

# **CITY COUNCIL**

## **AGENDA**

Monday, May 27, 2019 – Council Chambers, City Hall

|                    |                    |
|--------------------|--------------------|
| Call to Order:     | 2:30 PM            |
| Recess:            | 5:00 PM to 6:00 PM |
| Public Hearing(s): | 6:00 PM            |

### **1. MINUTES**

- 1.1. Confirmation of the Minutes of the May 13, 2019 Council Meeting  
(Agenda Pages 1 – 12)

### **2. POINTS OF INTEREST**

### **3. REPORTS**

- 3.1. AUMA Resolutions  
(Agenda Pages 13 – 18)

### **4. PUBLIC HEARINGS**

- 4.1. Proposed amendments to create a new land use district in the Queens Business Park area – Bylaw 3357 / N-2019  
Proposed amendments to:  
Bylaw 3398/A-2019 – West QE2 Major Area Structure Plan (MASP)  
Bylaw 3399/A-2019 – Queens Business Park Industrial Area Structure Plan (IASP)  
Bylaw 3469/A-2019 – Queens Business Park SE 36 Industrial Area Structure Plan (IASP)  
(Agenda Pages 19 – 76)

- 4.1.a. Consideration of Second Reading of Bylaw 3357/N-2019
- 4.1.b. Consideration of Third Reading of Bylaw 3357/N-2019
- 4.1.c. Consideration of Second Reading of Bylaw 3398/A-2019
- 4.1.d. Consideration of Third Reading of Bylaw 3398/A-2019
- 4.1.e. Consideration of Second Reading of Bylaw 3399/A-2019
- 4.1.f. Consideration of Third Reading of Bylaw 3399/A-2019
- 4.1.g. Consideration of Second Reading of Bylaw 3469/A-2019
- 4.1.h. Consideration of Third Reading of Bylaw 3469/A-2019
  
- 4.2. Bylaw 3357/D-2019 Amendment to Direct Control District No. 27 and  
Clearview Market Square Phase 2 Site Plan and Design Package  
(Agenda Pages 77 – 112)
  - 4.2.a. Consideration of Second Reading of the Bylaw
  - 4.2.b. Consideration of Third Reading of the Bylaw

## 5. **ADJOURNMENT**



**UNAPPROVED - M I N U T E S**

**of the Red Deer City Council Regular Meeting  
held on, Monday, May 13, 2019  
commenced at 2:31 P.M.**

**Present:** Mayor Tara Veer  
Councillor Michael Dawe  
Councillor Tanya Handley  
Councillor Vesna Higham  
Councillor Ken Johnston  
Councillor Lawrence Lee  
Councillor Frank Wong

City Manager, Allan Seabrooke  
Interim City Manager, Tara Lodewyk  
Director of Communications & Strategic Planning, Julia Harvie-Shemko  
Director of Community Services, Sarah Cockerill  
Director of Corporate Services, Lisa Perkins  
Director of Development Services, Kelly Kloss  
Director of Human Resources, Kristy Svoboda  
Acting Director of Planning Services, Emily Damberger  
Director of Protective Services, Paul Goranson  
City Clerk, Frieda McDougall  
Deputy City Clerk, Samantha Rodwell  
Corporate Meeting Administrator, Amber Senuk  
Senior Planner, Orlando Toews  
Senior Planner, Christi Fidek  
Planner, Kimberly Fils-Aime

**Absent:** Councillor Buck Buchanan  
Councillor Dianne Wyntjes



## I. IN CAMERA MEETING

### I.1. Motion to In Camera

Moved by Councillor Ken Johnston, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer hereby agrees to enter into an In-Camera meeting of Council on Monday, May 13, 2019 at 2:32 p.m. and hereby agrees to exclude the following:

- All members of the media; and
- All members of the public; and
- All non-related staff members

to discuss:

- City Manager Recruitment FOIP 24(1)(a) Advice from Officials
- Land Use Zoning – FOIP 27(1)(a) Privileged Information

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION CARRIED

#### I.1.a. City Manager Recruitment - FOIP 24(1) Advice from Officials

The following people were in attendance as the topic under discussion related to their position within the organization:

Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

Director of Human Resources Kristy Svoboda, City Clerk Frieda McDougall



Director of Human Resources, Kristy Svoboda left Council Chambers at 3:00 p.m.

Council recessed at 3:57 p.m. and reconvened the In Camera Meeting at 4:03 p.m.

### **I.1.b. Land Use Zoning – FOIP 27(1)(a) Privileged Information**

The following people were in attendance as the topic under discussion related to their position within the organization:

Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

City Manager Allan Seabrooke, Interim City Manager Tara Lodewyk, Director of Communications & Strategic Planning Julia Harvie-Shemko, Director of Community Services Sarah Cockerill, Director of Corporate Services Lisa Perkins, Director of Development Services Kelly Kloss, Director of Human Resources Kristy Svoboda, Acting Director of Planning Services Emily Damberger, Director of Protective Services Paul Goranson, City Clerk Frieda McDougall, Deputy City Clerk Samantha Rodwell, Corporate Meeting Administrator Amber Senuk

### **I.2. Motion to Revert to Open Meeting**

Moved by Councillor Tanya Handley, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer hereby agrees to enter into an open meeting of Council on Monday, May 13, 2019 at 4:07 p.m.

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION CARRIED

## **2. MINUTES**

### **2.1. Confirmation of the Minutes of the April 29, 2019 Council Meeting**



Moved by Councillor Lawrence Lee, seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer hereby approves the Minutes of the April 29, 2019 Regular Council Meeting as transcribed.

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION CARRIED

### 3. REPORTS

#### 3.1. Development Permit Application - A107 - 5212-48 Street

Moved by Councillor Vesna Higham, seconded by Councillor Tanya Handley

Resolved that Council of The City of Red Deer having considered the report from the Inspection & Licensing Department, dated April 25, 2019 re: Development Permit at A107, 5212-48 Street hereby approves the application by Chanh Nguyen (the "Applicant") for the Use of a Commercial Service Facility (nail salon), as shown on the plans filed with Inspections & Licensing and stamped as "Approved", copies of which form part of this approval (collectively referred to as the "Approved Plans"), on the lands zoned DC(6), located at A107-5212 48 Street, legally described as UNT 15, CDE, Plan 022 1935, (the "Site").

Approval is subject to the following conditions:

1. A Development Permit shall not be deemed completed based on this approval until all conditions except those of a continuing nature, have been fulfilled to the satisfaction of the Development Officer.
2. All Development must conform to the conditions of this Development Permit and the Approved Plans and any revisions thereto as required pursuant to this Approval. Any further revisions to the Approved Plans must be approved by the Development Authority.



3. The Applicant shall repair or reinstate, or pay for the repair or reinstatement, to original condition, any public property, street furniture, curbing, boulevard landscaping and tree planting or any other property owned by the City which is damaged, destroyed or otherwise harmed by Development or construction on the site. Repairs shall be done to the satisfaction of The City of Red Deer. In the event that the City undertakes the repairs the Applicant shall pay the costs incurred by the City within 30 days of being invoiced for such costs.

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION CARRIED

#### 4. **BYLAWS**

**4.1. Bylaw 3357/L-2019  
Amendment for a Site Exception  
"Restaurant" as a Discretionary Use at 4501-48 Avenue**

Moved by Councillor Frank Wong, seconded by Councillor Lawrence Lee

**FIRST READING:** That Bylaw 3357/L-2019 (an amendment to the Land Use Bylaw for a site exception to add a “restaurant” as a discretionary use at 4501-48 Avenue) be read a first time.

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION CARRIED



#### **4.2. Appeal Boards Bylaw Amendment 3619/B-2019: Clarifying Amendments**

Moved by Councillor Frank Wong, seconded by Councillor Lawrence Lee

**SECOND READING:** That Bylaw 3619/B-2019 (an amendment to the Appeal Boards Bylaw to clarify three sections of the bylaw) be read a second time.

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

**MOTION CARRIED**

Moved by Councillor Frank Wong, seconded by Councillor Lawrence Lee

**THIRD READING:** That Bylaw 3619/B-2019 be read a third time.

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

**MOTION CARRIED**

### **5. IN CAMERA - continued**

#### **5.1. Motion to In Camera**

Moved by Councillor Vesna Higham, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer hereby agrees to enter into an In-Camera meeting of Council on Monday, May 13, 2019 at 4:29 p.m. and hereby agrees to exclude the following:

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



to discuss:

- Advice from Officials – FOIP 24(1)(a)

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION CARRIED

#### 5.1.a. Advice from Officials FOIP 24(1)(a)

The following people were in attendance as the topic under discussion related to their position within the organization:

Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

City Manager Allan Seabrooke, Interim City Manager Tara Lodewyk, Director of Communications & Strategic Planning Julia Harvie-Shemko, Director of Community Services Sarah Cockerill, Director of Corporate Services Lisa Perkins, Director of Development Services Kelly Kloss, Director of Human Resources Kristy Svoboda, Acting Director of Planning Services Emily Damberger, Director of Protective Services Paul Goranson, City Clerk Frieda McDougall, Deputy City Clerk Samantha Rodwell, Corporate Meeting Administrator Amber Senuk

#### 5.2. Motion to Revert to Open Meeting

Moved by Councillor Vesna Higham, seconded by Councillor Tanya Handley

Resolved that Council of The City of Red Deer hereby agrees to enter into an open meeting of Council on Monday, May 13, 2019 at 4:45 p.m.

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston,



Councillor Lawrence Lee, Councillor Frank Wong

MOTION CARRIED

## 6. ADD TO THE AGENDA

Moved by Councillor Lawrence Lee, seconded by Councillor Tanya Handley

Resolved that Council of The City of Red Deer hereby agrees to add consideration of Advice from Officials as discussed In Camera, to the May 13, 2019 City Council Agenda.

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION TO ADD TO THE AGENDA CARRIED

Moved by Councillor Vesna Higham, seconded by Councillor Tanya Handley

Resolved that Council of The City of Red Deer having considered an Advice from Officials matter on May 13, 2019, hereby endorses the revised recommendation as presented In Camera and agrees that the contents of the report will remain confidential, as protected by the Freedom of Information and Protection of Privacy Act, section 24(1)(a).

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION CARRIED

Council recessed at 4:47 p.m. and reconvened at 6:00 p.m.

## 7. PUBLIC HEARINGS

### 7.1. Land Use Bylaw Amendment - Bylaw 3357/A-2019



### **Recreation Vehicle Storage in AI District Equipment & Machinery Storage Site Exception**

Mayor Tara Veer declared open the Public Hearing for Bylaw 3357/A-2019, an amendment to the Land Use Bylaw for a site exception to allow outdoor storage of recreational vehicles, equipment and machinery at 10, 39063 C&E Trail, south of the Central Park Neighbourhood. Mr. William Porter, Mr. Howard Kathol, Mr. Dave Yakimetz, Mr. Gary Davis, Mr. Lesley Gostola and Mr. Singh Manhani spoke to this item. As no one else was present to speak to the bylaw, Mayor Tara Veer declared the Public Hearing closed.

Moved by Councillor Tanya Handley, seconded by Councillor Vesna Higham

**SECOND READING:** That Bylaw 3357/A-2019 (an amendment to the Land Use Bylaw for a site exception to allow outdoor storage of recreational vehicles, equipment and machinery at 10, 39063 C&E Trail, south of the Central Park neighbourhood) be read a second time.

**OPPOSED:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

**MOTION DEFEATED**

### **7.2. 22 Gunn Street Bylaw 3357/J-2019**

Mayor Tara Veer declared open the Public Hearing for Bylaw 3357/J-2019, an amendment to the Land Use Bylaw to redesignate 22 Gunn Street from AI Future Urban Development to R1 Residential (Low Density) and R1G Residential (Small Lot) Districts. Mr. Jack Haakman, Ms. Carol Hargreaves, Ms. Dot Haynes and Mr. Jonathan Jacobson spoke to this item. As no one else was present to speak to the bylaw, Mayor Tara Veer declared the Public Hearing closed.

Councillor Vesna Higham left Council Chambers at 7:51 p.m. and returned at 7:53 p.m.

Moved by Councillor Frank Wong, seconded by Councillor Lawrence Lee

**SECOND READING:** That Bylaw 3357/J-2019 (an amendment to the Land Use Bylaw



to redesignate 22 Gunn Street from AI Future Urban Development District to RI Residential (Low Density) and RIG Residential (Small Lot) Districts.

Prior to voting on second reading of the bylaw, the following amendments were introduced:

Moved by Councillor Vesna Higham, seconded by Councillor Michael Dawe

Resolved that Council of The City of Red Deer hereby agrees to amend Bylaw 3357/J-2019 as follows:

- Section 1 Delete "and RIG Residential (Small Lot) District"
- Section 1 and 2 replace "Schedule A" with a revised "Schedule A" to show only RI zoning.

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston

**OPPOSED:** Councillor Lawrence Lee, Councillor Frank Wong

MOTION TO AMEND CARRIED

Moved by Councillor Ken Johnston, seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer hereby agrees to amend Bylaw 3357/J-2019 by adding a new section to the bylaw as follows:

3. The RI Permitted and Discretionary Uses Table in section 4.1 1.(a) is amended to add the following permitted use:

- (vii) at 22 Gunn Street no more than 6 lots with a single dwelling unit per lot.

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION TO AMEND CARRIED

Moved by Councillor Ken Johnston, seconded by Councillor Tanya Handley



Resolved that Council of The City of Red Deer hereby agrees to amend Bylaw 3357/J-2019 by adding a new section to the bylaw as follows:

4. The R1 Permitted and Discretionary Uses Table in section 4.1 1.(b) is amended to add the following discretionary use:

(xv) at 22 Gunn Street tree removal

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION TO AMEND CARRIED

Second reading of the bylaw, as amended, was then back on the floor:

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION CARRIED

Moved by Councillor Frank Wong, seconded by Councillor Lawrence Lee

**THIRD READING:** That Bylaw 3357/J-2019 be read a third time.

**IN FAVOUR:** Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION CARRIED

## 8. **ADJOURNMENT**

Moved by Councillor Tanya Handley, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer hereby agrees to adjourn the Monday, May 13, 2019 Regular Council Meeting of Red Deer City Council at 9:38 p.m.



**IN FAVOUR:**

Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION CARRIED

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MAYOR

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CITY CLERK



May 13, 2019

## AUMA Resolutions

### Legislative Services / Intergovernmental Strategist

#### **Report Summary & Recommendation:**

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

Council and administrative input has been received for Council's consideration of possible submissions to the AUMA.

For 2019, an additional lens has been applied to review those principles that could inform Council's advocacy strategy.

In summary, six proposed resolutions were submitted of which five are likely being dealt with through other resolutions via the AUMA and Federation of Canadian Municipalities (FCM) or other political efforts. Council's direction is requested with respect to the remaining resolution.

#### **City Manager Comments:**

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Council's direction is requested.

Allan Seabrooke  
City Manager

#### **Proposed Resolution**

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Resolved that Council of The City of Red Deer having considered the report from Legislative Services / Intergovernmental Strategist dated May 13, 2019 re: AUMA Resolutions, hereby agrees that Council forward to the AUMA 2019 Conference the following resolution:

### Needle Debris

**Whereas** Needles are used by people with specific health conditions and addictions and the majority of needles are disposed of safely by the people who have used them; however, work is needed to respond to the increased needle debris;

**Whereas** the distribution of needles is reducing the number of shared needles being used but more needles are being discovered in public spaces such as park and recreation areas, causing a public health concern;

**Whereas** Municipalities are being burdened by the increasing cost of clean-up for needles being discovered and many residents are concerned for their health and safety;

**Therefore be it Resolved that** the Alberta Urban Municipalities Association advocate to the Government of Alberta for an Alberta wide strategy for the clean-up and disposal of used needle debris and for the Government of Alberta to provide additional resources to municipalities to collect and dispose of used needles.

Resolved that Council of The City of Red Deer having considered the report from Legislative Services / Intergovernmental Strategist dated May 13, 2019 re: AUMA Resolutions, hereby directs the development of an advocacy strategy to establish principles for the future submission of resolutions to the AUMA and the FCM.

### Background:

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

Since 2013, the City of Red Deer has submitted 22 policy resolutions to AUMA. Currently, 8 are active while 14 have expired. In Comparison, since 2013 Grande Prairie has only submitted (6) resolutions, Lacombe (2), Lethbridge (10), Medicine Hat (1), Spruce Grove (2), Calgary (3), Edmonton (1), Camrose (1), and Leduc (2). Also, the AUMA Board of Directors submitted 16 resolutions.

Past resolutions submitted by The City of Red Deer include:

| Year | Title/Description  | Status:<br>Active/Expired |
|------|--|---------------------------|
| 2018 | No resolutions submitted   |                           |
| 2017 | Need for Hospital Expansion                                      | Active                    |
|      | Provincial Funding of 211  | Active                    |
|      | Combative Sports   | Active                    |
|      | Supports to Medical Equipment Lending Initiatives Across Alberta | Active                    |

|      |   |         |
|------|---|---------|
| 2016 | Equalization of Policing Costs                                | Active  |
|      | Municipal Participation in Bilateral Funding Agreements       | Active  |
|      | Noise Attenuation   | Active  |
| 2015 | New Canada Building Fund                                      | Expired |
|      | Homelessness Response   | Expired |
| 2014 | Alberta 211   | Expired |
|      | Alternative and Renewable Energy Framework                    | Expired |
|      | Contaminants in Water   | Expired |
|      | FCSS Funding  | Expired |
|      | Mandatory Vehicles Emissions Testing                          | Expired |
|      | Pollinator Protection   | Expired |
|      | School Site Infrastructure                                    | Expired |
|      | Provision of High School Sites                                | Expired |
|      | Temporary Foreign Workers                                     | Expired |
| 2013 | Increasing the Reporting Threshold for Non-Injury Collisions  | Expired |
|      | Provincial Recycling Programs                                 | Expired |
|      | Reducing Greenhouse Gas Emissions from Power Generation       | Expired |
| 2011 | Alberta Seniors Specialized Transportation                    | Expired |
|      | High Speed Rail Corridor                                      | Expired |
|      | Integration of Land Use and Water Planning                    | Expired |
|      | Landfill Set Back process                                     | Expired |
|      | Off-Site Levies   | Expired |
|      | Regional Trail Linkages Outside of Trans Canada Trail Network | Expired |
|      | Regulated Recyclables   | Expired |
|      | Vehicle Noise Attenuation                                     | Expired |
| 2010 | Alberta Housing Act & Seniors                                 | Expired |
|      | Alberta 211   | Expired |
| 2009 | Child Care Spaces within Temporary Buildings on School Sites  | Expired |

### Discussion:

Following a request for resolution topics for the 2019 AUMA Conference, six submissions were made by members of Council and administration. Each topic was reviewed to:

1. determine if it had already been the subject of an AUMA or FCM resolution and what the outcome was;
2. whether it met the criteria of being a topic of concern to municipalities throughout the Province; and
3. determine alignment with a proposed advocacy strategy.

Based on the review, one of the topics submitted has been drafted for presentation to the AUMA (resolution set out in **Appendix A**):

| <b>Topic</b>     | <b>Issue</b>  | <b>Discussion</b>  |
|------------------|---|--|
| 1. Needle Debris | Request for an Alberta wide strategy for the clean-up and disposal of used needle debris and for the Government of Alberta to provide additional resources to municipalities to collect and dispose of used needles | In 2017 Grande Prairie introduced a resolution on a coalition to deal with the opioid crisis. There is no resolution dealing with needle debris. |

Other submissions were determined to already being substantively monitored by the AUMA or the FCM and/or potential for broader advocacy efforts. These items are reflected in the table below.

| <b>Topic</b>                       | <b>Issue</b>  | <b>Discussion</b>   |
|------------------------------------|---|---|
| 1. Taxation Efficiencies           | Request for changes to the MGA to enable Council's to delegate its authority to cancel or defer taxes and to allow for continuous bylaws related to assessments and tax | Amendments to the MGA were recently adopted and did grant greater powers to both Calgary and Edmonton than to other municipalities. However, these related to the powers embedded within the Big City Charters.<br><br>The need for fairness and equity is imperative but there may be other mechanisms by which to seek remedy to these issues, e.g. ministerial orders/regulations. It would be desirable to pursue such discussion as a preliminary step to the introduction of a resolution.        |
| 2. Tax Recovery                    | Request for changes to the MGA to broaden the tax recovery power of municipalities and to create equity across Alberta's municipalities                                 |   |
| 3. Prosecution of 'gateway' crimes | Crimes such as shoplifting are 'gateway' crimes that if prosecuted and deterred effectively could have long term impacts in reducing future criminal behaviours         | In 2016, Penhold and Innisfail proposed a resolution to have the Government of Alberta designate funds to develop a proactive task force to combat crime. This resolution is still active. Additionally, in 2012 Grande Prairie had a motion to establish a funding model that reflects policing, crime prevention and community safety services for different size of municipalities.<br><br>While this is an issue of broad public impact, it may be beneficial to see the results of the above noted |

|  |   |   |
|--|---|---|
|  |   | resolutions prior to the formal introduction of this resolution.  |
| 4. Rehabilitation and supports for offenders | Ensuring there is adequate serving of sentencing                                      | <p>The resolution for rehabilitation and support services for offenders is mostly a federal responsibility as crime falls under their jurisdiction. The Federal government has the Correctional Services Canada program that provides optional addictions and other services to offenders.</p> <p>Alberta does provide alternative sentencing services for those who receive a sentence of fewer than two years which include mental health, addictions and education. Currently, Alberta has two drug treatment court programs in Calgary and Edmonton.</p> <p>While linkage to provincial issues can be seen, this may be better raised for consideration at FCM.</p> |
| 5. Manufacturing & Packaging                 | Ensuring less packaging/Waste for products where the packaging ends up being recycled | FCM adopted a National Plastics Strategy in 2018  |

**Appendix A: 2019 Proposed Submissions:****Needle Debris**

**Whereas** Needles are used by people with specific health conditions and addictions and the majority of needles are disposed of safely by the people who have used them; however, work is needed to respond to the increased needle debris;

**Whereas** the distribution of needles is reducing the number of shared needles being used but more needles are being discovered in public spaces such as park and recreation areas, causing a public health concern;

**Whereas** Municipalities are being burdened by the increasing cost of clean-up for needles being discovered and many residents are concerned for their health and safety;

**Therefore be it Resolved that** the Alberta Urban Municipalities Association advocate to the Government of Alberta for an Alberta wide strategy for the clean-up and disposal of used needle debris and for the Government of Alberta to provide additional resources to municipalities to collect and dispose of used needles; and

**Further be it Resolved** that until such time as a strategy is established, the Province provide funding to municipalities to respond to these costs.

**BACKGROUND:**

This issue is being felt by municipalities across the province. A snapshot of Red Deer's experience is shared below:

The Government of Alberta through its agencies distributes harm reduction supplies in Central Alberta. The Safer Injection tools they distribute include syringes, filters, alcohol swabs, ties (also known as tourniquets), sharps containers, individual waters, cookers, vitamin C, and citric acid. The Safer Inhalation tools they distribute include stems and crystal meth pipes (also known as straight shooters or pipes), mouthpieces, screens and pushes. There was a distribution of 422,675 new needles in 2014/15 throughout central Alberta, and these numbers have increased further for 2015/16 to 529,863. Based on harm reduction best practices, this is not a needle exchange program, and thus there is no expectation of needles being returned. Based on an historical context, approximately a third of needles are not returned to agencies, although they may also be disposed of through non-tracked means such as private pharmacies, or distributed to other communities.

