



## City Council Meeting Agenda

Monday, June 12, 2023 – Council Chambers, City Hall

Call to Order:	10:30 AM
Recess:	12:30 PM to 1:00 PM
Public Hearing(s):	5:00 PM

**1. Motion to resume consideration of Advice from Officials - postponed from the May 1, 2023 Regular Council Meeting**

- 1.1. Advice from Officials - FOIP Sections 24(1)(a) Advice from Officials and 27(1)(a) Privileged information

**2. Closed Meeting (to last approximately 2 hours)**

- 2.1. Motion to go into Closed Meeting

- 2.1.a. Advice from Officials - FOIP Sections 24(1)(a) Advice from Officials and 27(1)(a) Privileged information

- 2.2. Motion to Revert to Open Meeting

**3. Points of Interest**

**4. Reports**

- 4.1. Annual Policing Plan Update & Crime Stats - Q4 Reporting for 2022  
(Pages 3 – 14)

- 4.2. Integrated & Accessible Transportation Policy Update  
(Pages 15 – 39)

- 4.3. Council Governance Process Policy # GP-D-2.3: Municipal Features Naming  
(Pages 40 – 51)

- 4.3.a. Motion to Resume Consideration - postponed from the May 15, 2023 Regular Council Meeting



## **5. Consent Agenda**

### **5.1. June 12, 2023 Consent Agenda**

(Page 52)

#### **5.1.a. Confirmation of the Minutes of the May 15, 2023 Regular Council Meeting**

(Pages 53 – 64)

#### **5.1.b. Stormwater Utility Update**

(Pages 65 – 75)

#### **5.1.c. Quarterly Report**

(Pages 76 – 86)

#### **5.1.d. Change of start time for the July 10, 2023 Regular Council Meeting**

#### **5.1.e. Land Use Bylaw 3357/H-2023. To rezone 3937 50 Street from R1A to C5. (First Reading Only)**

(Pages 87- 102)

## **6. Public Hearings**

### **6.1. Kingsgate Amendments. NW MASP Bylaw 3213/A-2023, Kentwood NE NASP 3217/A-2023 and Land Use Bylaw 3357/C-2023**

(Pages 103 – 201)

#### **6.1.a. Consideration of Second Reading of Bylaw 3213/A-2023**

#### **6.1.b. Consideration of Third Reading of Bylaw 3213/A-2023**

#### **6.1.c. Consideration of Second Reading of Bylaw 3217/A-2023**

#### **6.1.d. Consideration of Third Reading of Bylaw 3217/A-2023**

#### **6.1.e. Consideration of Second Reading of Bylaw 3357/C-2023**

#### **6.1.f. Consideration of Third Reading of Bylaw 3357/C-2023**

## **7. Adjournment**





June 12, 2023

## Quarterly Community Policing Report

Prepared by: Holly Glassford, RCMP Superintendent  
Department: RCMP

### **Report Summary**

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The Quarterly Community Policing Report covers the January <sup>st</sup>, 2023 to March 31, 2023, reporting period. The attached report serves to provide a quarterly snapshot of the human resources, financial data, and crime statistics for Red Deer City Detachment. This is provided as information to Council.

### **Proposed Resolution**

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Resolved that Council of the City of Red Deer having considered the report Quarterly Community Policing Report dated June 12, 2023 hereby receives the report as information





May, 15, 2023

Superintendent Holly Glassford  
Officer in Charge Red Deer RCMP  
Red Deer, Alberta

Dear Mr. Bart Rowland, Acting GM of Red Deer Protective Services,

Please find attached the quarterly Community Policing Report that covers the January 1<sup>st</sup> to March 31<sup>st</sup>, 2023 reporting period. This information serves to provide a quarterly snapshot of the human resources, financial data and crime statistics for the Red Deer RCMP detachment. The sharing of quarterly reports demonstrates our ongoing commitment to transparency while delivering the high level of policing services that you, and the citizens you represent, have come to expect from the Alberta RCMP.

As we transition towards Spring, the safety and security of all Albertans will continue to be our main focus. In an effort to leverage technology to oversee and amplify our response to emergency incidents around the Province, your Alberta RCMP recently established a Real Time Operations Centre (RTOC). Working hand-in-hand with our Operational Communications Centre (OCC), the RTOC has senior police officers monitoring policing operations in real-time, assessing ongoing incident risk, coordinating specialized and expert resources, and managing the response. The existence of the RTOC provides our members real-time guidance, direction and support from seasoned and experienced police officers. The RTOC also ensures a coordinated response to cross-jurisdictional activities and significant events through enhanced interoperability with other policing agencies within the Province.

The attached reporting along with your valued feedback will help ensure that our service delivery to your community is meeting your needs on an ongoing basis. As the Chief of Police for your community, please do not hesitate to contact me if you have any questions or concerns.

*Holly Glassford*

Superintendent Holly Glassford  
Officer in Charge  
Red Deer RCMP





## RCMP Municipal Policing Report

<b>Detachment</b>	Red Deer Municipal Detachment
<b>Detachment Commander</b>	
<b>Quarter</b>	Q4 2022/23
<b>Date of Report</b>	

### Community Consultations

<b>Date</b>	2023-01-05
<b>Meeting Type</b>	Community Connection
<b>Topics Discussed</b>	Crime Reduction Initiatives
<b>Notes/Comments</b>	Members from the Youth and Community Action Team attended Bower Ponds to help assist CARE in their 'New Comers Learn to Skate' event.

<b>Date</b>	2023-01-28
<b>Meeting Type</b>	Community Connection
<b>Topics Discussed</b>	Diversity
<b>Notes/Comments</b>	Attended presentation of the Queen's Platinum Jubilee Medal to a member of the Central Alberta's Immigrant Women Association Member.

<b>Date</b>	2023-02-10
<b>Meeting Type</b>	Community Connection
<b>Topics Discussed</b>	Education Session
<b>Notes/Comments</b>	YCAT attended a Family Night Event hosted by SPARC Red Deer. YCAT had a table set up helping families get out of 'Magic Hand Cuffs' (relationship building activity).





<b>Date</b>	2023-02-18
<b>Meeting Type</b>	Community Connection
<b>Topics Discussed</b>	Diversity
<b>Notes/Comments</b>	Attended a Black History Event. Member spoke on behalf of the Red Deer RCMP and engaged with Red Deer's diverse population.

<b>Date</b>	2023-02-23
<b>Meeting Type</b>	Community Connection
<b>Topics Discussed</b>	Crime Reduction Initiatives
<b>Notes/Comments</b>	Members attended Sunterra Market for the monthly 'Coffee with a Cop'.

<b>Date</b>	2023-02-25
<b>Meeting Type</b>	Community Connection
<b>Topics Discussed</b>	Diversity
<b>Notes/Comments</b>	Attended the South and North Sundanese Cultural Event.





## Community Priorities

Priority 1	Police Response and Visibility
Current Status & Results	<p>With reallocation of resources a member will be taking over the Media Relations position at the detachment and the Youth and Community Action Team will develop monthly articles for dissemination to the media regarding topics covered by the Provincial Crime Prevention Calendar. 37 media communications have been completed</p> <p>Red Deer Detachment and AHS are finalizing the business case for 2 more PACT nurses. Red Deer Detachment has secured 2 resources to make sure that we have PACT members available to support the new nurses. Recently, our local PACT team did a project with CTV highlighting the great work being done with mental health in our province.</p> <p>Red Deer Traffic Section was successful in completing 7 planned High Visibility enforcement projects. This resulted in 38 Speeding Tickets, 2 Seatbelt, 11 Cell phone violations, 18 Intersection, 16 Other moving, 109 Non Moving Violations.</p> <p>During this quarter the Traffic Sections issued 15 IRS Zero-Novice, 7 IRS Warn, 28 IRS Fail, 7 Seatbelt Violations, 190 Speeding Violations, 42 Distracted Driving/ Cell Phone Violations, 12 Careless Driving, 83 Intersection Violation, 13 Prohibited Drivers, 95 Moving Offenses and 402 Non Moving Violations. The unit also issued 3 other provincial violations related to Alcohol and Cannabis.</p> <p>Downtown Unit:            Quarter 4 Jan 1 - March 31:            170 arrests with 49 Criminal Code charges laid            253 violation tickets issued totaling \$107,392 in fine amounts.            206 arrest warrants executed totaling 330 charges            9 IRS sanctions issued (for both impaired driving and suspended drivers)            23 vehicles towed</p> <p>Of note for entire Fiscal year, April 1, 2022 to March 31, 2023:            637 arrests            563 Criminal Code charges laid            1,598 violation tickets issued totaling \$618,517 in fine amounts            1,069 arrest warrants executed totaling 1574 charges            773.85 grams (or 28 ounces) of illicit drugs seized            24 IRS sanctions issued (for both impaired driving as well as suspended drivers)            116 vehicles towed (IRS, no insurance, not registered, etc.)            92 Criminal Code investigations handled by the Red Deer City CPO's attached to the unit.</p> <p>Mental Health/ Trauma Training - surpassed target of 90 %. Currently 96% of members trained.</p>



**Priority 2****Crime Reduction****Current Status & Results**

Q4 Stats show 23% property crime for Red Deer in comparison to Jan-Mar 2022.

The detachment has made a formal request to Red Deer City to create a bylaw regarding catalytic converter thefts, as it is a priority issue in the community. Central Alberta Crime Prevention Center has also provided education to the community on PROTECH DNA, which is a product containing micro serial numbers that can be applied to property, allowing owners to register their serial number in case of theft.

Q4 January 1 - March 31, the Youth and Community Action Team completed with assistance of the Crime Prevention Centre, 2 CPTED's.

The Youth and Community Action Team conducted 20 school presentations and 6 Business presentations regarding crime prevention. Including February's Anti Fraud Event held, in conjunction with Alberta Community Crime Prevention Association, at the Red Deer Library.

During this period there were 12 deployments of the Drone assisting investigational process. Total for the year=86

In-house training sessions all completed.

**Priority 3****Engaged Community Partners****Current Status & Results**

YCAT-CPVS reviewed 165 PROS Occurrences involving one or more youth as the subjects of criminal complaints. A total of 97 (58%) of these occurrences involved youth that could potentially have been charged with a criminal offence. Of these 97 occurrences, a total of 22 (22.7%) resulted in youth being diverted away from the criminal justice system through either warnings/cautions or direct referrals to diversionary programs. During this reporting period there were 7 youth brought to the Youth Justice Panel.

We continue to work with Red Deer Regional Hospital regarding member wait times. We have seen a drastic improvement and time decreasing to approximately 1- 3 hrs. We had requested that local hospital commit to under 3 hours by the end of April 2023 and commitment to this goal has been outstanding. Regular meetings with both management teams has proved to be very successful.

Welcoming and Inclusive Detachment Committee - stood up with both members and MPS employees. 2 completed with 1 awareness session planned for May 2023





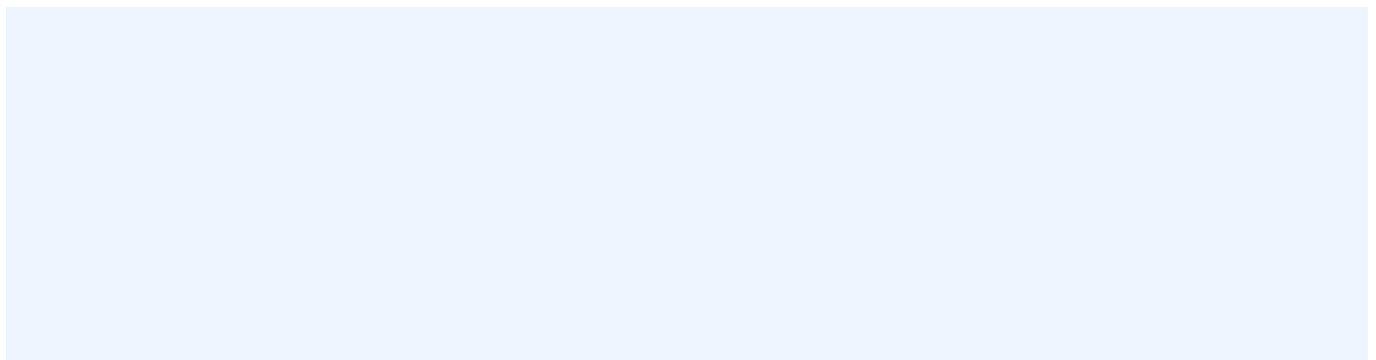
### Crime Statistics<sup>1</sup>

The following table provides policing statistics on actual offences within the periods listed. Please see Appendix for additional information and a five-year comparison.

Category	January - March			January - December		
	2022	2023	% Change Year-over-Year	2021	2022	% Change Year-over-Year
<b>Total Criminal Code</b>	4,216	3,418	-19%	17,768	16,453	-7%
Persons Crime	634	622	-2%	2,920	2,682	-8%
Property Crime	2,627	2,023	-23%	10,491	9,930	-5%
Other Criminal Code	955	773	-19%	4,357	3,841	-12%
<b>Traffic Offences</b>						
Criminal Code Traffic	139	165	19%	607	673	11%
Provincial Code Traffic	1,317	2,072	57%	8,277	8,085	-2%
Other Traffic	20	25	25%	60	72	20%
<b>CDSA Offences</b>	77	79	3%	574	419	-27%
<b>Other Federal Acts</b>	95	94	-1%	653	476	-27%
<b>Other Provincial Acts</b>	1,196	1,366	14%	5,311	5,332	0%
<b>Municipal By-Laws</b>	322	325	1%	1,652	1,850	12%
<b>Motor Vehicle Collisions</b>	701	817	17%	2,439	2,867	18%

<sup>1</sup> Data extracted from a live database (PROS) and is subject to change over time.

### Trends/Points of Interest







### Municipal Overview: Human Resources<sup>2</sup>

Staffing Category	Established Positions	Working	Special Leave <sup>3</sup>	Hard Vacancies <sup>4</sup>	Revised Plan at Q4	2023 FTE Utilization Plan
Police Officers	174	155	20	6	156.9	157
Detachment Support						

<sup>2</sup> Data extracted on March 31, 2023 and is subject to change.

<sup>3</sup> Once members are placed on "Special Leave" (eg. Maternity/paternity, medical >30 days, leave without pay, graduated return to work) they are not included in the FTE count and their pay is not charged directly to each location. However, any salary expenditures associated with these employees while on leave is included as an "indirect cost" and billed within the Divisional Administration rate, charged to all contracts.

<sup>4</sup> Hard vacancies reflect positions that do not have an employee attached and need to be filled.

### Comments

Police Officers: Of the 174 established positions, 155 officers are working. There are 17 officers on special leave (2 Parental, 14 Medical, and 1 Leave Without Pay). Seven positions have been backfilled to ensure coverage. There are six hard vacancies at this time. The annual plan for Red Deer is based on 157 working officers.





## Municipal Overview: Financial/O&M

Municipal	Year to Date Expenditures <sup>5</sup>	Revised Plan at Q4	2023 Financial Plan
Pay	18,435,885	18,232,000	18,232,000
Overtime	1,657,999	1,630,000	1,773,000
Operating and Maintenance	1,293,806	1,185,000	1,350,000
Commissionaire Guarding	3,214	-	-
Equipment	1,263,987	1,426,431	1,682,189
Other	239,427	438,000	458,637
Div. Admin & Indirect Costs	11,525,742	11,569,216	10,764,454
Total (in 100% terms)	34,536,242	34,480,647	34,260,280
Total (with applicable cost share ratio of 90% applied)	31,329,755	31,032,583	30,834,252

<sup>5</sup> Includes expenditures up to March 31, 2023.

## Comments

Note: The financial figures as identified above are in alignment with the 2023 Multi-Year Financial Plan and 2022/23 forecast. The forecast includes the approximate 4% pay-raise increase for Non-Commissioned Officers which was effective as of April 1, 2022, as per the collective bargaining agreement. The total figures listed above do not include adjustments identified within the monthly reports after the Contract Partner share and other minor expenditure categories.

Multi-Year Financial Planning is underway and, if it has not been shared already, a draft plan will be shared with your community shortly. Your draft Plan does not contain financial projections at this early stage, but they will be incorporated shortly. Quarter 4 invoices will be distributed to your community in the upcoming weeks along with a preliminary five-year financial forecast for your review. There may be some variances between this report and the Q4 update as financial data is validated and finalized.

RCMP will continue to provide your community with monthly enhanced reporting to support ongoing forecast adjustments and potential invoice revisions. This increased reporting will support ongoing management of policing budgets, while also enhancing transparency and engagement with our partners.

Inquiries regarding the retroactive pay-raise can be directed to the to the CMC Secretariat at [ps.cmcsec-cgesec.sp@ps-sp.gc.ca](mailto:ps.cmcsec-cgesec.sp@ps-sp.gc.ca).





### Definitions

#### Municipal Overview: Human Resources

FTE Utilization	A full-time equivalent (FTE) employee is defined by the number of months in a fiscal year that a position is filled. The FTE utilization level refers to the total months filled for all positions within the detachment/unit.
2022/23 FTE Utilization Plan	This reflects the number of working FTEs planned to be in place for the fiscal year.
Revised Plan at Q4	This reflects any adjustments to the planned number of working FTEs, which may vary as hard and soft vacancies fluctuate throughout the year.

#### Municipal Overview: Financial/O&M

Year-To-Date (YTD) Expenditures	YTD expenditures reflect the actual expenditures within each category, as of the date of the report.
Revised Plan at Q4	This reflects any adjustments to the forecasted spending plan for the relevant category, which may vary as expenditures are realized throughout the year.
2022/23 Financial Plan	This reflects the target spending levels set for each category of expenditure, and the initial financial plan for the 2022/23 fiscal year.
Pay	Includes salary costs and associated allowances for police officers and civilian support.
Overtime	Includes direct overtime costs for police officers.
Operating and Maintenance	Reflects all unit operating costs, including items such as travel, fuel and vehicle repairs.
Commissionnaire Guarding	Reflects the costs of guarding prisoners within detachments.
Equipment	Include expenditures for operational and technology equipment, police vehicles and the fit-up of those vehicles.
Div. Admin & Indirect Costs	This reflects the division administration charges associated to core administration costs, special leaves and health services costs, and the indirect costs associated to all employees, including benefits, Canada Pension Plan and Employment Insurance rates.
Other	This includes all remaining expenditures including applicable training costs, secret expenditures and air services costs if applicable.
Total	Reflects the total costs of all categories of expenditures.





**Red Deer Municipal Detachment  
Crime Statistics (Actual)  
January to March: 2019 - 2023**

All categories contain "Attempted" and/or "Completed"

April 5, 2023

CATEGORY	Trend	2019	2020	2021	2022	2023	% Change 2019 - 2023	% Change 2022 - 2023	Avg File +/- per Year
Offences Related to Death		4	1	1	3	0	-100%	-100%	-0.6
Robbery		30	52	17	22	25	-17%	14%	-4.0
Sexual Assaults		45	36	41	43	51	13%	19%	1.9
Other Sexual Offences		21	18	25	28	17	-19%	-39%	0.2
Assault		350	415	350	341	295	-16%	-13%	-18.4
Kidnapping/Hostage/Abduction		9	6	2	5	10	11%	100%	0.1
Extortion		7	7	5	7	13	86%	86%	1.2
Criminal Harassment		67	89	98	87	84	25%	-3%	3.2
Uttering Threats		138	117	126	98	127	-8%	30%	-4.1
<b>TOTAL PERSONS</b>		<b>671</b>	<b>741</b>	<b>665</b>	<b>634</b>	<b>622</b>	<b>-7%</b>	<b>-2%</b>	<b>-20.5</b>
Break & Enter		327	383	206	268	189	-42%	-29%	-39.1
Theft of Motor Vehicle		379	277	153	325	160	-58%	-51%	-39.0
Theft Over \$5,000		41	34	20	32	26	-37%	-19%	-3.2
Theft Under \$5,000		1,084	1,219	962	974	881	-19%	-10%	-65.1
Possn Stn Goods		158	157	92	109	57	-64%	-48%	-25.0
Fraud		327	259	247	229	243	-26%	6%	-19.8
Arson		3	7	2	8	4	33%	-50%	0.3
Mischief - Damage To Property		7	405	367	355	264	3671%	-26%	46.4
Mischief - Other		562	201	246	327	199	-65%	-39%	-60.0
<b>TOTAL PROPERTY</b>		<b>2,888</b>	<b>2,942</b>	<b>2,295</b>	<b>2,627</b>	<b>2,023</b>	<b>-30%</b>	<b>-23%</b>	<b>-204.5</b>
Offensive Weapons		125	132	95	77	60	-52%	-22%	-18.5
Disturbing the peace		504	477	387	470	441	-13%	-6%	-13.3
Fail to Comply & Breaches		392	562	403	286	166	-58%	-42%	-72.8
<b>OTHER CRIMINAL CODE</b>		<b>174</b>	<b>202</b>	<b>96</b>	<b>122</b>	<b>106</b>	<b>-39%</b>	<b>-13%</b>	<b>-21.6</b>
<b>TOTAL OTHER CRIMINAL CODE</b>		<b>1,195</b>	<b>1,373</b>	<b>981</b>	<b>955</b>	<b>773</b>	<b>-35%</b>	<b>-19%</b>	<b>-126.2</b>
<b>TOTAL CRIMINAL CODE</b>		<b>4,754</b>	<b>5,056</b>	<b>3,941</b>	<b>4,216</b>	<b>3,418</b>	<b>-28%</b>	<b>-19%</b>	<b>-351.2</b>



# RCMP-GRC



ROYAL CANADIAN MOUNTED POLICE • GENDARMERIE ROYALE DU CANADA

## Red Deer Municipal Detachment

### Crime Statistics (Actual)

January to March: 2019 - 2023

All categories contain "Attempted" and/or "Completed"

April 5, 2023

CATEGORY	Trend	2019	2020	2021	2022	2023	% Change 2019 - 2023	% Change 2022 - 2023	Avg File +/- per Year
Drug Enforcement - Production		1	0	0	0	0	-100%	N/A	-0.2
Drug Enforcement - Possession		107	130	66	27	37	-65%	37%	-24.3
Drug Enforcement - Trafficking		80	52	85	49	38	-53%	-22%	-8.7
Drug Enforcement - Other		1	2	0	1	4	300%	300%	0.5
<b>Total Drugs</b>		<b>189</b>	<b>184</b>	<b>151</b>	<b>77</b>	<b>79</b>	<b>-58%</b>	<b>3%</b>	<b>-32.7</b>
Cannabis Enforcement		9	7	6	4	2	-78%	-50%	-1.7
Federal - General		10	14	11	14	13	30%	-7%	0.6
<b>TOTAL FEDERAL</b>		<b>208</b>	<b>205</b>	<b>168</b>	<b>95</b>	<b>94</b>	<b>-55%</b>	<b>-1%</b>	<b>-33.8</b>
Liquor Act		41	64	39	30	71	73%	137%	2.6
Cannabis Act		11	10	14	7	18	64%	157%	1.1
Mental Health Act		534	474	634	620	663	24%	7%	40.4
Other Provincial Stats		358	639	556	539	614	72%	14%	41.2
<b>Total Provincial Stats</b>		<b>944</b>	<b>1,187</b>	<b>1,243</b>	<b>1,196</b>	<b>1,366</b>	<b>45%</b>	<b>14%</b>	<b>85.3</b>
Municipal By-laws Traffic		14	16	13	26	35	150%	35%	5.2
Municipal By-laws		210	387	287	296	290	38%	-2%	6.9
<b>Total Municipal</b>		<b>224</b>	<b>403</b>	<b>300</b>	<b>322</b>	<b>325</b>	<b>45%</b>	<b>1%</b>	<b>12.1</b>
Fatals		1	0	0	0	0	-100%	N/A	-0.2
Injury MVC		26	30	16	18	30	15%	67%	-0.4
Property Damage MVC (Reportable)		1,067	746	512	650	751	-30%	16%	-72.8
Property Damage MVC (Non Reportable)		35	39	32	33	36	3%	9%	-0.4
<b>TOTAL MVC</b>		<b>1,129</b>	<b>815</b>	<b>560</b>	<b>701</b>	<b>817</b>	<b>-28%</b>	<b>17%</b>	<b>-73.8</b>
Roadside Suspension - Alcohol (Prov)		N/A	N/A	N/A	N/A	71	N/A	N/A	N/A
Roadside Suspension - Drugs (Prov)		N/A	N/A	N/A	N/A	6	N/A	N/A	N/A
<b>Total Provincial Traffic</b>		<b>6,411</b>	<b>1,455</b>	<b>2,219</b>	<b>1,317</b>	<b>2,072</b>	<b>-68%</b>	<b>57%</b>	<b>-881.6</b>
<b>Other Traffic</b>		<b>26</b>	<b>23</b>	<b>9</b>	<b>20</b>	<b>25</b>	<b>-4%</b>	<b>25%</b>	<b>-0.5</b>
<b>Criminal Code Traffic</b>		<b>167</b>	<b>202</b>	<b>104</b>	<b>139</b>	<b>165</b>	<b>-1%</b>	<b>19%</b>	<b>-6.7</b>
<b>Common Police Activities</b>									
False Alarms		262	244	200	207	187	-29%	-10%	-18.7
False/Abandoned 911 Call and 911 Act		54	78	12	11	57	6%	418%	-6.1
Suspicious Person/Vehicle/Property		1,223	1,268	869	657	550	-55%	-16%	-195.7
Persons Reported Missing		219	191	178	145	196	-11%	35%	-9.2
Search Warrants		8	10	17	8	2	-75%	-75%	-1.4
Spousal Abuse - Survey Code (Reported)		417	387	401	401	377	-10%	-6%	-6.6
Form 10 (MHA) (Reported)		0	25	38	54	28	N/A	-48%	8.5





June 12, 2023

## Review of Integrated and Accessible Transportation Policy

Prepared by Greg Sikora, Parks and Public Works Manager

### **Report Summary and Recommendations**

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This report is being submitted in response to Council's December 5, 2022, resolution to explore the possibility of a utility model funding mechanism and review the snow removal in Q2 of 2023.

The Municipal Government Act sets out the types of public utilities allowed by a municipality. The list includes water or steam, sewage disposal, public transportation operated by or on behalf of the municipality, irrigation, drainage, fuel, electric power, heat, waste management, residential and commercial street lighting. The list is exhaustive and does not allow for snow removal as a public utility.

Upon review of the Integrated and Accessible Transportation Policy, Administration recommends updates to key principles and other revisions that will guide administration's season operational response through an asset and mobility priority-based analysis that:

1. Acknowledges the goal of a connected user experience from source to destination in priority sequence: vehicles, pedestrians, transit, and other modes of mobility.
2. Focuses on safety and emergent needs first, followed by high volume roadways, sidewalks, trails, and transit stops and concluding with provisions for on street parking once network mobility has been restored.
3. Aligns our policy document language with our governance processes; ensuring Council sets the policy outcome language, and the operational response is defined within corporate administrative policies. This process ensures flexible, nimble, and timely for season infrastructure maintenance that will guide operations including snow and ice control, street sweeping, line painting, sidewalk repair and connectivity, and transit services to name a few.

Once Council approves the revised policy, Administration will prepare a suite of service level changes to be piloted over the course of the following winter, spring, and summer in service the newly articulated outcomes. These service level changes will identify what resource requirements will be needed to sustain this modified level of service for future year service delivery. Any additional resource needs will be presented during the 2025/2026 Budget process.



## **Proposed Resolution**

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Resolved that Council of The City of Red Deer having considered the report from Parks and Public Works dated June 12, 2023 re: Review of Integrated and Accessible Transportation Policy hereby approves revised Council Policy PS-A-2.2 Integrated and Accessible Transportation.

## **Rationale for Recommendation**

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1. The Municipal Government Act clearly sets out activities suitable to be funded by a public utility. Snow and ice control is not an eligible activity.
2. Council's current policy direction does not clearly articulate what safe, accessible, well-maintained infrastructure is. Administration recommends revisions to the Integrated and Accessible Transportation Policy (as attached) to a principle-based format to ensure a common understanding of the intended outcomes, as well as the alignment of this policy with the Multi-Modal Transportation Plan and Mobility Playbook.
3. The Policy revisions proposed clearly identify and prioritize maintenance and mobility hierarchies. In doing so, Council will enable an operational response and provide operational flexibility to ensure nimble, responsive operations.

## **Background**

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Snow and ice control operations are currently guided by the Integrated and Accessible Transportation Policy which supports all modes of mobility including but not limited to, motorized vehicles, pedestrians, transit, and other self-propelled means. The policy language focuses on safety, accessibility, and well-maintained infrastructure. Currently, section 3 of the policy prescribes rigid service level triggers and targets for snow and ice control operations on roadways, sidewalks, trails, and transit stops that limits the nimbleness of our operational response.

In response to the community's frustration of timely snow and ice control service delivery, Council directed administration to bring forward a review of the integrated and accessible transportation policy in 2023.

This report addresses the Integrated and Accessible Policy review and the consideration of the Utility Model funding mechanism independently.

## **Prior Council/Committee Direction**

Resolved that Council of The City of Red Deer having considered the 2023-2024 Multi Year Budget dated November 28 – December 5, 2022, hereby directs administration to review the snow removal policy in Q2 of 2023 and explore the possibility of a utility model funding mechanism.



**Strategic Alignment**

This recommendation aligns with Council's Multi-Modal Transportation Plan and Mobility Playbook, as well as the Citizen Centric Response of the 2023-2026 Strategic Plan.

**Related Policies**

This report launches from prior approved Integrated and Accessible Transportation initially created on September 3, 2013, and most recently revised on December 9, 2019. Integrated and Accessible Transportation Policy gives guidance to City operations based on principles outlined and defined within the Multi-Modal Transportation Plan and Mobility Playbook. All three of these documents need to be in alignment with no contradictions. In updating the Integrated and Accessible Transportation Policy, administration has ensured we captured principles and values noted in the preceding section; safe, accessible, well-maintained, and accountable for our four-season operations.

**Timelines and Impending Deadlines**

Administration is seeking approval of revised policy, which will initiate the development of systems and processes to achieve supporting operational outcomes through a pilot program in 2023/2024. Any resourcing requests (if required) for an ongoing program will be brought forward during the 2025/2026 budget process.

**Analysis**

**Utility Funded Snow and Ice Control Operation:** In response to the resolution for consideration of a utility funded snow and ice control operation legal has provided the following analysis:

Snow removal does not expressly come within the definition of a public utility under the MSA. "Public utility" is defined in s.1(1)(y) as:

"Public utility" means a system or works used to provide one or more of the following for public consumption, benefit, convenience, or use:

- (i) water or steam;
- (ii) sewage disposal;
- (iii) public transportation operated by or on behalf of the municipality;
- (iv) irrigation;
- (v) drainage;
- (vi) fuel;
- (vii) electric power;
- (viii) heat;
- (ix) waste management;
- (x) residential and commercial street lighting,

and includes the thing that is provided for public consumption, benefit, convenience, or use;

The wording of the definition does not indicate that there are other categories of public utility outside of what is expressly listed.



Consideration has been given to explore snow and ice control as a precursor to drainage, however it is our opinion that this falls outside of the original intent of the definition of “public utility”.

**Integrated and Accessible Transportation Policy:** The City of Red Deer provides a full suite of services including snow and ice control as outlined within the Council approved Integrated and Accessible Transportation Policy. Through our recent Council dialogue (April 2), Administration has summarized and recommended changes to the Integrated and Accessible Transportation Policy by articulating the values of a fully integrated and accessible community through the following principles and additions:

### **Key Principle #1: Safe**

The community will feel safe in navigating their way along all infrastructure systems encompassing all modes of transportation, giving special consideration to essential services (public and private) and high-volume transportation networks.

- New to the Policy will be a Safety Priority Model, which will implement a priority based ranking system to ensure that critical infrastructure and services are maintained first.
- There is also a Safety Maintenance Hierarchy wherein infrastructure maintenance will be performed based on a risk priority matrix assessment that maintains roadway classifications from previous policy structure, (Arterial, Downtown, Collector, Local, Industrial) and adds sidewalks, trails, and transit stops to be maintained based on utilization priority plan, highest to lowest.
- Finally, a new Mobility Hierarchy is proposed to implement a prioritization sequence of motorized vehicles ranking the highest, followed with pedestrians, transit, and on-street parking provisions only after restoring mobility.

### **Key Principle #2: Accessible**

Simply put, the focus is to get people where they need to go as seamlessly as possible. City wide source to destination mobility is the priority over on-street parking, and we will minimize barriers to mobility including windrows, ruts, potholes, and other impacts to surface conditions. The transportation network overall will allow users to experience uninterrupted access by removing barriers that impede connection and efficiency.

### **Key Principle #3: Well Maintained**

The user will experience well maintained roads, trails, sidewalks, and transit stops throughout four seasons, with mobility restored in a timely manner and free of impediments. This will require guidance and alignment to Parks and Public Works, Transit Services, Community and Economic Relations, Engineering Services, Planning Services, Inspections and Licensing and Municipal Policing Services for operational excellence.



- Maintenance programs and services are adapted to minimize timelines for a typical and non typical four-season events.
- Roadway conditions will be restored or maintained to minimal standards pre, during, and post asset disturbances (weather and construction)
- Service needs will be pro-active and anticipate what is required to maximize deployment
- All residents will be equally inconvenienced and program delivery deployed equitably across all road class.

### **Key Principle #4: Accountability**

This principle works to articulate and align citizen and City roles and commitments, and strategies to build a partnership of trust, respect, and credibility between The City and citizens. Through the implementation of the policy, citizens can:

- easily access The City's Integrated and Accessible Transportation Policy.
- know how to access information and know their role in supporting a multimodal community.
- Be well informed of our services, programs, and schedules, and know where to quickly gain accurate and timely information.
- The City will provide an operational response that works to establish credibility, confidence, and trust. Simply put, we need to deliver when we say we will deliver or advise promptly if unforeseen complications or situations arise.

### **Next Steps**

Administration recommends the changes within the attached policy in order to better position the operational response to Council and citizen expectations. By clearly articulating the outcomes and allowing Administration the flexibility to be responsive we will be in a better position to reasonably interpret the Council direction based on the event and impact to community. Over the winter season, Administration will pilot programs and service level changes that are intended to:

- Quickly restore mobility on roadways with limited storage,
- Improve four season connectivity on sidewalks, trails and transit stops,
- Work towards service level parity on Public and City cleared sidewalks,
- Increased communication, program transparency, and information sharing,
- Better service alignment for all season services e.g.: sweeping, plowing, repair, and accessibility,
- Modified windrow practices, including City wide parking bans.
- And more based on feedback and ability to respond.



Upon review of the piloted operations, successes and setbacks, Administration will present findings to Council in Q2 of 2024, in preparation for any resource requirements to enhance service delivery models being put forward in the 2025/2026 budget.

**Financial**

Financial considerations will be debated during structured Council approved budget discussion.

**Regulatory and Compliance (including Legal)**

None

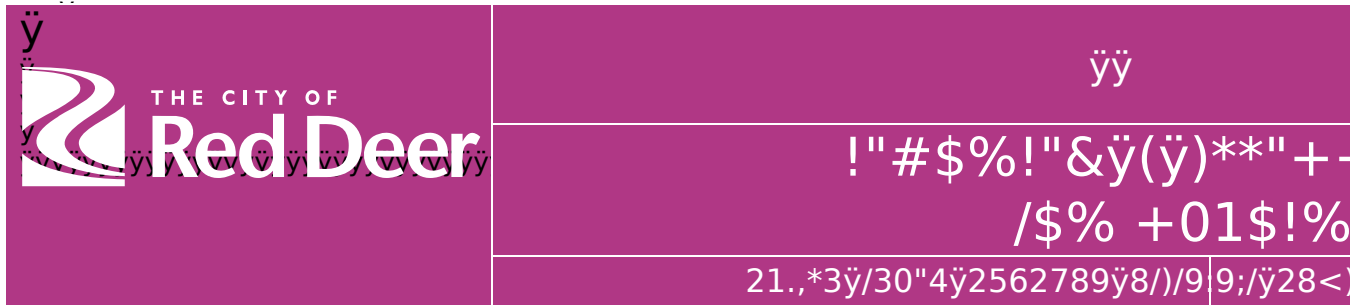
**Appendices:**

Appendix 1: Integrated and Accessible Transportation Policy ORIGINAL

Appendix 2: Summary of Council Feedback


Appendix 3: Integrated and Accessible Transportation Policy REVISED





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	<b>Council Policy</b>	
	<b>Integrated &amp; Accessible Transportation</b>	
	Policy Type: PURPOSE STATEMENT	PS-A-2.2

## 1 Purpose

- (1) The community has access to an integrated and accessible transportation network.

## 2 Guiding Principles

### (1) Safe

- (a) The infrastructure systems encompassing all modes of transportation is safe.
- (b) The City's Safety Priority Model articulates a priority-based ranking system to ensure that critical infrastructure and services are maintained first. Special consideration will be given to essential services (public and private) and high-transportation networks.
- (c) The City's Safety Maintenance Hierarchy articulates how infrastructure maintenance will be performed based on a risk assessment that maintains roadway classification (Arterial, Downtown, Collector, Local, and Industrial) as well as sidewalk and transit stops to be maintained based on a utilization priority plan, highest to lowest.
- (d) The City's Mobility Hierarchy articulates a prioritization sequence with motorized vehicles ranking the highest, followed with pedestrians, transit, and on-street parking provisions only after restoring mobility.


### (2) Accessible

- (a) Users are able to get to where they need to with minimal barriers to mobility. Should barriers exist, The City will work to re-establish uninterrupted access in a timely manner and free of impediments.

### (3) Well Maintained

- (a) Users experience well maintained roads, trails, sidewalks, and transit stops throughout all four seasons with the following commitments:
  - (i) Flexible Responsive Service: Timely maintenance programs and services adapted for a range of typical and non-typical four-season events.
  - (ii) Ride Comfort and Experience: Roadway conditions are restored or maintained to standards before, during, and after asset disturbances (i.e., weather events, construction).
  - (iii) Preparedness: Service needs will be pro-active and anticipate what is required to maximize deployment.
  - (iv) Equity: All residents will be equally inconvenienced and program delivery deployed equitably by road class.



	<b>Council Policy</b>	
	<b>Integrated &amp; Accessible Transportation</b>	
	Policy Type: PURPOSE STATEMENT	PS-A-2.2

#### (4) Accountability

- (a) Through the implementation of the Policy, citizens can:
- (i) easily access The City's Integrated and Accessible Transportation Policy.
  - (ii) know how to access information and know their role in supporting a multimodal community.
  - (iii) Be well informed of our services, programs, and schedules, and know where to quickly gain accurate and timely information.
- (b) The City will provide an operational response that works to establish confidence, and trust.

#### Definitions

- 3 **"Mobility"** means **the ability to move without any barriers regardless mode of transportation.**

#### Document History:

Policy Adopted	September 3, 2013
Policy Revised	October 14, 2014
Policy Revised	September 28, 2015
Policy Revised	September 18, 2017
Policy Revised	December 9, 2019
Policy Revised	

#### Administrative Revisions:

<b>Date:</b>	<b>Description:</b>
October 13, 2017	Updated to current format.



**Integrated and Accessible Transportation Policy**  
**Council Discussions - May<sup>th</sup> 10 30 p.m. - 4:00 p.m.**

Table of Contents:

Summary	Page 2-4
Auxiliary A: Successes & Challenges Summary	Page 5-6
Auxiliary B: Prioritization Summary	Page 7-10
Auxiliary C: Well Maintained, Accessibility/Connection, Safe Summary	Page 11-14



## Summary of Discussions

### Attendees:

Mayor Ken Johnston  
Councillor Kraymer Barnstable  
Councillor Bruce Buruma  
Councillor Michael Dawe  
Councillor Victor Doerksen  
Councillor Vesna Higham (attended virtually)  
Councillor Cindy Jefferies (unavailable to attend)  
Councillor Lawrence Lee  
Councillor Dianne Wyntjes  
City Manager Tara Lodewyk  
Sarah Tittermore  
Lisa Perkins  
Erin Stuart  
Bart Rowland  
Jeremy Bouw  
Russ Watts  
Greg Sikora  
Amy Fengstad  
Sean McIntyre  
Amara Heppell  
Martin Cruz  
Jackie Kurylo

1. Sarah opened with overview of agenda for today.
  - a. Integrated and Accessible Transportation Policy Goals
    - Citizens have alternatives for movement throughout The City
    - Citizens have a safe, integrated and accessible transportation network.
    - Routes enable safe mobility throughout the city.
  - b. Multi-Modal Transportation Plan
    - It's not about making all modes equal on all routes.
    - The plan highlights priority routes for each mode...
    - Well Maintained Year-Round
  - c. Agenda
    - Explore the principles of the Integrated and Accessible Transportation Policy
    - Define Safe, Accessible, and Well Maintained
    - Next Steps
  - d. How we are collecting feedback
    - Recording and listening.



2. Previous year performance discussion: Successes and Challenges  
(Summarization on a separate page below)
3. Road Types 101 (Greg Sikora presents)
  - a. Arterials (including hills & bridges)
  - b. Collectors (main road through a residential area)
  - c. Residential locals (low traffic residential roads)
  - d. Lanes
  - e. Industrial
  - f. Downtown
  - g. Trails & Sidewalks (including Transit Stops)
4. Principles (summarization on separate page below)
  - a. Group Activity
    - Split into 3 groups.
    - Visit each station to define what the following principles mean:
      1. Well Maintained
      2. Accessible
      3. Safe
    - 20 minutes per station
5. What we heard
  - a. Discussion on what some of the big ideas were during group activity.
  - b. How those ideas related back to original thoughts regarding well maintained, accessible, safe.
  - c. Accessibility/Connection
    - Broad definition
      1. Equity
      2. Technology/information
      3. Affordability
      4. Options
      5. Physical
    - More than A to B it's about what happens before/after
      1. Parking, bike storage, availability
    - More than road type
      1. Event
      2. User
      3. Location destination – think Riverbend.
    - Timely fashion
      1. Hard to land.
      2. Expectations



- Costs to accessibility
  - 1. Who pays – windrows.
- d. Beyond our boundaries and what we currently have
  - Regional
  - New technology/innovation
    - 1. E-bikes
- 6. Prioritization think about priority of... Mobility (which road types), Uses (parking, vehicles, pedestrians, transit), Access (private property, public amenities)
  - a. Top Uses
    - Residential (do parking ban – only during snow clearing) Locals (Access) x 2
    - Vehicular movement
    - Collector & local access
    - Downtown
    - Balance all uses
- 7. Next steps
  - a. June 12, 2023
    - Key principles to City Council Meeting
  - b. July 10, 2023
    - Policy consideration (1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> reading) Integrated and Accessible Transportation Policy
  - c. Budget 2024
    - Budget option for Integrated and Accessible Transportation Policy, in context of everything else.
- 8. Adjourned – Thank you!



## **Auxiliary A**

### **Successes and Challenges - Summary**

#### **WELL-MAINTAINED**

- Snow removal equipment waiting until snow stops to begin snow removal activity
- Schedule & time
- Success – snow removal schedule
- Challenge – timing was delayed at start
- Success – hitting targets in most areas
- Success – late night “round the clock” snow removal
- Too long to clear entire city
- Question / Success? Impact of calcium chloride (I think that’s what it is) does it make a difference?
- Potholes
- Main routes cleared in timely fashion
- Success – amount of service trucks on the roads
- Challenge – road traction, material use
- Success – Pre-assessment of road conditions
- Trails & trail clearing timely (sometimes)
- Challenge – Windrows & their management
- Success – transit clearing
- Bike lane gravel
- Trail clearing misses the trail
- Trail clearing doesn’t meet same expectations as per residents
- Challenge – Lack of preparedness

#### **SAFE**

- Success – emergency & hospital access
- Challenge – slippery intersections

#### **ACCESSIBLE**

- Challenge – how did this season’s weather make things better/worse (seemed more challenging)
- Success – Greg is a nice guy
- Challenge – what are the bottlenecks that impact efficiencies
- Parking
- Challenge – Windrows x2
- Challenge – lack of street parking
- Hard to juggle parking to access in new neighbourhoods summer & winter.



**COMMUNICATION** (kept separate)

- Success – communication to Council
- Success to use the snow hotline for immediate actions and attention.
- Success – communication when program began
- Use of radio/paper/social media of “snow & ice” awareness
- Challenge – notification citizen's concern about plow days and parking/tickets
- Challenge or Success – dumping on the Mayor
- Success – updates to Council
- Big road sign awareness in key areas, re: snow & ice/like for the 19<sup>th</sup> street road work.
- Optics of unprepared for major snowfall
- Citizens understanding/or not which areas get residential snow clearing first
- Success – probably little is known but the actual work – loads of gravel/snow removed must be huge.



**Auxiliary B**  
**Prioritization - Summary**

Thinking of well maintained, what road types should be maintained first?

