



# **CITY COUNCIL**

## **AGENDA**

Monday, June 1, 2020 – Council Chambers, City Hall

Call to Order: 1:30 PM  
Recess: 5:00 PM to 6:00 PM

### **1. IN CAMERA (to last approximately 1.5 hours)**

#### **1.1. Motion to In Camera**

1.1.a. Annexation Exploration - FOIP 23(1)(a) Local public body confidences, FOIP 24(1)(a) Advice from officials and FOIP 25(1)(c) Disclosure harmful to economic and other interests of a public body

#### **1.2. Motion to Revert to Open**

### **2. MINUTES**

2.1. Confirmation of the Minutes of the May 25, 2020 Council Meeting  
(Agenda Pages 1 – 5)

### **3. BYLAWS**

3.1. Land Use Bylaw Amendment - Provide for the rezoning from R1A to R2 and application of Density Overlay - 59th Avenue Planning Study  
Bylaw 3357/J-2020  
(Agenda Pages 6 – 158)

3.1.a. Consideration of First Reading of the Bylaw

### **4. ADJOURNMENT**



## **UNAPPROVED - MINUTES**

**of the Red Deer City Council Regular Meeting  
held on, Monday, May 25, 2020  
commenced at 1:30 P.M.**

**Present:** Mayor Tara Veer  
Councillor Buck Buchanan  
Councillor Michael Dawe  
Councillor Tanya Handley  
Councillor Vesna Higham (arrived at 1:32 p.m.)  
Councillor Ken Johnston  
Councillor Lawrence Lee  
Councillor Frank Wong  
Councillor Dianne Wyntjes

City Manager, Allan Seabrooke  
General Manager Community Services Division, Sarah Tittlemore  
General Manager Corporate Services Division, Lisa Perkins  
General Manager Planning & Development Services, Tara Lodewyk  
General Manager Utilities & Protective Services Division, Paul Goranson  
Director of Communications & Strategic Planning, Julia Harvie-Shemko  
Director of Development Services, Kelly Kloss  
City Clerk, Frieda McDougall, in person attendance  
Deputy City Clerk, Samantha Rodwell, in person attendance  
Planning Services Manager, Emily Damberger  
Senior Planner, Kimberly Fils-Aime

With the exceptions as noted above, all participants attended the meeting electronically



## **I. MINUTES**

### **I.1. Confirmation of the Minutes of the May 20, 2020 Council Meeting**

Moved by Councillor Vesna Higham, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer hereby approves the Minutes of the May 20, 2020 Regular Council Meeting as transcribed.

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

**MOTION CARRIED**

## **2. BYLAWS**

### **2.1. Supplementary Report**

**Additional Consultation for Land Use Bylaw Amendment 3357/D-2020:  
DC(33) District - Central Alberta Women's Emergency Shelter**

Moved by Councillor Dianne Wyntjes, seconded by Councillor Frank Wong

Resolved that Council of The City of Red Deer hereby agrees to lift from the table consideration of Land Use Bylaw Amendment 3357/D-2020: DC(33) District – Central Alberta Women's Emergency Shelter.

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

**MOTION TO LIFT FROM THE TABLE CARRIED**



Moved by Councillor Lawrence Lee, seconded by Councillor Dianne Wyntjes

**FIRST READING:** That Bylaw 3357/D-2020 (an amendment to the Land Use Bylaw to create a new Land Use Bylaw district – the Direct Control DC (33) District for the Central Alberta Women’s Emergency Shelter located at 5301, 5313 and 5317 – 47 Avenue) be read a first time.

Council recessed at 2:29 p.m. and reconvened at 2:37 p.m.

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

Moved by Councillor Lawrence Lee, seconded by Councillor Michael Dawe

Resolved that Council of The City of Red Deer, having considered Land Use Bylaw 3357/D-2020 hereby agrees to amend the Bylaw by adding to the new Section 8.20.13 Direct Control District No. 33 DC(33), section 4. Design Criteria the following:  
(c) Outdoor garbage disposal bins will be placed every 25.0 m along all frontages, and will be available for public use. Garbage disposal will be the responsibility of the landowner

Mayor Veer left the meeting at 2:38 p.m.

Councillor Lee left the meeting at 2:39 p.m.

Mayor Tara Veer and Councillor Lee rejoined at 2:40 p.m.

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

**MOTION TO AMEND CARRIED**

First Reading, as amended, was then on the floor.





Councillor Tanya Handley left the Council Meeting as a result of as technology issues at 2:55 p.m.

**IN FAVOUR:** Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

**ABSENT:** Councillor Tanya Handley

MOTION CARRIED

Councillor Tanya Handley returned to the meeting at 2:57 p.m.

**2.2. Land Use Bylaw Amendment 3357/G-2020:  
Rezoning of Several Riverside Light Industrial Area properties from  
II Industrial (Business Service) District to IC Industrial/Commercial  
(Mixed Use) District**

Moved by Councillor Buck Buchanan, seconded by Councillor Michael Dawe

FIRST READING: That Bylaw 3357/G-2020 (an amendment to the Land Use Bylaw to rezone several Riverside Light Industrial Area properties from II Industrial (Business Service) District to IC Industrial/Commercial (Mixed Use) District) be read a first time.

**IN FAVOUR:** Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**OPPOSED:** Councillor Frank Wong

MOTION CARRIED



### 3. **ADJOURNMENT**

Moved by Councillor Frank Wong, seconded by Councillor Tanya Handley

Resolved that Council of The City of Red Deer hereby agrees to adjourn the Monday, May 25, 2020 Regular Council Meeting of Red Deer City Council at 3:11 p.m.

**IN FAVOUR:**

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

**MOTION CARRIED**

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MAYOR

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CITY CLERK



June 1, 2020

## Land Use Bylaw Amendment – Provide for the rezoning from R1A to R2 and application of Density Overlay - 59<sup>th</sup> Avenue Planning Study

### Bylaw 3357/J-2020

Prepared by: Haley Mountstephen

Department: Planning Services

### **Report Summary and Recommendation**

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At the Nov 25, 2019 Council meeting, City Council accepted the 59th Avenue Planning Study and endorsed Option 5 as follows:

*Option 5 - Rezone six legal non-conforming properties into compliance (R1A to R2) on 59<sup>th</sup> Avenue from R1A to R2 with a density cap reflecting existing developments current number of units.*

Council also directed Administration bring forward a Land Use Bylaw Amendment reflecting Option 5 in Q1 (Jan-Mar) of 2020.

The purpose of the proposed Land Use Bylaw amendment is to implement Option 5 through rezoning of six legal-non-conforming properties and creation of a density cap to limit development to the current number of units.

Administration recommends Council support First Reading of Bylaw 3357/J-2020.

### **Proposed Resolution**

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That Bylaw 3357/J-2020 be read a first time. If first reading is given, this bylaw will be advertised for two consecutive weeks with a Public Hearing to be held on Monday, June 29, 2020.

## Rationale for Recommendation

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The rationale for Administration's recommendation is as follows:

**1. Amendments provide opportunity for context sensitive development while mitigating density, height, and traffic concerns**

The proposed amendments provide an opportunity for legal non-conforming buildings to be rezoned to their appropriate designation while limiting the density of future development to ensure it is context-sensitive.

**2. Amendments are in keeping with direction of MDP and NPDS**

The MDP and NPDS support infill and intensification that is appropriate and sensitive to surrounding development.

**3. Amendment comes as a result of Planning Study finding and recommendations**

The 59<sup>th</sup> Avenue Planning Study identified the proposed amendments as the preferred option and this was endorsed by Council.

## Discussion

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### *Background*

59<sup>th</sup> Avenue has been contemplated as an area for review since 2008. Over the years, various applications requesting zoning changes for multiple properties along the east side of 59<sup>th</sup> Avenue (between 69<sup>th</sup> Street Drive and 67<sup>th</sup> Street) have been brought forward to administration. In order to establish a long term direction for this area, Council passed a resolution on July 23, 2018 requesting administration complete a formal review of the overall zoning, parking, and traffic along 59<sup>th</sup> Avenue.

This review, titled the 59th Avenue Planning Study included an analysis of the following topics:

- The context of the study area
- The history of the study area
- The current land use of the study area and surrounding area
- The parking and access of the study area
- The traffic of the study area
- Municipal policy, guidelines, and standards
- Internal and landowner feedback

Through this analysis, administration was able to propose four original possible options for the long term direction for 59th Avenue. These options were:

- Option 1 - Leave development and the zoning as is
- Option 2 - Create a density overlay district
- Option 3 - Rezone six legal non-conforming properties into compliance (R1A to R2)

- Option 4 - Rezone entire east block of 59th Avenue (67th St to Nash St) from R1A to R2

Following the request from Council for additional review in July 2019, an additional recommended option was presented:

- o Option 5 - Rezone six legal non-conforming properties into compliance (R1A to R2) on 59th Avenue from R1A to R2 with a density cap reflecting existing developments current number of units.

Council endorsed Option 5 at the Nov 25, 2019, meeting and directed Administration to prepare the attached Land Use Bylaw Amendment to rezone the legal non-conforming properties and implement the density cap.

#### *Analysis*

Option 5 is supported in the attached 59<sup>th</sup> Avenue Planning Study. The rationale for support is summarized below:

- Proposes to regulate density in order for future redevelopment to occur in a manner that is context sensitive;
- Aligns with past applications that applied to rezone a legal non-conforming property from R1A to R2 (6821, 6817, and 6801 59th Avenue). These applications were approved by Council. Refer to Table 2 - History of Applications;
- Aligns with administrative and the majority of public feedback;
- Mitigates the density, height, and traffic concerns raised by adjacent landowners while supporting the appreciation for the variety and individuality of housing along 59<sup>th</sup> Avenue;
- Supported by statutory policy. Refer to section 9.0 Applicable Policy and Guiding Documents Analysis;
- Protects landowner investment because a portion of these properties are currently legal non-conforming uses. If these properties became significantly damaged and needed to be rebuilt, the landowner would have the opportunity to rebuild the existing development under the R2 District;
- Similar traffic and parking is expected

Additional specific rationale can be found in the 59<sup>th</sup> Avenue Planning Study.

The proposed bylaw amendments implement Council's direction to proceed with Option 5.

## Dialogue

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Following the Nov 25 2019 meeting, additional consultation was done with landowners within 100 m of 59<sup>th</sup> Ave to obtain feedback on Option 5. One response was received.

Comment	Administrative Response
<ul style="list-style-type: none"><li>Concerned with increased traffic</li></ul>	<ul style="list-style-type: none"><li>Traffic impact is anticipated to be minimal given proposed density cap</li></ul>
<ul style="list-style-type: none"><li>Concerns with condition of alley including dust and overflowing dumpsters</li></ul>	<ul style="list-style-type: none"><li>Respective city departments have been notified of concerns and are working on addressing these.</li></ul>

## Appendices

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Appendix A – Bylaw 3357/J-2020

Appendix B – Schedule “A” Land Use Map

Appendix C – Referral Package and Stakeholder Comments

Appendix D – 59<sup>th</sup> Avenue Planning Study

**Appendix A**

**BYLAW NO. 3357/J-2020**

**BYLAW NO. 3357/J-2020**

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 entitled “Land Use District Map: 7/2020”, (“Map: 7/2020”) attached to and forming part of this Bylaw as Schedule “A”, is redesignated from R1A Residential (Semi-Detached Dwelling) District to R2 Residential (Medium Density) District.
2. The “Land Use District Map K18,” contained in “Schedule A” of the Land Use Bylaw, is hereby amended in accordance with the Map: 7/ 2020.
3. The “Land Use Constraints Map K18,” contained in “Schedule A” of the Land Use Bylaw, is hereby amended to identify the lands that are subject to the 59th Avenue Overlay District. The lands subject to the 59th Avenue Overlay District are shown on Map: 7/ 2020.
4. Part 7 Overlay and Other Districts and Regulations is amended by adding the following after Section 7.17:

**7.18 59th Avenue Overlay District****1. General Purpose**

The purpose of this District is to establish the maximum number of dwelling units that can be developed on the land subject to this District.

**2. Application**

- a) The regulations in this District apply to the lands legally and municipally described in Table I- 59th Avenue Overlay – Dwelling Unit Maximums.
- b) The maximum number of dwelling units that may be permitted for the lots subject to this District is set out in Table I.



**TABLE I – 59th Avenue Overlay – Dwelling Unit Maximums**

<b>Lot(s)</b>	<b>Block</b>	<b>Plan</b>	<b>Civic Address</b>	<b>Maximum # of Units</b>
10B	I	3176TR	6771 59 Ave	2 units
10A	I	3176TR	6767 59 Ave	2 units
UNT I -9	CDE	0823544	6759 59 Ave	9 Units
8	I	24HW	6755 59 Ave	12 Units
7B	I	4142TR	6749 59 Ave	2 units
7A	I	4142TR	6743 59 Ave	2 units
6A	I	4142TR	6739 59 Ave	2 units
6	I	24HW	6735 59 Ave	2 units
13, 14	I	1822845	6733 59 Ave	2 units
11, 12	I	1822845	6731 59 Ave	2 units
4	I	24HW	6727 59 Ave	12 Units
3A	I	3182TR	6721 59 Ave 6719 59 Ave	4 units
2B	I	3182TR	6715 59 Ave	4 units
2A	I	3182TR	6711 59 Ave	4 units

- c) The Development Authority may not approve any form of multi-unit residential development on the lands subject to this District if the proposed development would exceed the maximum number of dwelling units specified in Table I.
- d) In the event that two or more of the lots subject to this District are consolidated into one lot, or combined as a site for the purposes of redevelopment, the maximum number of dwelling units for the consolidated lot, or combined site, shall be the sum of the number of dwelling units

allowed on the lots prior to the consolidation or the combination of the lots as a site.

- e) The regulations in this District are in addition to any other applicable regulations under this Bylaw. Permitted and discretionary uses for the lands subject to this District are as prescribed in the underlying R1A or R2 Districts. Where the regulations in the underlying District contradict or will not serve to achieve the general purpose of this District, the regulations of this District shall prevail. Where the underlying District is a Direct Control District, the regulations of that underlying Direct Control District shall prevail.
- 5. Section 8.22 Exceptions Respecting Land Use, is amended by deleting Subsection I(e)(i)(4) and Subsection I(e)(xii).
  - 6. Land Use District Map K18 is amended by deleting the notations on the map to Exception (e) and Exception (e)(xii).
  - 7. The Table of Contents is updated as required.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2020.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2020.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      2020.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      2020.

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MAYOR

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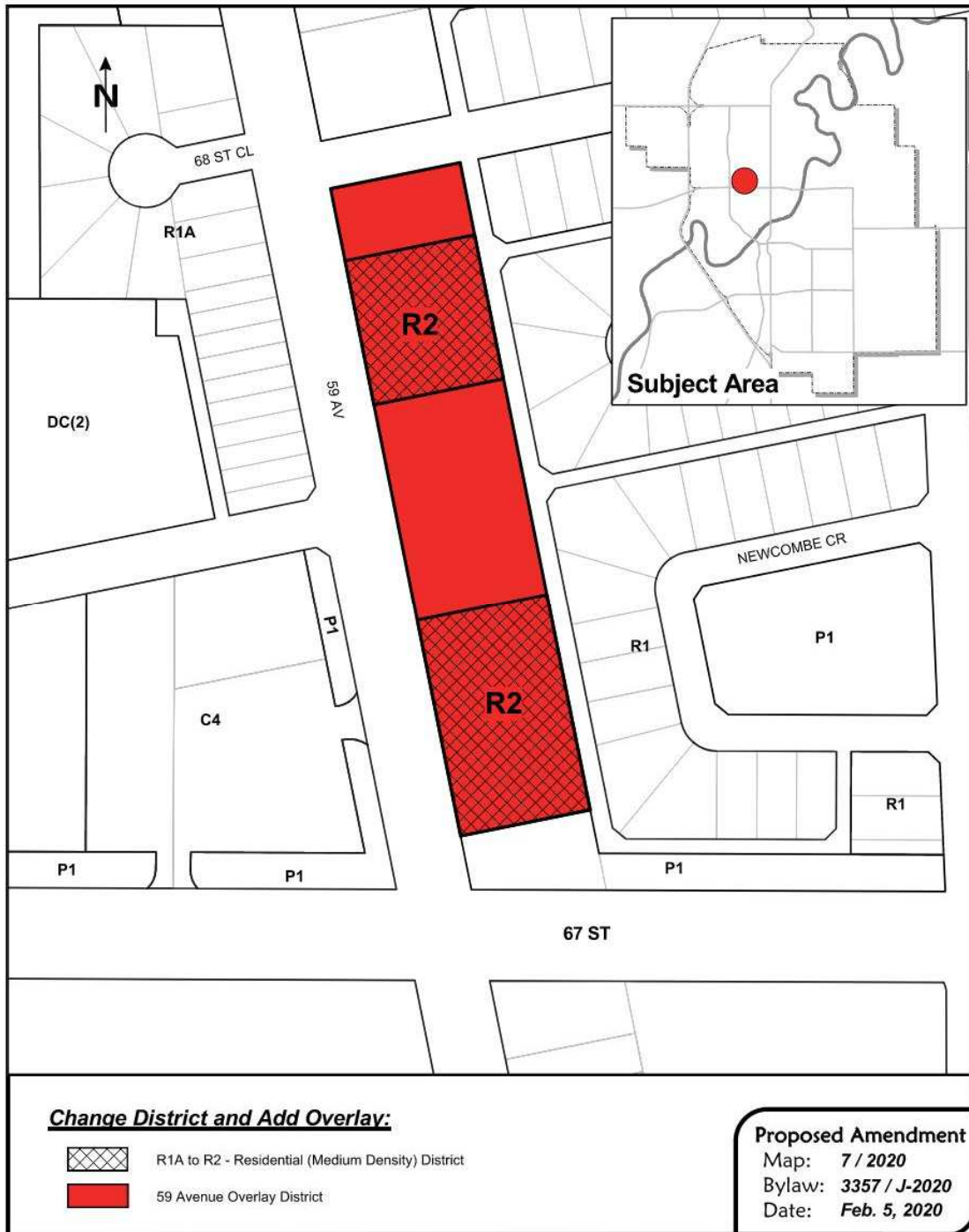
CITY CLERK

**Appendix B**

**Schedule A - Land Use Map**

*Schedule "A"*

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





**Date: Jan 22, 2020**

**To: Landowners within 100 m of 59 Avenue Study Area**

**Re: 59 Avenue Planning Study**

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**Background**

In 2019, City Council requested Administration prepare a study examining land use and zoning of properties on 59 Avenue from 67 Street to 69 Street Drive (see Context Map attached). This study, titled the [59<sup>th</sup> Avenue Planning Study](#) was accepted by City Council on November 25, 2019. At that time, Council directed Administration move forward with the recommended option in the study which is as follows:

*Option 5 - Rezone six legal non-conforming properties into compliance (R1A to R2) on 59th Avenue from R1A to R2 with a density cap reflecting existing developments current number of units.*

As directed by Council, Administration is now preparing a Land Use Bylaw Amendment to rezone the legal non-conforming properties and implement the density cap outlined in Option 5 (above) and shown in attached map.

The 59<sup>th</sup> Avenue Planning Study can be viewed using the following link <http://meeting.reddeer.ca/meetresults.aspx> and selecting the Nov 25, 2019 Council Agenda.

**Why have you received this letter?**

You are being consulted as you are a landowner with 100 m of the 59 Avenue Planning Study. In March of 2019 we asked for your feedback regarding housing types (single family homes, apartments, duplexes) and zoning, parking, and traffic to understand what is working and what is not. Your feedback was reviewed and included in consideration of the 59<sup>th</sup> Avenue Planning Study reviewed by Council on July 22, 2019 and Nov 25 2019.

We are now asking for your feedback on the proposed Land Use Bylaw amendment to rezone the legal non-conforming properties from R1A to R2 and implement the density cap outlined in Option 5 (see Background above).

**What is R1A zoning?**

The general purpose of the R1A district is to provide for low density residential development including single family homes and semi-detached (duplex) dwelling units.

**What is R2 zoning?**

The general purpose of the R2 district is to provide a medium density residential area with a mixture of housing types that are compatible with the neighbourhood. The R2 District provides for single family homes, semi-detached (duplex) dwelling units, multi-attached dwelling uses (townhouse, row house, 4-plex), and multiple family buildings (apartments) up to three stories.

**What is a density cap?**

A density cap places a limit on the number of units that can be built on a given site. The density cap proposed for the six properties under consideration would limit the density to the current number of units developed on each particular site. For example, at 6755 59 Ave a 12 unit apartment exists on the site. The site will be rezoned to R2 and a 12 unit density cap will be applied.

**What is compliance?**

Compliance refers to a development or use that is in keeping with (in compliance with) the regulations set out in the Land Use Bylaw. A property that is legal non-conforming would not be able to rebuild if it was significantly damaged. Bringing a legal non-conforming property into compliance through rezoning ensures that the owner has the opportunity to rebuild.

**What happens next?**

Administration will be drafting a planning report including feedback received.

Once the planning report is complete, it will go forward to City Council for consideration of first reading of the Land Use Bylaw amendment. If first reading is approved, a Public Hearing will be held and second and third reading of the Land Use Bylaw amendment will be considered.

**How can I provide Input?**

It is optional to provide comments on the proposed amendments. Any feedback received will be reviewed by Planning administration, summarized, and incorporated into the planning report for City Council consideration.

Council may also provide an opportunity at the Public Hearing to speak in support of or against the proposed amendment.

Please share this letter with tenants if you would like them to participate in the consultation process.

***Please provide your comments on the proposed bylaw amendment by February 11, 2020.***

Thank you for your consideration. Please contact me if you have any questions.