The needles that are unaccounted for represent a significant community safety issue, and lend themselves to a negative perception of the places they're found.

Although Alberta's Health Ministry has implemented an effective Harm Reduction program, they have failed to address the resulting community safety impact their program has on the community. This has left the burden of the resulting cleanup process on the municipal taxpayers.



Council Decision – May 27, 2019

**DATE:** May 29, 2019**TO:** Steven Ellingson, Intergovernmental Strategist  
Frieda McDougall, Legislative Services Manager**FROM:** Samantha Rodwell, Acting Legislative Services Manager**SUBJECT:** Alberta Urban Municipalities Association (AUMA) Resolutions**Reference Report:**

Legislative Services, dated May 13, 2019

**Resolutions:**

At the Monday, May 27, 2019 Regular Council Meeting, Council passed the following resolutions:

Resolved that Council of The City of Red Deer having considered the report from Legislative Services / Intergovernmental Strategist dated May 13, 2019 re: AUMA Resolutions, hereby agrees to amend the resolution by adding as the first Whereas: "**Whereas** the Government of Alberta, through various agencies, annually distributes millions of harm reduction needles, province-wide, in response to the opioid/drug addiction crisis in Alberta;"

Resolved that Council of The City of Red Deer having considered the report from Legislative Services / Intergovernmental Strategist dated May 13, 2019 re: AUMA Resolutions, hereby agrees to amend the resolution as follows:

- by deleting "**Whereas** the distribution of needles is reducing the number of shared needles being used but more needles are being discovered in public spaces such as park and recreation areas, causing a public health concern; and replacing it with "**Whereas** while needle distribution is reducing the number of shared needles used, a growing number of discarded needles are being discovered in public spaces such as parks and recreation areas- causing significant public health and safety concerns;"
- by deleting "**Whereas** Municipalities are being burdened by the increasing cost of clean-up for needles being discovered and many residents are concerned for their health and safety;" and replacing it with "**Whereas** municipalities are being increasingly burdened by the rising costs of needles debris clean-up, and many citizens are deeply concerned for their health and safety;"
- by deleting "**Therefore be it Resolved** that the Alberta Urban Municipalities Association advocate to the Government of Alberta for an Alberta wide strategy for the clean-up and disposal of used needle debris and for the Government of Alberta to provide additional resources to municipalities to collect and dispose of used needles;" and replacing it with "**Therefore be it Resolved** that the Alberta Urban Municipalities Association advocates to the

Government of Alberta for a province-wide strategy for the clean-up and disposal of used needle debris and for the Government of Alberta to provide additional resources to municipalities to collect and dispose of used needles; and”

- By deleting “the Province provide” and replacing it with the “Province provides”
- By adding “adequate” after “the Province provides”
- By adding “ongoing” after “municipalities to respond to these”

Resolved that Council of The City of Red Deer having considered the report from Legislative Services / Intergovernmental Strategist dated May 13, 2019 re: AUMA Resolutions, hereby agrees that Council forward to the AUMA 2019 Conference the following resolution:

#### Needle Debris

**Whereas** the Government of Alberta, through various agencies, annually distributes millions of harm reduction needles, province-wide, in response to the opioid/drug addiction crisis in Alberta;

**Whereas** Needles are used by people with specific health conditions and addictions and the majority of needles are disposed of safely by the people who have used them; however, work is needed to respond to the increased needle debris;

**Whereas** while needle distribution is reducing the number of shared needles used, a growing number of discarded needles are being discovered in public spaces such as parks and recreation areas – causing significant public health and safety concerns;

**Whereas** municipalities are being increasingly burdened by the rising costs of needle debris clean-up, and many citizens are deeply concerned for their health and safety;

**Therefore be it Resolved** that the Alberta Urban Municipalities Association advocates to the Government of Alberta for a province-wide strategy for the clean-up and disposal of used needle debris, and for the Government of Alberta to provide additional resources to municipalities to collect and dispose of used needles; and

**Further be it Resolved** that until such time as a strategy is established, the Province provides adequate funding to municipalities to respond to these ongoing costs.

Resolved that Council of The City of Red Deer having considered the report from Legislative Services / Intergovernmental Strategist dated May 13, 2019 re: AUMA Resolutions, hereby directs the development of an advocacy strategy to establish principles for the future submission of resolutions to the Alberta Urban Municipalities Association and the Federation of Canadian Municipalities.

**Report back to Council:**

No.

**Comments/Further Action:**

Administration will develop an advocacy strategy to establish principles for the future submission of resolutions to the Alberta Urban Municipalities Association and the Federation of Canadian Municipalities.



Samantha Rodwell

Acting Manager

- c. Director of Corporate Services  
Corporate Meeting Support



May 13, 2019

## Supplementary Report

# Dynamic and Billboard Signs within the Major Entry Area Overlay District in Queens Business Park

Planning Department

### **Background:**

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At the Monday, April 29, 2019 Council Meeting, Council granted first reading to a series of bylaws which supported the creation of a new land use district in the Queens Business Park area. At that time Council requested additional information, specific to the Queens Business Park area, regarding Dynamic and Billboard Signs in the Major Entry Areas Overlay District (MEA).

Administration is proposing an amendment to the Sign section in the bylaw that states that Billboard and Dynamic Signs shall not face a major corridor within the MEA. A major corridor for the IIB/AD area would include Highway 2.

### **Proposed Resolution:**

---

Resolved that Council of The City of Red Deer hereby agrees to amend Bylaw 3357/N-2019 as follows:

- By deleting (vi) Billboard Sign in Section 6.4.2(b) Discretionary Uses; and
- By adding to Section 6.4.2 IIB/AD Development Standards:
  - (d) Dynamic Signs shall not face a Major Corridor, as defined in Section 7.15.2(b).

That Bylaw 3357/N-2019 be read a second time, as amended.

That Bylaw 3357/N-2019 be read a third time.

### **Discussion:**

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Currently Billboard Signs and Dynamic Signs are prohibited in the Major Entry Area Overlay District (MEA). Applicable Land Use Bylaw regulations are shown in Appendix 1 – Existing Sign Development Standards. All of the proposed IIB/AD parcels are within the MEA except for two; under the current regulations these two parcels would be allowed to apply for a development permit for these types of signs (see Appendix 2 – Major Entry Area Overlay District in Queens Business Park Map). The two parcels do not face onto a major corridor; they front onto a local industrial road. The intent of prohibiting the above signs is to reduce the visual distraction and clutter for motorists traveling along a roadway within the MEA.

Recently the Sign section of the Land Use Bylaw was amended and updated. With this update general regulations were provided which state Dynamic Signs should be facing major roadway, when allowed in a

district. The intent was to prevent signs facing onto residential areas. Upon further review of this new wording for Dynamics Signs as it relates to the MEA, Administration is recommending this regulation be amended to provide clarity within the MEA. The amendment would clarify that lots adjacent to a MEA cannot have Dynamic Signs facing major corridors (as defined in the MEA).

At this time Administration is proposing this amendment to just be applied to the IIB/AD lands. However, in the future an omnibus amendment will be brought forward to change this to a city-wide regulation. Only regulations for Dynamic Signs would be added in the amendment; Billboard signs are currently only considered along arterial road ways which there are none surrounding the IIB/AD lands.

## **Appendices:**

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Appendix 1 – Existing Sign Development Standards

Appendix 2 – Major Entry Area Overlay District in Queens Business Park Map

# **Appendix I**

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## Existing Sign Development Standards

## **11.11 Dynamic Sign and Electronic Message Sign Development Standards**

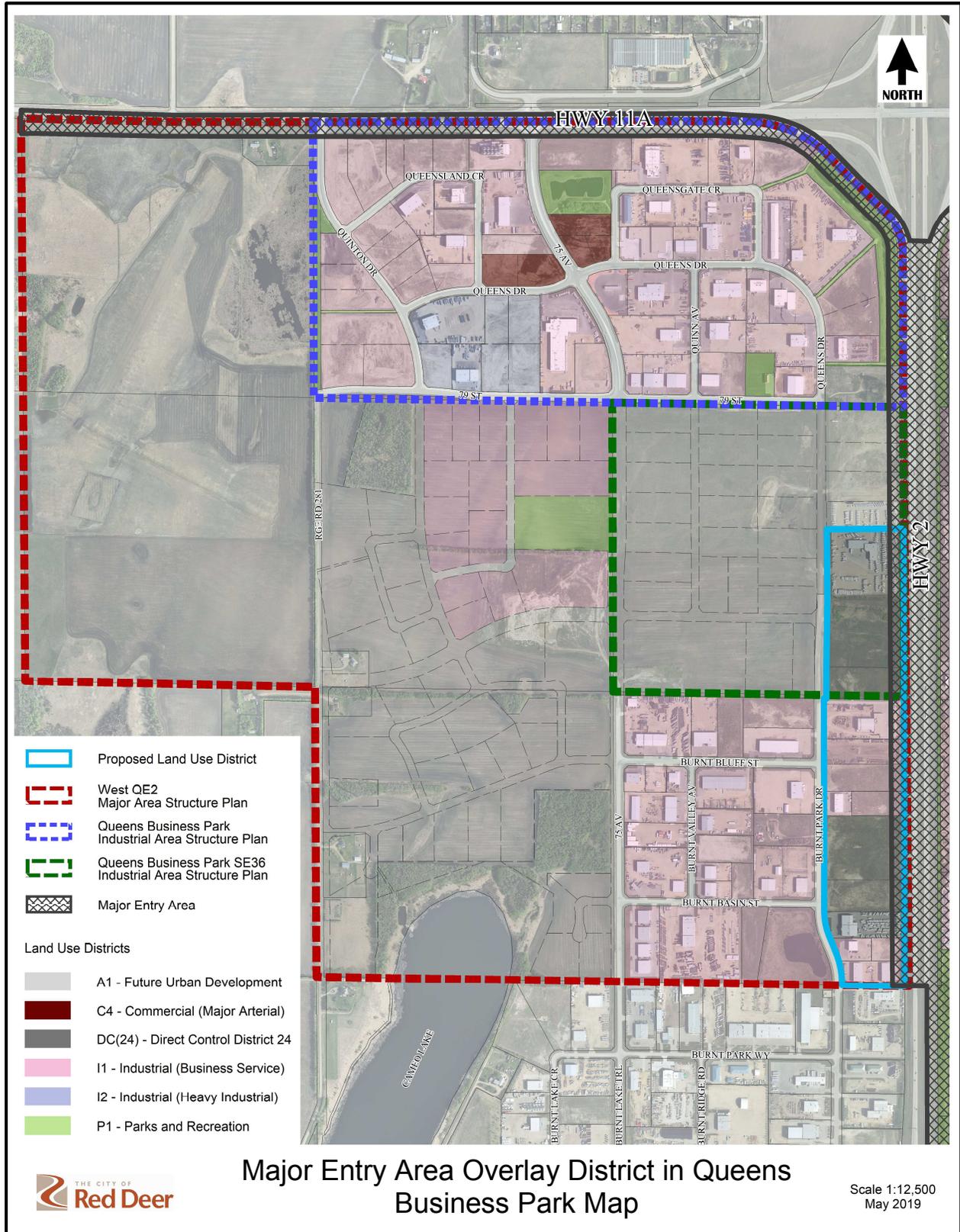
### (3) Siting Criteria

- (a) Dynamic Signs and Electronic Message Signs shall direct the Dynamic and Electronic Message portions towards the on-coming traffic on the high volume Street, as determined by the Development Authority.

## **Appendix 2**

Major Entry Area Overlay District in Queens Business Park Map

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Major Entry Area Overlay District in Queens Business Park Map



Originally Submitted to the April 29,  
2019 Council Meeting

April 1, 2019

Proposed amendments to create a new land use district in the  
Queens Business Park area – Bylaw 3357 / N-2019

*Proposed Amendments:*

Bylaw 3398/A-2019 – *West QE2 Major Area Structure Plan (MASP)*

Bylaw 3399/A-2019 – *Queens Business Park Industrial Area Structure  
Plan (IASP)*

Bylaw 3469/A-2019 – *Queens Business Park SE 36 Industrial Area  
Structure Plan (IASP)*

Planning Department

**Report Summary & Recommendation**

An external application has been made to expand the current uses considered on lands backing onto the QE2 Highway in the Queens Business Park area. Currently the *MASP* and *IASPs* show the future uses for these lands as only a vehicle dealership district. The current zoning for these lands include *I1 Industrial (Business Park)*, *A1 Future Urban Development*, and *DC (24)*. Only the *DC (24)* district allows for dealerships to be developed. Since the *MASP* was adopted in 2007, the economic demand for vehicle dealerships has changed and may no longer be the best *single* land use for this area. The intent of the application is to expand the development potential to allow for parcels along the QE2 Highway to have both *I1* uses and vehicle dealership opportunities.

Administration recommends the following action:

1. Council approves first reading of Bylaw 3357/N-2019 (*LUB*) – See *Appendix 1 – Proposed Bylaws*
2. Council approves first reading of Bylaw 3398/A-2019 (*MASP*) – See *Appendix 1 – Proposed Bylaws*
3. Council approves first reading of Bylaw 3399/A-2019 (*Queens Business Park IASP*) – *Appendix 1 – Proposed Bylaws*
4. Council approves first reading of Bylaw 3469/A-2019 (*Queens Business Park SE 36 IASP*) – See *Appendix 1 – Proposed Bylaws*

### **City Manager Comments**

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I support the recommendation of Administration. If first reading of Bylaw 3357/N-2019, Bylaw 3398/A-2019, Bylaw 3399/A-2019 and Bylaw 3469/A-2019 are given, these bylaws will be advertised for 2 consecutive weeks with a Joint Public Hearing to be held on Monday, May 27, 2019 at 6:00 p.m. during Council's regular meeting.

Tara Lodewyk  
Interim City Manager

### **Proposed Resolution**

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That the following bylaws be read a first time:

- Bylaw 3357/N-2019
- Bylaw 3398/A-2019
- Bylaw 3399/A-2019
- Bylaw 3469/A-2019

## Rationale for Recommendation

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**1. Reflects the current economic demand of the subject lands**

Since initial planning was done for this area, the demand for vehicle dealerships has changed. This series of bylaws reflect that change and allows more flexibility in the future in response to market demands and economic drivers.

**2. Proposed amendment is in keeping with intent of the *West QE2 MASP, Queens Business Park IASP, and Queens Business Park SE 36 IASP* to have all of the lands within the same land use district**

The *MASP* and *IASPs* show these lands all with the same development potential due to the location adjacent to the highway. The *LUB* amendment will redesignate all of the *DC (24)* and applicable *I1* properties to the same new proposed combined district.

**3. Supported by impacted landowners**

No planning related concerns have been expressed by affected landowners.

## Discussion

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### Background

In 2007 the City annexed the lands now developed as Queens Business Park. Later that year the City adopted the *West QE2 MASP* and the *Queens Business Park IASP* which replaced previous plans adopted by Red Deer County for the area.

At the time of the adoption of the *MASP* there was discussion about allowing vehicle dealerships within the area due to an existing dealership in place prior to annexation. It was also noted that vehicle dealerships were an allowed use under the County's *LUB* and some property owners were seeking to retain this opportunity. Through review and analysis it was determined for many reasons that parcels with frontage along the QE2 Highway, given the visibility and large parcel size, would be suitable for vehicle dealership use.

Based on these discussions, Council had identified an area which would allow industrial uses as well as a unique area adjacent to the highway for only vehicle dealerships, along the same lines as what the County had previously allowed. Previous to this vehicle dealerships within the City were only allowed within commercial areas. As a result, in 2007, the *MASP* identified three parcels as vehicle dealerships (*DC (24)*). See *Appendix 2 – Development Concepts* for these statutory plans.

In February 2010 amendments related to the dealership area in the *MASP* and the *Queens Business Park IASP* were approved by Council. One of the intents of the amendment was to clarify the types of uses allowed within the dealerships area to prevent potential land uses conflicts as well as to expand the area where vehicle dealerships could be considered. Expansion was considered as there was landowner interest for more vehicle dealerships. As a result, vehicle dealerships were expanded to include the southern-most parcel within the *Queens Business Park IASP* backing onto the QE2 Highway, all the way south to the City-County border (see *Appendix 2*).

In April 2015 the *Queens Business Park SE 36 IASP* was adopted by Council. This plan was consistent with the *MASP* in that all of the lands backing onto the QE2 Highway were identified as a future vehicle dealership (see *Appendix 2 – Development Concepts*).

At the time when the *MASP* and *IASPs* were adopted and amended, only the parcels which received landowner interest were redesignated to the *DC (24)* district, a district which would accommodate vehicle dealerships along the QE2 Highway within the Queens Business Park. This meant that although the plans indicated that the future land use was a vehicle dealership, parcels that did not wish to change to *DC (24)* kept their original land use districts, being either *I1* or *A1*. In the case of previous County industrial lands, the lands were redesignated to the *I1* district. And in the case of undeveloped lands, the lands were redesignated to *A1*. In 2009 and 2018 the *LUB* was amended to include additional properties within the *DC (24)* district. Currently there are six *DC (24)* parcels (see *Appendix 3 – Lands for Redesignation*).

### **Current Proposal**

The application is to establish the same development potential, through land use districting, for all of the serviced lands, *DC (24)* and *I1*, in the Queens Business Park backing onto the QE2 Highway. The *A1* lands that are backing onto the QE2 Highway have not been included at this time. These lands are largely undeveloped and would require further planning and servicing prior to being developed; as a result, it was determined to be premature to redistrict the *A1* lands at this time. When the *A1* lands are developed it is expected that the developer will apply to have them redesignated to the new district prior to development. A map of the lands to be redesignated is included in *Appendix 3 – Lands for Redesignation*.

Since 2010 when the *MASP* was amended to expand the vehicle dealership area, the economic demand for dealerships has declined. Since this time only one additional dealership has received permits; therefore continuing to keep this land for only one use may no longer be the best use of land. The amendment allows for flexible long term market and economic diversity.

Rather than amend the current *DC (24)* district, Administration is proposing to create a new land use district which combines the uses considered and regulations applied in the *DC (24)* district and the *I1* district. As both districts have remained adjacent to each other since 2007 there are no concerns of incompatibility between the uses and therefore no need for a Direct Control District. In combining these districts no additional regulations or uses have been added that were not in either previous district. Administration does not foresee this district being used in other areas of the City therefore the purpose states that the district is applicable to only those areas in the Queens Business Park backing onto the QE2 Highway.

Both the *DC (24)* and the affected *I1* property owners benefit from the new district as each will have added development potential through additional uses being considered. A summary of how the new district affects each the *DC (24)* and *I1* landowners has been included in *Appendix 4 – Summary of Changes*.

The *Municipal Government Act* requires all statutory plans to be consistent with one another. As a result of the new land use district, the corresponding *MASP* and *IASPs* also need to be amended to ensure consistency between each of the plans. Apart from the creation of the new land use district, no other changes have occurred in the plans. See *Appendix 4 – Summary of Changes* for text changes to the plans.

**Dialogue**

The application was circulated to various City departments for review. All concerns have been considered and are reflected in the proposed bylaws.

In total, three referral letters were sent out to landowners. In October 2018 the first letter was addressed to the current *DC (24)* landowners. This letter explained the intent of the application and the potential impacts to their land. In November 2018 the second letter was addressed to the affected *I1* landowners, it also explained the intent of the application and the potential impacts to their lands. A third referral letter was sent out to all landowners within 100m of the property in January 2019. In total, the City received two letters back – one from the *DC (24)* landowners letter, and one from the *I1* landowners letter. *Appendix 5: Dialogue* includes copies of communication between the City and area landowners.

The Planning Department also had additional consultation with an A1 landowner to discuss the redistricting. The landowner indicated that rezoning the A1 lands would be premature at this time.

**Appendices**

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*Appendix 1 – Proposed Bylaws*

*Appendix 2 – Development Concepts*

*Appendix 3 – Lands for Redesignation*

*Appendix 4 – Summary of Changes*

*Appendix 5 – Dialogue*

## **APPENDIX 1**

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### **Proposed Bylaws**



READ A THIRD TIME IN OPEN COUNCIL this                    day of                    2019.

AND SIGNED BY THE MAYOR AND CITY CLERK this                    day of                    2019.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

**BYLAW NO. 3496/A-2019**

Being a Bylaw to amend Bylaw No. 3496/2013, the Queens Business Park SE 36 Industrial Area Structure Plan as described herein.

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

Bylaw No. 3496/2013 is hereby amended as follows:

1. Section 3.1.2 Development Concept District Rezoning is amended by adding the following text at the end of the existing text.

“Since the time this Plan was adopted, the direct control district, DC (24), has been replaced with the I1B/AD district which combined the DC (24) and I1 district uses and regulations (Bylaw 3357/N-2019). The intent of this amendment was to reflect the current market demands and expand the number of considered uses in this area while being compatible with the neighbouring I1 district uses.”

2. Section 3.2.3 Roadways is amended by adding the following text at the end of the existing text.

“In 2019 the DC (24) Vehicle, Recreational Vehicle and Machinery Dealerships District was replaced with the I1B/AD district which combined the DC (24) and I1 district uses and regulations (Bylaw 3357/N-2019).”

3. Section 5.3 Land Use Bylaw is amended by adding the following text at the end of the existing text.

“Since the time this Plan was adopted, the direct control district, DC (24), has been replaced with the I1B/AD district which combined the DC (24) and I1 district uses and regulations (Bylaw 3357/N-2019). The intent of this amendment was to reflect the current market demands and expand the number of considered uses in this area while being compatible with the neighbouring I1 district uses.”

4. Table 1: Land Use Statistics is amended from specifying “Direct Control (Vehicle, Recreational Vehicle, and Machinery Dealership District)” to “I1B/AD – Combination of I1 uses and automobile dealerships”.
5. Figure 3 Development Concept is amended from specifying “Vehicle, Recreational Vehicle, and Machinery Dealerships District (DC (24))” to “I1B/AD – Combination of I1 uses and automobile dealerships”.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2019.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2019.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      2019.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      2019.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

**BYLAW NO. 3357 / N – 2019**

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

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

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

1. The reference to Section 6.4 (2)(a) in the General Purpose in Section 6.1 I1 Industrial (Business Service) District is amended to Section 6.5 (2)(a).
2. The reference to Section 6.4 in Section 6.1 .2(b) I1 Industrial (Business Service) District Regulations is amended to Section 6.5.
3. The reference to Section 6.4 (2)(b) in the General Purpose in Section 6.2 I2 Industrial (Heavy Industrial) District is amended to Section 6.5 (2)(b).
4. The reference to Section 6.4 in Section 6.2 .2(b) I2 Industrial (Heavy Industrial) District Regulations is amended to Section 6.5.
5. The references to Section 6.4(2) and 6.4(3)(a) and (b) in Section 6.3.1(a)(xi)(7)(c) I1A/BSR (Light Industrial and Business Service-Residential) District is amended to Sections 6.5(2) and 6.5(3)(a) and (b).
6. The reference to Section 6.4 in Section 6.3.2 I1A/BSR (Industrial Light Industrial and Business Service-Residential) District Regulations is amended to Section 6.5.
7. Section 6.4 General Industrial District Regulations is renumbered to Section 6.5 General Industrial District Regulations.
8. The existing content in Section 6.4 (1)(a) Site Development is replaced with:

“Within the I1A/BSR, I1B/AD, I1, and I2 Districts Site Plans, the relationship between Buildings, Structures and open space, the architectural treatment of Buildings, the provision and architecture of landscaped open space, and the parking layout, shall be subject to the approval by the Development Authority.”
9. The reference to Section 6.4(6) in Section 6.4 .2(a)(7) Industrial Standards Definitions is amended to Section 6.5(6).