#1

1. Arterials
2. Those connecting to emergency facilities, hospitals, police & firehalls/downtown
3. Collectors
4. Residential/local

#2

1. Arterials
2. Downtown
3. Collectors
4. All the rest equal priority

#3

1. Arterial
2. Collector
3. Local – main access points and synergies with sidewalk clearing eg. Transit clearing
4. Communication snow hotline so residents can phone if attention is required / some roads melt faster than others and need attention before plows come to community.

#4

- Arterials should still be the priority, but collectors and locals should be dealt with at the same time.
- Downtown should not be included in the “arterial” priority, but have similar priority as local roads.
- #1 – arterial
- #2- downtown, collector & downtown.

#5

- Major Arterials
  - o High traffic
  - o Key to move citizens
- Unique features for safety
  - o Hills, roundabouts, hospital, emergency services, transit/school bus service

#6

1. Arterials & Downtown should be first, followed by (Possibly in tandem, depending on resources)
2. Collectors
3. Residential



#7

- Arterial/Collector
- Roads to public amenities/facilities to major retail/places of work.

#8

- Arterials – highest priority to maintain and protect, so we can move transit, emergency vehicles, and major traffic throughout our community.
- Collectors are next highest priority.
- Local roads, while important to maintain, are lower priority to the above two.
- Trails, again while important and desirable/enjoyable for our public, rank at the same level of “local” roads for me, if not lower in a critical snow or rain event period, for example.

Thinking of accessibility and connection in our city, what type of road uses should be prioritized? Road uses include on-street parking, vehicular movement, pedestrians, active transportation, and transit.

#1

1. Downtown
2. Collectors
3. Arterials

#2

1. Mobility – vehicular
2. Mobility – pedestrian
3. Mobility – transit
4. Mobility – other modes (bikes, scooters)
5. Parking

#3

1. It must be a “balance” of all users, drivers/parking – pedestrian – transit riders & action bus – cyclists/scooter users
2. No cookie cutter approach/depends on the wear & usage and/or complaints/concerns raised
3. Future planning of neighbourhoods and ensuring not too narrow of roads with parking on both sides plus access for emergency vehicles.

#4

- Collector and local roads during winter should only ever lose 1 parking lane, never 2.
- I believe parking is a need but can be sacrificed for vehicle movement and transportation. As long as the sacrifice is within reason.
- Pedestrians and active transportation can never be forgotten, but likely not priority.



#5

- Citizens should be able/required to park vehicles off street when weather events occur. Street parking should not be a barrier to street cleaning.
- I worry about transit services if ridership cannot support service levels – to what degree will we ensure service. What alternative delivery models may need to be considered?
- Citizens needs to be enjoyed in setting, manager expectations in these areas – more services mean more costs – how much are they willing to pay.

#6

1. Support parking bans in residential while clearing roads via no windrows
2. Trail clearing analyzed to facilitate trail connectivity
3. Transit review to reflect utilization/revenue/cost benefit

#7

- Vehicular movement, transit, general
- Arterial roads, pedestrians, on street parking

#8

- Vehicle movement should be highest priority.
- Transit movement is next priority for me.
- Pedestrian is next.
- Parking is lowest priority in terms of how to rank these uses.

Think of movement throughout our city and connecting people to spaces and places. What access should be prioritized (private property & public amenities).

#1

1. Access should be prioritized to essential services (public & private) ie. Groceries, medical, educational, etc. and enforcement.

#2

1. Employment access first
2. Private property (ie. Home/residential access) second
3. Public amenities third

#3

- Access by choice of mode of transportation & ease of movement to all city public amenities and/or major event spaces, ie. Westerner Park
- Now removal on sidewalks the full street/sidewalk if we can in the vicinity at all transit stops
- Asking citizens/polling of what a return to alternate windrows vs. windrows on both sides of street
- Times transit routes for cities who rely on transit
- Sylvan Lake/Summer transit bus to the lake/regional.



#4

- In terms of snow removal, I believe both have equal significance and can't be differentiated.
- The same can be said about road maintenance.

#5

- I think many already feel connected to spaces and places – it is in part choice and mindset.
- We need to manage and balance expectations
- Community feedback is helpful in city cost/benefits

#6

1. Hospital, schools, recreation facilities & other public spaces
2. Transit routes
3. Residential

#7

- Public amenities – arenas, Westerner, major retailer
- Greater use – greater access

What else do you want us to know?

#1

- A lot of these decisions will be driven by the cost – at that point different priorities may emerge
- We need to capture public input on what they are willing to pay (for example to remove windrows)
- Creative financing models – can neighbourhoods pick their own service levels.

#2

- Optics of snow preparedness and the plows/trucks out ASAP v. waiting for snow to stop.
- Communications piece to the public during snow season including snow hotline awareness.
- To our SNOW TEAM: Thank you for listening/accepting/responding to all the cheers/jeers during snow season (draws snowman)
- "We will and ARE doing better!"

#3

- The community is still looking to us to make changes to our snow clearing policy. Status Quo will not be accepted after our last winter.
- Our overall road maintenance is strong, but we can be better in winter.

#4

- In regards to snow and ice, I believe clarity and understanding by citizens, in terms of service levels, expectations and personal responsibility is needed. There is room for enhancement, but at a cost – how much are they willing to pay.
- Inform and manage expectation.
- Good discussions today!



- What will this process lead to? How clear are Council and Admin of big picture direction and costs?

#5

- Can individual neighbourhoods choose to have a higher service level of maintenance in regard to the removal of windrows?

#6

- Transportation needs to be geared to amount of use & importance to The City as a whole.



## **Auxiliary C**

### **Summary**

#### **Well Maintained**

- ☀ Free of impediments
- ☀ High degree of focus on crosswalk safety
- ☀ High traffic major arterials need a higher priority 67<sup>th</sup> street 32<sup>nd</sup> street, for example
- ☀ Quick/safe drainage (40<sup>th</sup> flooding) during heavy rains
- ☀ Potholes (re-occur) what degree of pothole we are ok with?
- ☀ Funding decisions = can we maintain current standard with other priorities being considered?
- ☀ Lane definition (more snow covering vs. lane markings) snow – 3 lanes go into 2 for example – width reduction. Safety issue – well defined lanes.
- ☀ Trails seem great – walkable in all seasons (majority of “winter” trails) clear & useable
- ☀ Sidewalk trip hazards – bricks downtown., would concrete treatment be better – ongoing maintenance.
- ☀ Safe
  - o storm drains clear (4 seasons)
  - o traction control – ice is the larger issue over snow
  - o clear of ice
  - o potholes
  - o windrows – clear storm drains at same time to prevent flooding in spring
- ☀ varies by season and expectations
- ☀ are some vehicles that shouldn't be on the road in the winter
  - o managing expectations/communication
- ☀ there are priorities – hospital/bridges/schools
- ☀ private homes – on site parking used for other multi cars per household
- ☀ all roads should feel similar
- ☀ reasonable expectations around timelines (snow clearing)
- ☀ adaptive program for all 4 seasons
  - o ice, snow, rain, heat
- ☀ windrows as part of maintenance
- ☀ short term pain – longer term gain
  - o 48 hour parking ban for snow removal (efficiency)
- ☀ Residential planning – narrow lots = less parking
- ☀ How much more are citizens willing to pay to match expectations
  - o What is the service level citizens want?
- ☀ Traffic on trails
  - o Volume – winter vs. summer
  - o Can the service level vary based on usage?
- ☀ Private land owners & responsibility to clear & maintain sidewalks.
- ☀ PQI – keep roads in good shape!
- ☀ Rural Roads
  - o Maintain at same level
  - o Pavement markings are clear



- ☛ Lane delineation
  - o Clear markings
  - o Clear of snow/ice
- ☛ Capacity vs. Maintenance
  - o 4 lanes – 3 really good clear lanes (snow/windrow)
- ☛ Residential – maintain at least one side of parking vs. both sides of windrows
- ☛ Equity of maintenance – who has windrow
- ☛ Timing of filling potholes
- ☛ Internal Systems (report a problem) to decision making which feeds outputs/communication on what The City is doing
- ☛ Meet different needs – no cell phones/emails
- ☛ Our trails (sidewalks) and transit stops should be cleared in the same timeframe that we expect our citizens to clear theirs.
- ☛ Windrows & tickets with no where to park
- ☛ Preparedness/timing – understanding the policy what greens/greys mean to citizens vs. city
- ☛ 30<sup>th</sup> avenue bumps/rough road – contractor accountability
- ☛ Go where the need is
- ☛ Timing of maintenance ie. Lancaster Drive & School end (May-June) with maintenance timing.
- ☛ A well maintained road:
  - o Ensures safety for users in all 4 seasons for all types of road, trails & transit
  - o Eliminating obstructions
  - o Ensure clear passage from A to B for all modes of transportation
  - o City standards are consistent with bylaw requirements for private property
- ☛ When we have clear expectation on a well maintained road:
  - o Managing citizen expectations and communicating service levels, progress, timing, etc.

## **Safe**

- ☛ More comfort with competing traffic movements
- ☛ More free flowing traffic movements ie. Dedicated right turn lanes (and left)
- ☛ Increased RRFB for pedestrians
- ☛ More roundabouts, smaller, mini-roundabouts
- ☛ More consideration of crossing wider arterials
  - o More focussed design consideration based on adjacent users, ie. Pedestrian crossing times
- ☛ Traffic where appropriate and effective
- ☛ Design considerations to make racing unattractive
- ☛ Enforcement measures
- ☛ Safety trail environments (drug paraphernalia and wildlife)
- ☛ Built environment/design
- ☛ Having choice for all modes & seasons
- ☛ Comfort & values vary by user



- ☛ More understanding of users to influence design
- ☛ Appropriate components
  - Characteristics
    - ☛ Sight lines
    - ☛ Pedestrians/crosswalks RRFB
    - ☛ Bike lanes
    - ☛ Treatments
- ☛ Balancing competing interests
- ☛ Different users with different comfort levels
- ☛ Different safety comfort by season
- ☛ Ability to have choices
- ☛ People know the rules
- ☛ Design
  - Space vs. vehicle size affects perception and reality
- ☛ Seasonal conditions affect vulnerable road users
- ☛ Awareness and education
- ☛ Addressing high incident locations
- ☛ Speed limits appropriate to classification
- ☛ Timely maintenance of crosswalk markings and lane markings
- ☛ Providing more focus on active mode choices
- ☛ Education and awareness for operators considering the impact on active road users

### **Accessibility/Connection**

- ☛ Transit stops – weather attentive throughout The City – regardless of their coverage
- \*\*Equity\*\*
- ☛ Cycling lanes
  - increased during COVID
  - scooter increases on pathways
  - less dependent on road type, but focus on demand
- ☛ everyone getting where they need to be as quickly as possible in a timely fashion, regardless of mode
- ☛ Being able to have access to your destination with parking (vehicle)
  - Infrastructure relevant to your arrival
- ☛ The WORD “accessible” is much broader than what it traditionally referred to
- ☛ Technology supporting accessibility
- ☛ \*\*Affordability/Options/Economics\*\*
- ☛ People want to see maintenance work being done (ie. Snow removal) PREPAREDNESS
- ☛ Connectivity to places – mainly transit
  - Delays length of trip – affects accessibility
- ☛ Non-destination based accessibility
- ☛ Sequencing/alignment of maintenance
  - Ie. Cleaning collectors well before pathways & transit stops
- ☛ Access to information in timely fashion
- ☛ \*\*Less about road type, but focus on area/activists/people
  - Allowing flexibility for employees to go beyond specific road types
- ☛ Traffic control measures



- o Lights
- o Dedicated left turning lights “safety focus”
- ☛ Slips, trips and falls – especially during winter months
- ☛ Event based accessibility
  - o ie. Westerner Park and traffic during major events
- ☛ Cul de sacs & parking spaces (during winter) – this was Mayor’s comment –
- ☛ Awareness of how other services impact access (ie. Waste management)
- ☛ Visioning for entire area along 19<sup>th</sup> street
- ☛ More use of traffic circles – mitigate delays
- ☛ Timely means – reasonable adherence to speed limits on well-maintained road
- ☛ Adapt the narrative around how long it really takes to move throughout The City (mostly by car)
- ☛ Road standards supporting multiple modes
- ☛ Connectivity to services and by what mode?
- ☛ Do we inherently connect spaces with a preferred mode?
- ☛ Reasonable & balanced approach to accessibility
  - o We don’t need to connect to every single area by every mode type
- ☛ Regional connectivity
- ☛ Changes in mode types (e-bikes) using our current infrastructure.
- ☛ Available parking in residential areas (locals)
- ☛ How can budget support accessibility?
- ☛ Residential roads need to consider multiple modes adequate access
- ☛ Accessible means adequate routing from A to B regardless of mode
- ☛ Accessible is different for each road type
  - o Are people willing to pay more money to increase modal accessibility?
  - o If not well maintained, it is not accessible





June 12, 2023

## Municipal Features Naming Policy

### Resume Consideration

Prepared By: Jennifer Hankey, Corporate Meeting Administrator  
Department: Legal and Legislative Services

### **Report Summary**

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The attached reports are being brought forward from the Monday, May 15, 2023, City Council meeting.

### **Background:**

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On May 15, 2023, Council postponed the Municipal Features Naming Policy to the June 12, 2023 Council Meeting

### **Proposed Resolutions:**

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Resolved that Council of The City Red Deer hereby agrees to resume consideration of Municipal Features Naming Policy postponed at the Monday, May 15, 2023 Regular City Council Meeting





Originally submitted at the  
May 15, 2023 Council  
Meeting

May 15, 2023

## Municipal Features Naming Policy

Prepared by Jesse Smith, Innovation and Partner Supports  
Department CSV Business Excellence

### Report Summary and Recommendations

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This report is in front of Council to address a policy gap and to provide policy direction to ensure that Administration has clear direction on how to name (or rename) a City owned building, site, or amenity in the community. Furthermore, this policy will enable Administration to develop a consistent Corporate Administrative Procedure to ensure that all municipal features naming responses are transparent, consistent and clear. Once approved, this policy will be utilized as required to respond as required (either community requests, new builds or renaming).

It is recommended that Council approve new Council Policy GP-D-2.3 Municipal Features Naming.

### Proposed Resolution

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Resolved that Council of The City of Red Deer having considered the report from Community Services and Corporate & Employee Services dated May 15, 2023 re: Municipal Features Naming Policy hereby approves Council Policy GP-D-2.3 Municipal Features Naming.

### Rationale for Recommendation

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**1. The policy will address an identified policy gap.**

In 2016, The Municipal Features Naming Committee was one of the six committees disbanded by Council. This created a policy gap with regard to our expectations and procedures to name municipal features.

**2. The policy is in alignment and supportive of other adjacent policies.**

A policy review was completed to enable complementary language and mitigate any duplication with other existing policies.

**3. The policy will enable outstanding work to proceed (such as the naming of Intermediate School).**

There is a small backlog of work that is awaiting this policy gap being addressed which can now be considered.



## **Background**

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Naming municipal owned amenities has been occurring for many decades in this community. Naming neighborhoods, streets within those neighborhoods, community facilities or other municipal assets plays an important role in simple and unambiguous identification and naming within the city of Red Deer. It has also been utilized as a longstanding way of recognizing and commemorating those who have provided a significant contribution to the community.

Up until 2016, a Council appointed Municipal Features Naming Committee was responsible to provide a formal process to evaluate proposals for the naming or renaming of buildings, parks, trails, recreational facilities, and natural features. It was comprised of one elected official and three citizen representatives.

As part of the 2012-2014 Strategic Plan, one of the key themes was Dialogue. Through the work related to this priority focus area, a new governance framework was approved in 2013, which led to a change in public participation practices and ultimately the adoption of the IAP2 Framework in 2016. Once this new framework was approved, Council approved the disbanding of 6 committees to align with their new public participation framework (IAP2). The Municipal Features Naming Committee was one of the six disbanded committees and while some council policies did still exist that loosely linked to municipal naming, a policy gap was identified. Council directed Administration to begin drafting a new Municipal Naming Features Council Policy in late 2018.

In February 2019 a Council workshop was hosted to begin exploring how to address this gap.

### **Prior Council / Committee Direction**

2018: Council Workshop on Municipal Naming Features

2016: Adoption of the IAP2 Public Participation Framework as the City's Public Engagement Model; Dissolution of 6 Council Committees including the Municipal Features Naming Committee

2013: New Governance Framework Approved

2012-2014 Strategic Plan Approval: Dialogue Charter

### **Legislative Context**

This policy gap has been identified. The approval of this policy will eliminate this gap.

### **Related Policies**

The following policies and procedures are linked to municipal features naming but do not provide Administration direction required to address this policy gap.

- Bylaw 3465/2011 – Civic Address and Street Naming and related corporate policy
- PS-A-2.6 Sponsorship
- PS-A-2.0 Civic Pride and Ownership
- EL-B-2.2 Public Image
- EL-B-2.3 Relationship with Other Entities



## Analysis

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The policy articulates guiding principles, naming criteria and naming processes that will be utilized when considering naming (or renaming) a municipal feature. Once this policy is approved, the next steps will be for Administration to develop a Corporate Administrative Policy for internal use to ensure that when these requests come forward, they are all reviewed in a consistent manner and aligned to this Council Policy.

Administration has the feedback provided from the February 2019 workshop to assist with the development of this policy. This feedback provided during that workshop can be found in Appendix 1.

While this feedback is from 2019, Administration believes most of it is still applicable and relevant in 2023.

### Financial

There are no direct financial or budget implications because of the recommendations.

### Regulatory and Compliance (including Legal)

There are no anticipated Legal, Regulatory or Compliance risks with the approval of this policy.

### Other risks

The City may experience major reputational damage if they do not have a policy in place to determine when a municipal name no longer reflects Red Deer's current community values, equity and inclusion and needs to be removed.

## Alternate Options Considered

### ***Option #1 Approval of Policy GP-D-2.3 Municipal Features Naming***

Benefits:

- Elimination of current policy gap
- Opportunity for Administration to develop a Corporate Administrative Procedure for internal use to align with Council Policy

Disadvantages:

- None

### ***Option #2: Do Not Approve Policy GP-D-2.3 Municipal Features Naming***

Benefits:

- None

Disadvantages:

- Policy gap will continue to exist
- Naming (or renaming) of municipal features will be completed on an ad-hoc basis and potentially cause unintended inconsistent processing.



Appendix 1: Policy draft for Council consideration



	<b>Council Policy</b>
	<b>Municipal Features Naming</b> Policy Type: GOVERNANCE PROCESS   SSP-D-2.3

## 1 Purpose

- (1) Naming of a Municipal Feature plays an important role in simple and unambiguous identification of location and navigation within the city of Red Deer.

## 2 Application

- (1) This Policy applies to the naming and renaming of Municipal Features, including the consideration of commemorative naming proposals.

## 3 Guiding Principles

- (1) When naming Municipal Features:
  - (a) when appropriate, wayfinding is considered when selecting and applying names.
  - (b) names must consider Emergency Response and Canada Post standards, policies, and practices.
  - (c) the contributions, achievements, or interests of a person must be relevant and connected to the Municipal Feature for which such name is proposed.
- (2) Council may separately name an Element of a Municipal Feature.

## 4 Naming Considerations

- (1) The City Manager or designate may submit any name for a Municipal Feature to Council for consideration.
- (2) The proposed name must be evaluated based on:
  - (a) emergency response use (e.g., confusion with similar names, redundancies);
  - (b) signage limitations (i.e., number of characters or words);
  - (c) the possibility of misuse in a derogatory or profane manner;
  - (d) documented proof demonstrating that the proposed commemorative name meets one of the requirements listed under s. 5 of this Policy;
  - (e) permission and agreement from the individual who is being commemorated or surviving family member(s) before consideration; and
  - (f) results from public engagement opportunities and feedback from circulation to City departments.
- (3) Names which reflect or imply a reference to any of the following will not be eligible:
  - (a) an elected official currently in office; or
  - (b) names that do not meet any of the criteria listed within this Policy or are inconsistent with the mission, vision, and values of The City.



	<div>Council Policy</div> <div>Municipal Features Naming</div> <div>Policy Type: GOVERNANCE PROCESSES D-2.3</div>
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(4) Council balances public and private interests, recognizing both an exchange of monies for naming rights, as well as where there is no financial consideration when naming a Municipal Feature.

(a) Selling the name of a facility to an external organization or corporation must adhere to Council's Sponsorship Policy PS-A-2.6.

(5) Council is guided by the following Policies when naming Municipal Features:

(a) Civic Pride & Ownership Policy PS-A-2.0;

(b) Public Image Policy EL-B-2.2; and

(c) Relationships with Other Entities Policy EL-B-2.3.

## 5 Commemorative Naming Criteria

(1) A Municipal Feature may be named to commemorate:

(a) historical significance and landmarks;

(b) partnerships with Indigenous communities;

(c) extra-ordinary achievement; or

(d) significant contributions to Red Deer, Alberta, or Canada.

(2) Names may reflect the traditional usage or ways of knowing of local and area Indigenous people.

(3) Names may reflect a historical event significant to Red Deer, Alberta, or Canada.

(4) Names may recognize the flora and fauna of the local area or the geographical feature of the local area.

(5) If a Municipal Feature is being named after a person, the name must meet at least two of the following criteria:

(a) a person who demonstrates excellence, courage, or exceptional dedication to service in ways that bring special credit to Red Deer, Alberta, or Canada.

(b) a person who volunteers and gives extraordinary help or care to individuals, families, or groups, or supports community services or humanitarian causes.

(c) a person who risks their life to save or protect others.

(d) a person who achieves a deed or activity performed in an outstanding professional manner or of an uncommonly high standard that brings considerable benefit or great honour to Red Deer, Alberta, or Canada.

(e) a person who demonstrates excellence, courage, or exceptional dedication to service in ways that reflect the heritage and identity of a community in Red Deer.



	Council Policy
	Municipal Features Naming
	Policy Type: GOVERNANCE PROCESSES D-2.3

(6) The names of persons who are closely connected to Red Deer should be preferred over those who have achieved national or international status but are not closely connected to Red Deer.

(7) Names may be placed in the Names Registry for future consideration if they conform to the naming criteria.

(a) Names must be consistent with the mission, vision, and values of The City.

## 6 Commemorative Naming Applications

(1) Naming applications submitted to the City Manager or delegate must include the following:

- (a) justification for the name;
- (b) applicant's information;
- (c) proposed name(s) commemorating an individual must have a complete biography which includes:
  - (i) date and location of birth;
  - (ii) education;
  - (iii) highlights of career and contribution to the city of Red Deer, Alberta, or Canada;
  - (iv) volunteer service; and
  - (v) citations.
- (d) map identifying the location of the Municipal Feature of the proposed name;
- (e) Administration's support for the naming of the Municipal Feature;
- (f) acknowledgement of how the costs associated with the proposed naming will be incurred;
- (g) community league support, if applicable;
- (h) family consent; and
- (i) letters of support.

## 7 Renaming of a Municipal Feature

(1) Council may consider the renaming of a Municipal Feature if:

- (a) there is a strong rationale that the existing name is discriminatory, derogatory, or conveys a negative or offensive connotation;
- (b) the views or action of the individual, family, or organization after whom the Municipal Feature is named no longer reflect Red Deer's current community values of equity and inclusion;
- (c) there is strong support from the community impacted by the existing name; or
- (d) the existing name does not comply with the naming criteria listed under s. 5 of this Policy.





Council Policy

Municipal Features Naming

Policy Type: GOVERNANCE PROCESSES SP-D-2.3

- 8 **Removal of a Municipal Feature’s Name**  
(1) Council has the final authority to remove or rename a Municipal Feature.

**Definitions**

- 9 **“Elements”** means a major component of a Municipal Feature such as bridges, trails, park nodes, playgrounds, landmarks, etc.
- 10 **“Municipal Features”** means City-owned infrastructures identified and deemed appropriate for naming that include, but are not limited to, an Element, park, or public facility.

The following are not considered to be a Municipal Feature:

- (1) the City Hall as stipulated under the Organizational Bylaw, fire halls, and police stations;
- (2) streets and development areas as established under the Civic Address and Street Naming Bylaw;
- (3) assets that can be replaced in the short term, assets that can no longer be used for its original purpose or the performance has been impaired, or assets that are not significant enough to be meeting naming parameters (e.g., shrub beds, fleet equipment); and
- (4) where currently established naming processes is already in place (e. g., commemorative bench naming).
- 11 **“Names Registry”** means a list of the names that meets the criteria listed under s 5 of this Policy.

**Document History:**

Policy Adopted	
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## Municipal Naming Features Council Worksheet

1. What city assets are off limits for the purpose of the Municipal Features Naming Policy?

Name of Municipal Asset	Why
Municipal Building	Refer to city identification FH1, FH2, FH3
Parks or building already have names of historical significance	Conquist House Allan Bungalow Parsons House
Neighborhood names	Should remain
Other government building	Federal building Provincial building National defense
Existing waterways RD river – Waskasoo creek Piper creek – Gaetz Lakes	Original - significant
Any historical asset like Cronquist House, Parson house, Kerrywood Nature, etc	Because those assets were named to honor the historical figures so we should not dilute the impact of that by adding, deleting or renaming.
Buses, pipelines or underground	Why would we? It seems trivial unless a solid case can be established for a one off.
Street lights, traffic lights, etc	While there may be a one off in the future, don't see the need to name these
Cemeteries	Distasteful
Anything with veterans memorial	Dishonoring
Distinguish between asset and feature	Why name assets
Heritage building	Not everything is for sale or should be changed
Don't name everything or names don't mean anything	Names need to be meaningful and authentic
Buildings?? Has society changed?	Do we provide sponsorship now? Principle not politics
City Hall	-consistent around the world already - includes city hall park
Already named streets and subdivision	Confusion
Cronquist house, Parsons House, Horton's sphere	Historical relevance
Collicutt	Contract
Heritage ranch, Gaetz lake, Three Mile Bend, Kerrywood Nature Centre, Fort Normandeau	Landmark locations
City hall, City council chambers	Descriptive name, belongs to all
Most things already named	People are very resistant to change names
Very basic services (eg sewage treatment plants)	Only descriptive names seem appropriate.
Historically named	Currently named after families – Bower Ponds off limits
Iconic features and assets	Water tower/green onion
Caution around renaming	What does the community already call it?



Perhaps sponsorship needs to be on a “feature” in a named area such as Settlers place at Great Chief part vs renaming the whole park.	
Cemetery	Who?
Some business	Franchise
Pipes/pavement (roundabout)	
Plants (power/water)	
Library/Museum	
Bridges	
Parking lots	
Utility – water tower, power lines	
Fire trucks, city buses, trucks	Optics of naming “trucks”
City hall/council chambers	Belongs to al people
Museum itself	Public asset but ok for sponsorship, as appropriate
Public libraries	Ability of name/sponsorship to impact decision made or that \$\$ buys naming

2. When, if ever, would you a decision on naming a municipal feature be delegated? Why?
  - a. Major municipal development (such as recreation centre, play fields, parks) rather than location (to include past settlers or original proponent.
  - b. My thoughts on this are that there may be circumstances (eg Agora campus, etc), where another group or committee would recommend a name. I believe municipal features should always be forwarded to council for final arbitration because the assets/features are owned by the city. The council, ultimately, is accountable to represent and reflect the will of the people.
  - c. Criteria could all be delegated, but only major ones for Council.
  - d. Challenging with the lack of criteria
  - e. Policy principles could be similar to public art
  - f. When seeking public input => naming contest.
  - g. Names should be delegated to people who have understanding/knowledge of naming process and significance. Assigning it to those who feel that is limited to “we need a name.. let’s make up one fast” will cause problems. Names that don’t mean much and or can because rather silly.
  - h. This could be dicey as council wears the community’s ire if we get it wrong. So having council involved gives them a chance to own it .
  - i. Thoughts on sponsorship: While I think revenue generation is key, we need to be careful not to swing the pendulum so far that every feature or asset has a company name on nit. Can you imagine Bower ponds as “XYZ Company” ponds?
  - j. We don’t want to look back and say everything after this date was sponsored as there will never be permanent legacy or history carried on in the community.
  - k. A sports field is one thing. But a historic legacy like Hazlett lake is different.



- l. Buildings are not as big a deal for sponsorship as natural assets. However, that begs the question of the Parsons House, wouldn't have a name if all buildings were sponsored.
- m. Aboriginal – UAVS; with council affirmation
- n. Boards, library, WEES, Sunnybrook Farm – with council affirmation
- o. Historical naming eg. Cronquist House => should we explore it as eg. Named Cronquist House, sponsored by XXX company? If it's a value based organization that supports the site.

Stickies:

- a. Municipal naming features – “what is keeping you up at night?” RE: MNF?
- b. Names should reflect some history or significance in RD
- c. Overused names – Bower (Place, Woods, neighborhood), Barrett (Drive, place, park)
- d. Do we still put area maps for all districts? Update and new face to older maps posted as they are getting tired looking
- e. Makes sense logistically – location/subdivision
- f. Need clarity between naming and sponsorship
- g. Sponsorship vs feature name (eg. Bluegrass sod farm spray n play vs Bower Ponds)
- h. Non-authentic naming
- i. Some names offer no significance to Central Alberta or even Alberta
- j. Character of the area
- k. Authentic to Red Deer and easy to say/spell
- l. Naming that public doesn't buy into
- m. Process to request naming on behalf of a person
- n. Naming process and routing of request
- o. Be cognizant of names that may be controversial or really difficult to say/spell
- p. Recognize community service
- q. Equity and fairness to all citizens
- r. The fact that we don't have a policy
- s. How political naming is without a policy.
- t. Naming of streets and ES response
- u. Names seem increasingly picked at random without attention to significance, honoring, geography.





June 12, 2023

## June 12, 2023 Consent Agenda

Prepared by: Jennifer Hankey, Corporate Meeting Administrator  
Department: Legal and Legislative Services

### **Proposed Resolutions**

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Resolved that Council of The City of Red Deer having considered the Consent Agenda from Legal & Legislative Services hereby approves the following Minutes:

- Confirmation of the Minutes of the May 15, 2023 Regular Council Meeting

Resolved that Council of The City of Red Deer having considered the Consent Agenda from Legal & Legislative Services hereby approves the following Reports:

- Stormwater Utility Update
- Quarterly Report
- Change of Start time for the July 10, 2023 Regular Council Meeting
  - Resolved that Council of The City of Red Deer hereby agrees to change the start time of the July 10, 2023 Regular Council Meeting from 10:30 a.m. to 9:30 a.m.

Resolved that Council of The City of Red Deer having considered the Consent Agenda from Legal & Legislative Services hereby approves the following Bylaw:

- Bylaw 3357/H-2023
  - FIRST READING: That Bylaw 3357/H-2023 (an amendment to the Land Use Bylaw to rezone 3937 50 St from R1A to C5) be read a first time





**UNAPPROVED - MINUTES**

**of the Red Deer City Council Regular Meeting,  
held on, Monday, May 15, 2023  
commenced at 10:31 AM**

**Present:**

Mayor Ken Johnston  
Councillor Kraymer Barnstable  
Councillor Bruce Buruma  
Councillor Michael Dawe  
Councillor Victor Doerksen  
Councillor Vesna Higham (via videoconference)  
Councillor Lawrence Lee  
Councillor Dianne Wyntjes

City Manager, Tara Lodewyk  
General Manager Corporate & Employee Services, Lisa Perkins  
General Manager Development Services, Erin Stuart  
General Manager Community Services, Sarah Tittmore  
Acting General Manager Protective Services, Bart Rowland  
Chief of Staff, Sean McIntyre  
Acting Legal & Legislative Services Manager, Natasha Wirtanen  
Innovation & Partner Support Supervisor, Jesse Smith  
Policy Analyst, Martin Cruz  
Research Policy & Council Administration Specialist, Colin Connon

Acting City Clerk, Jackie Kurylo  
Corporate Meeting Administrator, Jennifer Hankey  
Committees Coordinator, Rebecca Derwanz

**Absent:**

Councillor Cindy Jefferies



**1. CONSENT AGENDA****1.1. May 15, 2023 Consent Agenda**

Moved by Councillor Lawrence Lee, seconded by Councillor Kraymer Barnstable

Resolved that Council of The City of Red Deer having considered the Consent Agenda from Legal & Legislative Services hereby approves the following Minutes and Reports:

- Confirmation of the Minutes of the May 1, 2023 Regular Council Meeting
- Confirmation of the Minutes of the May 3, 2023 Special Council Meeting
- Confirmation of the Minutes of the May 9, 2023 Special Council Meeting
- Airport Capital Allocation

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**ABSENT** Councillor Cindy Jefferies

**MOTION CARRIED**

Councillor Bruce Buruma declared a conflict of interest and recused himself from the following vote and left the meeting at 10:40 a.m.

Moved by Councillor Kraymer Barnstable, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer having considered the Consent Agenda from Legal & Legislative Services hereby approves the following Bylaws:

- Bylaw 3213/A-2023
  - FIRST READING: That Bylaw 3213/A-2023 (an amendment to the Northwest Major Area Structure Plan) be read a first time.
- Bylaw 3217/A-2023
  - FIRST READING: That Bylaw 3217/A-2023 (an amendment to the Neighbourhood Area Structure Plan) be read a first time.
- Bylaw 3357/C-2023
  - FIRST READING: That Bylaw 3357/C-2023 (an amendment to the Land Use Bylaw to rezone portions of 8040-50 Avenue) be read a first time.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna





City Council Regular Meeting Minutes  
Unapproved - Monday, May 15, 2023

Higham, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**ABSENT:** Councillor Bruce Buruma, Councillor Cindy Jefferies

MOTION CARRIED

Councillor Kraymer Barnstable left the meeting at 10:42 a.m. and returned at 10:42 a.m.  
Councillor Bruce Buruma returned to the meeting at 10:42 a.m.

## 2. REPORTS

### 2.1. Midsized Cities Initiative Alberta Community Partnership Grant Support

Moved by Councillor Lawrence Lee, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer having considered the report from the Office of the Mayor and City Council dated May 15, 2023 re: Midsized Cities Initiative Alberta Community Partnership Grant hereby endorses the Alberta Community Partnership Grant Application to fund the four phases of the Unlocking the Full Potential of Alberta's Midsized Cities Initiative.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**ABSENT:** Councillor Cindy Jefferies

MOTION CARRIED

Councillor Kraymer Barnstable left the meeting at 11:12 a.m. and returned at 11:18 a.m.

### 2.2. Council Governance Process Policy #GP-D-2.3: Municipal Features Naming

Moved by Councillor Lawrence Lee, seconded by Councillor Bruce Buruma

Resolved that Council of The City of Red Deer having considered the report from Community Services and Corporate & Employee Services dated May 15, 2023 re:





City Council Regular Meeting Minutes  
Unapproved - Monday, May 15, 2023

Municipal Features Naming Policy hereby approves Council Policy GP-D-2.3 Municipal Features Naming.

Prior to consideration of the motion, the following amendment was introduced:

Moved by Councillor Victor Doerksen, seconded by Councillor Bruce Buruma

Resolved that Council of The City of Red Deer hereby amends the motion by adding the following “as amended (by removing Section 7 in its entirety)” to the end of the motion.

Council recessed at 11:57 a.m. and reconvened at 12:30 p.m.

### 3. CLOSED MEETING

#### 3.1. Motion to go into a Closed Meeting

Moved by Councillor Dianne Wyntjes, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer hereby agrees to enter into a Closed Meeting of Council on Monday, May 15, 2023 at 12:32 p.m. and hereby agrees to enter into the following:

- All members of the media;
- All members of the public;
- And all non-related staff members

to discuss the following:

- Code of Conduct Matter - FOIP Sections 17 Disclosure harmful to personal privacy  
23(1) Local public body confidences 24(1)(a) Advice from Officials

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**ABSENT:** Councillor Cindy Jefferies

MOTION CARRIED





City Council Regular Meeting Minutes  
Unapproved - Monday, May 15, 2023

3.1.a. Code of Conduct Matter - FOIP Sections 17 Disclosure harmful to personal privacy, 23(1) Local public body confidences 24(1)(a) Advice from Officials

The following people were in attendance:

Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Lawrence Lee, Councillor Dianne Wyntjes

City Manager Tara Lodewyk, General Manager Corporate & Employee Services Lisa Perkin  
Acting Legal & Legislative Services Manager Natasha Wirtanen, Acting City Clerk Jackie Ku

Michael Solowan, Lawyer, Kingsgate Legal

Bob Stenhouse, CEO, Veritas Solutions and Lauren Hanon, Associate/Lawyer, Veritas Solut  
joined the meeting at 1:19 p.m.

Councillor Victor Doerksen left the meeting at 1:18 p.m. and returned at 1:20 p.m.

Councillor Dianne Wyntjes left the meeting at 1:55 p.m. and returned at 2:19 p.m.

Council recessed at 2:03 p.m. and reconvened at 2:14 p.m.

Bob Stenhouse, CEO, Veritas Solutions and Lauren Hanon, Associate/Lawyer, Veritas Solut  
left the meeting at 2:38 p.m. and did not return.

Councillor Kraymer Barnstable left the meeting at 3:24 p.m.

Council recessed at 3:24 p.m. and reconvened at 3:34 p.m.

Councillor Victor Doerksen left the meeting at 4:44 p.m. and returned at 4:46 p.m.

Councillor Michael Dawe left the meeting at 4:49 p.m. and returned at 4:51 p.m.

**3.2. Motion to Revert to Open Meeting**

Moved by Councillor Bruce Buruma, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer hereby agrees to enter into an open  
meeting of Council on May 15, 2023 at 4:59 p.m.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael  
Dawe, Councillor Victor Doerksen, Councillor Vesna Higham,





City Council Regular Meeting Minutes  
Unapproved - Monday, May 15, 2023

Councillor Lawrence Lee, Councillor Dianne Wyntjes

**ABSENT:** Councillor Kraymer Barnstable, Councillor Cindy Jefferies

**MOTION CARRIED**

Council recessed at 5:00 p.m. and reconvened at 5:30 p.m.

Councillor Kraymer Barnstable returned to the meeting at 5:30 p.m.

**4. CLOSED MEETING**

**4.1. Motion to go into a Closed Meeting**

Moved by Councillor Bruce Buruma, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer hereby agrees to enter into a Closed Meeting of Council on Monday, May 15, 2023 at 5:31 p.m. and hereby agrees to exclude the following:

- All members of the media;
- All members of the public;
- And all non-related staff members

to discuss the following:

- Property Lease – Emergency Services and Utility Services - FOIP Sections 21(1) Disclosure harmful to intergovernmental relations, 23(1) Local public body confidences and 25 Disclosure harmful to economic and other interests of a public body.
- Code of Conduct Matter - FOIP Sections 17 Disclosure harmful to personal privacy, 23(1) Local public body confidences 24(1)(a) Advice from Officials

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**ABSENT** Councillor Cindy Jefferies





City Council Regular Meeting Minutes  
Unapproved - Monday, May 15, 2023

**MOTION CARRIED**

- 4.1.a. Property Lease – Emergency Services and Utility Services - FOIP Sections 21(1) Disclosure harmful to intergovernmental relations, 23(1) Local public body confidences and 25 Disclosure harmful to economic and other interests of a public body. The following people were in attendance:

Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Lawrence Lee, Councillor Dianne Wyntjes

City Manager Tara Lodewyk, General Manager Development Services Erin Stuart, General Manager Community Services Sarah Tittermore, Acting General Manager Protective Services Bart Rowland, Assistant Deputy Chief Curtis Schaefer, Utilities Manager Jim Jorgensen, Land Coordinator Wade Martens, Acting City Clerk Jackie Kurylo,

- 4.1.b. Code of Conduct Matter - FOIP Sections 17 Disclosure harmful to personal privacy, 23(1) Local public body confidences 24(1)(a) Advice from Officials

The following people were in attendance:

Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Lawrence Lee, Councillor Dianne Wyntjes

City Manager Tara Lodewyk, General Manager Corporate & Employee Services Lisa Perkin, Acting Legal & Legislative Services Manager Natasha Wirtanen, Acting City Clerk Jackie Kurylo,

Michael Solowan, Lawyer, Kingsgate Legal

Council recessed at 6:21 p.m. and reconvened at 6:48 p.m.

Councillor Michael Dawe left the meeting at 6:52 p.m. and returned at 6:55 p.m.

Council recessed at 7:43 p.m. and reconvened at 7:49 p.m.

**4.2. Motion to Revert to Open Meeting**

Moved by Councillor Dianne Wyntjes, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer hereby agrees to enter into an open meeting of Council on May 15, 2023 at 7:51 p.m.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham,





City Council Regular Meeting Minutes  
Unapproved - Monday, May 15, 2023

Councillor Lawrence Lee, Councillor Dianne Wyntjes

**ABSENT:** Councillor Kraymer Barnstable, Councillor Cindy Jefferies

MOTION CARRIED

**5. REPORTS - Continued**

**5.1. Council Governance Process Policy #GP-D-2.3: Municipal Features Naming**

Moved by Councillor Victor Doerksen, seconded by Councillor Bruce Buruma

Resolved that Council of The City of Red Deer having considered the report from Community Services and Corporate & Employee Services dated May 15, 2023 re: Municipal Features Naming Policy hereby postpones Council Policy GP-D-2.3 Municipal Features Naming to the June 12, 2023 Regular meeting of Council.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**ABSENT:** Councillor Kraymer Barnstable, Councillor Cindy Jefferies

MOTION CARRIED

**6. BUSINESS ARISING FROM CLOSED MEETING**

Moved by Councillor Michael Dawe, seconded by Councillor Lawrence Lee

Resolved that Council, having considered the May 15, 2023 closed meeting report (pursuant to FOIP sections 21(1) Disclosure harmful to intergovernmental relations, 23(1) Local public body confidences and 25 Disclosure harmful to economic and other interests of a public body) RE: Property Lease - Emergency Services and Utility Services:

- hereby enters the report into the corporate record;
- hereby authorizes a budget adjustment for 2023 of \$76,750 for Emergency Services, funded by internal cost savings and one-time Alberta Health Services funding;





City Council Regular Meeting Minutes  
Unapproved - Monday, May 15, 2023

- hereby authorizes a budget adjustment for 2024 of up to \$122,800 for Emergency Services, funded by internal cost savings and EMS Service Provider contract currently under negotiations; and directs Administration to build this into the budget for 2025 – 2026.

**IN FAVOUR:**

Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**ABSENT:**

Councillor Kraymer Barnstable, Councillor Cindy Jefferies

MOTION CARRIED

Moved by Councillor Dianne Wyntjes, seconded by Councillor Bruce Buruma

Resolved that Council of The City of Red Deer having considered the May 8, 2023 Investigation Report prepared by Veritas Solutions in the matter of a public complaint filed against Councillor Kraymer Barnstable under the Council Code of Conduct Bylaw hereby agrees to:

1. Accept the May 8, 2023 Investigation Report and adopt the findings of the independent, third-party investigator;
2. Dismiss Allegations 1, 2, 5 and 6 as unfounded;
3. Find that Councillor Barnstable **did** breach the Council Code of Conduct Bylaw sections 9.1., 9.2 and 9.3 in relation to Allegation 3;
4. Find that Councillor Barnstable did breach the Council Code of Conduct Bylaw sections 8.2, 8.3, 8.4 and 8.5 in relation to Allegation 4.
5. Acknowledge that Councillor Barnstable immediately contacted the Mayor's Office and has previously issued a public apology for his conduct in relation to Allegation 3;
6. Acknowledge that Councillor Barnstable has previously issued a public apology for his conduct in relation to allegation 4;
7. Direct Councillor Barnstable to complete City Manager approved training in Confidentiality, and Diversity & Inclusion with respect to the Alberta Human Rights Act by November 15, 2023;
8. Authorize the Mayor to communicate Council's decision, in writing, to the complainant and Councillor Barnstable; and
9. Authorize administration to publish the May 8, 2023 Investigation Report on The City of Red Deer website, subject to compliance with the *Freedom of Information and Protection of Privacy Act*.





City Council Regular Meeting Minutes  
Unapproved - Monday, May 15, 2023

Prior to voting, the following motion to divide was introduced:

Moved by Councillor Victor Doerksen, seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer hereby agrees to divide item #4 - Findings that Councillor Barnstable did breach the Council Code of Conduct Bylaw sections 8.2, 8.3, 8.4 and 8.5 in relation to Allegation 4.