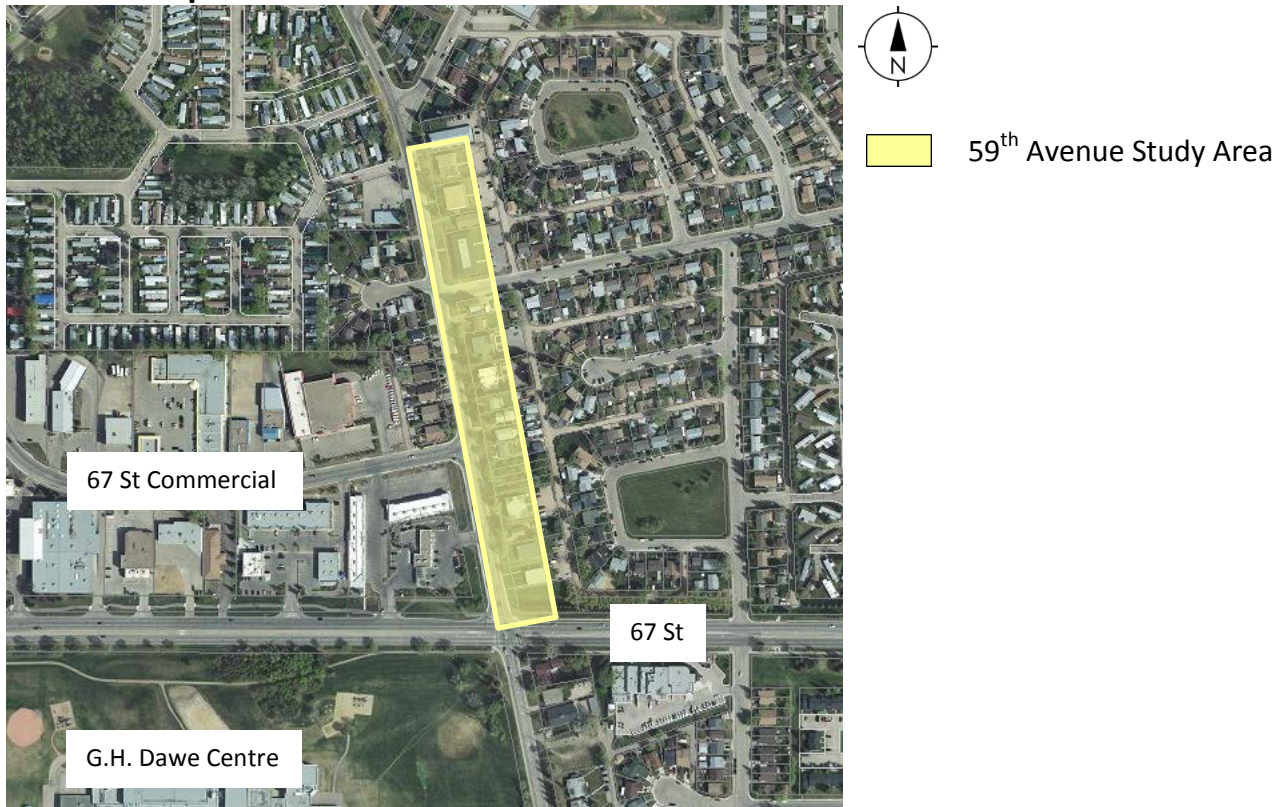
Sincerely,

*Emily Damberger*

Emily Damberger,  
Planning Manager  
403-406-8708

[emily.damberger@reddeer.ca](mailto:emily.damberger@reddeer.ca)

### Context Map



### Option 5 – Rezoning with Density Cap

**4.2 R1A Residential (Semi-Detached Dwelling) District****R1A****General Purpose**

The general purpose of this District is to provide land which will be used for low density residential development including semi-detached dwelling units.

**1. R1A Permitted and Discretionary Uses Table**

<b>(a) Permitted Uses</b>	
(i)	Accessory building subject to sections 3.5 and 4.7(3).
(ii)	Detached dwelling unit.
(iii)	<sup>1</sup> Deleted
(iv)	Home occupations which, in the opinion of the Development Officer, will not generate traffic subject to section 4.7(8).
(v)	<sup>2</sup> Deleted
(vi)	<sup>3</sup> Semi-detached dwelling unit, except in the West Park Overlay district where such use shall be discretionary, subject to sub-section (3).
(vii)	<sup>4</sup> Secondary Suite in a detached Dwelling Unit, subject to section 4.7(9).
<b>(b) Discretionary Uses</b>	
(i)	Amateur radio tower.
(ii)	Bed & Breakfast in a detached or semi-detached dwelling, subject to section 4.7(11).
(iii)	<sup>5</sup> Assisted Living Facility, Day Care Facility, Day Care Adult, Temporary Care Facility, or Place of Worship or Assembly on sites which are so designated in an Area Structure Plan or Area Redevelopment Plan.
(iv)	<sup>6</sup> Building Sign, for uses described in Section 11.10(1); and
(v)	<sup>7</sup> "Existing Special Residential" (approved prior to December 7, 1998): churches, kindergartens, schools, day care facilities. For greater certainty, where approval for any Special Residential Use has been given prior to enactment of this Land Use Bylaw amendment, any other Special Residential Use shall be also deemed to be a Discretionary Use for that site.
(vi)	<sup>8</sup> Freestanding Sign, for uses described in Section 11.13(1).
(vii)	<sup>9</sup> Deleted
(viii)	Home occupations which will generate additional traffic subject to section 4.7(8).

<sup>1</sup> 3357/S-2019<sup>2</sup> 3357/B-2018<sup>3</sup> 3357/FF-2008<sup>4</sup> 3357/Z-2009<sup>5</sup> 3357/C-2007<sup>6</sup> 3357/B-2018<sup>7</sup> 3357/C-2007<sup>8</sup> 3357/B-2018<sup>9</sup> 3357/S-2019



## City of Red Deer Land Use Bylaw 3357/2006

- |       |   |
|-------|---|
| (ix)  | Municipal services limited to Police, Emergency Services and/or Utilities.  |
| (x)   | <sup>1</sup> Show Home or Raffle Home.  |
| (xi)  | <sup>2</sup> Secondary Suite in a detached Dwelling Unit, subject to section 4.7(9).                                      |
| (xii) | <sup>3</sup> Secondary Suite in existence in a semi-detached Dwelling Unit on January 1, 2009, subject to section 4.7(9). |

**2. R1A Residential (Semi-Detached Dwelling) Regulations**

- (a) Where each half of a semi-detached dwelling unit is to be contained in a separate parcel or title no side yard shall be required on the side of the dwelling unit which abuts the adjacent dwelling unit.
- (b) Notwithstanding subsection (c), the front yard requirement for one dwelling unit of a semi-detached building may be increased up to 3.5 metres by the Development Authority provided that the front yard of the adjoining dwelling unit meets the minimum requirements of this section.
- (c) Table 4.2 R1A Regulations

Regulations	Requirements
Floor Area Minimum	Detached dwelling: Frontage in m x 6 m but not less than 72.0 m <sup>2</sup>  Semi-detached dwelling: 72.0 m <sup>2</sup> for each unit
<sup>4</sup> Site Coverage Maximum	40% (includes garage and accessory buildings)
Building Height Maximum	2 storeys with a maximum of 10.0 m measured from the average of the lot grade
Front Yard Minimum	6.0 m
Side Yard Minimum	Detached dwelling: 1.5 m  Semi-detached dwelling unit (without side entry): 1.5 m Semi-detached dwelling unit (with side entry): 2.4 m Special residential: 3.0 m  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.
Rear Yard Minimum	7.5 m
Lot Depth Minimum	30.0 m

<sup>1</sup> 3357/T-2015<sup>2</sup> 3357/Z-2009<sup>3</sup> 3357/Z-2009<sup>4</sup> 3357/I-2013

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City of Red Deer Land Use Bylaw 3357/2006

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Regulations	Requirements
Landscaped Area	35% of site area
Parking Spaces	Subject to sections 3.1 & 3.2
Lot Area Minimum	Detached dwelling 360.0 m <sup>2</sup> Semi-detached dwelling unit: 232.0 m <sup>2</sup> per dwelling unit
Frontage Minimum	Detached dwelling 12.0 m Semi-detached dwelling unit 7.6 m per unit

(d) R1A District is subject to any applicable residential regulations listed within section 4.7.

### 3. <sup>1</sup>R1A Residential (Semi-Detached Dwelling) West Park Overlay District

- (a) The West Park Overlay district shall be the area identified on Figure 19.
- (b) In the West Park Overlay District, the discretionary use of a semi-detached dwelling unit may be approved by the Municipal Planning Commission.
- (c) An application for a semi-detached dwelling unit shall be referred to all landowners on sites within a 100 metre radius of the site of the proposed development, for comments on the proposal prior to its presentation to the Municipal Planning Commission.

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<sup>1</sup> 3357/FF-2008

**4.4 R2 Residential (Medium Density) District****R2****General Purpose**

The general purpose of this District is to provide a medium density residential area with a mixture of housing types and residential accommodation and at the same time control, regulate and encourage the development or redevelopment of residential uses that are compatible with the neighbourhood, the immediate site and the growth policies of the Municipal Development Plan.

**1. R2 Permitted and Discretionary Uses Table <sup>1</sup>**

<b>(a) Permitted Uses</b>	
<b>(i)</b>	Accessory building subject to sections 3.5 and 4.7(3)
<b>(ii)</b>	Detached dwelling unit
<b>(iii)</b>	<sup>2</sup> Deleted
<b>(iv)</b>	Home Occupations which, in the opinion of the Development Officer, will not generate traffic subject to section 4.7(8)
<b>(v)</b>	<sup>3</sup> Deleted
<b>(vi)</b>	Secondary suite legally in existence before April 5, 2004
<b>(i)</b>	<sup>4</sup> Secondary suite in a detached Dwelling Unit, subject to subsections 4.7(9)

<b>(b) Discretionary Uses</b>	
<b>(i)</b>	Accessory residential structure subject to section 4.7(3)
<b>(ii)</b>	Amateur radio tower.
<b>(iii)</b>	<sup>5</sup> Assisted living facility, Day Care Facility, Day Care Adult Facility, Temporary Care Facility or Place of Worship or Assembly on sites within an Area Structure Plan or Area Redevelopment Plan which designates where such uses will be situated: only on site which are designated for the use within the applicable plan.
<b>(iv)</b>	<sup>6</sup> Assisted Living Facility, Day Care Facility, Day Care Adult, Temporary Care Facility, or Place of Worship or Assembly on sites with no approved Area Structure Plan or Area Redevelopment Plan or on sites with no designated location in an Area Structure Plan or Area Redevelopment Plan.
<b>(v)</b>	Bed & Breakfast in a detached or semi-detached dwelling, subject to section 4.7(11).
<b>(vi)</b>	<sup>7</sup> Building Sign, for uses described in Section 11.10(1); and

<sup>1</sup> 3357/C-2007<sup>2</sup> 3357/S-2019<sup>3</sup> 3357/B-2018<sup>4</sup> 3357/Z-2009<sup>5</sup> 3357/X-2014<sup>6</sup> 3357/X-2014<sup>7</sup> 3357/B-2018

## City of Red Deer Land Use Bylaw 3357/2006

- (vii) "Existing Special Residential" (approved prior to December 7, 1998): churches, kindergartens, schools, day care facilities. For greater certainty, where approval for any Special Residential Use has been given prior to enactment of this Land Use Bylaw amendment, any other Special Residential Use shall be also deemed to be a Discretionary Use for that site.
- (viii) <sup>1</sup>Freestanding Sign, for uses described in Section 11.13(1)
- (ix) <sup>2</sup>Deleted
- (x) <sup>3</sup>Deleted
- (xi) Home occupations which will generate additional traffic subject to section 4.7(8).
- (xii) Multi-attached dwelling unit building.
- (xiii) <sup>4</sup>Multiple family building up to three storeys
- (xiv) Municipal services limited to police, emergency services and/or utilities.
- (xv) Public and quasi-public buildings.
- (xvi) Semi-detached dwelling unit.
- (xvii) <sup>5</sup>Secondary Suite in a detached Dwelling Unit, subject to section 4.7(9).
- (xviii) <sup>6</sup>Show Home or Raffle Home.

**2. R2 Residential (Medium Density) Regulations**

- (b) Where each half of a semi-detached dwelling unit is to be contained in a separate site no side yard shall be required on the site of the dwelling unit which abuts the adjacent dwelling unit.
- (c) Where the dwelling units of a row house building are to be contained in separate sites, no side yards shall be required on either side in the case of an internal dwelling unit and no side yard shall be required on one side of the end dwelling unit.
- (d) Notwithstanding the 6.0 metre front yard setback, except for multi-family which shall have a minimum setback of 7.5 metres, the front yard requirement for one dwelling unit of a semi-detached building may be increased up to 3.5 metres by the Development Authority provided that the front yard of the adjoining dwelling unit meets the minimum requirement of this section.

(e) Table 4.4 R2 Regulations

Regulations	Requirements
Floor Area Minimum	Detached dwelling: Frontage in m x 6.0 m Semi-detached dwelling: 65.0 m <sup>2</sup> for each

<sup>1</sup> 3357/B-2018<sup>2</sup> 3357/S-2019<sup>3</sup> 3357/S-2019<sup>4</sup> 3357/I-2013<sup>5</sup> 3357/Z-2009<sup>6</sup> 3357/T-2015

## City of Red Deer Land Use Bylaw 3357/2006

Regulations	Requirements
	unit Multi-attached : 60.0 m <sup>2</sup> for each unit
<sup>1</sup> Site Coverage Maximum	40% (includes garage and accessory buildings)
Building Height Maximum	<sup>2</sup> 2 storeys with a maximum total height of 10.0 m measured from the average of the lot grade except: <ul style="list-style-type: none"> <li>Multiple family building as per subsection 4.4 (1)(b)(xi)</li> <li>3 storeys for an Assisted Living Facility</li> </ul>
Front Yard Minimum	6.0 m except multi-family which shall have a 7.5 m minimum

Regulations	Requirements
<sup>3</sup> Side Yard Minimum	Detached dwelling: 1.5 m  Semi-detached dwelling unit (without side entry): 1.5 m Semi-detached dwelling unit (with side entry): 2.4 m  Special residential: 3.0 m  Multi-attached (without side entry): 1.8 m Multi-attached (with side entry): 2.4 m  Multiple Family Building, Assisted Living Facility, or Temporary Care Facility: <ul style="list-style-type: none"> <li>Buildings up to 2 storeys: 3.0m</li> <li>Buildings of 3 storeys: 4.5m</li> </ul> <p>Notwithstanding the setbacks noted above, where the Multiple Family Building, Assisted Living Facility, or Temporary Care Facility flanks a public roadway, the setback on the flanking side shall be in accordance with Part 3, Figure 2.</p> <p>In all cases the minimum side yard requirement is subject to sections 3.19 and 5.7(2).</p>
Rear Yard Minimum	7.5 m
Lot Depth Minimum	30.0 m
Landscaped Area	35% of site area
Parking Spaces	Subject to sections 3.1 & 3.2
Lot Area Minimum	<sup>4</sup> Detached dwelling 360.0 m <sup>2</sup>

<sup>1</sup> 3357/I-2013<sup>2</sup> 3357/I-2013<sup>3</sup> 3357/D-2016<sup>4</sup> 3357/I-2013

## City of Red Deer Land Use Bylaw 3357/2006

	<p>Semi-detached: 232.0 m<sup>2</sup> per dwelling unit</p> <p>Multi-attached: 185.0 m<sup>2</sup> per dwelling unit</p> <p>Multi-family:</p> <ul style="list-style-type: none"> <li>▪ no separate bedroom: 74.0 m<sup>2</sup> per dwelling unit</li> <li>▪ one bedroom: 111.0 m<sup>2</sup> per dwelling unit</li> <li>▪ more than one bedroom: 139.0 m<sup>2</sup> per dwelling unit</li> </ul>
Frontage Minimum	<p><sup>1</sup>Detached dwelling unit: 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 dwelling unit</p> <p>Multiple family building: 18.0 m</p>

- (e) R2 District is subject to any applicable residential regulations listed within section 4.7.

### 3. R2 Residential (Medium Density) Site Location

- (a) Notwithstanding section 4.4(2) (d), a site shall not be located or developed so as to leave small isolated parcels of land that cannot accommodate future development.
- (b) The location of the site to be developed within the land use district, and the relationship of the site to the surrounding environs shall be subject to approval by the Commission.

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

**Haley Mountstephen**

---

**From:** Emily Damberger  
**Sent:** January 27, 2020 8:25 AM  
**To:** 'James Ryan'  
**Subject:** RE: Re zoning of 59th ave dwellings

Good morning James,

Thank you for providing your feedback and concerns, I appreciate your point of view.

I will share your concerns with Development Services regarding the lane, and traffic, and the dumpster concerns I will share with Inspections and Licensing regarding the Community Standards bylaw.

Your feedback will be included with the Council report for their consideration of the proposed rezonings. Please let me know if you would like to be contacted by once we have a date for the public hearing in which you have the option to voice your concerns directly to Council. You will receive notification of the public hearing by mail. Feel free to connect with me if you have any additional comments, questions or concerns.

Take care,

Emily

Emily Damberger  
Planning Manager  
City of Red Deer  
[emily.damberger@reddeer.ca](mailto:emily.damberger@reddeer.ca)  
403.406.8708

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

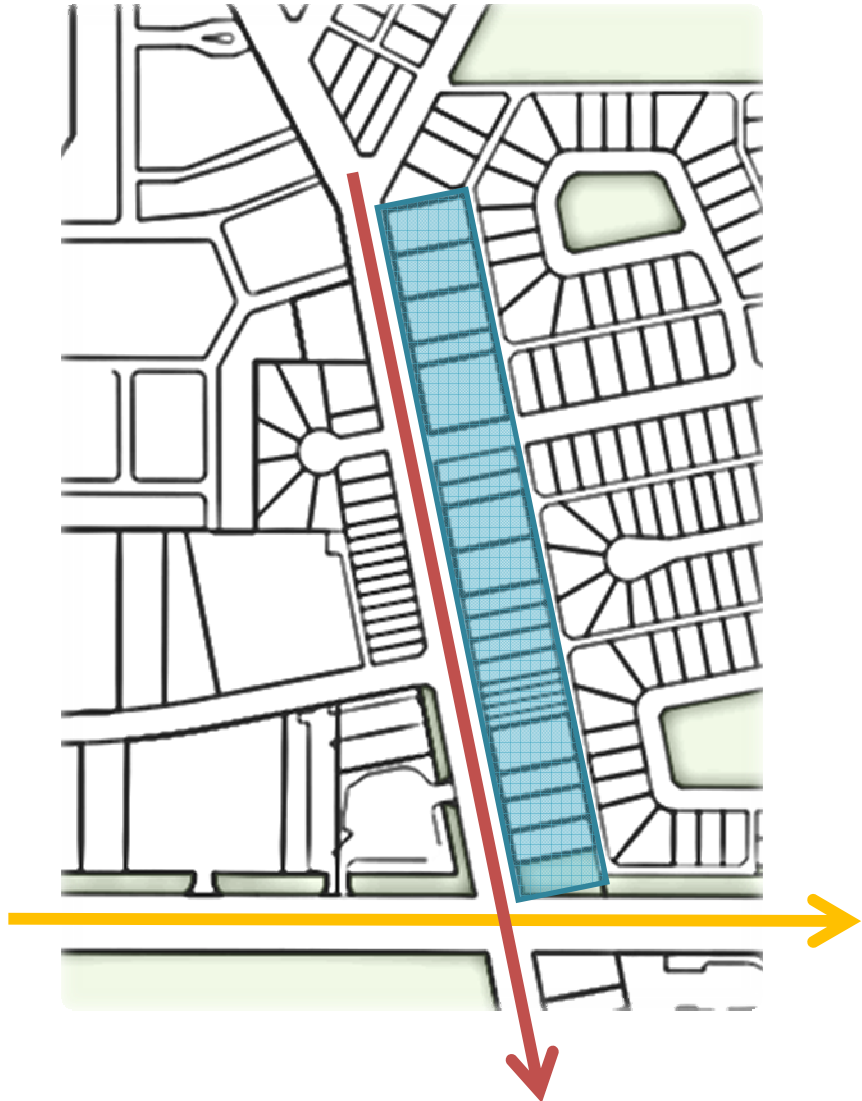
From: James Ryan [REDACTED]  
Sent: January 26, 2020 1:29 PM  
To: Emily Damberger <[Emily.Damberger@reddeer.ca](mailto:Emily.Damberger@reddeer.ca)>  
Subject: Re zoning of 59th ave dwellings

I realize that this project will be a go ahead whether we like it or not. The only ones that will voice their opinion will be those that care, like us home owners behind the apartments and those that stand to make money out of it. There is already too much traffic down our allies which creates dust and danger to the school children walking. I have asked if something can be done with the ally condition such as calcium or pavement etc. but was denied any solution for our back allies. An increase in housing means an increase of people and garbage dumpsters that are very unsightly. I don't think it's fair for the city to disregard the home owners property value. There would probably be a need for traffic lights at Nash and 59th if more traffic were created. Just some concerns we have. Thank you for reading our email.

James and Kendel Ryan

Sent from my iPad

# 59th Avenue Planning Study



July 2019  
The City of Red Deer  
Planning Department



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## Executive Summary

Since the late 1970s-early 1980s, applications to rezone properties along the east side of 59<sup>th</sup> Avenue, between 67<sup>th</sup> Street and 69<sup>th</sup> Street Drive, have been received and considered by The City. The majority of these applications were turned down by Council until a formal evaluation of the area could be completed. On July 23, 2018, Council passed a formal resolution requesting that Planning administration conduct a planning review of 59<sup>th</sup> Avenue due to the nature of the area and the multitude of applications.

