activities and food. All Red Deerians are being asked to come downtown during that time to demonstrate their support for the Bid. All activities are free and everyone is being asked to "Wear Red" to show their support.

The Canada Games Bid Evaluation Committee will also visit Lethbridge the day before, which happens to coincide with their "Whoop-Up Days" (similar to our Westerner Days).

The 2019 Canada Winter Games Bid Planning Ad Hoc Committee of Council respectfully requests an additional \$30,000 to make up for the anticipated revenue shortfall as well as an enhanced community celebration on August 22nd. Some value in kind will also be achieved through internal operating budgets.

Bid Budget

| | |
|-------------------------|------------------|
| Revenue | |
| City of Red Deer | \$260,000 |
| <u>Bid Red Deer</u> | <u>\$ 20,000</u> |
| Total | \$280,000 |
| Expenses: | |
| Bid Fee | \$ 37,500 |
| Phase I | \$105,000 |
| Phase II | \$ 95,000 |
| <u>Final Site Visit</u> | <u>\$ 72,500</u> |
| Total | \$310,000 |
| Shortfall | (\$ 30,000) |

Analysis:

Administration recommends that Council provide further funding to the Bid Committee in the amount of \$30,000 with funding from the Operating Reserve - Tax Supported, resulting in a \$30,000 increase to the 2014 operating budget.



June 24, 2014

Land Use Bylaw Amendment 3357/F-2014 RIN and RIG Review, RIG Pilot Project Consideration of Second & Third Reading

Legislative Services

Report Summary & Recommendation:

Summary:

The attached report is being brought forward from the Monday, June 23, 2014 Regular Council meeting. Also attached is a report from Administration recommending further amendments to the bylaw.

Background:

At the Monday, June 23, 2014 Regular Council Meeting, Council gave first reading to Land Use Bylaw Amendment 3357/F-2014. Land Use Bylaw Amendment 3357/F-2014 provides for reducing the RIN front yard setback to 4.0 m and changing the current 30.0 m minimum RIG lot depth standard to 32.0

In accordance with Section 606 of the Municipal Government Act, this bylaw is required to be advertised for two consecutive weeks. Advertisements were placed in the Red Deer Advocate on July 4 and July 11, 2014 with no comments being received. A Public Hearing will be held on Monday, July 21, 2014 at 6:00 p.m. during Council's regular meeting.



July 7, 2014

Additional Report

Land Use Bylaw Amendment No. 3357/F-2014 (Alternate - Revised)

Planning Department

Report Summary & Recommendation:

At the June 23, 2014 Council meeting, Council passed the following resolution:

“Resolved that Council of The City of Red Deer having considered the report from the Planning Department dated June 6, 2014 re: Land Use Bylaw Amendment #3357/F-2014 (revised) hereby agrees to amend the proposed bylaw:

Section 4.3.1(2)(g) Table 4.3(1) RIG – Residential (Small Lot) District Regulations is amended by deleting the existing “30.0 m Lot Depth Minimum” Requirement and replacing it with the following new “32.0 m Lot Depth Minimum” Requirement.”

The amendment to the RIG Lot Depth Minimum from 30.0 m to 32.0 m has an effect on the RIG Lot Area Minimum regulation. The Planning Department is proposing to modify Bylaw 3357/F-2014 (Alternate – Revised) to include an amendment to the RIG Lot Area Minimum. The amendment proposes to change the RIG Lot Area Minimum from 320.0 m² to 336.0 m² to create consistency between the RIG lot dimension regulations and conform to the amended Lot Depth Minimum of 32.0 m. See tables and equations below for clarification.

Former RIG Lot Regulations

| Lot Frontage Min. | Lot Depth Min. | Lot Area Min. |
|-------------------|----------------|----------------------|
| 10.5 m | 30.0 m | 320.0 m ² |

E.g. (10.5 m) (30.0 m) = 315.0 m²

Amended RIG Lot Regulations

| Lot Frontage Min. | Lot Depth Min. | Lot Area Min. |
|-------------------|----------------|----------------------|
| 10.5 m | 32.0 m | 336.0 m ² |

E.g. (10.5 m) (32.0 m) = 336.0 m²



The Planning Department is also proposing to modify Bylaw 3357/F-2014 (Alternate – Revised) to include an amendment to the RIN Lot Area Minimum. The Planning Department has reviewed the RIN lot dimensions and found inconsistency between the lot depth, frontage, and area minimum requirements. The Planning Department is proposing to amend the RIN Lot Area Minimum from 380.0 m² to 385.0 m² to create consistency between the RIN lot dimension regulations. See equation below for clarification.

Current RIN Lot Area Minimum:

| Lot Frontage Min. | Lot Depth Min. | Lot Area Min. |
|-------------------|----------------|----------------------|
| 10.5 m | 36.6 m | 380.0 m ² |

Amended RIN Lot Area Minimum:

| Lot Frontage Min. | Lot Depth Min. | Lot Area Min. |
|-------------------|----------------|----------------------|
| 10.5 m | 36.6 m | 385.0 m ² |

E.g. (10.5 m) (36.6 m) = 384.3 m² round up to 385.0 m²

City Manager Comments:

I support Administration's recommendation. If Council agrees, a motion to amend the bylaw will be required prior to consideration of second and third reading for Land Use Bylaw Amendment 3357/F-2014 for amendments to RIN – Residential (Narrow Lot) District and RIG – Residential (Small Lot) District.

Craig Curtis
City Manager

Proposed Resolution

Resolved that Council of The City of Red Deer having considered the report from Planning Services, dated July 7, 2014, re: Land Use Bylaw Amendment No. 3357/F-2014 (Alternate – Revised), hereby agrees to amend Land Use Bylaw Amendment 3357/F-2014 as follows:

By deleting the following:

“3. Section 4.3(2)(I) Table 4.3 RIN Residential (Narrow Lot) Regulations is amended by deleting the existing “5.0 m Front Yard Minimum” Requirement and replacing it with the following new “4.0 m Front Yard Minimum” Requirement

| | |
|----------------------|------|
| “Front Yard Minimum” | 4.0m |
|----------------------|------|



"7. Section 4.3.1(2)(g) Table 4.3(1) R I G Residential (Small Lot) District Regulations is amended by deleting the existing "30.0 m Lot Depth Minimum" Requirement and replacing with the following new "32.0 m Lot Depth Minimum" Requirement

| | |
|-------------------|--------|
| Lot Depth Minimum | 32.0 m |
|-------------------|--------|

And replacing with the following:

"3. Section 4.3(2)(l) Table 4.3 R I N Residential (Narrow Lot) Regulations is amended by deleting the existing "5.0 m Front Yard Minimum" Requirement and replacing it with the following new "4.0 m Front Yard Minimum" Requirement, and deleting the existing "380.0 m² Detached Dwelling Lot Area Minimum" Requirement and replacing it with the following new "385.0 m² Detached Dwelling Lot Area Minimum" Requirement.

| | |
|----------------------|----------------------------------------|
| "Front Yard Minimum" | 4.0 m |
| "Lot Area Minimum" | Detached Dwelling 385.0 m ² |

"7. Section 4.3.1(2)(g) Table 4.3 (1) R I G Residential (Small Lot) District Regulations is amended by deleting the existing "30.0 m Lot Depth Minimum" Requirement and replacing it with the following new "32.0 m Lot Depth Minimum" Requirement, and deleting the existing "320.9 m² Lot Area Minimum" Requirement and replacing it with the following new "336.0 m² Lot Area Minimum" Requirement

| | |
|-------------------|----------------------|
| Lot Depth Minimum | 32.0 m |
| Lot Area Minimum | 336.0 m ² |

BYLAW NO. 3357/F-2014 (REVISED Alternative)

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 Residential (Narrow Lot) Regulations** is amended by deleting the existing “5.0 m Front Yard Minimum” Requirement and replacing it with the following new “4.0 m Front Yard Minimum” Requirement, and deleting the existing “380.0 m² Detached Dwelling Lot Area Minimum” Requirement and replacing it with the following new “385.0 m² Detached Dwelling Lot Area Minimum” Requirement.

| | |
|---------------------|------------------------------------------|
| “Front Yard Minimum | 4.0 m” |
| “Lot Area Minimum | Detached Dwelling 385.0 m ² ” |
- 4 Section **4.3(2) R1N Residential (Narrow Lot) District 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).”

7 Section **4.3.1(2)(g) Table 4.3(1) R1G Residential (Small Lot) District Regulations** is amended by deleting the existing “30.0 m Lot Depth Minimum” Requirement and replacing it with the following new “32.0 m Lot Depth Minimum” Requirement, and deleting the existing “320.0 m² Lot Area Minimum” Requirement and replacing it with the following new “336.0 m² Lot Area Minimum” Requirement.

| | |
|-------------------|----------------------|
| Lot Depth Minimum | 32.0 m |
| Lot Area Minimum | 336.0 m ² |

8 Section **4.3.1 R1G Residential (Small Lot) District** is amended by deleting, in its entirety, subsection (3) and replacing it with the following new subsection (3):

“(3) **R1G Design & Development Criteria**

- (a) R1G 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 material and architectural treatments (windows, entrances, building projections, roof lines) are substantially different.
- (b) All bi-level and 2 storey style R1G Dwelling Units shall contain developed floor space over a minimum of 40% of the front attached garage floor area.
- (c) For all bungalow style R1G 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.
- (d) Where R1G Dwelling Units are located on a cul-du-sac:
 - (i) the maximum cul-du-sac length shall be 45 m (measured to the centre of the bulb from the entrance); or
 - (ii) if the cul-du-sac is longer than 45 m, only the end 45 m of the cul-du-sac (measured back from the centre of the bulb) shall be developed for R1G housing units.”

READ A FIRST TIME IN OPEN COUNCIL this23day ofJune2014.

READ A SECOND TIME IN OPEN COUNCIL thisday of2014.

READ A THIRD TIME IN OPEN COUNCIL thisday of2014.

AND SIGNED BY THE MAYOR AND CITY CLERK thisday of2014.