**IN FAVOUR:** Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham

**OPPOSED:** Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**ABSENT:** Councillor Kraymer Barnstable, Councillor Cindy Jefferies

MOTION TO DIVIDE DEFEATED

The original motion was then on the floor:

Moved by Councillor Dianne Wyntjes, seconded by Councillor Bruce Buruma

Resolved that Council of The City of Red Deer having considered the May 8, 2023 Investigation Report prepared by Veritas Solutions in the matter of a public complaint filed against Councillor Kraymer Barnstable under the Council Code of Conduct Bylaw, hereby agrees to:

1. Accept the May 8, 2023 Investigation Report and adopt the findings of the independent, third-party investigator;
2. Dismiss Allegations 1, 2, 5 and 6 as unfounded;
3. Find that Councillor Barnstable **did** breach the Council Code of Conduct Bylaw sections 9.1., 9.2 and 9.3 in relation to Allegation 3;
4. Find that Councillor Barnstable did breach the Council Code of Conduct Bylaw sections 8.2, 8.3, 8.4 and 8.5 in relation to Allegation 4.
5. Acknowledge that Councillor Barnstable immediately contacted the Mayor's Office and has previously issued a public apology for his conduct in relation to Allegation 3;
6. Acknowledge that Councillor Barnstable has previously issued a public apology for his conduct in relation to allegation 4;
7. Direct Councillor Barnstable to complete City Manager approved training in Confidentiality, and Diversity & Inclusion with respect to the Alberta Human Rights Act by November 15, 2023;





City Council Regular Meeting Minutes  
Unapproved - Monday, May 15, 2023

8. Authorize the Mayor to communicate Council's decision, in writing, to the complainant and Councillor Barnstable; and
9. Authorize administration to publish the May 8, 2023 Investigation Report on The City of Red Deer website, subject to compliance with the *Freedom of Information and Protection of Privacy Act*.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Victor Doerksen, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**OPPOSED:** Councillor Michael Dawe, Councillor Vesna Higham

**ABSENT:** Councillor Kraymer Barnstable, Councillor Cindy Jefferies

MOTION CARRIED

Moved by Councillor Bruce Buruma, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer directs Administration to arrange training for all of Council to attend in Confidentiality, and Diversity & Inclusion with respect to the Alberta Human Rights Act by November 15, 2023.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**ABSENT:** Councillor Kraymer Barnstable, Councillor Cindy Jefferies

MOTION CARRIED

## 7. ADJOURNMENT

Moved by Councillor Bruce Buruma, seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer hereby agrees to adjourn the Monday, May 15, 2023 Regular Council Meeting of Red Deer City Council at 9:15 p.m.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Lawrence Lee, Councillor Dianne Wyntjes





City Council Regular Meeting Minutes  
Unapproved - Monday, May 15, 2023

**ABSENT:** Councillor Kraymer Barnstable, Councillor Cindy Jefferies

MOTION CARRIED

\_\_\_\_\_  
MAYOR

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





June 12, 2023

## Stormwater Utility Update

Prepared by Jim Jorgensen, Utilities Manager  
Department Utilities

### Report Summary

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This report is provided for information to Council. It includes a brief overview of the Stormwater Utility initiative background, a status update, and planned next steps.

- 1) In 2016, The City started planning for the transition of the care and management of Stormwater infrastructure from a tax supported operation to a self funded utility.
- 2) A series of report submissions and presentations to what was then the Governance and Policy Committee (GPC) resulted in several Committee resolutions that moved the project along.
- 3) In 2017, the Committee tabled the initiative pending the development of a final cost structure.
- 4) The project stagnated for several years due to personnel changes and competing priorities.
- 5) Given budget constraints related to tax supported infrastructure and aging Stormwater infrastructure, Administration has made plans to re-establish the initiative in 2023.

While this report is submitted to consent agenda today as information, Administration will be bringing a presentation and requesting direction on this project from Council in Q4 of this year with greater detail and opportunity for questions and discussion at that time.

### Proposed Resolution

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Resolved that Council of The City of Red Deer having considered the report from Utilities dated June 12, 2023 re: Stormwater Utility Update hereby accepts the report as information.

### Rationale for Recommendation

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1. The City started planning for the transition of the care and management of Stormwater infrastructure from a tax supported operation to a self funded utility in 2016.
2. GPC Committee tabled initiative in 2017 pending development of final cost structure.
3. Project became stagnated due to personnel changes and competing priorities.
4. Administration has made plans to re-establish initiative in 2023 due to budget constraints related to tax supported infrastructure and aging Stormwater infrastructure.
5. This is being provided as information only, no new fees would be applied until after Council decision.



## Background

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The creation of a Stormwater Utility for the City of Red Deer would implement a user pay based rate structure to ensure users of the stormwater assets are paying for them based on their impact to the system, ultimately removing the ongoing maintenance of stormwater infrastructure from the taxbase.

Up until now, stormwater has been funded from the general annual taxbase. The Storm Drainage Master Plan, approved by Council in January 2016, indicated that \$10.8 million was required annually to sustainably maintain The City's stormwater assets. This number was refined in 2020 with the completion of an in-depth asset management plan to an estimated sustainable maintenance cost of \$13.6 million per year. In 2023, the approved funding for maintaining and operating the stormwater assets was roughly \$5.3 million or 40% of the projected sustainable funding level per this Master Plan.

Because of the ongoing annual maintenance shortfall between what is projected to be sustainable and available tax funding, most of the maintenance on our stormwater assets is currently completed on a reactive, issue driven basis. There is also a significant backlog of inspection and maintenance work that is outstanding, and the majority of the City's stormwater assets are approaching the end of their useful life within the next 10 years.

To provide Council an order of magnitude of the costs of a Stormwater Utility that might be implemented in Red Deer, Administration has included a summary of research into current stormwater self funded cost recovery practices in larger urban and specialized Alberta municipalities as Appendix A. This information is provided for reference and no new fees would be applied until after decision from Council.

### Policy Direction Provided to Date

In 2016 & 2017, recognizing the significant risk to sustaining our stormwater infrastructure, the Governance and Policy Committee supported implementing a utility focused on stormwater infrastructure by applying Council Utility Policy PS-A-2.7 (Attached as Appendix B) to a Stormwater Utility, considering the following:

- a) Implementation of a combined rate structure considering lot size and imperviousness
- b) Endorsement of a credit program to incent behavior changes to reduce stormwater runoff for all properties.
- c) Exemption of disconnected properties, public roadways, and land adjacent to properties in the form of utility and road rights of way from stormwater charges.
- d) Assessment of stormwater charges against private roadways and graveled areas.
- e) Endorsement of monthly billing with the provision that billing frequency could be revisited in the future.
- f) A further policy option regarding who should be billed for the stormwater charges was discussed, but the Governance and Policy Committee tabled providing direction on this until Administration completed a final cost analysis of the options.



Due to the complexity and extent of the work required to prepare the final cost analysis requested, Council approved funding for FTE (implementation coordinator position) and consulting services required to develop the Utility rate model. This work has been slowed and challenged due to personnel changes and competing priorities over recent years and was identified in Administration's 2023 workplan as part of the City Manager's Directives in support of the long-term sustainability of our assets and finances.

**Strategic Alignment**

Implementation of a Stormwater Utility supports the Water focus area of the Environment Master Plan. A sustainably funded Stormwater Utility will help improve the quality of the Deer River Watershed. It also supports the Financial Sustainability program and the Thriving City focus area of Council's Strategic Plan through environmental commitment and proactively managed public infrastructure.

**Next Steps:**

Since being identified in the 2023 workplan, Administration from the Revenue & Assessment, Legal & Legislative Services, Community & Public Relations, and Utilities departments have formed the project team under the GM of Community Services.

Over the next 6-12 months:

- Administration will bring this item back to the Council Agenda to fully discuss the research and background, and to request direction in preparation of the required bylaw and policy that will need to be developed.
- Submit any revised funding requirements to the 2024 Mid-year budget review (if required).
- Applying the IAP2 spectrum, administration will undertake Community Dialogue, on portions where the community can influence the outcome.
- Bring forward policy and bylaw amendments for Council consideration. Plan and initiate an implementation strategy. It is also recognized that a change of magnitude demands a robust communications program which would also be defined and executed to inform.



## Appendix A - **Stormwater Cost Recovery Practices in Alberta Urban and Specialized Municipalities**

This information is provided to give Council an order of magnitude of the costs of a Stormwater Utility that might be implemented in Red Deer. The current stormwater self funded cost recovery practices in larger urban and specialized Alberta municipalities are presented in Table 1.

The review of municipal websites, completed in April 2023, found 9 urban and specialized municipalities have some form of Stormwater Utility in place. Of those having a Stormwater Utility in place, 7 used an exclusively flat rate model and the remainder used a model that incorporated some form of calculation based on land area and/or perviousness for at least some of the properties. Several municipalities are looking to move away from a flat rate model.


Table 1. Stormwater Utility Rates in Alberta Urban and Specialized Municipalities

<b>Municipality</b>	<b>Rate Type</b>	<b>Single Family Residential Monthly Charge</b>	<b>Comments</b>
Calgary	Flat	\$15.63	Investigating calculated impervious area-based rate structure
Edmonton (Epcor)	Calculated	\$9.81 (approximate)	Rate calculated based on intensity factor and runoff coefficient
Strathcona County	Flat	\$8.05	
St. Albert	Flat	\$16.18	Lower flat rate for industrial and commercial properties
Lloydminster	Flat	\$16.13	Applies to both developed and undeveloped properties
Spruce Grove	Flat	\$14.55	Higher flat rate for industrial and commercial properties
Grand Prairie	Flat Calculated	Being brought to Council for decision	Residential proposed to be flat rate. Industrial and commercial proposed to be impervious area-based rate structure
Devon	Flat	\$8.00	
Stony Plain	Flat	\$23.23	Lower flat rate for industrial and commercial properties



Appendix B - Council Utility Policy PS-A-2.7



	Council Policy	
	Utility	
	Policy Type: PURPOSE STATEMENT	PS-A-2.7

The City of Red Deer is the provider of water, wastewater, solid waste and electric utilities within City boundaries. The City of Red Deer is also a regional provider of services for the water, wastewater and solid waste utilities to customers and citizens located outside its boundaries where approved by Council.

### **Rates:**

- 1 Rate structures must balance the following principles:
  - (1) Consumer rates should reflect usage and promote conservation.
  - (2) Consumer rates should be structured so that revenue requirements can be met within a reasonable tolerance.
- 2 Rates will be:
  - (1) Fair and equitable, ensuring customers are contributing equitably in proportion to the cost of the systems;
  - (2) Defensible, able to demonstrate that data is available to support the assumption used in the rate; and the assumptions follow the industry acceptable practices;
  - (3) Clear, understandable and logical.
- 3 Rate making will:
  - (1) Adhere to regulated and/or legislated requirements;
  - (2) Adhere to generally accepted rate making standards.
- 4 The City will collect, from all in-City utility customers and electric service area customers, municipal consent and local access fee(s) and all other legitimate charges as defined within this policy.
- 5 The City will collect from all regional customers all legitimate charges.
- 6 Rates will be presented to Council for approval, at minimum, on an annual basis.

### **Debt:**

- 7 Debt may be used to fund utility assets (i.e. capital expenditures).
- 8 The debt repayment period will not exceed the life of the asset that the debt is used to fund.
- 9 Utility debt limit and debt servicing will be in accordance with the Municipal Government Act, regulations and/or associated Council policy.



	Council Policy	
	Utility	
	Policy Type: PURPOSE STATEMENT	PS-A-2.7

10 The debt forecast will align with the ten year capital plan and revenue forecasts.

**Return on Rate Base:**

- 11 The equity rate of return used in the financial model will be in accordance with the most recent Alberta Utilities Commission (AUC) generic cost of capital decision or AUC approved substitute thereof.
- 12 The cost of deemed debt used in the financial model will be the fifteen year Alberta Capital Finance Authority (ACFA) mid - year rolling average rate.
- 13 The cost of actual debt used in the financial model will be based on actual debt rate
- 14 Deemed debt / equity ratio will be applied as follows:
- |                      |                       |
|----------------------|-----------------------|
| (1)EL&P Transmission | As established by AUC |
| (2)EL&P Distribution | 60/40                 |
| (3)Water             | 60/40                 |
| (4)Wastewater        | 60/40                 |
| (5)Waste Management  | 60/40                 |

**Municipal Consent (MC) /Local Access Fee (AF):**

- 15 The City, according to its rights under the Municipal Government Act, specifies the method by which the MCAF is calculated and collected by the utility. For non-municipal utilities operating within the City, the terms of franchise fee collection are outlined within respective franchise agreements.
- 16 The MCAF cannot exceed 15% of total revenue unless otherwise directed by Council.


**Regular Dividend:**

- 17 An annual dividend will be paid by the utility as a return on investment.

**Special Dividend:**

- 18 Where the Capital Reserve has excess funds relative to the forecasted capital expenditures, a special dividend payment may be recommended.



	<b>Council Policy</b>	
	<b>Utility</b>	
	Policy Type: PURPOSE STATEMENT	PS-A-2.7

### **Capital Reserve:**

19 A Capital Reserve for each utility will be established for:

- (1) Asset replacement and/or;
- (2) Asset rehabilitation and/or;
- (3) Acquisition of future assets; to allow for long term financial planning and financial management of capital assets, for the purpose of re-investing in the utility assets.

20 A capital surcharge may be incorporated in rates.

### **Rate Stabilization and Operating Reserve (RS&O):**

21 A Rate Stabilization and Operating (RS&O) Reserve will be established for each utility to:

- (1) maintain operations and/or;
- (2) manage unplanned changes in operating expenditures and revenues and;
- (3) mitigate the impact of significant changes in revenue requirements on customer rates for any particular year.

22 A Working Capital minimum amount equal to approximately 45 days of operations will be set aside in the RS&O Reserve at the beginning of each year to be used to fund operations through below budget revenue periods and for unplanned expenditures.

23 A maximum RS&O Reserve balance will be the Working Capital minimum plus 12.5% of annual operating revenues.


24 Year-end actual surplus/deficit from operations will be transferred to/from the RS&O Reserve. If this action results in the RS&O Reserve being above the maximum or below the minimum balance, a transfer to / from the Capital Reserve will only occur if the transfer does not result in a negative Capital Reserve balance.

### **General Reserve Statements:**

25 Transfers, in accordance with policy and financial limitations placed on the City Manager, may occur between Capital and RS&O Reserves within each utility.

26 The Capital and RS&O Reserves will be reported to Council within the Year End Reserve Report.



	<b>Council Policy</b>	
	<b>Utility</b>	
	Policy Type: PURPOSE STATEMENT	PS-A-2.7

### **Transitional Provisions:**

- 27 The provisions in this policy for rate structures, debt, reserves, dividends and return may be phased in to mitigate 'rate shock' and allow for the management of changes, if required.
- 28 An annual report on the progress made towards full compliance with this policy will be made to Council.

### **Scope/Application:**

- 1 Development Services Division

### **Policy Monitoring and Evaluation:**

- 1 The Utility Policy will be reviewed in five years, from date of approval or anytime prior to the five year review date.


### **Authority/Responsibility to Implement:**

- 1 The City Manager has authority and responsibility to ensure council's policy statements are implemented.

### **References/Links:**

- 1 Municipal Government Act
- 2 Capitalization of Interest Council Policy
- 3 Capital Budget - Council Policy
- 4 Alberta Utilities Commission
- 5 Public Utilities Act
- 6 Electric Utilities Act
- 7 AUC Decision 2011-474 or most recent decision of AUC on Generic Cost of Capital
- 8 Operating Budget Policy - Council Policy
- 9 Utility Bylaw
- 10 Electric Utility Bylaw



 <b>THE CITY OF Red Deer</b>	<b>Council Policy</b>	
	<b>Utility</b>	
	Policy Type: PURPOSE STATEMENT	PS-A-2.7

**Inquiries/Contact Person:**

- 1 Environmental Services Manager
- 2 Electric, Light & Power Manager

**Definitions:**

- 1 Local Access Fees: Fees for the use of City right-of-ways, including maintenance costs and costs associated with integrating right-of-ways of electric wires, gas pipelines, water and sewer lines, and roads.
- 2 Electrical Service Area Customers: Electrical service customers located within the service boundary as determined by AUC.
- 3 In-City Customer: The customers located within the boundary of The City of Red Deer.
- 4 Legitimate Charges: Include, but are not limited to: contributions to, or withdrawals from reserves and/or the use of debt, operating and capital costs, corporate support costs and any reasonable return.
- 5 Municipal Consent: The fee for granting the utility an exclusive franchise for service in the City.
- 6 Rate Base: Working capital plus the depreciated value of the assets on which a utility is permitted to earn a return in accordance with the generally accepted regulatory principles in Alberta.
- 7 Regional Customer: Customers located outside of The City of Red Deer boundary, excluding Electrical Utility customers that may be in the Service Boundary, but outside of City of Red Deer boundary.
- 8 Reserves: Utility reserves are held for a specific and identifiable future purpose.
- 9 Revenue Requirement: A fair and reasonable amount of revenue that should be recovered in utility rates.
- 10 Utilities: Means the City's Water, Wastewater, Waste Management and Electrical, Light and Power Utilities.



	Council Policy	
	Utility	
	Policy Type: PURPOSE STATEMENT	PS-A-2.7

**Document History:**

Policy Adopted	October 15, 2012
Policy Revised	July 20, 2015
Policy Revised	September 16, 2019

**Administrative Revisions:**

Date:	Description:
October 17, 2017	Updated to current format.





June 12, 2023

## Quarterly Report – January to March 2023

Prepared by Karen Smilar, Strategist  
Department Corporate and Employee Services Directorate

### Report Summary

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Council adopted their 2023 - 2026 Strategic Plan in November 2022. The plan guides us a path and provides us focus and purpose in all that we do. Monitoring and reporting on our progress is important to enable transparency, accountability, and continuous improvement. Administration committed to reporting quarterly and annually on the progress towards Council's Strategic outcomes. This is the first progress report.

This report is for information purposes. Administration recommends that Council accept the report and provide Administration with feedback to enable continuous improvement.

### Proposed Resolution (Consent Agenda Only)

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Resolved that Council of The City of Red Deer hereby accepts the Quarterly Report – January to March 2023 dated June 12, 2023 as information.

### Rationale for Recommendation

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- 1. Council identified their key outcomes and performance indicators in their Strategic Plan.**
- 2. Reporting on progress toward Council's strategic outcomes enables transparency and accountability.**
- 3. Feedback is important to our ability to continuously improve.**

### Background

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Council adopted the 2023 - 2026 Strategic Plan with three key focus areas: Thriving City, Community Health and Wellbeing, and Engaged and Connected City. Through this Strateg



Plan the City has taken an intentional shift to focusing on outcomes, which speak to the in of our work. The 15 outcomes are:

Thriving City:

- Vibrant and enjoyable downtown.
- Strong and diverse local economy.
- Environmentally committed community.
- Proactively managed public infrastructure.
- Financially responsible.
- Digitally advancing City.
- Work force is healthy, equipped and competitive.

Community Health and Wellbeing

- Collaborative response to social challenges that considers all.
- Inclusive community.
- Safe and secure city.
- Create spaces and places.
- Involved people and communities.

Engaged and Connected City

- Strong relationships and public trust.
- Committed to positive customer experience.
- Decisions are data informed.

Administration reports on progress towards these outcomes through 130+ indicators, some quarterly and some annually. While this Q1 report focuses on 7 of the 15 outcomes, it is important to understand that we make progress toward all fifteen outcomes each day through operations and our activities.

Quarterly reports will come to Council as follows:

- Q2 September 5, 2023
- Q3 December 4, 2023
- Q4 March 4, 2023

Given this is the first report on Council's Strategic Plan we will continue to fine tune our metrics and collect and analyze data.

### **Strategic Alignment**

The Strategic Plan is one of the key documents in the City's Integrated Planning Framework. The other key plans are Vision 2040, the Official City Plan, and City Manager's Directives.



# REPORT CARD

## Q1 2023



2023-2026  
STRATEGIC  
PLAN



INNOVATIVE THINKING. STRATEGIC RESULTS. VIBRANT COMMUNITY.



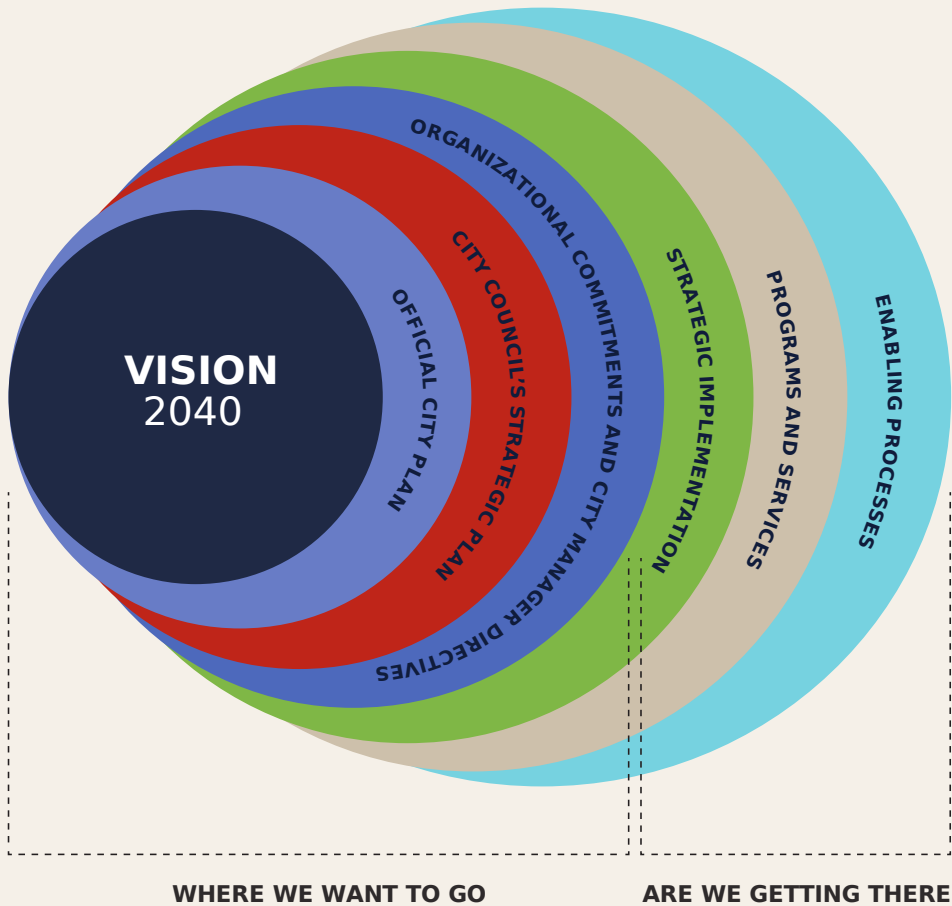
# SUMMARY

For the first quarter of 2023, our activities focused heavily on building internal mechanisms to collect, report and analyze data that highlights our progress towards achieving Council’s Strategic Plan. This is a first for us at The City, and has required cross divisional collaboration to get us to this point.

The work of the Strategic Plan, fits within the larger context of The City’s Integrated Planning Framework. This framework guides the work we do in our community, program and service delivery, and managing the organization. These plans each relate to one another, and their impact cascades out to other plans.

## REPORT CARD SCHEDULE

Q1	SPRING 2023
Q2	SUMMER 2023
Q3	FALL 2023
Q4	WINTER 2024





# Q1 2023

## PROGRESS TOWARDS THE STRATEGIC PLAN



We are working towards achieving the vision of all three focus areas:  
Thriving City, Community Health & Wellbeing, and Connected & Engaged City.

The content of this report focuses mainly on the outcomes listed below,  
however work is happening to progress all outcomes.

### Thriving City

- Digitally Advancing City
- Financially Responsible
- Local Economy is Strong and Diverse

### Community Health and Wellbeing

- Collaborative response to social challenges that considers all
- Safe and Secure City

### Engaged and connected City

- Committed to Positive Customer Experience
- Strong Relationships and Public Trust



# 2023 JAN - MAR



**REPORTING ON  
7 OUT OF 15  
STRATEGIC PLAN  
OUTCOMES**



**112  
HOUSING  
REFERRALS**



**1505  
REPORT A  
PROBLEMS  
SUBMITTED**



**5  
LOTS SOLD  
IN TIMBERLANDS  
NORTH**



**2  
PUBLIC  
PARTICIPATION  
PROJECTS**



**40,768  
CALLS  
TO THE  
9-1-1 EMERGENCY  
COMMUNICATIONS CENTRE**



**58%  
OF PERMITS  
APPLIED FOR  
ONLINE**



**511,285  
TRIPS ON  
TRANSIT**



**4915  
ACTIVE  
BUSINESS  
LICENSES**



**589,680  
GREEN, BLUE  
AND BLACK  
CARTS  
COLLECTED**



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# ACTIVITY HIGHLIGHTS

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## THRIVING CITY



One of Council's key outcomes is for The City to be financially responsible. What this means in practice is that we are monitoring our revenues and expenses through variance reporting, and course correcting where necessary. All budget requests will enable the achievement of outcomes in Council's Strategic Plan, and we are working to ensure our operating reserve is adequately funded and appropriately utilized. We are developing a Long-Term Financial Plan, which will establish principles that guide our decisions, meaning citizens can feel confident that we are taking great care with public dollars.

**We know that a Thriving City means the creation of a resilient economy and population growth, so we are working hard on both local and regional economic development initiatives.** In Q1, this work included attendance at the Smart Manufacturing Technology Exposition and the Home Show, both held at Westerner Park.

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## ENGAGED & CONNECTED CITY



We believe that those impacted by a decision have the right to be consulted. This is one of the International Association of Public Participation (IAP2)'s core values that guides how we do public participation here at The City.

**In Q1, key principles for the future Responsible Pet Ownership Bylaw and Vehicles for Hire Bylaw were two big decisions that were directly influenced by a public participation process.**

We heard from more than one thousand residents through dozens of input opportunities, and their ideas and feedback directly influenced the report and recommendations brought forward to City Council for endorsement. Both of these bylaws will go back for first reading later this year.

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## COMMUNITY HEALTH & WELLBEING



The City of Red Deer strives to create a community that is welcoming, and inclusive. Indoor and outdoor spaces support the physical, social and mental health of our residents. Red Deer, like any other city, experiences social challenges. These are complex systemic issues that require a collaborative, integrated approach. **The Social Diversion Team (implemented in 2020) is the result of a collaborative relationship between The City, Safe Harbour and 211.** The team responded to 258 calls for service in Q1, with the leading cause for a Social Diversion Team event being homelessness, represented by nearly one third of all calls. Other calls stemmed from precipitating factors connected to homelessness, including intoxication, mental health needs, and inclement weather.



## THRIVING CITY BY THE NUMBERS

Work is happening simultaneously on all outcomes, however this report highlights the following outcomes with specific activities that occurred to support Thriving City focus area this quarter, or provides 2022 baseline data. 2022 baseline provides a starting point to compare data annually going forward.

OUTCOME	DESCRIPTION OF METRIC	VALUE	BEHIND THE NUMBER
<b>Digitally Advancing City</b>	Percentage of utility accounts on eBill	46.7% (2022 baseline)	The City encourages electronic billing and is working on an efficiency initiative to encourage more electronic utility billing.
<b>Digitally Advancing City</b>	Percentage of permits applied for online versus in person	58% online versus 42% in person (2022 baseline)	In 2022, there <b>were</b> 6173 permit applications, with just over half happening online via E-Apply.  The 2022 permit data is consistent with previous years and holding around this level. The data is not showing evidence of substantial growth, but is on par with 2021.
<b>Financially Responsible</b>	Fewer budget adjustments going before Council	13 (2022 baseline)	Council approved adjustments to the 2022 budget for 13 emerging issues.
<b>Financially Responsible</b>	Fewer Funding Adjustment Recommendations (FARs) for budget consideration	275 (2022 baseline)	138 capital requests and 137 operating requests were received. Of these, Council approved 99 capital and 140 operating initiatives/changes to the 2023/2024 budget.
<b>Financially Responsible</b>	ORTS stay above minimum threshold	Below (2022 baseline)	With the new reserve policy adopted by Council on May 1, 2023, The City has four years to increase the Operating Reserve Tax Supported (ORTS) balance to the minimum level.
<b>Financially Responsible</b>	Debt limit within Council policy limitations	Below (2022 baseline)	In 2022, the debt limit was 56%.
<b>Financially Responsible</b>	Operating surplus over operating revenue is above zero	Below (2022 baseline)	This indicator forms part of our regular financial indicators. For this one in particular, a positive number indicates a surplus of funds. A negative number indicates a deficit, which the amount is then transferred from ORTS to balance the budget.
<b>Financially Responsible</b>	Residential Assessment to Sales Ratio	98.0	The annual audit ratio study is used to determine whether each assessment class of the municipality's reported market value-based assessments meets the regulated provincial quality standards. The City's ratio must be between 95-105 for our assessments to pass the statistical quality tests by the province.
<b>Financially Responsible</b>	Non-residential Assessment to Sales Ratio	99.2	The annual audit ratio study is used to determine whether each assessment class of the municipality's reported market value-based assessments meets the regulated provincial quality standards. The City's ratio must be between 95-105 for our assessments to pass the statistical quality tests by the province.
<b>Local Economy is Strong and Diverse</b>	Number of renewals versus cancellations versus new business licenses	New 690; Closed 661; Renewed 3564 = Total active 4915 (2022 baseline)	Business licensing was established in 2018. This was a switch from previous years where not all businesses required a business license.
<b>Local Economy is Strong and Diverse</b>	Growth in Residential Land Uptake	5 lots sold	As the result of a partnership with the Central Alberta Builder's Group, five show homes were sold in Timberlands North in March 2023.



## COMMUNITY HEALTH & WELLBEING BY THE NUMBERS

Work is happening simultaneously on all outcomes, however this report highlights the following outcomes with specific activities that occurred to support Community Health & Wellbeing focus area this quarter, or provides 2022 baseline data. 2022 baseline provides a starting point to compare data annually going forward.

OUTCOME	DESCRIPTION OF METRIC	VALUE	WHAT’S HAPPENING
Collaborative response to social challenges that considers all	Number of housing referrals given through Coord Access Process (CAP),	112 (41 in January, 34 in February, 37 in March)	Housing program referrals are made based on the length of time an individual is homeless, acuity (level of housing need), best program fit, client choice, and available spaces.
			Housing Referrals are the mechanism in Red Deer’s Coordinated Access Process to match clients with appropriate housing programs that will provide the level of housing supports they require.
			Below is the monthly average percentage of clients in the high acuity range (Requiring Permanent Supportive Housing or Intensive Case Management): January      82% February     83% March        83%
			Below is the number of client referrals (Program Matches) made for Permanent Supportive Housing : January      1 February     1 March        5
			Due to the permanent nature of the program and lack of Permanent Supportive Housing, availability is often limited.
			While the vast majority of clients who are referred to Permanent Supportive Housing are accepted, following the referral a warm transfer is completed to ensure the program is a good fit.
Collaborative response to social challenges that considers all	Number of warm hand-offs by Social Diversion Team	258 (96 in January 62 in February 100 in March)	The leading cause for a Social Diversion Team response was homelessness at 27%; other precipitating factors that followed homelessness were intoxication (15.9%), mental health needs (11.6%), and inclement weather (11.5%).
			The most common location for warm hand-off’s is the Emergency Day Shelter at 30.2%, which is able to provide further referrals through their in-house outreach team. Other warm hand-off locations were to private residence, meal programs, addictions support, and hospital.
Safe and Secure City	Number of incidents (RDES)	496	Out of the 496, there were 400 fire and/or smoke related incidents, 21 hazardous material related incidents, and 75 motor vehicle incidents that required RDES to attend.
Safe and Secure City	Call answer statistics	40,768	Red Deer Emergency Services 9-1-1 Emergency Communication Centre provides fire dispatch services to 73 other municipalities in addition to providing dispatch services to the citizens of Red Deer.
			In Q1 2023 RDES 9-1-1 ECC dispatched a total of 2,199 calls for Red Deer and 38,569 calls for the 73 municipalities for a total of 40,768 calls.
Safe and Secure City	Number of permits	6173	The 2022 permit data is consistent with previous years and holding around this level. The data is not showing evidence of substantial growth, but is on par with 2021. Special Event Permits typically increase in Spring and Summer, which is reflective of more outdoor activities.
Safe and Secure City	Number calls for service (Inspections Bylaw)	1345	This is in relation to all Inspections and Licensing bylaws including: Safety Codes, Business Licensing, Cats, Dogs, Chickens, Community Standards, Land Use, Traffic, Vehicles for Hire and Escorts.



## ENGAGED & CONNECTED CITY BY THE NUMBERS

Work is happening simultaneously on all outcomes, however this report highlights the following outcomes with specific activities that occurred to support the Engaged & Connected City focus area this quarter, or provides 2022 baseline data. 2022 baseline provides a starting point to compare data annually going forward.

OUTCOME	DESCRIPTION OF METRIC	VALUE	WHAT'S HAPPENING
<b>Committed to Positive Customer Experience</b>	Percentage of busses on time	82.17	<p>This number represents Red Deer Transit's ability to meet its service delivery schedule, 82% of the time.</p> <p>Our current target is 85%; this is a system parameter that was adopted after the rollout of Transit Network Improvement Project (TNIP). Calgary has an 85% target for their conventional service, Edmonton has a 70%, and Kelowna BC has 80%.</p> <p>This measure is an indicator that our service is on-time and reliable to our patrons, so when they are planning their trips, it can be done with confidence our service will get them to their destination on-time.</p>
<b>Committed to Positive Customer Experience</b>	Increased ridership	511,285	<p>The COVID-19 pandemic required Red Deer Transit to drastically reduce service for a variety of reasons: business and school closures, working from home, and space limitations. Several City facilities and local businesses (shopping malls, gyms, etc.) were closed or had reduced service hours during the height of the pandemic, which resulted in a lowered demand for Transit services overall. We often compare our ridership to pre-Covid numbers, starting in 2019.</p> <p>Below are the Q1 comparators for 2019, 2020, 2021, 2022:</p> <p>2019 - 665,128 2020 - 568,038 2021 - 213,026 2022 - 296,489</p> <p>With Q1, 2023 reporting 511,285 passenger trips, we are seeing that return to pre-Covid numbers, but remain 23% below pre-Covid numbers.</p>
<b>Committed to Positive Customer Experience</b>	Number of missed cart collection pickups, monthly	198 (0.03%)	<p>During Q1 2023, Blue and Black Carts were collected weekly, and Green Carts were collected every other week, with approximately 45,360 cart collections completed each week.</p> <p>Below are the monthly totals for missed cart collections:</p> <p>January: 76 missed cart collections February: 62 missed cart collections March: 60 missed cart collections</p> <p>Q1 2023 Total: 198 Q1 2023 Total Cart Collections: 589,680 (approximate) Percentage Collected: 99.97% Percentage Missed: 0.03%</p>
<b>Committed to Positive Customer Experience</b>	Number of community reports to Report a Problem	1505	<p>Below are the top ten categories that we received Report a Problems about in Q1 2023. Only one category related to social challenges made the top ten.</p> <ul style="list-style-type: none"> <li>• 13.4% other</li> <li>• 12.3% for storm drains</li> <li>• 10.8% flooding</li> <li>• 9.7% parks and trails</li> <li>• 8.6% icy/snowy residential or private business sidewalks</li> <li>• 7.8% residential cart collection</li> <li>• 5.4% residential parking</li> <li>• 5.3% snow removal</li> <li>• 4.7% unsightly property</li> <li>• 4.7% potholes or road repairs</li> </ul>
<b>Strong Relationships and Public Trust</b>	Increased public participation	2	<p>This is the number of formal public participation processes where we invited the public to influence a municipal decision.</p> <p>In Q1, public participation influenced key principles for the future Responsible Pet Ownership Bylaw and Vehicles for Hire Bylaw.</p> <p>Through both processes, we heard from more than one thousand residents through dozens of input opportunities. The public's input and feedback was directly reflected in the recommendations brought forward by administration.</p>



## APPENDIX STRATEGIC FOCUS AREAS

Council's Strategic Plan is divided into three key focus areas: Thriving City, Community Health & Wellbeing and Connected & Engaged City. These focus areas contain aspirational goals and outcomes to achieve by 2026.

### Thriving City

A thriving local economy, driven by a healthy business community and vibrant downtown is paramount, while continuing to protect and enhance the environment.

#### WHY DOES IT MATTER?

Red Deer is a thriving city for all. The city is affordable, with a resilient economy that supports local business, while attracting new investment, aided by a business-friendly City Hall.

Downtown is vibrant and many modes of transportation are used throughout the community to connect citizens to and from the city's core.

Red Deer is growing while also protecting natural spaces, places and the environmental future. The City ensures a sustainable future by implementing and supporting innovative business practices and taking concrete action to ensure climate resiliency.

#### OUTCOMES

- Vibrant and enjoyable downtown
- Strong and diverse local economy
- Environmentally committed community
- Proactively-managed public infrastructure
- Financially responsible
- Digitally advancing City
- Workforce is healthy, equipped and competitive

### Community Health and Wellbeing

Red Deerians cherish the spaces, places and year-round experiences Red Deer offers to promote physical, mental, and social wellbeing. The community is proud of the welcoming and inclusive city Red Deerians call home.

#### WHY DOES IT MATTER?

Red Deer is safe and clean, with collaborative efforts to improve community wellness. Citizens have a sense of belonging, community pride and neighbourliness. Red Deer is a welcoming, inclusive city that celebrates diversity. The City is committed to reconciliation and honours and respects Indigenous Peoples' culture and history.

In all four seasons, the people of Red Deer love to get outside and explore the city's incredible trail system, parks, and green spaces. Citizens have access to extraordinary outdoor and indoor places and spaces to recreate, benefiting the physical, social and mental health of individuals and families in our community.

Red Deerians participate in year-round festivals and events that encourage tourism and destination development. Red Deer is the central hub of Alberta, and downtown is a community for entertainment, arts, culture, shopping, dining, residents, and connecting with people and places in our city.

#### OUTCOMES

- Collaborative responses to social challenges that considers all
- Inclusive community
- Safe and secure city
- Great spaces and places
- Involved people and communities

### Engaged and Connected City

Council engages with citizens in ways that build strong, respectful, and collaborative relationships. Citizens feel valued and included in decisions about their city.

#### WHY DOES IT MATTER?

Citizens have a positive impact on decisions, leading to responsive choices by City Council. Connecting and engaging with the community is important to City Council.

Transparent and accountable decision-making is at the core of what The City does. At times, making the right decision will mean things may need to be done differently. Lasting and meaningful relationships are made between Council, administration, other orders of government, community agencies, organizations and citizens.

Respect is shown among Council and the citizens served. This connection with local municipal government also gives Red Deerians a sense of belonging.

#### OUTCOMES

- Strong relationships and public trust
- Committed to positive customer experience
- Decisions are data informed





June 12, 2023

## Land Use Bylaw Amendment 3357/H-2023 Proposal to Rezone 3937 50 St from R1A to C5

Prepared by Dayna Facca, Senior Planner  
Department City Planning and Growth

### **Report Summary and Recommendations**

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This report is for decision for Council to approve, adopt, or give direction on.

An application has been received to amend the Land Use Bylaw to rezone 3937 50 Street R1A Residential (Semi-Detached Dwelling) District to a C5 Commercial (Mixed Use) District.

Council is the approving authority on all Land Use Bylaw amendments.

Administration supports first reading of Land Use Bylaw 3357/H-2023 to rezone 3937 50 St from R1A to C5 as it is consistent with City policy.

### **Proposed Resolution**

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That Bylaw 3357/H-2023 be read a first time.

If first reading is given, this Bylaw will be advertised with a Public Hearing to be held at the Monday, July 10, 2023 Council Meeting.

### **Rationale for Recommendation**

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**1. The proposed amendment aligns with City policy.**

The Municipal Development Plan (MDP) supports the revitalization and adaptive reuse of underutilized or vacant commercial centres.

**2. History of neighbourhood commercial compatibility.**

From 1984 to 2001, the site was used as a service station and car wash.

**3. Site reclaimed for commercial development.**

Administration's analysis of recent environmental reports supports commercial development.



## Background

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The property is located on the corner of 40 Avenue and 50 Street (Appendix A) in Eastview neighbourhood. It was a service station and car wash from 1984 to 2001 when it was demolished and the property has remained vacant. Surrounding existing land uses are single family homes, duplexes and a service station. Zoning in the surrounding area is R1, R1A and R2.

The site is current zoned R1A, Duplex zoning. There is a Land Use Bylaw site exception on the property (8.22.2)(a)(i) which allows Motor Vehicle Service and Repair (no sales), a car wash and a drive in as discretionary uses. The site exception will remain in place as it is tied to the property, not the land use district.

There was known contamination on the property. It was remediated in 2015. Recent monitoring shows that existing concentrations are below commercial guidelines. Therefore, Administration, having reviewed the reports, considers it acceptable to proceed with a commercial land use on the property.

In June 2021, the applicant applied to rezone the property to C4 Commercial (Major Arterial) District. Based on feedback received, and Administration's analysis of the application, it was determined that the C5 Commercial (Mixed Use) District would be a better option for the property. The applicant is supportive of this approach. It is the applicant's intent is to develop the site for commercial purposes. No specific type of commercial use has been determined at this time.

## Strategic Alignment

The 2023-2026 Strategic Plan is divided into three key focus areas: Thriving City, Community Health & Wellbeing, and Connected & Engaged City. These focus areas contain aspirational goals and outcomes to achieve by 2026. The application is consistent with Thriving City because it supports a business-friendly approach.

## Related Policies

The Municipal Development Plan (MDP) includes policies supporting the development of neighbourhood convenience commercial sites in select locations on major arterial and collector streets as well as the revitalization and adaptive reuse of underutilized or vacant commercial centres for future mixed use developments.

The Neighbourhood Planning and Design Standards – Principle 2 Mixed Land Uses states that each neighbourhood has a mix of land uses and densities that provide options to live, learn, work, and play. All citizens can easily access daily shopping and recreational needs.

## Stakeholder Consultation

In July 2021, Administration sent a public consultation package to property owners within 100m of the property outlining the proposal to rezone the property to C4 Commercial (Major Arterial) District. One comment, one inquiry, and one phone call were received.



In April 2023, Administration sent an additional public consultation letter to property owners. The application had been paused while the applicant completed required environmental reclamation studies. Administration recirculated to property owners with an update on the applications progress. A total of 70 letters were sent in 2023. Two comments were submitted and one phone call was received. Altogether, three written comments were received from 2021 and 2023 referral. All landowner responses are included in Appendix C and a summary is outlined below.

Landowner Comments	Administrative Response
Concerns with the lack of an identified business as part of the rezoning application.	Specifying the future development (use) is not required as part of the rezoning application. The uses listed within a land use district provide insight as to what could be developed. Some uses are permitted while others are discretionary. The appropriateness of a proposed use is reviewed at the development permit stage.
Concern with range of commercial uses.	

The application to rezone the property to C4 Commercial (Major Arterial) District was circulated to City departments and external agencies for review. External agencies had no concerns with the proposed amendment.

Feedback received from Administration was supportive of the property rezoning to a commercial land use; however, a variety of concerns were expressed with the proposal to rezone the property to the C4 Commercial (Major Arterial) District. Upon further analysis, it was determined the C5 Commercial (Mixed Use) District is a more compatible zoning.

## Analysis

Administration supports the application to rezone the property to a commercial land use; however, based on community and Administration feedback received from City administration and property owners, administration recommended the applicant rezone to C5 Commercial (Mixed Use) District. The applicant supports this approach.

Administration recommends rezoning the property to C5 for the following reasons:

- Allows a greater variety residential compatible of uses.  
A comparison between C4 and C5 is included in Appendix D.
- Includes opportunity for residential uses creating neighbourhood compatible flexibility. Additional site remediation may be required prior to residential uses being allowed on the site.
- Developments are designed to frame the street to enhance the neighbourhood and pedestrian experience.





**BYLAW NO. 3357 / H – 2023**

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

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

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

- 1. The land shown cross-hatched on the map attached as Schedule “A” and forming part of this Bylaw (“Map 7/2023”) is redesignated from R1A – Residential (Semi-Detached Dwelling) District (a)(i) to C5 – Commercial (Mixed Use) District (a)(i).
- 2. The “Land Use District Map O14” contained in Schedule “A” of the Land Use Bylaw is hereby amended in accordance with the Land Use District Map 7/2023 attached hereto as Schedule “A” and forming part of this bylaw.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2023.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2023.