This study is a response to the Council resolution passed on July 23, 2018. It analyzes the overall zoning, parking, and traffic of the area as well as the local context, the history, the applicable municipal policy, guidelines, and standards, and the feedback from administration and landowners.

Through this analysis, administration was able to propose five possible options for the long term direction for 59<sup>th</sup> Avenue. These options are:

- Option 1 - Leave development and the zoning as is
- Option 2 - Create a density overlay district
- Option 3 - Rezone six legal non-conforming properties into compliance (R1A to R2)
- Option 4 - Rezone the entire east block of 59<sup>th</sup> Avenue (67<sup>th</sup> St to Nash St) from R1A to R2
- Option 5 - Rezone six legal non-conforming properties into compliance (R1A to R2) on 59<sup>th</sup> Avenue from R1A to R2 with a density cap reflecting existing developments current number of units.

Out of these five possible options, administration is recommending Council pursue Option 5 for the following reasons:

### *General -*

- aligns with past applications that applied to rezone a legal non-conforming property from R1A to R2 (6821, 6817, and 6801 59<sup>th</sup> Avenue). These applications were approved by Council. Refer to Table 2 - History of Applications;
- aligns with administrative and the majority of public feedback;
- mitigates the density, height, and traffic concerns raised by adjacent landowners while supporting the appreciation for the variety and individuality of housing along 59<sup>th</sup> Avenue;
- is supported by statutory policy. Refer to section 9.0 Applicable Policy and Guiding Documents Analysis;
- protects landowner investment because a portion of these properties are currently legal non-conforming uses. If these properties became significantly damaged and needed to be rebuilt, the landowner would have the opportunity to rebuild the existing development under the R2 District;
- requires a Land Use Bylaw amendment which would include further public consultation; and

- no budget implications.

#### *Land Use -*

- Proposes to regulate density in order for future redevelopment to occur in a manner that is context sensitive;
- the six legal non-conforming properties are considered to be at their maximum density whereas the remaining R1A properties could have the opportunity to slightly increase their density if they choose to redevelop;
- the total increase in the number of units for Option 5 is ten units. An increase from 51 units to 61 units;
- select properties identified under Option 5 have previously requested to rezone to R2, Refer to Figure 3 - Properties with Previous Applications;
- the parcel size of each property under Option 5 meets R2 requirements;
- all the existing development types would be allowed under the R2 District;
- applications for redevelopment would be landowner driven and reviewed by administration on a case by case basis at the development permit stage; and
- requires a Land Use Bylaw amendment which would include further public consultation.

#### *Parking and Access -*

- the parking and access would be similar;
- the lane would remain as a gravel standard and could be upgraded as reviewed with future redevelopment development permit projects of either R2 (with density cap) or R1A duplex construction; and
- landowners would have the option to apply for a Local Improvement Levy to upgrade the lane to a paved standard.

#### *Traffic -*

- the traffic would be similar;
- if properties redeveloped in the long term, the anticipated increase in traffic is considered to be minimal, increase of 10 units in total with all single family and vacant lots changing to duplexes; and
- both of the key intersections are currently operating acceptably based on current performance thresholds.

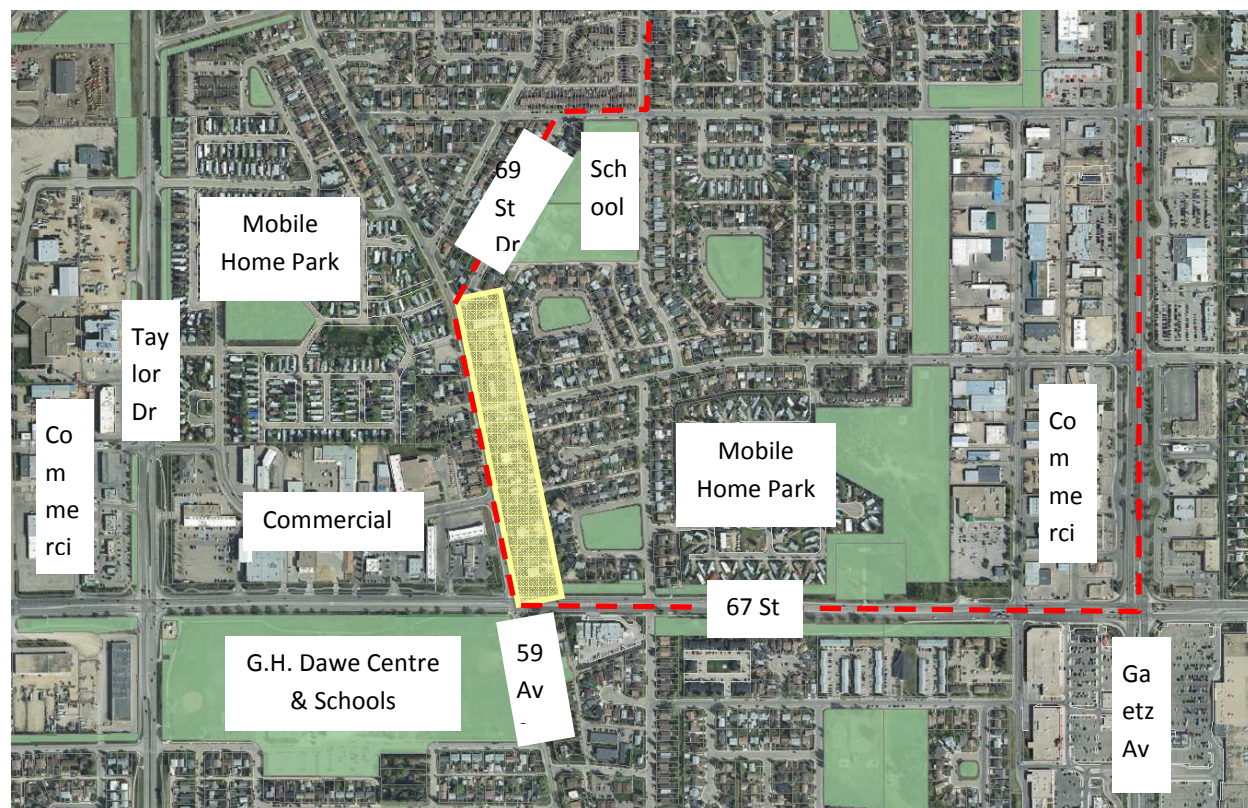
## 1.0 Purpose of the Study

On July 23, 2018, Council passed a formal resolution requesting that administration conduct a planning review of 59<sup>th</sup> Avenue with consideration of the overall zoning, parking, and traffic. This planning review shall be completed within 18 months of the Council resolution (i.e. January 2020). Appendix A includes a copy of the July 23, 2018 Council resolution.

## 2.0 Study Context

59<sup>th</sup> Avenue is located in northwest Red Deer. The study area consists of the east side of 59<sup>th</sup> Avenue extending north from 67<sup>th</sup> Street to 69<sup>th</sup> Street Drive. The study area is surrounded by arterial commercial, regional recreational amenities, school facilities, medium and low density housing, mature development, and arterial and collector roadways. There is a mix of low density (single family) and medium density (multi-family) residential development. Limited front drive access is available to the properties within the study area. Parking is predominately accessed through the rear lane.

There is an existing bus route with transit stops, and relatively significant city-owned boulevards with mature city-owned trees, along 59<sup>th</sup> Avenue. The study area is within walkable proximity to a number of active and passive park spaces. There is a continuous 1.5 m sidewalk along each side of 59<sup>th</sup> Avenue.



- 59<sup>th</sup> Avenue Study Area
- Normandeau Neighbourhood Boundary





Figure 1 - Study Context Area




 59<sup>th</sup> Avenue Study Area (2016)

Figure 1A - Study Context Area

The density of the Normandeau neighbourhood is 12.32 dwelling units per net developable area. Other neighbourhoods developed during a similar timeframe have an average density of 14.68 du/net dev area.

The numbers suggest that Normandeau is below the average density for neighbourhoods developed in the 1970s.

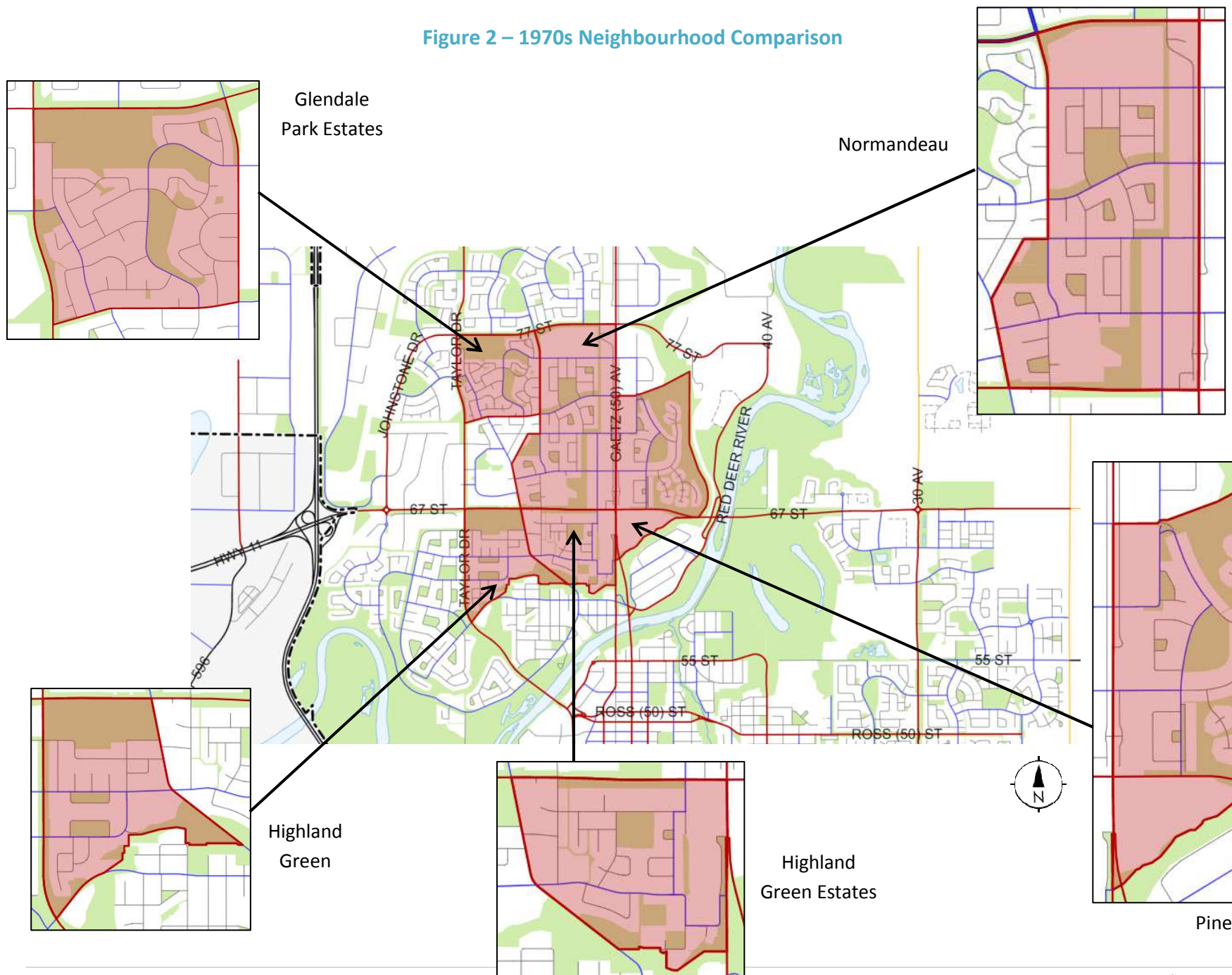
**Table 1: 1970s Neighbourhood Dwelling Unit and Density Comparison**

<b>Neighbourhood</b>	<b>Year Built</b>	<b>Net Dev Area (Ha)</b>	<b># of Dwelling Units</b>	<b>Density (du/ha)</b>
Normandeau	1978	137.39	1692	12.32
Glendale Park Estates	1977	71.98	966	13.42
Highland Green	1976	47.67	751	15.75
Highland Green Estates	1979	56.43	1097	19.44
Pines	1977	68.28	851	12.46
<b>Average</b>				<b>14.68</b>

\*GIS data prepared by The City of Red Deer, July 2019

Density is calculated by taking the gross developable area and subtracting parcels such as high schools and recreation facilities, arterial roadways, commercial properties, environmental reserve, and industrial properties to find the net developable area. Then, the number of dwelling units is divided by the net developable area to determine the density of the neighbourhood.

Figure 2 – 1970s Neighbourhood Comparison



### 3.0 History of the Study Area

59<sup>th</sup> Avenue was registered in the early 1900's and served the region as a former highway (old C&E Trail). This portion of roadway initially contained acreage residential properties which were later removed, redeveloped and/or replaced with multi-family buildings in the 1970's.

59<sup>th</sup> Avenue transitioned into a main urban roadway (i.e. collector road) that serves as major access into several of the city's northern communities.

The Normandeau neighbourhood was primarily developed in the 1970's. Between 1960 and 1980, the residential properties in the study area were zoned R2 (sub district B) General Residential District. This district allowed one single family dwelling per site; with or without a basement suite, and may allow row housing, duplex homes, semi-detached homes, triplexes, and apartments. The maximum building height was 2 storeys regardless of housing type. Refer to Appendix B for a copy of the R2 General Residential District.

In the 1980s, the subject blocks were rezoned to R1A Residential (Semi-detached Dwelling) District, which resulted in several legal non-conforming uses. This change was based on neighbourhood input, whereby some lands were rezoned with the intention of decreasing the overall density of the area by encouraging residential structures with less dwelling units. Refer to Appendix C for a copy of the public request to down zone properties along 59<sup>th</sup> Avenue.





Historical Aerial Image, Northwest Red Deer, 1975



Historical Aerial Image Looking East to Normandeau, 1978

[illegible]

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## 5.0 History of Applications

There have been several applications to redistrict, or create site exceptions for, the properties along 59<sup>th</sup> Avenue. The applications for multi-family dwellings ranged from 8 to 12 units and redistricting ranged from R1A to R2 or R3. Some applications were approved while others were denied until a formal study of the area was completed.

**Table 2: History of Applications**

	Location	Application	Date	Result	Rationale
1	6719 59 Ave	Application to construct an eight (8) unit multi-family building	October 1978	Request Denied	Unknown
2	59 Ave	Down zone multiple properties along 59 Avenue from R2B to R1A	1980	Request Approved	Neighbourhood petition - too much density, depreciation of property values, traffic and parking problems, increased noise, and relaxation of standards.
3	6719 59 Ave	Application to redistrict from R1A to R2 (medium density)	September 1990	Request Denied	Unknown
4	6719 59 Ave	Application to redistrict from R1A to R2 (medium density) to construct a 6 plex	May 2000	Request Denied	Spot zoning Recommend public meeting be held due to a range of issues
5	6755 59 Ave	Application to redistrict property from R1A to R2 (medium density) to accommodate existing 12 unit multi-family building	April 2008	Granted a site exception	Was a legal non - conforming use Allowed a site exception opposed to R2 b/c recommend a zoning review of the area.
6	6821 59 Ave & 6817 59 Ave	Application to redistrict property from R1A to R2 (medium density) to create conforming use	January 2010	Request Approved	Was a legal non-conforming use Land use designation fits with the existing development.
7	6801 59 Ave	Application to redistrict property from R1A to R2 (medium density) to create conforming use	April 2010	Request Approved	Was a legal non-conforming use Land use designation fits with the existing development.

	Location	Application	Date	Result	Rationale
8	6719 59 Ave	Application to redistrict property from R1A to R2 (medium density) to construct 2-storey, 8 unit townhouse	May 2010	Application withdrawn	Unknown
9	6731 59 Ave	Application to redistrict property from R1A to R3 (multi-family) to accommodate existing 12 unit multi-family building	November 2016	Request Denied	Spot zoning Recommend an overall strategy for redevelopment in the area.
10	6719 59 Ave	Application to permit site exception for 4 unit assisted living facility	November 2016	Request Denied	Spot zoning
11	6719 59 Ave & 6721 59 Ave	Application to create a site exception for a 4 unit multi-attached building	July 2018	Request Approved	Covert an existing duplex into a four-plex. No external impact to the scale/mass of the building. Proposal fit with the context of the area.

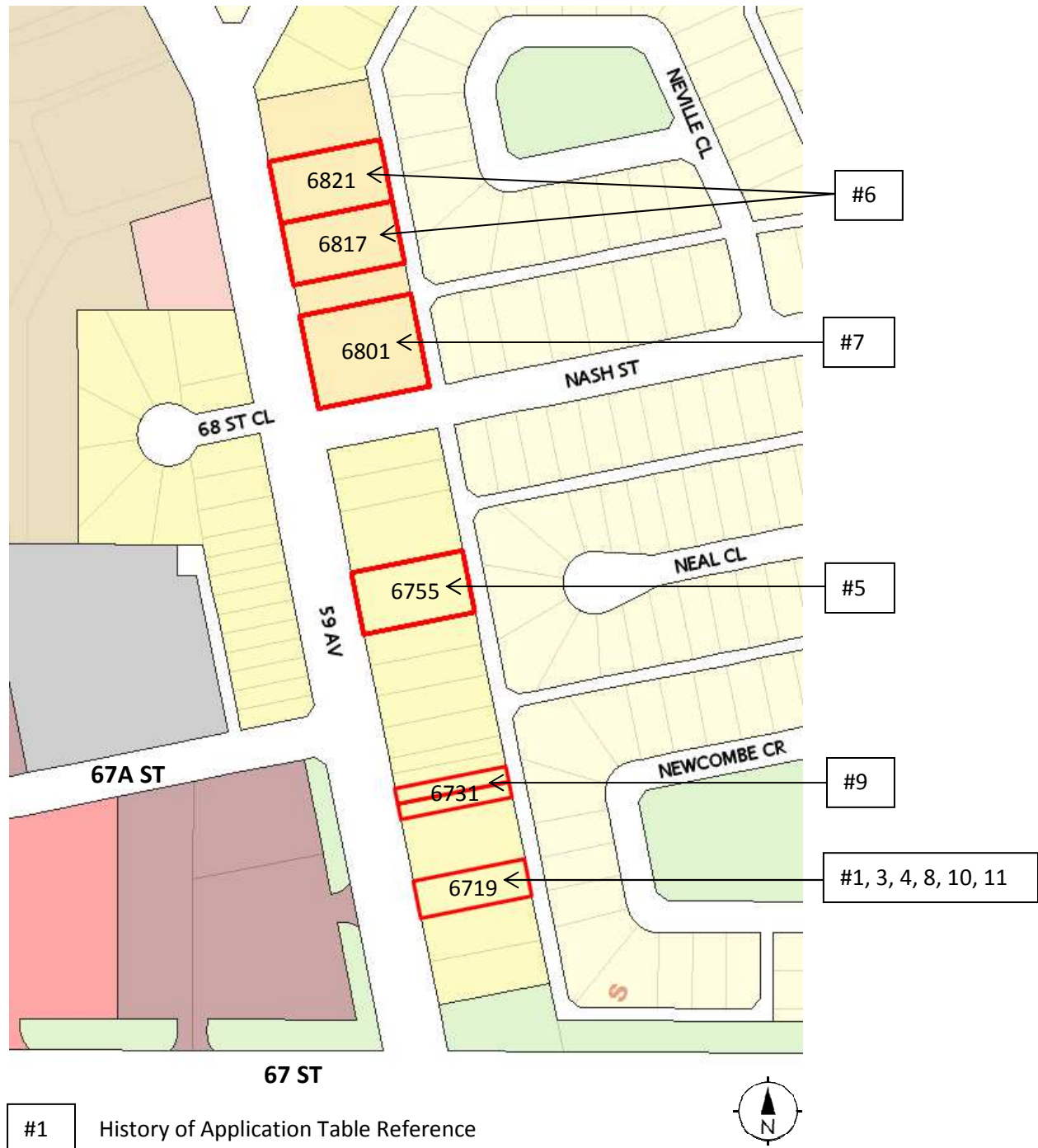


Figure 3 - Properties with Previous Applications

## 6.0 Current Land Uses

Figure 4 highlights the existing land uses along 59<sup>th</sup> Avenue. There are two land use districts within the study area: R1A Residential Semi Detached Dwelling and R2 Residential Medium Density. These two districts primarily accommodate residential uses as well as home occupations, home music instruction, bed and breakfasts, assisted living facility, day care facility, day care adult, temporary care facility, place of worship, or public and quasi-public buildings on a lesser scale.

Some of the existing multi-unit developments within the study area do not conform to current land use. This is a result of the down zoning that occurred in the 1980s. Developments were approved under the land use district applicable at the time of application. In the 1970s, properties along 59<sup>th</sup> Avenue were zoned R2 (sub district B) General Residential District which allowed developments varying from single family homes to apartments. When Council down zoned the area to the R1A District, the multi-unit developments (four-plex and apartments) became legal non-conforming uses. Some properties have been rezoned so that the existing development conforms to the land use district. Refer to Table 2: History of Applications under section 5.0 for an overview of approved rezonings. The remaining legal non-conforming properties are outlined in Figure 5.

The residential land use to the west of 59<sup>th</sup> Avenue is also R1A Residential Semi Detached Dwelling. The residential properties within 68<sup>th</sup> Street Close are single family (detached residential) developments consisting of bungalows and bi-levels. The residential properties south of 68<sup>th</sup> Street Close are a mix of single family (detached residential) developments and duplexes.