MAYOR

CITY CLERK



Report Originally Submitted to the
June 23, 2014 Council Meeting

June 6, 2014

Land Use Bylaw Amendment No. 3357/F-2014 (Revised)

Council Requests:

1. Reduce RIN Minimum Front Yard Setback from 5.0 m to 3.0 m
2. Increase RIG Minimum Lot Depth from 30.0 m to 33.0 m

Planning Department

Report Summary & Recommendation:

At the May 26, 2014 Council meeting, Planning administration presented Bylaw 3357/F-2014 to Council for consideration of first reading. The Bylaw recommended changes to the RIN and RIG Land Use Districts based on a review of these districts that was undertaken by the Planning department.

During the meeting, Council considered and passed a resolution directing administration to explore reducing the current 5.0 m RIN minimum front yard setback to 3.0 m, and increasing the current 30.0 m RIG minimum lot depth standard to 33.0 m. The resolution passed at the May 26, 2014 Council meeting is provided below.

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:

- a. Changing the minimum depth of RIG lots to 33 metres,
- b. Changing the front yard setback of RIN to a minimum of 3 metres.

The Planning department does not support reducing the RIN minimum front yard setback to 3.0 m but the department does support reducing the minimum front yard setback to 4.0 m for the following reasons:

1. Currently, the Land Use Bylaw regulations allow a relaxation of minimum front yard setback of RIN homes up to 4.0 m.
2. The RIN district requires a common architectural theme with design features such as porches, decks and front entry features. These features encroach into the front yard setback area and may conflict with the front yard gas right-of-way if the front yard setback was reduced to 3.0 m. A 4.0 m minimum front year setback does not impact the gas right-of-way.

The Planning department does not support increasing the minimum RIG lot depth standard to 33.0 m for the following reasons:



1. Increasing the lot depth standard will reduce the flexibility that developers and builders have to determine the best utilization of land through both lot and home design.
2. Current planning documents, such as the Neighbourhood Planning and Design Standards, encourage more efficient use of land, densification, etc. rather than increasing the size of residential lots.
3. Several other residential districts exist with the same minimum 30.0 lot depth standard with no apparent land use or development issues. No evidence to indicate that RIG development is any different.
4. The development community does not support the minimum 33.0 m lot depth.
5. No indication from the public consultation comments received during the RIG District review to suggest any issues with the current minimum 30.0 m RIG lot depth standard.

The Planning department recommends Council give first reading to revised Land Use Bylaw Amendment No. 3357/F-2014 (REVISED) which supports reducing the RIN front yard setback to 4.0 m and makes no change to the current 30.0 m minimum RIG lot depth standard.

City Manager Comments:

I support the recommendation of Administration that Council consider first reading of Land Use Bylaw Amendment No. 3357/F-2014 (Revised), amendments to 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, July 21 2014 at 6:00 p.m. during Council's regular meeting.

Craig Curtis
City Manager

Proposed Resolution

Resolved that Council of The City of Red Deer hereby agrees to lift from the table consideration of Land Use Bylaw Amendment 3357/F-2014.

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



Report Details

A. RIN Residential District

RIN Background:

Planning administration had completed a review of the RIN Land Use district, in combination with a review of the RIG Land Use District, to determine if either of these small/narrow lot districts required any updating and/or amendments.

Land Use Bylaw Amendment 3357/F-2014 proposes to reduce the RIN minimum front yard setback from 5.0 m to 4.5 m. This amendment would bring the home closer to the street to enhance streetscape appeal and community interaction, increase backyard space, and reduce potentially under-utilized front yard space.

Council considered this proposal and directed administration to explore further reducing the RIN minimum front yard setback to 3.0 m.

RIN Discussion:

In order to ensure a pleasing neighbourhood appearance, the RIN District states "...there shall be a common architectural theme, with the house oriented to the street and including such features as front porches and decks for an narrow lot development" (LUB Section 4.3 (2)(b)).

The Land Use Bylaw also states that an unenclosed veranda, porch, balcony ... or steps may project 1.5 m beyond the minimum front yard setback (Section 4.7 (5) i). If the RIN minimum front yard setback was reduced to 3.0 m, an unenclosed veranda, porch, balcony could encroach into the 2.0 m front yard gas right-of-way. Any encroachments into this right-of-way would not be supported, therefore, limiting the design and functionality of the front veranda, porch, or balcony. Typically, a porch designed to be useable/functional is 1.5 m in depth. See sketches attached to Council agenda for clarification.

Based on this information, the Planning department is not supportive of reducing the RIN minimum front yard setback to 3.0 m; however, a reduction of the front yard setback to 4.0 m would allow the construction of useable/functional front veranda or porch, and allow the development of such features to encroach the permitted 1.5 m beyond the front yard setback.

The reduction of RIN minimum front setback to 4.0 m would also align with regulations in the Land Use Bylaw that allow Development Authority to relax the RIN minimum front yard setback up to 4.0 m (Section 4.7 (1)(g) vii).



The Planning department has contacted the development community asking if they have any comments regarding Council's suggestion to reduce the RIN minimum front yard setback to 3 m. Their comments were as follows:

| | |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Developer 1 | I'd support reducing the minimum setback to 3 metres, as long as there isn't an assumption that a 3 metre setback is suitable in all circumstances. Give developers the flexibility to determine setbacks appropriate to each situation. |
| Developer 2 | I would support the comment that the 3.0 m makes a reasonable minimum but should not become the requirement. |

RIN Analysis:

The Planning department recommends Council approve Bylaw 3357/F-2014 with a change to the front yard minimum setback from 4.5 m to 4.0 m based on the following:

1. The RIN district requires a common architectural theme with design features such as porches, decks and front entry features. These features encroach in to the front yard setback area and may conflict with the front yard gas right-of-way. A 4.0 m minimum front yard setback does not impact the gas right-of-way.
2. Currently, the Land Use Bylaw regulations allow a relaxation of minimum front yard setback of RIN homes up to 4.0 m.

B. RIG Residential District

RIG Background:

Planning administration had completed a review of the RIG Land Use district, in combination with a review of the RIN Land Use District, to determine if either of these small/narrow lot districts required any updating and/or amendments.

Land Use Bylaw Amendment 3357/F-2014 proposes four amendments to the RIG District. Prior to first reading, Council requested consideration of one additional RIG amendment, that being a potential increase of the current 30.0 m RIG minimum lot depth standard to 33.0 m.

RIG Discussion:

The table below shows the current minimum lot depth requirements for the City's other low density residential Land Use Districts within the Land Use Bylaw. The current 30.0 m RIG minimum lot depth standard is shared with the R1, R1A, R2 and R2T Residential Districts.



The RIN District has a larger minimum 36.6 m lot depth standard due to the required mandatory rear parking spaces at the back of the lot. The RIC District has a minimum 32m lot depth standard in order to accommodate a carriage home development above a detached garage at the rear of the property. The RIWS District has a mandated minimum/maximum 24-27 m lot depth range utilizing a reduced front yard setback.

| | RIG | RI | RIA | RIC | RIN | RIWS | R2 | R2T |
|-------------------|------------|-----------|------------|------------|------------|-------------|-----------|------------|
| Lot Depth Minimum | 30.0 m | 30.0 m | 30.0 m | 32.0 m | 36.6 m | 24-27 m | 30.0 m | 30.0 m |

Examination of the existing 160 registered RIG lots indicated that a huge majority of them have a lot depth that exceeds 33.0 m with the average RIG lot depth being 35.6 m. If the RIG minimum lot depth standard is increased to 33.0 m, existing RIG lots having less than a 33.0 m lot depth would be deemed (legal) non-conforming lots and would be grandfathered into the bylaw.

The Planning department has contacted the development community asking if they have any comments regarding Council's suggestion to increase the RIG minimum lot depth standard. Their comments were as follows:

| | |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Developer 1 | <p>I would suggest that the reason for a minimum lot depth is to ensure that there is an appropriate private amenity space at the rear of each home. In my opinion, the appropriate way to ensure that there is a private amenity space is through the minimum rear yard.</p> <p>Further, generally the only reason a lot would be less than 33 metres is in the bulb of a cul-de-sac, or in some other strange situation.</p> <p>While I think the zone is appropriate at present and no change should be made, I could support an increase in minimum lot depth to 32 (not 33) metres, if it comes along with discretion to planning staff to allow shorter lots in unique situations (such as cul-de-sac bulbs).</p> |
| Developer 2 | <p>While I concur that the most appropriate way to ensure a usable rear yard is the existing rear yard setback requirement, I do not support the increase in the minimum length to 33 meters.</p> <p>I believe it should be up to developers and builders to determine the best utilization of land through both lot design and home design. The option needs to remain open to develop a 30 m lot with a house design that would still permit all of the established setbacks to be met.</p> <p>The fact that most of the currently developed lots have been in the 35 or 36 meter range does not mean that they will continue to be designed that</p> |



| | |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <p>way.</p> <p>I believe zoning should provide more flexibility and not less – by moving to a 33 meter requirement to solve a problem that does not exist, we are creating a zoning with less flexibility.</p> <p>I am thinking of some of the RIWS product that will be developed that may be able to be adapted to the RIG. The house and the garage are more integrated and require less depth in the lot. I would hate to see options disappear for us.</p> |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

As part of the RIG District pilot review and the consultation process with the public and RIG homeowners, no comments were provided/submitted regarding the depth of RIG lots.

RIG Analysis:

The Planning department has explored the suggestion from Council to increase the minimum RIG lot depth standard from 30.0 m to 33.0 m. From a planning and land use perspective there is little rationale to support an increase to the minimum RIG lot depth and therefore, the Planning department does not support increasing the RIG minimum lot depth standard to 33.0 m. The following is noted:

1. Increasing the lot depth standard will reduce the flexibility that developers and builders have to determine the best utilization of land through both lot and home design.
2. Current planning documents, such as the Neighbourhood Planning and Design Standards, encourage more efficient use of land, densification, etc. rather than increasing the size of residential lots.
3. Several other residential districts exist with the same minimum 30.0 lot depth standard with no apparent land use or development issues. No evidence to indicate that RIG development is any different.
4. The development community does not support the minimum 33.0 m lot depth.
5. No indication from the public consultation comments received during the RIG District review to suggest any issues with the current minimum 30.0 m RIG lot depth standard.

Recommendation:

The Planning department recommends Council give first reading to revised Land Use Bylaw Amendment No. 3357/F-2014 (REVISED) which supports reducing the RIN front yard setback to 4.0 m but makes no change to the current minimum RIG lot depth standard.