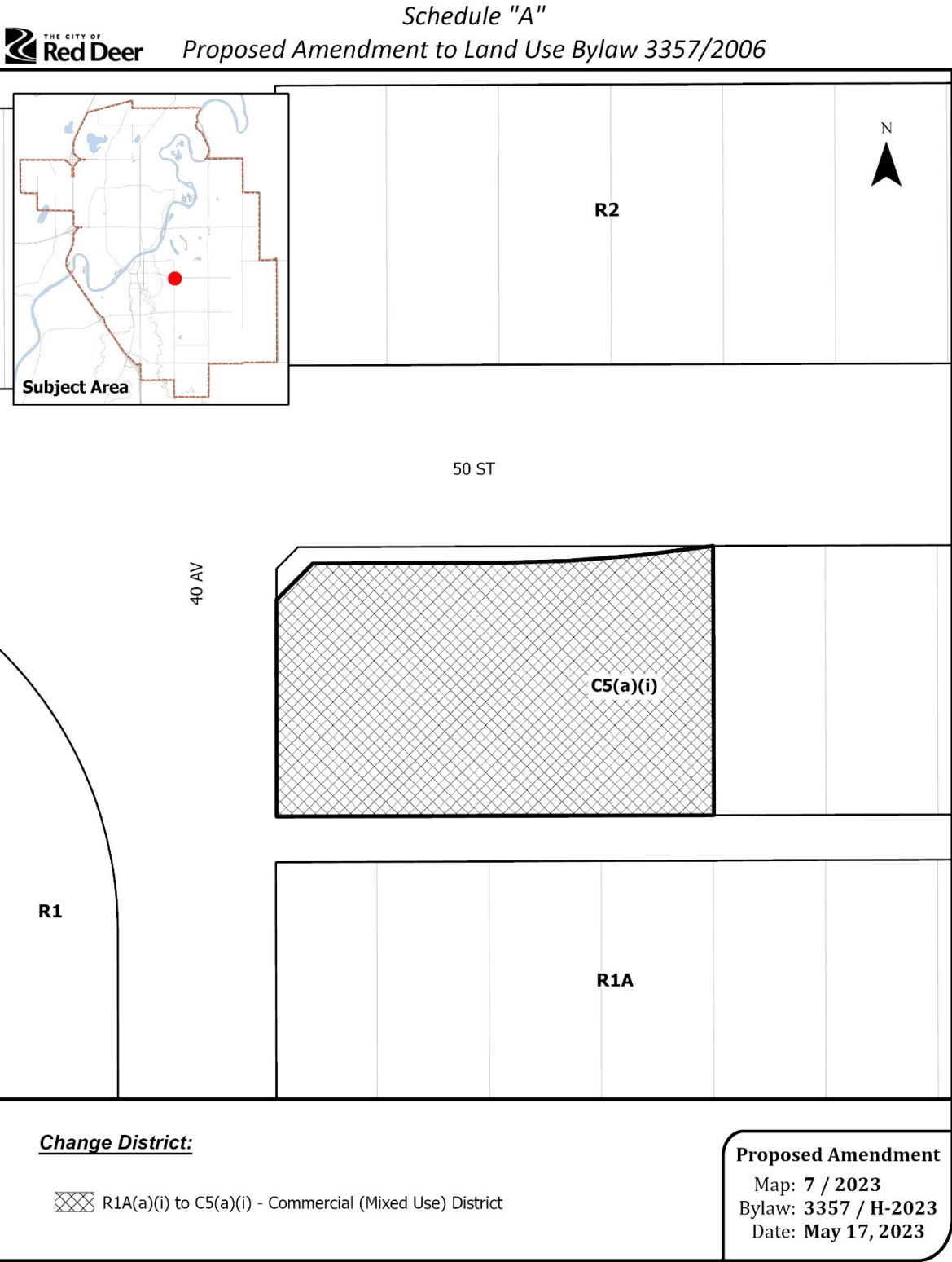
READ A THIRD TIME IN OPEN COUNCIL this                      day of                      2023.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      2023.

\_\_\_\_\_  
MAYOR

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



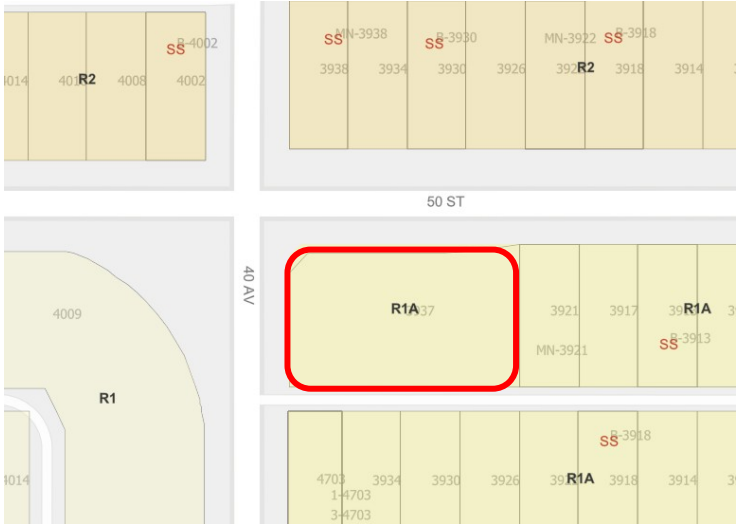
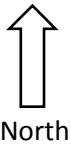
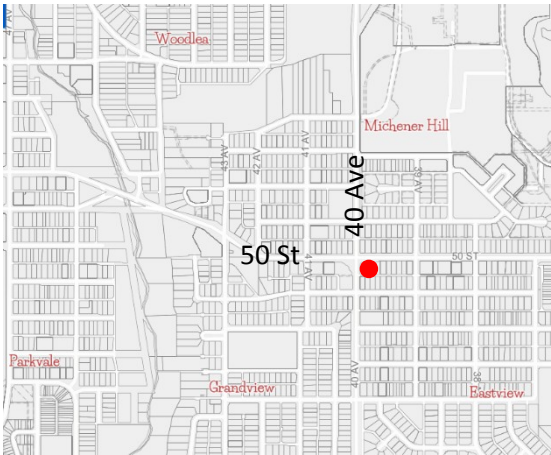






CITY PLANNING & GROWTH DEPARTMENT

**Appendix A - Location Map, Land Use Map, and Air Photo**





## Appendix B - Neighbourhood Referral

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March 22, 2023

«Prime\_Owner\_Name»

«Owner\_Address\_1»

«Owner\_Address\_2»

**To: Landowners within 100 m of 3937 50 Street**

**Re: Proposed Land Use Bylaw Amendment to Redistrict 3937 50 Street from R1A to C4  
Bylaw 3357/H-2023**

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### Why have you received this letter?

You are being notified of a proposed amendment to the Land Use Bylaw (Bylaw 3357/H-2023). As part of the City's overall evaluation process, landowners within 100 metres of the site are provided with an opportunity to review and comment on the proposed amendment. As you are a landowner within 100 metres of the subject site, you are invited to review and provide comments on the proposed amendments by **April 12th, 2023**.

### What is being proposed?

The City Planning & Growth Department has received an application to amend the Land Use Bylaw to redistrict 3937 50 Street from R1A – Residential (Semi-Attached/Duplex) District to C4 – Commercial (Major Arterial) District. Currently, there is a site exception on the property which allows Motor Vehicle Service and Repair (no sales), a car wash, and a drive in. The property was formerly the location of a service station and car wash which was in operation from 1984 to 2001. It was demolished in 2001 and the property has remained vacant since.

The applicant's intent is to develop the site for commercial purposes. No specific type of commercial use has been determined. Redistricting the property to C4 increases the variety of commercial uses the applicant could apply to develop. If the amendment is approved by City Council, the applicant would need to apply for a Development Permit to develop the property for commercial uses.

A map of the area has been attached for your reference (see below). The C4 District can be found on the City's webpage at: <https://reddeer.ca/city-government/bylaws/land-use-bylaw/>

### Do I have to provide comments?

It is optional to provide comments. If you would like to submit comments, please do so by **April 12th, 2023**. Methods for submitting comments are outlined in the attached comment sheet.

### What will happen if I submit comments?

All comments received will be reviewed by City of Red Deer City Planning & Growth staff. They will be incorporated into the report that will be presented to Council when they consider First



Reading of the proposed amendment. The report containing your comments will form part of the public record. Personal information will not be redacted.

**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 receive written notification of the Public Hearing. The Public Hearing 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. Please do not hesitate to contact me if you require additional information or clarification.

Sincerely,

Dayna Facca, Senior Planner  
403.406.8703  
Dayna.facca@reddeer.ca



Area and Site Maps

Location Map – Subject Site Outlined in Red



Land Use Map – Subject Site Outlined in Red







## Comment Sheet

**We invite you to provide feedback regarding the proposed Land Use Bylaw amendment.  
Your feedback is important to us.**

**Collection & Release of Your Information:** The City is collecting your information and comments to be included in a report submitted to Council that will form part of the public record. Personal information will not be redacted. This is 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 City Planning & Growth at The City of Red Deer, 4914- 48 Ave, Red Deer, AB 403-304-8383.

Land Use Bylaw Amendment:	<b>Bylaw 3357/H-2023 (Redistrict 3937 50 St)</b>
Planner:	<b>Dayna Facca, Senior Planner</b>

***Contact Information (please print)***  
**\*Please provide comments by April 12, 2023\***

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

Mailing Address: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Phone #: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

### General Comments

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This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.

Please Note:

- Submissions from the public will appear on the Council Agenda in the same format that they were received. No personal information will be redacted.
- Anyone who submits materials marked “in confidence” or “confidential” will be contacted by Administration who will explain that materials cannot be submitted “in confidence” or “confidentially” as all material submitted for Council consideration must form part of the public record. The submitter will be given the option to withdraw their submission, submit a revised submission prior to the deadline or have their original submission included in the Agenda with the notation that the submission is not “confidential”.
- Unsigned or anonymous letters or emails that do not provide a proper name for the party sending the email will not be accepted as there is no way for Council to properly weigh the contents of the letter.
- Administration may withhold a public submission from the Council Agenda if, after consulting legal counsel, they conclude the submission contains:
  - i. hate speech;
  - ii. discriminatory language; or
  - iii. defamatory language.

Administration shall contact the party making a submission that is being withheld under this section and advise them that the submission is being withheld and that if the party wants to make submissions to Council that they, or their delegate, can attend the Public Hearing to present their comments directly to Council during the Public Hearing.

Comment sheets may be submitted using the following options:

- Mail: The City of Red Deer, City Planning and Growth Department, Attention: Dayna Facca, Box 5008, Red Deer, AB, T4N 3T4
- Drop off: 4914 - 48 Avenue, Red Deer, AB
- Email: [dayna.facca@reddeer.ca](mailto:dayna.facca@reddeer.ca)





## Appendix C - Landowner Responses



CITY PLANNING & GROWTH DEPARTMENT

### Comment Sheet

We invite you to provide feedback regarding the proposed Land Use Bylaw amendment.  
Your feedback is important to us.

**Collection & Release of Your Information:** The City is collecting your information and comments to be included in a report submitted to Council that will form part of the public record. Personal information will not be redacted. This is 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 City Planning & Growth at The City of Red Deer, 4914- 48 Ave, Red Deer, AB 403-304-8383.

Land Use Bylaw Amendment: **Bylaw 3357/H-2023 (Redistrict 3937 50 St)**

Planner: **Dayna Facca, Senior Planner**

**\*Please provide comments by April 12, 2023\***

Contact Information (please print)

Name: Randy Brook  
Mailing Address: 81 FAIRVIEW DRIVE SE Postal Code: T2H 1A8  
Phone #: 403 620 3919 E-mail Address: RANDY@RANDYBROOK.COM

### General Comments

I AM AGAINST THIS REZONING. THERE MUST BE A BUSINESS ATTACHED. JUST CHANGING WOULD BE A MISTAKE. I WOULD SUPPORT SOME OF THE REZONING DEVELOPMENTS NOT ALL.

PLEASE RE-APPLY WITH PLANS

Randy Brook





CITY PLANNING &amp; GROWTH DEPARTMENT

## Comment Sheet

We invite you to provide feedback regarding the proposed Land Use Bylaw amendment.  
Your feedback is important to us.

**Collection & Release of Your Information:** The City is collecting your information and comments to be included in a report submitted to Council that will form part of the public record. Personal information will not be redacted. This is 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 City Planning & Growth at The City of Red Deer, 4914-48 Ave, Red Deer, AB 403-304-8383.

Land Use Bylaw Amendment: **Bylaw 3357/H-2023 (Redistrict 3937 50 St)**

Planner: **Dayna Facca, Senior Planner**

**\*Please provide comments by April 12, 2023\***

Contact Information (please print)

Name: Marcel Robin

Mailing Address: Box 32 Benahto AB. Postal Code: T0M 0H0

Phone #: 403 746-2700 E-mail Address: mrrepair409@gmail.com

### General Comments

Regarding to C4 I could be alright with depending on what the developer wants to put on there. So without knowing exactly what he wants to do I can't say yes or no. Once I have a specific detail on what he wants to do then I will know what to answer. Thanks Marcel Robin





## CITY PLANNING &amp; GROWTH DEPARTMENT

## Comment Sheet

We invite you to provide feedback regarding the proposed Land Use Bylaw amendment.  
Your feedback is important to us.

**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.

Land Use Bylaw Amendment:

Bylaw 3357/Q-2021

A rezoning from R1A Residential (Semi-Detached Dwelling) District with  
Site Exception a(i) to C4 Commercial (Major Arterial) District.

Planner:

Matthew Goebel

\*Please provide comments by 4:30 PM, Thursday, August 5, 2021.\*

### Contact Information

Your contact information allows administration to respond as needed.

PLEASE PRINT

Name: Violet MindleMailing Address: 3914 47 St. Red Deer Postal Code: T4N1N9Phone #: 403-392-7851 E-mail Address: \_\_\_\_\_

### General Comments

I object to the following proposed discretionary uses  
for this property:

- b(i) above ground storage tanks for motor fuel products
- b(iv) dangerous goods occupancy
- b(v) drinking establishment (no adult entertainment)
- b(vi) drinking establishment (adult entertainment permitted)
- b(xviii) gambling establishment





## Appendix D - C5 and C4 Use Comparison

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C4 District	C5 District
Permitted Uses	
Commercial recreation facility	
Commercial service facility	
Merchandise Sales and/or Rentals (minimum floor area for a building or a comprehensively designed group of buildings – 929.0m <sup>2</sup> )	Merchandise Sales and/or Rentals
Restaurant	Restaurant without drive-through
Service and repair of goods traded in the C4 District	
Office	Office
	Day care facility
	Dwelling units above the ground floor
	Health and medical services
	Home occupations
	Live work unit
	Multiple Family Building
	Multi-attached Building
	Show Home or Raffle Home
Discretionary Uses	
Above ground storage tanks for motor fuel products including propane and used oil	
Accessory building or use	Accessory building or use
Dangerous goods occupancy	
Drinking establishment (adult entertainment prohibited)	Drinking establishment (adult entertainment prohibited)
Drinking establishment (adult entertainment permitted)	
Funeral Home	
Health and Medical Services	
Hotel, motel or hostel	Hotel, motel or hostel
Merchandise Sales and/or Rentals	
Outdoor display or sale of goods	Outdoor display or sale of goods
Transportation, communication or utility facility	Transportation communications or utility facility





Warehouse	
Outdoor storage	
Gaming or Gambling Establishment	
Cannabis Retail Sales	
	Commercial service facility
	Restaurant with drive-through
	Commercial recreation facility
	Parking lot/parking structure
	Assisted living facility
	Commercial entertainment facility
	Place of worship or assembly
	Public and quasi-public buildings
	Sale of fuel





June 12, 2023

Northwest Major Area Structure Plan 3213/A-2023  
Kentwood NE (Kingsgate) Neighbourhood Area Structure  
3217/A-2023  
Land Use Bylaw 3357/C-2023  
To rezone 8040 – 50 Avenue

Consideration of Second and Third Reading

Prepared By: Jennifer Hankey, Corporate Meeting Administrator  
Department: Legal and Legislative Services

**Report Summary**

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The attached reports are being brought forward from the Monday, May 15, 2023, City Council meeting.

**Recommendation:**

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Council considers second and third reading of Bylaws 3213/A-2023, 3217/A-2023 and 3357/C-2023.

**Background:**

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On May 15, 2023, Council gave first reading to the following Bylaws:

Bylaw 3213/A-2023 (an amendment to the Northwest Major Area Structure Plan)

Bylaw 3217/A-2023 (an amendment to the Neighbourhood Area Structure Plan)

Bylaw 3357/C-2023 (an amendment to the Land Use Bylaw to rezone portions of 8040-50 Avenue)

**Proposed Resolutions:**

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That Bylaw 3213/A-2023 be read a second and third time.

That Bylaw 3217/A-2023 be read a second and third time.

That Bylaw 3357/C-2023 be read a second and third time.





Originally submitted at the  
May 15, 2023 Council  
Meeting

May 15, 2023

**Land Use Bylaw 3357/C-2023  
Northwest Major Area Structure Plan 3213/A-2023  
Kentwood NE (Kingsgate) Neighbourhood Area Structure Plan  
3217/A-2023  
To rezone 8040 – 50 Avenue**

Prepared by Jerreck Connors, Planner  
Department City Planning & Growth

## **Report Summary**

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Administration has received an application to rezone portions of 8040 – 50 Avenue. The site is currently split zoned C2A – Commercial (Regional Shopping Centre) and P1- Parks and Recreation. The application proposes to remove the P1 zoning, reconfigure the boundaries of the C2A zoning, and convert the Southwest corner to R3 - Residential (Multiple Family). To facilitate this rezoning, two bylaws amending the Northwest Major Area Structure Plan and the Kentwood NE (Kingsgate) Neighbourhood Area Structure Plan are submitted for concurrent consideration.

Administration recommends supporting this application at first reading of each of the 3 bylaws.

## **Proposed Resolution**

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That Bylaw 3213/A-2023 be read a first time.

That Bylaw 3217/A-2023 be read a first time.

That Bylaw 3357/C-2023 be read a first time.

If first reading is given, these Bylaws will be advertised with a Public Hearing to be held at Monday, June 12, 2023 Council Meeting.



## Rationale for Recommendation

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1. **The application supports Municipal Development Plan policies.** The application supports various MDP policies to intensify land use including along the Gaetz Avenue Corridor, to incorporate mixed use developments, and to promote and encourage pedestrian friendly and transit-oriented development.
2. **The application is supported by the Neighbourhood Planning & Design Standards.** The application is supported by Section C, Principle 2 of the Neighbourhood Planning & Design Standards - to provide more intensive mixed land use in proximity to transit.
3. **Minimal concerns were heard from the public.** As part of standard notification, Administration notified surrounding property owners within 100m of the site, along with a referral to the Kentwood Community Association. Administration heard one comment back seeking more information and expressing general concern with density.
4. **Administration views the proposal as a suitable use of the site.**

## Background

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### Application Overview & Site Context

An application was submitted to rezone the southwest corner of 8040 - 50 Avenue in the Kingsgate neighbourhood to allow for future multi-family residential units, and to expand the commercial zoning area along the northwestern edge. The land is currently undeveloped. The site is governed by the *Northwest Major Area Structure Plan* (MASP) and the *Kentwood Neighbourhood Area Structure Plan* (NASP).

The site is currently split zoned C2A – Commercial (Regional Shopping Centre) and P1- Park and Recreation. The application proposes to remove the P1 zoning, reconfigure the boundary of the C2A zoning, and convert the Southwest corner to R3 - Residential (Multiple Family).

Surrounding the subject site to the North is Highway 11A abutting undeveloped but planned commercial land; to the East is Highway 2A/Gaetz Ave abutting mixed commercial and industrial; to the South is a mix of commercial, parkland and residential along Kingston Drive and to the West an undeveloped parcel planned for residential and potential open space. Aerial photography and zoning (current and proposed) is included in Appendix A. Copies of zoning maps are included in Appendix C. The Bylaw for the rezoning is included in Appendix F.

### Northwest MASP Amendment

The *Northwest Major Area Structure Plan* (MASP) originally adopted in 1998 governs lands to the North and East from the junction of Highway 2 and Highway 11A and to Highway 2A/Gaetz Ave in the East, and the Red Deer River in the South. The MASP calls for commercial and park space



currently zoned on the subject site, with planned residential abutting the Southwestern corridor on neighbouring lands.

The MASP provides general high-level guidance on the placement of residential, commercial and natural feature areas. Residential parameters are that it be situated east of the railway and that subsequent neighbourhood structure plans account for a mixture of housing types with a target residential density between 12.35 – 17.30 dwelling units per gross developable hectare. Commercial parameters highlight acceptable placement along Gaetz Avenue. Natural Feature parameters highlight that “many of the significant features will be preserved” but does not specify the wetlands in the Northwest corner of the site as one of said significant features.

The proposal aligns overall with the Northwest MASP, with 14.04 units/ha for the area where density is adjusted. An amendment is required for the proposed land use mapping, to Figure 4, to illustrate the inclusion of residential on the parcel site and elimination of the open space area.

The corresponding amendment and Bylaw are included as Appendices D and G respectively.

### **Kentwood NE (Kingsgate) NASP Amendments**

The *Kentwood NE (Kingsgate) Neighbourhood Area Structure Plan* (NASP) originally adopted in 1998 governs lands Southwest of the junction of Highway 11A and Gaetz Ave/Highway 2A, formally recognized as the Kingsgate neighbourhood, and provides more specific policy direction than the Northwest MASP.

To facilitate the rezoning, multiple amendments to the Kentwood NE (Kingsgate) NASP need to be made. Amendments include:

- Introduction of multi-family zoning in the northeast corner of the plan area.
- Change of commercial zoning in the same area from C4 to C2A.
- Removal of the P1 zoning leading to the wetland.
- Updating with the impacts of widening Highway 11A along north boundary of NASP.
- Identification of onsite stormwater water management for the commercial site.
- Removal of the berm along the west side of the commercial site.

Under the NASP, residential is generally planned for the bulk of the interior of the neighbourhood, with commercial planned to run alongside Gaetz Ave. The residential policy speaks of R1, R1A, R1N, and R2 zones exclusively, so a series of amendments are proposed to incorporate in changes for the allowance of R3.

The commercial zoning policy speaks of C4 zoning though the land has previously been approved for C2A zoning. A proposed amendment to the NASP includes updating the policy to reflect the C2A zoning.

The NASP makes note in Section 3.5.3 that the wetland area be maintained for aesthetic and future storm water management purposes. Section 3.3 states development which will affect the wetland/retention pond will not be allowed until detailed engineering is completed to define the operation and retention function of the wetlands area. The detailed engineering has been completed. The result of the detailed engineering is for the wetlands to be removed due to the proposed development.



Highway 11A widening and compensation for the wetland has been provided to the Province per agreement.

While the NASP mapping identifies a berm to run alongside the commercial development in what is currently zoned P1, Sections 3.3 and 3.5.2.6 provide that landscaping may also be suitable. A proposed amendment to the NASP seeks to remove the berm requirement and expand to include general screening as well.

Additional general cleanups to the NASP are proposed in conjunction with the proposal's amendments. A breakdown of corresponding changes and Bylaw are included as Appendix G and H respectively.

### **Removal of the P1 - Parks and Recreation Zoning**

The site currently contains a portion of the land running along the western edge, originally designed to create a buffer strip and pathway to a wetland area to the Northwest, also partially contained within the subject site. Since the creation of the NASP work and expansion of Highway 11A has occurred, resulting in the wetland area now being planned for removal. The P1 area planned as a path to the wetland is no longer required, due to the planned future removal of the wetland. Onsite stormwater management for the commercial portion is identified as part of the corresponding NASP amendment.

### **Stakeholder Consultation**

41 notices were sent out to surrounding property owners in a 100m radius, as well as notification sent to the Kentwood Community Association. Administration received one phone call pertaining to the proposal looking for more information and expressing a general concern over the increase in density.

## **Analysis**

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### **Strategic Alignment**

The *Strategic Plan* is The City's primary visioning document that provides priorities and direction to help Council make decisions. Focus areas of the plan include goals to create a thriving, engaged and connected city. This is done through allowing appropriate development while ensuring the community has had opportunity to be heard by Council. The proposed bylaws align with the *Strategic Plan* (Appendix B).

### **Municipal Development Plan**

The *Municipal Development Plan* (MDP) provides broad policy direction for future growth and development within the city. It contains policies to encourage higher density development, promote transit-oriented development, mixed use housing types and forms, and intensification of land use where there is capacity.

The application supports Policies 5.17 and 12.8 to intensify land use, including along the Osoyoos Avenue Corridor, Policies 10.3, 10.4 and 12.8 to incorporate mixed use developments, and Policies 7.6, 10.2, and 12.8 to promote and encourage pedestrian friendly and transit-oriented development with the proximity of the Kingston Transit Hub adjacent to the site.



As the rezoning affects the West portions of the site, the already zoned and unaffected C2 Commercial zoning along the eastern edge maintains Policy 12.3 and 12.8 keeping the 'primary arterial commercial area' adjacent to Gaetz Avenue (50 Ave).

Appendix B provides details of each policy mentioned.

### **Considerations Around Changes to Parkland and Wetland Areas**

Related to the Highway 11A road widening, in 2021, The City compensated the Province for the complete removal of the wetlands encroaching into in the Northwest corner of the subject site, tied to the anticipated impacts that a widened Highway 11A would have on the area. Due to the substantive impact the road widening would have as a percentage of the overall wetland area, the arrangement with the Province was that the wetland would be compensated for its removal in its entirety.

As the wetlands were flagged, impacted, and compensated for complete removal, Administration is comfortable with allowing the applicant to remove the wetlands portion of their parcel, extend their commercial plans into that area, and eliminate the corresponding planned pathway running along the edge.

To help manage drainage of the site that would otherwise be handled by low lying areas, the site is anticipated to accommodate stormwater management facilities, and is reflected in the updated policy 4.3.1 and Figure 7 in the Kentwood NE NASP.

The applicant is also proposing an amendment to the Kentwood NE NASP to allow for screening instead of a separating berm to separate the commercial development from the future development of the neighbouring parcel, which is suitable in lieu.

### **Analysis of Proposed Zoning**

Regarding the *R3 - Residential (Multiple Family)* zoning request on the Southwest corner of the site, Administration supports the proposed zoning change. Residential dwellings are often considered as an acceptable use to abut and/or be incorporated into commercial development areas, and indeed the *C2A - Commercial (Regional Shopping Centre)* zoning on site makes provisions for dwelling units within its own zoning, and contains permitted uses not seen as creating any conflicting externalities with residential uses.

R3 density housing also allows for a built form that creates a logical transition as the neighbourhood approaches busier arterial roads and regional commercial, while still capitalizing on maximum development potential at a reasonable height to the surrounding development context. The chosen location meets with *Neighbourhood Planning and Design Standards* that provide higher density housing immediately adjacent to commercial nodes.

Administration does not view the proposed *R3 - Residential (Multiple Family)* zoning as conflicting with surrounding zoning.

Regarding the expansion of the *C2A - Commercial (Regional Shopping Centre)* along the Northwestern edge, Administration does not view retention of the P1 accessway and buffer



necessary given the already compensated removal of the wetlands per Highway 11A expansion, the pathway was to lead to.

Section 2.3 of *Neighbourhood Planning and Design Standards* encourages use of a buffer, and the lane should the eventual site development be configured such that service areas or rear lanes abut low density uses, providing alternate options of suitable buffering even with the presence of the P1 accessway, and is being maintained through the screening amendment to the Kentwood NE NASP.

The proposed commercial along the Northwest edge expands the already implemented C-2 zoning and doesn't incorporate any new uses to the area.

### **MASP & NASP Considerations**

Overall, Administration views the proposal aligning with the general intent of the *Northwest Major Area Structure Plan*, as the proposal does not conflict with any of the policies contained within. An amendment is proposed to adjust the mapping associated with the MASP to reflect the rezoning.

Regarding the *Kentwood NE (Kingsgate) Neighbourhood Area Structure Plan*, the largest concern is around the adjustments made to the wetland area in the Northwest. Analysis of this change is outlined in the *Analysis – Considerations Around Changes to Parkland and Wetland Areas* in this report.

Administration's view is that the proposal is in alignment with the general intent of the NASP for interior neighbourhood residential with commercial flanking Gaetz Avenue, but a series of changes are needed to the text and figures throughout the NASP to incorporate the proposed changes and provide allowance for R3 – Multifamily zoning as a residential form.

### **Financial Considerations**

There are no direct financial or budget implications resulting from the recommendations.

Rezoning and/or future development will change the tax assessment of the currently vacant land.

### **Recommendation**

Administration recommends supporting the application by giving First Reading.



## **Appendices**

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Appendix A - Location Map, Land Use Map, and Air Photo

Appendix B - Relevant City Policies, Objectives, and Regulations

Appendix C - C2A, P1 and R3 Regulations

Appendix D - Northwest MASP Amendment Comparison

Appendix E - Kentwood NE (Kingsgate) NASP Amendment Comparison

Appendix F - Amending Bylaw 3357 / C-2023 (Rezoning)

Appendix G - Amending Bylaw 3213 / A-2023 (Northwest Major Area Structure Plan)

Appendix H - Amending Bylaw 3217 / A-2023 (Kentwood NE (Kingsgate) Neighbourhood A  
Structure Plan)





## APPENDIX A

### Location Map, Land Use Map, and Air Photos

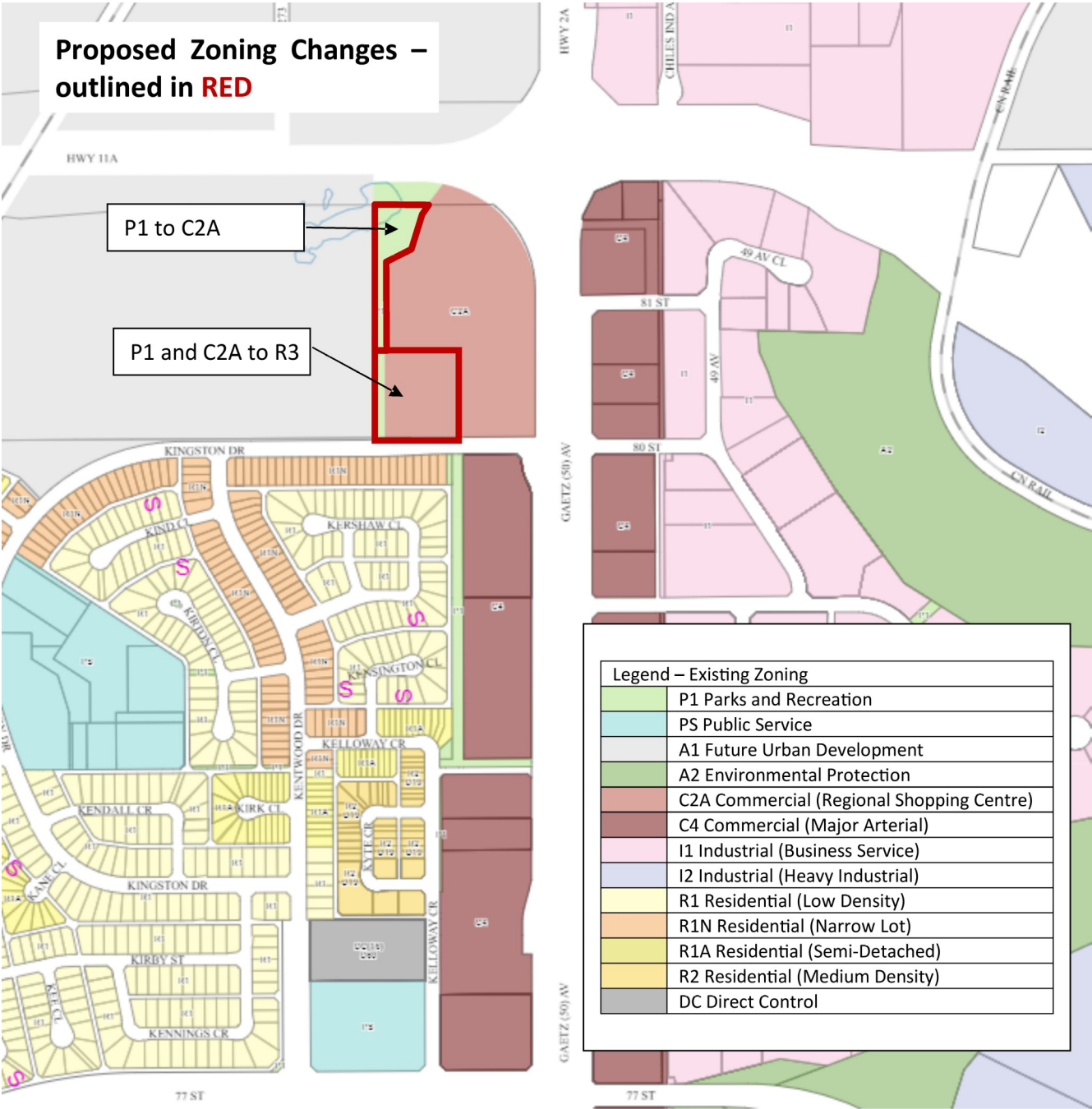
#### Location Map & Aerial Photo







Current & Proposed Zoning







## APPENDIX B

### Relevant City Policies, Objectives, and Regulations

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#### **2023 - 2026 Strategic Plan**

**Thriving City** - A thriving local economy, driven by a healthy business community and vibrant downtown area, while continuing to protect and enhance the environment.

**Engaged and Connected City** - Council engages with citizens in ways that build strong, respectful, and collaborative relationships. Citizens feel valued and included in decisions about their city.

#### **Municipal Development Plan**

##### **5.17 - Efficiency of Land Use**

The City should promote intensification of the urban areas by ensuring its design guidelines and specifications encourage the efficient use of land.

##### **7.6 Encouraging Transit Oriented Development (TOD)**

The City shall encourage Transit Oriented Development by promoting higher density development in proximity to transit stops and along transit corridors, managing parking to encourage walking and transit use, making appropriate provision for both vehicular and pedestrian circulation and creating a sense of place.

##### **10.2 Residential Density for New Neighbourhoods**

The residential density for new neighbourhoods shall be a minimum of 17.0 dwelling units per net developable hectare. Encourage higher densities to encourage transit oriented development (TOD) at trail, street and arterial nodes, as well as commercial and amenity areas.

##### **10.3 Housing Mix**

The City shall continue to require a mix of housing types and forms in all residential neighbourhoods. The Neighbourhood Planning Guidelines and Standards shall provide direction on the mix of housing within new neighbourhoods. This mix shall identify targets for each major type of housing and ways to avoid excessive concentration of any single type of housing.

##### **10.4 Housing Forms**

The City shall encourage the creation of a wide variety of housing forms. This may include dwelling units in combination with compatible non-residential uses, live-work units and secondary suites.

##### **12.3 Location of Commercial Development**

The City shall direct future major commercial development, in the form of greater downtown commercial and arterial commercial, to the areas conceptually shown for commercial land uses on the Generalised Land Use Concept map. District and neighbourhood commercial may be included in residential areas shown on the map. Locations shall be identified in Major Area Structure Plans.

##### **12.8 Gaetz Avenue and 67 Street Commercial Corridors**

The Gaetz Avenue commercial corridor shall be the primary arterial commercial area within the city and the 67 Street commercial corridor shall be a secondary arterial commercial area. In the areas shown on the Generalised Land Use Concept map as a major urban corridor, opportunities for intensification of land use, mixed development and improvements to make these corridors more pedestrian friendly and transit oriented should be promoted and encouraged.





## APPENDIX C

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### C2A, P1 and R3 Regulations

**Please see attached corresponding Land Use Bylaw District documents**



### 5.3 C2A Commercial (Regional Shopping Centre) District

General Purpose

**C2A**

The general purpose of a Regional Shopping Centre District is to facilitate the development of regional trade centres, which also include services, offices and dwelling units as secondary functions, generally to serve The City and the region, as a whole.

#### 1. C2A Permitted and Discretionary Uses Table

<b>(a) Permitted Uses</b>	
<b>(i)</b>	<sup>1</sup> Building Sign
<b>(ii)</b>	Commercial service facility.
<b>(iii)</b>	<sup>2</sup> Freestanding Sign.
<b>(iv)</b>	<sup>3</sup> Merchandise Sales and/or Rentals excluding motor vehicles and fuel
<b>(v)</b>	<sup>4</sup> Office
<b>(vi)</b>	Restaurant.
<b>(vii)</b>	Service and repair of goods traded in the C2A (Regional Shopping Centre) District, excluding motor vehicles.
<b>(viii)</b>	<sup>5</sup> DELETED
<b>(ix)</b>	<sup>6</sup> Health and Medical Services
<b>(b) Discretionary Uses</b>	
<b>(i)</b>	Above ground storage tanks for motor fuel including propane and used oil
<b>(ii)</b>	Accessory building or use subject to section 3.5.
<b>(iii)</b>	Commercial entertainment facility.
<b>(iv)</b>	Commercial recreation facility.
<b>(v)</b>	Dangerous goods occupancy.
<b>(vi)</b>	Drinking Establishment (adult entertainment prohibited and subject to section 5.7(8)).
<b>(vii)</b>	Dwelling units above the ground floor.
<b>(viii)</b>	<sup>7</sup> Dynamic Fascia Sign; and
<b>(ix)</b>	<sup>8</sup> Dynamic Freestanding Sign.
<b>(x)</b>	Home occupations subject to section 4.7 (8).
<b>(xi)</b>	Hotel or motel.
<b>(xii)</b>	Motor vehicle sales, service and repair, including the sale of fuel but excluding agricultural or industrial motor vehicles or machinery.
<b>(xiii)</b>	Parking lot.
<b>(xiv)</b>	<sup>9</sup> DELETED

<sup>1</sup> 3357/B-2018

<sup>2</sup> 3357/B-2018

<sup>3</sup> 3357/L-2018, 3357/L-2020

<sup>4</sup> 3357/I-2020

<sup>5</sup> 3357/B-2018

<sup>6</sup> 3357/I-2020

<sup>7</sup> 3357/B-2018

<sup>8</sup> 3357/B-2018

<sup>9</sup> 3357/G-2016, 3357/B-2018



- |  |
|--|
| <p>(xv) <sup>1</sup>DELETED</p> <p>(xvi) Transportation, communication or utility facility.</p> <p>(xvii) <sup>2</sup>Outdoor storage.</p> <p>(xviii) <sup>1</sup>Outdoor display or sale of goods.</p> <p>(xix) <sup>2</sup>Gaming to Gambling Establishment subject to section 5.7 (1) (g)</p> <p>(xx) <sup>3</sup>Show Home or Raffle Home.</p> |
|--|

## 2. C2A Commercial (Regional Shopping Centre) Regulations

### (a) Table 5.3 C2A Regulations

Regulations	Requirements
<sup>4</sup> Floor Area	Dwelling Units Minimum 55.0 m <sup>2</sup> Shopping Centre Maximum gross leasable floor area shall not exceed one third of site area Office area Maximum - 4,645m <sup>2</sup>
Building Height Maximum	3 storeys
Front Yard Minimum	9.0 m
Side Yard Minimum	9.0 m
Rear Yard Minimum	9.0 m
Landscaped Area Minimum	15% of site area
Parking	<sup>5</sup> Subject to sections 3.1 and 3.2
Loading Spaces Minimum	One opposite each loading door with a minimum of one per building, subject to section 5.7(3).
Site Area Minimum	3.0 ha

### (b) C2A District is subject to any applicable commercial regulations listed within section 5.7.

<sup>1</sup> 3357/B-2018

<sup>2</sup> 3357/E-2006/3357/J-2007

<sup>3</sup> 3357/T-2015

<sup>4</sup> 3357/I-2020

<sup>5</sup> 3357/N-2018



**7.3 P1 Parks and Recreation District****P1****General Purpose**

The general purpose of this District is to provide land for parks and recreation areas and facilities use and enjoyment of the public at large.

**1. P1 Permitted and Discretionary Uses Table**

<b>(a) Permitted Uses</b>
<ol style="list-style-type: none"> <li><b>1.</b> Formal parks including trees, shrubs, flowers, lawns, pedestrian walks, statuary, ornamental ponds and fountains and any other use normally comprised in a formal floral or ornamental garden and campgrounds.</li> <li><b>2.</b> <sup>13</sup>DELETED</li> </ol>
<b>(b) Discretionary Uses</b>
<ol style="list-style-type: none"> <li><b>(i)</b> <sup>14</sup>Accessory Building</li> <li><b>(ii)</b> Above ground storage tanks for motor fuel products including propane and used oil.</li> <li><b>(iii)</b> Bowling greens.</li> <li><b>(iv)</b> <sup>15</sup>Building Sign</li> <li><b>(v)</b> Community centres.</li> <li><b>(vi)</b> Curling rinks.</li> <li><b>(vii)</b> Day care facilities.</li> <li><b>(viii)</b> Enclosed hockey, ice skating or roller skating rinks.</li> <li><b>(ix)</b> Exhibition buildings or amphitheatres.</li> <li><b>(x)</b> <sup>16</sup>Freestanding Sign.</li> <li><b>(xi)</b> Golf courses or golf driving ranges.</li> <li><b>(xii)</b> <sup>17</sup>DELETED</li> <li><b>(xiii)</b> Outdoor rinks.</li> <li><b>(xiv)</b> Parks, picnic areas or open space facilities for use by the general public, playgrounds or tot lots.</li> <li><b>(xv)</b> Parking ancillary to a permitted or discretionary use.</li> <li><b>(xvi)</b> Sports fields.</li> <li><b>(xvii)</b> Swimming pools.</li> <li><b>(xviii)</b> Sports stadiums.</li> <li><b>(xix)</b> <sup>18</sup>Tennis Courts (indoor or outdoor)</li> <li><b>(xx)</b> Utilities.</li> <li><b>(xxi)</b> <sup>19</sup>Deleted</li> </ol>

<sup>13</sup> 3357/A-2017, 3357/B-2018<sup>14</sup> 3357/E-2016<sup>15</sup> 3357/B-2018<sup>16</sup> 3357/B-2018<sup>17</sup> 3357/I-2013, 3357/B-2018<sup>18</sup> 3357/E-2016



**(xxii)** <sup>2</sup> Off Leash Dog Park

### 3. P1 Parks and Recreation District Regulations

#### (a) Table 7.2 P1 Regulations

Regulations	Requirements
Front Yard Minimum	15.0 m
Side Yard Minimum	15.0 m from any street, otherwise 7.5 m
Rear Yard Minimum	15.0 m from any street, otherwise 7.5 m
Landscaped Area	As required by the Recreation, Parks and Culture Manager
Parking Spaces	Subject to sections 3.1 & 3.2
Loading	Subject to Development Authority approval

### 4. Site Development

- (a) Within the P1 Parks and Recreation District the site plan, the relationship between buildings, structures and open space, the architectural treatment of buildings, provision and architecture of landscaped open space, and the parking layout, be subject to approval by the Development Authority.

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<sup>19</sup> 3357/I-2009 and 3357/F-2011

<sup>2</sup> 3357/FF-2009

<sup>20</sup> 3357/C-2022



## 4.5 R3 Residential (Multiple Family) District

**R3**

### General Purpose

The general purpose of this District is to accommodate and control medium and high density residential development.