To the east of 59<sup>th</sup> Avenue is R1 Residential Low Density. This land use district primarily accommodates single family (detached residential) development. Supplementary uses which are possible under this district, although not common, include home occupations, home music instruction, bed and breakfasts, and assisted living facility. The existing R1 residential properties east of 59<sup>th</sup> Avenue are primarily bungalows and bi-levels.

Other land use districts surrounding the study area include C4 Commercial Major Arterial District, Direct Control (2) District, and C3 Neighbourhood Commercial District. Each of these districts primarily accommodates commercial uses. Currently there is a service station, a fast food restaurant, a liquor store, a retail store, a dental office, and a Canada Post office. There is also a significant number of vacant commercial properties which could be occupied by uses such as services related to the care and appearance of the body, cleaning and repair of personal effects, care of small animals, financial or insurance services outlet, real estate agency, travel agency, or commercial school, restaurant, drinking establishment, hotel, motel or hostel, or warehouse.

Figure 6 demonstrates a street view of the study area. The schematic is looking east towards the east side of 59<sup>th</sup> Avenue between 69<sup>th</sup> Street and 67<sup>th</sup> Street. In reviewing the development images from left to right, it outlines the existing developments that correspond with the diagram above.

The majority of the properties within the study area were built in the mid-1970s; however, there are a few properties which were constructed in the 1960s, 1980s, and 2000s. The oldest property was built in 1947 and the most recent development was built in 2017.

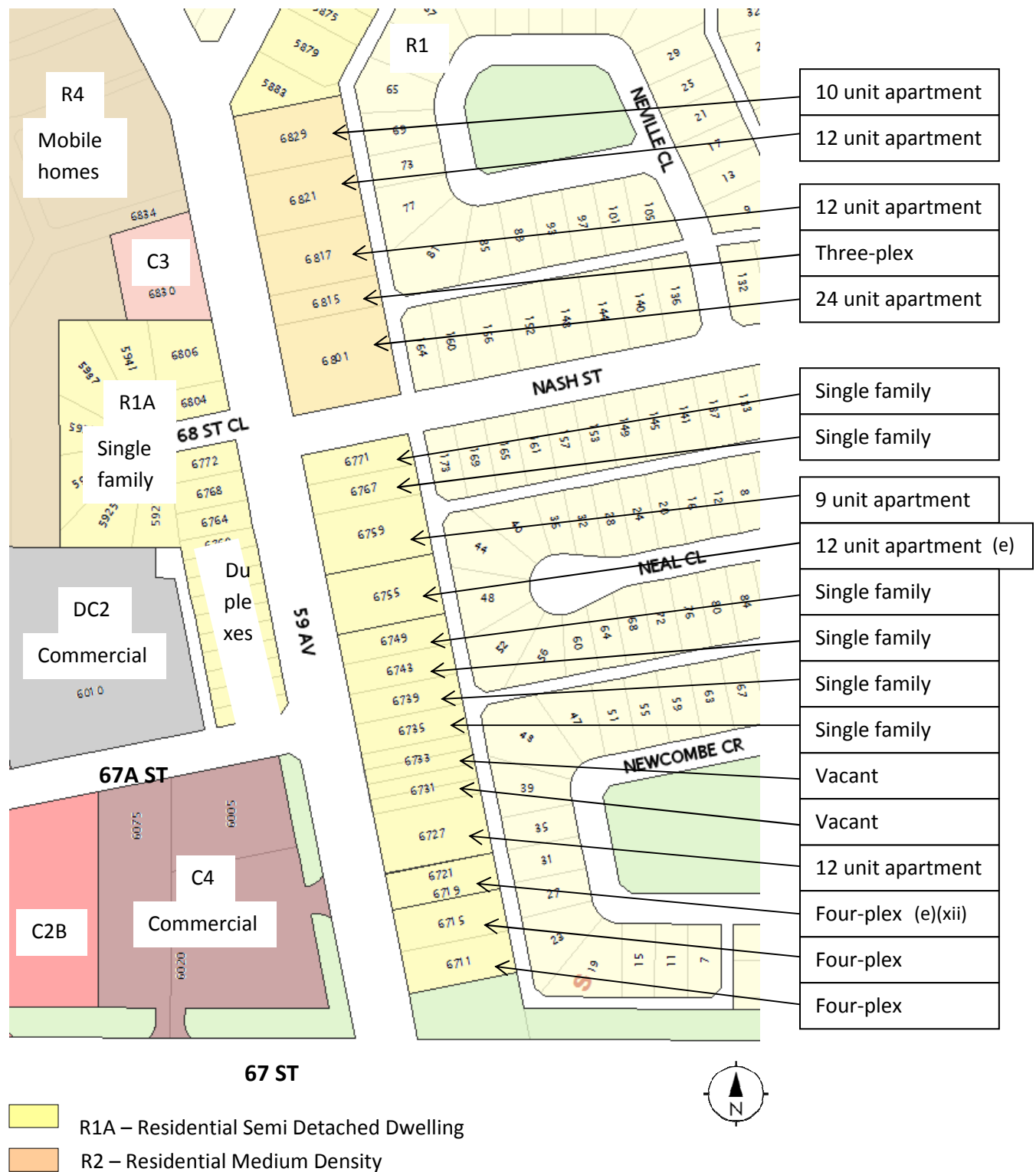
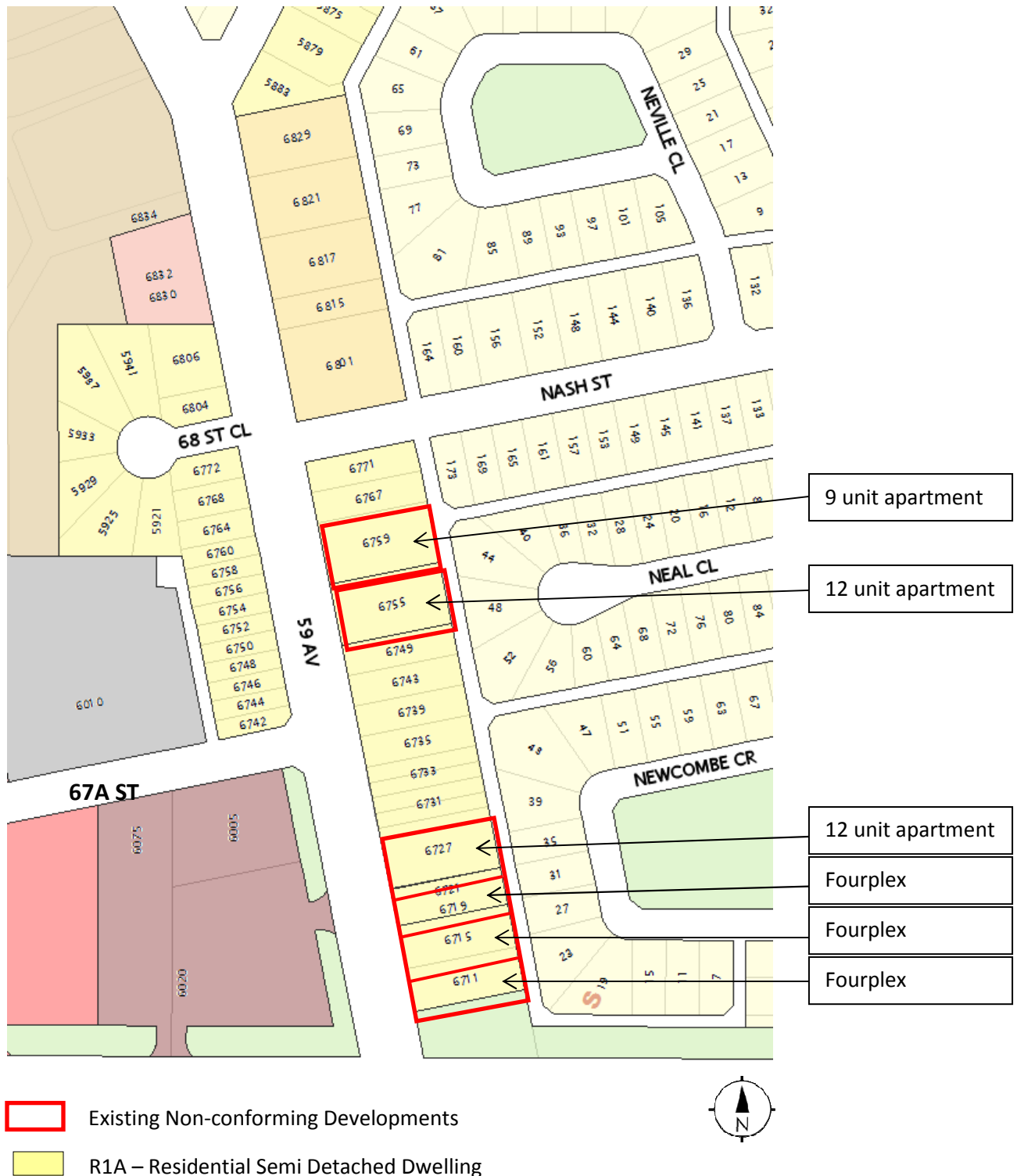


Figure 4 - 59<sup>th</sup> Avenue Land Use and Existing Development Types





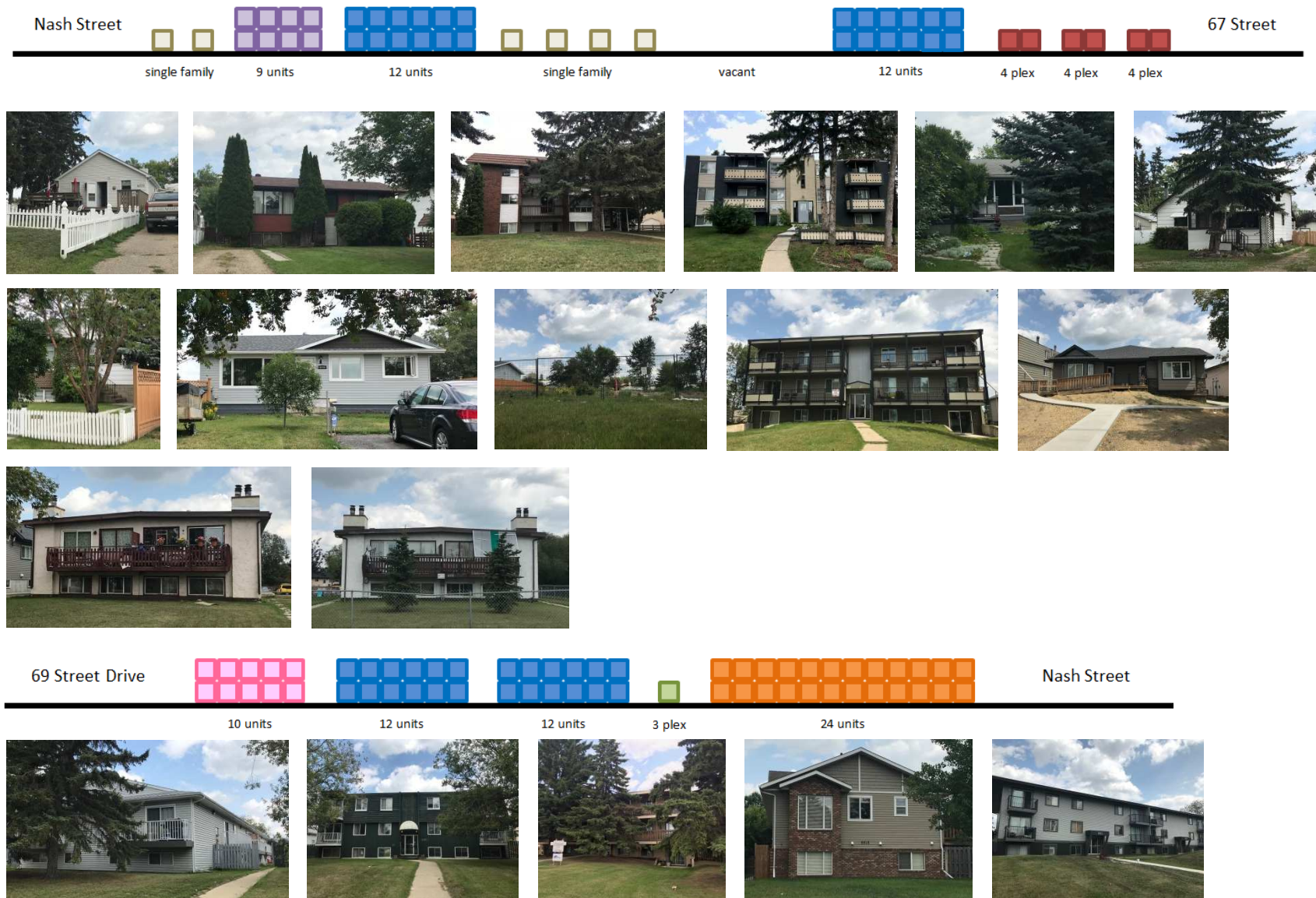


Figure 6 – 59<sup>th</sup> Avenue Street View: Looking East

\*Photos taken in July 2018

## 7.0 Parking and Access

Parking and property access are determined at the development permit stage under the regulations applicable at the time of application.

Figure 7A outlines the primary access point for each property within the study area. As shown, most properties are accessed through the lane and have parking adjacent to the lane. Primary access off the lane is due to the nature of 59<sup>th</sup> Avenue which serves as a non-standard, residential collector road. 59<sup>th</sup> Avenue is unique because of the commercial development to the west. The presence of commercial uses creates higher traffic volumes along 59<sup>th</sup> Avenue. There are also a significant number of city-owned and maintained trees. As city assets, it would be ideal to preserve and protect these trees in the event that 59<sup>th</sup> Avenue yields larger redevelopments. Therefore, the installation of front drive accesses along the east side of the 59<sup>th</sup> Avenue study area has been discouraged.

There are a few select properties which have access off of 59<sup>th</sup> Avenue and parking in the front yard. These are limited to single family developments.

There are currently restrictions for on street parking along 59<sup>th</sup> Avenue. The restrictions are a result of the traffic volumes generated by the commercial development west of the study area and the traffic patterns along 67A Street. Traffic movement throughout the study area is further described under section 8.0. Figure 7B outlines the current on street parking for 59<sup>th</sup> Avenue.

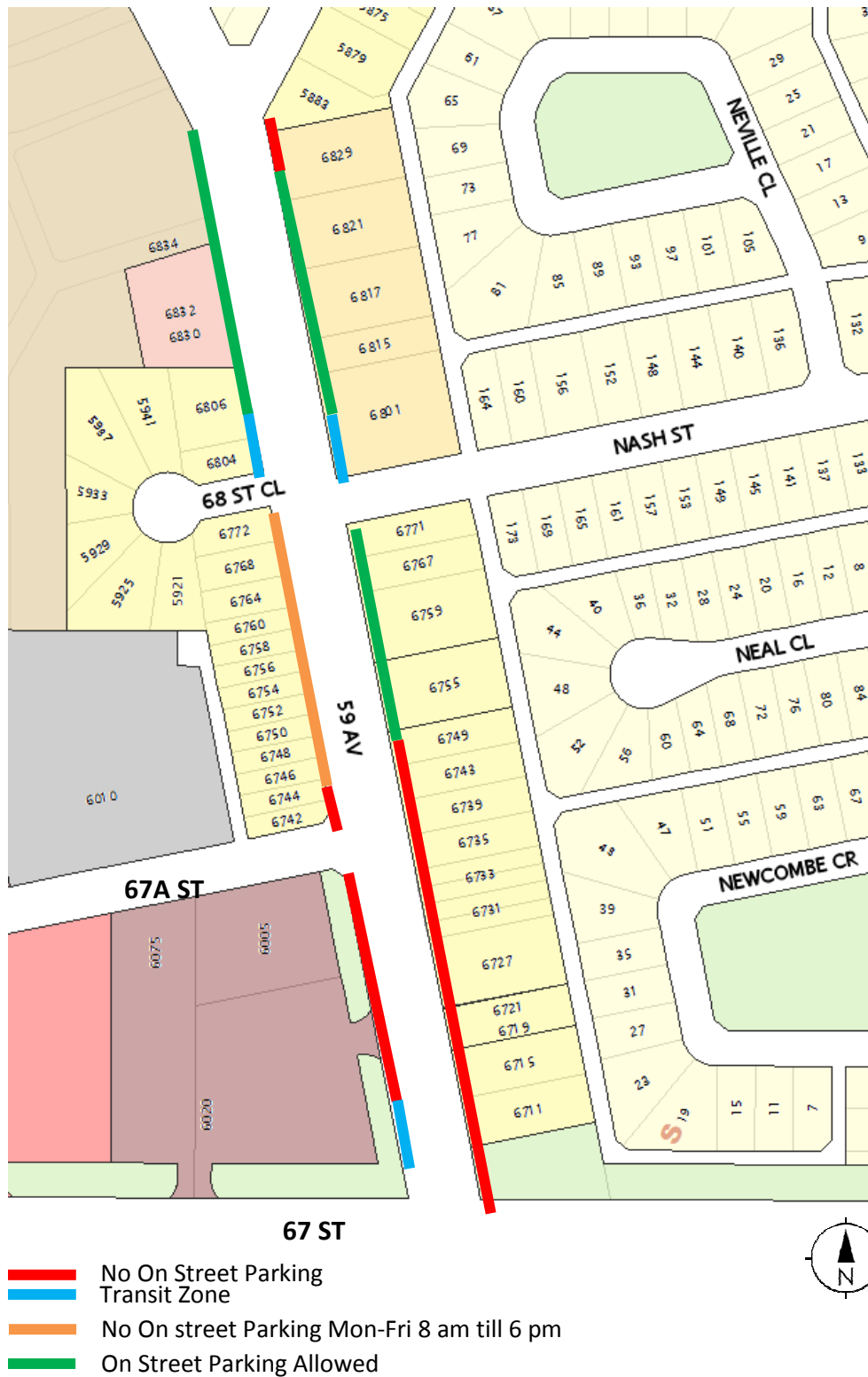
The rear lane is a gravel standard which is similar to the majority of lanes in Red Deer. Refer to Figure 7C for a visual representation of the current condition of the lane. Over the years, the question has been raised as to whether or not the lane could be upgraded to a paved standard. This is possible but there are limited options to undertake this. One option is to place a requirement on the next redevelopment application for the developer to pave the lane. This option is not recommended as it would not be equitable to force a single developer to pay for paving a lane that would benefit all the developments that came before it.

A second option would be a Local Improvement Levy. Landowners along the stretch of roadway would contribute towards the cost of paving the lane. The process is initiated by a landowner coming forward to the City and requesting a local improvement. The City would assess the area to be paved and provide a cost estimate. The cost is a levy that would be distributed amongst landowners. It can be paid in full or added to the monthly property tax. The landowner who initiated the request takes the information and petitions their neighbors for support. A local improvement requires 67% support in order to be viable. If achieved, the local improvement is then passed onto Council for approval.

A third option would be Council adding an item to the Public Works annual program or the community infrastructure revitalize program via budget approval. With this option, it would be the general tax base covering the cost to upgrade the lane to a paved standard. Viability of this option would be dependent on budget approval by Council and project priority.



### Figure 7A – Existing Access for Developments along 59<sup>th</sup> Avenue



\*Note: Due to recent development approvals, the transit stop on the west side of 59<sup>th</sup> Ave, north of 68<sup>th</sup> St Cl., will be relocated further north; closer to the C3 commercial site.

**Figure 7B – On Street Parking Restrictions along 59<sup>th</sup> Avenue**





● Image Location

➔ Direction of Image

\*Photos taken in July 2019

Figure 7C – Current Condition of the Lane

## 8.0 Traffic

As noted under section 7.0, 59<sup>th</sup> Avenue has a higher volume of traffic than the typical residential collector road. This is due to the existence of commercial development along the west side of 59<sup>th</sup> Avenue.

All of the commercial lots on 67<sup>th</sup> Street between 59<sup>th</sup> Avenue and Taylor Drive have right-in right-out access onto 67<sup>th</sup> Street. Therefore, traffic uses 69A Street and enter onto 59<sup>th</sup> Avenue to head east on 67<sup>th</sup> Street. This causes higher eastbound right turn volumes at the intersection of 67A Street and 59<sup>th</sup> Avenue as well as higher southbound left turn volumes at the intersection of 59<sup>th</sup> Avenue and 67<sup>th</sup> Street. The intersection of 59<sup>th</sup> Avenue and 67<sup>th</sup> Street can also become busy during certain periods of the day due to the nearby recreation facility and school (G.H. Dawe Centre).

59<sup>th</sup> Avenue may also provide a short cut route to downtown, Kerrywood Drive/Taylor Drive, or south Red Deer. This allows motorist to avoid the east portion of 67<sup>th</sup> Street and Gaetz Avenue.

The intersection of 59<sup>th</sup> Avenue and 67<sup>th</sup> Street provides the most direct, all turns, controlled entry and exit for residents of Glendale and Normandeau.

Although there is a higher traffic volume along 59<sup>th</sup> Avenue, it does not restrict the possibility of introducing higher forms of density within the study area. Small redevelopments, such as four plexes, typically generate a low volume of traffic (2-3 trips in the AM and 3-4 trips in the PM during peak hours). Apartment buildings also have a lower per unit volume of traffic rating than single family and row housing dwellings during peak hours.

Individual redevelopments may not have a significant impact to the transportation network but a larger cumulative effect may be felt over time with numerous redevelopments. An analysis of the potential impact to the transportation network is further reviewed under section 15.0.