10. The reference to Section 6.4(2) in Section 6.4(3)(b) General Industrial Performance Standards is amended to Section 6.5(2).
11. The following land use district is created and added as Section 6.4 of the Bylaw:

### **6.4 I1B/AD Industrial (Business Service and Automobile Dealership) District**

#### **General Purpose**

The general purpose of this District is to provide for development in the Queens Business Park for those Sites identified as light industrial with a vehicle dealership component in the *West QE2 Major Area Structure Plan*. Development provides for a limited range of light industrial, Warehousing, storage, Industrial Support Services, and vehicle sales and related uses such as Service and Repair. Development will be within the performance standards of section 6.5(2)(a), the operation of which do not create or emit noises, odours, dust, fumes or other factors which are regarded as nuisances. In addition, this District will provide for development that is complimentary to adjacent industrial uses and recognizes highway exposure.

#### **1. I1B/AD Permitted and Discretionary Uses Table**

##### **(a) Permitted Uses**

- (i) Accessory Buildings or Accessory Uses (excluding sales)
- (ii) Accessory Use - sales related to manufacturing, processing, and/or distribution of any good (excluding Motor Vehicle, Trailer and Machinery Sales, Service and Repair)
- (iii) Building Sign
- (iv) Freestanding Sign
- (v) Industrial Support Services
- (vi) Manufacture, processing, distribution, repair, servicing, and/or rental of any goods (excluding Motor Vehicle, Trailer and Machinery Sales, Service and Repair)
- (vii) Outdoor Storage not in association with Motor Vehicle, Trailer and Machinery Sales, Service and Repair
- (viii) Service Stations
- (ix) Warehousing

##### **(b) Discretionary Uses**

- (i) Above ground storage tanks for motor fuel products including propane and used oil
- (ii) Accessory Use - Outdoor Display or Sale of Goods
- (iii) Alternative/Renewable Energy Facility on Sites

- designated in an Eco Industrial Park Overlay District
- (iv) Animal Services
  - (v) Auction marts (excluding livestock)
  - (vi) Billboard Sign
  - (vii) Crematorium
  - (viii) Dynamic Fascia Sign
  - (ix) Dynamic Freestanding Sign
  - (x) Dangerous Goods Occupancy
  - (xi) Industrial Trade Schools (maximum capacity of 60 persons)
  - (xii) Manufactured Homes Sales
  - (xiii) Motor Vehicle, Trailer and Machinery Sales, Service and Repair
  - (xiv) Outdoor Storage in association with Motor Vehicle, Trailer and Machinery Sales, Service and Repair
  - (xv) Pet Crematorium
  - (xvi) Restaurant
  - (xvii) Transportation, Communication or Utility Facility
  - (xviii) Uses that may consume waste materials, outputs, or by-products that are produced by an industrial operation within an Eco Industrial Park Overlay District. This use does not include Cannabis Retail Sales
  - (xix) Uses that produce waste materials, outputs, or by-products that may be used as inputs for an industrial operation within the Eco Industrial Park Overlay District. This use does not include Cannabis Retail Sales

## 2. I1B/AD Development Standards

- (a) Table 6.4 I1B/AD Development Standards

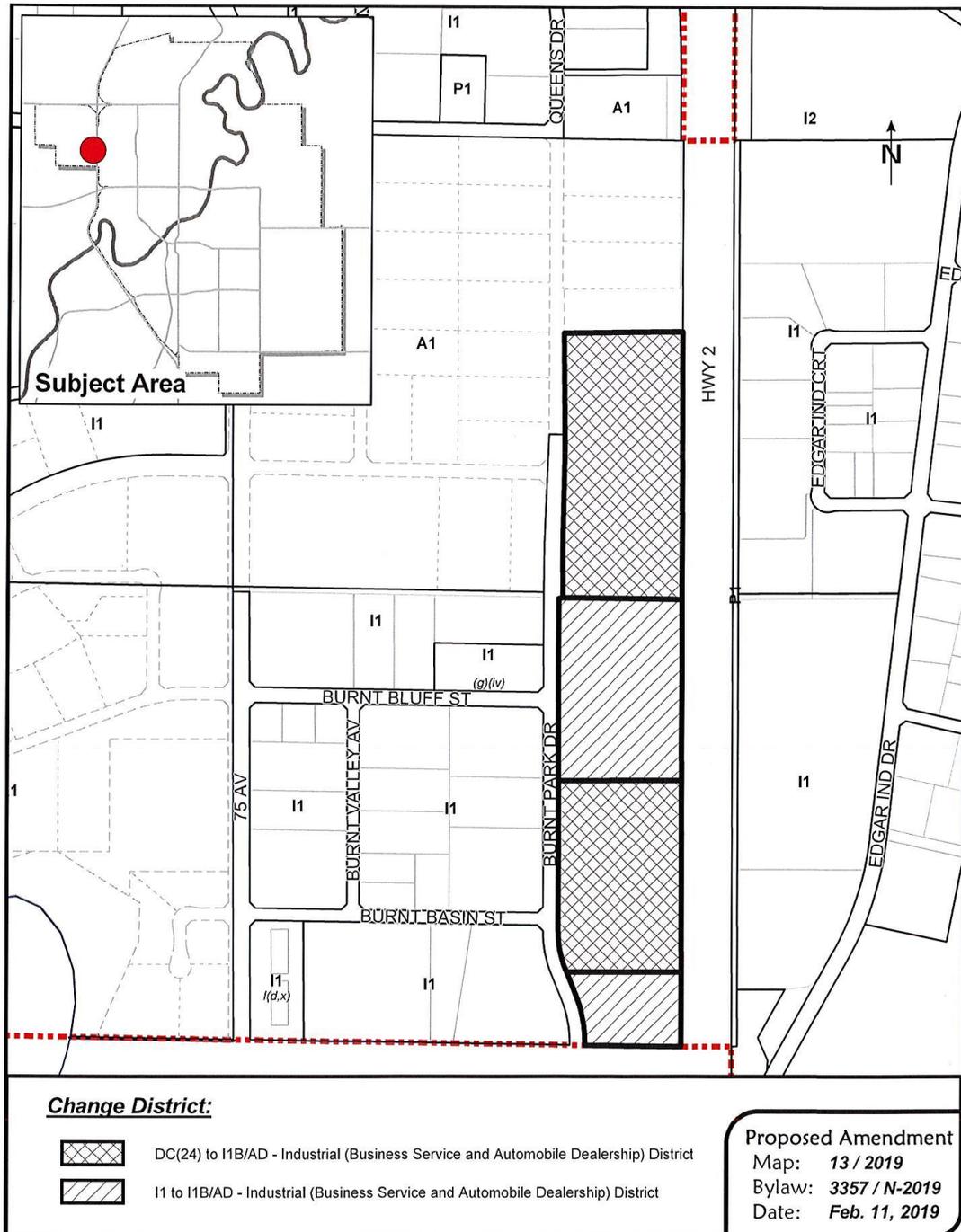
| <b>Development Standards</b> | <b>Requirements</b>            |
|------------------------------|--------------------------------|
| Floor Area Minimum           | n/a                            |
| Building Height Maximum      | n/a                            |
| Front Yard Minimum           | 6.0 m                          |
| Side Yard Minimum            | 6.0 m one side                 |
| Rear Yard Minimum            | 3.0 m                          |
| Landscaped Area              | 40 % of minimum Front Yard     |
| Parking Spaces               | Subject to section 3.1 and 3.2 |
| Loading Spaces               | Subject to section 3.7         |
| Site Area Minimum            | 929.0 m <sup>2</sup>           |
| Frontage Minimum             | 22.0 m                         |

- (b) The I1B/AD District is subject to any applicable development standards listed within section 6.5 General Industrial District Regulations.



Schedule "A"

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

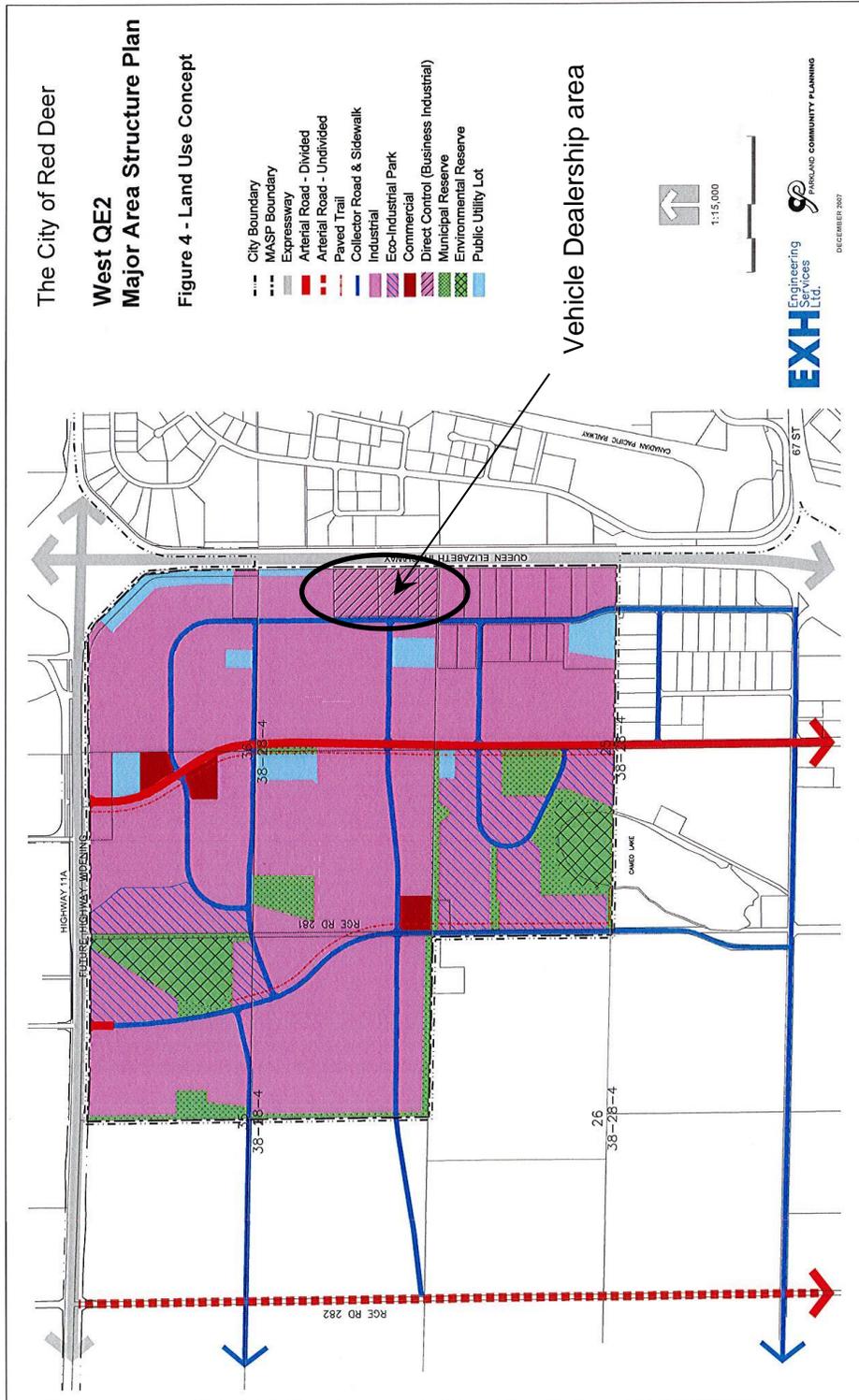


## APPENDIX 2

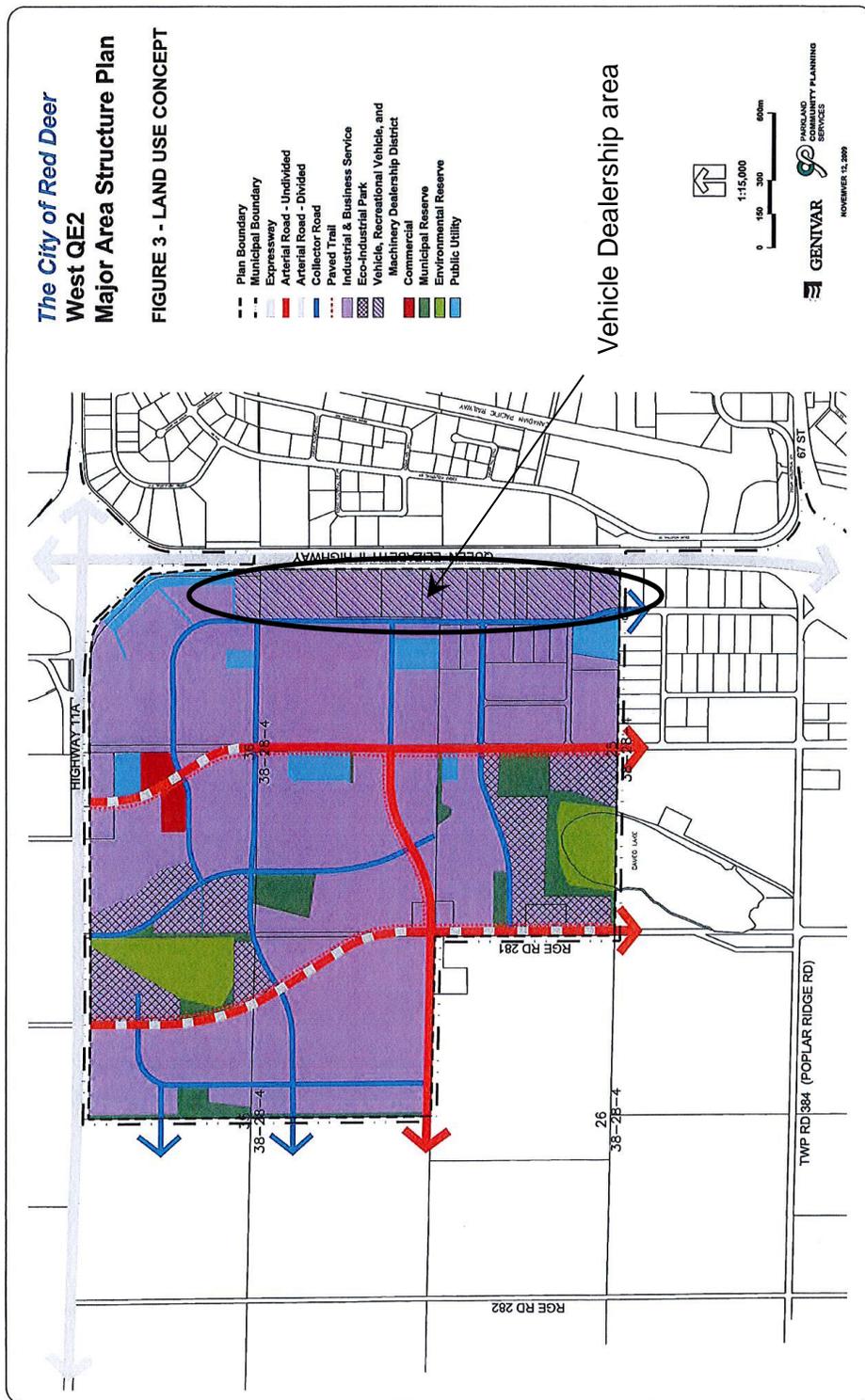
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### Development Concepts

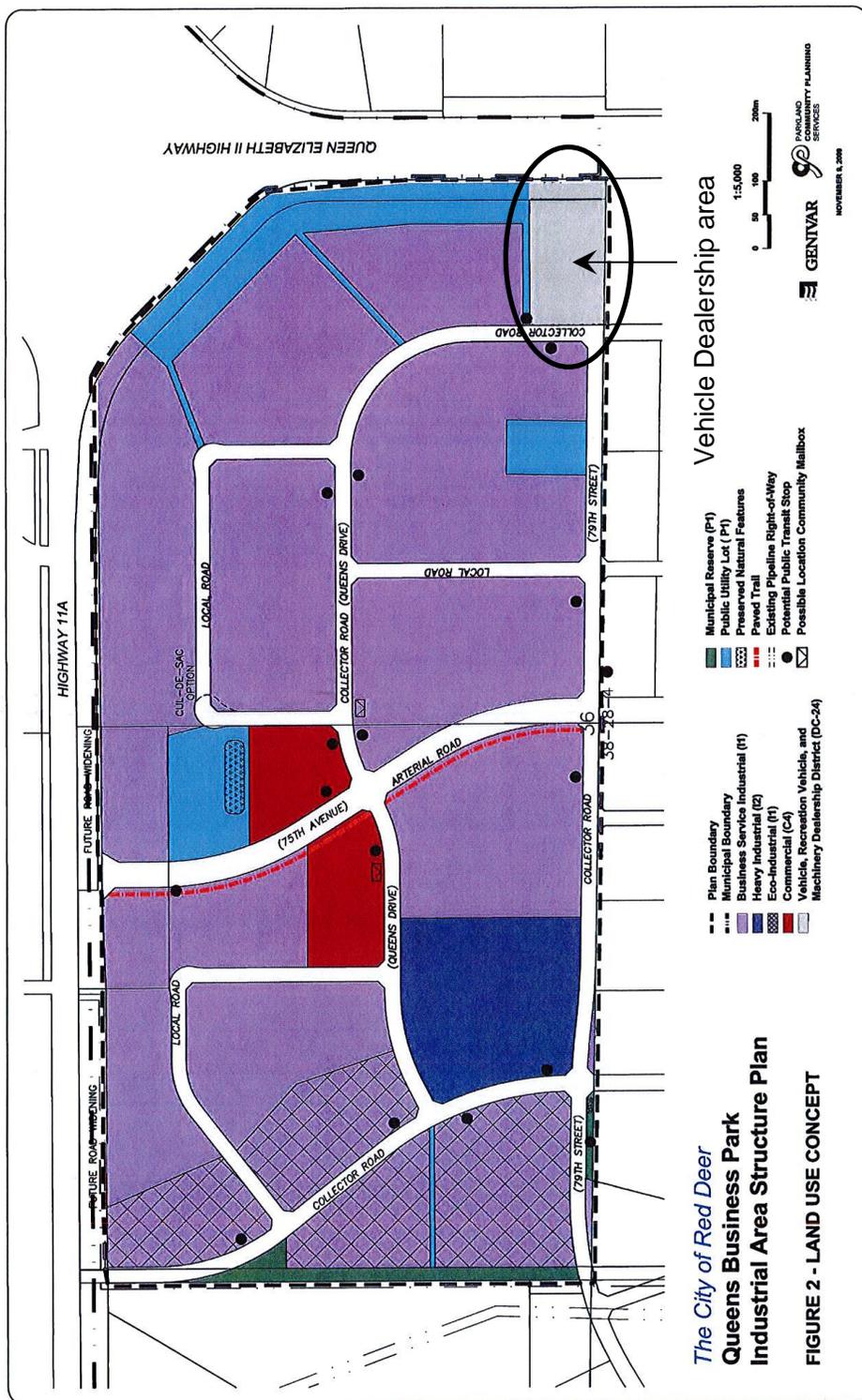
# West QE2 MASP Land Use Concept - 2007



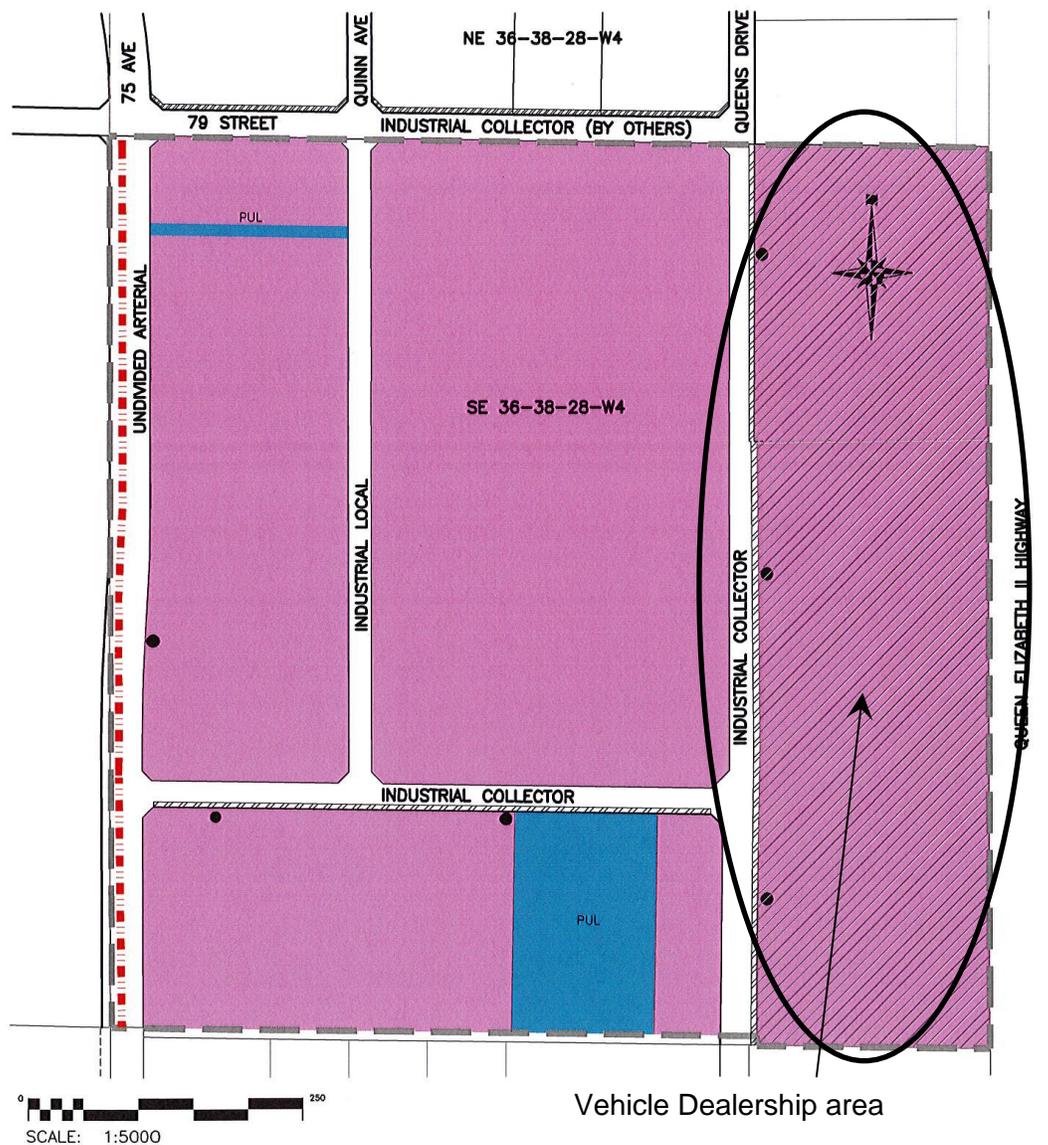
# West QE2 MASP Land Use Concept - 2010



# Queens Business Park IASP Land Use Concept



# Queens Business Park SE 36 IASP Development Concept



**LEGEND**

- |   |     |                             |     |
|---|-----|-----------------------------|-----|
| IASP BOUNDARY   | --- | PUBLIC UTILITY LOT          | ■   |
| INDUSTRIAL (I1)   | ■   | PAVED TRAIL                 | --- |
| VEHICLE, RECREATIONAL VEHICLE, AND MACHINERY DEALERSHIPS DISTRICT. (DC(24)) | ■   | POTENTIAL CITY TRANSIT STOP | ●   |
|   |     | SIDEWALK                    | ▨   |