### (1) R3 Permitted and Discretionary Uses Table

#### (a) Permitted Uses

- (i) <sup>2</sup>Building Sign, for uses described in Section 11.10(1).
- (ii) <sup>3</sup>Deleted
- (iii) Home occupations which, in the opinion of the Development Officer, will not generate traffic subject to section 4.7(8).
- (iv) Multi-attached building up to a maximum density of 35 dwelling units per hectare (D35).
- (v) Multiple family building up to a maximum density of 35 dwelling units per hectare (D35).
- (vi) <sup>4</sup>Deleted

#### (b) Discretionary Uses

- (i) Accessory residential structure subject to section 4.7(3).
- (ii) <sup>5</sup>Assisted Living Facility, Day Care Facility, Day Care Adult, Temporary Care Facility or place of worship or assembly.
- (iii) <sup>6</sup>DELETED
- (iv) Bed & Breakfast in a detached or semi-detached dwelling, subject to section 4.7(11).
- (v) Detached or semi-detached dwelling unit in existence before January 2004.
- (vi) <sup>7</sup>Existing Special Residential: place of worship, kindergarten, school, and Day Care Facility. For greater certainty, where approval for any Special Residential Use has been given prior to enactment of this Land Use Bylaw amendment, any other Special Residential Use shall also be deemed to be a Discretionary Use for that site
- (vii) <sup>8</sup>Freestanding Sign, for uses described in Section 11.13(1).
- (viii) <sup>9</sup>Deleted

<sup>1</sup> 3357/C-2007

<sup>2</sup> 3357/B-2018

<sup>3</sup> 3357/S-2019

<sup>4</sup> 3357/B-2018

<sup>5</sup> 3357/X-2014, 3357/L-2020

<sup>6</sup> 3357/X-2014, 3357/L-2020

<sup>7</sup> 3357/A-2012

<sup>8</sup> 3357/B-2018

<sup>9</sup> 3357/S-2019



- (ix) Home occupations which will generate additional traffic subject to section 4.7(8).
- (x) Multi-attached building more than 35 dwelling units per hectare.
- (xi) Multiple family building more than 35 dwelling units per hectare.
- (xii) <sup>1</sup>Municipal Services limited to Police, Emergency Services and/or Utilities.
- (xiii) Secondary suite legally in existence before April 5, 2004.
- (xiv) <sup>2</sup>Secondary Suite in a detached Dwelling Unit, subject to section 4.7(9).
- (xv) <sup>3</sup>Show Home or Raffle Home.
- (xvi) <sup>4</sup>DELETED

## (2) R3 Residential (Multiple Family) Regulations

### (a) Table 4.5 R3 Regulations<sup>5</sup>

Regulations	Requirements
Floor Area Minimum	Detached dwelling: Frontage in m x 6.0 m  Semi-detached dwelling: <del>65.0</del> <sup>2</sup> each unit  Multi-attached : 60.0 <sup>2</sup> each unit  Dwelling unit in a multiple family building <sup>2</sup> : 37.0 m  Unit in assisted living facility: <del>23.0</del> <sup>2</sup> m
Site Coverage Maximum	40% (includes garage and accessory buildings) except within multi-family, assisted living facility or temporary care facility on sites located within the boundaries of the Greater Downtown Action Plan, where it is 60% (including accessory buildings)
<sup>6</sup> Building Height Maximum	2 storeys with a maximum of 10.0 m measured from the average of the lot grade except: <ul style="list-style-type: none"> <li>■ 4 storeys for Assisted Living Facility, Temporary Care Facility or Multiple family building unless site is located within the downtown commercial core area in which case there is no specific maximum.</li> </ul>
Front Yard Minimum	6.0 m except multi-family which shall have a 7.5 m minimum subject to sections 5.7(2) and 3.19.
Side Yard Minimum	Detached dwelling: 1.5 m

<sup>1</sup> 3357/I-2013

<sup>2</sup> 3357/Z-2009

<sup>3</sup> 3357/T-2015

<sup>4</sup> 3357/L-2020

<sup>5</sup> 3357/C-2007

<sup>6</sup> 3357/I-2013



Regulations	Requirements
Side Yard Minimum <i>continued</i>	<p>Semi-detached dwelling unit (without side entry): 1.5 m Semi-detached dwelling unit (with side entry): 2.4 m</p> <p>Special residential: 3.0 m</p> <p>Multi-attached (without side entry): 1.8 m Multi-attached (with side entry): 2.4 m</p> <p>Notwithstanding the setbacks noted above, where the building flanks a public roadway, the setback on the flanking side shall be in accordance with Part 3, Figure 2</p> <p>For multi-family, assisted living facility or temporary care facility:</p> <ul style="list-style-type: none"> <li>■ Buildings up to 2 storeys: 3.0 m</li> <li>■ Buildings of 3 and 4 storeys: 4.5 m</li> <li>■ Buildings of 5 and 6 storeys: subject to the approval of the Development Authority, but not less than 6.0 m</li> <li>■ Buildings more than 6 storeys: subject to the approval of the Development Authority, but not less than 7.5m</li> </ul> <p>In all cases the minimum side yard requirement is subject to sections 5.7(2) and 3.19.</p>
Rear Yard Minimum	7.5 m
Lot Depth Minimum	30.0 m
Landscaped Area Minimum	35% of site area except for multi-family, assisted living facility or temporary care facilities on sites located within the boundaries of the Greater Downtown Action Plan, where 30% landscaping of the site is required.
Parking Spaces	Subject to sections 3.1 & 3.2
<sup>2</sup> Lot Area Minimum	<p>Detached dwelling 360.0 m</p> <p>Semi-detached: 232.0 m<sup>2</sup> dwelling unit</p> <p>Multi-attached : 185.0 m<sup>2</sup> dwelling unit</p> <p><sup>3</sup>- deleted</p> <p>For multi-family, Assisted living facility or Temporary care facility:</p> <ul style="list-style-type: none"> <li>■ in all cases subject to section 4.5(3) (a).</li> </ul>

<sup>1</sup> 3357/C-2022<sup>2</sup> 3357/I-2013<sup>3</sup> 3357/A-2012



Regulations	Requirements
	<ul style="list-style-type: none"> <li>■ no separate bedroom:<sup>2</sup> 55 m<sup>2</sup> per dwelling unit</li> <li>■ one bedroom: 82 m<sup>2</sup> per unit</li> <li>■ more than one bedroom: 102 m<sup>2</sup> per dwelling unit</li> </ul>

Regulations	Requirements
<sup>1</sup> Frontage Minimum	<p>Detached dwelling: 12.0 m</p> <p>Semi-detached: 7.6 m per dwelling unit</p> <p>Multi-attached building: 15.0 m except, if all units are side by side town or row housing units: 6.1 m per each dwelling unit</p> <p>Multiple family building: 19.5 m</p>

- (b) R3 District is subject to any applicable residential regulations listed within section 4.7.

### (3) R3 Residential (Multiple Family) Site Development

- (a)<sup>2</sup>Notwithstanding the minimum site area requirements of Table 4.5, when a area has a density designation in accordance with section 7.10(1), the minimum site area is subject to approval by the Development Authority.
- (b) Notwithstanding the building height maximum, any existing building located outside of the boundaries of the Greater Downtown Action Plan which is greater than four storeys may be structurally altered or replaced by another building provided the number of storeys does not increase.
- (c)<sup>4</sup>Notwithstanding anything in this Bylaw, on bare land condominium R3 parcels, the development of more than one Dwelling Unit shall be subject to Development Authority approving the site plan.

<sup>1</sup> 3357/I-2013

<sup>2</sup> 3357/I-2013

<sup>3</sup> 3357/C-2022

<sup>4</sup> 3357/L-2020

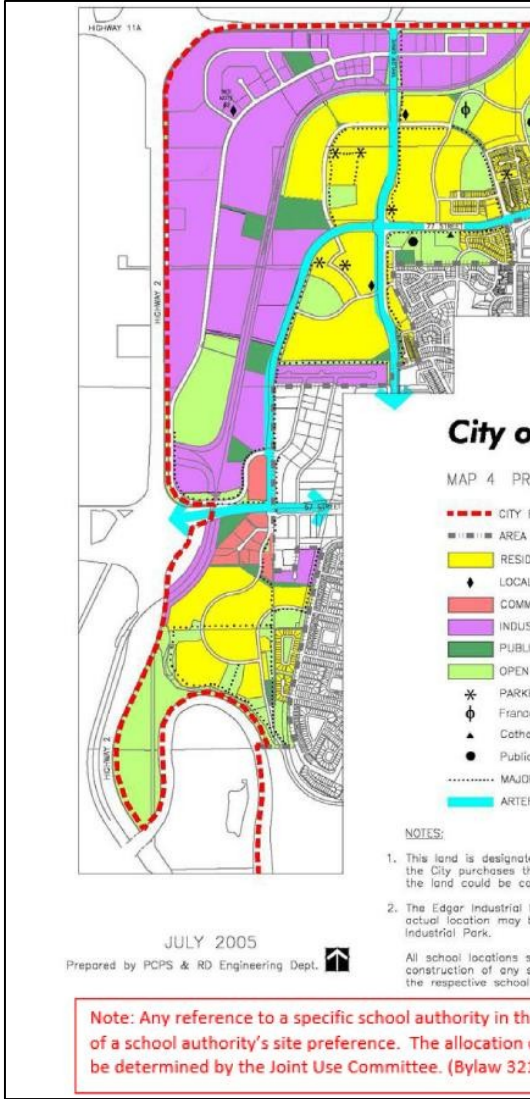
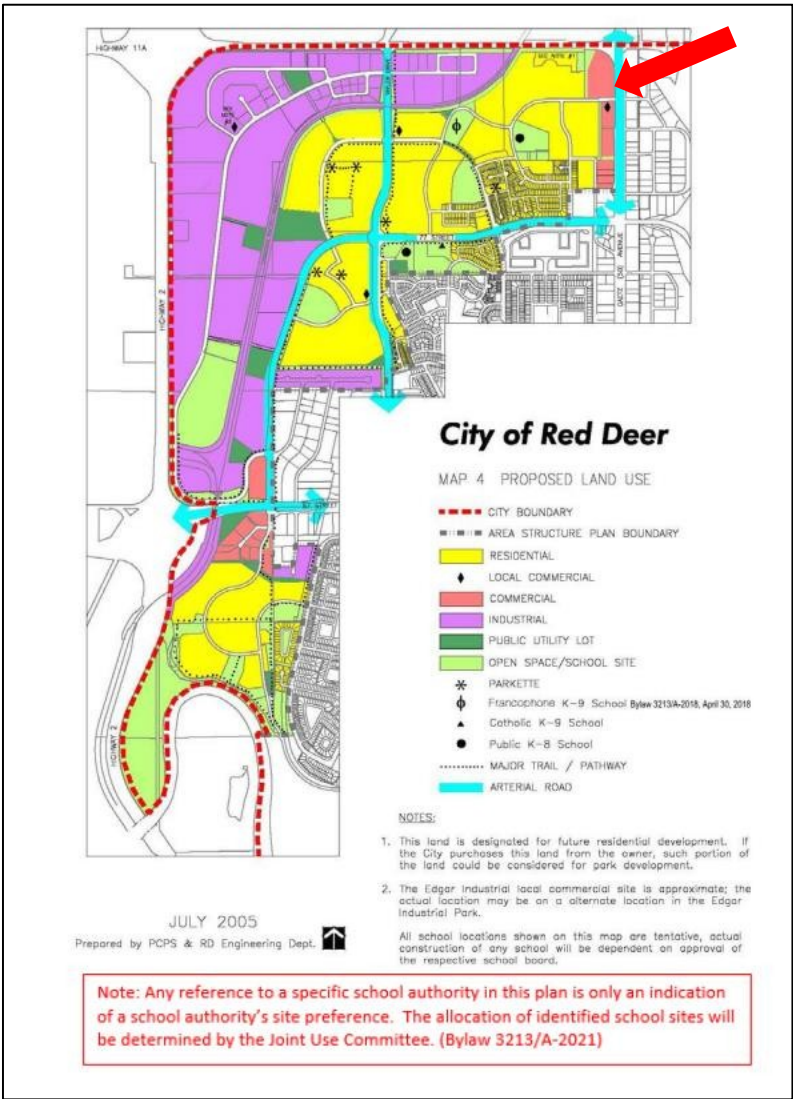




APPENDIX D  
Northwest MASP Amendment Comparison

Current Map

Amendment to Map 4 - Proposed Land Use







# APPENDIX E

## Kentwood NE (Kingsgate) NASP Amendment Comparison

Text changes identified in red font

- New text - *italics*
- Deleted text - ~~strike through~~

Existing	Proposed
<p><b>1. INTRODUCTION</b></p> <p>This Neighbourhood Area Structure Plan was originally prepared in September of 1998 on behalf of Laebon Developments Ltd. and Quantum IV Developments Inc. in accordance with the City of Red Deer’s 1996 Planning and Subdivision guidelines and as a precondition for redesignation and subdivision.</p> <p>In June 2003 it was revised to change road patterns on the lands owned by 957292 Alberta Ltd. (Laebon), to add a small piece of land to the west of the subject site and to indicate utilities installed up to that date. The January 2002 version of the City of Red Deer Planning and Subdivision guidelines was applied to the update.</p>	<p><b>1. INTRODUCTION</b></p> <p>This Neighbourhood Area Structure Plan was originally prepared in September of 1998 on behalf of Laebon Developments Ltd. and Quantum IV Developments Inc. in accordance with the City of Red Deer’s 1996 Planning and Subdivision guidelines and as a precondition for redesignation and subdivision.</p> <p>In June 2003 it was revised to change road patterns on the lands owned by 957292 Alberta Ltd. (Laebon), to add a small piece of land to the west of the subject site and to indicate utilities installed up to that date. The January 2002 version of the City of Red Deer Planning and Subdivision guidelines was applied to the update.</p> <p>In 2023, an amendment was completed to the Plan to redesignate and update the status of a wetland, located within the Plan area. The multi-family site located within the Plan area that was previously identified as a wetland has had compensation paid for to accommodate the Highway 11A road widening project.</p>
<p><b>1.1 Location</b></p> <p>The land is generally located west of Gaetz Avenue, south of Highway 11A, southeast of the Canadian Pacific Railway and north of the existing Kentwood subdivision (as shown on Figure 1).</p>	<p><b>1.1 Location</b></p> <p>The land is generally located west of Gaetz Avenue, south of Highway 11A, southeast of the Canadian Pacific Railway and north of the existing Kentwood subdivision (as shown on Figure 1).</p>
<p><b>1.2 Ownership as at September 1998</b></p>	<p><b>1.2 Ownership as at September 1998</b></p>



Existing	Proposed
<p>In September 1998 there were 45.91 hectares of undeveloped land, with ownership distributed as shown on Figure 2.</p> <p>Parcel one - Block 3, Plan 212 HW - The area is owned by Quantum IV Developments Inc. It is located immediately southwest of the intersection of Gaetz Avenue and Highway 11A.</p> <p>Parcel two - N ½ of 32-38-27-4 – In September 1998 this land was owned by Jacks Men’s Wear (Red Deer) Ltd.</p> <p>Parcel three - Various M-R zoned parcels owned by the City of Red Deer. The City owned land had been acquired as municipal dedications from previous subdivisions.</p>	<p><del>In September 1998 there were 45.91 hectares of undeveloped land, with ownership distributed as shown on Figure 2.</del></p> <p><del>Parcel one - Block 3, Plan 212 HW - The area is owned by Quantum IV Developments Inc. It is located immediately southwest of the intersection of Gaetz Avenue and Highway 11A.</del></p> <p><del>Parcel two - N ½ of 32-38-27-4 – In September 1998 this land was owned by Jacks Men’s Wear (Red Deer) Ltd.</del></p> <p><del>Parcel three - Various M-R zoned parcels owned by the City of Red Deer. The City owned land had been acquired as municipal dedications from previous subdivisions.</del></p> <p><b>1.2 Ownership - 2022</b></p> <p><i>The majority of the Plan area has been developed. As shown in Figure 2, one parcel in the northeast is owned by Kingswood Crossing (Alberta) Inc.</i></p> <p><i>The plan area is 47.35 ha (117.0 ac).</i></p> <ul style="list-style-type: none"> <li><i>• Developed Area: 40.96 ha (101.2 ac)</i></li> <li><i>• Undeveloped Area: 6.39 ha (15.8 ac)</i></li> </ul> <p><i>(Alberta) Inc.</i></p>
<p><b>1.3 Ownership as of January 2003</b></p> <p>By January 2003 some of the original land had been developed. That area is shown on Figure 3, along with the current ownership of the undeveloped land.</p> <p>Parcel one - In January 2003 parcel one, owned by Quantum IV Developments Inc. was unchanged.</p> <p>Parcel two - The land owned by Jack’s Men’s Wear (Red Deer) Ltd. had been sold to 957292 Alberta Inc, which is owned by Wm Bontje, the owner of Laebon Developments Ltd.</p>	<p><del><b>1.3 Ownership as of January 2003</b></del></p> <p><del>By January 2003 some of the original land had been developed. That area is shown on Figure 3, along with the current ownership of the undeveloped land.</del></p> <p><del>Parcel one - In January 2003 parcel one, owned by Quantum IV Developments Inc. was unchanged.</del></p> <p><del>Parcel two - The land owned by Jack’s Men’s Wear (Red Deer) Ltd. had been sold to 957292 Alberta Inc, which is owned by Wm Bontje, the owner of Laebon Developments Ltd.</del></p>





Existing	Proposed																																												
<p>Parcel three – Various M-R zoned parcels owned by the City of Red Deer. The City owned land had been acquired as municipal reserve dedications from previous subdivisions</p> <p>Parcel four – The City of Red Deer owns a parcel of land at the west end of the site, and has agreed to sell a portion of it to Laebon Developments Ltd. That parcel was not included in the 1998 plan but is being added to the plan area because it will logically be developed in conjunction with this plan area.</p>	<p><del>Parcel three – Various M-R zoned parcels owned by the City of Red Deer. The City owned land had been acquired as dedications from previous subdivisions</del></p> <p><del>Parcel four – The City of Red Deer owns a parcel of land at the west end of the site, and has agreed to sell a portion of it to Laebon Developments Ltd. That parcel was not included in the 1998 plan but is being added to the plan area because it will logically be developed in conjunction with this plan area.</del></p>																																												
<p><b>1.4 Site Area</b></p> <p>The plan area is 47.341 hectares.</p> <p><b>1.4.1 Site Area in September 1998</b></p> <p>At the time this plan was originally prepared in September 1998, the undeveloped land totaled 45.91 hectares.</p> <p>Parcel one – was 6.779 hectares, owned by Quantum IV Developments Inc.</p> <p>Parcel two – was 37.632 hectares, owned by Jacks Men’s Wear Ltd.</p> <p>Parcel three – was 1.499 hectares, owned by the city of Red Deer.</p> <p><b>1.4.2 Site area in January 2003</b></p> <p>At the time of this revision to the plan in January 2003 the undeveloped land totaled 34.447 hectares.</p> <p>Parcel one – is 6.779 hectares and remains undeveloped.</p> <p>Parcel two – has been partially developed and is now 26.538 hectares.</p> <p>Parcel three – is still 1.499 hectares owned by the City of Red Deer.</p> <p>Parcel four – has been added to the plan area, and is 1.133 hectares.</p>	<p><del><b>1.4 Site Area</b></del></p> <p><del>The plan area is 47.341 hectares.</del></p> <p><del><b>1.4.1 Site Area in September 1998</b></del></p> <p><del>At the time this plan was originally prepared in September 1998, the undeveloped land totaled 45.91 hectares.</del></p> <p><del>Parcel one – was 6.779 hectares, owned by Quantum IV Developments Inc.</del></p> <p><del>Parcel two – was 37.632 hectares, owned by Jacks Men’s Wear Ltd.</del></p> <p><del>Parcel three – was 1.499 hectares, owned by the city of Red Deer.</del></p> <p><del><b>1.4.2 Site area in January 2003</b></del></p> <p><del>At the time of this revision to the plan in January 2003 the undeveloped land totaled 34.447 hectares.</del></p> <p><del>Parcel one – is 6.779 hectares and remains undeveloped.</del></p> <p><del>Parcel two – has been partially developed and is now 26.538 hectares.</del></p> <p><del>Parcel three – is still 1.499 hectares owned by the City of Red Deer.</del></p> <p><del>Parcel four – has been added to the plan area, and is 1.133 hectares.</del></p>																																												
<p><b>Plan Statistics by Hectare</b></p> <table><tr><th rowspan="2">Land Use</th><th colspan="4">Original Owner</th><th rowspan="2">Total Hectare</th></tr><tr><th>Laebon</th><th>Quantum IV</th><th>City MR</th><th>City West</th></tr><tr><td>Existing R1</td><td>3.795</td><td>-</td><td>-</td><td>-</td><td>3.795</td></tr><tr><td>Existing R1N</td><td>3.712</td><td>-</td><td>-</td><td>-</td><td>3.712</td></tr></table>	Land Use	Original Owner				Total Hectare	Laebon	Quantum IV	City MR	City West	Existing R1	3.795	-	-	-	3.795	Existing R1N	3.712	-	-	-	3.712	<p><del><b>Plan Statistics by Hectare</b></del></p> <table><tr><th rowspan="2">Land Use</th><th colspan="4">Original Owner</th><th rowspan="2">Total Hectare</th></tr><tr><th>Laebon</th><th>Quantum IV</th><th>City MR</th><th>City West</th></tr><tr><td><del>Existing R1</del></td><td><del>3.795</del></td><td><del>-</del></td><td><del>-</del></td><td><del>-</del></td><td><del>3.795</del></td></tr><tr><td><del>Existing R1N</del></td><td><del>3.712</del></td><td><del>-</del></td><td><del>-</del></td><td><del>-</del></td><td><del>3.712</del></td></tr></table>	Land Use	Original Owner				Total Hectare	Laebon	Quantum IV	City MR	City West	<del>Existing R1</del>	<del>3.795</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>3.795</del>	<del>Existing R1N</del>	<del>3.712</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>3.712</del>
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Item No. 6.1.a.



Existing						Proposed			
Existing R1A	2.890	-	-	0.441	3.331	Existing R1A	2.890	-	-
Existing R2	0.075	-	-	-	0.075	Existing R2	0.075	-	-
Proposed R1	7.230	-	-	0.015	7.245	Proposed R1	7.230	-	-
Proposed R1N	3.987	-	-	-	3.987	Proposed R1N	3.987	-	-
Proposed R1A	0.017	-	-	-	0.017	Proposed R1A	0.017	-	-
Day/Social Care	0.117	-	-	-	0.117	Day/Social Care	0.117	-	-
Place of Worship	0.413	-	-	-	0.413	Place of Worship	0.413	-	-
Central Site MR	3.917	-	1.385	-	5.302	Central Site MR	3.917	-	1.385
Miscellaneous MR	0.801	0.529	0.136	0.721	2.187	Miscellaneous MR	0.801	0.529	0.136
Wetland	-	0.481	-	-	0.481	Wetland	-	0.481	-
Street/Lane/PUL	10.837	-	-	0.256	11.093	Street/Lane/PUL	10.837	-	-
Commercial	-	5.599	-	-	5.599	Commercial	-	5.599	-
Total Hectares	37.791	6.609	1.521	1.433	47.354	Total Hectares	37.791	6.609	1.521
Plan Statistics by Percentage						Plan Statistics by Percentage			
Land Use	Original Owner				Total Percent	Land Use	Original Owner		
	Laebon	Quantum IV	City MR	City West			Laebon	Quantum IV	City MR
Existing R1	8.014	-	-	-	8.014	Existing R1	8.014	-	-
Existing R1N	7.839	-	-	-	7.839	Existing R1N	7.839	-	-
Existing R1A	6.103	-	-	0.931	7.034	Existing R1A	6.103	-	-
Existing R2	0.158	-	-	-	0.158	Existing R2	0.158	-	-
Proposed R1	15.268	-	-	0.032	15.300	Proposed R1	15.268	-	-
Proposed R1N	8.420	-	-	-	8.420	Proposed R1N	8.420	-	-
						Proposed R1A	0.036	-	-



Item No. 6.1.a.



Existing						Proposed			
Proposed R1A	0.036	-	-	-	0.036	Day/Social Care	0.247	-	-
Day/Social Care	0.247	-	-	-	0.247	Place of Worship	0.872	-	-
Place of Worship	0.872	-	-	-	0.872	Central Site MR	8.272	-	2.925
Central Site MR	8.272	-	2.925	-	11.197	Miscellaneous MR	1.691	1.117	0.287
Miscellaneous MR	1.691	1.117	0.287	1.523	4.618	Wetland	-	1.016	-
Wetland	-	1.016	-	-	1.016	Street/Lane/ PUL	22.885	-	-
Street/Lane/ PUL	22.885	-	-	0.541	23.426	Commercial	-	11.824	-
Commercial	-	11.824	-	-	11.824	Total Percent	79.805	13.957	3.212
Total Percent	79.805	13.957	3.212	3.026	100.000				
						<b>Table 1: Plan Statistics</b>			
							Ha		
						Gross Plan Area	47.35		
						Residential	23.03		
						R1	10.20		
						R1N	7.70		
						R1A	3.35		
						R2	0.08		
						R3	1.70		
						Commercial	4.68		
						Church	0.41		
						Social Care	0.12		
						Open Space	7.45		
						Transportation	11.66		
						Total	47.35		
<b>2.0 SITE CHARACTERISTICS</b>						<b>2.0 SITE CHARACTERISTICS</b>			
<b>2.1 Existing Land Use</b>						<b>2.1 Existing Land Use</b>			





Existing	Proposed
<p>The plan area is presently designated A-1, Future Urban Development District under the City of Red Deer Land Use Bylaw 3156/96. The general purpose of this district is: “to ensure that development on lands required for future urban development is restricted to ensure that future development may proceed in an orderly and well planned fashion, in keeping with the intent of the Municipal Development Plan”.</p> <p>The plan area is situated within the boundary of, and is consistent with the objectives of the Northwest Area Structure Plan.</p> <p>Redesignation to appropriate residential and commercial districts will be required before development can occur.</p>	<p><del>The plan area is presently designated A-1, Future Urban Development District under the City of Red Deer Land Use Bylaw 3156/96. The general purpose of this district is: “to ensure that development on lands required for future urban development is restricted to ensure that future development may proceed in an orderly and well planned fashion, in keeping with the intent of the Municipal Development Plan”.</del></p> <p><i>At the time of plan adoption, the Plan area will be designated as a Future Urban Development District under the City of Red Deer Land Use Bylaw 3156/96. The general purpose of this district will be: “to ensure that development on lands required for future urban development may proceed in an orderly and well planned fashion, in keeping with the intent of the Municipal Development Plan”.</i></p> <p>The <del>plan</del> <i>Plan</i> area is situated within the boundary of, and is consistent with the objectives of the Northwest Area Structure Plan.</p> <p>Redesignation to appropriate residential and commercial districts will be required before development can occur.</p>
<p><b>2.2 Natural Features</b></p> <p>This Neighbourhood Area Structure Plan encompasses lands which are generally flat with elevations ranging from a high point of 881 meters on the west portion to a low point of 874 meters on the east portion (see Figure 4). The plan area is presently a mixture of cultivated land, tree covered areas and wetlands.</p> <p>The City of Red Deer’s Ecological Profile of the North Kentwood Natural Area identified five zones within the Neighbourhood Area Structure Plan area (Appendix A), and provided priority rankings for each zone, for the preservation of natural areas (A is top priority, C is low priority).</p>	<p><b>2.2 Natural Features</b></p> <p>This Neighbourhood Area Structure Plan encompasses lands which are generally flat with elevations ranging from a high point of 881 meters on the west portion to a low point of 874 meters on the east portion (see Figure 4 3). The Plan area is presently a mixture of cultivated land, tree covered areas and wetlands.</p> <p>The City of Red Deer’s Ecological Profile of the North Kentwood Natural Area identified five zones within the Neighbourhood Area Structure Plan area (Appendix A), and provided priority rankings for each zone, for the preservation of natural areas (A is top priority, C is low priority).</p>





Existing	Proposed
<p><b>Zone 6 (old drive-in site) – Priority A – Recommendation R1.</b> The area is covered by a sporadic growth of poplars intermixed with willows which also line the eastern part of the section. The area is characterized by diverse vegetative growth and is populated by a wide variety of birds. The profile encourages the preservation of as much of the natural habitat as possible.</p> <p>Wetland areas will be retained in their natural state and will be used for storm water detention or retention during rainfall events which exceed the 1:5 year event. Many of the features outlined in the Ecological Profile will be lost as a result of commercial and semi detached housing development.</p> <p>City Parks department staff would like an opportunity to remove orchids from the site prior to development if the Owner has no plans to preserve them or relocate or use these plants.</p> <p><b>Zone 7 – Priority A – Recommendation R2.</b> A large mature northwest poplar wind break lines the north boundary of a commercial sales lot at the north end of Zone 7. The western edge of the commercial lot is lined with Manitoba maple, aspen, balsam and willow. A stand of mixed poplar trees runs north and south connecting Zones 6 and 7 along the boundary between the commercial lots on the west side of Gaetz Avenue and the Neighbourhood Area Structure Plan area. The profile encourages preservation of mature poplar tree stands running east and west located at the north and south ends of Zone 7. The ecological profile recommends retaining the tree stands in their entirety for use as entrance features at the collector road accesses into the neighbourhood.</p> <p>The Kingston Drive/Gaetz Avenue intersection requires that additional lands be obtained from third party landowners. The City of</p>	<p><b>Zone 6 (old drive-in site) - Priority</b> The area is covered by a sporadic growth of poplars intermixed with willows which also line the eastern part of the section. The area is characterized by diverse vegetative growth and is populated by a wide variety of birds. The profile encourages the preservation of as much of the natural habitat as possible.</p> <p><del>Wetland areas will be retained in their natural state and will be used for storm water detention or retention during rainfall events which exceed the 1:5 year event. Many of the features outlined in the Ecological Profile will be lost as a result of commercial and semi detached housing development.</del></p> <p><del>Wetland areas may be removed or modified. The City paid compensation for this work on Highway 11A.</del></p> <p>City Parks department staff would like an opportunity to remove orchids from the site prior to development if the Owner has no plans to preserve them or relocate or use these plants.</p> <p><b>Zone 7 - Priority A - Recommendation R2.</b> A large mature northwest poplar wind break lines the north boundary of a commercial sales lot at the north end of Zone 7. The western edge of the commercial lot is lined with Manitoba maple, aspen, balsam and willow. A stand of mixed poplar trees runs north and south connecting Zones 6 and 7 along the boundary between the commercial lots on the west side of Gaetz Avenue and the Neighbourhood Area Structure Plan area. The profile encourages preservation of mature poplar tree stands running east and west located at the north and south ends of Zone 7. The ecological profile recommends retaining the tree stands in their entirety for use as entrance features at the collector road accesses into the neighbourhood.</p>





Existing	Proposed
<p>has developed a roadway concept for this intersection. Only those trees which need to be removed to accommodate construction of the roadway will be cleared.</p> <p>Much of the poplar wind break identified along the west edge of the existing commercial area lies in a buffer area identified in the Neighbourhood Area Structure Plan. Only the portion of that site at the south end of the buffer (east of the proposed worship space site and within the worship space site) has been deemed possible to preserve of.</p> <p><b>Zone 8 – Priority B – Recommendation R3.</b> This area is primarily made up of a large tree stand surrounded by a cultivated field. The north and west sides of the zone contain many aspen, poplar and various willow species, while the east side consists of mixed poplars and a few spruce trees. The profile recommends that the southeast portion of the poplar trees be incorporated into residential housing where possible. The north side of the zone extends into properties outside of the boundaries of the Neighbourhood Area Structure Plan area. As of January 2003, these tree stands had been eliminated by site grading of the plan area.</p> <p><b>Zone 12 - Priority A - Recommendation R4.</b> A small band of poplar trees on the south portion of the area should be dedicated as a walkway lot and municipal reserve.</p> <p>This zone lies on the south edge of the proposed park/school site and it is feasible to retain a portion of the stand during development of the park/school site. Where the zone extends eastward from the walkway site along the rear of proposed residential lots, a four (4) metre wide municipal reserve is provided for. It is understood the service area of proposed residential lots will be extended from the south side of the</p>	<p>Only those features at the collector road intersection of the</p> <p>The Kingston Drive/Gaetz Avenue intersection lands be obtained from third party land. The City has developed a roadway concept for this intersection. Only those trees which need to be removed to accommodate construction of the roadway will be cleared.</p> <p>Much of the poplar wind break identified along the west edge of the existing commercial area lies in a buffer area identified in the Neighbourhood Area Structure Plan. Only the portion of that site at the south end of the buffer (east of the proposed worship space site and within the worship space site) has been deemed possible to preserve of.</p> <p><b>Zone 8 - Priority B - Recommendation R3.</b> This area is primarily made up of a large tree stand surrounded by a cultivated field. The north and west sides of the zone contain many aspen, poplar and various willow species, while the east side consists of mixed poplars and a few spruce trees. The profile recommends that the southeast portion of the poplar trees be incorporated into residential housing where possible. The north side of the zone extends into properties outside of the boundaries of the Neighbourhood Area Structure Plan area. As of January 2003, these tree stands had been eliminated by site grading of the plan area.</p> <p><b>Zone 12 - Priority A - Recommendation R4.</b> A small band of poplar trees on the south portion of the area should be dedicated as a walkway lot and municipal reserve.</p> <p>This zone lies on the south edge of the proposed park/school site and it is feasible to retain a portion of the stand during development of the park/school site. Where the zone extends eastward from the walkway site along the rear of proposed residential lots, a four (4) metre wide municipal reserve is provided for. It is understood the service area of proposed residential lots will be extended from the south side of the</p>





Existing	Proposed
<p>north side of the four metre treed municipal reserve. The be extended through the four metre strip by clearing only which must be cleared to facilitate the lot servicing.</p> <p><b>Southeast Wetland – Priority B – Recommendation R5.</b> The area contains a dugout and drainage channel surrounded by semi aquatic grasses and a number of good quality willows and is part of a habitat area that was removed in 1997. The profile encourages preservation of this area and incorporation into future development as a linear drainage channel and passive walking area or incorporation into a future buffer.</p> <p>Preliminary site grading in 2001 eliminated much of the wetland.</p>	<p>services will site. Where the zone extends along the rear of proposed residential lots, the rear of proposed residential lots is provided for. It is proposed residential lots will be extended north side of the four metre treed municipal reserve is provided for. It is proposed residential lots will be extended through the four metre strip which must be cleared to facilitate the lot servicing.</p> <p><b>Southeast Wetland - Priority B - R</b> area contains a dugout and drainage channel surrounded by semi aquatic grasses and a number of good quality willows and is part of a habitat area that was removed in 1997. The profile encourages preservation of this area and incorporation into future development as a linear drainage channel and passive walking area or incorporation into a future buffer.</p> <p>Preliminary site grading in 2001 eliminated much of the wetland.</p>
<p><b>2.3 Servicing</b></p> <p>Existing municipal water, sewer and storm sewer facilities are in place on three sides of the Neighbourhood Area Structure plan area. Water mains, sanitary sewer trunks and mains and storm sewer trunks and mains will be extended through the Neighbourhood Area Structure plan area so as to enable servicing of properties to the north which are not part of this Neighbourhood Area Structure Plan. The municipal services will be constructed of such size and capacity so as to ensure that existing facilities which are located at the boundaries of the Neighbourhood Area Structure Plan are fully utilized.</p> <p>It is the intent of the Owners of the Neighbourhood Area Structure Plan properties to maximize the potential for future development of properties outside the plan area by constructing water, sanitary</p>	<p><b>2.3 Servicing</b></p> <p>Existing municipal water, sewer and storm sewer facilities are in place on three sides of the Neighbourhood Area Structure plan area. Water mains, sanitary sewer trunks and mains and storm sewer trunks and mains will be extended through the Neighbourhood Area Structure plan area so as to enable servicing of properties to the north which are not part of this Neighbourhood Area Structure Plan. The municipal services will be constructed of such size and capacity so as to ensure that existing facilities which are located at the boundaries of the Neighbourhood Area Structure Plan are fully utilized.</p> <p>It is the intent of the Owners of the Neighbourhood Area Structure Plan properties to maximize the potential for future development of properties outside the plan area by constructing water, sanitary</p>





Existing	Proposed
sewer and storm sewer trunks and mains which can provide service to properties beyond their own.	and storm sewer trunks and mains properties beyond their own.
The site can be serviced with municipal water, sanitary and storm water utilities. An engineering study, required to establish details of servicing, has been completed and supplied to the City of Red Deer, Engineering Department under separate cover.	The site can be serviced with municipal water utilities. An engineering study, required to establish details of servicing, has been completed and supplied to the City of Red Deer, Engineering Department under separate cover.
<b>2.4 Access</b> The 6.779 hectare parcel in the northeast corner of the plan area (Quantum IV lands) presently has access from the existing road on the west side of Gaetz Avenue. The remainder of the plan area can be accessed via Kingston Drive in the west and Kentwood Drive in the southeast.	<b>2.4 Access</b> <del>The 6.779 hectare parcel in the northeast corner of the plan area (Quantum IV lands) presently has access from the existing road on the west side of Gaetz Avenue. The remainder of the plan area can be accessed via Kingston Drive in the west and Kentwood Drive in the southeast.</del>
<b>2.5 Emergency Services</b> The Neighbourhood Area Structure Plan area currently has an estimated Emergency Services response time of greater than one half (6.5) minutes.	<b>2.5 Emergency Services</b> The Neighbourhood Area Structure Plan area currently has an estimated Emergency Services response time of greater than one half (6.5) minutes.
<b>2.6 Environmental Assessment</b> A level 1 Environmental Assessment has been completed by UMA Engineering and submitted to the City of Red Deer under separate cover. The environment site assessment revealed no significant sources of contamination of the subject property.  Based on the proximity to the industrial/commercial uses to the east, the report encourages further investigation to monitor the impact of nearby commercial land uses and to study the migration of potential contaminants from nearby quarter sections. Monitoring of the areas adjacent to commercial subdivisions where contaminants could originate will continue as development proceeds and encroaches on those areas.	<b>2.6 Environmental Assessment</b> A level 1 Environmental Assessment has been completed by UMA Engineering and submitted to the City of Red Deer under separate cover. The environment site assessment revealed no significant sources of contamination of the subject property.  Based on the proximity to the industrial/commercial uses to the east, the report encourages further investigation to monitor the impact of nearby commercial land uses and to study the migration of potential contaminants from nearby quarter sections. Monitoring of the areas adjacent to commercial subdivisions where contaminants could originate will continue as development proceeds and encroaches on those areas.
<b>2.7 Noise Recommendations</b>	<b>2.7 Noise Recommendations</b>





Existing	Proposed
<p>In 1999, the City of Red Deer undertook a study of noise levels in the Kentwood area. The study concluded that lands adjacent to the rail line and adjacent to the Edgar Industrial Area exceeded the level deemed by the City of Red Deer to be acceptable. As a result of the report, the City and Neighbourhood Structure Plan landowners agreed to the following strategies to mitigate the effect of the noise on homeowners.</p> <p><b>2.7.1 Barrier Height</b> The berm adjacent to the rail line is required to be a minimum of two metres high. Further, there is to be a two metre high noise attenuating fence constructed on top of the berm. The berm will be landscaped to meet standards set by the City of Red Deer.</p> <p><b>2.7.2 Barrier Block Construction Techniques</b> All homes adjacent to the rail are to incorporate barrier block construction techniques to mitigate against noise effects.</p> <p><b>2.7.2.1 Construction Details</b> All homes adjacent to the rail line are to incorporate the following construction aspects:</p> <ul style="list-style-type: none"><li>- 2 x 6 walls</li><li>- R24 insulation</li><li>- Double glazed windows</li></ul> <p><b>2.7.2.2 Home Design Considerations</b> The report suggests that in the first row of homes adjacent to the rail line, that noise sensitive rooms such as bedrooms could be located on the side of the home furthest from the rail line/industrial areas. This is not a requirement; it is only a suggestion.</p> <p><b>2.7.2.3 Construction Initiatives</b></p>	<p>In 1999, the City of Red Deer undertook a study of noise levels in the Kentwood area. The study concluded that lands adjacent to the rail line and adjacent to the Edgar Industrial Area exceeded the level deemed by the City of Red Deer to be acceptable. As a result of the report, the City and Neighbourhood Structure Plan landowners agreed to the following strategies to mitigate the effect of the noise on homeowners.</p> <p><b>2.7.1 Barrier Height</b> The berm adjacent to the rail line is required to be a minimum of two metres high. Further, there is to be a two metre high noise attenuating fence constructed on top of the berm. The berm will be landscaped to meet standards set by the City of Red Deer.</p> <p><b>2.7.2 Barrier Block Construction Techniques</b> All homes adjacent to the rail are to incorporate barrier block construction techniques to mitigate against noise effects.</p> <p><b>2.7.2.1 Construction Details</b> All homes adjacent to the rail line are to incorporate the following construction aspects:</p> <ul style="list-style-type: none"><li>- 2 x 6 walls</li><li>- R24 insulation</li><li>- Double glazed windows</li></ul> <p><b>2.7.2.2 Home Design Considerations</b> The report suggests that in the first row of homes adjacent to the rail line, that noise sensitive rooms such as bedrooms could be located on the side of the home furthest from the rail line/industrial areas. This is not a requirement; it is only a suggestion.</p> <p><b>2.7.2.3 Construction Initiatives</b> The reports author offers a number of</p>





Existing	Proposed
The reports author offers a number of other ideas that incorporated into home construction. He suggests central air conditioning might eliminate the need to open windows. And reducing the height of buildings, as bungalows will be better behind the berm.	incorporated into home construction. central air conditioning might eliminate the need to open windows. And reducing the height of buildings, as bungalows will be better behind the berm.
<b>3.0 Development Concept</b> The proposed Neighbourhood Area Structure Plan incorporates policies contained in the Northwest Area Structure Plan and of Red Deer guidelines and policy documents.	<b>3.0 Development Concept</b> The proposed Neighbourhood Area Structure Plan incorporates policies contained in the Northwest Area Structure Plan and of Red Deer guidelines and policy documents.
<b>3.1 Land Distribution</b> The land use and development concept proposed for the Neighbourhood Area Structure Plan area is shown on Figure 1. The majority of the plan area is proposed for single family residential and some semi-detached development. The northeast portion of the plan area proposes commercial and semi-detached housing. The proposed land use distribution is shown in Table 1.	<b>3.1 Land Distribution</b> The land use and development concept proposed for the Neighbourhood Area Structure Plan area is shown on Figure 1. The majority of the plan area is proposed for single family residential and some semi-detached development. The northeast portion of the plan area proposes commercial and semi-detached housing. The proposed land use distribution is shown in Table 1.
<b>3.2 Residential</b> The residential areas will consist mainly of R1 and R1N single detached dwellings with some areas zoned R1A which will accommodate detached dwellings. There is a small area in the south east that abuts an existing R2 townhouse community that will accommodate a few townhouse units.	<b>3.2 Residential</b> The residential areas will consist mainly of R1 and R1N single detached dwellings with some areas zoned R1A which will accommodate detached dwellings. There is a small area in the south east that abuts an existing R2 townhouse community that will accommodate a few townhouse units. <i>A R3 site will be adjacent to the commercial site.</i>
<b>3.3 Commercial</b> A 4.294 hectare area in the northeast portion of the plan area is proposed for C4 Commercial (major arterial) zoning. Development of the commercial property shall be complimentary to the residential development to the west. Uses such as nightclubs and licensed lounges, other than those ancillary to restaurants, which may have a detrimental noise impact, will not be allowed.	<b>3.3 Commercial</b> A <del>4.294</del> 4.68 hectare (11.6 ac) area in the northeast portion of the plan area is proposed for <del>C4 Commercial (major arterial)</del> <i>(Regional Shopping Centre) District</i> zoning. Development of the commercial property shall be complimentary to the residential development to the west. Uses such as nightclubs and licensed lounges, other than those ancillary to restaurants, which may have a detrimental noise impact, will not be allowed.