## 9.0 Applicable Policy and Guiding Documents Analysis

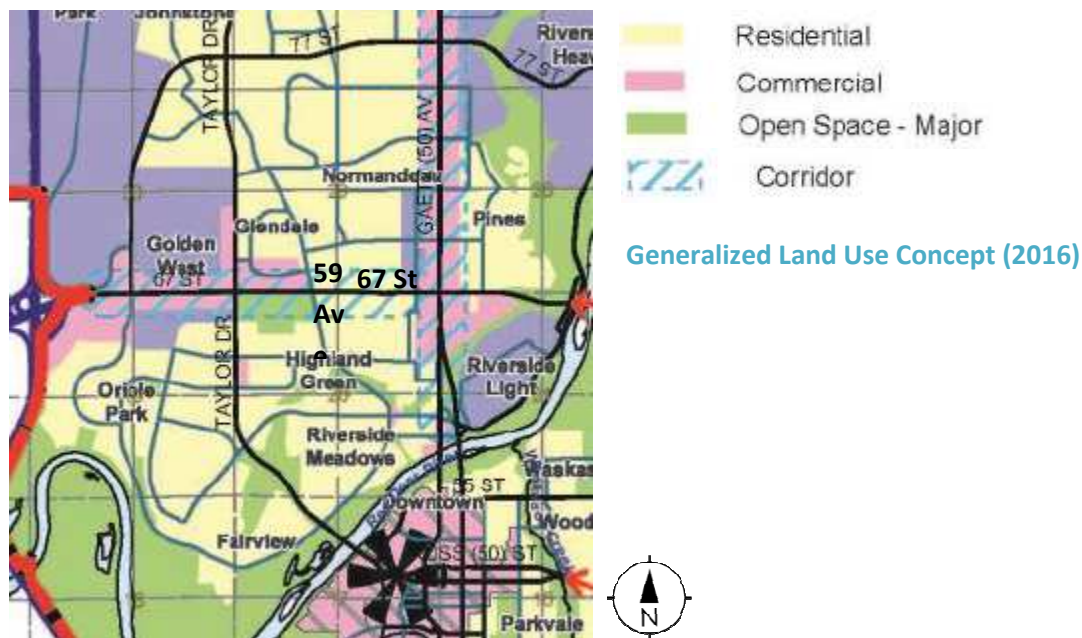
The following section reviews and considers applicable policy and guiding standards which inform the overall zoning, parking, and traffic along 59<sup>th</sup> Avenue. Documents which were consulted include the:

- Municipal Development Plan
- Multi-Modal Transportation Plan
- Neighbourhood Planning and Design Standards
- Land Use Bylaw

### Municipal Development Plan (2016)

The Municipal Development Plan is relevant to review because it guides and directs future growth and development for Red Deer and serves as a framework for the physical development of the community.

The Municipal Development Plan Generalized Land Use Concept identifies the 59<sup>th</sup> Avenue study area as residential with a portion of the study area, south of 67A Street, falling within a major urban corridor. This corridor represents an area for intensification and mixed use. An excerpt of the Generalized Land Use Concept is highlighted below.



There are also policies within the Municipal Development Plan which can be used to inform future development along 59<sup>th</sup> Avenue. These policies are outlined below.

### 5.10 Redevelopment and Intensification

The City shall undertake reviews of potential redevelopment and intensification opportunities in the established areas, including but not limited to: Vacant and under-utilized sites in communities

The Planning department is currently reviewing 59<sup>th</sup> Avenue as per Council direction.

There has been a history of applications within the 59<sup>th</sup> Avenue study area that have requested a higher density and development type.

#### **5.18 Infill Development**

The City should support infill residential and commercial development on vacant or underutilized parcels of land in established areas, particularly along major transit routes.

The age of properties within the 59<sup>th</sup> Avenue study area are considered mature.

The size of properties within the 59<sup>th</sup> Avenue study area significantly larger than the typical residential lots in Red Deer.

There is 1 vacant parcel.

59<sup>th</sup> Avenue currently functions as a bus route with transit stops.

#### **10.9 Infill and Intensification in Established Neighbourhoods**

Intensification shall be encouraged in established neighbourhoods through residential and mixed use infill projects where there is adequate capacity in major municipal infrastructure and in accordance with the infill guidelines referred to in Policy 10.10, unless otherwise determined through an approved area structure plan or area redevelopment plan.

Residential intensification within the 59<sup>th</sup> Avenue study area could be suitable due to the pre-existing multi-unit residential developments and the numerous applications to intensify density. Mixed use infill could also be suitable due to the existing commercial development west of the study area.

The existing infrastructure within the study area has been reviewed and is discussed in section 15.0 of this study; however, further investigation could be explored.

Based on a general analysis, there is potential capacity in the existing infrastructure to accommodate an increase in density along 59<sup>th</sup> Avenue.

#### **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 Generalized Land Use Concept map as a major urban corridor, opportunities for intensification of land use, mixed use development and improvements to make these corridors more pedestrian friendly and transit oriented should be promoted and encouraged.

59<sup>th</sup> Avenue falls within an area identified as a major corridor. It is adjacent to 67<sup>th</sup> Street.

#### **16.1 Coordination of Land Use and Transportation**

The City shall coordinate transportation and land use patterns with the objective of minimizing travel distances and managing transportation demand, including encouraging the use of alternative that do not rely on single occupant passenger vehicles.

The 59<sup>th</sup> Avenue study area is adjacent to many commercial and recreational uses that are within walking distance. There is also an existing transit route along 59<sup>th</sup> Avenue. The location



and availability of these amenities shortens travel distances and provides options in addition to the single occupant vehicle.

### 16.7 Transit Service

The City shall support public transit as a travel option that maintains the ability for all citizens to participate in the social and economic opportunities of Red Deer and as a way to reduce dependency on the private automobile and improve air quality.

The existing transit route along 59<sup>th</sup> Avenue would be further supported by the addition of increased density within the study area.

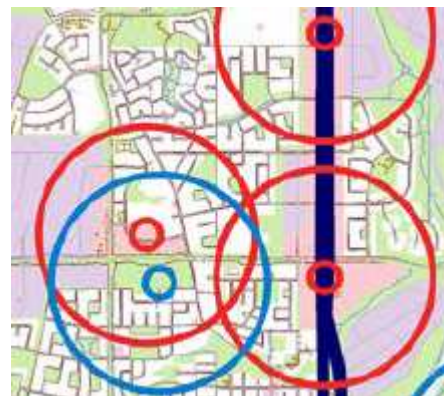
### Multi-Modal Transportation Plan (2017)

The Multi-Modal Transportation Plan is relevant to review because it aims to improve the safety, quality, comfort and connection of all modes while providing more choices for residents. The plan looks at each transportation mode individually while considering how they work together to create a balanced network. Policies applicable to the study of 59<sup>th</sup> Avenue are outlined below.



— PRIORITY 1 ROUTES  
— PRIORITY 2 ROUTES  
— PRIORITY 3 ROUTES

**Active Transportation Map  
(2017)**



● MAJOR INSTITUTIONAL DESTINATIONS,  
● MAJOR RETAIL/COMMERCIAL DESTINATIONS

**Bus Transit: Bus Rapid Transit and  
Destinations Map (2017)**

The Active Transportation Map represents opportunities to use sidewalks, multi-use trails, and park trails to offer a grid of safe and convenient corridors for active modes of transportation. Small changes to crosswalks, street trees, signs, curb locations and height, or other details will lift these routes to a common standard.

The Active Transportation Map identifies 59<sup>th</sup> Avenue as a priority 1 route where improvements would be minor but have an immediate improvement to the network. Currently, 59<sup>th</sup> Avenue has continuous

1.5 m sidewalks along each side of the street; however, there are significant gaps in the physical or quality of active transportation infrastructure. Improvements could be easily filled.

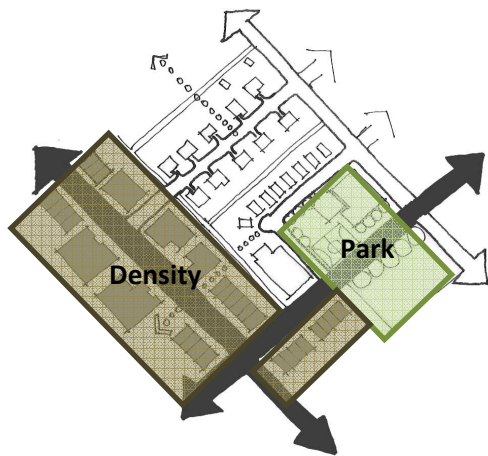
The Bus Rapid Transit and Destinations Map identifies key destinations for administration to consider when planning and routing transit. Transit will have changes to many of the current routes to increase frequency, reliability, and ridership. These routes will rely more on arterial roads.

The Bus Rapid Transit and Destinations Map identifies the commercial area north of the G.H. Dawe Centre as a major retail/commercial destination and identifies the G.H. Dawe Centre as a major institutional destination.

### Neighbourhood Planning and Design Standards (2013)

The Neighbourhood Planning and Design Standards are relevant to review because they provide a 'guidebook' for good neighbourhood design. Each principle and set of standards are a 'step' in the process of building neighbourhoods for Red Deer. Improving existing residential communities begins with looking at the many components and layers that create a great neighbourhood and understanding how these pieces are integrated and assembled.

The Neighbourhood Planning and Design Standards include standards which can be used to inform where density should be located within a neighbourhood and how it should be designed to fit within the context of the surrounding area. Standards applicable to the study of 59<sup>th</sup> Avenue are outlined below.



Neighbourhood Planning and Design Standards Diagram

**2.1** Co-locate the following land uses to create a neighbourhood node (integrated cluster of uses/amenities).

- Commercial/employment uses (e.g. live work townhomes, neighbourhood commercial, etc.)
- Parks, gathering spaces (e.g. recreational amenities, urban plazas, play spaces, etc.)
- Civic facilities (e.g. library, day care, activity facility, emergency service site, school, etc.)
- Medium and high Density housing

59<sup>th</sup> Avenue is considered a neighbourhood node because the surrounding area includes a mix of residential, commercial development, and recreation and institutional amenities. Due to the existence of a transit route, commercial area, and medium density housing, an increase in density within the 59<sup>th</sup> Avenue study area would be a reasonable fit.

**2.2** Coordinate higher density land use districts with those in adjacent neighbourhoods to create a larger centre of activity accessible to both neighbourhoods.

Although there isn't medium density in the abutting neighbourhood west of the study area, the standard recognizes the value of locating density along the periphery of a neighbourhood. This reduces travel demands on the neighbourhood and provides accessibility to services (if the new development includes mixed use) for both neighbourhoods.

**3.25** Locate off street parking areas to the side or rear of buildings and not between the public right-of-way and the front of the buildings for commercial and multi-family buildings.

Parking for properties along the 59<sup>th</sup> Avenue study area is primarily located to the rear of the property next to the lane.

**3.22** Minimize the use of front driveways where adequate vehicle access is available from the lane.

Front driveways along 59<sup>th</sup> Avenue are limited due to the nature of traffic along 59<sup>th</sup> Avenue. Properties within the study area have access to a rear lane. Front driveways interrupt pedestrian flow and movement along the existing sidewalk.

**3.27** Design lots for rear lane access and infrastructure unless otherwise approved by City Engineering and Planning.

The properties along 59<sup>th</sup> Avenue are primarily accessed from the rear lane.

**4.3** Redevelopment shall complement the existing neighbourhood architectural character (colour, materials, styles), building patterns, scale, building height and massing.

This standard would ensure that if properties were redeveloped within the 59<sup>th</sup> Avenue study area, they would consider and complement the surrounding developments in design, scale, height, and massing.

**4.2** Plan and design the neighbourhood to support transit by focusing density within nodes and along planned transit routes that support frequent transit service during peak times.

59<sup>th</sup> Avenue is currently a transit route with existing multi-unit developments.

**4.4** For smaller redevelopment projects (one lot or a small assembly of lots), design buildings at a height and scale which is within 1 to 2 storeys of what is already established in adjacent blocks.

This standard would ensure that if properties were redeveloped within the 59<sup>th</sup> Avenue study area, they would consider and complement the surrounding developments in height and scale.

**4.5** Design redevelopment so that it does not overwhelm or overshadow adjacent existing buildings. This also applies to rear yards where development extends beyond adjacent properties, creating an 'overlook' condition.

This standard would ensure that if properties were redeveloped within the 59<sup>th</sup> Avenue study area, they would consider the privacy of adjacent developments i.e. strategic building siting (closer to the west property line), window placement, and building height.

**4.6** Locate redevelopment within 1.2m of the existing front yard setbacks of adjacent sites or within the average of all existing principle buildings on the same block.

This standard would ensure that if properties were redeveloped within the 59<sup>th</sup> Avenue study area, they would be placed on the lot similar to that of adjacent developments to ultimately create a consistent urban/street wall.

**4.11** Where possible, maintain existing trees and plantings. If this is not possible, replace trees and planting at a 1:1 ratio or at the discretion of the development officer.

This standard would ensure that if properties were redeveloped within the 59<sup>th</sup> Avenue study area, they would maintain the mature 'feel' of the neighbourhood.

**4.12** Publicly owned trees shall not be removed to facilitate the construction of an redevelopment project.

59<sup>th</sup> Avenue includes large boulevards with mature, public owned trees. This standard allows for the protection of these trees.

**6.2** On neighbourhood entry streets, include two or more housing types per block. This could be achieved by anchoring corner lots with a different but complimentary housing form.

The study area currently encompasses a variety of residential development types on large lots.

**6.3** Block ends are encouraged for medium and high density developments especially when adjacent to parks, schools, neighbourhood commercial or other community facilities.

59<sup>th</sup> Avenue is adjacent to commercial development, recreation facilities, and institutional amenities.

The properties within the study area significantly larger than the typical residential lot thereby possible to accommodate medium density developments.

**6.4** Higher density residential should be near and conveniently accessible to parks.

59<sup>th</sup> Avenue is within a walkable proximity to a number of park spaces providing play, sports, and open recreation. There are both active and passive parks available for recreation in the nearby area.

**8.5** Residential and mixed-use projects should incorporate direct access to outdoor space, patio or balcony, or upper level terrace. These should be of adequate size and be covered where appropriate to ensure quality, comfort, and usability.

This standard would ensure that if properties were redeveloped within the 59<sup>th</sup> Avenue study area, they would accommodate quality living and leisure space.

**9.9** To create good street definition and a sense of enclosure, design and locate all residential development and commercial buildings so that the front of the building faces the street, and entrance is accessible directly from the public sidewalk.

The majority of developments within the 59<sup>th</sup> Avenue study area currently front onto 59<sup>th</sup> Avenue and include a pedestrian connection to the public sidewalk.

**9.11** Provide variety in projections and facade (e.g. window shapes and sizes, front porches, and roofline treatment, etc.) of similar housing types and land use districts, in particular, when adjacent to one another.

There is currently variety in design amongst the existing developments along the 59<sup>th</sup> Avenue study area.

**9.12** Design to minimum setbacks for residential and commercial buildings are encouraged to frame the street and create a more intimate neighbourhood 'look and feel'.

This standard would ensure that if properties were redeveloped within the 59<sup>th</sup> Avenue study area, they would be placed on the lot in a manner that frames the street and creates a consistent neighbourhood 'look and feel'.

**9.17** Residential buildings should be sited and oriented to overlook public streets, parks, and walkways and private communal spaces while ensuring the security and privacy of its residents.

This standard would ensure that if properties were redeveloped within the 59<sup>th</sup> Avenue study area, they would consider public privacy while ensuring articulation in the building design, access to outdoor amenity space, and public safety.

**9.20** Include separate at-grade entrances for ground floor units in multifamily style residential buildings.

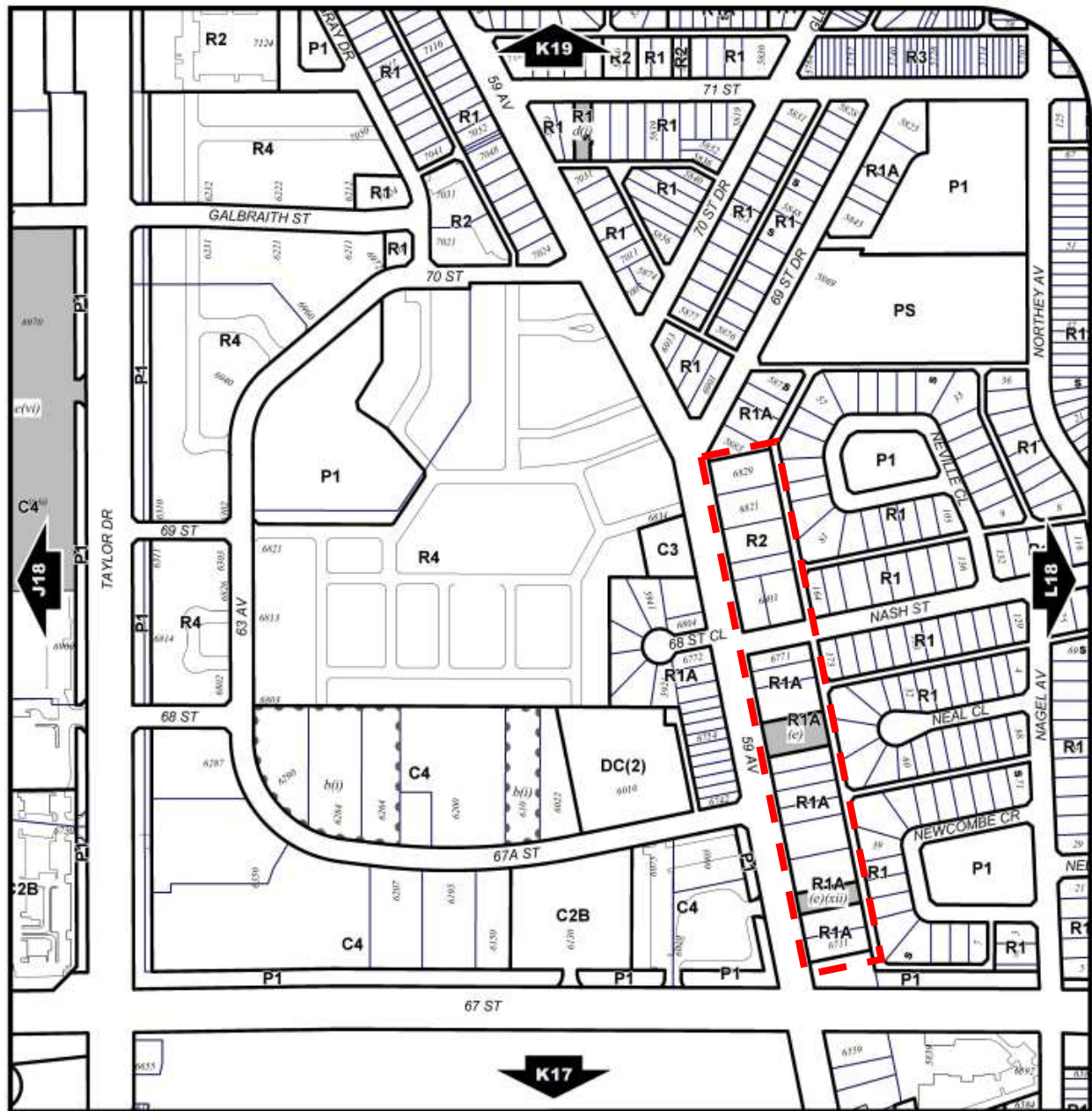
This standard would ensure that if properties were redeveloped within the 59<sup>th</sup> Avenue study area, they would portray a pedestrian friendly design and articulation in the building design.


### Land Use Bylaw

The Land Use Bylaw is relevant to review because it establishes rules and regulations for land development. The 59<sup>th</sup> Avenue study area includes two land use districts (R1A Residential Semi-Detached Dwelling District and the R2 Residential Medium Density District). There is also a Mature Neighbourhood Overlay District applicable to the study area. Excerpts of these regulations are outlined



below. There are also additional land use districts and regulations applicable for the areas surrounding the study area. These were discussed under section 6.0. Full copies of each of the applicable land use districts for the 59<sup>th</sup> Avenue study area and the surrounding area are included under Appendix D.



 59<sup>th</sup> Avenue Study Area



Land Use Bylaw 3357/2006

Land Use Map K18 (2019)

**R1A Residential (Semi-Detached Dwelling) District**

The R1A District is applicable to the residential properties between 67<sup>th</sup> Street and Nash Street. The general purpose of this District is to provide land which will be used for low density residential development including semi-detached dwelling units. The R1A land use regulations are outlined below.

<b>Regulations</b>	<b>Requirements</b>
Floor Area Minimum	Detached dwelling: Frontage in m x 6 m but not less than 72.0 m <sup>2</sup>  Semi-detached dwelling: 72.0 m <sup>2</sup> for each unit
<sup>4</sup> Site Coverage Maximum	40% (includes garage and accessory buildings)
Building Height Maximum	2 storeys with a maximum of 10.0 m measured from the average of the lot grade
Front Yard Minimum	6.0 m
Side Yard Minimum	Detached dwelling: 1.5 m  Semi-detached dwelling unit (without side entry): 1.5 m Semi-detached dwelling unit (with side entry): 2.4 m Special residential: 3.0 m  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.
Rear Yard Minimum	7.5 m
Lot Depth Minimum	30.0 m
Landscaped Area	35% of site area
Parking Spaces	Subject to sections 3.1 & 3.2
Lot Area Minimum	Detached dwelling 360.0 m <sup>2</sup>  Semi-detached dwelling unit: 232.0 m <sup>2</sup> per dwelling unit
Frontage Minimum	Detached dwelling 12.0 m  Semi-detached dwelling unit 7.6 m per unit

**R2 Residential (Medium Density) District**

The R2 District is applicable to the residential properties between Nash Street and 69<sup>th</sup> Street Drive. The general purpose of this District is to provide a medium density residential area with a mixture of housing types and residential accommodation and at the same time control, regulate, and encourage the development or redevelopment of residential uses that are compatible with the neighbourhood, the immediate site, and the growth policies of the Municipal Development Plan. The R2 land use regulations are outlined below.