**CLIENT**  
LEGACY INC. & MGM VENTURES LTD.

**PROJECT**  
QUEENS BUSINESS PARK SE36 INDUSTRIAL AREA STRUCTURE PLAN

**FIGURE 3**

**FIGURE TITLE**  
DEVELOPMENT CONCEPT  
SE 36-38-28-W4

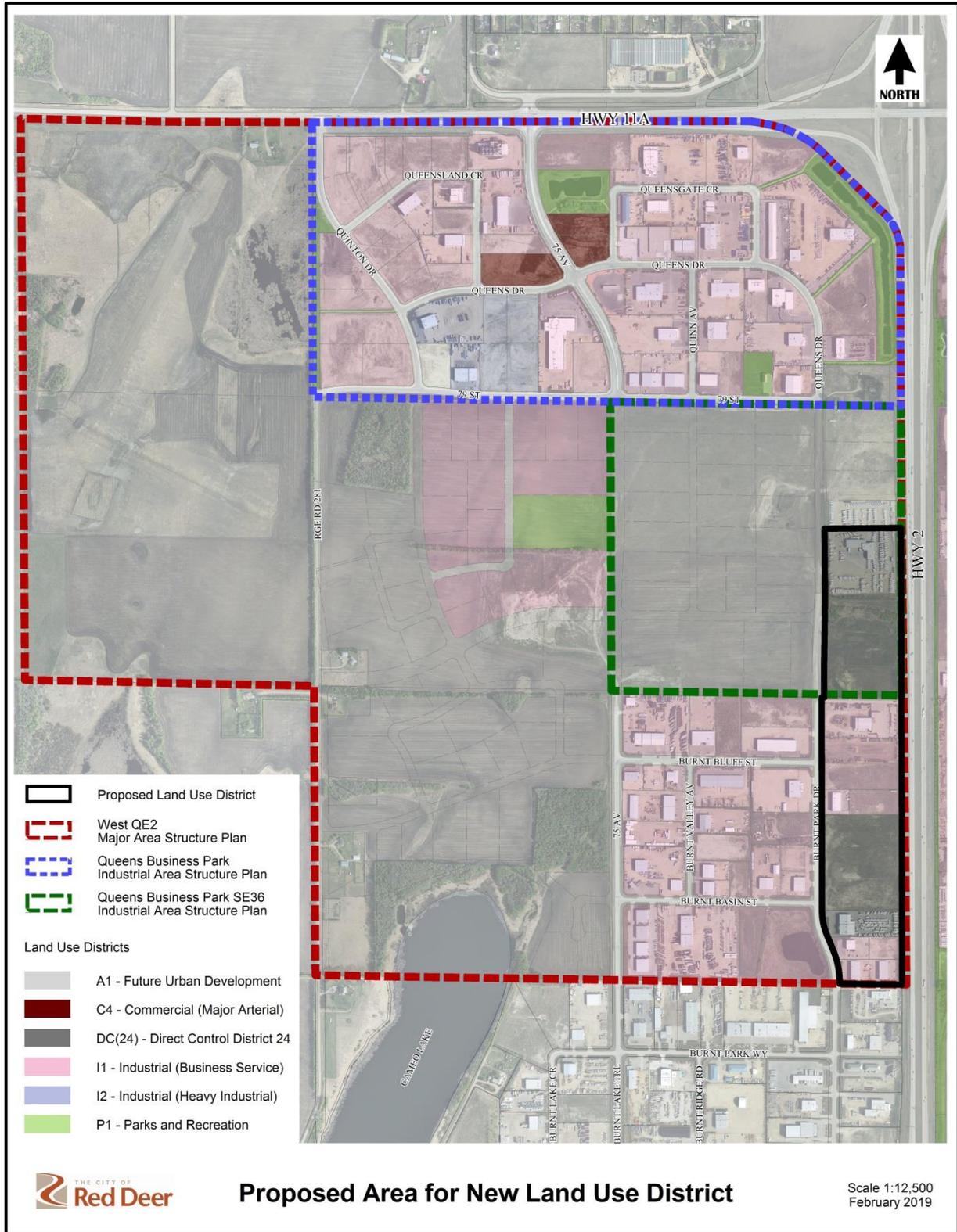
**GENIVAR PROJECT NO.** 051-11038-00      **DATE** APRIL 2012



## APPENDIX 3

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### Lands for Redesignation



## APPENDIX 4

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### Summary of Changes

Land Use Bylaw 3357/N-2019

| <b>Changes affecting current DC24 landowners</b>  | <b>Changes affecting current I1 landowners</b>   |
|---|--|
| <p>Additional permitted uses:</p> <ul style="list-style-type: none"> <li>• Accessory Buildings or Accessory Uses (excluding sales)</li> <li>• Accessory Use - Sales related to manufacturing, processing, and/or distribution of any good (excluding Motor Vehicle, Trailer and Machinery Sales, Service and Repair)</li> <li>• Industrial Support Services</li> <li>• Manufacture, processing, distribution, repair, servicing, and/or rental of any goods (excluding Motor Vehicle, Trailer and Machinery Sales, Service and Repair)</li> <li>• Outdoor Storage not in association with Motor Vehicle, Trailer and Machinery Sales, Service and Repair</li> <li>• Service Stations</li> <li>• Warehousing</li> </ul>  | <p>Additional permitted uses:</p> <ul style="list-style-type: none"> <li>• None</li> </ul>   |
| <p>Additional discretionary uses:</p> <ul style="list-style-type: none"> <li>• Above ground storage tanks for motor fuel products including propane and used oil</li> <li>• Accessory Use - Outdoor Display or Sale of Goods</li> <li>• Alternative/Renewable Energy Facility on Sites designated in an Eco Industrial Park Overlay District</li> <li>• Animal Services</li> <li>• Auction marts (excluding livestock)</li> <li>• Billboard Sign</li> <li>• Crematorium</li> <li>• Dynamic Fascia Sign</li> <li>• Dynamic Freestanding Sign</li> <li>• Dangerous Goods Occupancy</li> <li>• Industrial Trade Schools (maximum capacity of 60 persons)</li> <li>• Manufactured Homes sales</li> <li>• Pet Crematorium</li> <li>• Restaurant</li> <li>• Transportation, Communication or Utility Facility</li> <li>• Uses that may consume waste materials, outputs, or by-products that are produced by an industrial operation within an Eco Industrial Park Overlay District. This use does not include Cannabis Retail Sales</li> <li>• Uses that produce waste materials, outputs, or by-products that may be used as inputs for an industrial operation within the Eco Industrial Park Overlay District. This use does not include Cannabis Retail Sales</li> </ul> | <p>Additional discretionary uses:</p> <ul style="list-style-type: none"> <li>• Motor Vehicle, Trailer and Machinery Sales, Service and Repair</li> <li>• Outdoor Storage in association with Motor Vehicle, Trailer and Machinery Sales, Service and Repair</li> </ul> |
| <p>Other:</p> <ul style="list-style-type: none"> <li>• Building sign and freestanding sign changes from a discretionary use to a permitted use</li> </ul>   | <p>Other:</p> <p>Changes regarding permitted uses</p> <ul style="list-style-type: none"> <li>• Accessory sales of used trucks, used auto</li> </ul>  |

| Changes affecting current DC24 landowners  | Changes affecting current I1 landowners  |
|--|--|
| <ul style="list-style-type: none"> <li>The requirement for lighting to not interfere with highway traffic and to be approved by the Development Authority has been removed; Alberta Transportation reviews this according to their standards.</li> </ul> | <p>mobiles and used holiday trailers, providing that collectively there are not more than three units for sale on the site at any one time.</p> <p>This use is deleted as a permitted use as it is included in a broader context under the discretionary use Motor Vehicle, Trailer and Machinery Sales, Service and Repair.</p> |

West QE2 MASP Bylaw 3398/A-2019

| Existing Text   | Proposed Text (new text in red font)  |
|---|---|
| <p>Second Paragraph of 1.3 Background</p> <p>In order to address evolving land use and transportation considerations, amendments to the West QE2 MASP were proposed in 2009.</p>  | <p>Second Paragraph of 1.3 Background</p> <p>In order to address evolving land use and transportation considerations, amendments to the West QE2 MASP were proposed in 2009. <b>Amendments specific to evolving land use were proposed in 2019.</b></p>   |
| <p>4.1.2 Vehicle, Recreational Vehicle, and Machinery Dealerships District</p> <p>Parcels located along Highway QEII have higher than the usual visibility given the volume of traffic passing by on the highway. While the West QE2 area is intended as an industrial area, it is recognized that not all industrial uses require this amount of exposure. On the other hand, it has been suggested that many commercial land uses (specifically vehicle, recreational vehicle, and machinery dealerships) do require moderate to highly visible locations. In considering the most appropriate use of the parcels along Highway QEII, many needs and issues had to be considered as these related to both industrial and vehicle sales related land uses.</p> <p>Review of traffic considerations, development needs, current development levels and pressures, and the mitigation and prevention of conflict between land uses were all key components in looking at future land use in this location. In brief, planning and traffic engineering research indicated that parcels along Highway QEII are highly visible allowing the type of marketing opportunities required by vehicle dealers. It was also acknowledged that some of the properties are already operating as dealerships. Under I1 zoning, these businesses would be non-conforming. Further, studies indicated that vehicle and machinery sales and service uses in the area can be supported through roadway enhancements and should not cause excessive conflict with other land uses in the area if restricted to specific locations.</p> | <p>4.1.2 Vehicle, Recreational Vehicle, and Machinery Dealerships District</p> <p>Parcels located along Highway QEII have higher than the usual visibility given the volume of traffic passing by on the highway. While the West QE2 area is intended as an industrial area, it is recognized that not all industrial uses require this amount of exposure. On the other hand, it has been suggested that many commercial land uses (specifically vehicle, recreational vehicle, and machinery dealerships) do require moderate to highly visible locations. In considering the most appropriate use of the parcels along Highway QEII, many needs and issues had to be considered as these related to both industrial and vehicle sales related land uses.</p> <p>Review of traffic considerations, development needs, current development levels and pressures, and the mitigation and prevention of conflict between land uses were all key components in looking at future land use in this location. In brief, planning and traffic engineering research indicated that parcels along Highway QEII are highly visible allowing the type of marketing opportunities required by vehicle dealers. It was also acknowledged that some of the properties are already operating as dealerships. Under I1 zoning, these businesses would be non-conforming. Further, studies indicated that vehicle and machinery sales and service uses in the area can be supported through roadway enhancements and should not cause excessive conflict with other land uses in the area if restricted to specific locations.</p> |

| Existing Text   | Proposed Text (new text in red font)  |
|---|---|
| <p>Therefore, specific parcels adjacent to the Highway QEII, as identified on Figure 3, have been designated for a specialized land use district which will build upon the key locational attributes of these parcels. This specialized district allows for the continued operation of the land uses which are existing at present (where development has already occurred), but also allows for the development of automobile dealerships and vehicle sales/service including recreational vehicles, heavy machinery and trucks, cars and automotive vehicles, as well as trailer sales and service.</p> <p>This district will be implemented through the use of direct control zoning (a Direct Control or DC District). Additional detail regarding this district will be contained in future IASPs.</p>   | <p>Therefore, specific parcels adjacent to the Highway QEII, as identified on Figure 3, have been designated for a specialized land use district which will build upon the key locational attributes of these parcels. This specialized district allows for the continued operation of the land uses which are existing at present (where development has already occurred), but also allows for the development of automobile dealerships and vehicle sales/service including recreational vehicles, heavy machinery and trucks, cars and automotive vehicles, as well as trailer sales and service.</p> <p>This district will be implemented through the use of direct control zoning (a Direct Control or DC District). Additional detail regarding this district will be contained in future IASPs.</p> <p>Since the time this Plan was adopted, the direct control district, DC (24), has been replaced with the I1B/AD district which combined the DC (24) and I1 district uses and regulations (Bylaw 3357/N-2019). The intent of this amendment was to reflect the current market demands and expand the number of considered uses in this area while being compatible with the neighbouring I1 district uses.</p>              |
| <p>(b) Collector Roadways</p> <p>Designated collector roadways are identified on Figure 3. Typically a collector roadway provides direct frontage access to abutting land uses, provides public parking on both sides, accommodates snow storage, serves as a transit route and, where required by The City, provides sidewalks.</p> <p>However, as described previously, the MASP establishes a direct control district (DC24) to allow for vehicle, recreational vehicle, and machinery dealerships along the east boundary of the plan area. To prevent or lessen any potential traffic conflicts and ensure compatibility for dealerships, which are a unique use being situated in what is a primarily industrial area, some variation of these typical practises will be necessary for roadways serving the Direct Control area. Specifically, it is the intention of this MASP to restrict parking along the collector road serving the dealerships.</p> <p>The alignment of collector roadways proposed on Figure 3 is based on the standard of 400 metre minimum intersection spacing onto arterial roadways and 800 metre intersection spacing onto expressways, as well as the requirement for collector street linkages</p> | <p>(b) Collector Roadways</p> <p>Designated collector roadways are identified on Figure 3. Typically a collector roadway provides direct frontage access to abutting land uses, provides public parking on both sides, accommodates snow storage, serves as a transit route and, where required by The City, provides sidewalks.</p> <p>However, as described previously, the MASP establishes a direct control district (DC24) to allow for vehicle, recreational vehicle, and machinery dealerships along the east boundary of the plan area. To prevent or lessen any potential traffic conflicts and ensure compatibility for dealerships, which are a unique use being situated in what is a primarily industrial area, some variation of these typical practises will be necessary for roadways serving the Direct Control area. Specifically, it is the intention of this MASP to restrict parking along the collector road serving the dealerships.</p> <p>The alignment of collector roadways proposed on Figure 3 is based on the standard of 400 metre minimum intersection spacing onto arterial roadways and 800 metre intersection spacing onto expressways, as well as the requirement for collector street linkages</p> |

| Existing Text  | Proposed Text (new text in red font)   |
|--|--|
| <p>between adjacent quarter sections without creating opportunities for shortcutting.</p> <p>Sidewalks (1.5 metres in width) will be constructed along one side of collector roadways as required.</p> | <p>between adjacent quarter sections without creating opportunities for shortcutting.</p> <p>Sidewalks (1.5 metres in width) will be constructed along one side of collector roadways as required.</p> <p>In 2019 the DC (24) was replaced with the I1B/AD district which combined the DC (24) and I1 district uses and regulations.</p> |
| <p>Table 1: Land Use Statistics<br/>Vehicle and Machinery Sales and Service (Direct Control District)</p>  | <p>Table 1: Land Use Statistics<br/>Combined Industrial (Business Service) and automobile dealerships</p>  |
| <p>Figure 3 – Land Use Concept<br/>Vehicle, Recreation Vehicle, and Machinery Dealership District</p>  | <p>Figure 3 – Land Use Concept<br/>Combined Industrial (Business Service) and automobile dealerships</p>   |

### Queens Business Park IASP Bylaw 3399/A-2019

| Existing Text   | Proposed Text (new text in red font)  |
|---|---|
| <p>3.1.4 Vehicle, Recreation Vehicle, and Machinery Dealerships District</p> <p>As identified in Figure 2, some of the land which has frontage on QEII Highway will be designated specifically for automotive, trailer, heavy machinery, and recreation vehicle sales dealerships. Adjacent parcels to the south (out of the boundary of this IASP but with the MASP) will also be redesignated to direct control district to accommodate such sales lots. The visibility of this location, as well as some pre-existing dealerships to the south, make this an attractive location for motor vehicle, recreation vehicle and trailer dealerships . There has also been some suggestion that Red Deer has a shortage of larger sites to accommodate new dealerships. While the dealerships will likely contain accessory uses such as repair, car wash, and parts sales, the focus of this direct control district is on the establishment of new or existing dealerships that will serve residents of Red Deer and the surrounding areas.</p> <p>In planning for the location of automotive, recreation vehicle, and trailer dealers it is recognized that efforts must be taken to prevent conflicts between surrounding industrial uses and these types of commercial uses. By requiring all developed properties to meet city requirements for parking, signage, lighting, and landscaping it is expected that conflicts between industrial traffic and traffic generated by the dealerships as well as conflicts between industrial land uses and this form of motor vehicles focused commercial use can be effectively minimized or</p> | <p>3.1.4 Vehicle, Recreation Vehicle, and Machinery Dealerships District</p> <p>As identified in Figure 2, some of the land which has frontage on QEII Highway will be designated specifically for automotive, trailer, heavy machinery, and recreation vehicle sales dealerships. Adjacent parcels to the south (out of the boundary of this IASP but with the MASP) will also be redesignated to direct control district to accommodate such sales lots. The visibility of this location, as well as some pre-existing dealerships to the south, make this an attractive location for motor vehicle, recreation vehicle and trailer dealerships . There has also been some suggestion that Red Deer has a shortage of larger sites to accommodate new dealerships. While the dealerships will likely contain accessory uses such as repair, car wash, and parts sales, the focus of this direct control district is on the establishment of new or existing dealerships that will serve residents of Red Deer and the surrounding areas.</p> <p>In planning for the location of automotive, recreation vehicle, and trailer dealers it is recognized that efforts must be taken to prevent conflicts between surrounding industrial uses and these types of commercial uses. By requiring all developed properties to meet city requirements for parking, signage, lighting, and landscaping it is expected that conflicts between industrial traffic and traffic generated by the dealerships as well as conflicts between industrial land uses and this form of motor vehicles focused commercial use can be effectively minimized or</p> |

| Existing Text  | Proposed Text (new text in red font)  |
|--|---|
| <p>mitigated.</p> <p>In addition, land within this district may be subject to additional site standards (such as lighting, signage, waste removal, parking, landscaping) to reflect its highly visible location and its commercial nature.</p>   | <p>mitigated.</p> <p>In addition, land within this district may be subject to additional site standards (such as lighting, signage, waste removal, parking, landscaping) to reflect its highly visible location and its commercial nature.</p> <p>Since the time this Plan was adopted, the direct control district, DC (24), has been replaced with the I1B/AD district which combined the DC (24) and I1 district uses and regulations (Bylaw 3357/N-2019). The intent of this amendment was to reflect the current market demands and expand the number of considered uses in this area while being compatible with the neighbouring I1 district uses.</p>   |
| <p>5.3 Land Use Bylaw</p> <p>The subdivision of land within the plan area is subject to subsequent successful rezoning of the land. The majority of the lands will remain within the A1 Future Urban Development District until such time that municipal services are provided to these lands and the rezoning process occurs.</p> <p>The proposed industrial lands shall be rezoned to either I1 Industrial (Business Service) District or the I2 Industrial (Heavy Industrial) District. Lands within an eco-industrial park shall be contained within a new specific eco-industrial district or within the I1 Industrial (Business Service) District but be subject to specific requirements.</p> <p>The commercial nodes shall be rezoned to C4 Commercial (Major Arterial) District.</p> <p>Lands intended to preserve natural capital, will be districted to the A2 Environmental Preservation District. Other municipal reserve lots will be districted into the P1 Parks &amp; Recreation District.</p> <p>The lands adjacent to Highways QEII and 11A will be designated as a major entry area into the city with increased landscaping standards for development adjacent to this highway.</p> | <p>5.3 Land Use Bylaw</p> <p>The subdivision of land within the plan area is subject to subsequent successful rezoning of the land. The majority of the lands will remain within the A1 Future Urban Development District until such time that municipal services are provided to these lands and the rezoning process occurs.</p> <p>The proposed industrial lands shall be rezoned to either I1 Industrial (Business Service) District or the I2 Industrial (Heavy Industrial) District. Lands within an eco-industrial park shall be contained within a new specific eco-industrial district or within the I1 Industrial (Business Service) District but be subject to specific requirements.</p> <p>The lands identified for combined I1 uses and automobile dealerships shall be rezoned to I1B/AD Industrial (Business Service and Automobile Dealership) District.</p> <p>The commercial nodes shall be rezoned to C4 Commercial (Major Arterial) District.</p> <p>Lands intended to preserve natural capital, will be districted to the A2 Environmental Preservation District. Other municipal reserve lots will be districted into the P1 Parks &amp; Recreation District.</p> <p>The lands adjacent to Highways QEII and 11A will be designated as a major entry area into the city with increased landscaping standards for development adjacent to this highway.</p> |
| <p>Table 1: Land Use Statistics<br/>Vehicle, Recreation Vehicle, and Machinery Dealerships</p>   | <p>Table 1: Land Use Statistics<br/>I1B/AD – Combination of I1 uses and automobile</p>  |

| Existing Text   | Proposed Text (new text in red font)  |
|---|---|
|   | dealerships   |
| Figure 2 – Land Use Concept<br>Vehicle, Recreation Vehicle, and Machinery Dealership District (DC-24) | Figure 2 – Land Use Concept<br>I1B/AD – Combination of I1 uses and automobile dealerships |