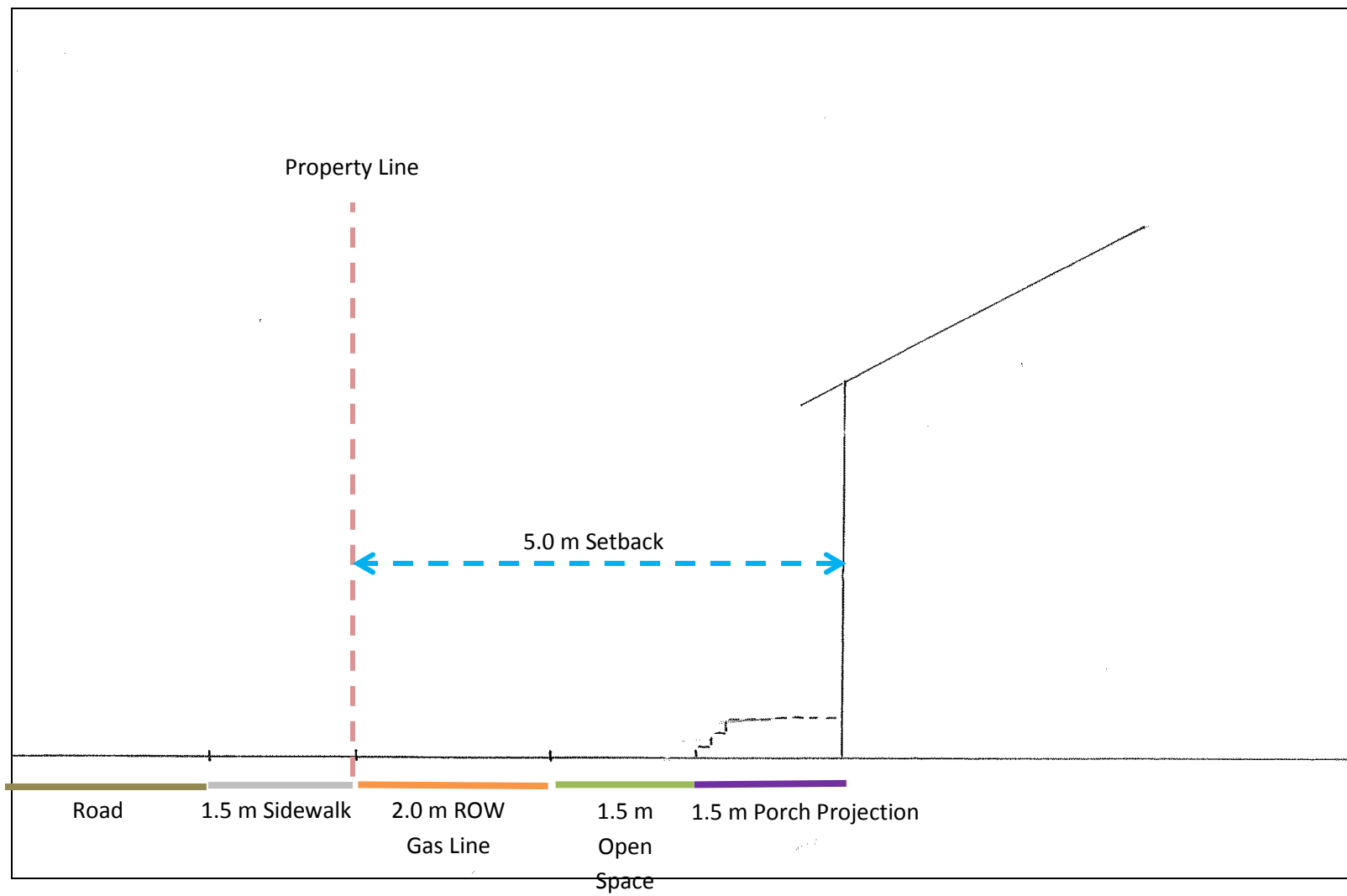


Figure One -
R1N 5.0 m Minimum Front Yard Setback

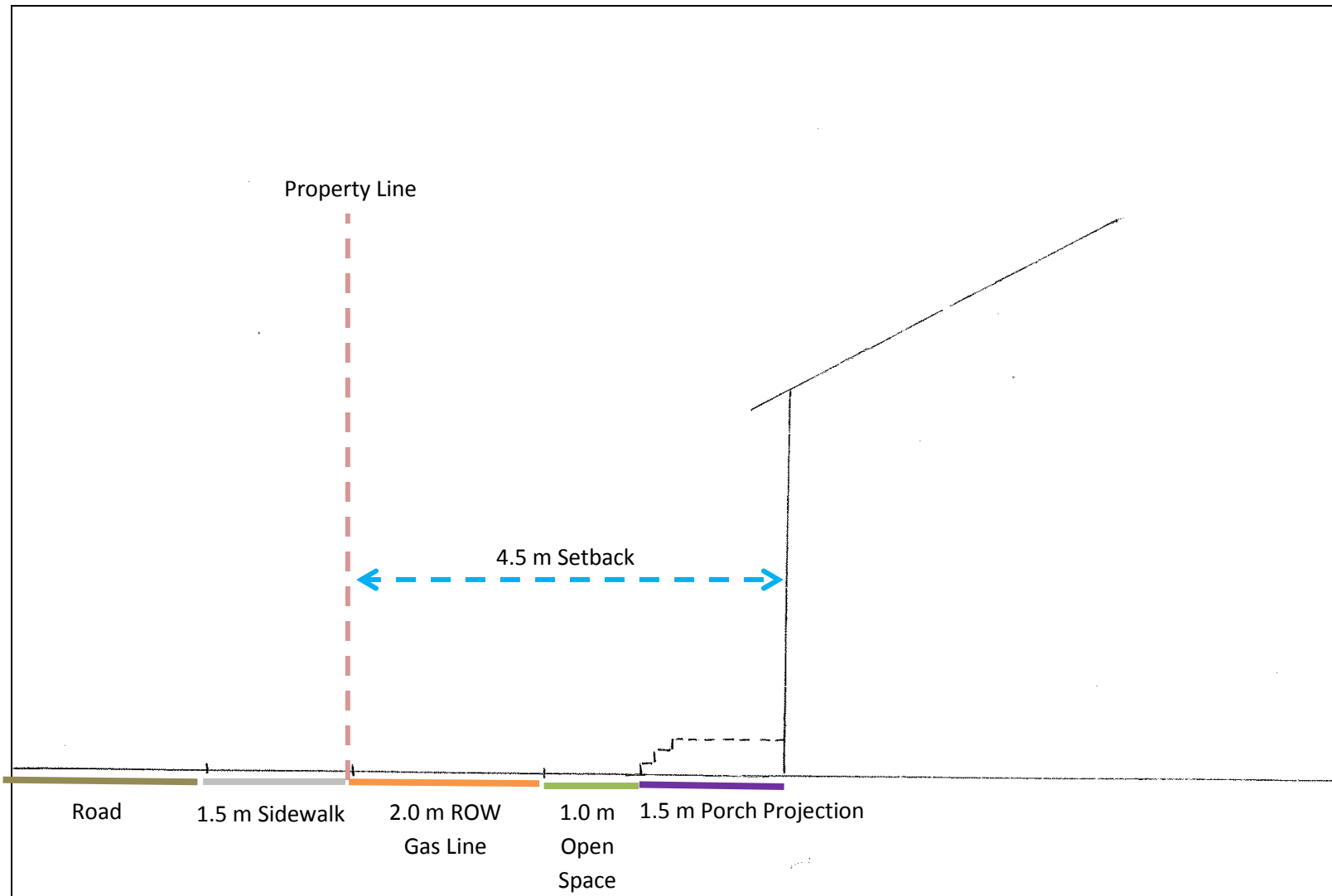


Figure Two -
R1N 4.5 m Minimum Front Yard Setback

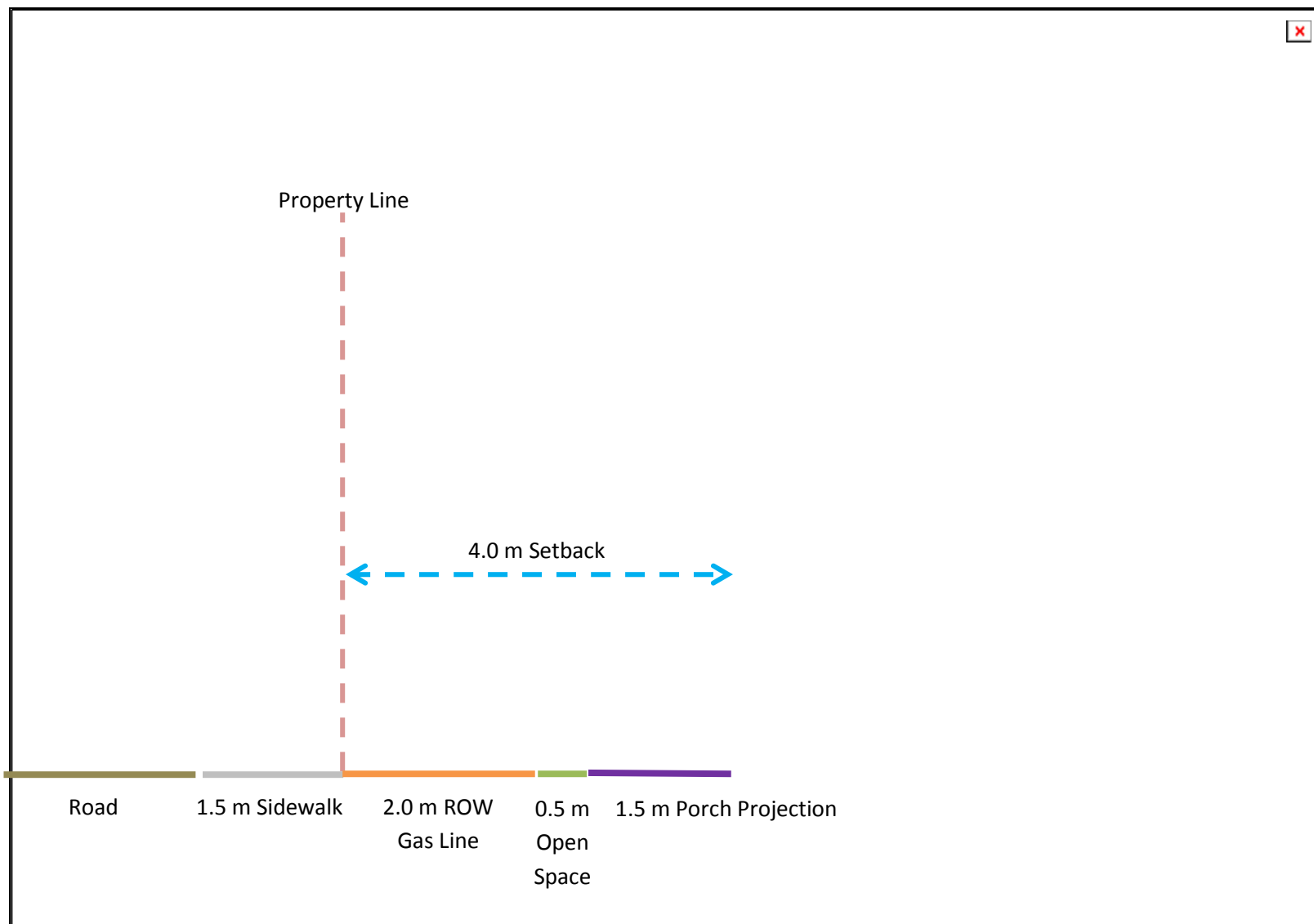


Figure Three -
R1N 4.0 m Minimum Front Yard Setback

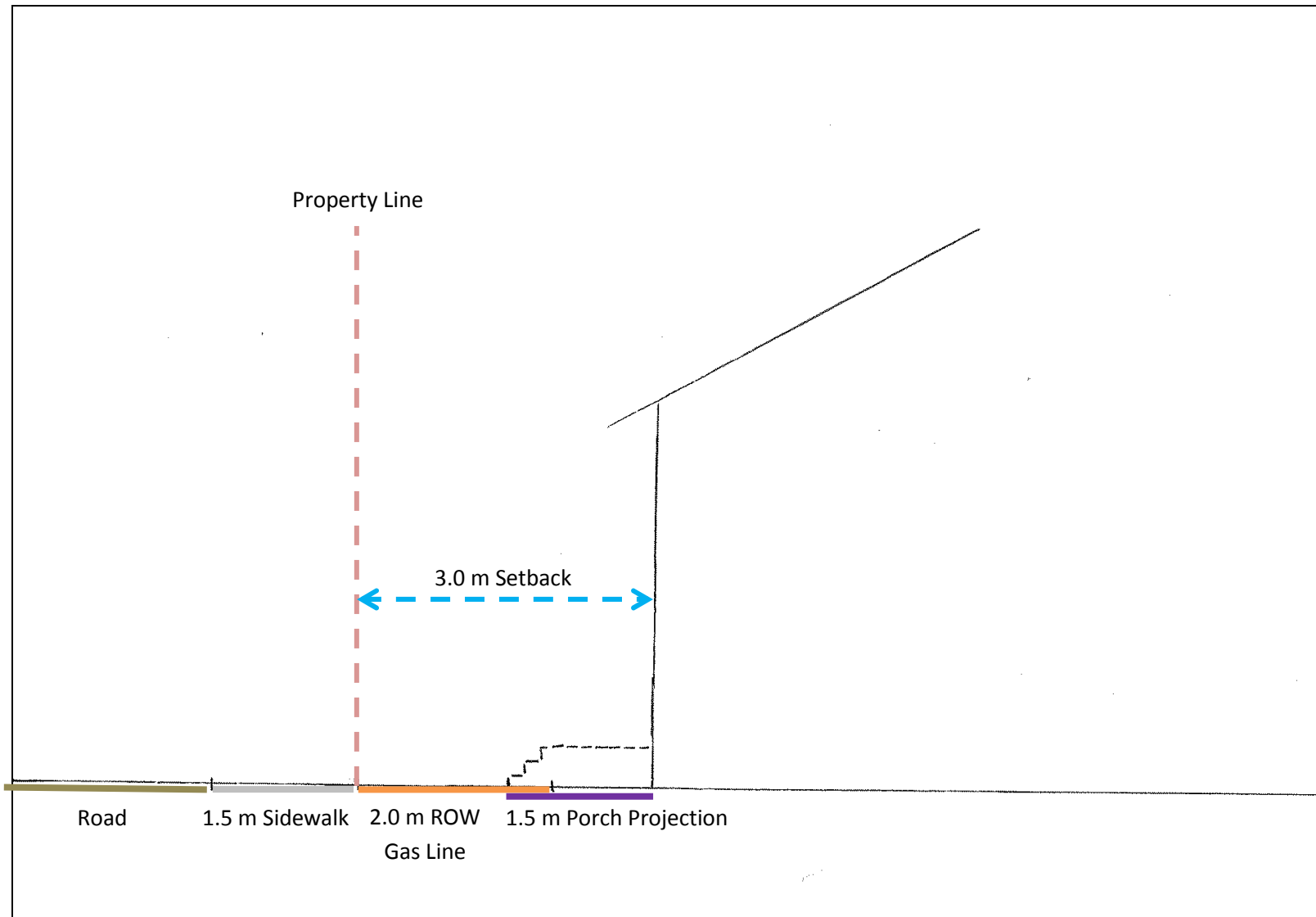


Figure Four -
R1N 3.0 m Minimum Front Yard Setback

Originally submitted to
the June 23, 2014
Council Meeting

BYLAW NO. 3357/F-2014 (REVISED Alternative)

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 Residential (Narrow Lot) Regulations** is amended by deleting the existing “5.0 m Front Yard Minimum” Requirement and replacing it with the following new “4.0 m Front Yard Minimum” Requirement:

| | |
|---------------------|--------|
| “Front Yard Minimum | 4.0 m” |
|---------------------|--------|
- 4 Section **4.3(2) R1N Residential (Narrow Lot) District 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).”

7 Section **4.3.1(2)(g) Table 4.3(1) R1G Residential (Small Lot) District Regulations** is amended by deleting the existing “30.0 m Lot Depth Minimum” Requirement and replacing it with the following new “32.0 m Lot Depth Minimum” Requirement:

| | |
|-------------------|--------|
| Lot Depth Minimum | 32.0 m |
|-------------------|--------|

8 Section **4.3.1 R1G Residential (Small Lot) District** is amended by deleting, in its entirety, subsection (3) and replacing it with the following new subsection (3):

“(3) **R1G Design & Development Criteria**

- (a) R1G 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 material and architectural treatments (windows, entrances, building projections, roof lines) are substantially different.
- (b) All bi-level and 2 storey style R1G Dwelling Units shall contain developed floor space over a minimum of 40% of the front attached garage floor area.
- (c) For all bungalow style R1G 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.
- (d) Where R1G Dwelling Units are located on a cul-du-sac:
 - (i) the maximum cul-du-sac length shall be 45 m (measured to the centre of the bulb from the entrance); or
 - (ii) if the cul-du-sac is longer than 45 m, only the end 45 m of the cul-du-sac (measured back from the centre of the bulb) shall be developed for R1G housing units.”

| | | | | |
|---------------------------------------------|------------------|--------|------|-------|
| READ A FIRST TIME IN OPEN COUNCIL this | 23 rd | day of | June | 2014. |
| READ A SECOND TIME IN OPEN COUNCIL this | 21 st | day of | July | 2014. |