Existing	Proposed
<p>Landscaping and/or berming shall be used to enhance the visual appearance of the commercial development, as viewed from other areas. Landscaping and/or berming will also be used to control the noise impact of commercial development on the residential development. Development which will affect the wetland/retention pond located to the northwest of the of the commercial lands will not be allowed until detailed engineering is completed to define the operation of the storm water retention function of the wetland and to establish acceptable water levels for the wetland areas. The detailed engineering will be completed in consultation with the adjoining landowners to the west.</p>	<p>Landscaping and/or <del>berming screen</del> visual appearance of the commercial development, as viewed from other areas. Landscaping and/or <del>berming</del> control the noise impact of commercial development. <del>Development which will affect the wetland/retention pond located to the northwest of the commercial lands will not be allowed until detailed engineering is completed to define the operation of the storm water retention function of the wetland and to establish acceptable water levels for the wetland areas. The detailed engineering will be completed in consultation with the adjoining landowners to the west.</del></p>
<p><b>3.4 Density</b></p> <p>Including all the lots developed since this plan was adopted in September 1998, and assuming the undeveloped areas are developed as per this plan, it is estimated that this Neighbourhood Area Structure Plan area will accommodate 155 single family R1 lots, 220 single family R1N lots and 140 semi-detached dwellings.</p> <p>Assuming that 3.4 persons live in each single family dwelling and 3.3 persons in each semi-detached and town house dwelling, the total plan area will house a population of 1,737. A population density of about 42.1 persons per hectare is expected after full development. This equates to 12.48 dwelling units per hectare.</p> <p>If the areas slated for use as day care, social care or retirement home site and place of worship are eventually used for development of housing (R1N or R1A), the population density in the area will increase. The commercial areas and lands dedicated to the City of Red Deer as municipal reserve from neighboring developments have not been included in the density calculations.</p>	<p><b>3.4 Density</b></p> <p>Including all the lots developed since this plan was adopted in September 1998, and assuming the undeveloped areas are developed as per this plan, it is estimated that this Neighbourhood Area Structure Plan area will accommodate 155 single family R1 lots, 220 single family R1N lots, 140 semi-detached dwellings and 140 town houses.</p> <p><del>Assuming that 3.4 persons live in each single family dwelling and 3.3 persons in each semi-detached and town house dwelling, the total plan area will house a population of 1,737. A population density of about 42.1 persons per hectare is expected after full development. This equates to 12.48 dwelling units per hectare.</del></p> <p>If the areas slated for use as day care, social care or retirement home site and place of worship are eventually used for development of housing (R1N or R1A), the population density in the area will increase. The commercial areas and lands dedicated to the City of Red Deer as municipal reserve from neighboring developments have not been included in the density calculations. <del>The population density in the area will increase.</del> <b>D will be 14.04 dwelling units per hectare.</b></p>





Existing	Proposed																		
	<div>Table 2: Dwelling Units and Density</div> <table><tr><td>Land Use</td><td>Units</td><td>Pop/Unit</td></tr><tr><td>R1</td><td>155</td><td>3.5</td></tr><tr><td>R1N</td><td>220</td><td>3.5</td></tr><tr><td>R1A/R2</td><td>140</td><td>2.5</td></tr><tr><td>R3</td><td>150</td><td>1.5</td></tr><tr><td>Total</td><td>665</td><td></td></tr></table> <div></div> <div>Persons/ha</div> <div>Units/ha</div>	Land Use	Units	Pop/Unit	R1	155	3.5	R1N	220	3.5	R1A/R2	140	2.5	R3	150	1.5	Total	665	
Land Use	Units	Pop/Unit																	
R1	155	3.5																	
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Total	665																		
<div>3.5 Open Space</div> <div>The proposed park and open space system includes a neighbourhood park/school site, walkway, a separate municipal reserve park/school buffer area. A total of 15.764 percent of the plan area will be dedicated to municipal reserve.</div> <div>3.5.1 Neighbourhood Park/School Site</div> <div>A neighbourhood park/school site is proposed in the central area of the Neighbourhood Area Structure Plan area to accommodate a school and related playground facilities as identified in the Northwest Area Structure plan. The overall site is proposed to be 5.425 hectares (13.405 acres).</div> <div>A development concept of the park/school site has been prepared by the City of Red Deer and has been provided as Appendix B. An integral part of the development concept is the storm water detention pond which will encompass the sports fields planned for the park (in particular the ball diamond and soccer pitch).</div> <div>The school site will be zoned PS (public service). While the maps indicate that it will be a public K-8 (kindergarten to grade 8) school, it may be any combination of grades between kindergarten</div>	<div>3.5 Open Space</div> <div>The proposed park and open space system includes a neighbourhood park/school site, walkway, a separate municipal reserve park/school buffer area. A total of <del>15.764 percent</del> dedicated to municipal reserve.</div> <div>3.5.1 Neighbourhood Park/School Site</div> <div>A neighbourhood park/school site is proposed in the central area of the Neighbourhood Area Structure Plan area to accommodate a school and related playground facilities as identified in the Northwest Area Structure plan. The overall site is proposed to be <del>5.425 hectares</del> <del>13.405</del> <del>13.4</del> acres).</div> <div>A development concept of the park/school site has been prepared by the City of Red Deer and has been provided as Appendix B. An integral part of the development concept is the storm water detention pond which will encompass the sports fields planned for the park (in particular the ball diamond and soccer pitch).</div> <div>The school site will be zoned PS (public service). While the maps indicate that it will be a public K-8 (kindergarten to grade 8) school, it may be any combination of grades between kindergarten and grade 8.</div>																		





Existing	Proposed
<p>Any reference to a specific school authority in this plan is only an indication of a school authority's site preference. The allocation of identified school sites will be determined by the Joint Use (Bylaw 3217/B-2021)</p> <p><b>3.5.2 Municipal Reserve Parcels</b> There are a number of municipal reserve parcels throughout the Neighbourhood Area Structure Plan area.</p> <p><b>3.5.2.1 Link from neighbourhood park/school site to the east</b> A ten metre wide walkway .045 hectares (.111acres) extending easterly from the school site to the residential area is proposed to connect the school site to the residential development. It will include a 1.5 metre walking trail.</p> <p><b>3.5.2.2 Link from Kerr Close to the West</b> There is a six metre wide link between the west side of Kerr Close and the neighbourhood park/school site to the west. The area of this link is .022 hectares (.054 acres). The M-R strip will be landscaped to ensure access from the residential areas to the park.</p> <p><b>3.5.2.3 Railway Area</b> A total of .416 hectares of municipal reserve will be incorporated into the berm separating residential development from the Canadian Pacific Railway.</p> <p><b>3.5.2.4 East Boundary of Residential Area</b> The total area of this reserve parcel will be .753 hectares. The residential areas on the east edge of the property abut commercial lots fronting Gaetz Avenue. They will be separated by a ten metre wide municipal reserve. A treed berm will be constructed on the</p>	<p>Any reference to a specific school authority in this plan is only an indication of a school authority's site preference. The allocation of identified school sites will be determined by the Joint Use (Bylaw 3217/B-2021)</p> <p><b>3.5.2 Municipal Reserve Parcels</b> There are a number of municipal reserve parcels throughout the Neighbourhood Area Structure Plan area.</p> <p><b>3.5.2.1 Link from neighbourhood park/school site to the east</b> A ten metre wide walkway <del>.045</del> <b>0.04</b> hectares extending easterly from the school site to the residential area is proposed to connect the school site to the residential development. It will include a 1.5 metre walking trail.</p> <p><b>3.5.2.2 Link from Kerr Close to the West</b> There is a six metre wide link between the west side of Kerr Close and the neighbourhood park/school site to the west. The area of this link is <del>.022</del> <b>0.02</b> hectares <del>(.054 acres)</del>. The M-R strip will be landscaped to ensure access from the residential areas to the park.</p> <p><b>3.5.2.3 Railway Area</b> A total of <del>.416</del> <b>0.41</b> hectares <b>(0.1 ac)</b> of municipal reserve will be incorporated into the berm separating residential development from the Canadian Pacific Railway.</p> <p><b>3.5.2.4 East Boundary of Residential Area</b> The total area of this reserve parcel will be <del>.753</del> <b>0.75</b> hectares. The residential areas on the east edge of the property abut commercial lots fronting Gaetz Avenue. They will be separated by a ten metre wide municipal reserve. The berm will extend south to the future location of Kingston Drive to</p>





Existing	Proposed
<p>The berm will extend south from the south side of the future proposed place of worship site, and they will be left by the developer. This reserve will include a segment which will extend from 52 Street to the Gaetz Avenue Service Road which will be left in its present state.</p> <p><b>3.5.2.5 South Boundary of Residential Area</b> An M-R parcel of .052 hectares will be created to link the neighbourhood park/school site to Kentwood Drive. This parcel will be four metres wide, and will be left as natural as possible. Utilities will have to be constructed through the area.</p> <p><b>3.5.2.6 Quantum IV buffer</b> A 0.374 hectare buffer on the Quantum IV lands is proposed to separate the semi-detached residential development from the future commercial development in the northeast area of the plan. The buffer through this area may be developed as a berm. Alternatively, some other landscaping feature may be used to effectively screen the residential areas from the commercial development. Landscaping features which are used to buffer the future residential areas (Quantum IV development lands) from future commercial areas will be designed to enhance the visual appearance of the commercial development and reduce the potential noise impact of commercial development on the residential areas.</p> <p>As well, a landscaper buffer is proposed to be planted where necessary along the southern boundary of the commercial area to provide screening from residential properties to the south.</p> <p><b>3.5.3 Wetlands</b> The wetland area in the northwest corner of the Quantum IV Development Inc. parcel will be maintained for aesthetic and future</p>	<p>proposed place of worship site. There will be a segment which will extend from 52 Street to the Gaetz Avenue Service Road which will</p> <p><b>3.5.2.5 South Boundary of Residential Area</b> An MR parcel of .052 hectares ha (0.052 hectares) will be created to link the neighbourhood park/school site to Kentwood Drive. This parcel will be four metres wide, and will be left as natural as possible. Utilities will have to be constructed through the area.</p> <p><del>3.5.2.6 Quantum IV buffer</del> <del>A 0.374 hectare buffer on the Quantum IV lands is proposed to separate the semi-detached residential development from the future commercial development in the northeast area of the plan. The buffer through this area may be developed as a berm. Alternatively, some other landscaping feature may be used to effectively screen the residential areas from the commercial development. Landscaping features which are used to buffer the future residential areas (Quantum IV development lands) from future commercial areas will be designed to enhance the visual appearance of the commercial development and reduce the potential noise impact of commercial development on the residential areas.</del></p> <p><del>As well, a landscaper buffer is proposed to be planted where necessary along the southern boundary of the commercial area to provide screening from residential properties to the south.</del></p> <p><b>3.5.3 Wetlands</b> <del>The wetland area in the northwest corner of the Quantum IV Development Inc. parcel will be maintained for aesthetic and future storm water management purposes. The zoning area will be the subject of negotiations between the City of Red Deer and the Quantum IV Development Inc.</del></p>





Existing	Proposed
<p>storm water management purposes. The zoning designation of the area will be the subject of negotiations between the owner and the City of Red Deer. The wetland area will be incorporated into an integral storm water management plan for areas included in this Neighbourhood Area Structure Plan and for areas which are beyond the extent of this plan.</p> <p>The wetland extends into properties which could not be incorporated into this plan. Therefore the impact of any storm water management plan which includes those lands has not been accurately determined.</p> <p>As a result, the eventual limits of the required area for the retention facilities have not been established. The proposed developments which would include the wetlands as part of the required storm water management concept would be developed in such a manner as to ensure there would be no detrimental impact on the natural features in the area.</p> <p>Prior to development of the future commercial areas located on the east edge of the wetlands, detailed engineering studies will be completed, with cooperation from the landowners to the west of the commercial area, to establish the methods by which the wetlands will be used for storm water retention. Development by the owners of the commercial areas or by owners of future residential areas to the west, will not be permitted until the developers provide details regarding the operating parameters (including water elevations) for the wetland/retention pond.</p>	<p><del>City of Red Deer. The wetland area will be incorporated into an integral storm water management plan for areas included in this Neighbourhood Area Structure Plan and for areas which are beyond the extent of this plan.</del></p> <p><del>The wetland extends into properties which could not be incorporated into this plan. Therefore the impact of any storm water management plan which includes those lands has not been accurately determined.</del></p> <p><del>As a result, the eventual limits of the required area for the retention facilities have not been established. The proposed developments which would include the wetlands as part of the required storm water management concept would be developed in such a manner as to ensure there would be no detrimental impact on the natural features in the area.</del></p> <p><del>Prior to development of the future commercial areas located on the east edge of the wetlands, detailed engineering studies will be completed, with cooperation from the landowners to the west of the commercial area, to establish the methods by which the wetlands will be used for storm water retention. Development by the owners of the commercial areas or by owners of future residential areas to the west, will not be permitted until the developers provide details regarding the operating parameters (including water elevations) for the wetland/retention pond.</del></p> <p><i>The wetland area in the northwest corner of the Crossing (Alberta) Inc. parcel will be included in the Highway 11A road widening. Compensation will be provided by the City of Red Deer for this wetland.</i></p>
<p><b>3.6 Social Facilities</b></p> <p>In accordance with the City of Red Deer’s planning and subdivision guidelines, a site has been provided which is suitable for educational purposes.</p>	<p><b>3.6 Social Facilities</b></p> <p>In accordance with the City of Red Deer’s planning and subdivision guidelines, a site has been provided which is suitable for educational purposes.</p>





Existing	Proposed
<p>care, social care residence or a retirement home, as well as a place of worship.</p> <p><b>3.6.1 Day Care/Social Care or Retirement Home Facility</b> The 0.12 hectare (.3 acre) site provided in the plan area is adjacent to an intersection of two collector roadways and is approximately 400 metres from the designated school site. Should a day care, social care facility or retirement home not be constructed, the site will be suitable for R1N zoning (single family dwellings).</p> <p><b>3.6.2 Place of Worship Site</b> The .412 hectare (1.018 acre) designated place of worship site is at the south east corner of the site, between 52 Avenue and Kentwood Drive. If the site is not required for a place of worship it is suitable for R1A (duplex) zoning.</p>	<p>care, social care residence or a retirement home, as well as a place of worship.</p> <p><b>3.6.1 Day Care/Social Care or Retirement Home Facility</b> The 0.12 <del>hectare</del> <i>ha</i> (<del>0.3 acre</del>) site provided in the plan area is adjacent to an intersection of two collector roadways and is approximately 400 metres from the designated school site. Should a day care, social care facility or retirement home not be constructed, the site will be suitable for R1N zoning (single family dwellings).</p> <p><b>3.6.2 Place of Worship Site</b> The <del>.412 hectare (1.018 acre)</del> <i>0.41 ha</i> designated place of worship site is at the south east corner of the site, between 52 Avenue and Kentwood Drive. If the site is not required for a place of worship it is suitable for R1A (duplex) zoning.</p>
<p><b>3.7 Transportation</b></p> <p><b>3.7.1 Collector Roadways</b> The Neighbourhood Area Structure Plan contains collector roadways aligned in accordance with the Northwest Area Structure Plan.</p> <p>The plan continues the collector roadway concept contained in the Kentwood West Neighbourhood Area Structure Plan and existing subdivisions to the south. There are three collector roads in the plan area.</p> <p><b>3.7.1.1 Kingston Drive</b> The main collector roadway is a continuation of the existing Kingston Drive and is proposed to circle through the area from Kelly Street to a proposed intersection at Gaetz Avenue at the northeast corner of the plan area.</p>	<p><b>3.7 Transportation</b></p> <p><b>3.7.1 Collector Roadways</b> The Neighbourhood Area Structure Plan contains collector roadways aligned in accordance with the Northwest Area Structure Plan.</p> <p>The plan continues the collector roadway concept contained in the Kentwood West Neighbourhood Area Structure Plan and existing subdivisions to the south. There are three collector roads in the plan area.</p> <p><b>3.7.1.1 Kingston Drive</b> The main collector roadway is a continuation of the existing Kingston Drive and is proposed to circle through the area from Kelly Street to a proposed intersection at Gaetz Avenue at the northeast corner of the plan area.</p> <p>To complete the connection of the Neighbourhood Area Structure Plan</p>





Existing	Proposed
<p>To complete the connection of the Neighbourhood Area Plan to Gaetz Avenue in the north east corner of the development, Kingston Drive will be constructed on lands not presently owned or controlled by either of the owners which are the subject of this plan. In order for this plan to be implemented, land required to complete the connection of Kingston Drive to Gaetz Avenue must be obtained by the Owners of the plan lands. The City of Red Deer will assist Laebon Development Ltd and Quantum IV Developments Inc to obtain the lands owned by others under terms that are timely, fair and equitable.</p> <p>Where Kingston Drive intersects with the service road at Gaetz Avenue, the service road will be “bulbed”. Intersection design will be submitted to the City of Red Deer engineering services for comment. Complete scaled drawings showing dimension and significant detail will be prepared prior to development of the intersections.</p> <p><b>3.7.1.2 Kentwood Drive</b> Kentwood Drive presently terminates at the south side of the plan area. It will be extended north through the plan area to connect with the future extension of Kingston Drive.</p> <p><b>3.7.1.3 Kendrew Drive</b> Kendrew Drive extends west from Kingston Drive to residential development to the west.</p> <p><b>3.7.2 Transit Stopping Zones</b> Where transit stopping zones are required along collector roads, efforts will be made by the developers to orient corner lots so that stopping zones will be provided at the side of the lots rather than at the front.</p>	<p>Planned Gaetz Avenue in the north east corner of the development, Kingston Drive will be constructed on lands not presently owned or controlled by either of the owners which are the subject of this plan. In order for this plan to be implemented, land required to complete the connection of Kingston Drive to Gaetz Avenue must be obtained by the Owners of the plan lands. The City of Red Deer will assist Laebon Development Ltd and Quantum IV Developments Inc to obtain the lands owned by others under terms that are timely, fair and equitable.</p> <p><del>Where Kingston Drive intersects with the service road at Gaetz Avenue, the service road will be “bulbed”. Intersection design will be submitted to the City of Red Deer engineering services for comment. Complete scaled drawings showing dimension and significant detail will be prepared prior to development of the intersections.</del></p> <p><i>Access type, number of accesses and determined in consultation with Engineering update of the Servicing Study.</i></p> <p><b>3.7.1.2 Kentwood Drive</b> Kentwood Drive presently terminates at the south side of the plan area. It will be extended north through the plan area to connect with the future extension of Kingston Drive.</p> <p><b>3.7.1.3 Kendrew Drive</b> Kendrew Drive extends west from Kingston Drive to residential development to the west.</p> <p><b>3.7.2 Transit Stopping Zones</b> Where transit stopping zones are required along collector roads, efforts will be made by the developers to orient corner lots so that stopping zones will be provided at the side of the lots rather than at the front.</p>





Existing	Proposed
<p><b>3.7.3 Local roadways</b></p> <p>The system of local roadways provides access to individual lots throughout the plan area. Detailed drawings indicating road widths will be prepared and submitted to the City of Red Deer Engineering Services, prior to development.</p> <p>The alignment of the cul-de-sac in the commercial area located in the northeast corner of the Neighbourhood Area Structure Plan will extend northward from a service road which may be constructed on the west boundary of the existing commercial lots. Concepts for the proposed service road are being prepared by the City of Red Deer, and the new service road will connect with the existing service road on the west side of Gaetz Avenue.</p> <p><b>3.7.4 Laneways</b></p> <p>The majority of lots within the plan area back onto lanes. A few lots with rear yards adjoining the boundary of the neighbourhood park/school site will not have lane access. Also, some lots which back onto the 4.0 metre treed walkway between the proposed residential development and the laneway in the existing Kentwood subdivision will have restricted lane access.</p> <p><b>3.7.5 Pedestrian and Bicycle Circulation</b></p> <p>The sidewalks proposed to be developed within the road right of ways combined with the proposed reserve dedication will link the residential areas to the major park features proposed for the plan area and adjacent lands. There is potential for bicycle-pedestrian pathways through the park/school site.</p> <p>The proposed location for the bicycle-pedestrian pathway is shown on the development concept drawing for the park/school site, prepared by the City of Red Deer, and included as Appendix B.</p>	<p>stopping zones will be provided at the front of the lots.</p> <p><b>3.7.3 Local roadways</b></p> <p>The system of local roadways provides access to individual lots throughout the plan area. Detailed drawings indicating road widths will be prepared and submitted to the City of Red Deer Engineering Services, prior to development.</p> <p><del>The alignment of the cul-de-sac in the northeast corner of the Neighbourhood Area Structure Plan will extend northward from a service road which may be constructed on the west boundary of the existing commercial lots. Concepts for the proposed service road are being prepared by the City of Red Deer, and the new service road will connect with the existing service road on the west side of Gaetz Avenue.</del></p> <p><b>3.7.4 Laneways</b></p> <p>The majority of lots within the plan area back onto lanes. A few lots with rear yards adjoining the boundary of the neighbourhood park/school site will not have lane access. Also, some lots which back onto the 4.0 metre treed walkway between the proposed residential development and the laneway in the existing Kentwood subdivision will have restricted lane access.</p> <p><b>3.7.5 Pedestrian and Bicycle Circulation</b></p> <p>The sidewalks proposed to be developed within the road right of ways combined with the proposed reserve dedication will link the residential areas to the major park features proposed for the plan area and adjacent lands. There is potential for bicycle-pedestrian pathways through the park/school site.</p>



Existing	Proposed
<p>An additional Municipal Reserve parcel will ensure access to the development concept drawing for the park area/school site to the west.</p> <p>Within the right-of-way of Kingston Drive, adjacent to the boundary of the park/school site a 2.5 metre wide bicycle path/walkway will provide pedestrian access to lands north of the plan area.</p>	<p>The proposed location for the bicycle- and pedestrian development concept drawing for the park area/school site to the west, and included in the plan.</p> <p>An additional Municipal Reserve parcel will ensure access to the development concept drawing for the park area/school site to the west, and included in the plan.</p> <p>Within the right-of-way of Kingston Drive, adjacent to the boundary of the park/school site a 2.5 metre wide bicycle path/walkway will provide pedestrian access to lands north of the plan area.</p>
<p><b>4.0 Municipal Servicing</b></p> <p>The Kentwood Northeast Neighbourhood Area Structure Plan is serviced from existing sanitary sewer and water mains located within the southern boundaries of the Kentwood East properties.</p>	<p><b>4.0 Municipal Servicing</b></p> <p>The Kentwood Northeast Neighbourhood Area Structure Plan is serviced from existing sanitary sewer and water mains located within the southern boundaries of the Kentwood East properties.</p>
<p><b>4.1 Water Mains</b></p> <p>The Kentwood Northeast Neighbourhood Area Structure Plan is serviced by water from four locations. The existing 300 mm main, located within the Kennedy Drive right-of-way has been extended along the west side of the site to service early phases of area. The existing 150 mm main located on the east side of Kentwood Drive 5E will be extended to complete looping.</p> <p>The existing 200 mm main located along the eastern boundary of the proposed storm dry pond will be extended. The existing 200 mm easterly service located on Kentwood Drive will be extended north.</p> <p>The water distribution network will be designed to accommodate future development areas in the Neighbourhood Area Structure Plan area and those areas which have not been included as part of the plan lying between Kentwood Northeast and Highway 11A which may be developed in the future. Looping of mains and cross connections to existing development areas will be completed as necessary to provide</p>	<p><b>4.1 Water Mains</b></p> <p>The Kentwood Northeast Neighbourhood Area Structure Plan is serviced by water from four locations. The existing 300 mm main, located within the Kennedy Drive right-of-way has been extended along the west side of the site to service early phases of area. The existing 150 mm main located on the east side of Kentwood Drive 5E will be extended to complete looping.</p> <p>The existing 200 mm main located along the eastern boundary of the proposed storm dry pond will be extended. The existing 200 mm easterly service located on Kentwood Drive will be extended north.</p> <p>The water distribution network will be designed to accommodate future development areas in the Neighbourhood Area Structure Plan area and those areas which have not been included as part of the plan lying between Kentwood Northeast and Highway 11A which may be developed in the future. Looping of mains and cross connections to existing development areas will be completed as necessary to provide</p>





Existing	Proposed
an efficient system with adequate fire flows. Figure 6 shows the network of proposed water mains.	existing development areas will be connected to an efficient system with adequate fire flows. Figure 6 schematically shows the network of proposed water mains.
<p><b>4.2 Sanitary Sewers</b></p> <p>The Kentwood Northeast Area Structure plan area will be serviced by sanitary sewer from three main locations. The westerly connection will be made to a 450 mm main in the Kennedy Drive right-of-way. Another connection to a 200 mm main located on the east side of Kentwood phase 5E will be completed to service phase one and two. The easterly connection will be to a 300 mm main located on Kentwood Drive. The sewer has the capacity to serve the entire catchment area. Figure 7 schematically shows the proposed routing of the sanitary sewer system.</p> <p>All sanitary sewers will be seated and installed in a suitable bedding material in order to provide long terms stability to the pipe. Pipe type will be specified to prevent the ingress of ground water to the system.</p>	<p><b>4.2 Sanitary Sewers</b></p> <p>The Kentwood Northeast Area Structure plan area will be serviced by sanitary sewer from three main locations. The westerly connection will be made to a 450 mm main in the Kennedy Drive right-of-way. Another connection to a 200 mm main located on the east side of Kentwood phase 5E will be completed to service phase one and two. The easterly connection will be to a 300 mm main located on Kentwood Drive. The sewer has the capacity to serve the entire catchment area. Figure 7 6 schematically shows the proposed routing of the sanitary sewer system.</p> <p>All sanitary sewers will be seated and installed in a suitable bedding material in order to provide long terms stability to the pipe. Pipe type will be specified to prevent the ingress of ground water to the system.</p>
<p><b>4.3 Storm Sewer System</b></p> <p><b>4.3.1 Minor System</b></p> <p>Run-off storms up to the one in five year event will be conveyed by gravity via a piped system to two connections to the existing system. The westerly connection is a 1500 mm storm main located in the Kennedy Drive right-of-way and the easterly connection is a 1200 mm main in Kentwood Drive.</p> <p>Figure 8 schematically shows the routing of the storm sewer system. Pipe sizes and materials will be designed in accordance with the City of Red Deer Design guidelines.</p> <p><b>4.3.2 Major System</b></p> <p>For storm events in excess of a one in five year event, roads and laneways will be designed to convey overland flows to storm water</p>	<p><b>4.3 Storm Sewer System</b></p> <p><b>4.3.1 Minor System</b></p> <p>Run-off storms up to the one in five-year event will be conveyed by gravity via a piped system to two connections to the existing system. The westerly connection is a 1500 mm storm main located in the Kennedy Drive right-of-way and the easterly connection is a 1200 mm main in Kentwood Drive.</p> <p><i>The commercial and multi-family site consideration and details will be determined by the City of Red Deer.</i></p> <p>Figure 8 7 schematically shows the routing of the storm sewer system. Pipe sizes and materials will be designed in accordance with the City of Red Deer Design guidelines.</p>





Existing	Proposed
<p>ponds located in the northwest and the south central part of the plan area.</p> <p>Ponding of within roadways or lanes will be permitted in accordance with the City of Red Deer design guidelines. Area drainage and overland flow routes are indicated schematically on Figure 9.</p>	<p><b>4.3.2 Major System</b></p> <p>For storm events in excess of a 100 year return period, all roadways and laneways will be designed to convey runoff. Ponding of within roadways or lanes will be permitted in accordance with the City of Red Deer design guidelines. Area drainage and overland flow routes are indicated schematically on Figure 9.</p>
<p><b>4.4 Power, Telephone and Cable Vision</b></p> <p>Red Deer Electric Light and Power, Telus and Shaw Cable advise that their networks have sufficient capacity, with some qualification regarding the sequencing of phasing, to fully develop the proposed Kentwood Northeast Neighbourhood Area Structure Plan development.</p> <p>The City of Red Deer Electric Light and Power department has advised that two main utility lines will require underground alignments on the west side of Gaetz Avenue between 80th Street and Highway 11A. The utility lines will also require an alignment westward from Gaetz Avenue along a portion of Highway 11A. The underground alignments are required prior to the development of the commercial areas indicated as phase 5 of the plan.</p> <p>A third main line will be required to service phases 4,5 and 6. This third main line will follow an alignment from 80th Avenue (at Gaetz Avenue) and along Kingston Drive. Expansion of the existing system will be required to complete the phase 1,2 and 3 development. This expansion will include switchgear alignments currently presumed to be required in the northwest and southwest corners of the park/school site and at Kingston Drive, adjacent to the west boundary of phase 5.</p>	<p><b>4.4 Power, Telephone and Cable Vision</b></p> <p>Red Deer Electric Light and Power, Telus and Shaw Cable advise that their networks have sufficient capacity with some qualification regarding the sequencing of phasing, to fully develop the proposed Kentwood Northeast Neighbourhood Area Structure Plan development.</p> <p>The City of Red Deer Electric Light and Power department has advised that two main utility lines will require underground alignments on the west side of Gaetz Avenue between 80th Street and Highway 11A. The utility lines will also require an alignment westward from Gaetz Avenue along a portion of Highway 11A. The underground alignments are required prior to the development of the commercial areas indicated as phase 5 of the plan.</p> <p>A third main line will be required to service phases 4,5 and 6. This third main line will follow an alignment from 80th Avenue (at Gaetz Avenue) and along Kingston Drive. Expansion of the existing system will be required to complete the phase 1,2 and 3 development. This expansion will include switchgear alignments currently presumed to be required in the northwest and southwest corners of the park/school site and at Kingston Drive, adjacent to the west boundary of phase 5.</p>





Existing	Proposed
<p>It is understood that any changes to the planned phasing of the development may require installation of temporary overhead lines to provide appropriate servicing levels.</p> <p>Telus has advised that infrastructure for telephone service to the area presently existson the eastside of Gaetz Avenue. Therefore, extending service to the plan area will require extension of the existing infrastructure westward along alignments reserved for collector roads right-of-way (ie. Kingston Drive at the north end and Kentwood Drive at the south end of the plan area). Should either of these proposed collector roads be re-aligned, easements will be required to complete the extension of service to the area.</p>	<p>It is understood that any changes to development may require installation to provide appropriate servicing levels.</p> <p>Telus has advised that infrastructure for telephone service to the area presently existson the eastside of Gaetz Avenue. Therefore, extending service to the plan area will require extension of the existing infrastructure westward along alignments reserved for collector roads right-of-way (ie. Kingston Drive at the north end and Kentwood Drive at the south end of the plan area). Should either of these proposed collector roads be re-aligned, easements will be required to complete the extension of service to the area.</p>
<p><b>4.5 Natural Gas</b></p> <p>Atco Gas advises that they will be able to service the development by extending their existing distribution facilities.</p>	<p><b>4.5 Natural Gas</b></p> <p>Atco Gas advises that they will be able to service the development by extending their existing distribution facilities.</p>
<p><b>5.0 Staging and Development</b></p> <p>Figure <del>10</del> shows the proposed staging of development. The “Existing Development” has been serviced as of the end of 2002. The location of existing utilities dictates phases of development. Market conditions will influence the actual phasing of later developments.</p>	<p><b>5.0 Staging and Development</b></p> <p>Figure <del>10</del> shows the proposed staging of development. The “Existing Development” has been serviced as of the end of 2002. The location of existing utilities dictates phases of development. Market conditions will influence the actual phasing of later developments.</p>



Item No. 6.1.a.

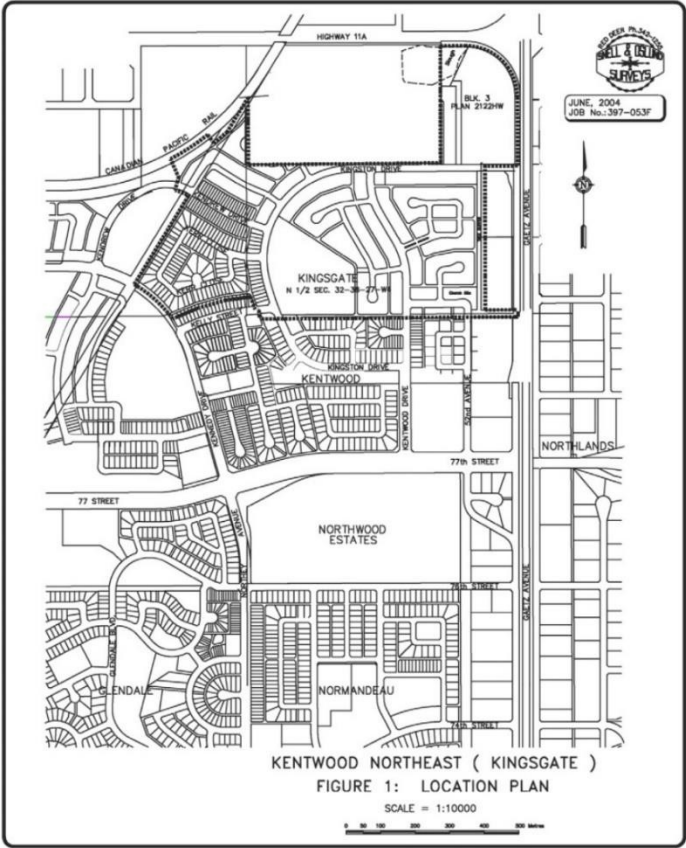


Map Changes - All figures are proposed to be replaced with the proposed drawings  
Existing Figure 2 Ownership (1998) and Figure 3 Ownership (2003) are proposed to be replaced b

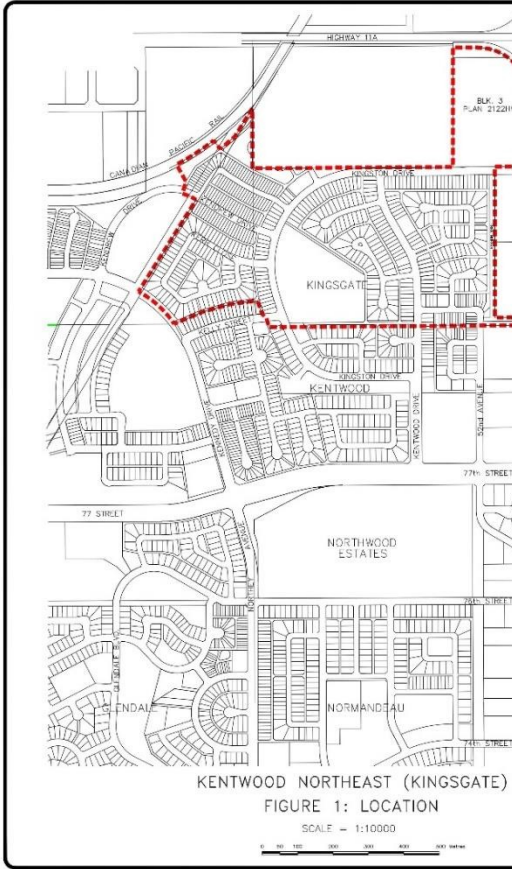




Existing Figures

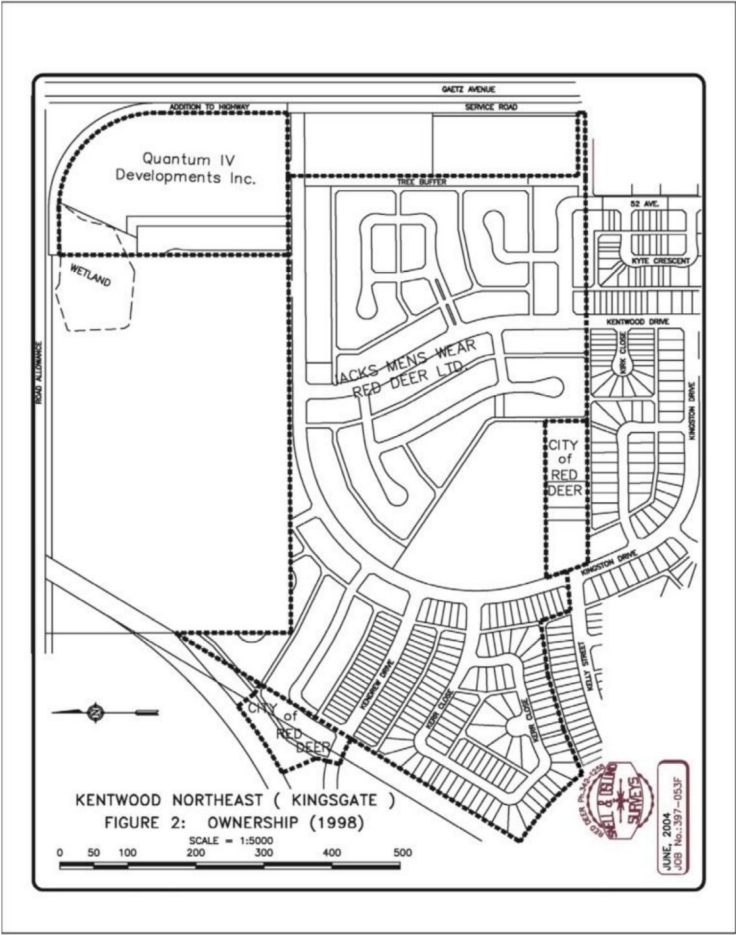


Proposed Figures

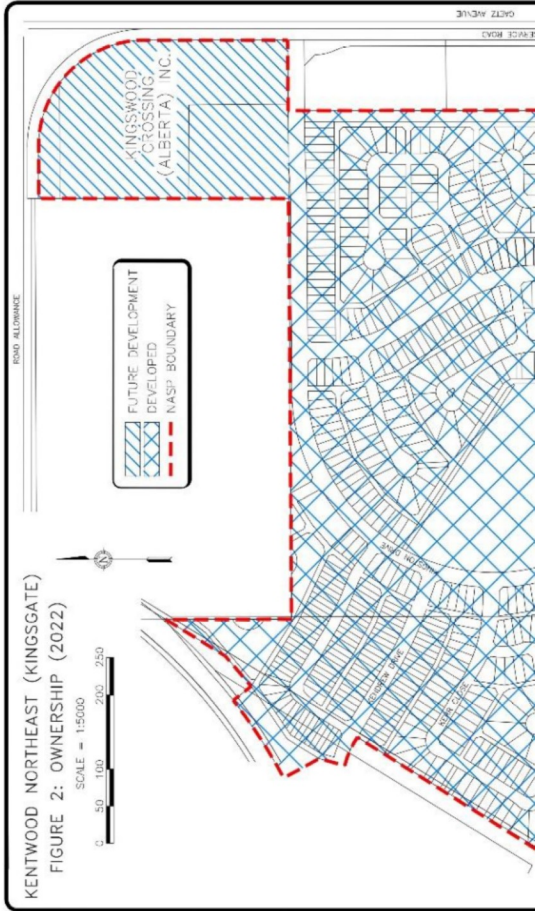




Existing Figures



Proposed Figures



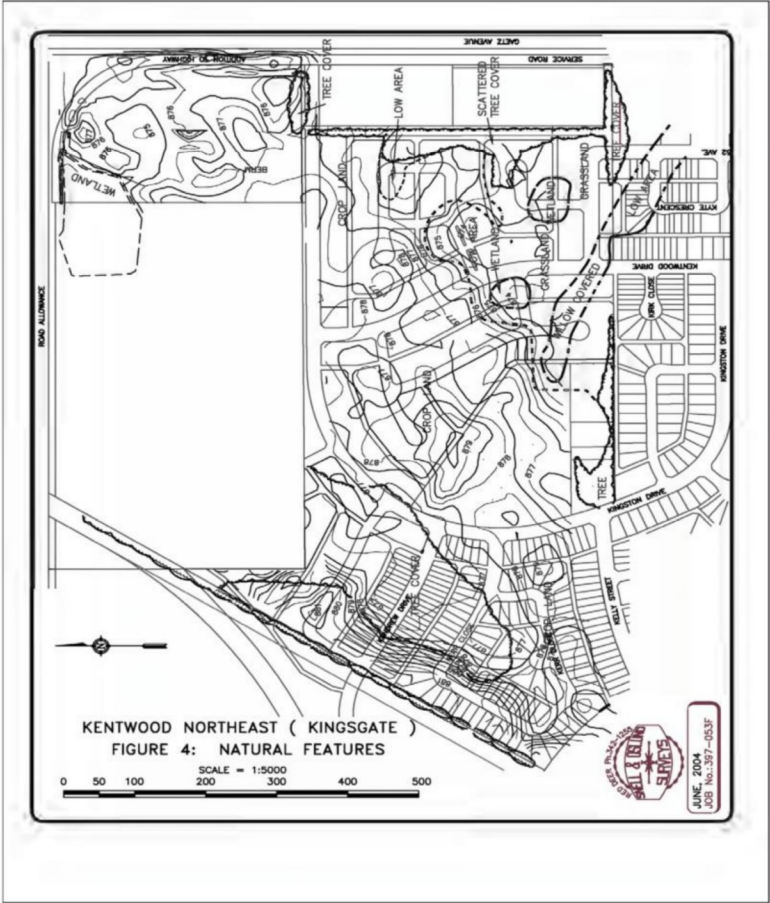


Existing Figures	Proposed Figures
<p>Quantum IV Developments Inc.</p> <p>WETLAND</p> <p>957292 ALBERTA LTD</p> <p>CITY of RED DEER</p> <p>KENTWOOD NORTHEAST ( KINGSGATE )</p> <p>FIGURE 3: OWNERSHIP (2003)</p> <p>SCALE = 1:5000</p> <p>0 50 100 200 300 400 500</p> <p>JUNE 2004 JOB No. 397-051F</p>	





Existing Figures



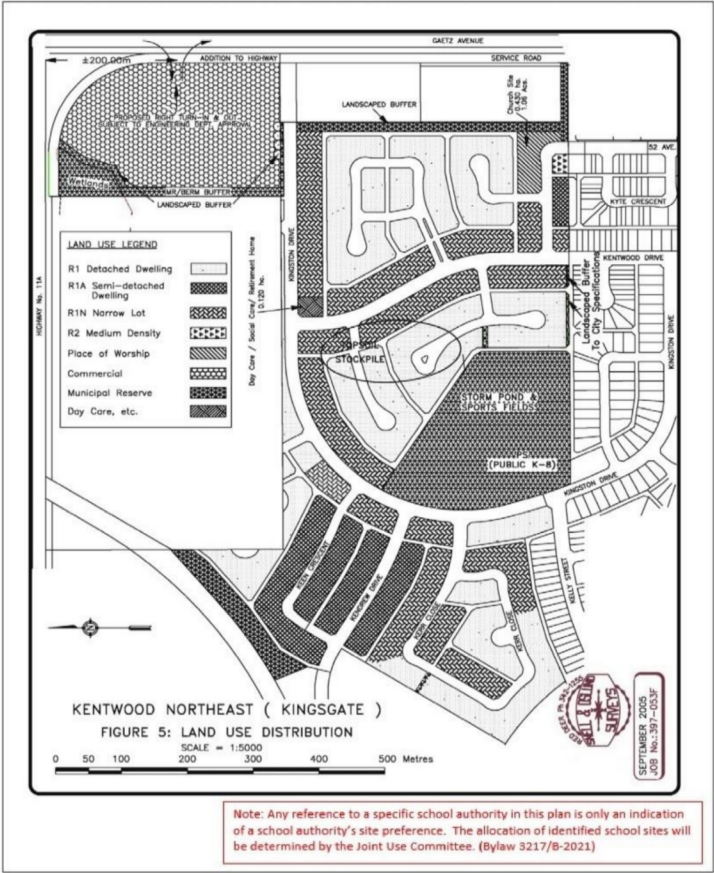
Proposed Figures



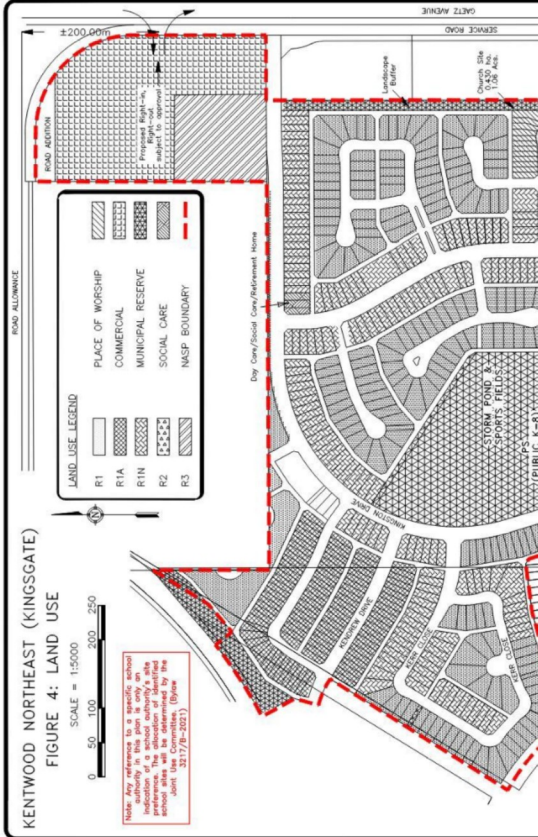




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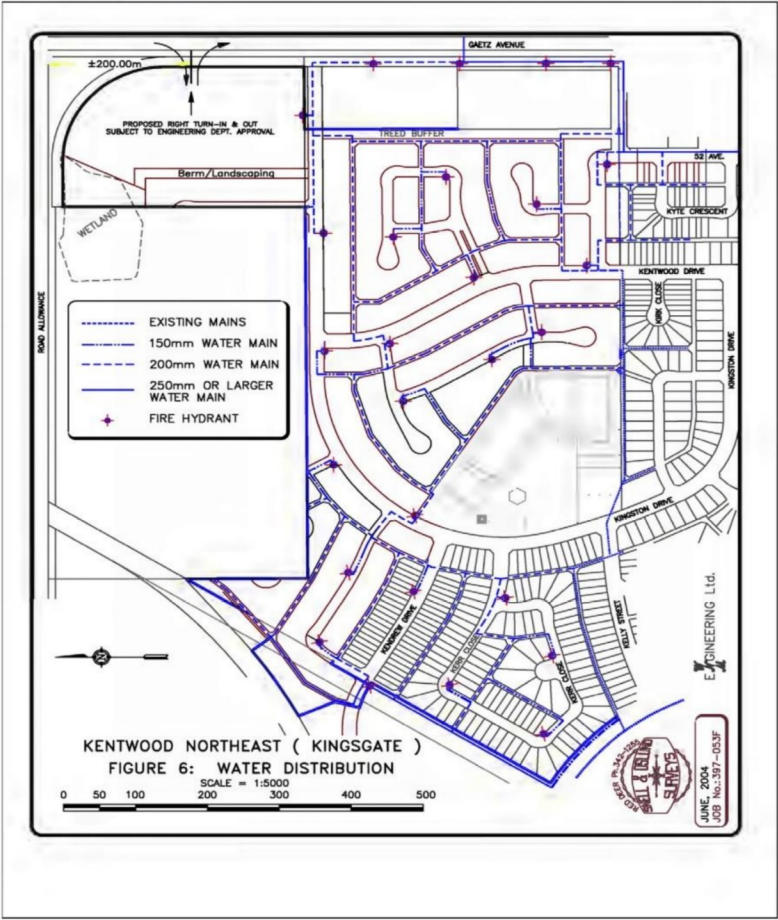