Queens Business Park SE36 IASP Bylaw 3469/A-2019

| Existing Text  | Proposed Text (new text in red font)  |
|--|---|
| <p>3.1.2 Development Concept District Rezoning</p> <p>The majority of the parcels of land including an existing farmstead, within the plan area are currently zoned as A1 Future Urban Development District with a small portion of the land in the south east corner currently zoned as DC(24), the Vehicle Recreational Vehicle, and the Machinery Dealerships District along the QE II Highway.</p> <p>As per Figure 3 Development Concept, the current south east corner would remain DC(24) the Vehicle Recreational Vehicle, and the Machinery Dealerships District and zoning of these lands as DC(24) accommodates the existing uses and intents (vehicle and trailer sales and service), as these uses do not conform to the I1 Industrial (Business Service) District proposed for the remainder of industrial uses in the plan area.</p> <p>The remainder existing A1 zoning would be rezoned to I1 Industrial (Business Service) District as per Figure 3 Development Concept.</p> | <p>3.1.2 Development Concept District Rezoning</p> <p>The majority of the parcels of land including an existing farmstead, within the plan area are currently zoned as A1 Future Urban Development District with a small portion of the land in the south east corner currently zoned as DC(24), the Vehicle Recreational Vehicle, and the Machinery Dealerships District along the QE II Highway.</p> <p>As per Figure 3 Development Concept, the current south east corner would remain DC(24) the Vehicle Recreational Vehicle, and the Machinery Dealerships District and zoning of these lands as DC(24) accommodates the existing uses and intents (vehicle and trailer sales and service), as these uses do not conform to the I1 Industrial (Business Service) District proposed for the remainder of industrial uses in the plan area.</p> <p>The remainder existing A1 zoning would be rezoned to I1 Industrial (Business Service) District as per Figure 3 Development Concept.</p> <p>Since the time this Plan was adopted, the direct control district, DC (24), has been replaced with the I1B/AD district which combined the DC (24) and I1 district uses and regulations (Bylaw 3357/N-2019). The intent of this amendment was to reflect the current market demands and expand the number of considered uses in this area while being compatible with the neighbouring I1 district uses.</p> |
| <p>3.2.3 Roadways</p> <p>Roadways identified on Figure 3 are in accordance with the major road network determined within the West QE2 Major Area Structure Plan. Typical roadway cross sections are illustrated in Figure 8.</p> <p>Figure 3 also shows the proposed local roads. Local roads may not be completely constructed as shown. Construction of the roads will depend on current</p>   | <p>3.2.3 Roadways</p> <p>Roadways identified on Figure 3 are in accordance with the major road network determined within the West QE2 Major Area Structure Plan. Typical roadway cross sections are illustrated in Figure 8.</p> <p>Figure 3 also shows the proposed local roads. Local roads may not be completely constructed as shown. Construction of the roads will depend on current</p>  |

| Existing Text   | Proposed Text (new text in red font)  |
|---|---|
| <p>market trends and needs (large lot development compared with smaller lots). Where a local road is deemed not to be needed it will not be constructed.</p> <p>However, in the event that a local road, or portion thereof, is developed, it is to be constructed within the road boundaries and access locations shown in this plan. Any variation deemed significant by planning staff, from the identified locations, may require an IASP amendment. Easements and public utility lots would be required to accommodate municipal services in the event that the complete network of local roads is not constructed.</p> <p>The land for the undivided arterial road shown in Figure 3 is to be dedicated as part of the initial phase of construction. Construction of the arterial roadway will be the responsibility of the City of Red Deer. A portion of the 38 metre wide right of way for the arterial roadway will be on the adjacent property to the west. In the event that the adjacent landowner to the west will not sell / dedicate land for the arterial roadway, the roadway will fit in the right of way shown within the IASP area however the trail shown on the west of the arterial roadway may have to be shifted to the east side of the right of way.</p> <p>It should be noted that DC (24) Vehicle, Recreational Vehicle and Machinery Dealerships District may generate more traffic and parking issues than would be expected of typical light industrial uses. For this reason, parking along those collector roads that serve the Queens Business Park SE 36 IASP will be restricted as stated in section 4.3.3, "Roadways", in the West QE2 Major Area Structure Plan. Parking restrictions would be implemented through the use of appropriate roadway signage.</p> | <p>market trends and needs (large lot development compared with smaller lots). Where a local road is deemed not to be needed it will not be constructed.</p> <p>However, in the event that a local road, or portion thereof, is developed, it is to be constructed within the road boundaries and access locations shown in this plan. Any variation deemed significant by planning staff, from the identified locations, may require an IASP amendment. Easements and public utility lots would be required to accommodate municipal services in the event that the complete network of local roads is not constructed.</p> <p>The land for the undivided arterial road shown in Figure 3 is to be dedicated as part of the initial phase of construction. Construction of the arterial roadway will be the responsibility of the City of Red Deer. A portion of the 38 metre wide right of way for the arterial roadway will be on the adjacent property to the west. In the event that the adjacent landowner to the west will not sell / dedicate land for the arterial roadway, the roadway will fit in the right of way shown within the IASP area however the trail shown on the west of the arterial roadway may have to be shifted to the east side of the right of way.</p> <p>It should be noted that DC (24) Vehicle, Recreational Vehicle and Machinery Dealerships District may generate more traffic and parking issues than would be expected of typical light industrial uses. For this reason, parking along those collector roads that serve the Queens Business Park SE 36 IASP will be restricted as stated in section 4.3.3, "Roadways", in the West QE2 Major Area Structure Plan. Parking restrictions would be implemented through the use of appropriate roadway signage.</p> <p><b>In 2019 the DC (24) Vehicle, Recreational Vehicle and Machinery Dealerships District was replaced with the I1B/AD district which combined the DC (24) and I1 district uses and regulations.</b></p> |
| <p>5.3 Land Use Bylaw</p> <p>Subdivision of land within the plan area is subject to subsequent successful rezoning of the land. The lands in the plan area are currently zoned A1 Future Urban Development District and DC(24) Vehicle, Recreational Vehicle and Machinery Dealerships District.</p> <p>Lands currently designated DC(24) Direct Control</p>  | <p>5.3 Land Use Bylaw</p> <p>Subdivision of land within the plan area is subject to subsequent successful rezoning of the land. The lands in the plan area are currently zoned A1 Future Urban Development District and DC(24) Vehicle, Recreational Vehicle and Machinery Dealerships District.</p> <p>Lands currently designated DC(24) Direct Control</p>  |

| <b>Existing Text</b>   | <b>Proposed Text (new text in red font)</b>   |
|--|---|
| <p>Vehicle, Recreational Vehicle and Machinery Dealerships will not require rezoning. These lands are districted to accommodate the less-intense uses of a commercial-industrial hybrid nature for those lands adjacent to and with exposure to the QE II Highway, specifically automotive dealerships and vehicle sales/service including recreational vehicles, heavy machinery and trucks, cars and automotive vehicles, as well as trailer sales and service. This DC District also accommodates the uses existing at the time of the 2007 annexation. The purpose of this DC District is to provide for developments, which in the opinion of Council, require specific regulations that take into account their visibility from the highway and proximity to adjacent industrial uses.</p> | <p>Vehicle, Recreational Vehicle and Machinery Dealerships will not require rezoning. These lands are districted to accommodate the less-intense uses of a commercial-industrial hybrid nature for those lands adjacent to and with exposure to the QE II Highway, specifically automotive dealerships and vehicle sales/service including recreational vehicles, heavy machinery and trucks, cars and automotive vehicles, as well as trailer sales and service. This DC District also accommodates the uses existing at the time of the 2007 annexation. The purpose of this DC District is to provide for developments, which in the opinion of Council, require specific regulations that take into account their visibility from the highway and proximity to adjacent industrial uses.</p> <p>Since the time this Plan was adopted, the direct control district, DC (24), has been replaced with the I1B/AD district which combined the DC (24) and I1 district uses and regulations (Bylaw 3357/N-2019). The intent of this amendment was to reflect the current market demands and expand the number of considered uses in this area while being compatible with the neighbouring I1 district uses.</p> |
| <p>Table 1: Land Use Statistics<br/>Direct Control (Vehicle, Recreational Vehicle, and Machinery Dealership District)</p>  | <p>Table 1: Land Use Statistics<br/>I1B/AD – Combination of I1 uses and automobile dealerships</p>  |
| <p>Figure 3 – Development Concept<br/>Vehicle, Recreational Vehicle, and Machinery Dealerships District, (DC(24))</p>  | <p>Figure 3 – Development Concept<br/>I1B/AD – Combination of I1 uses and automobile dealerships</p>  |

## APPENDIX 5

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### Dialogue

## Letter 1: DC (24) Landowners



**Date: October 29, 2018**

«Prime\_Owner\_Name»

«Owner\_Address\_1»

«Owner\_Address\_2»

**To: Landowners within the Direct Control DC 24 District within the City of Red Deer**

**Re: Additional uses proposed within the DC 24 District**

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You have received this letter because property you own is within the City's Direct Control DC 24 District. An application has been submitted to the City to add industrial uses within the DC 24 District as a discretionary use, specifically the I1 Industrial (Business Service) District Uses.

Currently the only allowable uses within the DC 24 District include:

- Signs – building and freestanding
- Motor vehicle, recreational vehicle, trailer and machinery sales – also including service and repair, outdoor display and outdoor storage associated with such sales

The application proposes to also include the following I1 uses:

- Accessory buildings or uses
- Accessory sales related to manufacturing, processing, and/or distribution of goods
- Industrial support services
- Service stations
- Warehousing
- Outdoor storage (not related to dealership sales)
- Above ground storage tanks for motor fuel products
- Animal services
- Auction marts (excluding livestock)
- Signs – billboard and dynamic
- Crematorium, including pet crematoriums
- Dangerous goods occupancy
- Restaurant
- Sale of large trucks over 10,000kg, manufactured homes, heavy construction equipment and machinery
- Sale of horse, stock, and light flat-deck and cargo trailers
- Transportation, communication or utility facility
- Industrial trade schools
- Accessory outdoor display or sale of goods

October 29, 2018  
Page 2 of 5

Currently the land across the street from the DC 24 properties is within the I1 district (see attached map) or is deemed to be developed as I1 in the future. By expanding the current uses in the DC 24 district, future development may include uses similar to those across the street, with the exception that DC 24 will still allow for motor vehicle, recreational vehicle, trailer and machinery sales which the I1 district does not. Should this application be approved, the development potential options would increase for existing DC 24 properties.

Prior to moving forward with this application, we are consulting with all DC 24 landowners to determine if they are in agreement with this proposal. If you are in support or not, we are kindly asking that you provide the City with your thoughts regarding this proposal. **Please provide your comments in writing by Monday, November 19, 2018.**

Comments can be submitted the following ways:

Email: [Christi.fidek@reddeer.ca](mailto:Christi.fidek@reddeer.ca)

Fax: 403.342.8200

Mail: Planning Department, Box 5008, Red Deer, AB T4N 3T4

Additional information regarding the DC 24 and I1 districts can be found in the Land Use Bylaw which is available online at <http://www.reddeer.ca/business/planning/land-use-bylaw/>. Once on the website, DC 24 can be found in Part 8 and I1 in Part 6.

Thank you for your consideration in this matter. Do not hesitate to contact me if you have any questions.

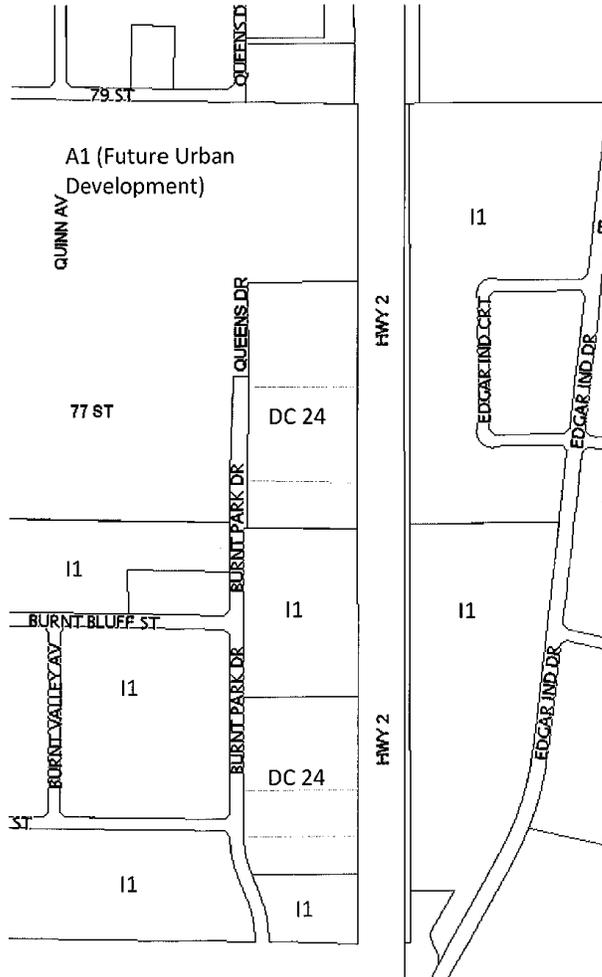
Sincerely,



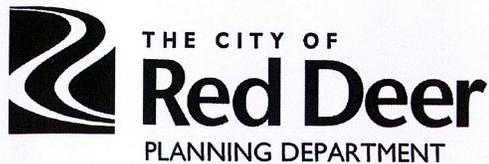
Christi Fidek, Senior Planner  
403.406.8701  
[Christi.fidek@reddeer.ca](mailto:Christi.fidek@reddeer.ca)

October 29, 2018  
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Current Land Use Districts (Zoning)



# Letter 1: Responses



## Comment Sheet

**We invite you to provide feedback regarding the proposed plan amendment/subdivision application. Your feedback is very important to us. Please be sure to specify which application you are responding to by checking the appropriate box and addressing application address & name of the planner.**

*Collection & Release of Your Information: The City is collecting your information as part of the referral process that is described in Section 2.19(5) of The City of Red Deer Land Use Bylaw. The personal information on this form is collected under the authority of the Municipal Government Act Section 3 and is protected under the provisions of the Freedom of Information & Protection of Privacy (FOIP) Act. The City will seek to balance the dual objectives of open government and protection of privacy. If you have questions about the collection and use of this information, please contact the Manager of Planning at The City of Red Deer, 4914-48 Ave, Red Deer, AB 403-406-8700.*

Please check the box below which applies:

- Land Use Bylaw Amendment
- Subdivision Application
- Plan Amendment
- Other

Amendment/Subdivision Address:

DC24

Name of Planner (Working on the Application):

Christi Fidek

**Contact Information**

Your contact information allows administration to respond as needed.

Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Postal Code: \_\_\_\_\_

Phone #: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

**General Comments**

*I AM IN FAVOR*

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## Letter 2: I1 Landowners



**Date: November 22, 2018**

«Prime\_Owner\_Name»

«Owner\_Address\_1»

«Owner\_Address\_2»

**To: I1 Industrial (Business Service) Landowners identified as future DC24 within the West QE2 Major Area Structure Plan**

**Re: Rezoning of I1 lands backing onto the Queen Elisabeth 2 Highway**

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You have received this letter because property you own is identified as future vehicle dealership within the City's West QE2 Major Area Structure Plan. Currently land you own is within the I1 Industrial (Business Service) District. Neighbouring dealership parcels along the QE2 are within the Direct Control DC24 District. As part of a land use review for this area, the City is considering combining the allowable land uses for the I1 and DC24 districts into one district. If this were to occur, the development potential options would increase for both I1 and DC24 properties.

Currently the I1 uses include:

- Above ground storage tanks for motor fuel products
- Accessory buildings or uses
- Accessory outdoor display or sale of goods
- Accessory sales related to manufacturing, processing, and/or distribution of goods
- Accessory sales of three used truck, automobiles, and/or holiday trailers
- Animal services
- Auction marts (excluding livestock)
- Crematorium, including pet crematoriums
- Dangerous goods occupancy
- Industrial support services
- Industrial trade schools
- Manufacture, processing, distribution, repair, servicing, and/or rental of any articles
- Outdoor storage (not related to dealership sales)
- Restaurant
- Sale of large trucks over 10,000kg, manufactured homes, heavy construction equipment and machinery
- Sale of horse, stock, and light flat-deck and cargo trailers
- Service stations
- Signs – building, freestanding, billboard and dynamic
- Transportation, communication or utility facility
- Warehousing

If combined with the DC24 uses, the following uses would also be considered:

- Motor vehicle, recreational vehicle, trailer and machinery sales – also including service and repair, outdoor display and outdoor storage associated with such sales

Planning Department 4914-48 Avenue Phone: 403-406-8700 Fax: 403-342-8200 Email: [planning@reddeer.ca](mailto:planning@reddeer.ca)  
The City of Red Deer Box 5008 Red Deer, AB T4N 3T4 [www.reddeer.ca](http://www.reddeer.ca)

November 22, 2018  
Page 2 of 3

Prior to moving forward with this, we are consulting with all I1 landowners that would be impacted to determine if there are concerns with this proposal. If you would like to provide input, we are asking that you provide your comments in writing by Wednesday, December 19, 2018.

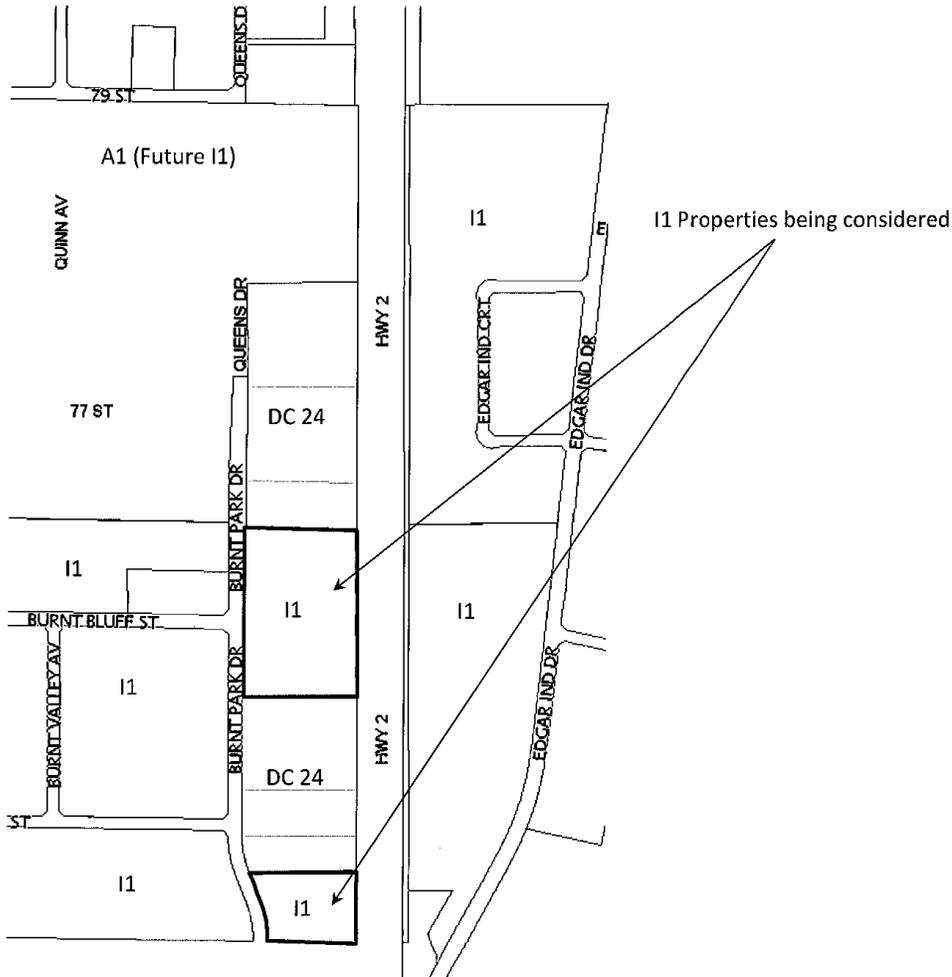
Comments can be submitted the following ways:

Email: [Christi.fidek@reddeer.ca](mailto:Christi.fidek@reddeer.ca)

Fax: 403.342.8200

Mail: Planning Department, Box 5008, Red Deer, AB T4N 3T4

The map below shows the I1 properties that this is being considered for:



Information regarding the West QE2 Major Area Structure Plan can be found online at <http://www.reddeer.ca/business/planning/major-area-structure-plans/west-qe2-major-area-structure-plan/>

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Additional information regarding the DC 24 and I1 districts can be found in the Land Use Bylaw which is available online at <http://www.reddeer.ca/business/planning/land-use-bylaw/>. Once on the website, DC 24 can be found in Part 8 and I1 in Part 6.

Thank you for your consideration in this matter. Do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Christi Fidek".

Christi Fidek, Senior Planner  
403.406.8701  
Christi.fidek@reddeer.ca

## Letter 2: Responses

### Christi Fidek

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**From:** Christi Fidek  
**Sent:** January 22, 2019 3:00 PM  
**To:** 'soke@brandt.ca'  
**Subject:** FW: Brandt Submission: Rezoning of I1 lands backing onto the Queen Elisabeth 2 Highway  
**Attachments:** January 15 2019 External Referral.pdf

Hi Steve, thank you for providing your feedback.

To address your concerns regarding the access and road bans I can offer the following information:

1. Additional accesses – landowners are able to apply for additional accesses to their property by submitting a curb crossing application through the City's Engineering department. From what I understand, should they be approved the landowner is responsible for the cost of the access but the City will construct them. For further information regarding additional access to Brandt's property please contact our Engineering department at 403-342-8158.
2. No road bans – road bans are applied to certain roads within the City that are usually not constructed to a typical City standard. The north-south road north of Brandt is currently a temporary road. Until the land is developed along that road, the road will remain in its current state; there is no timeline which the City can enforce a landowner to develop their lands. Because it is a temporary road and not constructed as other collector roads in the City, the road may continue to be subject to road bans in the future until further developed. For further information regarding road bans please contact our Public Works department at 403-342-8238.

In light of your comments I thought I would provide additional information on the rezoning process.

Rezoning is a Council process that Council will either approve or deny for a property with no conditions attached. Zoning looks at the types of uses and general rules that would be applied when the land is developed. Development specifics, such as drainage or access, are considered at the time of subdivision, or when a development permit application is submitted to the City. Conditions would be attached to both subdivision and development permit approvals. The conditions that you have proposed are not applicable at the rezoning stage.

Council will have the opportunity to read and reflect on the comments received from landowners about the rezoning referral. Based on your comments, I am assuming that Brandt is opposed to the rezoning. If this is correct, it may be beneficial for Brandt to provide additional information as to why you are opposed to the rezoning so that Council can better understand your concerns. In addition, if Brandt is opposed to the proposal the City can exclude its property from the rezoning at its request. However, please note that should the rezoning be approved for the other parcels, Brandt would be subject to the same regulations as the newly rezoned properties, but with less development potential for uses allowed.

Should you wish to provide additional information regarding any concerns please submit them by Wednesday, February 6, 2019. Attached you will find a referral that was sent out last week to all landowners and landowners within 100m.

If you have any questions please feel free to either email or contact me at 403.406.8701.

Sincerely,  
Christi

**From:** Steve Oke [mailto:soke@brandt.ca]  
**Sent:** January 21, 2019 8:01 AM  
**To:** Christi Fidek  
**Cc:** Paul Gleason  
**Subject:** Brandt Submission: Rezoning of I1 lands backing onto the Queen Elisabeth 2 Highway

Hi Christi,

Brand has had a chance to review the zoning letter(s) and our comments are;

1. *Rezoning is acceptable to Brandt only if City of Red Deer provide two more northern accesses to the Brandt Dealership, built and completed by mid summer 2019 and*
2. *No road bans for heavy truck traffic can exist for both of these accesses.*

Happy to chat more if needed.

Thank you.

Steve

**From:** Christi Fidek [mailto:Christi.Fidek@reddeer.ca]  
**Sent:** Thursday, December 20, 2018 1:06 PM  
**To:** Steve Oke <soke@brandt.ca>  
**Subject:** RE: Rezoning of I1 lands backing onto the Queen Elisabeth 2 Highway

Hi Steve, the City will gladly accept your comments prior to February 4, 2019. In order to maintain a fair process for everyone we need to ensure that applications are handled in a timely and fair manner. Please note that although we will gladly extend the timeline for you to provide comments, the City will continue to review this proposal during this period.

Please note that an additional letter will likely be mailed out mid-January in which you will have 3 weeks to provide comments on (likely February 4). This letter will include the draft land use district, as proposed in the November 22 letter. This letter will be mailed to all of the I1 and DC24 landowners affected, as well as the adjacent landowners.

Please find attached the letter mailed to the DC24 landowners.

If you have further questions please let me know.

Christi

Christi Fidek, RPP, MCIP  
Senior Planner  
The City of Red Deer

Third Floor, City Hall,  
4914-48 Avenue, Red Deer  
mail to: Box 5008, Red Deer AB T4N 3T4  
403.406.8701  
[Christi.Fidek@reddeer.ca](mailto:Christi.Fidek@reddeer.ca)

Please note that I will be out of the office from December 21 – January 4, inclusive.

**From:** Steve Oke [<mailto:soke@brandt.ca>]  
**Sent:** December 17, 2018 4:50 PM  
**To:** Christi Fidek  
**Cc:** Paul Gleason  
**Subject:** Rezoning of I1 lands backing onto the Queen Elisabeth 2 Highway

Hi Christi,

We spoke last week about this and I just called your office and left you a VM. The letter identifies December 19, 2018 as the deadline for comments however I would like more time to contemplate this zoning change request since I received it early last week. I would like to extend the deadline for the middle of February since Brandt is a large organization we need more time to review the information with our various stakeholders.