| READ A THIRD TIME IN OPEN COUNCIL this | 21 st | day of | July | 2014. |
| AND SIGNED BY THE MAYOR AND CITY CLERK this | 21 st | day of | July | 2014. |

MAYOR

CITY CLERK



Report Originally Submitted to the May 26
2014 Council Meeting

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, R1N parking issues, R1G 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 R1G 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,

Dianne Wyntjes, Councillor
Acting Chair, Municipal Planning Commission

c: Tony Lindhout, Senior Planner
Dayna Nebozenko, Planner



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. 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, 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.

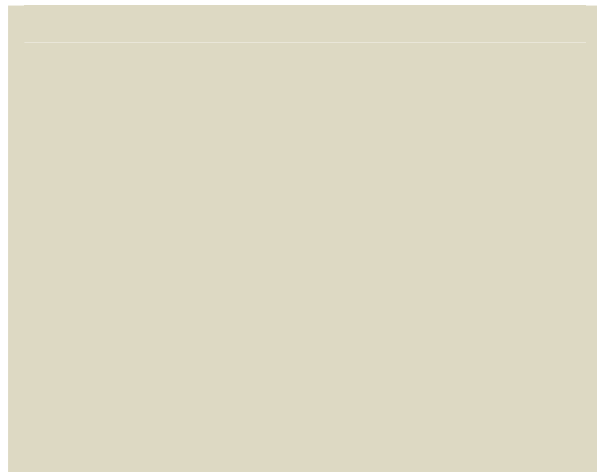
Respectfully submitted,

Dianne Wyntjes, Councillor
Acting Chair, Municipal Planning Commission

c: Tony Lindhout, Senior Planner
Dayna Nebozenko, Planner



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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R1N Residential (Narrow Lot) District Appendix

2013 R1N Land Use District

R1N Site Drawing

Neighbourhoods Included in R1N District Review

Average R1N Lot Sizes Data

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R1N Homeowner Survey

Bylaw 3156/OO-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:

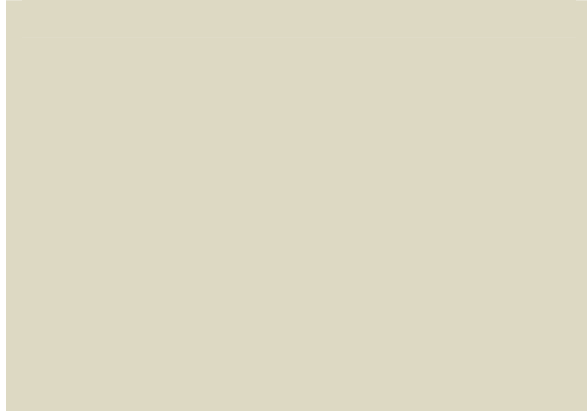
- Principle: 4: Compact Urban Form and Density - R1N development increases dwelling unit density within a neighbourhood as the R1N district is a narrow lot product and requires less land than the typical R1 lot.
- Principle 6: Housing Opportunity and Choice - R1N development provides an additional housing 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) DIRSTRICK 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 |
|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| | |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <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



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 ± \$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 ±\$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. |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| | |
|-------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <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):

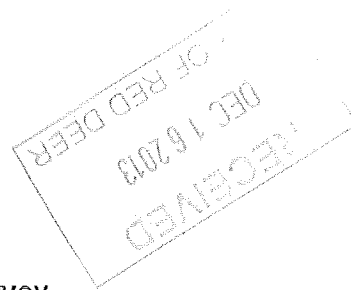
Email address (optional):

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.