Proposed Figures

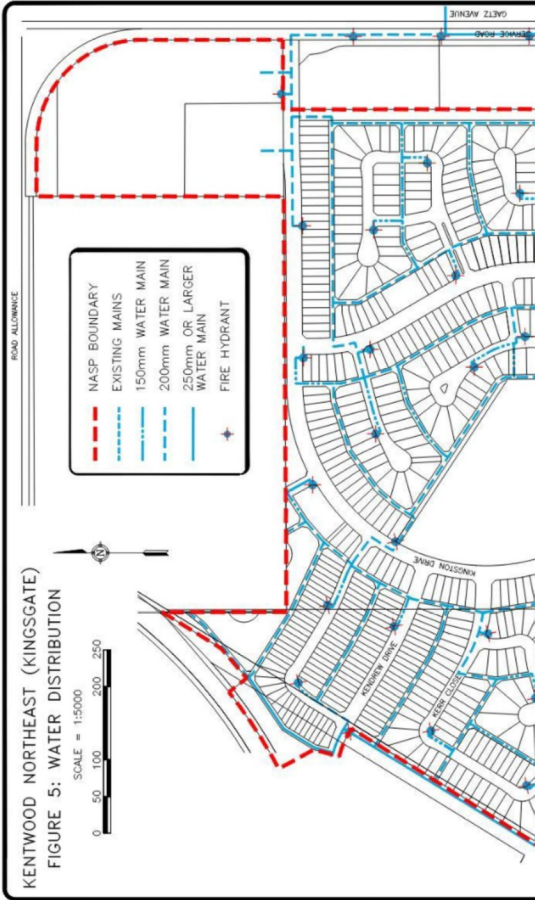




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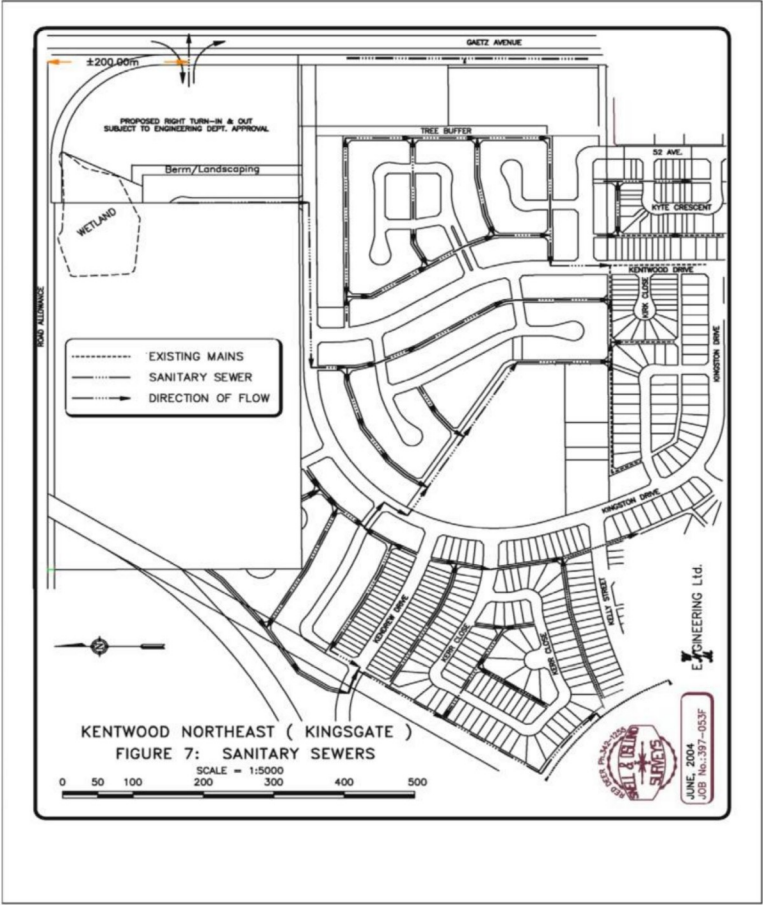
Proposed Figures



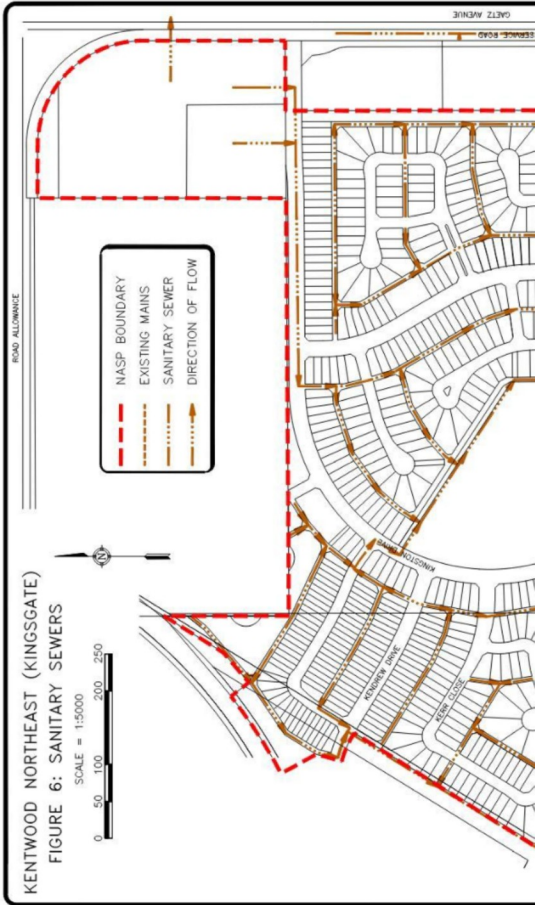




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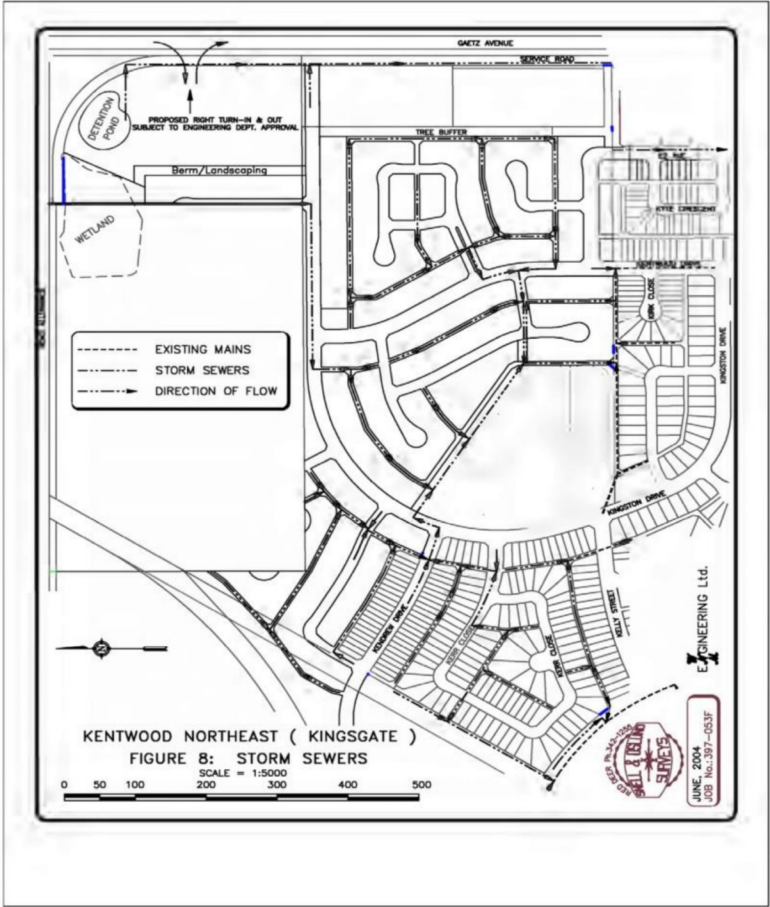
Proposed Figures







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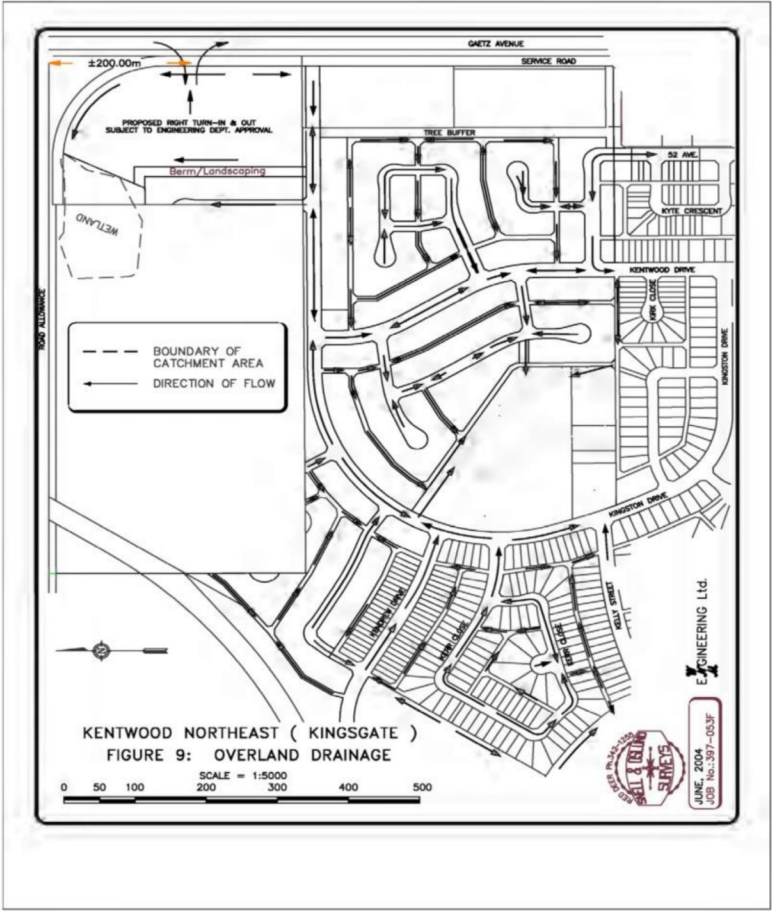
Proposed Figures







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Proposed Figures





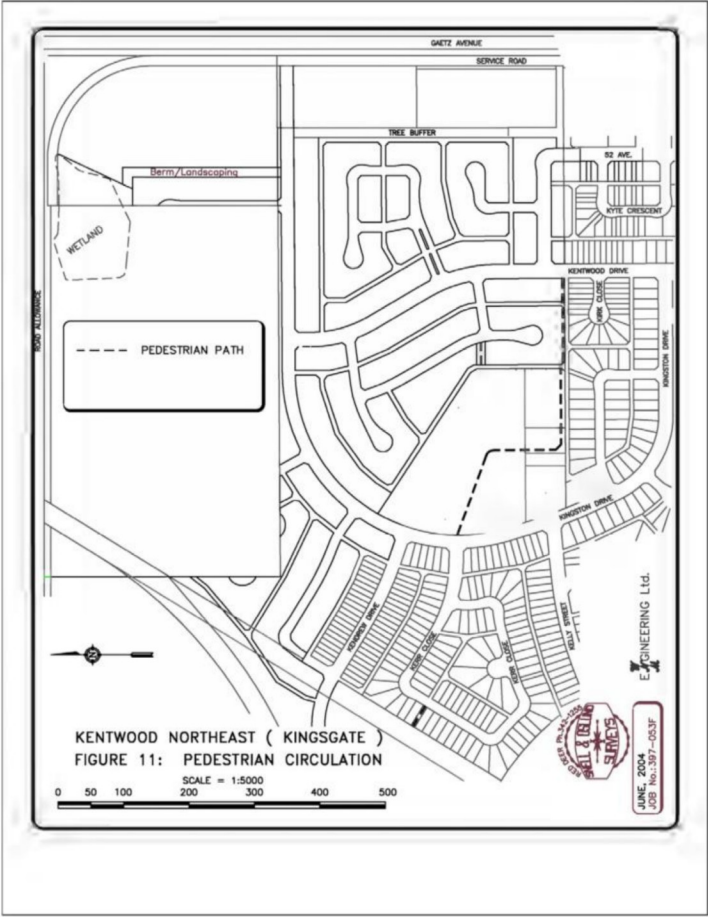
Proposed Figures
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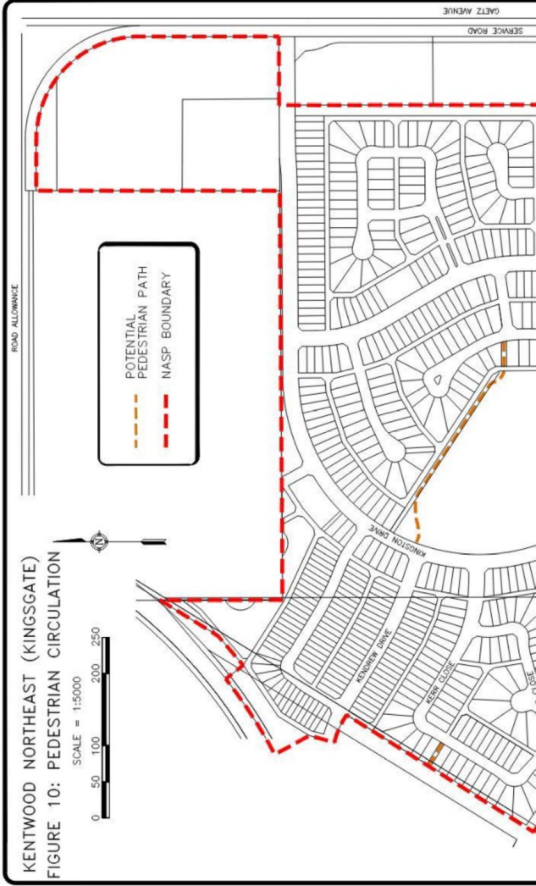




Existing Figures



Proposed Figures





**BYLAW NO. 3357 /-Q2023**

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

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

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

1. The “Land Use District Map L21” contained in Schedule “A” of the Land Use Bylaw is hereby amended in accordance with “Land Use District Map 4/2023”, attached as Schedule “A” and forming part of this Bylaw.
2. The land shown with diagonal hashing on “Land Use District Map 4/2023”, attached as Schedule “A”, is redesignated from “P1 – Parks and Recreation District” to “C2A – Commercial (Regional Shopping Centre) District”.
3. The land shown with horizontal hashing on “Land Use District Map 4/2023”, attached as Schedule “A”, is redesignated from “P1 – Parks and Recreation District” to “R3 – Residential (Multiple Family) District”.
4. The land shown cross-hatched on “Land Use District Map 4/2023”, attached as Schedule “A”, is redesignated from “C2A – Commercial (Regional Shopping Centre) District” to “R3 – Residential (Multiple Family) District”.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2023.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2023.

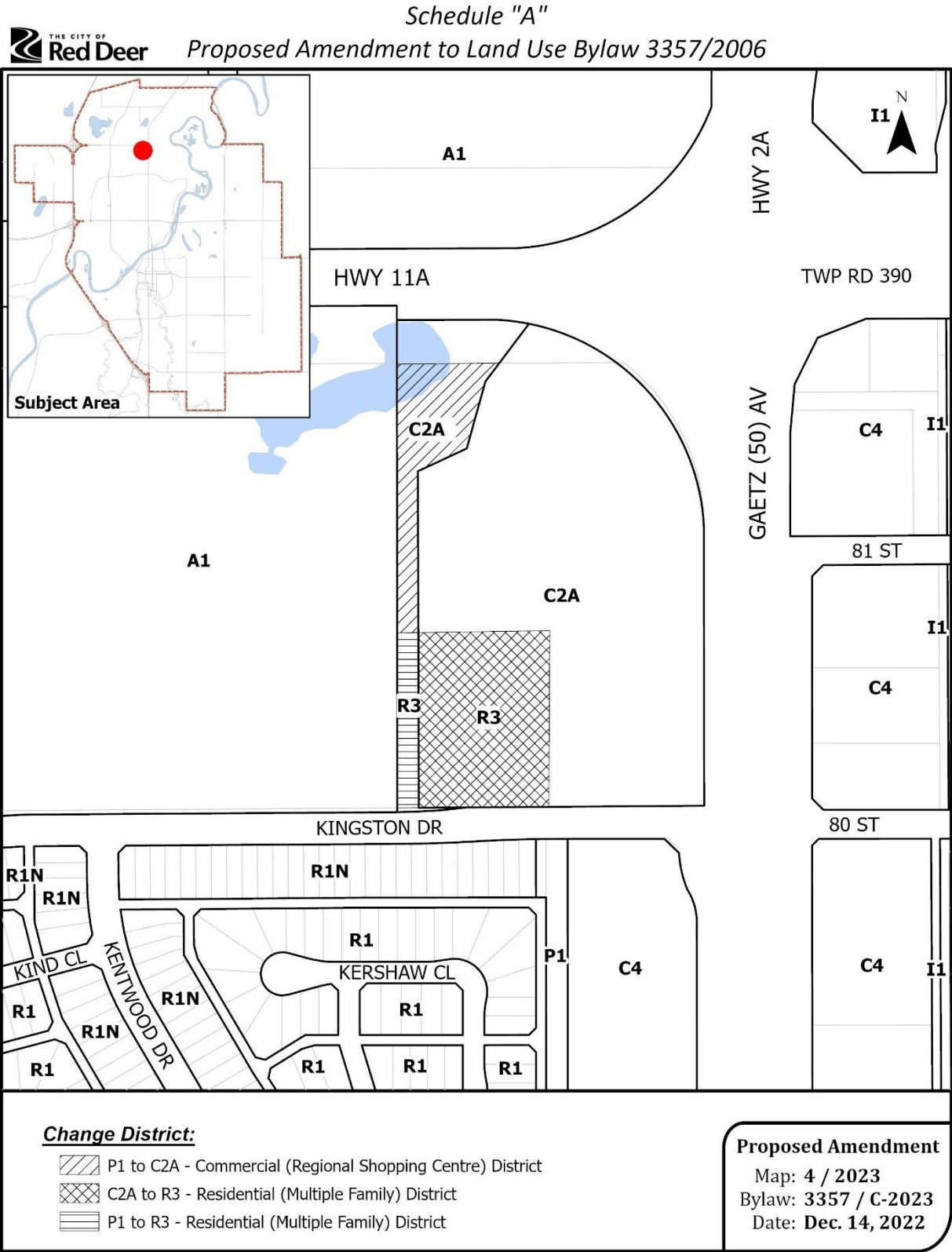
READ A THIRD TIME IN OPEN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_ 2023.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      2023.

MAYOR \_\_\_\_\_

CITY CLERK







**BYLAW NO. 3213 / A - 2023**

Being a Bylaw to amend Bylaw No. 3213/98, The City of Red Deer Northwest Major Area Structure Plan.

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

Bylaw No. 3213/98 is hereby amended as follows:

- 1. “Map 4 – Proposed Land Use” is deleted and replaced with “Map 4 – Proposed Land Use”, attached hereto as Schedule “A” and forming part of this Bylaw.

READ A FIRST TIME IN OPEN COUNCIL this	day of	2023.
READ A SECOND TIME IN OPEN COUNCIL this	day of	2023.
READ A THIRD TIME IN OPEN COUNCIL this	day of	2023.
AND SIGNED BY THE MAYOR AND CITY CLERK this	day of	2023.

\_\_\_\_\_  
MAYOR

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

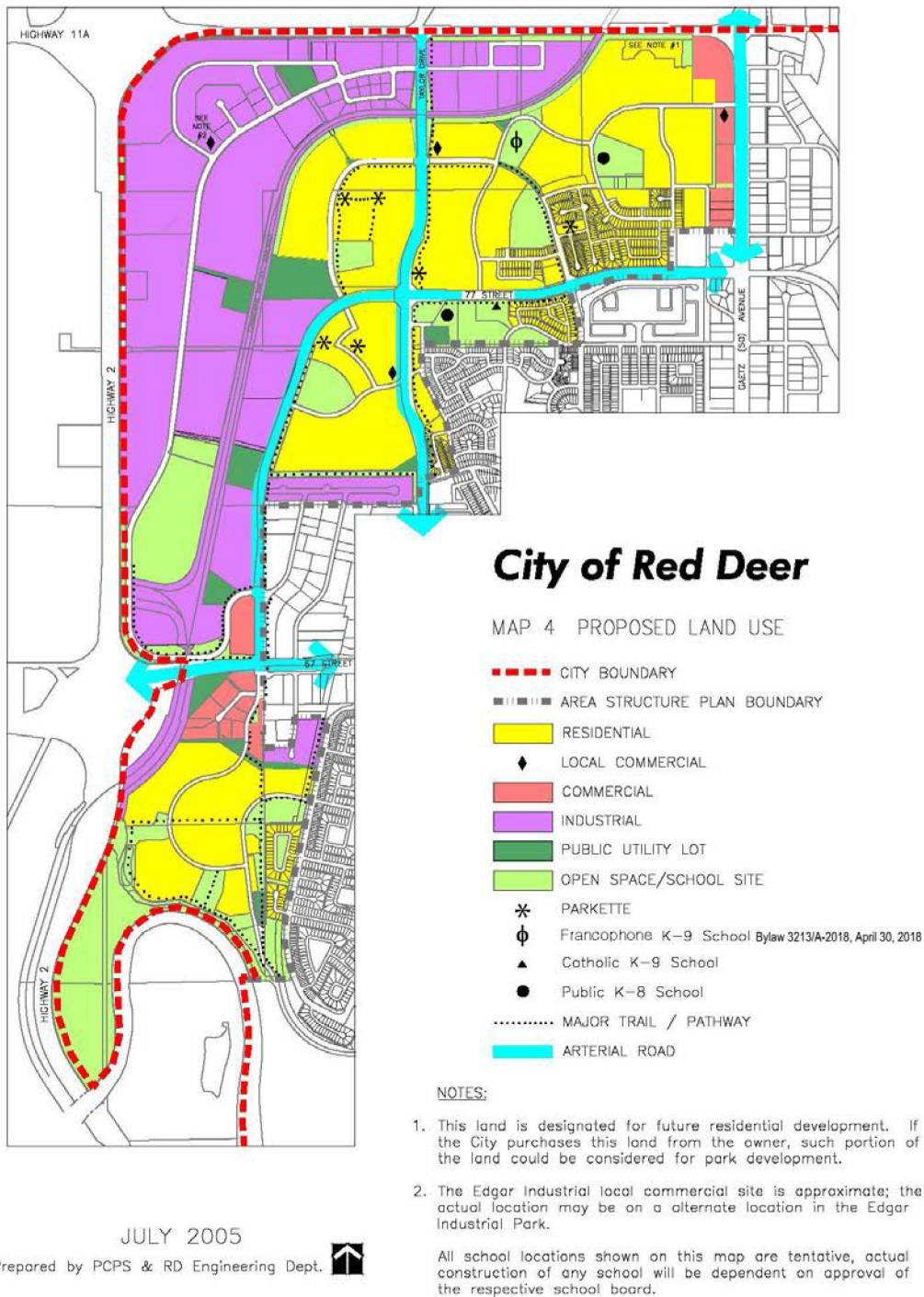


Schedule “A”

Proposed Amendment to Bylaw 3213/98

Map 4 – Proposed Land Use





**Note: Any reference to a specific school authority in this plan is only an indication of a school authority's site preference. The allocation of identified school sites will be determined by the Joint Use Committee. (Bylaw 3213/A-2021)**



**BYLAW NO. 3217/A-2023**

Being a Bylaw to amend Bylaw No. 3217/98, The City of Red Deer Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan

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

Bylaw No. 3217/98 is hereby amended as follows:

- 1. The "Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan" is deleted in its entirety and replaced with the "Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan" attached hereto as Schedule "A" and forming part of this Bylaw.

READ A FIRST TIME IN OPEN COUNCIL this	day of	2023.
READ A SECOND TIME IN OPEN COUNCIL this	day of	2023.
READ A THIRD TIME IN OPEN COUNCIL this	day of	2023.
AND SIGNED BY THE MAYOR AND CITY CLERK this	day of	2023.

\_\_\_\_\_  
MAYOR

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



Schedule “A”

Proposed Amendment to Bylaw 3217/98

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan



# **KENTWOOD NORTHEAST**

## **(KINGSGATE)**

### **NEIGHBOURHOOD AREA STRUCTURE PLAN**

**Prepared for**

**Laebon Developments Ltd.**  
**and**  
**Quantum IV Developments Inc.**

**Adopted as a bylaw September 1998**  
**Amended August 2003**  
**Amended August 2004**  
**Amended July 2005**  
**Amended September 2005**  
**Amended March 2021**  
**Amended xxxx, 2023 (Bylaw 3217/A-2023)**



## Table of Contents

1.0	Introduction	
1.1	Location and Ownership	1
1.2	Ownership - 2022	1
2.0	Site Characteristics	
2.1	Existing Land Use	5
2.2	Natural Features	5
2.3	Servicing	8
2.4	Access	8
2.5	Emergency Services	9
2.6	Environmental Assessment	9
2.7	Noise Recommendations	9
3.0	Development Concept	
3.1	Land Use Distribution	12
3.2	Residential	12
3.3	Commercial	12
3.4	Density	12
3.5	Open Space	13
3.6	Social Facilities	15
3.7	Transportation	15
4.0	Municipal Servicing	
4.1	Water Mains	18
4.2	Sanitary Sewer	18
4.3	Storm Sewer	18
4.4	Power, Telephone and Cable Vision	19
4.5	Natural Gas	20
5.0	Staging of Development	25



**LIST OF FIGURES**

Figure 1	Location Plan
Figure 2	Ownership (2022)
Figure 3	Natural Features
Figure 4	Land Use Distribution
Figure 5	Water Distribution
Figure 6	Sanitary Sewers
Figure 7	Storm Sewers
Figure 8	Overland Drainage
Figure 9	Phasing
Figure 10	Pedestrian Circulation

**LIST OF TABLES**

Table 1	Neighbourhood Area Structure Plan Statistics
Table 2	Dwelling Units and Density

**LIST OF APPENDICES**

Appendix A	North Kentwood Natural (Ecospace) Area
Appendix B	Park/School Site Development Concept



## **1. INTRODUCTION**

This Neighbourhood Area Structure Plan was originally prepared in September of 1998 on behalf of Laebon Developments Ltd. and Quantum IV Developments Inc. in accordance with the City of Red Deer's 1996 Planning and Subdivision guidelines and as a precondition for redesignation and subdivision.

In June 2003 it was revised to change road patterns on the lands owned by 957292 Alberta Ltd. (Laebon), to add a small piece of land to the west of the subject site and to indicate utilities installed up to that date. The January 2002 version of the City of Red Deer Planning and Subdivision guidelines was applied to the update.

In 2023, an amendment was completed to introduce a multi-family site and update the status of a wetland, both shown in the northeast corner of the Plan area. The multi-family site is in a portion of undeveloped land that was previously identified as commercial. The entirety of the wetland has had compensation paid for it by the City to the Province to accommodate the Highway 11A road widening.

### **1.1 Location**

The land is generally located west of Gaetz Avenue, south of Highway 11A, southeast of the Canadian Pacific Railway and north of the existing Kentwood subdivision (as shown on Figure 1).

### **1.2 Ownership - 2022**

The majority of the Plan area has been developed as of 2022. As shown on Figure 2, one parcel in the northeast is currently undeveloped and owned by Kingswood Crossing (Alberta) Inc.

The plan area is 47.35 ha (117.0 ac) .

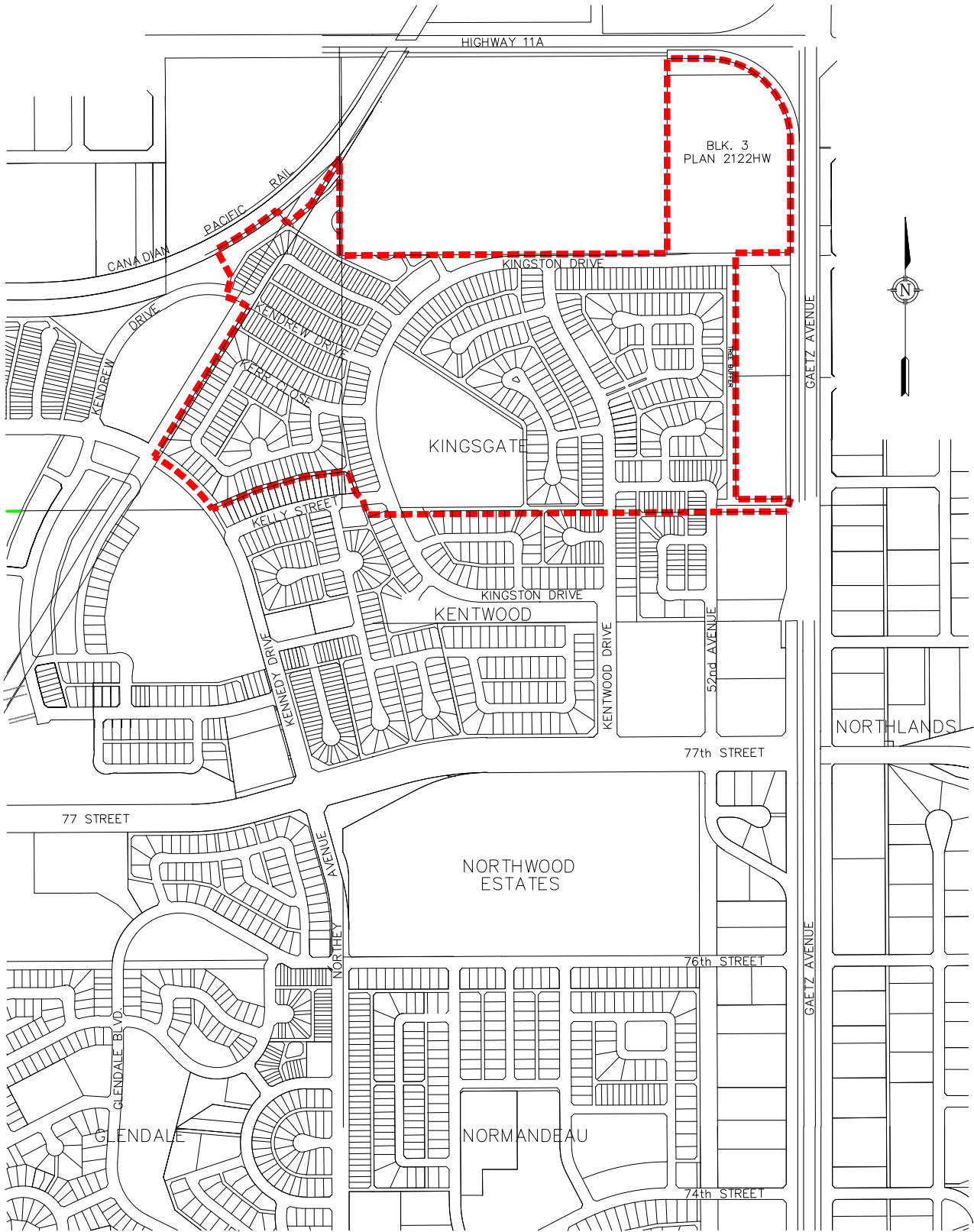
- Developed Area: 40.96 ha (101.2 ac), owned by various private entities
- Undeveloped Area: 6.39 ha (15.8 ac), owned by Kingswood Crossing (Alberta) Inc.



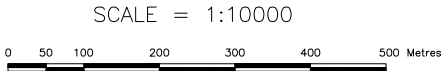
**Table 1: Plan Statistics**

	<b>Ha</b>	<b>% NDA</b>
<b>Gross Plan Area</b>	<b>47.35</b>	<b>100.0%</b>
Residential	23.03	48.6%
R1	10.20	21.5%
R1N	7.70	16.2%
R1A	3.35	7.1%
R2	0.08	0.2%
R3	1.70	3.6%
Commercial	4.68	9.9%
Church	0.41	0.9%
Social Care	0.12	0.2%
Open Space	7.45	15.7%
Transportation	11.66	24.7%
<b>Total</b>	<b>47.35</b>	<b>100.0%</b>





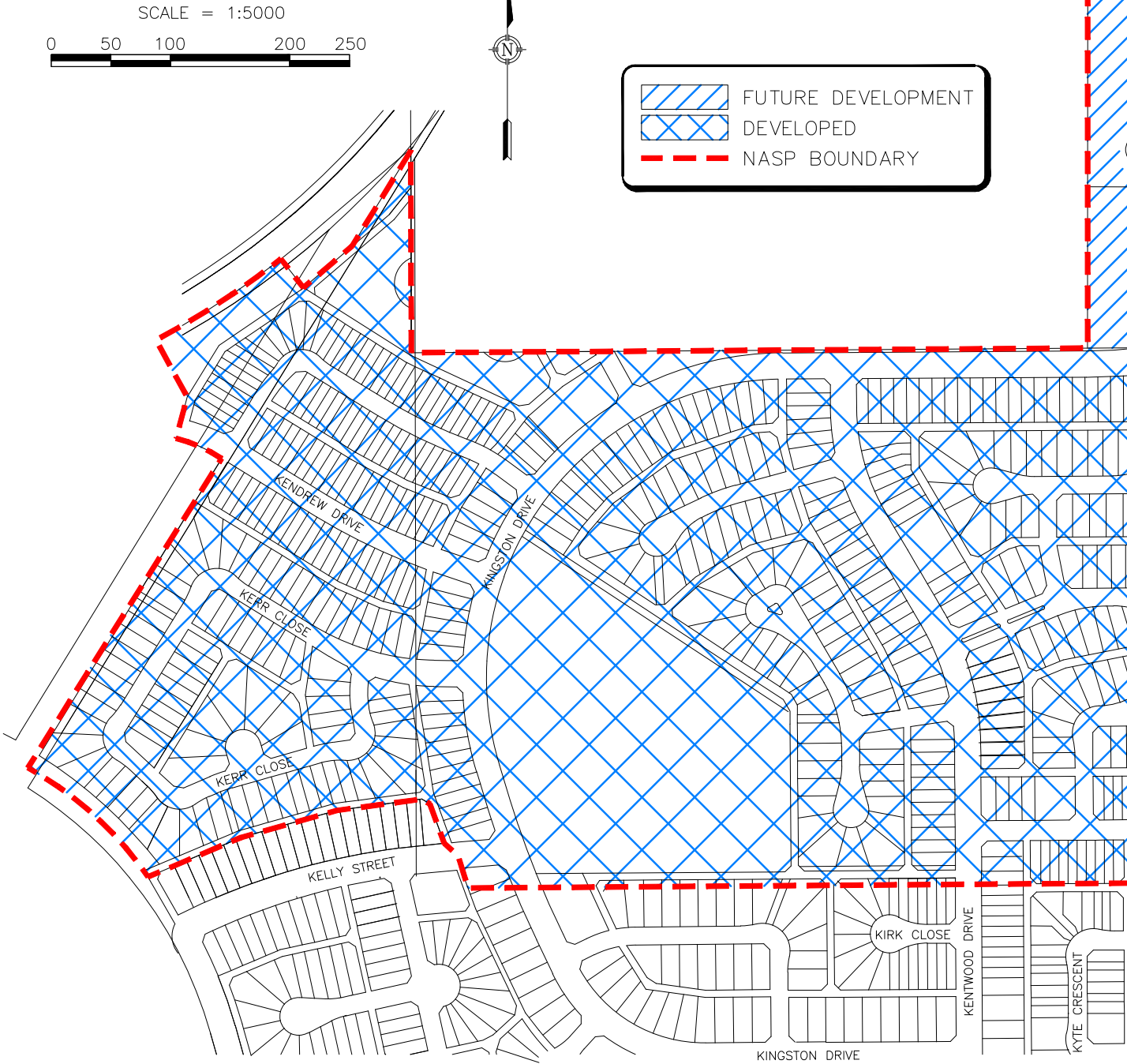
KENTWOOD NORTHEAST (KINGSGATE)  
FIGURE 1: LOCATION





KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 2: OWNERSHIP (2022)





## 2.0 SITE CHARACTERISTICS

### 2.1 Existing Land Use

At the time of plan adoption, the Plan area was designated A-1, Future Urban Development District under the City of Red Deer Land Use Bylaw 3156/96. The general purpose of this district was to ensure that development on lands required for future urban development is restricted to ensure that future development may proceed in an orderly and well-planned fashion, in keeping with the intent of the Municipal Development Plan”.

The Plan area is situated within the boundary of, and is consistent with the objectives of the Northwest Area Structure Plan.

Redesignation to appropriate residential and commercial land use districts will be required before development can occur.

### 2.2 Natural Features

This Neighbourhood Area Structure Plan encompasses lands which are generally flat with elevations ranging from a high point of 881 meters on the west portion to a low point of 874 meters on the east portion (see Figure 3). The Plan area is presently a mixture of cultivated land, tree covered areas and wetlands.

The City of Red Deer’s Ecological Profile of the North Kentwood Natural Area identified five zones within the Neighbourhood Area Structure Plan area (Appendix A), and provided priority rankings for each zone, for the preservation of natural areas (A is top priority, C is low priority).

**Zone 6 (old drive-in site) – Priority A – Recommendation R1.** The area is covered by a sporadic growth of poplars intermixed with willows which also line the eastern part of the section. The area is characterized by diverse vegetative growth and is populated by a wide variety of birds. The profile encourages the preservation of as much of the natural habitat as possible.

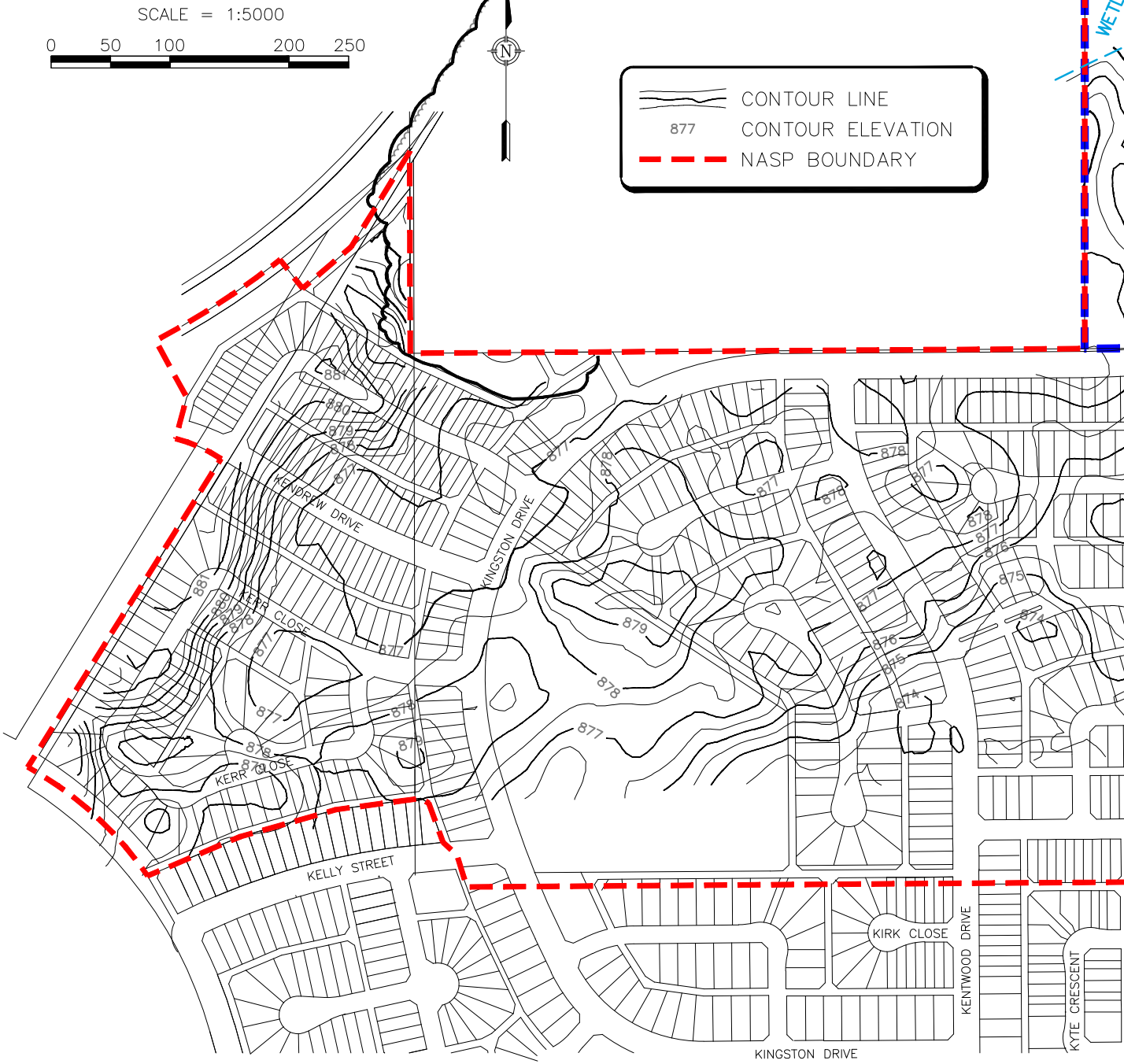
Wetland areas may be removed or modified for stormwater for this area. The City paid compensation for this wetland during the road widening of Highway 11A.

City Parks department staff would like an opportunity to remove orchids from the site prior to development if the Owner has no plans to preserve them or relocate or use these plants.



KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 3: NATURAL FEATURES





**Zone 7 – Priority A – Recommendation R2.** A large mature northwest poplar wind break lines the north boundary of a commercial sales lot at the north end of Zone 7. The western edge of the commercial lot is lined with Manitoba maple, aspen, balsam and willow. A stand of mixed poplar trees runs north and south connecting Zones 6 and 7 along the boundary between the commercial lots on the west side of Gaetz Avenue and the Neighbourhood Area Structure Plan area. The profile encourages preservation of mature poplar tree stands running east and west located at the north and south ends of Zone 7. The ecological profile recommends retaining the tree stands in their entirety for use as entrance features at the collector road accesses into the neighbourhood.

The Kingston Drive/Gaetz Avenue intersection requires that additional lands be obtained from third party landowners. The City of Red Deer has developed a roadway concept for this intersection. Only those trees which need to be removed to accommodate construction of the roadway will be cleared.

Much of the poplar wind break identified along the west edge of the existing commercial area lies in a buffer area identified in the Neighbourhood Area Structure Plan. Only the portion of that site at the south end of the buffer (east of the proposed worship space site and within the worship space site) has been deemed possible to preserve of.

**Zone 8 – Priority B – Recommendation R3.** This area is primarily made up of a large tree stand surrounded by a cultivated field. The north and west sides of the zone contain many aspen, poplar and various willow species, while the east side consists of mixed poplars and a few spruce trees. The profile recommends that the southeast portion of the poplar trees be incorporated into residential housing where possible. The north side of the zone extends into properties outside of the boundaries of the Neighbourhood Area Structure Plan area. As of January 2003, these tree stands had been eliminated by site grading of the plan area.

**Zone 12 – Priority A – Recommendation R4.** A small band of poplar trees on the south portion of the area should be dedicated as a walkway lot and municipal reserve.

This zone lies on the south edge of the proposed park/school site and it is feasible to retain a portion of the stand during development of the park/school site. Where the zone extends eastward from the school site along the rear of proposed residential lots, a four (4) metre wide municipal reserve is provided for. It is understood the services for the proposed



residential lots will be extended from the south side to the north side of the four metre treed municipal reserve. The services will be extended through the four metre strip by clearing only those trees which must be cleared to facilitate the lot servicing.

**Southeast Wetland – Priority B – Recommendation R5.** The area contains a dugout and drainage channel surrounded by semi aquatic grasses and a number of good quality willows and is part of a habitat area that was removed in 1997. The profile encourages preservation of this area and incorporation into future development as a linear drainage channel and passive walking area or incorporation into a future buffer.

Preliminary site grading in 2001 eliminated much of the wetland.

### **2.3 Servicing**

Existing municipal water, sewer and storm sewer facilities are in place on three sides of the Neighbourhood Area Structure plan area. Water mains, sanitary sewer trunks and mains and storm sewer trunks and mains will be extended through the Neighbourhood Area Structure plan area to enable servicing of properties to the north which are not part of this Neighbourhood Area Structure Plan. The municipal services will be constructed of such size and capacity to ensure that existing facilities which are located at the boundaries of the Neighbourhood Area Structure Plan are fully utilized.

It is the intent of the Owners of the Neighbourhood Area Structure Plan properties to maximize the potential for future development of properties outside the plan area by constructing water, sanitary sewer and storm sewer trunks and mains which can provide service to properties beyond their own.

The site can be serviced with municipal water, sanitary sewer and storm water utilities. An engineering study, required to establish the details of servicing, has been completed and supplied to the City of Red Deer, Engineering Department under separate cover.

### **2.4 Access**

The plan area can be accessed via Kingston Drive in the west and Kentwood Drive in the southeast.



## **2.5 Emergency Services**

The Neighbourhood Area Structure Plan area currently has an estimated Emergency Services response time of greater than six and one half (6.5) minutes.

## **2.6 Environmental Assessment**

A level 1 Environmental Assessment has been completed by UMA Engineering and submitted to the City of Red Deer under separate cover. The environment site assessment revealed no significant sources of contamination of the subject property.

Based on the proximity to the industrial/commercial uses to the east, the report encourages further investigation to monitor the impact of nearby commercial land uses and to study the migration of potential contaminants from nearby quarter sections. Monitoring of the areas adjacent to commercial subdivisions where contaminants could originate will continue as development proceeds and encroaches on those areas.

## **2.7 Noise Recommendations**

In 1999, the City of Red Deer undertook a study of noise levels in the Kentwood area. The study concluded that lands adjacent to the rail track and adjacent to the Edgar Industrial Area exceeded 60 dBA, which is the level deemed by the City of Red Deer to be the maximum acceptable. As a result of the report, the City and Neighbourhood Area Structure Plan landowners agreed to the following strategies to mitigate the effect of the noise on homeowners.

### **2.7.1 Barrier Height**

The berm adjacent to the rail line is required to be a minimum of four metres high. Further, there is to be two metre high noise attenuation fence constructed on top of the berm. The berm will be landscaped to standards set by the City of Red Deer.

### **2.7.2 Barrier Block Construction Techniques**

All homes adjacent to the rail are to incorporate barrier block construction techniques to mitigate against noise effects.