I'm also writing you to request the letter that was sent to the DC 24 zoned properties. It was my understanding from our conversation that separate letters were sent to the DC 24 zoned properties and the I1 properties. My letter only identifies I1 properties zoning changes however if the DC24 properties are being contemplated for rezoning this effects Brandt Tractor and therefore we should be receiving that letter too. I've included a copy of my letter for your perusal.

Please confirm.

Thanks,

Steve

**Steve Oke, CPA, CMA**  
Vice-President, Real Estate

**Brandt Developments Ltd.**  
1-3710 Eastgate Drive  
Regina, SK S4Z 1A5  
(306) 347-1499 tel  
(306) 527-9783 mobile  
(306) 347-1498 fax  
[soke@brandt.ca](mailto:soke@brandt.ca)  
[www.brandt.ca](http://www.brandt.ca)

## Letter 3: 100m Referral



**Date:** January 15, 2019

«Prime\_Owner\_Name»

«Owner\_Address\_1»

«Owner\_Address\_2»

**To:** Landowners and landowners within 100m of land identified as future DC24 within the City's West QE2 Major Area Structure Plan

**Re:** Rezoning of I1 and DC24 lands backing onto the Queen Elisabeth 2 Highway

**Why have you received this letter?**

You are being notified of proposed plan amendments within the Queen's Business Park area. As part of the City's overall evaluation process, landowners within 100 metres of the subject site are provided with an opportunity to review and comment on proposed amendments. You are invited to review and provide comments on the proposed amendments by **4:30 PM, February 6, 2019**.

**What is being proposed?**

The proposal is to:

- Create a new direct control district which combines the existing uses and regulation of the DC24 district (vehicle dealerships) and the I1 Industrial (Business Service) district parcels identified in Appendix 1: Subject Parcels.
- Amend the West QE2 Major Area Structure Plan (MASP) in accordance with the new land use district.
- Amend the Queens Business Park Industrial Area Structure Plan in accordance with the new land use district.
- Amend the Queens Business Park SE 36 Industrial Area Structure Plan in accordance with the new land use district.

Currently all of these properties are identified in the MASP as either future or existing DC24 but the current land use districting does not reflect this. Since the MASP was adopted in 2007, the economic demand for vehicle dealerships has changed and may no longer be the best *single* land use for this area. The purpose of this rezoning proposal is to consider both the existing land uses and the highway exposure, while aiming to provide opportunities for all of the same uses (business service industrial and vehicle dealerships) on these properties. Land uses that are currently not allowed in the DC24 or I1 districts would not be contemplated. A copy of the proposed land use district is in Appendix 2: Draft District.

A summary of the changes are found in the table below:

| Changes affecting current DC24 landowners   | Changes affecting current I1 landowners   |
|---|---|
| Additional permitted uses: <ul style="list-style-type: none"> <li>• Accessory buildings or uses excluding sales subject to section 3.5</li> <li>• Accessory sales related to manufacturing, processing, and/or distribution of any article</li> </ul> | Additional permitted uses: <ul style="list-style-type: none"> <li>• None</li> </ul> |

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| Changes affecting current DC24 landowners   | Changes affecting current I1 landowners   |
|---|---|
| <ul style="list-style-type: none"> <li>• Accessory sales of used trucks, used auto mobiles and used holiday trailers, providing that collectively there are not more than three units for sale on the site at any one time.</li> <li>• Industrial support services</li> <li>• Manufacture, processing, distribution, repair, servicing, and/or rental of any articles</li> <li>• Outdoor storage not in association with with Motor Vehicle, recreational vehicle, Trailer and Machinery Sales, Service and Repair</li> <li>• Service stations</li> <li>• Warehousing</li> </ul>  |   |
| <p>Additional discretionary uses:</p> <ul style="list-style-type: none"> <li>• Above ground storage tanks for motor fuel products including propane and used oil</li> <li>• Accessory outdoor display or sale of goods</li> <li>• Alternative/Renewable Energy Facility on sites designated in an Eco Industrial Park Overlay District</li> <li>• Animal services</li> <li>• Auction marts (excluding livestock)</li> <li>• Billboard Sign</li> <li>• Crematorium</li> <li>• Dynamic Fascia Sign</li> <li>• Dynamic Freestanding Sign</li> <li>• Dangerous goods occupancy</li> <li>• Industrial trade schools (maximum capacity of 60 persons)</li> <li>• Pet Crematorium</li> <li>• Restaurant</li> <li>• Sale of horse, stock, and light flatdeck and cargo trailers</li> <li>• Sale of large trucks over 10,000 Kg, Manufactured Homes, heavy construction equipment and machinery</li> <li>• Transportation, communication or utility facility</li> <li>• Uses that may consume waste materials, outputs, or by-products that are produced by an industrial operation within an Eco Industrial Park Overlay District. This use does not include Cannabis Retail Sales</li> <li>• Uses that produce waste materials, outputs, or by-products that may be used as inputs for an industrial operation within the Eco Industrial Park Overlay District. This use does not include Cannabis Retail Sales</li> </ul> | <p>Additional discretionary uses:</p> <ul style="list-style-type: none"> <li>• Motor Vehicle, recreational vehicle, Trailer and Machinery Sales, Service and Repair</li> <li>• Outdoor display or Sale of Goods in association with the primary use building of Motor Vehicle, recreational vehicle, Trailer and Machinery Sales, Service and Repair</li> <li>• Outdoor storage in association with the primary use building of Motor Vehicle, recreational vehicle, Trailer and Machinery Sales, Service and Repair</li> </ul> |
| <p>Other:</p> <ul style="list-style-type: none"> <li>• Building sign and freestanding sign changes from a discretionary use to a permitted use</li> <li>• The requirement for lighting to not interfere with highway traffic and to be approved by the Development Authority has been removed; Alberta Transportation reviews this according to their standards.</li> </ul>   | <p>Other:</p> <ul style="list-style-type: none"> <li>• None</li> </ul>  |

Within the City's Land Use Bylaw, further information can be found regarding the definitions for each of the uses listed in the table above as well as the current I1 and DC 24 districts. If interested, please use the following link:

Definitions (Part 1), I1 district (Part 6), DC 24 (Part 8): <http://www.reddeer.ca/business/planning/land-use-bylaw/>.

Information regarding the West QE2 Major Area Structure Plan, Queens Business Park Industrial Area Structure Plan, and Queens Business Park SE 36 Industrial Area Structure Plan can be found online at the following links.

West QE2 Major Area Structure Plan: <http://www.reddeer.ca/business/planning/major-area-structure-plans/west-qe2-major-area-structure-plan/>

Queens Business Park Industrial Area Structure Plan: <http://www.reddeer.ca/media/reddeerca/business-in-red-deer/planning-and-development-of-property/planning/Queens-Business-Park-N-Half-of-Sec-36I-ASP-2009.pdf>

Queens Business Park SE 36 Industrial Area Structure Plan:  
<http://www.reddeer.ca/media/reddeerca/business-in-red-deer/planning-and-development-of-property/planning/Queens-Business-Park-SE-36I-ASP-2013.pdf>

**Do I have to provide comments?**

It is optional to provide comments. If you feel the proposed changes could affect you, you may choose to provide comments. If you would like to submit comments, please do so by **4:30 PM, February 6 2019**. Methods for submitting comments are outlined on the attached comment sheet.

**What will happen if I submit comments?**

Any comments received will be reviewed by Planning staff and will be incorporated into the planning report that will be forwarded to Council when considering First Reading of the proposed amendments.

**What is the next step for this amendment?**

It is anticipated that the proposed bylaw will be presented to Council for consideration in the coming months. If Council gives First Reading to the proposed amending bylaw, Council must hold a Public Hearing prior to considering Second and Third Reading (adoption) of the proposed bylaw. Public Hearings are advertised in the Friday edition of the Red Deer Advocate and all landowners within 100-metres of the site will also receive written notification of the Public Hearing, which is an opportunity for the public to speak directly to Council about any concerns they may have with the proposed bylaw.

Thank you for your consideration in this matter. Do not hesitate to contact me if you have any questions.

Sincerely,

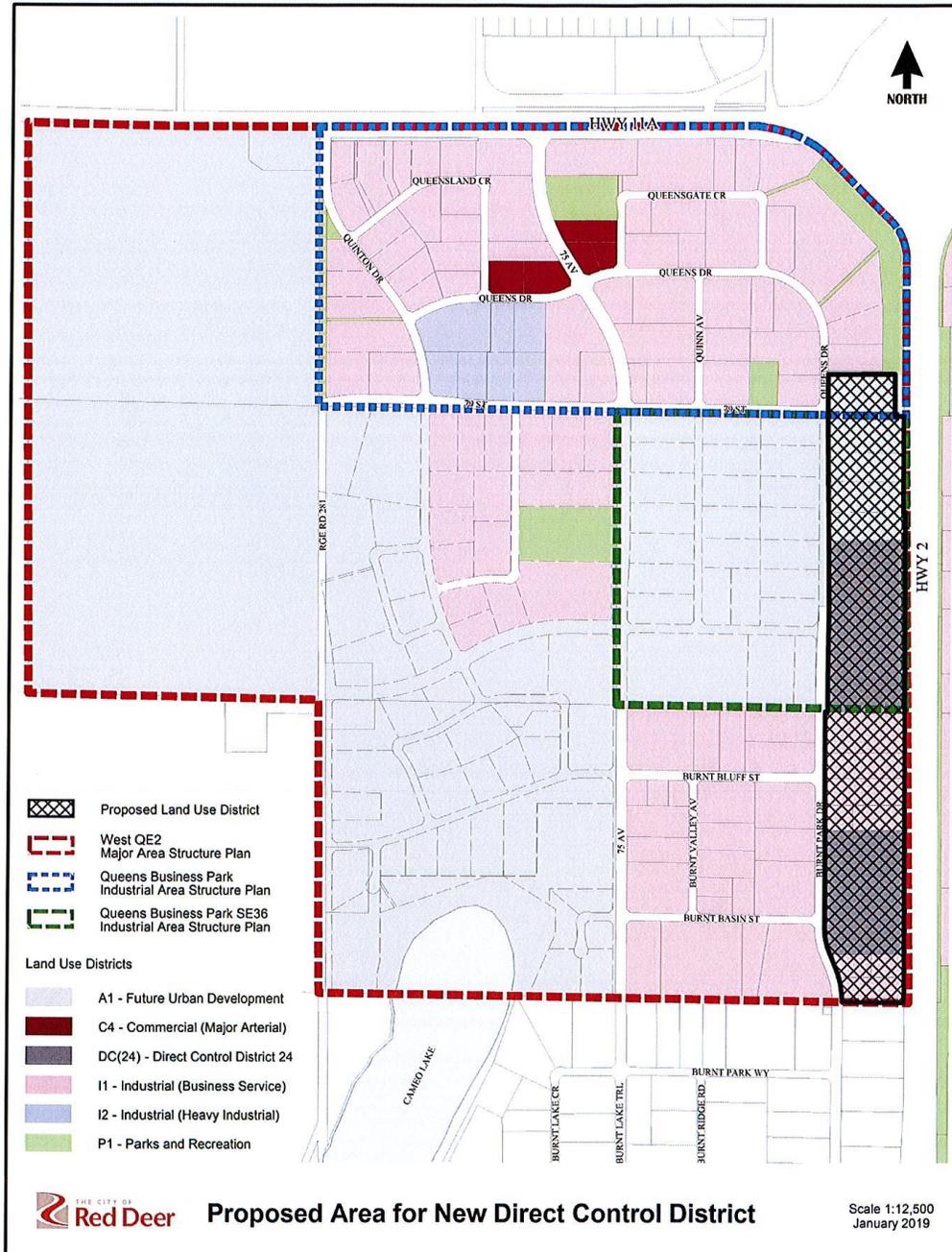


Christi Fidek, RPP, MCIP  
Senior Planner  
403.406.8701  
Christi.fidek@reddeer.ca

**APPENDIX 1**

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Subject Parcels



**APPENDIX 2**

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Draft District

### 8.20.13 Direct Control District No. 33 DC (33)

#### General Purpose

The general purpose of this district is to provide for a limited range of light industrial, warehousing, storage, industrial support services, and vehicle sales and related uses such as Service and Repair. Development will be within the performance standards of section 6.4(2)(a), the operation of which do not create or emit noises, odours, dust, fumes or other factors which are regarded as nuisances. In addition, this district will provide for development that is complimentary to adjacent industrial uses and recognizes highway exposure.

#### 1. DC (33) Permitted and Discretionary Uses Table

##### (a) Permitted Uses

- (i) Accessory buildings or uses excluding sales subject to section 3.5
- (ii) Accessory sales related to manufacturing, processing, and/or distribution of any article
- (iii) Accessory sales of used trucks, used auto mobiles and used holiday trailers, providing that collectively there are not more than three units for sale on the site at any one time.
- (iv) Building Sign
- (v) Freestanding Sign
- (vi) Industrial support services
- (vii) Manufacture, processing, distribution, repair, servicing, and/or rental of any articles
- (viii) Outdoor storage not in association with with Motor Vehicle, recreational vehicle, Trailer and Machinery Sales, Service and Repair
- (ix) Service stations
- (x) Warehousing

##### (b) Discretionary Uses

- (i) Above ground storage tanks for motor fuel products including propane and used oil
- (ii) Accessory outdoor display or sale of goods
- (iii) Alternative/Renewable Energy Facility on sites designated in an Eco Industrial Park Overlay District
- (iv) Animal services
- (v) Auction marts (excluding livestock)
- (vi) Billboard Sign
- (vii) Crematorium
- (viii) Dynamic Fascia Sign
- (ix) Dynamic Freestanding Sign
- (x) Dangerous goods occupancy
- (xi) Industrial trade schools (maximum capacity of 60 persons)
- (xii) Motor Vehicle, recreational vehicle, Trailer and Machinery Sales, Service and Repair
- (xiii) Outdoor display or Sale of Goods in association with the primary use building of Motor Vehicle, recreational vehicle, Trailer and Machinery Sales, Service and Repair

- (xiv) Outdoor storage in association with the primary use building of Motor Vehicle, recreational vehicle, Trailer and Machinery Sales, Service and Repair
- (xv) Pet Crematorium
- (xvi) Restaurant
- (xvii) Sale of horse, stock, and light flatdeck and cargo trailers
- (xviii) Sale of large trucks over 10,000 Kg, Manufactured Homes, heavy construction equipment and machinery
- (xix) Transportation, communication or utility facility
- (xx) Uses that may consume waste materials, outputs, or by-products that are produced by an industrial operation within an Eco Industrial Park Overlay District. This use does not include Cannabis Retail Sales
- (xxi) Uses that produce waste materials, outputs, or by-products that may be used as inputs for an industrial operation within the Eco Industrial Park Overlay District. This use does not include Cannabis Retail Sales

## **2. DC (33) Regulations**

- (a) The regulations set out in section 6.1(2); being the I1 Industrial (Business Service) District regulations, apply to this district.
- (b) The DC (33) District is subject to any applicable regulations listed within section 6.4 General Industrial District Regulations.
- (c) The site plan, the relationship between buildings, structures and open space, the architectural treatment of buildings, the provision and architecture of landscaped open space, and the parking layout, shall be subject to approval by the Development Authority.
- (d) All development shall meet the requirements of section 7.15 Major Entry Areas Overlay District.

## **3. Approving Authority**

- (a) The Development Authority is the Approving Authority for all uses and development in this district.



Council Decision – May 27, 2019

**DATE:** May 29, 2019  
**TO:** Christi Fidek, Financial Services Manager  
**FROM:** Samantha Rodwell, Acting Legislative Services Manager  
**SUBJECT:** Proposed amendments to create a new land use district in the Queens Business Park area

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**Reference Report:**

Planning Department, dated May 13, 2019

**Resolution:**

At the Monday, May 27, 2019 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer hereby agrees to amend Bylaw 3357/N-2019 as follows:

- By deleting (vi) Billboard Sign in Section 6.4.2(b) Discretionary Uses; and
- By adding to Section 6.4.2 IIB/AD Development Standards:
  - (d) Dynamic Signs shall not face a Major Corridor, as defined in Section 7.15.2(b).

**Bylaw Reading:**

At the Monday, May 27, 2019 Regular Council Meeting, Council gave second and third reading to the following Bylaws:

**Bylaw 3357/N-2019** (an amendment to the Land Use Bylaw to create a new land use district, IIB/AD Industrial (Business Service and Automobile Dealership) District, which would replace the DC(24) District in the Queens Business Park )

**Bylaw 3398/A-2019** (an amendment to the West QE2 (West of Highway Queen Elizabeth II) Major Area Structure Plan)

**Bylaw 3399/A-2019** (an amendment to the Queens Business Park Industrial Area Structure Plan)

**Bylaw 3469/A-2019** (an amendment to the Queens Business Park SE 36 Industrial Area Structure Plan)

**Report back to Council:**

No.

**Comments/Further Action:**

Administration will update the bylaw and distribute in due time.



Samantha Rodwell  
Acting Manager

- c. Director of Planning Services  
Manager of Planning  
Corporate Meeting Administrator



May 1, 2019

## Land Use Bylaw Amendment – Bylaw 3357/D-2019 Amendment to Direct Control District No. 27 and Resolution to Council: Clearview Market Square: Phase 2 Site Plan and Design Package

### Consideration of Second and Third Reading

Legislative Services

#### **Report Summary & Recommendation:**

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##### Summary:

The attached report is being brought forward from the Monday, April 29, 2019 City Council meeting.

#### **Recommendation:**

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That Council considers second and third readings to Land Use Bylaw Amendment 3357/D-2019, an amendment to the Land Use Bylaw to amend Direct Control District No. 27 to add “Motor Vehicle Service or Repair, excluding Motor Vehicle Sales (for Phase 2)” as a discretionary use in the DC27 district and to modify the Direct Control District No. 27 approving authority in order to streamline the approval process.

#### **Background:**

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On April 29, 2019 Council considered Bylaw 3357/D-2019, an amendment to the Land Use Bylaw to amend Direct Control District No. 27 to add “Motor Vehicle Service or Repair, excluding Motor Vehicle Sales (for Phase 2)” as a discretionary use in the DC27 district.

In accordance with Section 606 of the Municipal Government Act, this Land Use Bylaw Amendment was required to be advertised for two consecutive weeks. An advertisement was placed in the Red Deer Advocate on May 3 and May 10, 2019. A Public Hearing will be held on Monday, May 27, 2019 at 6:00 p.m. during Council’s regular meeting.

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**Proposed Resolution:**

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That Bylaw 3357/D-2019 be read a second and third time.

Resolved that Council of The City of Red Deer having considered the report from Planning Services, dated April 12, 2019 re: Bylaw 3357/D-2019 Amendment to Direct Control District No. 27 and Resolution to Council: Clearview Market Square: Phase 2 Site Plan and Design Package hereby adopts a new Clearview Market Square: Phase 2 Site Plan and Design Package to guide future development of the subject area.



April 12, 2019

Originally Submitted to the  
April 29, 2019 Council Meeting

Bylaw 3357/D-2019:

Amendment to Direct Control District No. 27, and

Resolution of Council:

Clearview Market Square: Phase 2 Site Plan and Design Package

Administrative Report

### **Report Summary and Recommendation**

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The Planning department has received an application from the owner to amend the Direct Control District No. 27 and to adopt by resolution a new Clearview Market Square: Phase 2 Site Plan and Design Package.

Specifically, the proposal is to:

- Amend the Land Use Bylaw's DC27 district (Appendix A) to:
  - Add "Motor Vehicle Service or Repair, excluding Motor Vehicle Sales (for Phase 2)" as a discretionary use in the DC27 district,
  - Modify the DC27 district's approving authority (Option 1) in order to streamline the approval process, and
- Adopt, by resolution, a new Clearview Market Square: Phase 2 Site Plan and Design Package (Appendix B) to guide future development of the subject area.

Administration recommends Council give First Reading to Bylaw 3357/D-2019 and following final reading of Bylaw 3357/D-2019 adopt by resolution the new Clearview Market Square Phase 2 Site Plan and Design Package.

### **City Manager Comments**

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I support the recommendation of Administration. If first reading of Bylaw 3357/D-2018 is given, this bylaw will be advertised for 2 consecutive weeks with a Public Hearing to be held on Monday, May 27, 2019 at 6:00 p.m. during Council's regular meeting.

Tara Lodewyk  
Interim City Manager

## Proposed Resolution

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That Bylaw 3357/D-2019 be read a first time.

## Rationale for Recommendation

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The rationale for Administration's recommendation is as follows:

- 1. The inclusion of "Motor Vehicle Service or Repair, excluding Motor Vehicle Sales (for Phase 2)" as a discretionary use is a compatible land use along the northern periphery of the Clearview Market Square area.** Locating the proposed use along the periphery, as illustrated in the Phase 2 Site Plan and Design Package, will provide good visibility from 67 Street and good vehicular access while not impeding pedestrian access and flow within the overall Clearview Market Square.
- 2. Modification of the approving authority in this direct control district will provide quicker more efficient processing of development permit applications.** The DC27 district has been in existence for a number of years with substantial development now in place. Council sets the framework for the Development Authority through the DC27 district site plan. Therefore it is reasonable for Council to delegate more approval authority to the Development Authority.
- 3. The revised Clearview Market Square Phase 2 Site Plan and Design Package addresses concerns arising from the development of Phase 1 and external changes such as the roundabout.** The revised Phase 2 site plan addresses tenants concerns about the number of parking stalls and parking and building layout while maintaining walkability within the overall site. It also provides consistency between Phases 1 and 2 in terms of landscaping, connectivity, and building design.

## Discussion

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### Background

On June 26, 2017 Council adopted Bylaw 3357/P-2017 and Road Closure Bylaw 3587/2017, that closed the curved road portion southeast of the 67 Street / 30 Avenue roundabout and rezoned the closed road and two city-owned parcels next to the closed road to DC27 (Appendix C). Then on July 10, 2017, Council passed the following resolution:

*Resolved that the Council of the City of Red Deer having considered the report from the Planning Department, dated June 30, 2017, re: Site Plan and Design Package re Direct Control District No. 27 (Clearview Market), hereby rescinds that portion of the Site Plan and Design Package that was adopted by resolution of Council on September 20, 2010 that applies to Phase 2, being the area affected by Bylaw 3357/P-2017 (adopted June 26, 2017).*

This land was subsequently sold to the developer, and in response to the July 10, 2017 resolution the developer has submitted a new Clearview Market Square: Phase 2 Site Plan and Design Package that illustrates how Phase 2 will be developed along with an application to amend the DC27 district to add, "Motor Vehicle Service or Repair, excluding Motor Vehicle Sales (for Phase 2)" as a discretionary use in Phase 2. The Amendment also includes proposed changes to how development applications are processed and approved in the DC27 district.

Appendix D contains a copy of the current DC27 district with the proposed wording additions highlighted in yellow and the proposed wording deletions shown in strikeout.

### Analysis

#### *Addition of a Discretionary Use in Phase 2*

While the DC27 district strives to be pedestrian friendly, commercial development of this scale serves a broader portion of the city and therefore many customers access the site by private vehicles. This, coupled with its location along two arterial roads, generates demand for vehicle oriented services such as lube shops and repair shops. Motor vehicle oriented service and repair uses are common in other commercial and direct control districts and the Phase 2 Site Plan and Design Package situates these businesses on the periphery adjacent to 67 Street so there will be less impact on pedestrian oriented businesses within Clearview Market Square.