R1N Survey Form November 2013



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.

R1N Survey Form November 2013



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 neighbourhood

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.

☐
☐
☐
☐
☐
☐

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.

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

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R1N Survey Form November 2013



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 _____

☒ 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?

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 neighbors, 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

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.

R1N Survey Form November 2013



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 house 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

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.

R1N Survey Form November 2013



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 Builder + their design.
☐ 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?

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?

Bear 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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R1N Survey Form November 2013



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 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 APPEAL.

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.

- | | |
|----------------------------------------------------------|-------------------------------------------------------------------------|
| <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.

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:

Thank You

AND IN WINTERS WHERE IT IS PLOWED TO MY SIDE, I DO HAVE IT HAULAWAY FROM IN FRONT OF MY HOUSE, APPROX 1/40.00.

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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 _____

☐ 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 ☒ Street
☐ Garage-Front Attached ☐ Garage-Rear Detached
☐ Parking Stall in the Rear of Lot ☐ 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 layout. ~~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.

- | | |
|----------------------------------------------------------|-------------------------------------------------------------------------|
| <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.

The street is typically filled with vehicles of the homeowners. & snow covered!

Your name (optional): _____

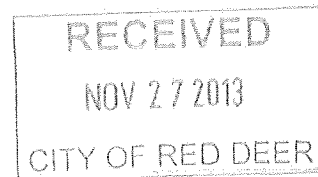
Email address (optional): _____

Your Civic address: _____

Thank You

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R1N Survey Form November 2013



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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R1N Survey Form November 2013



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.

☒ Location in the City

☒ House Plan

☐ Front Attached Garage

☐ Located on a Lane

☒ Larger than Prior Residence

☐ Other: Explain 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.

☒ 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?

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.

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.

R1N Survey Form November 2013



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 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
spots which compounds the problem

Your name (optional): _____

Email address (optional): _____

Your Civic address: _____

Thank You

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R1N Survey Form November 2013



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? Plan 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

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R1N Survey Form November 2013



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.

- | | |
|---------------------------------------------------------------------------|-------------------------------------------------------------------------|
| <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 <u>(children left home)</u> | |

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

Option to Change "Wade Close" to "Windor Circle", etc...?

Your name (optional):

Email address (optional):

Your Civic address:

Thank You

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R1N Survey Form November 2013



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 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 checked="" type="checkbox"/> Located in Proximity to a Park |
| <input type="checkbox"/> Other: Explain <u>3 bedroom</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 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?

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): _____

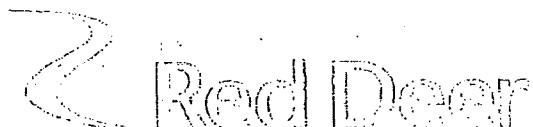
Email address (optional): _____

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.

R1N Survey Form November 2013



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 preserve.

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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R1N Survey Form November 2013

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 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.

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 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 garden 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.*

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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.

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[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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The R1N Residential (narrow lot) district includes the following development characteristics:

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- front attached garages or front driveways are not permitted;
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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.
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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 & 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?

○ 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.



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

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R1N Comment Sheet March 2014



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: _____

RED DEER AB.

TYR 0407

Thank You

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- | | |
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| <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 |
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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 |
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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

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☐ Yes ☒ No

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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

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- | | |
|---------------------------------------------------------------------|------------------------------------------------------------------------------------|
| <input type="checkbox"/> Couple, no children | <input checked="" type="checkbox"/> Family with middle school or high school youth |
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RED DEER T4R 0V7

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Page 6 of 307

FAX 403-342-8200

Comment Sheet

Review of R1G Residential (small lot) District

- Desparately need ^{city} bus service to Vanier East (1 km+ to nearest stop past unmaintained walks/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): _____

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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.*

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Unless they are very randomly plunked it will cause further disaster in the current residential neighborhoods.

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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.

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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 & younger 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 & 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?

0 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



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

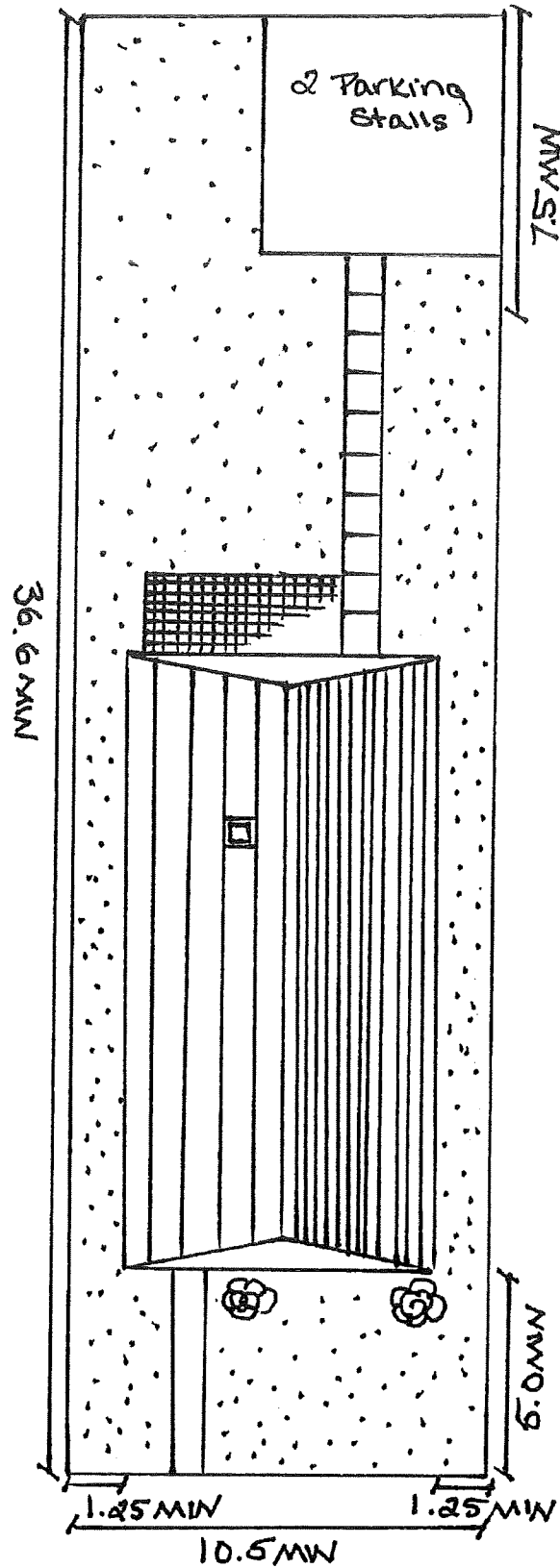
City of Red Deer Land Use Bylaw 3357/2006

| 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 |

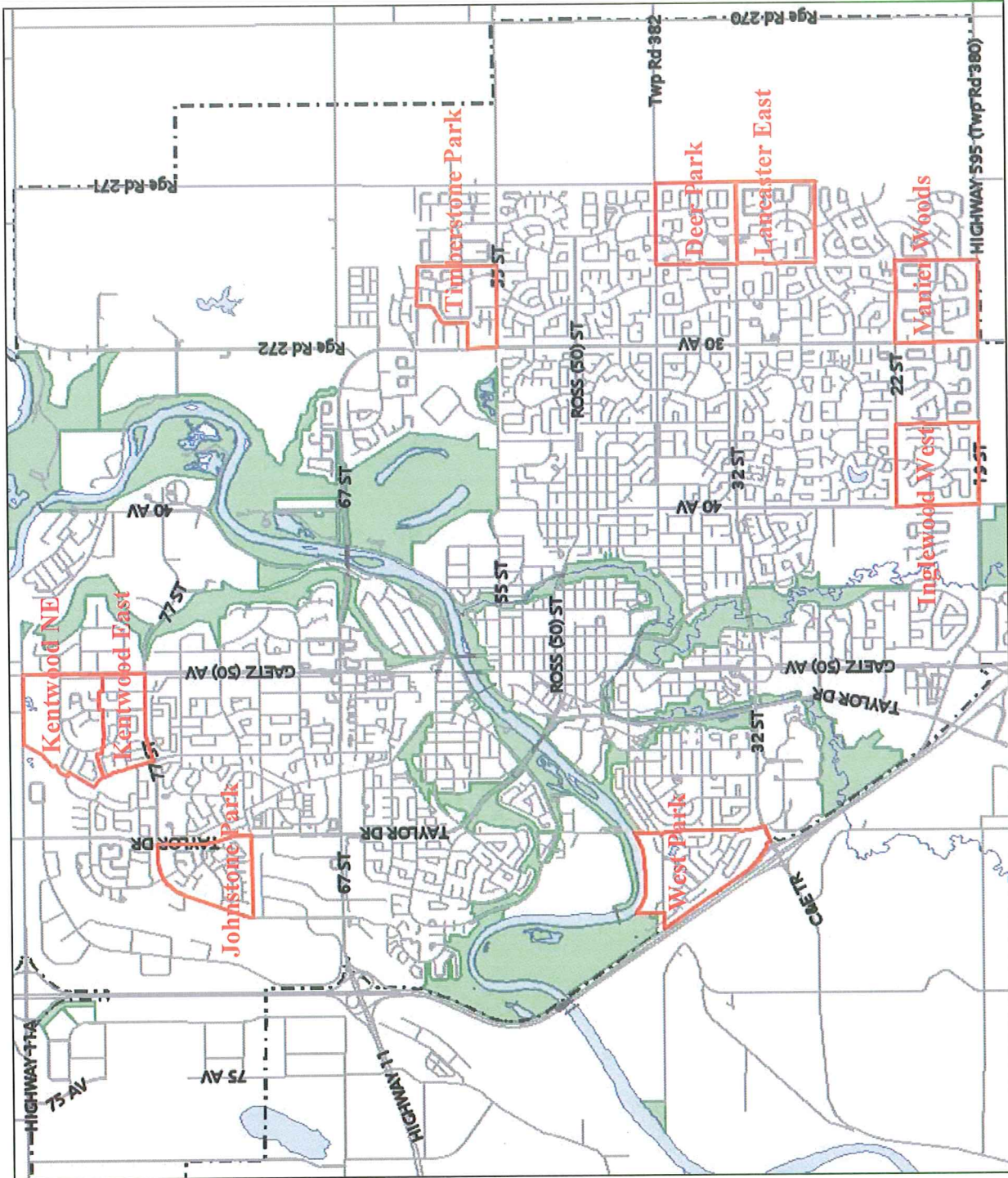
- (m) R1N District is subject to any applicable residential regulations listed within section 4.7.
- ¹ (n) Notwithstanding anything in this Bylaw, the development of more than one residential dwelling on lands zoned R1N whether by bare land condominium or otherwise, shall be subject to site plan approval 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) |  |