<b>Regulations</b>	<b>Requirements</b>
Floor Area Minimum	Detached dwelling: Frontage in m x 6.0 m Semi-detached dwelling: 65.0 m <sup>2</sup> for each unit Multi-attached: 60.0 m <sup>2</sup> for each unit
<sup>1</sup> Site Coverage	40% (includes garage and accessory buildings)
<b>Regulations</b>	<b>Requirements</b>
Maximum	
Building Height Maximum	<sup>2</sup> 2 storeys with a maximum total height of 10.0 m measured from the average of the lot grade except: <ul style="list-style-type: none"> <li>▪ Multiple family building as per subsection 4.4 (1)(b)(xi)</li> <li>▪ 3 storeys for an Assisted Living Facility</li> </ul>
Front Yard Minimum	6.0 m except multi-family which shall have a 7.5 m minimum
<sup>3</sup> Side Yard Minimum	Detached dwelling: 1.5 m  Semi-detached dwelling unit (without side entry): 1.5 m Semi-detached dwelling unit (with side entry): 2.4 m  Special residential: 3.0 m  Multi-attached (without side entry): 1.8 m Multi-attached (with side entry): 2.4 m  Multiple Family Building, Assisted Living Facility, or Temporary Care Facility: <ul style="list-style-type: none"> <li>• Buildings up to 2 storeys: 3.0m</li> <li>• Buildings of 3 storeys: 4.5m</li> </ul> <p>Notwithstanding the setbacks noted above, where the Multiple Family Building, Assisted Living Facility, or Temporary Care Facility flanks a public roadway, the setback on the flanking side shall be in accordance with Part 3, Figure 2.</p> <p>In all cases the minimum side yard requirement is subject to sections 3.19 and 5.7(2).</p>
Rear Yard Minimum	7.5 m
Lot Depth Minimum	30.0 m
Landscaped Area	35% of site area
Parking Spaces	Subject to sections 3.1 & 3.2
Lot Area Minimum	<sup>4</sup> Detached dwelling 360.0 m <sup>2</sup>  Semi-detached: 232.0 m <sup>2</sup> per dwelling unit



	Multi-attached: 185.0 m <sup>2</sup> per dwelling unit  Multi-family: <ul style="list-style-type: none"> <li>▪ no separate bedroom: 74.0 m<sup>2</sup> per dwelling unit</li> <li>▪ one bedroom: 111.0 m<sup>2</sup> per dwelling unit</li> <li>▪ more than one bedroom: 139.0 m<sup>2</sup> per dwelling unit</li> </ul>
Frontage Minimum	<sup>1</sup> Detached dwelling unit: 12.0 m  Semi-detached: 7.6 m per dwelling unit  Multi-attached building: 15.0 m except, if all units are side by side town or row housing units: 6.1 m per dwelling unit  Multiple family building: 18.0 m

### Mature Neighbourhood Overlay District

59<sup>th</sup> Avenue also falls within the Mature Neighbourhood Overlay District. This district was influenced by the redevelopment standards found under Principle 4 - Compact Urban Form & Density in the Neighbourhood Planning and Design Standards.

The general purpose of this overlay district is to ensure redevelopment in mature neighbourhoods is compatible with the existing development within the immediate street context. The overlay is applicable to mature areas that do not have an adopted neighbourhood specific statutory plan in place, which are residential areas approximately 15 years of age and older. A summary of policies that are applicable to 59<sup>th</sup> Avenue are outlined below:

- All residential and mixed-use redevelopment shall be compatible with existing principal buildings in terms of the scale and form within the immediate street context. Redevelopment must not overwhelm or overshadow principal buildings.
- Redevelopment shall be within one (1) to two (2) storeys of existing buildings within the immediate street context. Immediate street context refers to existing buildings along the same street frontage (both sides of the street) as the proposed development and within the same block.
- To minimize sidewalk interruptions, curb cuts shall be minimized by requiring rear vehicular access where adequate vehicle access is available from the rear lane.
- The continuation of sidewalks should be maintained by minimizing curb cuts for front vehicular access.
- Existing trees and shrubs must be marked on landscaping plans and should be maintained. Mature trees that are required to be removed to accommodate redevelopment should be replaced with trees that are appropriate for the location in terms of size and species.
- Publicly owned trees and shrubs shall not be removed to facilitate the construction of a redevelopment project, unless approved by the Development Authority.

## 10.0 Municipal Review – Comparable Best Practices in Alberta

Redevelopment into higher densities is not uncommon within mature neighbourhoods across Alberta. Calgary, Edmonton, and Lethbridge each have guidelines to ensure redevelopment is suitable and physically fits with the context of the area. A summary of guidelines and policies from Calgary, Edmonton, and Lethbridge that could be applicable to the 59<sup>th</sup> Avenue Planning Study are outlined below. In addition, Table 3: Comparison of Municipal Redevelopment Policies summarizes the similarities and differences between Red Deer, Calgary, Edmonton, and Lethbridge.

It should be noted that the documents referenced from Calgary, Edmonton, and Lethbridge may not be a comprehensive list. Each of these municipalities may have additional documents guiding and regulating the location and development of redevelopment.

### Calgary Location Criteria for Multi-Residential Infill (2016)

- Locating higher density housing within a convenient and walkable distance of transit stops supports the choice to use public transit for a greater number of people.
- Encouraging increased population close to transit helps to maximize the use of public transit infrastructure.
- Access to public transit provides transportation options to residents which can result in lower car ownership and fewer trips by car.
- Promoting multi-residential buildings on corner parcels can reduce the impact on neighbouring properties.
- Housing that faces both streets will add to the residential appearance of side streets and tends to slow traffic and enhance pedestrian safety and experience on adjacent sidewalks.
- Locating higher density housing on collector or higher standard roadways provides convenient access to roads that are designed to handle higher traffic levels. This reduces the potential for increased traffic on local residential streets.
- The impact of a larger building is reduced where the mass of the building is focused on a wider street.
- Multi-residential redevelopment should be encouraged when it is located adjacent to existing or planned non-residential development or multi-residential development.
- New multi-residential infill adjacent to or across from an existing or planned open space, park or community amenity creates opportunities:
  - For diverse outdoor recreation activities that help attract new residents and help support investment in new and existing infrastructure;
  - For social interaction; and,
  - Adds safety by providing additional overlooking of the park or open space.
- Encouraging direct lane access for multi-residential infill buildings accommodates:
  - A site layout that minimizes the impact of vehicles on adjacent streets and sidewalks;
  - Increased parking options with limited impact on the existing neighbourhood;
  - More pedestrian oriented streetscapes; and,

- Safer pedestrian environments due to fewer driveways crossing sidewalks.

#### Edmonton Residential Infill Guidelines (2009)

- Fundamental goals of pursuing residential infill:
  - To contribute to the creation of mature neighbourhoods that are livable and adaptable.
  - To foster residential infill that contributes to ongoing neighbourhood renewal and revitalization.
  - To encourage residential infill that contributes to the social, economic, and environmental sustainability of mature neighbourhoods and to the overall sustainability of the City.
- Various forms of infill: Small, Medium and Large Scale.
  - Small scale – secondary suites, carriage homes, garden suites, small lots, semi-detached homes.
  - Medium scale – row housing, stacked row housing, low rise apartments.
  - Large scale – midrise apartments, high rise apartments.
- Directing medium to high density infill to the edge of neighbourhoods will:
  - encourage the revitalization of those areas;
  - place higher density development closer to transit service; and,
  - create opportunities for sustainable community focal points to be shared by bordering neighbourhoods.
- Residential infill developments should respect the role of lanes not only as a primary vehicular access route but as a factor in maintaining the livability of neighbourhoods. Importance should be placed on the public realm of lanes; attractive design through fencing and landscaping, and appropriate design of parking areas and garages.
- Residential infill is encouraged on sites in proximity to LRT stations, on high frequency transit corridors, and at major shopping centres.
- Infill development should respect the mass and scale of adjacent development and the character and attributes of the existing streetscape.
- Individual homes should not be isolated between infill developments.

#### Lethbridge Infill Design Guidelines – Residential (2011)

- The height of the infill building should be harmonious with its neighbours. If there is a great disparity between the neighbouring building heights the infill building height should provide a transition.
- Roof slopes and forms should be similar to those of near-by buildings and consistent with a clearly expressed architectural style.
- Infill buildings, designed to meet the needs and expectations of the modern family, are frequently larger, sometimes much larger, than the small neighbouring homes of yesteryear. Carefully suiting the building to its site helps reduce the scale. Breaking up a building's component volumes and fracturing its planes helps reduce its apparent mass and makes it seem less large.

- The infill building should incorporate architectural details and finishing material that are complementary to those of good quality neighborhood structures and/or those that will enhance the character of the neighbourhood.
- Buildings on a corner lot must have facades that respect the street on both frontages. Both facades must have balanced provision of windows, doors, details, and finishing materials.
- The applicant is encouraged to treat duplex units individually (i.e. not create duplicate units) with each unit tailored to the circumstances of the site and respecting the adjacent buildings.
- Generally, front driveways and garages are not desirable. If they are to be considered the garage should not project its full length from the front of the building.
- Ground level entries and front doors that face the street are preferred. Unit entries and how to get to the entry should be obvious to the visitor.
- If an entry is shared the design should make clear what area of the entry is 'owned' by which unit.
- Mature trees give a building scale and a sense of permanence. A new building seems less 'raw' and more like it belongs in the neighborhood if it is surrounded by trees that have always been there.
- Landscaping can provide privacy by shielding unwanted views into or from neighbouring properties and contribute to the enjoyment of amenity areas. A beautifully landscaped front yard is appreciated by all and 'gives back' to the neighbourhood.
- Front setbacks for an infill building should respect the street wall. If the adjacent buildings have a consistent setback the infill buildings should be the same. If they are significantly different the infill building's front setback should be approximately halfway between the two adjacent setbacks.
- Each unit of an infill development must have a private dedicated outdoor amenity space that is designed with care and attention to detail and not merely relegated to the space "left-over" after all the building and parking requirements are met.
- Most established neighbourhoods were developed before multiple car ownership was the norm. Parking in these neighbourhoods is typically off the lane leaving the tree-lined streets free of driveways. Thus, front driveways for infill developments are discouraged.

**Table 3: Comparison of Municipal Redevelopment Policies**

<b>Policy/Guideline</b>	<b>Red Deer</b>	<b>Calgary</b>	<b>Edmonton</b>	<b>Lethbridge</b>
Support infill on vacant or underutilized parcels in established areas				
Encourage infill if there is adequate capacity in major municipal infrastructure				
Along major urban corridors, opportunities for intensification of land use, mixed use development and improvements to make these corridors more pedestrian friendly and transit oriented should be promoted and encouraged				
Co-locate medium/high density with commercial uses, parks and gathering spaces, civic facilities, and other medium/high density sites				
Minimize the use of front driveways where adequate vehicle access is available from the lane				
Design lots for rear lane access and infrastructure				
Focus density within neighbourhood nodes and along planned transit routes				
Include two or more housing types per block on neighbourhood entry streets				
Block ends are encouraged for medium and high density developments especially when adjacent to parks, schools, neighbourhood commercial or other community facilities				
Higher density residential should be near and conveniently accessible to parks				
Residential and mixed-use redevelopment shall be compatible with existing principal buildings in terms of the scale and form within the immediate street context				
Redevelopment shall be within one (1) to two (2) storeys of existing buildings within the immediate street context				
The continuation of sidewalks should be maintained by minimizing curb cuts for front vehicular access				
Existing trees and shrubs should be maintained				
Mature trees that are required to be removed should be replaced with trees that are appropriate for the location in terms of size and species				

Publically owned trees and shrubs shall not be removed to facilitate the construction of a redevelopment project				
Buildings on a corner lot must have facades that respect the street on both frontages				
Individual homes should not be isolated between infill developments				
Ground level entries and front doors that face the street are preferred				
Provide landscaping for privacy by shielding unwanted views into or from neighbouring properties and contribute to the enjoyment of amenity areas				
Front setbacks for an infill building should respect the street wall				
Each unit of an infill development must have a private dedicated outdoor amenity space				

## 11.0 Internal Administrative Referral Considerations and Comments

As part of the analysis of 59<sup>th</sup> Avenue, various City departments were consulted to gather information on the three topics directed by Council i.e. zoning, parking, and traffic. The information received has been integrated into the various sections of the planning study; however, there were a few comments that were unrelated to the three topics specified above. These comments focus on the impact an increase in density would have on the existing City services and infrastructure. They are as follows:

- Emergency Services suggested that additional hydrants may be required if properties within the 59<sup>th</sup> Avenue study area redeveloped into higher densities.
- Environmental Services suggested that the deep services may need to be upgraded if the properties within the 59<sup>th</sup> Avenue study area redevelop to increase density.
- Electric, Light, and Power suggested that electrical servicing for future developments would need to extend from the front of the lots. This would require associated easements along the front of the property line. Additional power poles may also be required. ELP also noted that the overhead power line that exists will limit the proximity of new buildings to the west property line.
- Environmental Services suggested that waste collection will continue to be serviced from the rear lane.

There is administrative support from various City departments for increasing the density along 59<sup>th</sup> Avenue; however, infrastructure impacts would need to be further explored before an increase in density could be formally pursued.

Further analysis could be completed through:

A “network modelling” study, completed internally by Engineering Services, to fully understand what the current infrastructure could accommodate and whether the current infrastructure (water and sanitary) would require an upgrade based on the anticipated development.

A review of development permit applications for fire hydrant capacity. Completed internally by Emergency Services.

A review of development permit applications for electrical servicing. Completed internally by Electric, Light, and Power.

## 12.0 Summary of Landowner Comments

*Feedback prior to July 2019*

Landowners within 100 m of the study area were consulted to gather feedback on the three topics directed by Council. Administration sent referral letters to 166 landowners. The referral letter included a comment sheet which could be filled out and returned to administration. Landowners also had the option to fill out an online survey. The comment sheet and the online survey included the same information.

Administration received five written comments and eight survey responses for a total of thirteen submissions. A summary of the feedback received is outlined below. Full copies of the responses are available under Appendix E. A copy of the referral letter information is included under Appendix F.

### Housing and Zoning

- Too many apartments
- Run down properties
- Should not mix single family and apartment housing on the same block
- Do not want over capacity apartments
- Like that the apartments do not exceed 4 storeys
- Like the variety and individuality of housing i.e. not cookie cutter houses
- The duplexes on the west side of 59 Ave are neat and fitting with the area
- Some properties are kept neat

### Parking

- Over capacity apartments increase parking problems
- Keep parking at the rear

### Transportation and Mobility

- Like that 59 Ave is paved and well maintained
- Would like to see controlled cross walks or painted lines for pedestrians
- Widen 59 Avenue or modify traffic routes
- Lots of pedestrians and traffic along 59 Avenue
- Lots of traffic in rear lane
- Rear lane is not well maintained – dust, noise, garbage, pot holes
- Should pave the rear lane
- Need better signage for 68 Street Close
- Suggest a traffic count
- Like that there is no on street parking on 59 Avenue

### Other

- Lots of garbage and large household items in the rear lane
- Backing onto apartments brings property value down

*Feedback September 2019 – Following Council resolution for additional consideration*

### Feedback from R1A landowners with existing single family dwelling units

- Request to remain as R1A with ability redevelop as duplex in the future



### Feedback from general landowners with 100m of study area

- Agree with rezoning from R1A to R2 with capping at existing density with current number of units for 6 legal non conforming sites
- Concern with increase traffic from duplex, noise, dust

## 13.0 Planning Consideration of Landowner Comments

Based on the feedback received from landowners, administration has the following response:

The mix of medium density residential development and low density residential development along 59<sup>th</sup> Avenue stems from zoning changes approved by Council in the 1980s (medium density development down zoned to semi-detached development) and the larger property sizes (originally acreage residential). The mix of residential development types can contribute to a visually interesting streetscape while also providing opportunity for a diversity of demographics to live within an area. In reviewing the historical applications along 59<sup>th</sup> Avenue it is evident that medium density residential development is suitable and desired in this area.

The appearance and upkeep of property is not related to density. It is a landowner's responsibility to ensure their property is properly maintained. In the case that it is not, the Community Standards Bylaw is the municipal tool used to enforce these standards.

Parking associated with all land use types is regulated by the Land Use Bylaw. The parking provided for the existing medium density residential development would have been reviewed and approved under the regulations applicable at the time of application. Any new development would be required to satisfy the current parking regulations of the Land Use Bylaw.

The flow and volume of traffic as well as pedestrian movement along 59<sup>th</sup> Avenue could be further explored by administration. The rear lane could also be examined to assess current traffic volumes and the condition of the lane. If the lane does not appear adequate, the options outlined under section 7.0 could be considered.

## 14.0 Options for the Study Area

As part of the planning study, administration has considered:

- |  |  |
|--|--|
| 1. The context of the study area                               | 5. The traffic of the study area               |
| 2. The history of the study area                               | 6. Municipal policy, guidelines, and standards |
| 3. The current land use of the study area and surrounding area | 7. Internal and landowner feedback             |
| 4. The parking and access of the study area                    |  |

After assessing all the above noted information, administration suggests five possible options. These are:

- Option 1 - Leave development and the zoning as is
- Option 2 - Create a density overlay district
- Option 3 - Rezone six legal non-conforming properties into compliance (R1A to R2)
- Option 4 - Rezone entire east block of 59<sup>th</sup> Avenue (67<sup>th</sup> St to Nash St) from R1A to R2
- Option 5 – Rezone six legal non-conforming properties into compliance (R1A to R2) on 59<sup>th</sup> Avenue from R1A to R2 with a density cap reflecting existing developments current number of units.

Based on the options available, administration is recommending Option 5. These options are further discussed below.

#### **Option 1 - Leave Development and Zoning along 59<sup>th</sup> Avenue As Is**

This option would pose no land use change to the 59<sup>th</sup> Avenue study area. If redevelopment applications are received, they would be considered and processed on a case by case basis. This may result in the creation of site exceptions or spot zonings.

The lane would remain as a gravel standard. Landowners would have the option to apply for a Local Improvement Levy to upgrade the lane to a paved standard. Parking, access, and traffic would also remain the same. If redevelopment applications are received, they would be considered and processed under the regulations of the day.

#### **Option 2 - Create a Density Overlay District**

This option would create the potential for redevelopment while establishing a density cap for the properties within the study area. Other regulations such as maximum building height, property access, residential amenity space, and parking requirements could also be integrated into the overlay district. If this option were selected by Council, the possible regulations would need to be further reviewed and developed by administration. A network modelling study may also be required to ensure that the existing infrastructure could accommodate the proposed increase in density. This could be completed internally by Engineering Services.

As with Option 1, the lane would remain as a gravel standard and landowners would have the option to apply for a Local Improvement Levy.

#### **Option 3 – Rezone Six Legal Non-conforming Properties from R1A to R2**

This option proposes to rezone six legal non-conforming properties from R1A Residential Semi-detached District to R2 Residential Medium Density District. The proposal to rezone these properties to R2 aligns with applications previously approved by Council for properties north of Nash Street (6821, 6817, and 6801 59<sup>th</sup> Avenue).

Refer to Figure 8 for a visual representation of Option 3.

- |                                     |                             |
|-------------------------------------|-----------------------------|
| ○ 6759 59th Ave – 9 unit apartment  | ○ 6719 59th Ave – Four plex |
| ○ 6755 59th Ave – 12 unit apartment | ○ 6715 59th Ave – Four plex |
| ○ 6727 59th Ave – 12 unit apartment | ○ 6711 59th Ave – Four plex |

Currently these properties are zoned R1A but they are legal non-conforming buildings. Rezoning these properties to R2 protects the landowner's development. If the building was significantly damaged and needed to be rebuilt, the R2 zoning would allow the landowner the opportunity to do so. If the property remains R1A, the landowner would be required to develop the new building in accordance with the R1A District or apply to rezone or create a site exception.

It should be noted that there is an existing exception for 6755 59<sup>th</sup> Avenue. It was granted by Council in April 2008. The site exception accommodates the existing 12 unit multi-family building. Council did not approve rezoning the site to R2 because a review of 59<sup>th</sup> Avenue was recommended.

The existing developments on these six properties are currently discretionary under the R2 District and the property size for each property meets R2 requirements.

With this option, the lane would remain as a gravel standard. Landowners would have the option to apply for a Local Improvement Levy to upgrade the lane to a paved standard. If no redevelopment of these parcels occurred, the parking, access, and traffic would also remain the same. If redevelopment applications are received, they would be considered and processed under the regulations of the day.





**Figure 8 - Option 3 to Rezone Legal Non-Conforming Properties on 59<sup>th</sup> Avenue (R1A to R2)**

#### Option 4 – Rezone Entire East Block of 59<sup>th</sup> Avenue (67<sup>th</sup> St to Nash St) from R1A to R2

This option proposes to rezone the entire east block of 59<sup>th</sup> Avenue (67<sup>th</sup> Street to Nash Street) from R1A Residential Semi-detached District to R2 Residential Medium Density District.

Refer to Figure 9 for a visual representation of Option 4.

- |  |  |
|--|--|
| ○ 6771 59th Ave – Single Family Dwelling | ○ 6735 59th Ave – Single Family Dwelling |
| ○ 6767 59th Ave – Single Family Dwelling | ○ 6733 59th Ave – Vacant                 |
| ○ 6759 59th Ave – 9 unit Apartment       | ○ 6731 59th Ave – Vacant                 |
| ○ 6755 59th Ave – 12 unit Apartment      | ○ 6727 59th Ave – 12 unit Apartment      |
| ○ 6749 59th Ave – Single Family Dwelling | ○ 6719 59th Ave – Four plex              |
| ○ 6743 59th Ave – Single Family Dwelling | ○ 6715 59th Ave – Four plex              |
| ○ 6739 59th Ave – Single Family Dwelling | ○ 6711 59th Ave – Four plex              |

This option accommodates the legal non-conforming uses as well as the existing conforming uses. It creates the potential for future redevelopment i.e. single family to semi-detached, multi-attached to multi-family; however, applications for redevelopment would be landowner driven and reviewed by administration on a case by case basis. Any redevelopment greater than a single family dwelling would be considered discretionary under the R2 District.