#### **2.7.2.1 Construction Details**

All homes adjacent to the rail line are to incorporate the following construction aspects:

- 2 x 6 walls
- R24 insulation
- Double glazed windows



**2.7.2.2 Home Design Considerations**

The report suggests that in the first row of homes adjacent to the rail line, that noise sensitive rooms such as bedrooms could be located on the side of the home furthest from the rail line/industrial areas. This is not a requirement; it is only a suggestion.

**2.7.2.3 Construction Initiatives**

The reports author offers a number of other ideas that might be incorporated into home construction. He suggests central air conditioning might eliminate the need to open windows. Another is reducing the height of buildings, as bungalows will be better sheltered behind the berm.



KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 4: LAND USE

SCALE = 1:5000

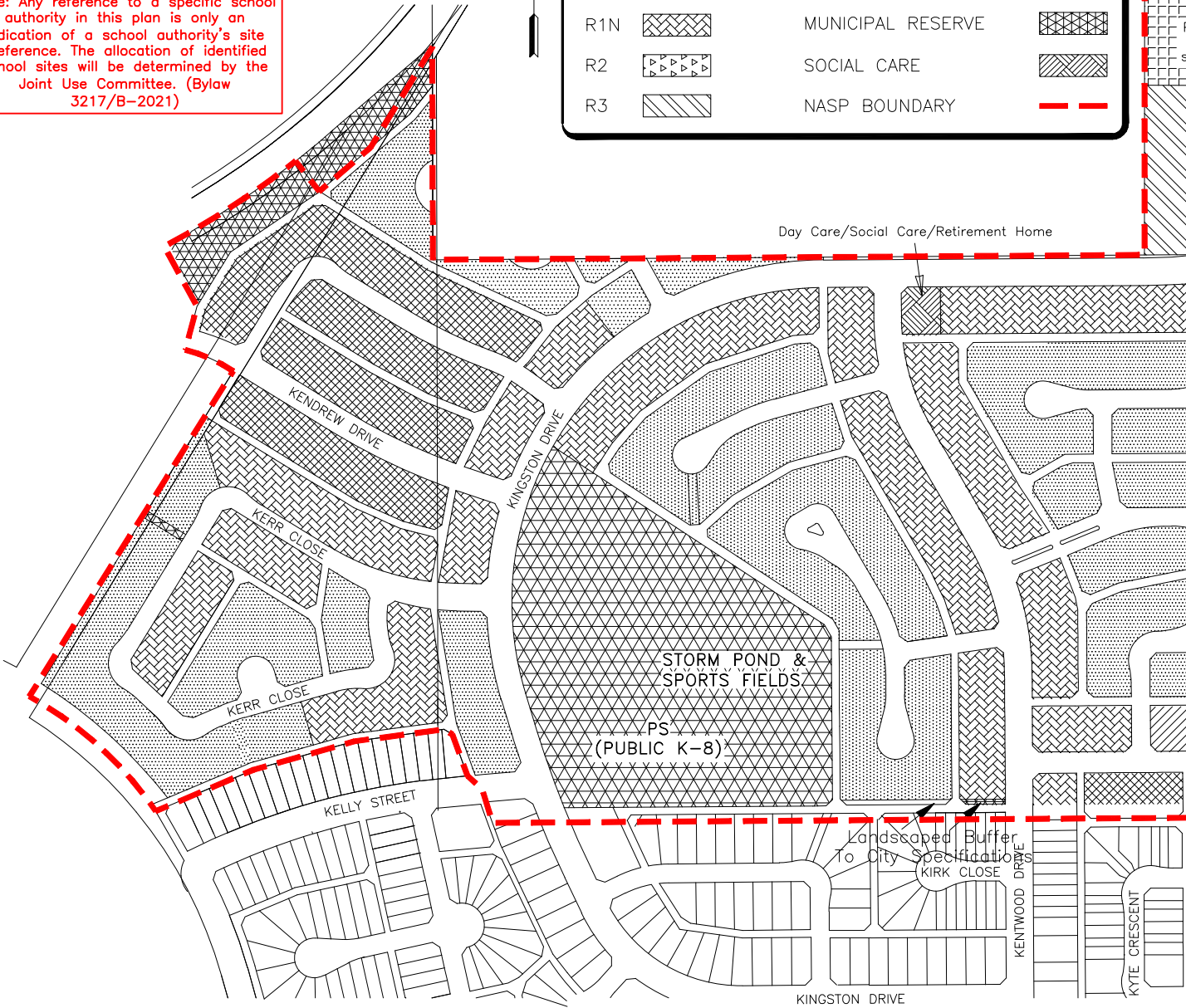


Note: Any reference to a specific school authority in this plan is only an indication of a school authority's site preference. The allocation of identified school sites will be determined by the Joint Use Committee. (Bylaw 3217/B-2021)



LAND USE LEGEND

R1		PLACE OF WORSHIP	
R1A		COMMERCIAL	
R1N		MUNICIPAL RESERVE	
R2		SOCIAL CARE	
R3		NASP BOUNDARY	





### **3.0 Development Concept**

The proposed Neighbourhood Area Structure Plan incorporates policies contained in the Northwest Area Structure Plan and other City of Red Deer guidelines and policy documents.

#### **3.1 Land Distribution**

The land use and development concept proposed for the Neighbourhood Area Structure Plan area is shown on Figure 4. The majority of the plan area is proposed for single family residential with some semi-detached development. The northeast portion of the plan area proposes commercial and multi-family uses. The proposed land use distribution is shown in Table 1.

#### **3.2 Residential**

The residential areas will consist mainly of R1 and R1N single detached dwellings with some areas zoned R1A which will accommodate semi-detached dwellings. There is a small area in the southeast corner which abuts an existing R2 townhouse community that will accommodate a few townhouse units. A R3 site will also be included in the northeast, adjacent to the commercial site.

#### **3.3 Commercial**

A 4.68 ha (11.6 ac) area in the northeast portion of the plan area is proposed for C2A - Commercial (Regional Shopping Centre) District zoning. Development of the commercial property shall be complimentary to the residential development to the west. Uses such as nightclubs and licensed lounges, other than those ancillary to restaurants, which may have a detrimental noise impact, will not be allowed.

Landscaping and/or screening shall be used to enhance the visual appearance of the commercial development, as viewed from other areas. Landscaping and/or screening will also be used to control the noise impact of commercial development on the residential development.

#### **3.4 Density**

Including all the lots developed since this plan was adopted in September 1998, and assuming the undeveloped areas are developed as per this plan, it is estimated that this Neighbourhood Area Structure Plan area will accommodate 155 single family R1 lots, 220 single family R1N lots, 140 semi-detached and 150 multi-family dwellings.

If the areas slated for use as day care, social care or retirement home site and place of worship are eventually used for development of housing (R1N or R1A), the population density in the area will increase. The commercial areas and lands



dedicated to the City of Red Deer as municipal reserve from neighboring developments have not been included in the density calculations. Density for the Kentwood Northeast will be 14.04 dwelling units per hectare.

**Table 2: Dwelling Units and Density**

Land Use	Units	Pop/Unit	Population
R1	155	3.5	543
R1N	220	3.5	770
R1A/R2	140	2.5	350
R3	150	1.5	225
<b>Total</b>	<b>665</b>		<b>1888</b>
<b>Persons/ha</b>			<b>39.86</b>
<b>Units/ha</b>			<b>14.04</b>

### 3.5 Open Space

The proposed park and open space system includes a neighbourhood park/school site, walkway, a separate municipal reserve parcel and a buffer area. A total of 15.7% of the plan area will be dedicated to municipal reserve.

#### 3.5.1 Neighbourhood Park/School Site

A neighbourhood park/school site is proposed in the central area of the Neighbourhood Area Structure Plan area to accommodate a school and related playground facilities as identified in the Northwest Area Structure plan. The overall site is proposed to be 5.42 ha (13.4 ac).

A development concept of the park/school site has been prepared by the City of Red Deer and has been provided as Appendix B. An integral part of the development concept is the storm water detention pond which will encompass the sports fields planned for the park (in particular the ball diamond and soccer pitch).

The school site will be zoned PS (public service). While the maps indicate that it will be a public K-8 (kindergarten to grade 8) school, it may be any combination of grades between kindergarten and grade 8.

Any reference to a specific school authority in this plan is only an indication of a school authority's site preference. The allocation of identified school sites will be determined by the Joint Use Committee. (Bylaw 3217/B-2021)



### **3.5.2 Municipal Reserve Parcels**

There are a number of municipal reserve parcels throughout the Neighbourhood Area Structure Plan area.

#### **3.5.2.1 Link from neighbourhood park/school site to the east**

A ten metre wide walkway 0.04 ha (0.1 ac) extending easterly from the school site to the residential area is proposed to connect the school site to the residential development. It will include a 1.5 metre walking trail.

#### **3.5.2.2 Link from Kerr Close to the West**

There is a six metre wide link between the west side of Kerr Close and the neighbourhood park/school site to the west. The area of this link is 0.02 ha (0.05 ac). The M-R strip will be landscaped to ensure access from the residential areas to the park.

#### **3.5.2.3 Railway Area**

A total of 0.41 ha (1.0 ac) of municipal reserve will be incorporated into the berm separating residential development from the Canadian Pacific Railway.

#### **3.5.2.4 East Boundary of Residential Area**

The total area of this reserve parcel will be 0.75 hectares (1.9 ac). The residential areas on the east edge of the property abut commercial lots fronting Gaetz Avenue. They will be separated by a ten metre wide municipal reserve. A treed berm will be constructed on the reserve. The berm will extend south from the south side of the future location of Kingston Drive to the north end of the proposed place of worship site. There are some trees on the place of worship site, and they will be left by the developer. This reserve will include a segment which will extend from 52 Street to the Gaetz Avenue Service Road which will be left in its present state.

#### **3.5.2.5 South Boundary of Residential Area**

An MR parcel of 0.05 ha (0.1 ac) will be created to link the neighbourhood park/school site to Kentwood Drive. This parcel will be four metres wide, and will be left as natural as possible. Utilities will have to be constructed through the area.



### **3.5.3 Wetlands**

The wetland area in the northwest corner of the Kingswood Crossing (Alberta) Inc. parcel will be impacted or removed by the Highway 11A road widening. Compensation has been paid by the City of Red Deer for this wetland.

## **3.6 Social Facilities**

In accordance with the City of Red Deer's planning and subdivision guidelines, a site has been provided which is suitable for either a day care, social care residence or a retirement home, as well as a site for a place of worship.

### **3.6.1 Day Care/Social Care or Retirement Home Facility**

The 0.12 ha (0.3 ac) site provided in the plan area is adjacent to an intersection of two collector roadways and is approximately 400 metres from the designated school site. Should a day care, social care facility or retirement home not be constructed, the site will be suitable for R1N zoning (single family dwellings).

### **3.6.2 Place of Worship Site**

The 0.41 hectare (1.0 acre) designated place of worship site is at the south east corner of the site, between 52 Avenue and Kentwood Drive. If the site is not required for a place of worship it is suitable for R1A (duplex) zoning.

## **3.7 Transportation**

### **3.7.1 Collector Roadways**

The Neighbourhood Area Structure Plan contains collector roadways aligned in accordance with the Northwest Area Structure Plan.

The plan continues the collector roadway concept contained in the Kentwood West Neighbourhood Area Structure Plan and existing subdivisions to the south. There are three collector roads in the plan area.

#### **3.7.1.1 Kingston Drive**

The main collector roadway is a continuation of the existing Kingston Drive and is proposed to circle through the area from Kelly Street to a proposed intersection at Gaetz Avenue at the northeast corner of the plan area.



To complete the connection of the Neighbourhood Area Structure Plan to Gaetz Avenue in the north east corner of the proposed development, Kingston Drive will be constructed on lands which are not presently owned or controlled by either of the owners of the lands which are the subject of this plan. In order for this plan to be effectively implemented, land required to complete the connection of Kingston Drive to Gaetz Avenue must be obtained by the Owners of the plan lands. The City of Red Deer will assist Laebon Developments Ltd. and Quantum IV Developments Inc to obtain the lands owned by others under terms that are timely, fair and equitable.

Access type, number of accesses and access spacing will be determined in consultation with Engineering Services during the update of the Servicing Study.

#### **3.7.1.2 Kentwood Drive**

Kentwood Drive presently terminates at the south side of the Plan area. It will be extended north through the plan area to connect with the future extension of Kingston Drive.

#### **3.7.1.3 Kendrew Drive**

Kendrew Drive extends west from Kingston Drive to residential development to the west.

### **3.7.2 Transit Stopping Zones**

Where transit stopping zones are required along collector roads, efforts will be made by the developers to orient corner lots so that stopping zones will be provided at the side of the lots rather than at the front.

### **3.7.3 Local roadways**

The system of local roadways provides access to individual lots throughout the plan area. Detailed drawings indicating road widths will be prepared and submitted to the City of Red Deer Engineering Services, prior to development.

### **3.7.4 Laneways**

The majority of lots within the plan area back onto lanes. A few lots with rear yards adjoining the boundary of the neighbourhood park/school site will not have lane access. Also, some lots which back onto the 4.0 metre treed walkway between the proposed residential development and the laneway in the existing Kentwood subdivision will have restricted lane access.



### **3.7.5 Pedestrian and Bicycle Circulation**

The sidewalks proposed to be developed within the road right of ways combined with the proposed reserve dedication will link the residential areas to the major park features proposed for the plan area and adjacent lands. There is potential for bicycle-pedestrian pathways through the park/school site.

The proposed location for the bicycle-pedestrian pathway is shown on the development concept drawing for the park/school site, prepared by the City of Red Deer, and included as Appendix A.

An additional Municipal Reserve parcel will ensure access from Kerr Close to the park area/school site to the west.

Within the right-of-way of Kingston Drive, adjacent to the west boundary of the park/school site a 1.5 metre wide bicycle path/walkway will provide pedestrian access to lands north of the plan area.



## **4.0 Municipal Servicing**

The Kentwood Northeast Neighbourhood Area Structure Plan area is serviced from existing sanitary sewer and water mains located at the southern boundaries of the Kentwood East properties.

### **4.1 Water Mains**

The Kentwood Northeast Neighbourhood Area Structure Plan will be serviced by water from four locations. The existing 300 mm westerly main, located within the Kennedy Drive right-of-way has been extended along the west side of the site to service early phases of area. The existing 150 mm main located on the east side of Kentwood phase 5E will be extended to complete looping.

The existing 200 mm main located along the eastern boundary of the proposed storm dry pond will be extended. The existing 200 mm easterly service located on Kentwood Drive will be extended north.

The water distribution network will be designed to accommodate all future development areas in the Neighbourhood Area Structure Plan area and those areas which have not been included as part of this plan lying between Kentwood Northeast and Highway 11A which may be developed in the future. Looping of mains and cross connections to existing development areas will be completed as necessary to provide an efficient system with adequate fire flows. Figure 5 schematically shows the network of proposed water mains.

### **4.2 Sanitary Sewers**

The Kentwood Northeast Area Structure plan area will be serviced by sanitary sewer from three main locations. The westerly connection will be made to a 450 mm main in the Kennedy Drive right-of-way. Another connection to a 200 mm main located on the east side of Kentwood phase 5E will be completed to service phase one and two. The easterly connection will be to a 300 mm main located on Kentwood Drive. The sewer has the capacity to serve the entire catchment area. Figure 6 schematically shows the proposed routing of the sanitary sewer system.

All sanitary sewers will be seated and installed in a suitable bedding material in order to provide long terms stability to the pipe. Pipe type will be specified to prevent the ingress of ground water to the system.

### **4.3 Storm Sewer System**

#### **4.3.1 Minor System**

Run-off storms up to the one in five year event will be conveyed by gravity via a piped system to two connections to the existing system. The westerly



connection is a 1500 mm storm main located in the Kennedy Drive right-of-way and the easterly connection is a 1200 mm main in Kentwood Drive.

The commercial and multi-family site may require onsite stormwater storage. Additional consideration and details will be determined as part of the servicing study.

Figure 7 schematically shows the routing of the storm sewer system. Pipe sizes and materials will be designed in accordance with the City of Red Deer Design guidelines.

#### **4.3.2 Major System**

For storm events in excess of a one in five year event, roads and laneways will be designed to convey overland flows to storm water ponds located in the northwest and the south central part of the plan area.

Ponding of within roadways or lanes will be permitted in strict accordance with the City of Red Deer design guidelines. Area drainage and overland flow routes are indicated schematically on Figure 8.

#### **4.4 Power, Telephone and Cable Vision**

Red Deer Electric Light and Power, Telus and Shaw Cable advise that their networks have sufficient capacity, with some qualification regarding the sequencing of phasing, to fully develop the proposed Kentwood Northeast Neighbourhood Area Structure Plan development.

The City of Red Deer Electric Light and Power department has advised that two main utility lines will require underground alignments on the west side of Gaetz Avenue between 80<sup>th</sup> Street and Highway 11A. The utility lines will also require an alignment westward from Gaetz Avenue along a portion of Highway 11A. The underground alignments are required prior to the development of the commercial areas indicated as phase 5 of the plan.

A third main line will be required to service phases 4,5 and 6. This third main line will follow an alignment from 80<sup>th</sup> Avenue (at Gaetz Avenue) and along Kingston Drive. Expansion of the existing system will be required to complete the phase 1,2 and 3 development. This expansion will include switchgear alignments currently presumed to be required in the northwest and southwest corners of the park/school site and at Kingston Drive, adjacent to the west boundary of phase 5.

It is understood that any changes to the planned phasing of the development may require installation of temporary overhead lines to provide appropriate servicing levels.



Telus has advised that infrastructure for telephone service to the area presently exists on the east side of Gaetz Avenue. Therefore, extending service to the plan area will require extension of the existing infrastructure westward along alignments reserved for collector road right-of-way (ie. Kingston Drive at the north end and Kentwood Drive at the south end of the plan area). Should either of these proposed collector roads be re-aligned, easements will be required to complete the extension of service to the area.

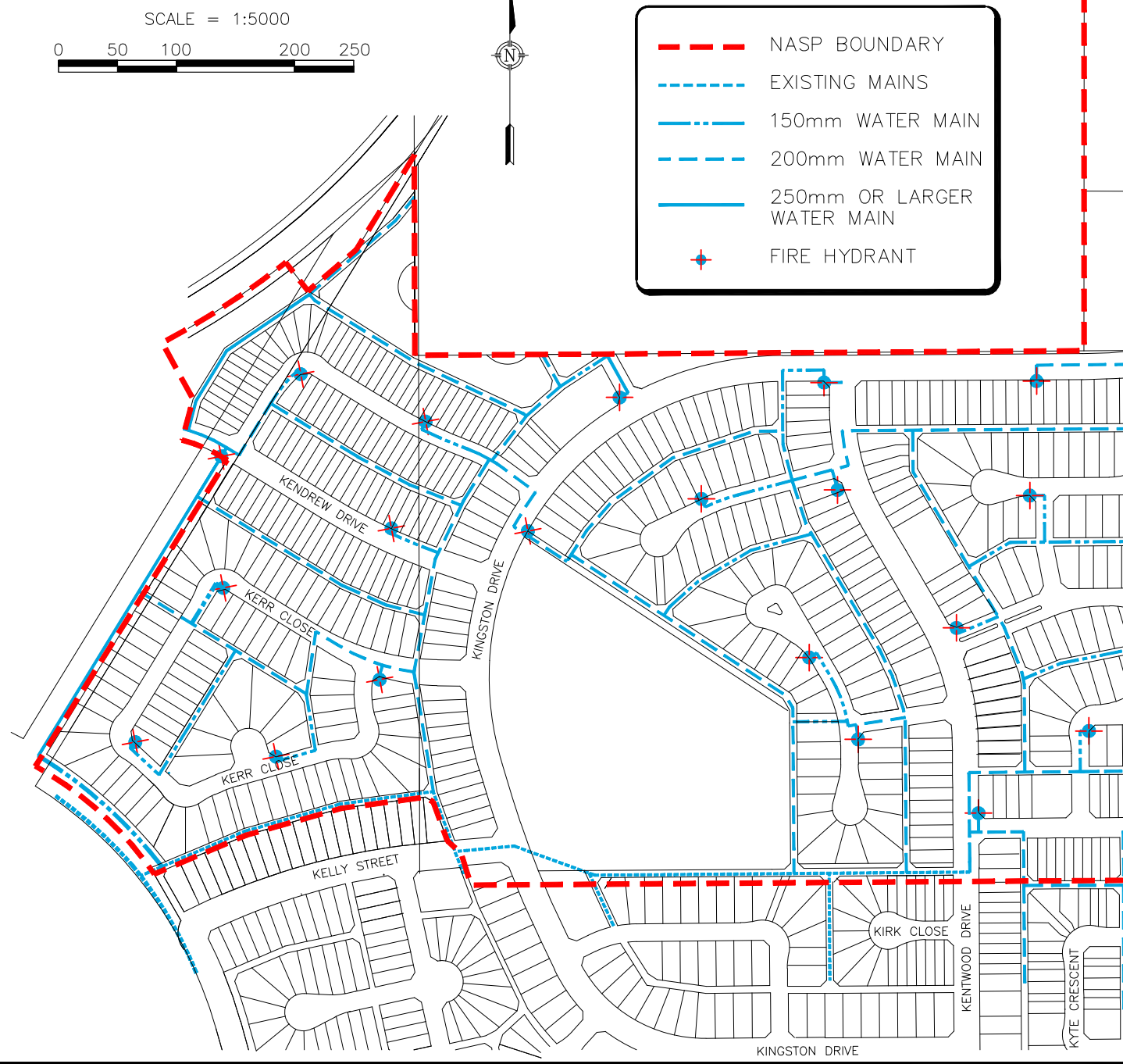
#### **4.5 Natural Gas**

Atco Gas advises that they will be able to service the proposed development by extending their existing distribution facilities.



KENTWOOD NORTHEAST (KINGSGATE)

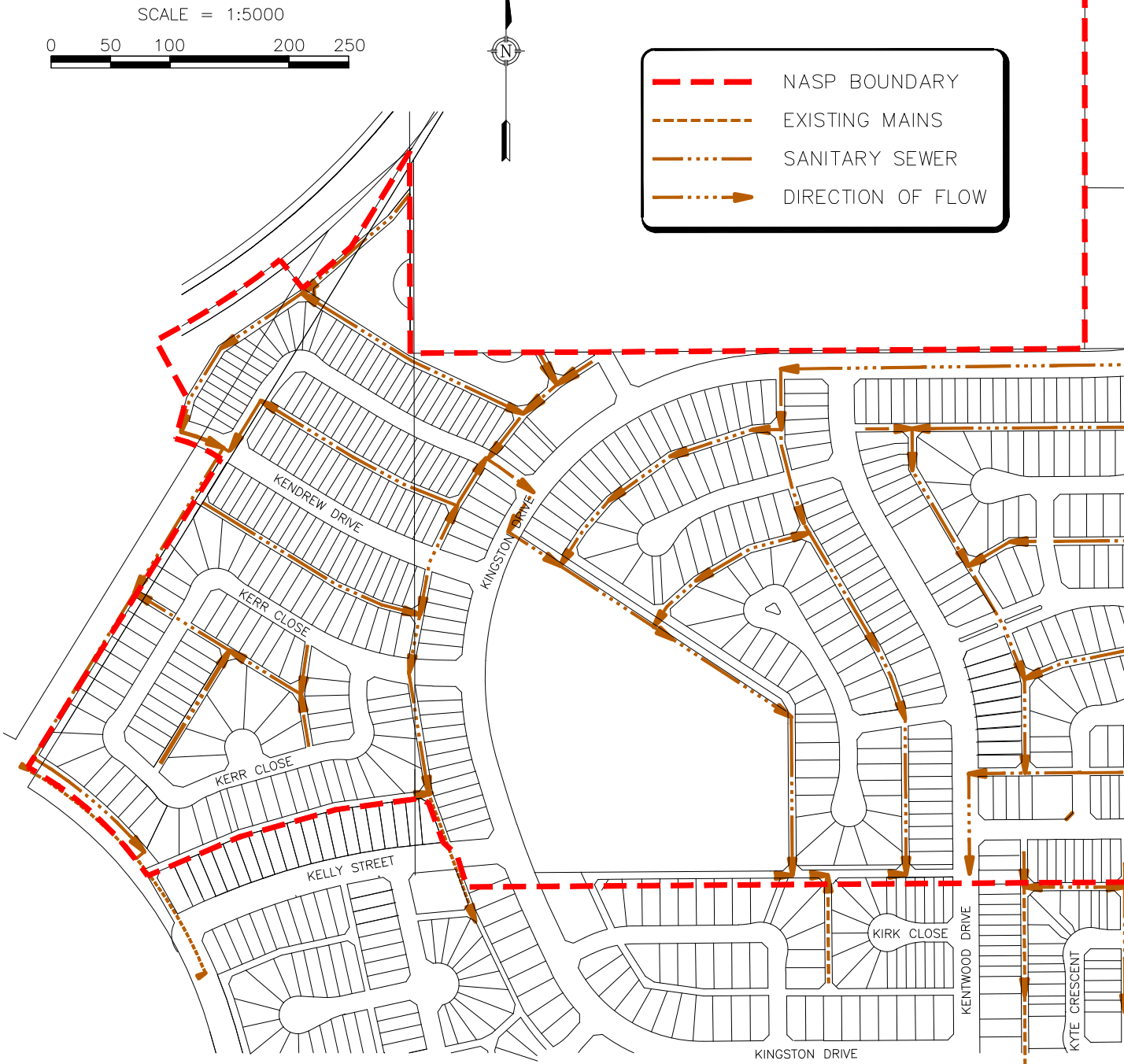
FIGURE 5: WATER DISTRIBUTION





KENTWOOD NORTHEAST (KINGSGATE)

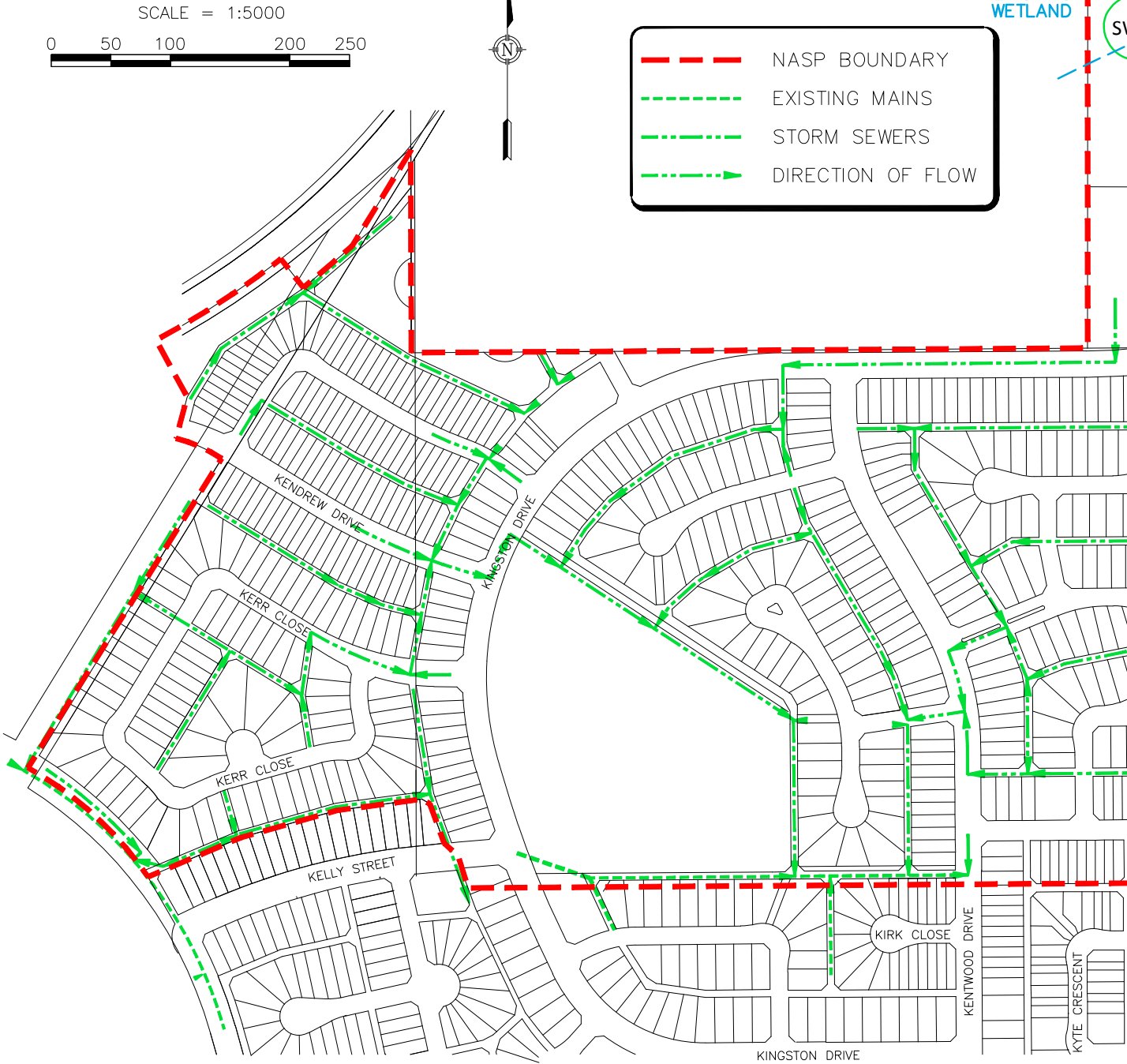
FIGURE 6: SANITARY SEWERS





KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 7: STORM SEWERS





KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 8: OVERLAND DRAINAGE



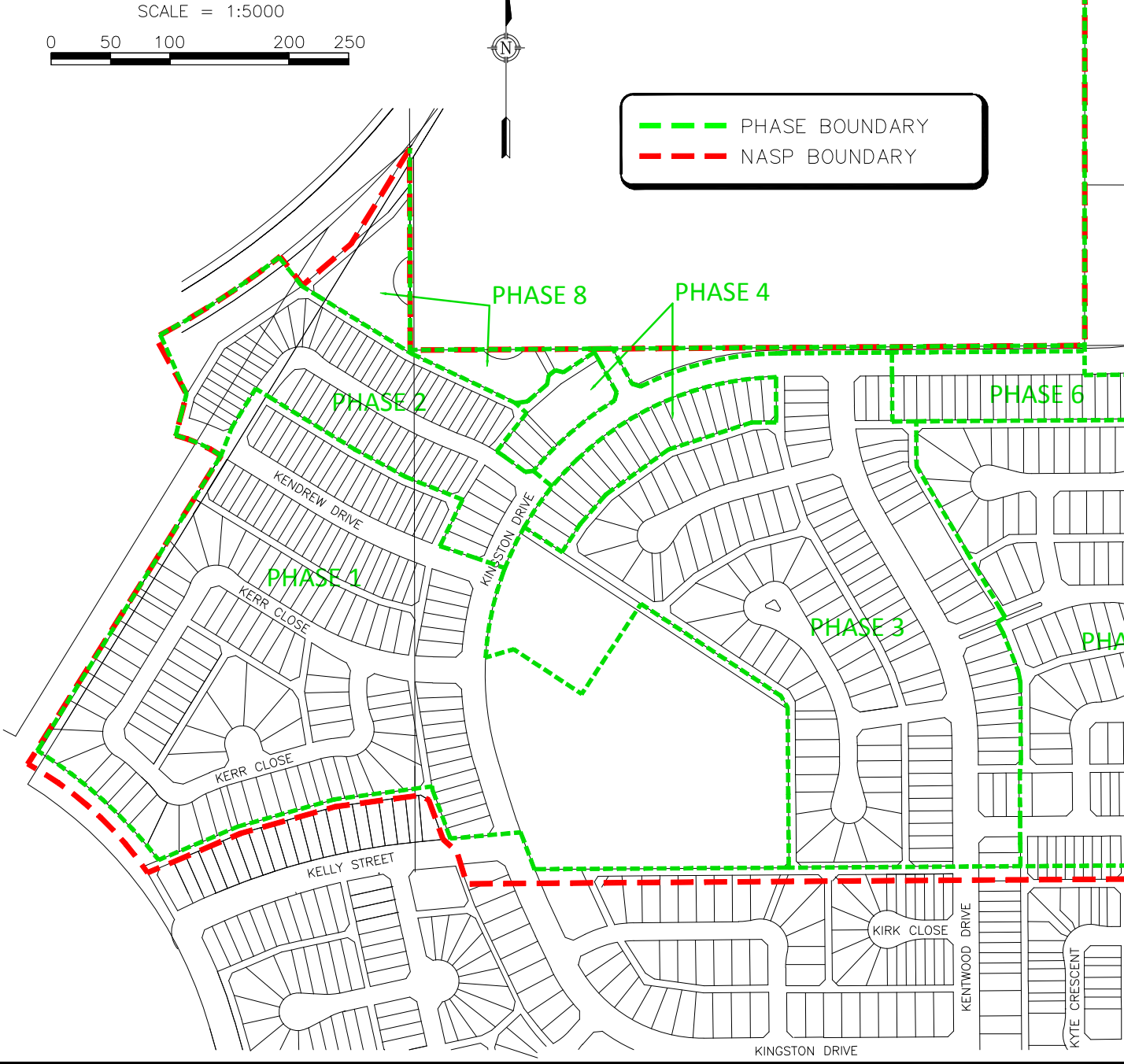


## **5.0 Staging and Development**

Figure 9 shows the proposed staging of development. The area labeled “Existing Development” has been serviced as of the end of 2022. The location of existing utilities dictates phases of development. Market conditions will influence the actual phasing of later developments.

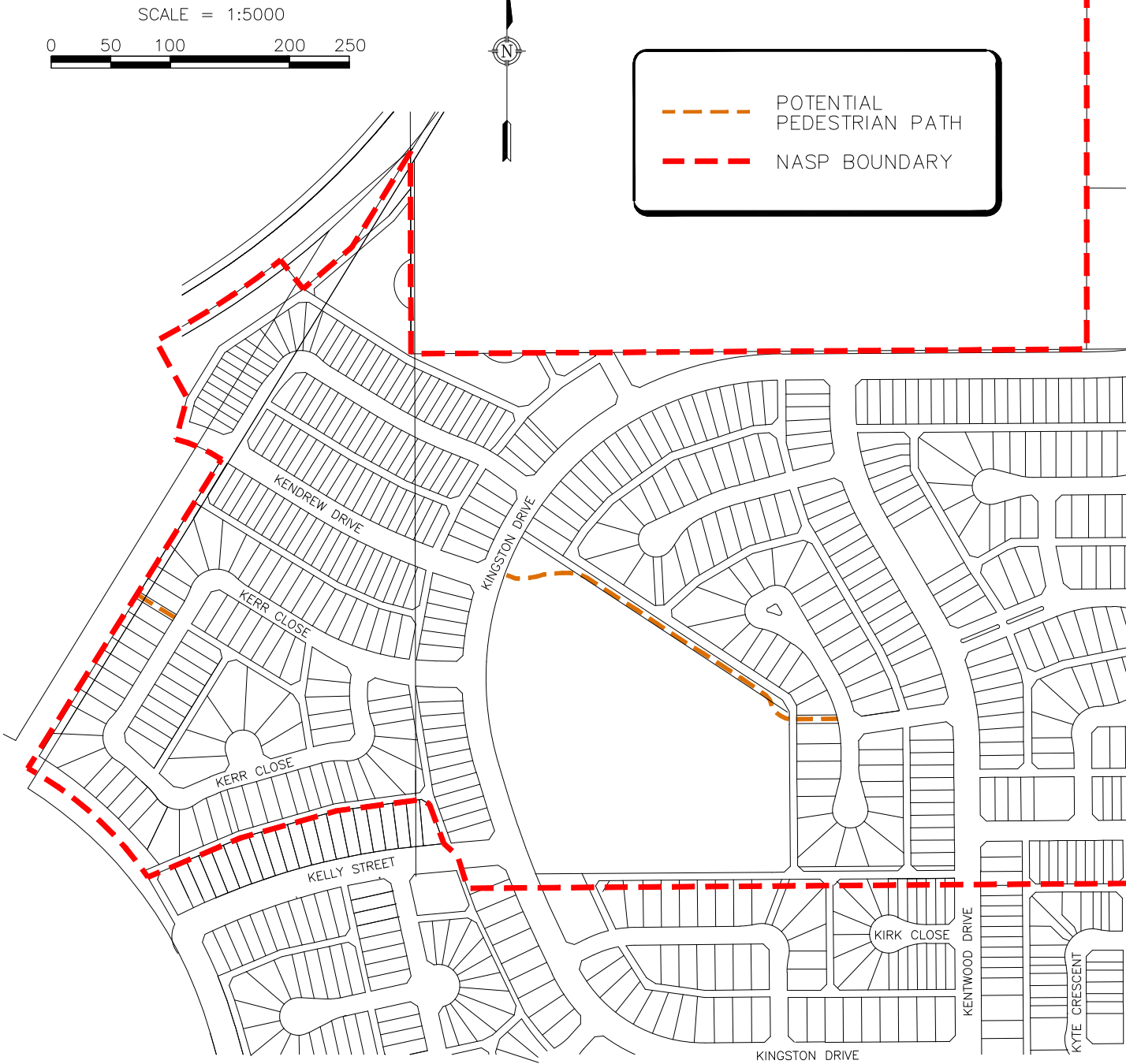


FIGURE 9: PHASING





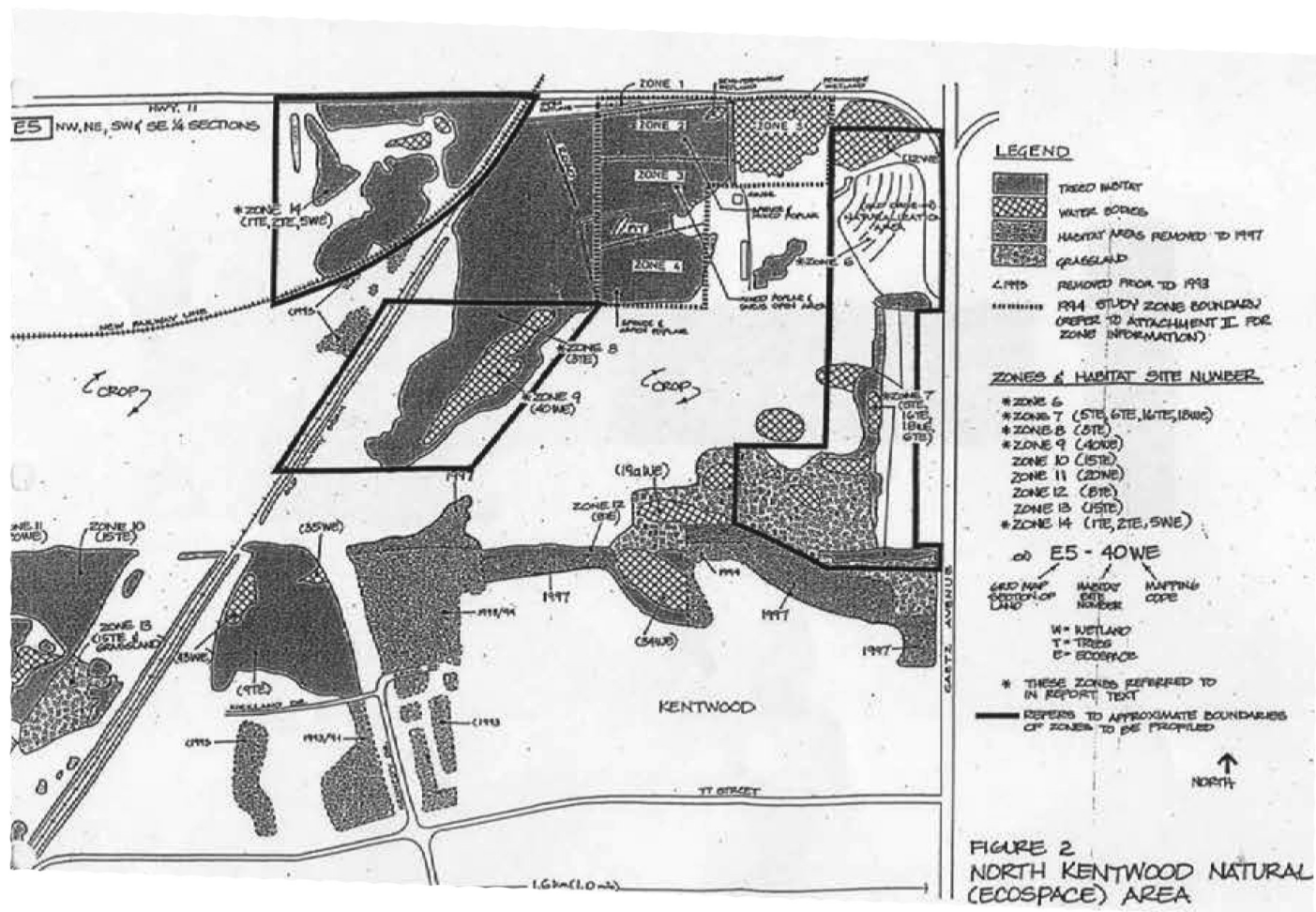
KENTWOOD NORTHEAST (KINGSGATE)  
FIGURE 10: PEDESTRIAN CIRCULATION



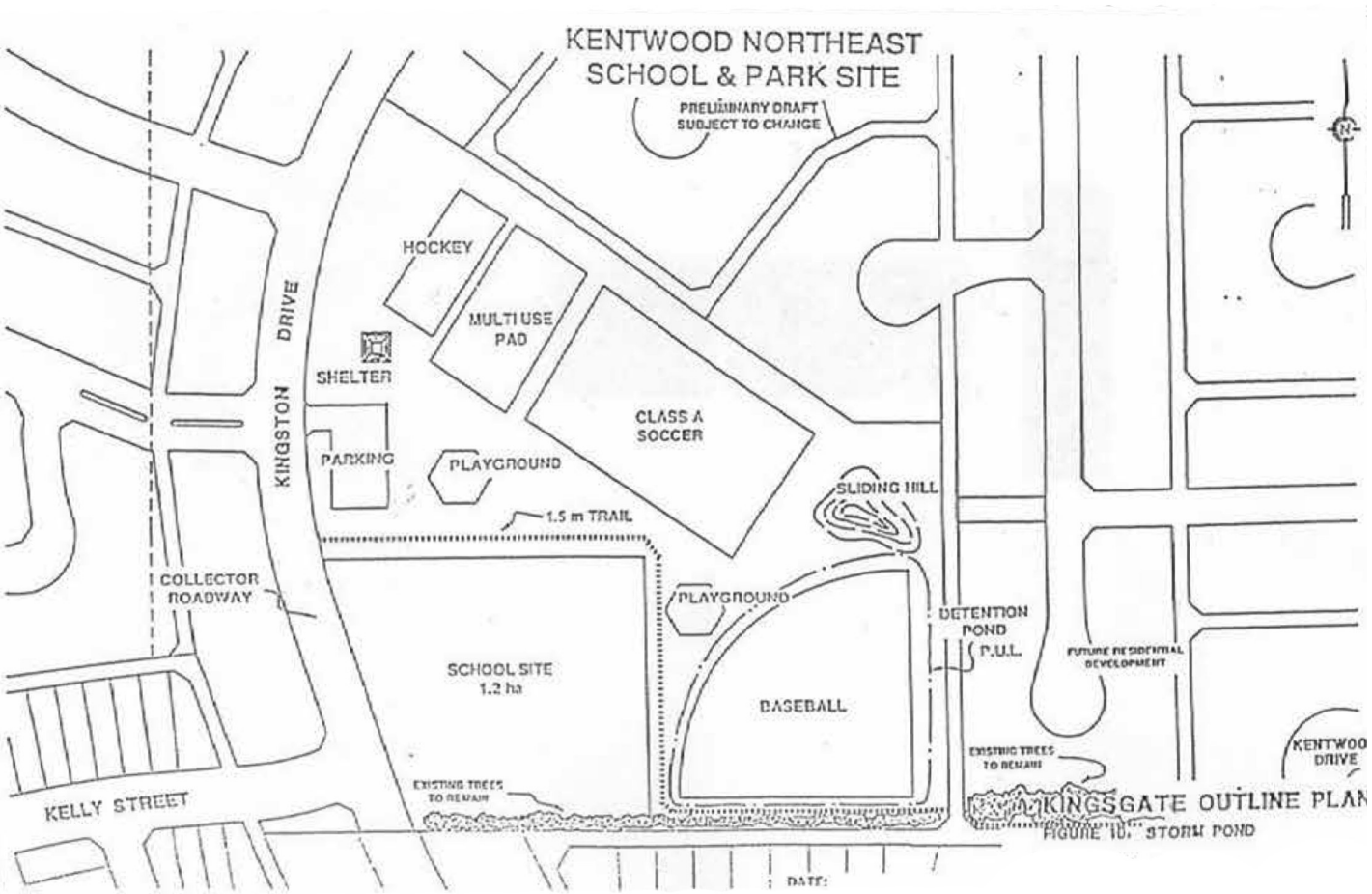


## **APPENDIX A**











## **APPENDIX B**