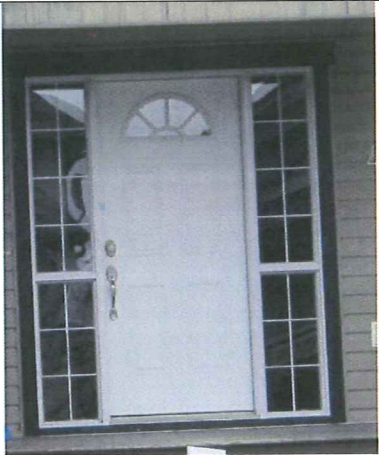
| | | |
|----|-------------------------|--------------------------------------------------------------------------------------|
| 8 | 12 over 8 window design |  |
| 9 | 16 over 8 window design |  |
| 10 | 6 by 6 window design |  |

| | | |
|----|-----------------------------------------------------|--------------------------------------------------------------------------------------|
| 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) |  |

| | | |
|---|------------------------------------------|--------------------------------------------------------------------------------------|
| 2 | Trim contrast |  |
| 3 | Returned eaves |  |
| 4 | Off centre main entrance with open porch |  |
| 5 | Piers |  |



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 |  |


| | | |
|---|---------------------------------------------|--------------------------------------------------------------------------------------|
| 3 | Some with vinyl shake/shingle accents |  |
| 5 | Half timbering accents |  |
| 6 | Some with brackets |  |
| 7 | Decorative fascia |  |
| 8 | Some with corner board matching window trim |  |

| | | |
|----|--------------------------------------------------|--------------------------------------------------------------------------------------|
| 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 |  |

Page 20 of 21

Housing Forms:

Bi-Level Most Common

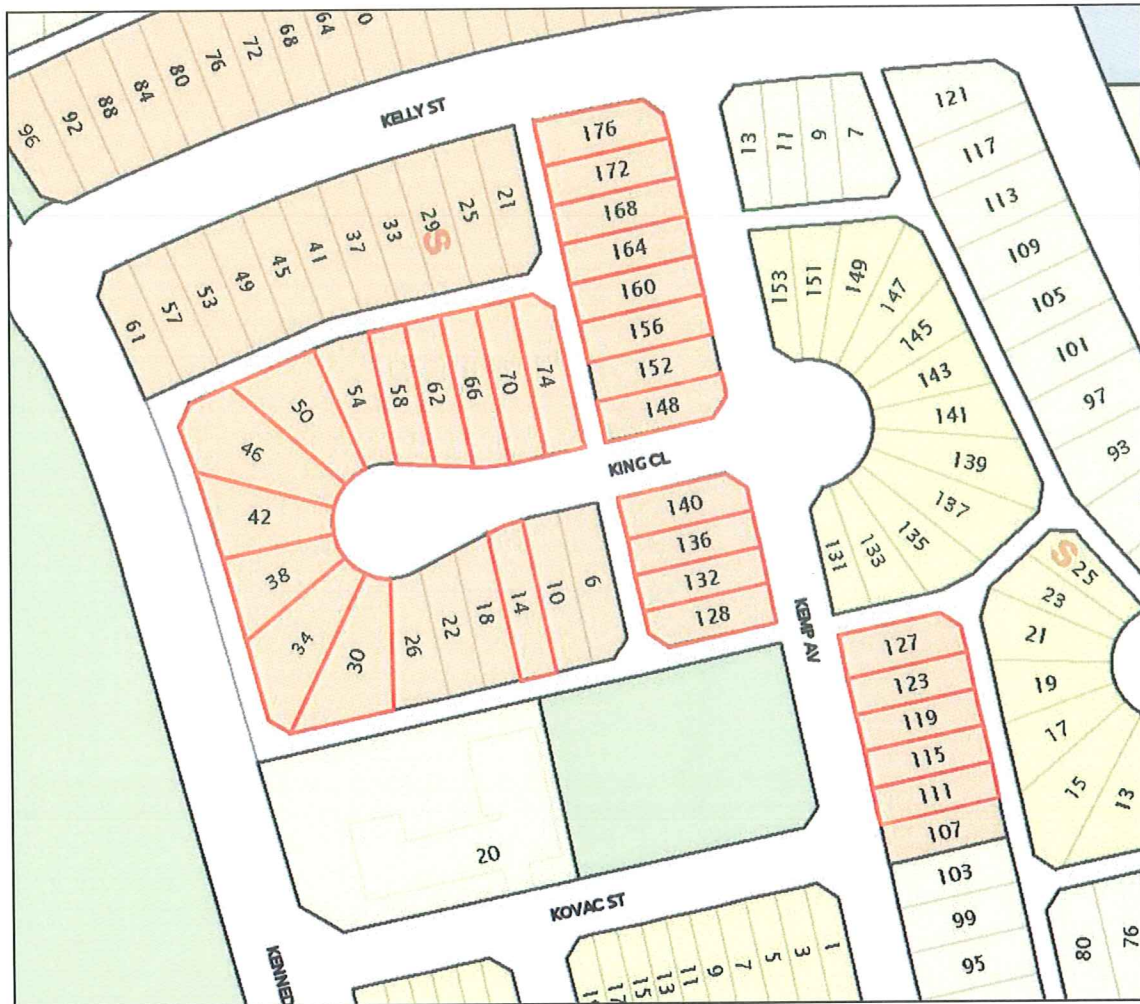


Some Two Storey



Few Bungalow

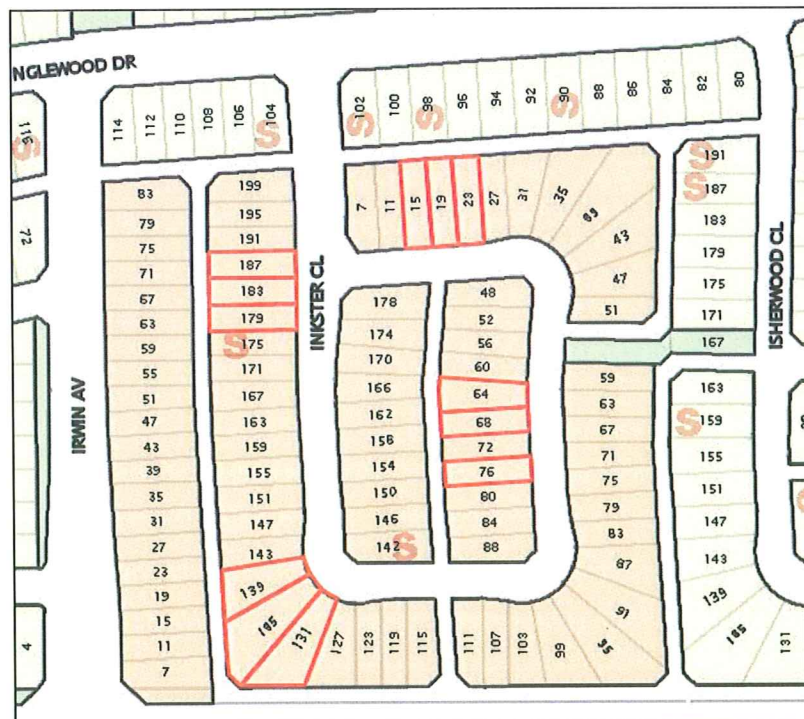


R1N Lots Selected for Homeowner Survey by Neighbourhood

KENTWOOD EAST R1N REFERRAL SAMPLE AREA
28 LOTS



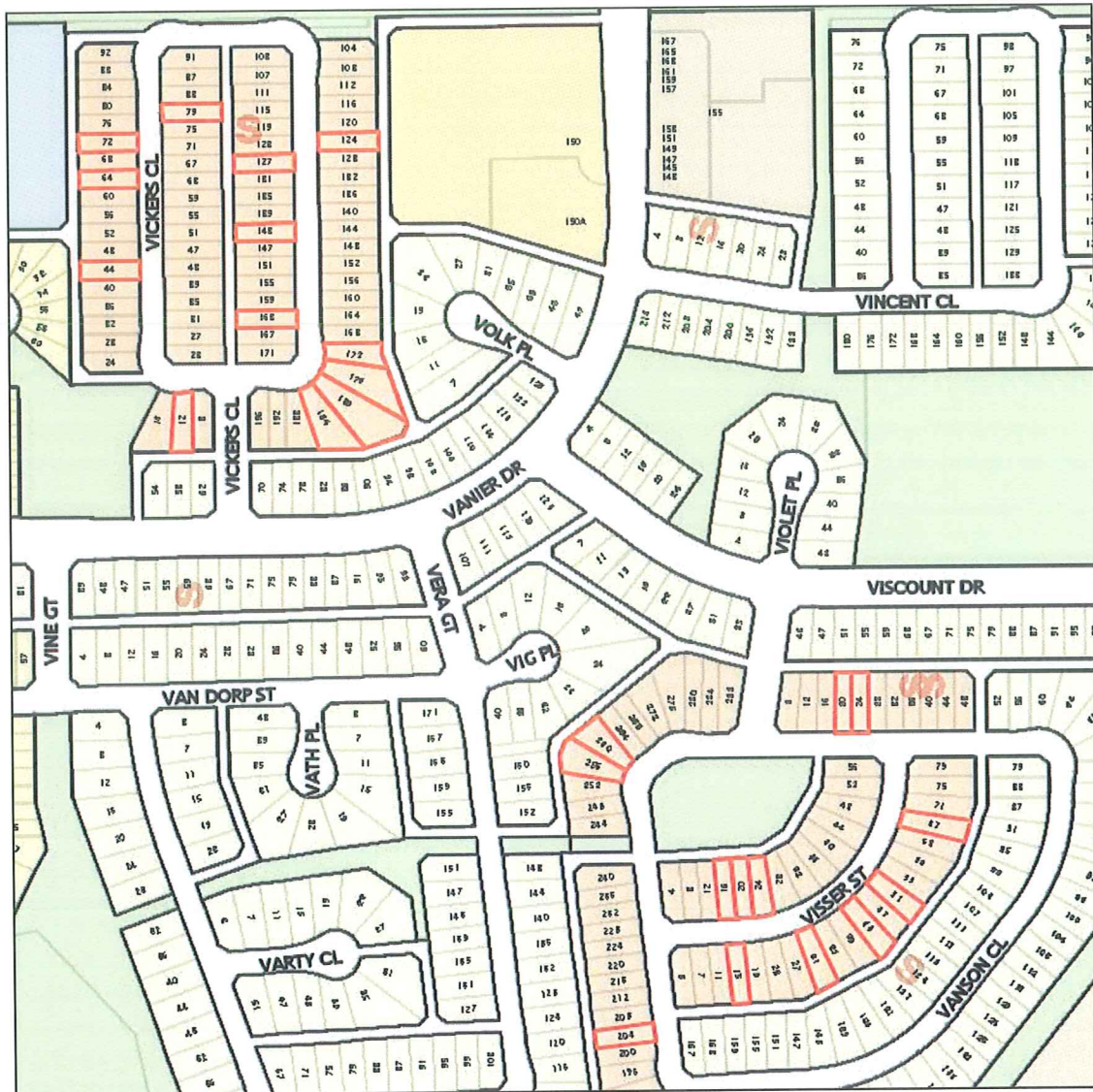
WESTLAKE R1N REFERRAL SAMPLE AREA
28 LOTS



INGLEWOOD EAST & WEST R1N REFERRAL SAMPLE AREA
28 LOTS



LONSDALE R1N REFERRAL SAMPLE AREA
30 LOTS



VANIER WOODS R1N REFERRAL SAMPLE AREA
26 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.

R1N Survey Form November 2013

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".

Bylaw No. 3156/00-98

Page 2

- 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:

Bylaw No. 3156/00-98
Page 5

| | | |
|-------------------------------|---|------------|
| 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.

Bylaw No. 3156/00-98

Page 6

- (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"

MAYOR

"Kelly Kloss"

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. |

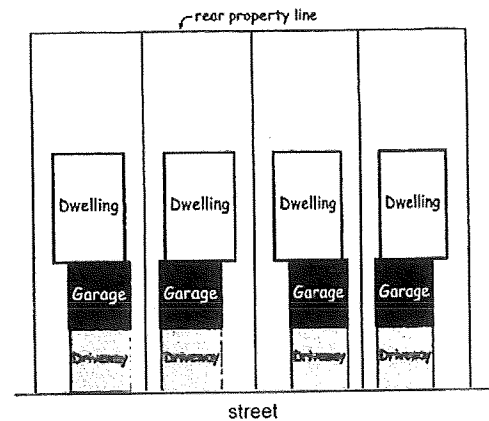
(2) R1G Residential (Small Lot) Regulations

- (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.

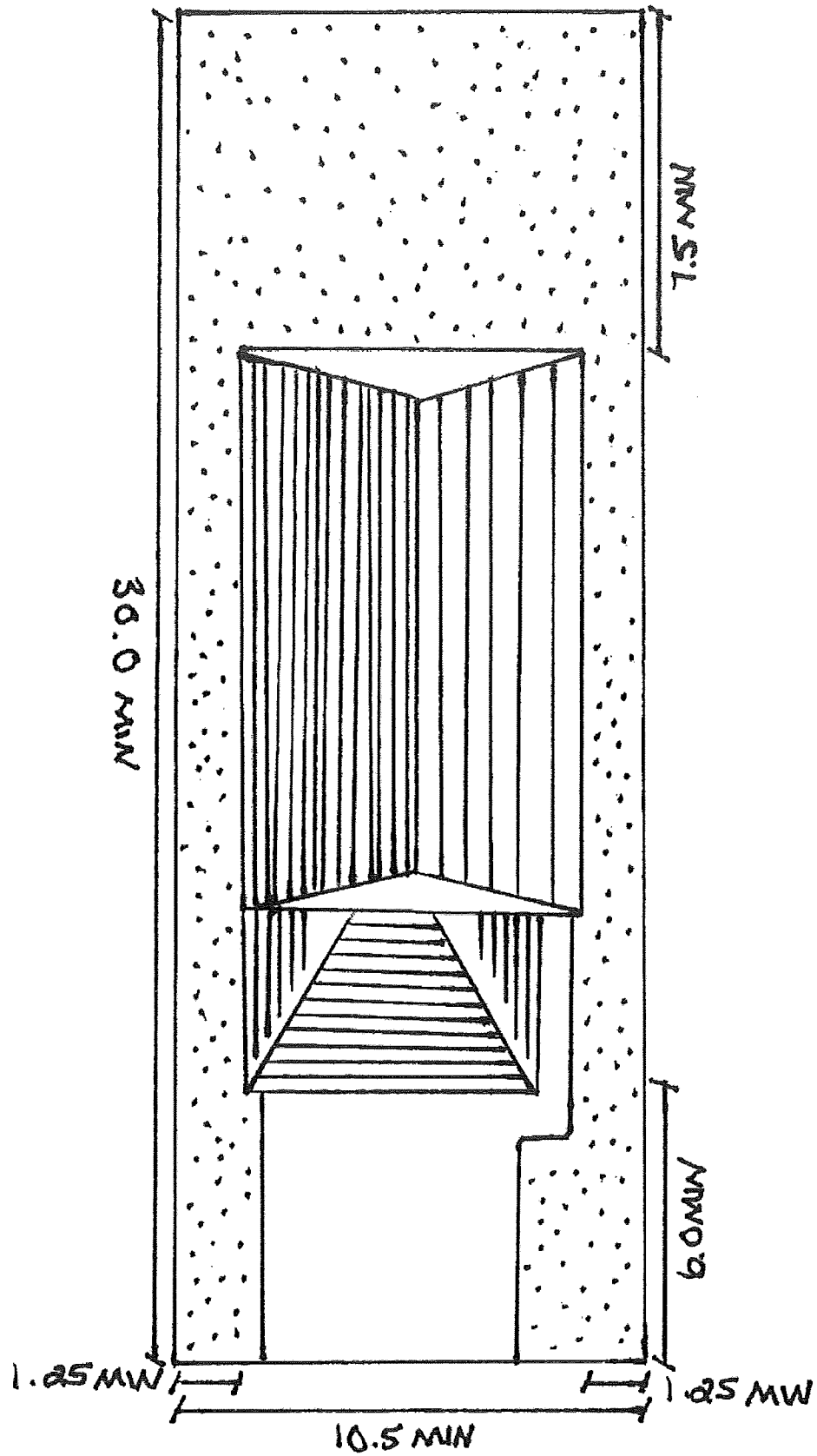
(b) No more than 33% of the “net residential area” of land designated for residential use within a Neighbourhood Area Structure Plan shall be developed for R1G and R1N residential narrow lot housing.

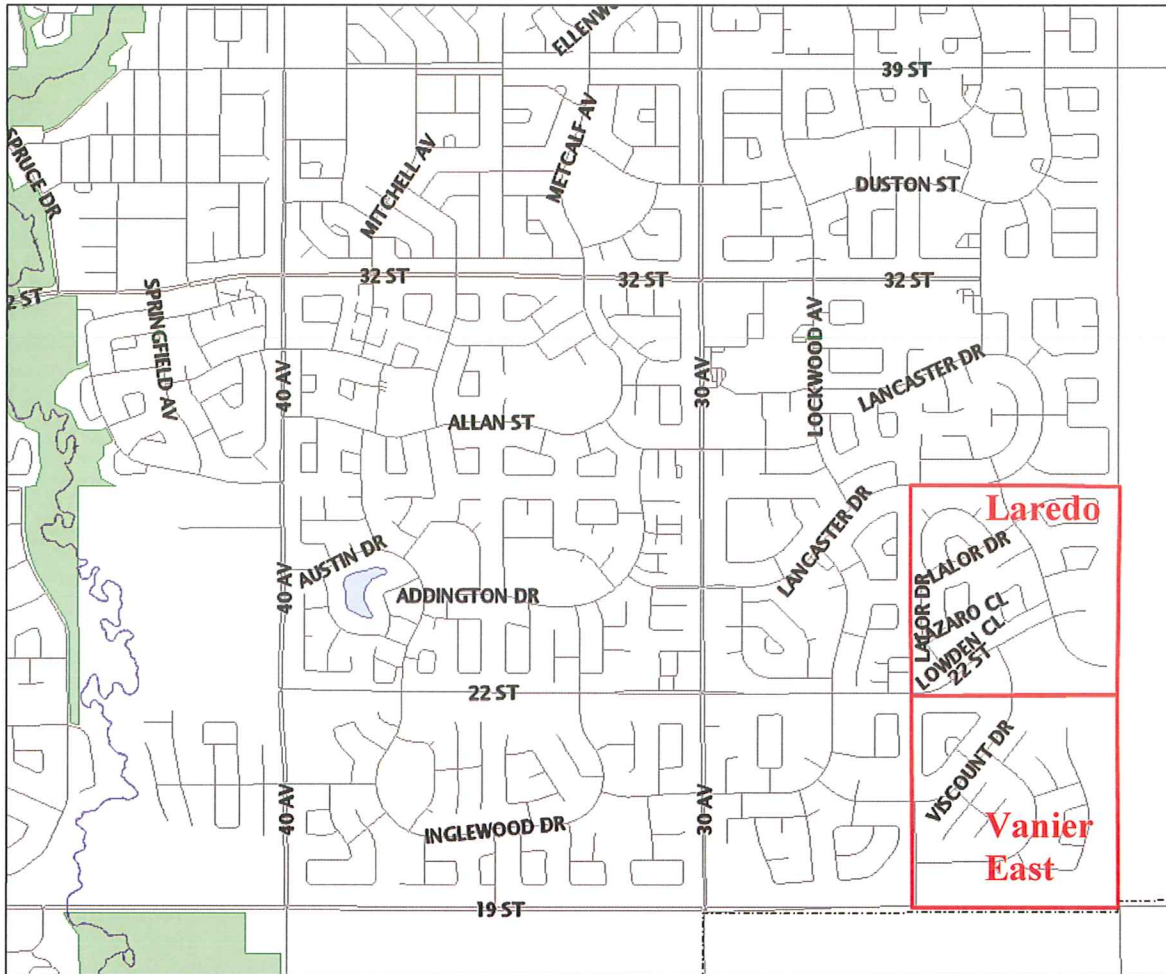
(c) Where R1G units are located on a cul-du-sac:

(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

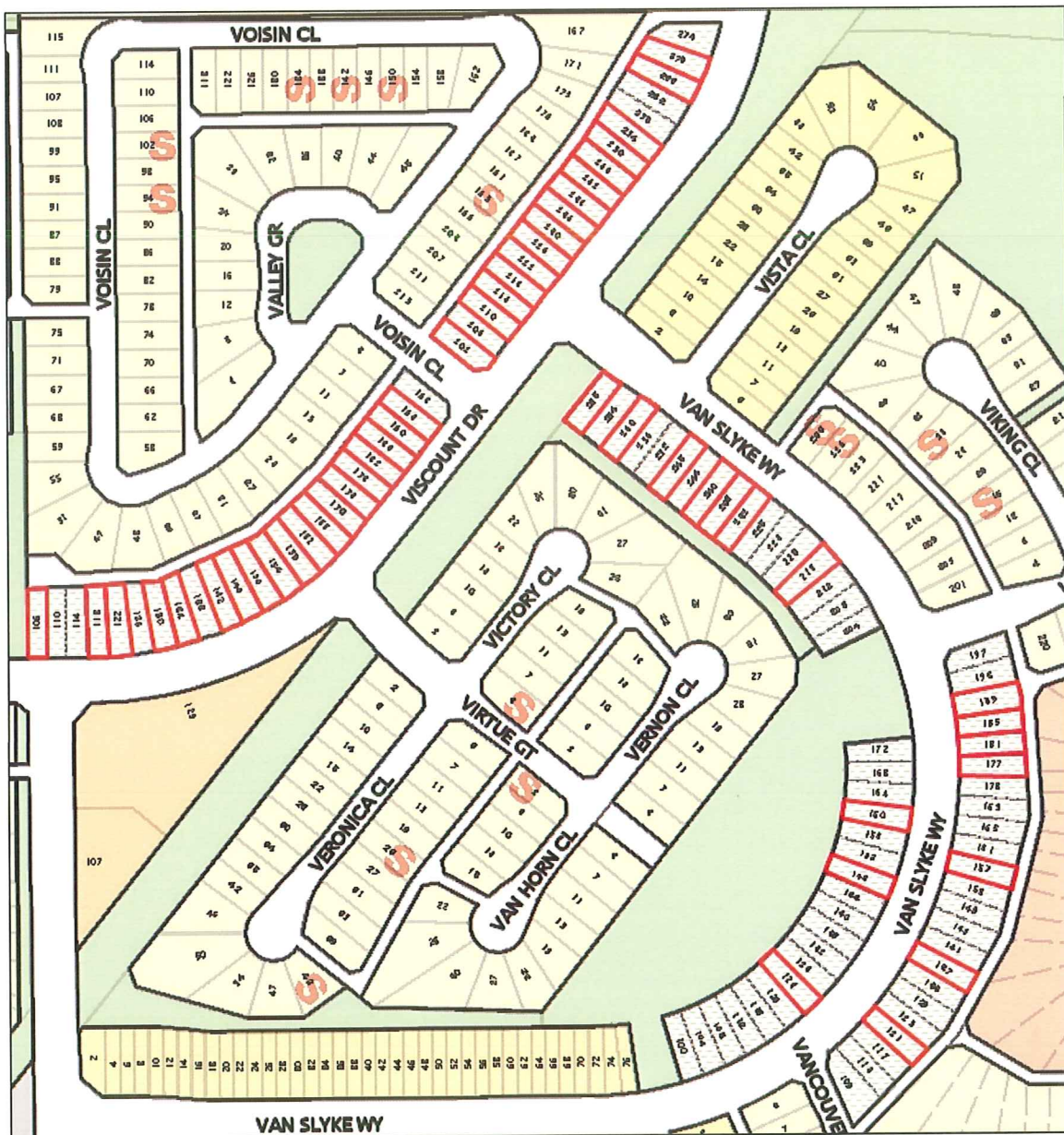




Neighbourhoods Included in the R1G District Review:

- 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



2014/03/25



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



2014/03/25

R1G Residential (Small Lot) District



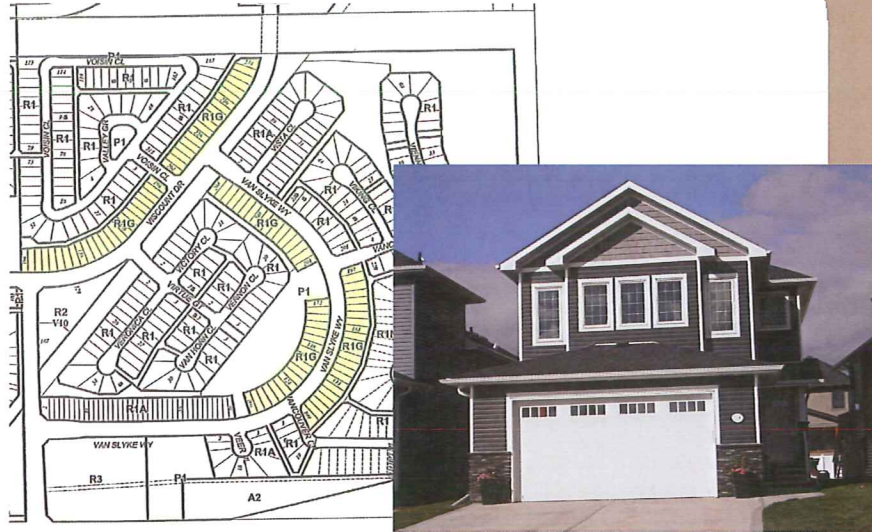
R1G Residential (Small Lot) District

- 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.



2014/03/25

R1G Residential (Small Lot) District



R1G Residential (Small Lot) District



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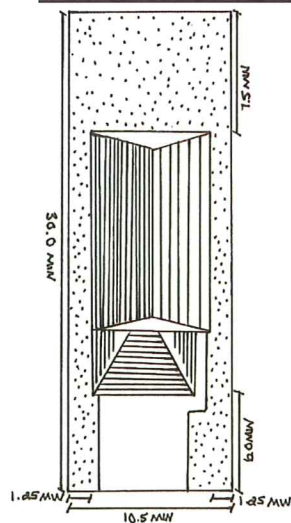
R1G Residential (Small Lot) District

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



2014/03/25

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.



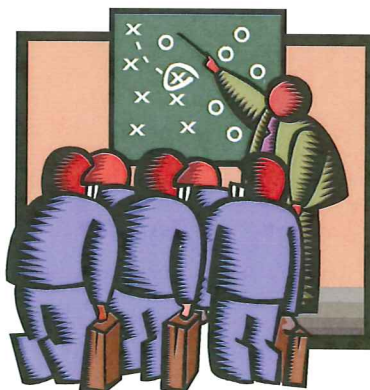
Next Steps in Review Process

- 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)



2014/03/25

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

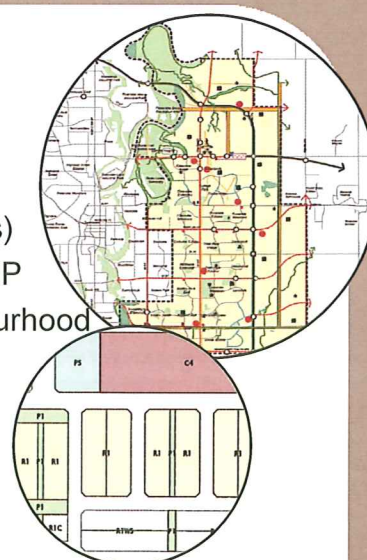
History to date:

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

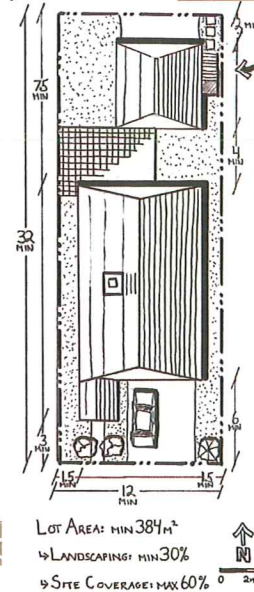


THE CITY OF
Red Deer

2014/03/25

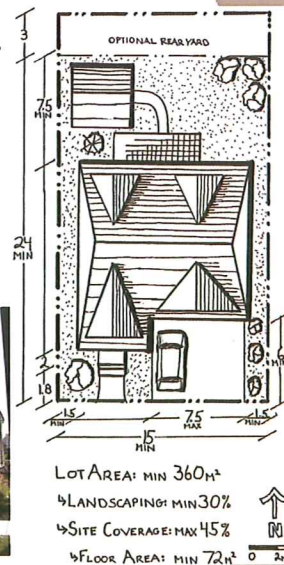
New R1C Residential (Carriage Home) District

- 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.



2014/03/25

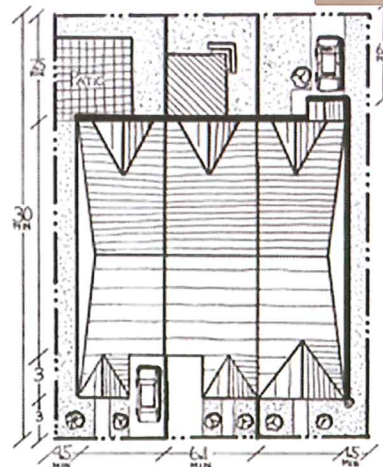
New RLW Residential (Live-Work) District

- 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.



THE CITY OF
Red Deer

2014/03/25

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