It should be noted that the smaller properties, currently containing single family homes, would only be able to redevelop into semi-detached dwellings due to the existing property size. It wouldn't be possible to construct multi-attached or multi-family on the single family lots unless these lots were consolidated or a unique design solution were presented i.e. 6815 59<sup>th</sup> Avenue.

With this option, administration is recommending that a budget request be considered by Council to upgrade the lane from gravel to a paved standard. The estimated cost to upgrade the lane is \$185,475.00 and would be expected to be considered as part of the 2021 budget. A network modelling study may also be required to ensure that the existing infrastructure could accommodate the proposed increase in density. This could be completed internally by Engineering Services.

In considering Option 4, administration has estimated how dense the area could become based on the current property sizes and R2 regulations. This allows administration to review the potential build out if all properties within Option 4 redeveloped to a greater density. It is not a guarantee that all these properties would redevelop, as each are individually owned, and the timelines for redevelopment, if pursued, could be varied a number of years.

Table 4 below highlights the possible density achievable if Option 4 were fully developed. The method of calculating such numbers is as follows:

1. Site area of the property multiplied by the maximum site coverage = the developable site area
2. Developable site area divided by the lot area minimum (assuming a 1 bedroom unit in an apartment building in the R2 District) = a number of units in a single storey
3. Multiply the number of units by the number of storeys (assumed 1-2 storeys to align with the context of the area) = total number units
4. Calculate the required number of parking stalls for the number of units (including guest parking)
5. Calculate the required area of landscaping based on the site area
6. Subtract developable area, the parking area, and the landscaped area from the site area

**Table 4: Estimated Density Possible under Option 4**

Address	Existing Development	Maximum Density	Maximum # of Units
6771 59 Ave	Single Family Dwelling	Multi-attached	Tri-plex
6767 59 Ave	Single Family Dwelling	Multi-attached	Tri-plex
6759 59 Ave	9 Unit Apartment	Multi-family	12 Unit Apartment
6755 59 Ave	12 Unit Apartment	Multi-family	12 Unit Apartment
6749 59 Ave	Single Family Dwelling	Multi-attached	Tri-plex
6743 59 Ave	Single Family Dwelling	Multi-attached	Tri-plex
6739 59 Ave	Single Family Dwelling	Multi-attached	Tri-plex
6735 59 Ave	Single Family Dwelling	Multi-attached	Tri-plex
6733 59 Ave	Vacant	Semi-detached	Duplex
6731 59 Ave	Vacant	Semi-detached	Duplex
6727 59 Ave	12 Unit Apartment	Multi-family	12 Unit Apartment
6719 59 Ave	Fourplex	Multi-family	8 Unit Apartment
6715 59 Ave	Fourplex	Multi-family	8 Unit Apartment
6711 59 Ave	Fourplex	Multi-family	8 Unit Apartment
<b>Total</b>	<b>51 Units</b>		<b>82 Units</b>

\*Assuming 1 bedroom units, 2 storey apartment buildings for multi-family developments

As outlined above, the increase in density with Option 4 proposes the addition of approximately 31 units. This isn't considered a significant increase in density particularly because it would be phased over time. As mentioned in the previous paragraphs, redevelopment would be landowner driven and reviewed by administration on a case by case basis. Each of these developments would be considered discretionary under the R2 District. Therefore, there isn't a guarantee that they would be approved by the Development Authority.





Figure 9 - Option 4 to Rezone Properties on 59<sup>th</sup> Avenue from R1A to R2

**Option 5 – Rezone six legal non-conforming properties into compliance (R1A to R2) on 59<sup>th</sup> Avenue from R1A to R2 with a density cap reflecting existing developments current number of units.**

This option proposes to rezone the six legal non-conforming properties into compliance from R1A Residential Semi-detached District to R2 Residential Medium Density District while also applying a density cap/maximum number of units reflecting current unit numbers for each property.

Refer to Figure 10 for a visual representation of Option 5.

- 6771 59th Ave – Single Family Dwelling
- 6767 59th Ave – Single Family Dwelling
- 6759 59th Ave – 9 unit Apartment
- 6755 59th Ave – 12 unit Apartment
- 6749 59th Ave – Single Family Dwelling
- 6743 59th Ave – Single Family Dwelling
- 6739 59th Ave – Single Family Dwelling
- 6735 59th Ave – Single Family Dwelling
- 6733 59th Ave – Vacant
- 6731 59th Ave – Vacant
- 6727 59th Ave – 12 unit Apartment
- 6719 59th Ave – Four plex
- 6715 59th Ave – Four plex
- 6711 59th Ave – Four plex

This option accommodates the legal non-conforming uses as well as the existing conforming uses. It proposes to regulate density in order for future redevelopment to occur in a manner that is context sensitive.

The lot size of each property limits the number of units which may be developed on a given site. Redevelopment would be required to adhere to the R2 District regulations as well as the Mature Neighbourhood Overlay District. For example, as mentioned in Option 4, the smaller properties containing single family homes would only be able to redevelop into duplex dwellings due to the existing property size and the current R1A zoning.

With the 6 legal non-conforming properties being capped at their current density and the remaining R1A single family properties were redeveloped as duplexes, the overall increase in the number of units would be minimal increase of 10 units. Refer to Table 5 for clarification.

**Table 5: Proposed Density Cap for Each Property**

Address	Existing Development	Maximum # of Units	Density Indicator
6771 59 Ave	R1A Single Family Dwelling	2 units within one duplex	D2
6767 59 Ave	R1A Single Family Dwelling	2 units within one duplex	D2
6759 59 Ave	9 Unit Apartment	9 Unit Apartment	D9
6755 59 Ave	12 Unit Apartment	12 Unit Apartment	D12
6749 59 Ave	R1A Single Family Dwelling	2 units within one duplex	D2
6743 59 Ave	R1A Single Family	2 units within one	D2

	Dwelling	duplex	
6739 59 Ave	R1A Single Family Dwelling	2 units within one duplex	D2
6735 59 Ave	R1A Single Family Dwelling	2 units within one duplex	D2
6733 59 Ave	R1A Vacant	2 units within one duplex	D2
6731 59 Ave	R1A Vacant	2 units within one duplex	D2
6727 59 Ave	12 Unit Apartment	12 Unit Apartment	D12
6719 59 Ave	Fourplex	Fourplex	D4
6715 59 Ave	Fourplex	Fourplex	D4
6711 59 Ave	Fourplex	Fourplex	D4
<b>Total</b>	<b>51 Units</b>	<b>61 units</b>	

With this option, the lane would remain as a gravel standard. Landowners would have the option to apply for a Local Improvement Levy to upgrade the lane to a paved standard. If no redevelopment of these parcels occurred, the parking, access, and traffic would remain the same.



Figure 10 - Option 5 to Rezone Properties on 59th Avenue from R1A to R2 with a Density Cap

For a comparison, Figure 10 has been included in this study to demonstrate the current distribution of R1A, R2, and R3 throughout Normandeau. It can be seen that most of these districts are located to the outer boundaries of the neighbourhood and are not overly concentrated to one particular area.

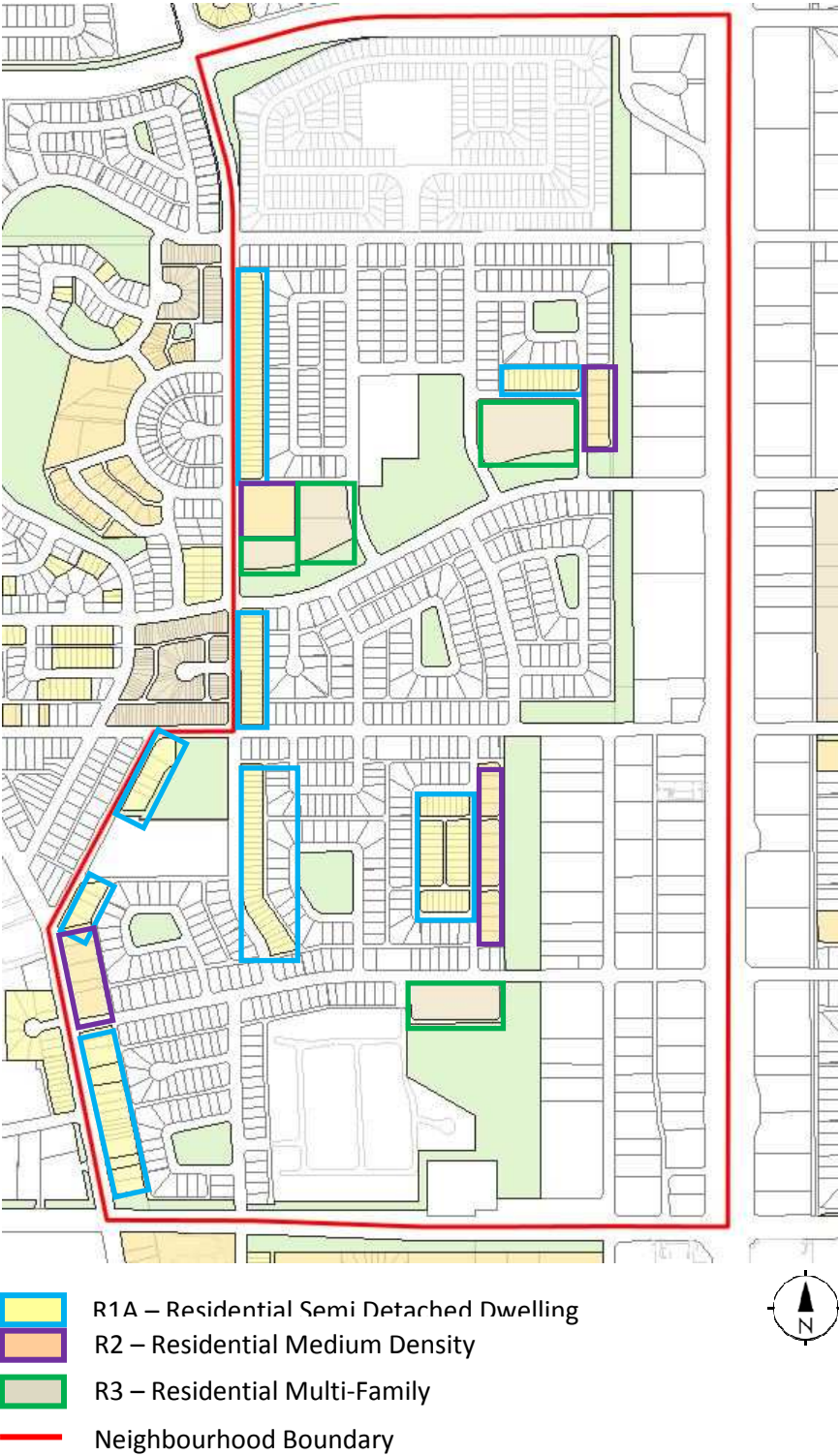


Figure 11 - Normandeau R1A, R2, and R3 Sites

## 15.0 Infrastructure Impacts if Pursue Option 4

Option 4 proposes an increase in density along 59<sup>th</sup> Avenue. This has implications on the existing infrastructure. In consulting various departments, the implications were found to be as follows:

### **Environmental Services**

Environmental Services has reviewed the possible developments associated with Option 4 and does not identify this location as a priority. The concrete sanitary and storm main was installed in 1970 and 1971 which is not required to be replaced until approximately 2045. The 150mm water main was recently replaced with PVC in the year 1999 which does not require replacement until 2074. The sanitary and water mains have limited capacity and may potentially be overwhelmed from the demands of the multiple developments and the increase of population at this location.

Engineering Services, or a hired consultant, could perform a “network modelling” study to fully understand what the current infrastructure could accommodate and whether the infrastructure (water and sanitary) would require an upgrade based on the anticipated development. The estimated cost of this study, if completed internally by Engineering Services, would be approximately \$3,000-4,500 and could be completed as part of the Land Use Bylaw amendment process. It takes approximately 4-5 days to complete.

### **Electric, Light and Power**

Electric, Light and Power has reviewed the possible developments associated with Option 4 and concluded that duplex and triplex developments can be serviced off the single phase power available in the rear lane. There are currently no restraints to servicing these types of developments using the existing infrastructure.

Any development that requires 3 phase power (the 8 and 12 unit apartment buildings) would likely require the extension of high voltage underground power up the east boulevard of 59<sup>th</sup> Avenue to service these developments. This would require either the first person in to pay large upfront costs or a local improvement fee to equalize the costs across all developments on the street.

Removal of the existing overhead power would not be possible and could interfere with the accesses to new developments. The existing overhead power could also be buried but this would be an additional cost over and above extending the high voltage mentioned above.

### **Engineering Services**

Engineering has reviewed the possible developments associated with Option 4 and determined that the potential increase in density can be accommodated without significant negative impacts on the area roadways and intersections.

The potential increased density (based the maximum # of units in the Table 4) is anticipated to result in an additional 14 vehicle trips in the AM peak hour and an additional 19 trips in the PM peak hour, as

compared to the existing trips generated by the noted properties. This increase in vehicular trips represents less than 1% of the daily traffic volumes currently experienced at 67<sup>th</sup> Street/59<sup>th</sup> Avenue and less than 2% of the daily traffic volumes at 59<sup>th</sup> Avenue/67A Street – therefore, the anticipated increase in traffic is considered to be negligible. Both of those key intersections are currently operating acceptably based on current performance thresholds.

If density were to increase beyond the estimated numbers outlined in Option 4, a new transportation/traffic analysis may be required to confirm the existing and future projected traffic volumes as well as intersection capacity.

It is recommended by administration that a budget request be considered by Council to upgrade the lane from gravel to a paved standard. The estimated cost would be \$185,475.00 and it would be expected to be considered as part of the 2021 budget.

## 16.0 Recommended Option

Planning administration recommends Council consider Option 5.

Option 5 – Rezone six legal non-conforming properties into compliance (R1A to R2) on 59<sup>th</sup> Avenue from R1A to R2 with a density cap reflecting existing developments current number of units.

Option 5 is recommended for the following reasons:

### *General -*

- aligns with past applications that applied to rezone a legal non-conforming property from R1A to R2 (6821, 6817, and 6801 59th Avenue). These applications were approved by Council. Refer to Table 2 - History of Applications;
- aligns with administrative and the majority of public feedback;
- mitigates the density, height, and traffic concerns raised by adjacent landowners while supporting the appreciation for the variety and individuality of housing along 59<sup>th</sup> Avenue;
- is supported by statutory policy. Refer to section 9.0 Applicable Policy and Guiding Documents Analysis;
- protects landowner investment because a portion of these properties are currently legal non-conforming uses. If these properties became significantly damaged and needed to be rebuilt, the landowner would have the opportunity to rebuild the existing development under the R2 District;
- requires a Land Use Bylaw amendment which would include further public consultation; and
- no budget implications.

### *Land Use -*



- Proposes to regulate density in order for future redevelopment to occur in a manner that is context sensitive;
- the six legal non-conforming properties are considered to be at their maximum density whereas the remaining R1A properties could have the opportunity to slightly increase their density if they choose to redevelop;
- the total increase in the number of units for Option 5 is ten units. An increase from 51 units to 61 units;
- select properties identified under Option 5 have previously requested to rezone to R2, Refer to Figure 3 - Properties with Previous Applications;
- the parcel size of each property under Option 5 meets R2 requirements;
- all the existing development types would be allowed under the R2 District;
- applications for redevelopment would be landowner driven and reviewed by administration on a case by case basis at the development permit stage; and
- requires a Land Use Bylaw amendment which would include further public consultation.

#### *Parking and Access -*

- the parking and access would be similar;
- the lane would remain as a gravel standard and could be upgraded as reviewed with future redevelopment development permit projects of either R2 (with density cap) or R1A duplex construction; and
- landowners would have the option to apply for a Local Improvement Levy to upgrade the lane to a paved standard.

#### *Traffic -*

- the traffic would be similar;
- if properties redeveloped in the long term, the anticipated increase in traffic is considered to be minimal, increase of 10 units in total with all single family and vacant lots changing to duplexes; and
- both of the key intersections are currently operating acceptably based on current performance thresholds.

## **17.0 Conclusion**

Administration recommends Council consider Option 5. If Council approves this option, Council shall direct administration to pursue a Land Use Bylaw amendment to implement Option 5. Further public consultation will be done as part of the amendment. A Bylaw reflecting Option 5 could be brought forward to Council in Q1 (Jan-Mar) of 2020.

## Appendix A

July 23 2018 Council Resolution



Council Decision – July 23, 2018

**DATE:** July 25, 2018  
**TO:** Christi Fidek, Senior Planner  
**FROM:** Frieda McDougall, Legislative Services Manager  
**SUBJECT:** Proposed Land Use Bylaw amendment to allow a four-unit Multi-attached Building as a Discretionary Use on 6719 59 Avenue and 6721 59 Avenue  
Bylaw 3357/W-2018

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**Reference Report:**  
Legislative Services, dated July 12, 2018

**Bylaw Reading:**  
At the Monday, July 23, 2018 Regular Council Meeting, Council gave second and third reading to the following bylaw:

**Bylaw 3357/W-2018** (an amendment to the Land Use Bylaw for a site exception to allow for consideration of a four-unit multi-attached building at 6719-59 Avenue and 6721-59 Avenue in the Normandeau neighbourhood)

**Resolution:**  
At the Monday, July 23, 2018 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer having considered the report from Planning Services hereby directs Administration to conduct a planning review within 18 months, of the area, with consideration of the overall zoning, parking and traffic impacts.

**Report back to Council:**  
Yes.

**Comments/Further Action:**  
This office will amend the bylaw and distribute copies in due course. Administration will bring back a planning review to Council within 18 months' time.

*Frieda McDougall*  
For Frieda McDougall  
Manager

- c. Manager of Planning  
Director of Planning Services

## Appendix B

1980 R2 General Residential District

Extract from Bylaw 2588/78

Effective 1978-1980

TABLE 23	
USE TABLE FOR R.2 DISTRICT	
RESIDENTIAL (GENERAL) DISTRICT	
PERMITTED USES	DISCRETIONARY USES
One single family dwelling per site	Regulating stations for public utilities
One basement suite per single family dwelling	Home Occupations
Private garages to accommodate not more than two motor vehicles	Row Housing - For exceptions, see Section 8 under the heading "Conditions, Qualifications and Exceptions" hereunder - For exceptions see Section 10 under the heading "Conditions, Qualifications and Exceptions" hereunder - For exceptions see Section 12 under the heading "Conditions, Qualifications and Exceptions" hereunder 2588/H-78 Nov. 21/78 2588/J-78 Nov. 27/78 - For exceptions see Section 6 under the heading "Conditions, Qualifications and Exceptions" hereunder
	Duplex Homes - For exceptions, see Section under the heading "Conditions, Qualifications and Exceptions" hereunder - For exceptions see Section 10 under the heading "Conditions, Qualifications and Exceptions" hereunder - For exceptions see Section 6 under the heading "Conditions, Qualifications and Exceptions" hereunder 2588/J-78
Identification signs (Restricted Size)	Semi-detached homes - For exceptions, see Section 8 under the heading "Conditions, Qualifications and Exceptions" hereunder - For exceptions see Section 10 under the heading "Conditions, Qualifications and Exceptions" hereunder - For exceptions see Section 6 under the heading "Conditions, Qualifications and Exceptions" hereunder 2588/J-78
	Triplex homes - For exceptions see Section 10 under the heading "Conditions, Qualifications and Exceptions" hereunder - For exceptions see Section 6 under the heading "Conditions, Qualifications and Exceptions" hereunder 2588/J-78
	Apartments - For exceptions, see Section 7 under the heading "Conditions, Qualifications and Exceptions" hereunder - For exceptions, see Section 8 under the heading "Conditions, Qualifications and Exceptions" hereunder - For exceptions see Sections 9 & 10 under the heading "Conditions, Qualifications and Exceptions" hereunder - For exceptions see Section 12 under the heading "Conditions, Qualifications and Exceptions" hereunder 2588/H-78 Nov. 21/78 2588/J-78 - For exceptions see Section 6 under the heading "Conditions, Qualifications and Exceptions" hereunder
	Kindergarten Schools

Extract from Bylaw 2588/78  
Effective 1978-1980

Table 23

PERMITTED USESDISCRETIONARY USES

Lodging and Boarding Houses  
Fraternity and Sorority Buildings  
Nursery Schools  
Nursing Homes  
Parking Areas  
Police Stations  
Fire Stations  
Private Schools  
Public & Quasi Public Buildings  
Funeral Homes  
Private Garages, car ports and parking lots  
in connection with the above uses  
Identification signs (larger size)  
Churches  
Sales Office for New Homes

R2 Residential General District (Sub district B)	
Land Use Regulations	
Extract from Bylaw 2588/78 Effective 1978-1980	
Minimum Floor Area	1 Storey Building 800 sq. ft. Split Level Dwelling 1050 sq. ft. 2 Storey Dwelling 1300 sq. ft. Semi-detached } 720 sq. ft. per Duplex } dwelling unit Triplex } Row House } 600 sq. ft. per Apartments } dwelling unit
Maximum Floor Area	The principal building or buildings shall not cover more than 25% of the site area provided that a semi-detached home may, with prior approval from the Municipal Planning Commission, cover more than 25% of the site area.
Minimum Building Height	Not Applicable
Maximum Building Height	2 Storeys and basement with a maximum of 30 feet unless otherwise approved by the Municipal Planning Commission
Minimum Front Yard	1 Storey Building } Split Level } 20 ft. 2 Storey Building } Semi-detached }

	Duplex Triplex Row House Apartment 25 ft.
Minimum Side Yard	1 Storey Building Split Level 2 Storey Building Semi-detached Duplex Triplex Row House Apartment 66% of the height of the building and in no case less than 10 ft.
Minimum Rear Yard	1 Storey Building Split Level 2 Storey Building Semi-detached Duplex Triplex Row House Apartment 25 ft.
Minimum Landscaped Area	1 Storey Building Split Level 2 Storey Building Semi-detached Duplex Triplex Row House Apartment 44% of site area
Parking	Single Family 1 per dwelling unit Semi-detached 1 per dwelling unit Duplex 1 per dwelling unit Triplex 1 and 1/3 per dwelling unit Row House 1 and 1/2 per dwelling unit Apartments 1 and 1/2 per dwelling unit
Loading Space	N/A
Minimum Site Area	1 Storey Building Split Level 2 Storey Building Semi-detached Duplex Triplex Row House 1500 sq. ft. per dwelling unit Apartments with no separate bedroom 800 sq. ft., with one bedroom 1200 sq. ft., or with more than one bedroom 1500 sq. ft. per unit



Minimum Frontage	<div>1 Storey Building</div> <div>Split Level</div> <div>2 Storey Building</div> <div>Semi-detached</div> <div>Duplex</div> <div>Triplex</div> <div>Row House</div> <div>Apartments 64-75 ft. unless otherwise approved by the Municipal Planning Commission</div>	<div>50 ft. unless otherwise approved by MPC</div> <div>N/A</div>
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## Appendix C

1978 Public Request to Down Zone

November 3, 1978

Members of the Red Deer  
Municipal Planning Commission  
Red Deer City Hall  
Red Deer, Alberta

Dear Members:

We, the undersigned property owners along 59th Avenue in the Aspen Heights' area strongly object to the construction of an eight suite apartment at 6719-59th Avenue being Lot 3A, Block I, Plan 3182 T.R. for the following reasons:

- 1) As you are well aware of--this area has already a high population density. Between 67th Street and 69th Street Drive, there are already six apartment buildings, two four-plexes, a residential close, and over 20 single family units.
- 2) Additional buildings of this type will further depreciate the property value of our homes.
- 3) Traffic and parking are already great problems along 59th Avenue and further multi-family dwellings will inevitably create greater congestion.
- 4) Since the construction of the existing apartments, we have tolerated an increasing calibre of noise, traffic and parking problems as well as loss of privacy.
- 5) We fail to see the reasoning in having bylaws governing building size in respect to a given land area when such bylaws are consistently relaxed. The proposed apartment for this lot would require relaxations respecting minimum and maximum floor areas as well as minimum lot frontage.
- 6) We, the residents in the Aspen Heights' area have been subjected by this type of harassment for the last year and a half. Within this time, we have submitted 5 or 6 petitions to the Municipal Planning Commission, the Red Deer Development Appeal Board and finally to the Red Deer City Council.