#### *Amendment to Approving Authority*

The proposed amendment includes changes to the development approving authority (Development Officer / MPC or Council) depending on the scale and nature of the proposed use. The proposed amendment includes a 10 percent variance power for the DO/MPC regarding building footprints, parking, and landscaping. A requested variance above 10 percent

would be referred to Council for a decision. Currently Council is the approving authority for permitted use applications for buildings over 50,000 square feet (4,645 m<sup>2</sup>), permitted uses that do not comply with the provisions of the DC27 district, and some discretionary uses. The proposed amendment streamlines the process and enables Development Authority to process applications quicker and more efficiently.

Administration has considered several options, as requested by the applicant, regarding how and to what extent variances will be considered. Administration is recommending Option 1:

*Option 1*

The DO/MPC can consider variances up to 10 percent regarding individual building footprints, overall parking, and overall landscaping. A request for a variance above 10 percent would be referred to Council for a decision.

*Option 2*

Same as Option 1, but the 10 percent variance for buildings would not be applied to each individual building, but to the total of all building footprints. In this option one building's footprint could exceed the 10 percent provided the total of all building footprints is within 10 percent of the Site Plan and Design Package figure. In this case applications would not come to Council until the total building footprint variances in Phase 2 exceeded 748 m<sup>2</sup> (10 percent of 7,482 m<sup>2</sup>

*Option 3*

In this option, there would be a sliding scale of variance powers for buildings depending on the size of the proposed building; e.g. up to 10 percent on large buildings, up to 15 percent on mid-sized buildings, and up to 20 percent on small buildings. Buildings would be categorized into small, medium and large, and any variance requests that exceeded the respective 20, 15, or 10 percent would go to Council for a decision on the application.

Administration recommends Option 1, i.e. the 10 percent figure applied to individual buildings, not the overall sum of buildings, as this is a balance of flexibility and consistency. If Council sees merit in the alternative approaches Council has the option to modify the proposed bylaw accordingly.

Administration recommends the proposed changes in approving authority to provide a balance of flexibility, efficiency and consistency as the Phase 1 portion of Clearview Market Square has already developed and the DO/MPC have clear direction to implement the vision for Phase 2 in a manner consistent with Phase 1. The proposed amendment will result in more efficient and timely decisions for most developments

*Clearview Market Phase 2 Site Plan and Design Package Resolution (See Appendix B)*

The revised site plan and design package ensures pedestrian walkability while allowing for some vehicle oriented uses on the periphery. The layout proposes 442 parking stalls for the Phase 2's

total building footprint of 7,482 m<sup>2</sup>. This is equivalent to approximately 5.5 stalls per 93 m<sup>2</sup> of gross floor area, which exceeds the LUB's standard of 5.1 stalls per 93 m<sup>2</sup> for district shopping centres, which would only require 411 stalls.

The new Phase 2 Site Plan and Design Package will also provide consistency between the existing Phase 1 and the future Phase 2 areas in terms of building design and landscaping.

#### Dialogue

The proposed LUB amendment and Site Plan were circulated to 32 tenants and 9 landowners within 100 metres of the site. There were several inquiries for clarification on the proposal and two written submissions (Appendix E). One business indicated they oppose the proposed Motor Vehicle Service or Repair use as it would be unfair competition. However, the regulation of market competition is not part of the land use planning rationale for what uses may or may not be suitable in a given district. Another business owner wanted to be sure that the uses match those of the C5 – Commercial (Mixed Use) District. A review of all Direct Control Districts will occur as part of the ongoing Land Use Bylaw update. They also expressed concern about the proposed Phase 2 right-out turn onto 30 Avenue. Any access off or on to a public road will require the approval of Engineering Services to ensure it functions correctly and safely.

The proposal was also referred to relevant city departments and all concerns/comments provided by departments have been reviewed and considered by the Planning Department.

## **Appendices**

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Appendix A – Bylaw 3357/D-2019

Appendix B – Clearview Market Square: Phase 2 Site Plan and Design Package

Appendix C – Areas Affected by Road Closure Bylaw 3587/2017 and  
Land Use Bylaw 3357/P-2017 (Adopted June 26, 2017)

Appendix D – Current DC27 District showing Proposed Wording Additions and Deletions

Appendix E – Written Comments Received from Landowners within 100 m and Tenants

**Appendix A – Bylaw 3357/D-2019**

**BYLAW NO. 3357 / D – 2019**

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, Section 8.20.7 Direct Control District No. 27 Neighbourhood Centre DC (27) is hereby amended as follows:

1. The General Purpose statement is DELETED in its entirety and REPLACED with:

**General Purpose**

This district shall apply only to the Clearview North Neighbourhood Centre site (the Site). Its purpose is to allow for and encourage a variety of commercial, limited office, residential, civic, cultural and recreational uses that primarily serve the local neighbourhoods. These uses shall be distributed throughout a comprehensively designed development area that emphasizes sustainability and compact pedestrian-friendly urban development. The regulations shall apply to both Phase 1 and 2 of the area depicted on the Figure 1 of this district, unless otherwise specified in the regulations.

**Figure 1: Phases 1 and 2**



2. Section 8.20.7(1)(b) Discretionary Uses is amended by ADDING “Motor Vehicle Service or Repair, excluding Motor Vehicle Sales (for Phase 2 only)” and the subsequent list of Discretionary Uses is renumbered in alphabetical order.
3. Section 8.20.7(2) Approving Authority is DELETED in its entirety and is REPLACED with the following:

## **2. Approving Authority**

The approving authority for applications for development approval in this district shall be as follows:

- (a) The Development Authority in the case of all applications, except as described in subsection (b) below;
- (b) City Council in the case of:
  - (i) Development of a new building exceeding 50,000 square feet (4,645 m<sup>2</sup>); or
  - (ii) Any application requiring a variance of the Site Plan and Design Package greater than 10 percent;

### **Approving Authority Variances**

- (c) The Development Authority may permit variances from the Site Plan and Design Package regarding individual building footprints, overall landscaping, and overall parking where the Development Authority deems the proposed changes to be less than 10 percent of what is shown in the Site Plan and Design Package, and the proposed development complies with the General Purpose and Uses of this District, and would not, in the Development Authority’s opinion, unduly impact the surrounding area.
- (d) Where the Development Authority deems that a proposed variance from the Site Plan and Design Package is greater than 10 percent, City Council shall be the Approving Authority.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2019.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2019.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      2019.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      2019.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

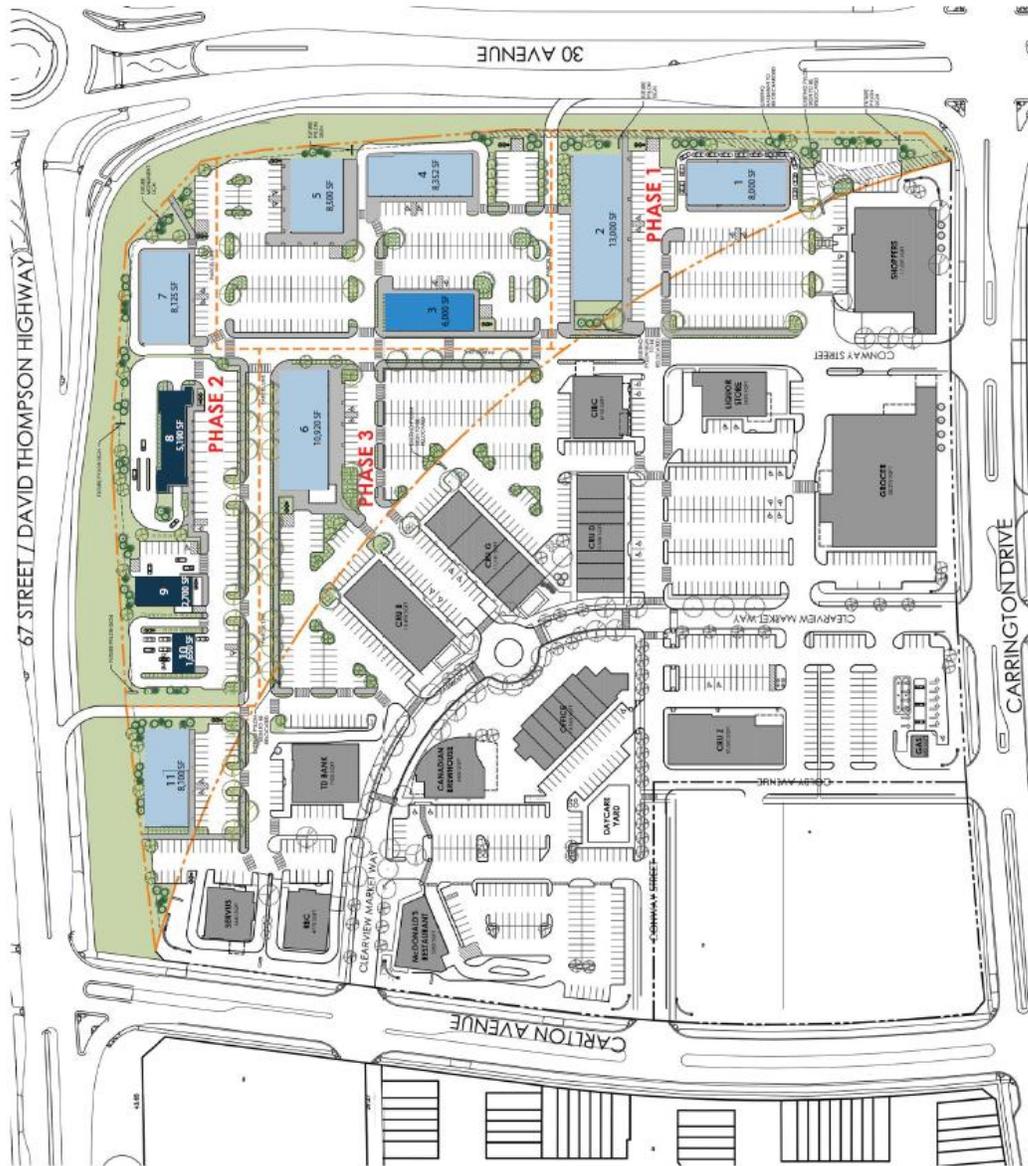
**Appendix B – Clearview Market Square: Phase 2 Site Plan and Design Package**

**CLEARVIEW MARKET SQUARE:  
PHASE 2**  
SITE PLAN AND DESIGN PACKAGE

**MELCOR**

**DIALOG**

APRIL 1, 2019



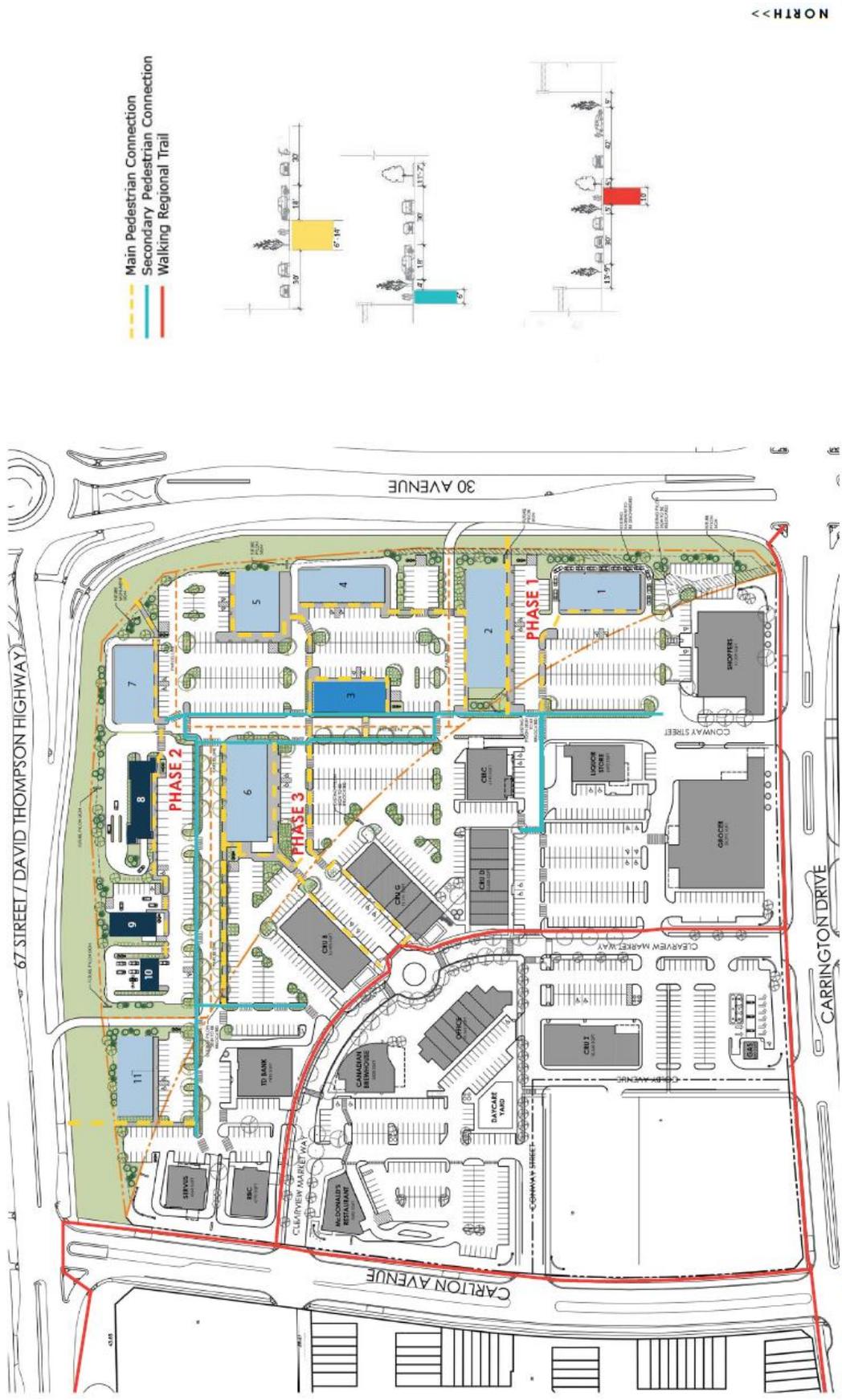
| CLEARVIEW MARKET COMMERCIAL DEVELOPMENT          |  |
|--|--|
| <span style="color: blue;">■</span> AUTO:        | 1,500 SF - 5,500 SF                    |
| <span style="color: blue;">■</span> PAD:         | 4,500 SF - 6,000 SF                    |
| <span style="color: blue;">■</span> CRU:         | 6,000 SF - 20,000 SF                   |
| <b>OVERALL STALLS:</b>                           | <b>1,268 STALLS</b>                    |
| <b>PHASE 1 STALLS:</b>                           | <b>823 STALLS</b>                      |
| <b>PHASE 2 STALLS:</b>                           | <b>445 STALLS</b>                      |
| <b>PHASE II BUILDING AREA m<sup>2</sup> (SF)</b> |  |
| BLDG 1:  | 743 m <sup>2</sup> (8,000 SF)          |
| BLDG 2:  | 1,207 m <sup>2</sup> (13,000 SF)       |
| BLDG 3:  | 557 m <sup>2</sup> (6,000 SF)          |
| BLDG 4:  | 776 m <sup>2</sup> (8,352 SF)          |
| BLDG 5:  | 798 m <sup>2</sup> (8,500 SF)          |
| BLDG 6:  | 1,015 m <sup>2</sup> (10,920 SF)       |
| BLDG 7:  | 755 m <sup>2</sup> (8,125 SF)          |
| BLDG 8:  | 482 m <sup>2</sup> (5,190 SF)          |
| BLDG 9:  | 250 m <sup>2</sup> (2,700 SF)          |
| BLDG 10:   | 153 m <sup>2</sup> (1,650 SF)          |
| BLDG 11:   | 753 m <sup>2</sup> (8,100 SF)          |
| <b>OVERALL PHASE II:</b>                         | <b>7,482 m<sup>2</sup> (80,537 SF)</b> |
| <b>LANDSCAPING</b>                               |  |
| <b>TOTAL SITE AREA:</b>                          | <b>42,546 m<sup>2</sup></b>            |
| <b>PROVIDED LANDSCAPE AREA:</b>                  | <b>6,484 m<sup>2</sup></b>             |
| <b>PROVIDED TREES:</b>                           | <b>219 TREES</b>                       |
| <b>PROVIDED SHRUBS:</b>                          | <b>650 SHRUBS</b>                      |



**CLEARVIEW MARKET SQUARE : OVERALL CONCEPT SITE PLAN**



APRIL 4, 2019



NORTH >>

- Main Pedestrian Connection
- Secondary Pedestrian Connection
- Walking Regional Trail

**MELCOR** CLEARVIEW MARKET SQUARE : WALKABILITY CONCEPT PLAN

**DIALOG** 3

APRIL 4, 2019





**MELCOR**

**CLEARVIEW MARKET SQUARE : PAD CONCEPT DESIGN**

**DIALOG** 5

APRIL 4, 2019



**MELCOR**

**CLEARVIEW MARKET SQUARE : CRU CONCEPT DESIGN**

**DIALOG** 6

APRIL 4, 2019



Images Represent Preliminary Design Principals & Materials



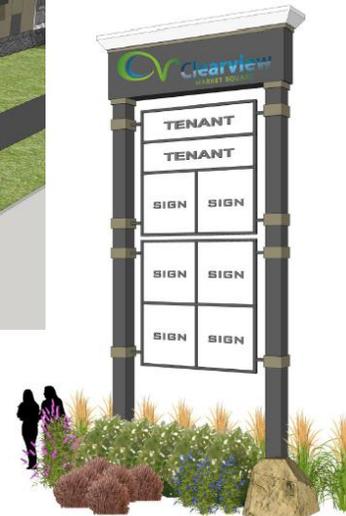
CLEARVIEW MARKET SQUARE : JUNIOR BOX CONCEPT DESIGN



APRIL 4, 2019



Images Represent Preliminary Design Principals & Materials



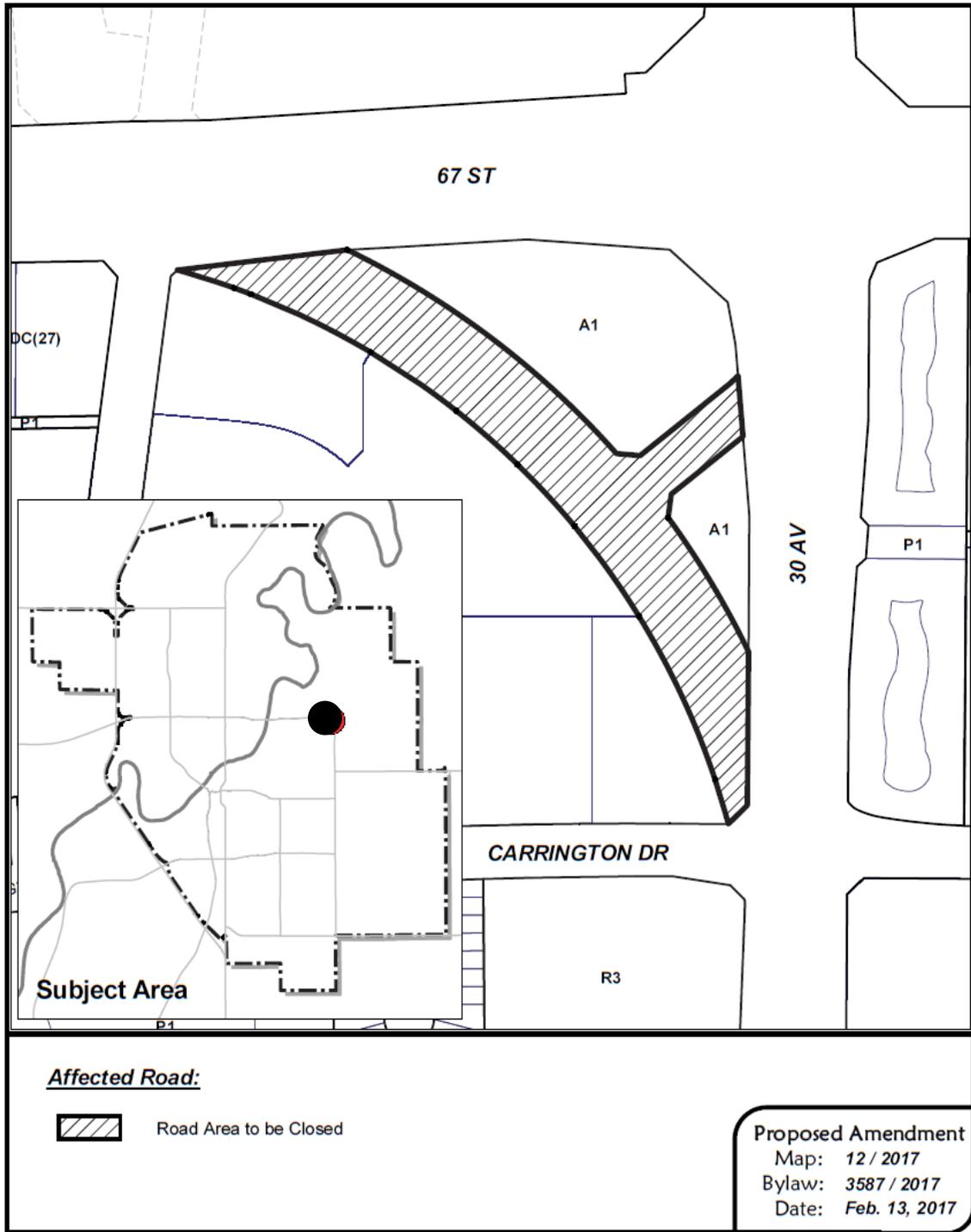
CLEARVIEW MARKET SQUARE : SIGNAGE CONCEPT DESIGN



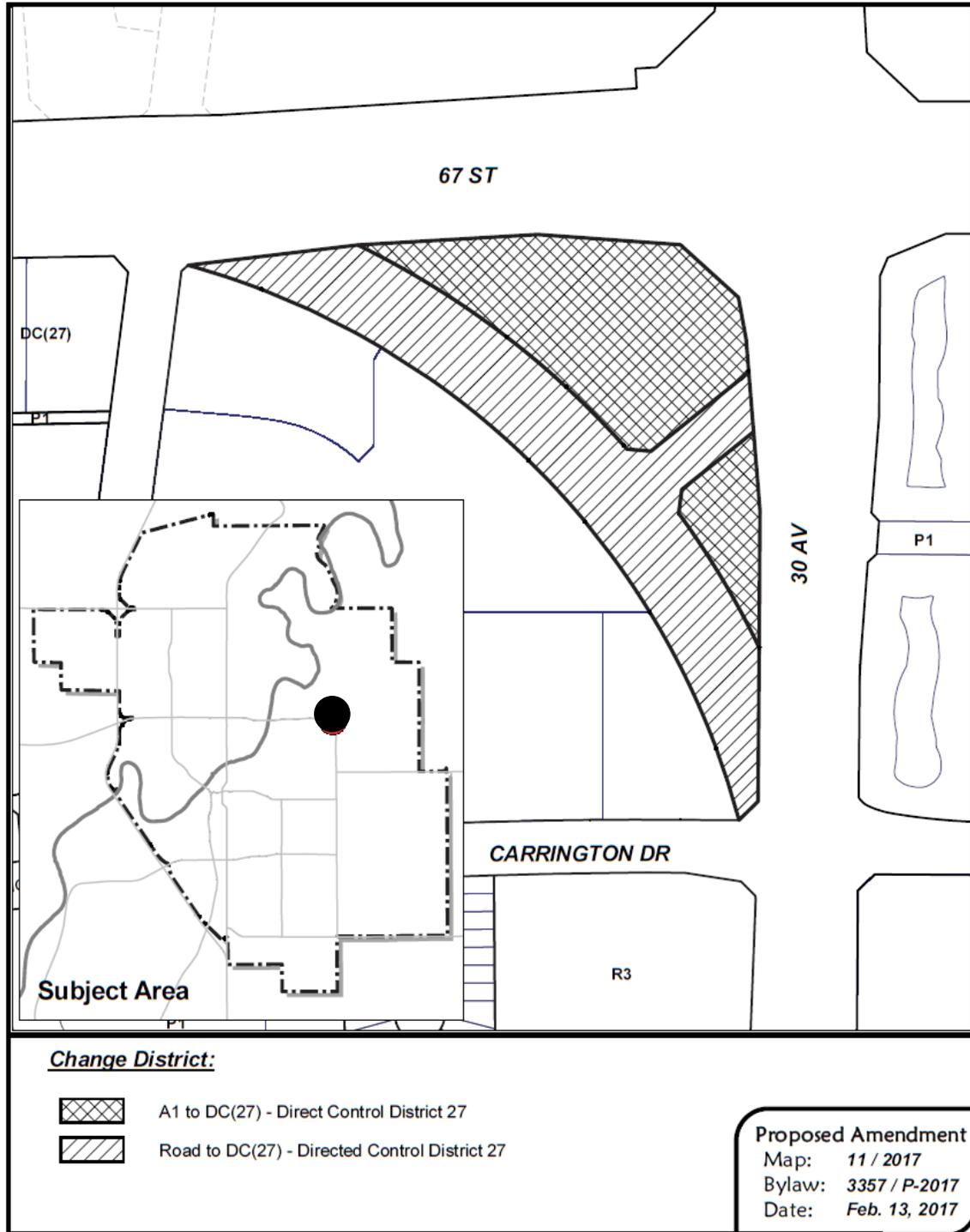
APRIL 4, 2019

**Appendix C – Areas Affected by  
Road Closure Bylaw 3587/2017 and Land Use Bylaw 3357/P-2017  
(Adopted June 26, 2018)**

**ROAD CLOSURE BYLAW NO. 3587 / 2017**



**BYLAW NO. 3357 / P – 2017**



**Appendix D – Current DC27 District showing Proposed  
Wording Additions and Deletions**

**18.20.7 Direct Control District No. 27 Neighbourhood Centre DC (27) (See Map P17)**

**Proposed Additions are shown in highlight**  
**Proposed Deletions are shown in ~~strikeout~~**

**DC (27)**

**General Purpose**

This district shall apply only to the Clearview North Neighbourhood Centre site (the Site). Its purpose is to allow for and encourage a variety of commercial, limited office, residential, civic, cultural and recreational uses that primarily serve the local neighbourhoods. These uses shall be distributed throughout a comprehensively designed development area that emphasizes sustainability and compact pedestrian-friendly urban development. **The regulations shall apply to both Phase 1 and 2 of the area depicted on the Figure 1 of this district, unless otherwise specified in the regulations.**

**Figure 1: Phases 1 and 2**



<sup>1</sup> 3357/D-2019

## 1. Permitted and Discretionary Uses Table

| <b>(a) Permitted Uses</b>     |  |
|-------------------------------|--|
| (i)                           | Building Sign.   |
| (ii)                          | Commercial Entertainment Facility.   |
| (iii)                         | Commercial Recreation Facility.  |
| (iv)                          | Commercial Service Facility  |
| (v)                           | Day Care Facility.   |
| (vi)                          | Freestanding Sign.   |
| (vii)                         | Home Music Instructor/Instruction, subject to section 4.7(10).   |
| (viii)                        | Home Occupations which, in the opinion of the Development Officer, will not generate additional traffic.   |
| (ix)                          | Merchandise sales and/or rental (excluding industrial goods, motor vehicles, machinery, Cannabis Retail Sales and fuel and all uses where the primary focus is adult oriented merchandise and/or entertainment). |
| (x)                           | Multi-Attached residential Building without commercial or with commercial at or above the ground floor and with residential above, with a minimum density of 35 dwelling units/hectare.                          |
| (xi)                          | Multiple Family Building without commercial or with commercial at or above the ground floor and with residential above, with a minimum density of 35 dwelling units/hectare.                                     |
| (xii)                         | Park.  |
| (xiii)                        | Restaurant without drive-through.  |
| <b>(b) Discretionary Uses</b> |  |
| (i)                           | Accessory Building or Use.   |
| (ii)                          | Assisted Living Facility without commercial or with commercial at or above the ground floor and with residential above, with a minimum density of 35 dwelling units/hectare.                                     |
| (iii)                         | Car wash facility on westerly ±33.02 m (0.310 ha) of Lot 81, Block 7, Plan 102 5689 (62 Carleton Avenue).  |
| (iv)                          | Drinking Establishment (adult entertainment prohibited).   |
| (v)                           | Dynamic Fascia Sign.   |
| (vi)                          | Dynamic Freestanding Sign.   |
| (vii)                         | Institutional Service Facility.  |
| (viii)                        | Motor Vehicle Service or Repair, excluding Motor Vehicle Sales (for Phase 2 only).   |
| (ix)                          | Office.  |
| (x)                           | Outdoor Display of Goods.  |
| (xi)                          | Sale of Fuel.  |
| (xii)                         | Parking Lot/Parking Structure.   |
| (xiii)                        | Restaurant with drive-through.   |
| (xiv)                         | Show Home or Raffle Home.  |

## 2. Approving Authority

The approving authority for applications for development approval in this district shall be as follows:

- (a) The Development Authority in the case of all applications, except as described in subsection (b) below;
  - (i) Applications for a Permitted Use up to 50,000 square feet (4,645 m<sup>2</sup>) which are compliant with the provisions of this district and the Site Plan and Design Package;
  - (ii) an application for a Discretionary Use in an existing approved building;
- (b) City Council in the case of:
  - (i) Development of a new building exceeding 50,000 square feet (4,645 m<sup>2</sup>); or
  - (ii) Any application requiring a variance of the Site Plan and Design Package greater than 10 percent;
  - (i) an application for a Permitted Use over 50,000 square feet (4,645 m<sup>2</sup>);
  - (ii) an application for a Permitted Use which does not comply with the provisions of this district; and
  - (iii) any other applications for Discretionary Use except as noted in subsection (a).

### Approving Authority Variances

- (c) The Development Authority may permit variances from the Site Plan and Design Package regarding individual building footprints, overall landscaping, and overall parking where the Development Authority deems the proposed changes to be less than 10 percent of what is shown in the Site Plan and Design Package and the proposed development complies with the General Purpose and Uses of this District, and would not, in the Development Authority's opinion, unduly impact the surrounding area.
- (d) Where the Development Authority deems that a proposed variance from the Site Plan and Design Package is greater than 10 percent, City Council shall be the Approving Authority.
- (e) ~~the Development Authority may permit deviation from the Site Plan and Design Package as described in this bylaw, where the proposed changes are deemed by the Development Authority to be minor in scale or are changes that will result in an equal or greater standard of development than that outlined in the Site Plan and Design Package;~~

~~(d) where the Development Authority deems that the proposed deviation from the Site Plan and Design Package is major in scale or will result in a lower standard of development than that outlined in the Site Plan and Design Package as described in this bylaw, these changes must be approved by City Council.~~

### **3. Concept Design**

- (a) All development within this district shall comply with:
  - (i) the Site Plan and Design Package approved by Council, which shall comply with the provisions of this district and which shall describe in details the following aspects of development:
    - (A) buildings;
    - (B) landscaping;
    - (C) architecture;
    - (D) public spaces;
    - (E) parking;
    - (F) pathways and roadways; and
    - (G) signage;
  - (ii) the Key Elements listed in subsection 4(c) below; and
  - (iii) the Neighbourhood Centre Concept Design set out in the following sketch;



#### 4. General Design Guidelines

- (a) The site plan, the relationship between buildings, structures and open space, the architectural treatment of buildings, the provision and architecture of landscaped open space, and the parking layout, and all other development standards shall be subject to approval by the approving authority, which may impose, as a condition of approval of any development, such standards as are reasonably necessary to ensure that the development will create the character of the envisioned Neighbourhood Centre district and will achieve the following objectives:
- (i) be consistent with the East Hill Major Area Structure Plan and the corresponding Neighbourhood Area Structure Plans within the mixed use area;
  - (ii) be consistent with the East Hill Town Centre Design Guidelines;
  - (iii) be consistent with the parking requirements of the Land Use Bylaw;
  - (iv) reflect the objective of capturing a blend of office, higher density residential and

commercial in a pedestrian friendly environment;

- (v) where the development is adjacent to private/public sidewalks, have a design of front, side and rear façade which are of comparable architectural treatment;
- (vi) be consistent with the following building height regulations:

| Storeys                | Requirements   |
|------------------------|--|
| Minimum                | 2 storeys or 6.5 m (or such other lower minimum height which may be established by City Council for buildings under 7,500 square feet)   |
| Maximum                | 8 storeys or 38.5 m (except where adjacent to single family buildings in which case the maximum shall be 4 storeys or 19.2 m)  |
| Greater than 4 Storeys | In the case of buildings adjacent to a public or private sidewalk or park, the façade of the fifth storey and above shall be stepped back a minimum of 1 metre from the lower storeys, in order to maintain a human scale. |
| Equal to 4 Storeys     | Buildings that are four storeys tall shall treat the third and fourth storeys with materials and colours which are different, from but complementary with, the first and second storeys;                                   |
| Less than 4 Storeys    | N/A  |

- (b) Each of the Key Elements in the Neighbourhood Centre Concept Design has been assigned a priority from 1 (highest) to 6 (lowest). In instances where the suggested characteristics of one or more elements contradict each other, priority shall be given to the element with the highest priority.

(c) **Key Elements**

The following are the Key Elements of the Neighbourhood Centre Concept Design:

(i) **Hard Surface Public Spaces: Priority 1**

*Purpose and Location:*

A place for social interaction such as: gathering, public entertainment, displays, markets, or similar activities. At minimum, these spaces shall be placed wherever the main *Pedestrian Promenade* intersects with one or more pathways. In general, wherever multiple pathways intersect a public space shall be considered. There must be at least two hard surface public spaces:

- (1) One that acts as a gateway in the general vicinity of the southwest corner of the Site.
- (2) One that is located at the point (a relatively central location) where the *Regional Trail Pathway* intersects with the *Pedestrian Promenade*.

*Components and Programming:*

These spaces should include permanent or dynamic public art exhibitions, water fountains, monuments, or any human scale physical component adding a unique

character to the space. Street furniture such as benches and tables may be added as permanent features to the space, but the temporary addition of such features is possible.

*Design and Relationship with Adjacent Buildings:*

These spaces shall be defined by adjacent buildings, essentially creating an “outdoor room”, where the building “*façades*” act as walls. Adjacent building facades shall address the space via some or all of the following elements: entrances/doorways, windows, patios, or clearly defined and architecturally interesting corridors leading to any of the aforementioned elements. The ground surface of these spaces shall primarily be made of hard materials such as stone, brick or concrete. Plants/ vegetation may be used intermittently throughout the space to add character and to soften the environment. Trees may be incorporated into the space in order to provide shelter from the elements throughout the year.

*Linkages:*

These spaces shall be clearly connected, physically and/ or visually, to other public spaces and residential uses via at least two of the following linkages: ***the pedestrian promenade the regional trail pathway, local pedestrian pathways or vehicular pedestrian pathways.***

If one of the aforementioned “pathways” terminates in a public space, the visual “*terminus*” shall be treated with a “significant physical element” creating a “*vista*”. Examples of these “significant physical element” are: an architecturally significant building or building feature, a monument, sculpture, etc. If there is a significant natural element at the *terminus*, then that natural feature may be used as the significant physical element.

**(ii) Pedestrian Promenade: Priority 2**

*Purpose and Location:*

Draws people into the Site, and connects the local off Site and on Site residential population with local amenities, business and activities. The corridor also acts as the “spine” of the neighbourhood town centre from which the rest of the neighbourhood town centre and greater community can be accessed. The pedestrian Promenade shall be anchored at the southwest corner of the Site by a Hard Surface Public space and runs through the centre of the Site eventually being anchored in the north/northeast of the Site.

*Design and Relationship with Adjacent Buildings:*

Adjacent building facades address the space via some or all of the following elements: entrances/doorways, windows, patios, or clearly defined and architecturally interesting corridors leading to any of the aforementioned elements. The ground surface of this space is primarily made of hard materials such as stone, brick, concrete or creatively treated asphalt. Plants/landscaping may be used intermittently throughout the space to add character and to soften the environment. Trees line the corridor providing shelter from the elements throughout the year.

*Components and Programming:*

This space may include features such as; permanent or dynamic public art exhibitions, water fountains, monuments, or any human scale physical component adding a unique character to the space.

Places to sit shall be frequently provided via street furniture and/or landscaping. Where any other major pathway intersects this space, information shall be provided directing people to amenities, businesses and activities. This information can be provided via: signage, kiosks, small vendors etc.

This space may also be used as a place for social interaction providing a space for activities such as; recreation, gathering, public entertainment, displays, markets and similar activities.

**(iii) Regional Trail Pathway: Priority 3***Purpose and Location:*

A continuation of the existing regional trail system. The Regional Trail Pathway, shall be anchored by two small welcoming spaces, and shall connect the existing trail system to the future development to the east. These spaces shall be landmarks that draw people in to the Site. Each of the anchor spaces shall be at relatively opposite ends of the Site, with one being located in the general vicinity of the northwest corner.

*Components and Programming:*

Vegetation is used continuously throughout the pathway clearly distinguishing the pathway as the “regional green path system”. This vegetation may include but is not limited to: Trees, shrubs and grass. Places to sit are intermittently provided via street furniture and/or landscaping. Where any other major pathway intersects this space, information is provided directing people to amenities, businesses and activities. This information can be provided via: signage, kiosks, small vendors etc.

*Design and Relationship with Adjacent Buildings:*

Where possible, adjacent building facades should address the pathway via some or all of the following elements: entrances/doorways, windows, patios, or clearly defined and architecturally interesting corridors leading to any of the aforementioned elements. Plants/vegetation may be used intermittently throughout the space to add character and to soften the environment.

**(iv) Open Green Spaces: Priority 4***Purpose and Location:*

To be used as an alternative to a hard surface public space, these spaces shall be places to enjoy a more “natural” setting. Physical elements may include existing natural features or constructed features. In general wherever multiple pathways intersect there is potential for an open green space or any form of public space.

*Design and Relationship with Adjacent Buildings:*

These spaces shall be adjacent to buildings that address the space via some or all of the following elements: entrances/doorways, windows, patios, or clearly defined and architecturally interesting corridors leading to any of the aforementioned elements. Adjacent buildings shall at minimum overlook the spaces through windows providing a perceived surveillance of the spaces.

*Components and Programming:*

Places to sit shall be sporadically provided via street furniture and/or landscaping. The landscaping should at minimum contain some aspects of the local natural environment or be entirely native to Red Deer/Alberta. These spaces may include features such as; permanent or dynamic public art exhibitions, water fountains, monuments, or any human scale physical component adding a unique character to the space.

These spaces may also be used as a place for social interaction providing a space for activities such as; recreation, gathering, public entertainment, displays, markets, etc.

**(v) Vehicular Pathways: Priority 5**

*Purpose and Location:*

Vehicular pathways shall provide non-curvilinear direct two-way access for motorized vehicles, to the *neighbourhood centre* amenities, activities, businesses, transit stops and parking. There shall be a minimum of 1 access point on the west edge of the Site and 1 at the south edge of the Site to the satisfaction of Engineering Services.

*Components:*

When possible street parking should be provided. Where any major pathway intersects with the vehicular pathway, pedestrians are given priority via crosswalks. These *pathways* may also consist of pedestrian oriented sidewalks separated from the vehicle path by boulevards. These boulevards shall contain some or all of the following physical elements: Lighting fixtures, trees, signage, or similar elements. Sidewalks and boulevards are at minimum on 1 side of the right of way at all points.

*Design and Relationship with Adjacent Buildings:*

Where possible, adjacent building facades should address the right of way via some or all of the following elements: entrances/doorways, windows, patios, or clearly defined and architecturally interesting corridors leading to any of the aforementioned elements. Plants/vegetation may be used intermittently throughout the space to add character and to soften the environment.

**(vi) Local Pedestrian Pathways: Priority 6**

*Purpose and Location:*

Shall provide direct access for pedestrians to the *neighbourhood town centre* amenities, public spaces, activities, businesses and parking areas.

*Components and Programming:*

These pathways shall be defined throughout the neighbourhood town centre via consistent ground material treatment, lighting, signage and when possible boulevards containing trees.

*Design and Relationship with Adjacent Buildings:*

Where possible, adjacent building facades should address the pathway via some or all of the following elements: entrances/doorways, windows, patios, or clearly defined and architecturally interesting corridors leading to any of the aforementioned elements. Plants/vegetation may be used intermittently throughout the space to add character and to soften the environment.

## **General Land Use**

### **(vii) Primarily Residential Area**

*Purpose and Location:*

This general area shall consist of residential uses. Commercial uses shall be considered on the ground floor in this area.

*Interface and Relationship with Adjacent Uses:*

When a building in this area is adjacent to a public space, or a pathway, the fronting walls/surface shall address the space/pathway via some or all of the following elements: entrances/doorways, windows, patios, or clearly defined and architecturally interesting corridors leading to any of the aforementioned elements.

### **(viii) Primarily Retail Commercial**

*Purpose and Location:*

This general area shall consist of commercial uses. Office uses serving the local area are encouraged throughout this area. Residential uses should be considered above the ground floor. Cannabis Retail Sales are not permitted.

*Design and Relationship with Adjacent Uses:*

When a building in this area is adjacent to a public space, or a pathway, the fronting walls/surface shall address the space/pathway via some or all of the following elements: entrances/doorways, windows, patios, or clearly defined and architecturally interesting corridors leading to any of the aforementioned elements.

**Appendix E – Written Comments Received from Landowners  
within 100 m and Tenants**

Good afternoon Orlando,

Attached is our comment sheet.

Also I would like to add to our comments:

- after we finally received approval to build our car wash, constructed the facility and opened in May 2014, we did have a good year our first full year in 2015.
- However our sales were directly impacted by the construction of the new traffic circle at 67<sup>th</sup> Street and 30 Avenue. Both 2016 and 2017 our sales were down, especially during the period when Carleton Avenue was completely closed and the only access was via Carrington Drive. We did not complain or even ask for some property tax relief, as we knew long term the new traffic circle would be beneficial.
- In 2018 our sales finally recovered to 2015 levels.
- To have another car wash in Clearview Market would directly impact the financial viability of our car wash.

If you need further information, please feel free to email me.

Cam



**Cameron D. Baldwin**

*Operations Manager*

**Phoenix Construction Inc.**

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C 403-348-1214

E [cdbaldwin@phoenixconstruction.ca](mailto:cdbaldwin@phoenixconstruction.ca)

## Comment Sheet

You are invited to provide feedback regarding the proposed Land Use Bylaw amendment 3357/D-2019 and the Clearview Market Square Phase 2 Site Plan and Design Package.

**Collection & Release of Your Information:** The City is collecting your information as part of the referral process that is described in Section 2.19(5) of The City of Red Deer Land Use Bylaw. The personal information on this form is collected under the authority of the Municipal Government Act Section 3 and is protected under the provisions of the Freedom of Information & Protection of Privacy (FOIP) Act. The City will seek to balance the dual objectives of open government and protection of privacy. If you have questions about the collection and use of this information, please contact the Manager of Planning at The City of Red Deer, 4914-48 Ave, Red Deer, AB 403-406-8700.

Your contact information allows administration to respond as needed.

Name (Please Print): Cameron D. Baldwin  
 Mailing Address: #4, 7887 50<sup>th</sup> Ave R.D. Postal Code: T4P 1M8  
 Phone #: 403-348-1214 E-mail Address: cdbaldwin@phoenixconstruction.ca

### General Comments

In general we are not opposed to the LUB amendment, however we are vehemently opposed to allowing another car wash as shown on the site plan in Phase 2.

Obviously, we feel there is only capacity for one car wash in the Clearview Market area. To get approval for our Squacky Klean Car Wash (56 Colleton Avenue) we proposed a change to the LUB, however Planning and Inspections & Licensing did not support our application.

We were forced to make an application to Cor R.D. Council. We held our own public open house and visited many homes in Clearview before we met with every single City Councillor. Once we felt we had support only then did we apply for First Reading. Obviously, it was approved and we then attended the Second Reading & Public Hearing. That was approved and so was Third Reading. After an incredible amount of work and effort our car wash was approved. We would be very disappointed

This Comment Sheet may be submitted by February 20, 2019 using the following options:

- Return, by mail to: City of Red Deer Planning Department, Box 5008, Red Deer, Alberta, T4N 3T4; or
- Drop off at the Planning Department counter on the 3rd floor of City Hall at 4914 - 48 Avenue; or
- Email to [orlando.toews@reddeer.ca](mailto:orlando.toews@reddeer.ca)

Thank you for your input!

to see another car wash in Clearview Market



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Your contact information allows administration to respond as needed.

Name (Please Print): Developments 2 Inc  
 Mailing Address: 109 Southbank Blvd Postal Code: T1S 0G1  
 Phone #: 403-995-1798 E-mail Address: kelly@dev2.ca

#### General Comments

\* We own the properties at 499 + 500 Timberland Drive  
 ← IT IS OUR understanding that D27 zoning is to mirror C5. We would want to ENSURE that the uses match for each zone  
 ← We are concerned that the Right Out from the Phase 2 site onto 30th Ave does not allow enough time and space to access the left hand turning lane onto Timberlands drive.

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**DATE:** May 29, 2019

**TO:** Orlando Toews, Senior Planner

**FROM:** Samantha Rodwell, Acting Legislative Services Manager

**SUBJECT:** **Bylaw 3357/D-2019 Amendment to Direct Control District No. 27 and Clearview Market Square Phase 2 Site Plan and Design Package**

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**Reference Report:**

Legislative Services, dated May 1, 2019

**Bylaw Reading:**

At the Monday, May 27, 2019 Regular Council Meeting, Council gave second and third reading to the following Bylaw:

**Bylaw 3357/D-2019** (an amendment to the Land Use Bylaw to amend Direct Control District No. 27 to add "Motor Vehicle Service or Repair, excluding Motor Vehicle Sales (for Phase 2)" as a discretionary use in the DC27 district and to modify the Direct Control District No. 27 approving authority in order to streamline the approval process)

**Resolution:**

At the Monday, May 27, 2019 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer having considered the report from Planning Services, dated April 12, 2019 re: Bylaw 3357/D-2019 Amendment to Direct Control District No. 27 and Resolution to Council: Clearview Market Square: Phase 2 Site Plan and Design Package hereby amends the Site Plan by changing the designation of Buildings 8, 9 and 10 from "AUTO" to "AUTO and/or CRU".

**Report back to Council:**

No.

**Comments/Further Action:**

Administration will update the bylaw and distribute in due time.

A handwritten signature in blue ink that reads 'Rodwell'.

Samantha Rodwell  
Acting Manager

- c. Director of Planning Services  
Manager of Planning  
Corporate Meeting Administrator