## Appendix D

Land Use Bylaw – Copy of Districts

## 4.2 R1A Residential (Semi-Detached Dwelling) District

**R1A**

### General Purpose

The general purpose of this District is to provide land which will be used for low density residential development including semi-detached dwelling units.

### 1. R1A Permitted and Discretionary Uses Table

(a) Permitted Uses	
(i)	Accessory building subject to sections 3.5 and 4.7(3).
(ii)	Detached dwelling unit.
(iii)	Home music instructor/instruction (two students), subject to section 4.7(10).
(iv)	Home occupations which, in the opinion of the Development Officer, will not generate traffic subject to section 4.7(8).
(v)	<sup>1</sup> DELETED
(vi)	<sup>2</sup> Semi-detached dwelling unit, except in the West Park Overlay district where such use shall be discretionary, subject to sub-section (3).
(vii)	<sup>3</sup> Secondary Suite in a detached Dwelling Unit, subject to section 4.7(9).
(b) Discretionary Uses	
(i)	Amateur radio tower.
(ii)	Bed & Breakfast in a detached or semi-detached dwelling, subject to section 4.7(11).
(iii)	<sup>4</sup> Assisted Living Facility, Day Care Facility, Day Care Adult, Temporary Care Facility, or Place of Worship or Assembly on sites which are so designated in an Area Structure Plan or Area Redevelopment Plan.
(iv)	<sup>5</sup> Building Sign, for uses described in Section 11.10(1); and
(v)	<sup>6</sup> “Existing Special Residential” (approved prior to December 7, 1998): churches, kindergartens, schools, day care facilities. For greater certainty, where approval for any Special Residential Use has been given prior to enactment of this Land Use Bylaw amendment, any other Special Residential Use shall be also deemed to be a Discretionary Use for that site.
(vi)	<sup>7</sup> Freestanding Sign, for uses described in Section 11.13(1).
(vii)	Home music instructor/instruction (six students), subject to section 4.7(10).
(viii)	Home occupations which will generate additional traffic subject to section 4.7(8).
(ix)	Municipal services limited to Police, Emergency Services and/or Utilities.
(x)	<sup>1</sup> Show Home or Raffle Home.



- (xi) <sup>2</sup>Secondary Suite in a detached Dwelling Unit, subject to section 4.7(9).
- (xii) <sup>3</sup>Secondary Suite in existence in a semi-detached Dwelling Unit on January 1, 2009, subject to section 4.7(9).

## 2. R1A Residential (Semi-Detached Dwelling) Regulations

- (a) Where each half of a semi-detached dwelling unit is to be contained in a separate parcel or title no side yard shall be required on the side of the dwelling unit which abuts the adjacent dwelling unit.
- (b) Notwithstanding subsection (c), the front yard requirement for one dwelling unit of a semi-detached building may be increased up to 3.5 metres by the Development Authority provided that the front yard of the adjoining dwelling unit meets the minimum requirements of this section.

### (c) Table 4.2 R1A Regulations

Regulations	Requirements
Floor Area Minimum	Detached dwelling: Frontage in m x 6 m but not less than 72.0 m <sup>2</sup>  Semi-detached dwelling: 72.0 m <sup>2</sup> for each unit
<sup>4</sup> Site Coverage Maximum	40% (includes garage and accessory buildings)
Building Height Maximum	2 storeys with a maximum of 10.0 m measured from the average of the lot grade
Front Yard Minimum	6.0 m
Side Yard Minimum	Detached dwelling: 1.5 m  Semi-detached dwelling unit (without side entry): 1.5 m Semi-detached dwelling unit (with side entry): 2.4 m Special residential: 3.0 m  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.
Rear Yard Minimum	7.5 m
Lot Depth Minimum	30.0 m
Landscaped Area	35% of site area
Parking Spaces	Subject to sections 3.1 & 3.2

<b>Regulations</b>	<b>Requirements</b>
Lot Area Minimum	Detached dwelling 360.0 m <sup>2</sup>
	Semi-detached dwelling unit: 232.0 m <sup>2</sup> per dwelling unit
Frontage Minimum	Detached dwelling 12.0 m
	Semi-detached dwelling unit 7.6 m per unit

(d) R1A District is subject to any applicable residential regulations listed within section 4.7.

### 3. <sup>1</sup>R1A Residential (Semi-Detached Dwelling) West Park Overlay District

- (a) The West Park Overlay district shall be the area identified on Figure 19.
- (b) In the West Park Overlay District, the discretionary use of a semi-detached dwelling unit may be approved by the Municipal Planning Commission.
- (c) An application for a semi-detached dwelling unit shall be referred to all landowners on sites within a 100 metre radius of the site of the proposed development, for comments on the proposal prior to its presentation to the Municipal Planning Commission.



#### 4.4 R2 Residential (Medium Density) District

**R2**

##### General Purpose

The general purpose of this District is to provide a medium density residential area with a mixture of housing types and residential accommodation and at the same time control, regulate and encourage the development or redevelopment of residential uses that are compatible with the neighbourhood, the immediate site and the growth policies of the Municipal Development Plan.

##### 1. R2 Permitted and Discretionary Uses Table <sup>1</sup>

(a) Permitted Uses	
(i)	Accessory building subject to sections 3.5 and 4.7(3)
(ii)	Detached dwelling unit
(iii)	Home music Instructor/Instruction (two students), subject to section 4.7(10)
(iv)	Home Occupations which, in the opinion of the Development Officer, will not generate traffic subject to section 4.7(8)
(v)	<sup>2</sup> DELETED
(vi)	Secondary suite legally in existence before April 5, 2004
(i)	<sup>3</sup> Secondary suite in a detached Dwelling Unit, subject to subsections 4.7(9)

(b) Discretionary Uses	
(i)	Accessory residential structure subject to section 4.7(3)
(ii)	Amateur radio tower.
(iii)	<sup>4</sup> Assisted living facility, Day Care Facility, Day Care Adult Facility, Temporary Care Facility or Place of Worship or Assembly on sites within an Area Structure Plan or Area Redevelopment Plan which designates where such uses will be situated: only on site which are designated for the use within the applicable plan.
(iv)	<sup>5</sup> Assisted Living Facility, Day Care Facility, Day Care Adult, Temporary Care Facility, or Place of Worship or Assembly on sites with no approved Area Structure Plan or Area Redevelopment Plan or on sites with no designated location in an Area Structure Plan or Area Redevelopment Plan.
(v)	Bed & Breakfast in a detached or semi-detached dwelling, subject to section 4.7(11).
(vi)	<sup>6</sup> Building Sign, for uses described in Section 11.10(1); and

(vii)	“Existing Special Residential” (approved prior to December 7, 1998): churches, kindergartens, schools, day care facilities. For greater certainty, where approval for any Special Residential Use has been given prior to enactment of this Land Use Bylaw amendment, any other Special Residential Use shall be also deemed to be a Discretionary Use for that site.
(viii)	<sup>1</sup> Freestanding Sign, for uses described in Section 11.13(1)
(ix)	Garden suite subject to section 4.7(13).
(x)	Home music instructor/instruction (six students), subject to section 4.7(10).
(xi)	Home occupations which will generate additional traffic subject to section 4.7(8).
(xii)	Multi-attached dwelling unit building.
(xiii)	<sup>2</sup> Multiple family building up to three storeys
(xiv)	Municipal services limited to police, emergency services and/or utilities.
(xv)	Public and quasi-public buildings.
(xvi)	Semi-detached dwelling unit.
(xvii)	<sup>3</sup> Secondary Suite in a detached Dwelling Unit, subject to section 4.7(9).
(xviii)	<sup>4</sup> Show Home or Raffle Home.

## 2. R2 Residential (Medium Density) Regulations

- (b) Where each half of a semi-detached dwelling unit is to be contained in a separate site no side yard shall be required on the site of the dwelling unit which abuts the adjacent dwelling unit.
- (c) Where the dwelling units of a row house building are to be contained in separate sites, no side yards shall be required on either side in the case of an internal dwelling unit and no side yard shall be required on one side of the end dwelling unit.
- (d) Notwithstanding the 6.0 metre front yard setback, except for multi-family which shall have a minimum setback of 7.5 metres, the front yard requirement for one dwelling unit of a semi-detached building may be increased up to 3.5 metres by the Development Authority provided that the front yard of the adjoining dwelling unit meets the minimum requirement of this section.

### (e) Table 4.4 R2 Regulations

Regulations	Requirements
Floor Area Minimum	Detached dwelling: Frontage in m x 6.0 m Semi-detached dwelling: 65.0 m <sup>2</sup> for each unit Multi-attached: 60.0 m <sup>2</sup> for each unit
<sup>1</sup> Site Coverage	40% (includes garage and accessory buildings)



Regulations	Requirements
Maximum	
Building Height Maximum	<sup>2</sup> 2 storeys with a maximum total height of 10.0 m measured from the average of the lot grade except: <ul style="list-style-type: none"> <li>▪ Multiple family building as per subsection 4.4 (1)(b)(xi)</li> <li>▪ 3 storeys for an Assisted Living Facility</li> </ul>
Front Yard Minimum	6.0 m except multi-family which shall have a 7.5 m minimum

Regulations	Requirements
<sup>3</sup> Side Yard Minimum	<p>Detached dwelling: 1.5 m</p> <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>Multiple Family Building, Assisted Living Facility, or Temporary Care Facility:</p> <ul style="list-style-type: none"> <li>• Buildings up to 2 storeys: 3.0m</li> <li>• Buildings of 3 storeys: 4.5m</li> </ul> <p>Notwithstanding the setbacks noted above, where the Multiple Family Building, Assisted Living Facility, or Temporary Care Facility flanks a public roadway, the setback on the flanking side shall be in accordance with Part 3, Figure 2.</p> <p>In all cases the minimum side yard requirement is subject to sections 3.19 and 5.7(2).</p>
Rear Yard Minimum	7.5 m
Lot Depth Minimum	30.0 m
Landscaped Area	35% of site area
Parking Spaces	Subject to sections 3.1 & 3.2
Lot Area Minimum	<p><sup>4</sup>Detached dwelling 360.0 m<sup>2</sup></p> <p>Semi-detached: 232.0 m<sup>2</sup>per dwelling unit</p>

	<p>Multi-attached: 185.0 m<sup>2</sup> per dwelling unit</p> <p>Multi-family:</p> <ul style="list-style-type: none"> <li>▪ no separate bedroom: 74.0 m<sup>2</sup> per dwelling unit</li> <li>▪ one bedroom: 111.0 m<sup>2</sup> per dwelling unit</li> <li>▪ more than one bedroom: 139.0 m<sup>2</sup> per dwelling unit</li> </ul>
Frontage Minimum	<p><sup>1</sup>Detached dwelling unit: 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 dwelling unit</p> <p>Multiple family building: 18.0 m</p>

- (e) R2 District is subject to any applicable residential regulations listed within section 4.7.

### 3. R2 Residential (Medium Density) Site Location

- (a) Notwithstanding section 4.4(2) (d), a site shall not be located or developed so as to leave small isolated parcels of land that cannot accommodate future development.
- (b) The location of the site to be developed within the land use district, and the relationship of the site to the surrounding environs shall be subject to approval by the Commission.

## 5.6 C4 Commercial (Major Arterial) District

C4

### General Purpose

The general purpose of this District is to facilitate the development of the primary location for trade and service related to automotive transportation and the automobile traveller, and other commercial land uses which are built at low densities, in planned centres, generally, to serve the city and the region, as a whole.

### 1. C4 Permitted and Discretionary Uses Table

#### (a) Permitted Uses

- (i) <sup>1</sup>Building Sign
- (ii) Commercial recreation facility.
- (iii) Commercial service facility.
- (iv) <sup>2</sup>Freestanding Sign.
- (v) <sup>3</sup>Merchandise Sales (excluding Cannabis Retail Sales)
- (vi) Restaurant.
- (vii) Service and repair of goods traded in the C4 District.
- (viii) <sup>4</sup>DELETED

#### (b) Discretionary Uses

- (i) Above ground storage tanks for motor fuel products including propane and used oil.
- (ii) Accessory building or use subject to section 3.5.
- (iii) <sup>5</sup>Billboard Sign;
- (iv) Dangerous goods occupancy.
- (v) Drinking establishment (adult entertainment prohibited and subject to section 5.7(8)).
- (vi) Drinking establishment (adult entertainment permitted and subject to section 5.7(8)).
- (vii) <sup>6</sup>Dynamic Fascia Sign; and
- (viii) <sup>7</sup>Dynamic Freestanding Sign.
- (ix) Funeral Home.
- (x) <sup>8</sup>Health and Medical Services



- (b) Discretionary Uses *continued***
- (xi)** Hotel, motel or hostel.
  - (xii)** <sup>1</sup>Merchandise Sales (excluding Cannabis Retail Sales)
  - (xiii)** <sup>2</sup>Outdoor display or sale of goods.
  - (xiv)** <sup>3</sup>DELETED
  - (xv)** Transportation, communication or utility facility.
  - (xvi)** Warehouse.
  - (xvii)** <sup>4</sup>Outdoor storage.
  - (xviii)** <sup>5</sup>Gaming or Gambling Establishment subject to section 5.7 (1) (g)
  - (xix)** <sup>6</sup>Cannabis Retail Sales

## 2. C4 Commercial (Major Arterial) District Regulations

**(a)** Table 5.6 C4 Regulations

Regulations	Requirements
<sup>7</sup> Floor Area Maximum	One third of site area
Building Height Maximum	Three storeys
Front Yard Minimum	15.0 m
Side Yard Minimum	Nil, when there is a constructed lane 3.8 m on one side when there is no constructed lane 3.0 m when it abuts a street
Rear Yard Minimum	3.0 m
Landscaped Area Minimum	40% of minimum front yard, however, if it is determined by the Development Authority that landscaping is required elsewhere on the site, then 15 % of the site area may be required to be provided
Parking	Subject to section 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 1393 m <sup>2</sup> Maximum 4.0 ha
Frontage	Minimum 30.0 m

- (b)** C4 District is subject to any applicable commercial regulations listed within section 5.7.

## 3. C4 Commercial (Major Arterial) Site Development

- (a)** The relationship of the use to adjacent residential areas will be a factor in considering the size, site plan and architectural treatment of the building.

## 5.5 C3 Commercial (Neighbourhood Convenience) District

**C3**

### General Purpose

The general purpose of this district is to facilitate the development of local convenience trade centres, which may also include the provision of services, dwelling units and medical offices as secondary functions. The uses in this district are primarily intended to serve residents within a one kilometre radius (the “adjoining neighbourhood”). However, uses that serve residents beyond the adjoining neighbourhood may be allowed on a discretionary basis subject to the conditions set out in section 5.5(1)(b).

### 1. C3 Permitted and Discretionary Uses Table

<b>(a) Permitted Uses</b>	
<b>(i)</b>	<sup>1</sup> Building Sign.
<b>(ii)</b>	<sup>2</sup> Merchandise sales and/or rental, servicing the neighbourhood only, excluding all uses where the primary focus is adult oriented merchandise and/or entertainment, motor vehicles, machinery, fuel, Cannabis Retail Sales and liquor, beer or wine sales.
<b>(iii)</b>	Service and repair of goods traded in the C3 District, (serving the neighbourhood only).
<b>(iv)</b>	<sup>3</sup> DELETED
<b>(b) Discretionary Uses</b>	
<b>(i)</b>	Above ground storage tanks for motor fuel products including propane and used oil.
<b>(ii)</b>	Accessory building or use (serving the neighbourhood only and subject to section 3.5).
<b>(iii)</b>	Commercial service facility (serving the neighbourhood only).
<b>(iv)</b>	Dangerous goods occupancy, where required, in association with a dry cleaning business.
<b>(v)</b>	Dwelling unit above the ground floor.
<b>(vi)</b>	<sup>4</sup> Freestanding Sign.
<b>(vii)</b>	Restaurant.
<b>(viii)</b>	Home occupations subject to section 4.7 (8).
<b>(ix)</b>	Motor vehicle service, including the sale of fuel but excluding agricultural or industrial motor vehicles or machinery (serving the neighbourhood only)



<b>(b) Discretionary Uses - <i>continued</i></b>	
<b>(x)</b>	Notwithstanding the restriction in section 5.5 (1) which confines uses to those serving the neighbourhood only, a use which serves residents beyond the adjoining neighbourhood may be allowed provided that the use:
<b>(1)</b>	is otherwise listed in section 5.5 (1); will not result in excess traffic or parking demand, and
<b>(2)</b>	will operate during business hours compatible with the business hours of other businesses on the site; will not, in the opinion of the Development Authority, result in excessive noise or vagrancy or otherwise adversely affect the amenities of the neighbourhood.
<b>(xi)</b>	Office – medical (serving the neighbourhood only).
<b>(xii)</b>	<sup>1</sup> DELETED
<b>(xiii)</b>	Transportation, communication or utility facility (serving the neighbourhood only).
<b>(xiv)</b>	<sup>2</sup> Show Home or Raffle Home.

## 2. C3 Commercial (Neighbourhood Convenience) Regulations

**(a)** Table 5.5 C3 Regulations

<b>Regulations</b>	<b>Requirements</b>
Floor Area	Dwelling Units Minimum – 55.0 m <sup>2</sup> Local Convenience Centres Maximum – one third of site area
Building Height Maximum	One storey, not exceeding 6.0 m, unless the approval allows dwelling units above the ground floor, in which case a second storey is allowed
Front Yard Minimum	6.0 m
Side Yard Minimum	1.5 m, unless the side yard abuts a residential parcel, in which case it shall be 3.0 m
Rear Yard Minimum	3.0 m, unless the rear yard abuts a lane, in which case it may be reduced to 1.5 m
Landscaped Area Minimum	15% of site area
Parking	Commercial - 5.1 spaces for every 93.0 m <sup>2</sup> of gross leasable floor area, subject to section 3.1 and 3.2 Residential – subject to section 3.1 and 3.2
Loading Spaces Minimum	One opposite each loading door with a minimum of one, which may be used as a parking space, subject to approval by the Development Authority
Site Area	Minimum 378.0 m <sup>2</sup> Maximum 4047.0 m <sup>2</sup>
Frontage:	Minimum 7.5 m

**(b)** C3 District is subject to any regulations listed within section 5.7.

**8.2 Direct Control District No. 2 DC (2) (See Map K18)****DC(2)****1. DC (2) Permitted and Discretionary Uses Table**

<b>(a) Permitted Uses</b>	
(i)	<sup>1</sup> Building Sign
(ii)	<sup>2</sup> Freestanding Sign.
(iii)	Mail sorting and distribution centre.
<b>(b) Discretionary Uses</b>	
(i)	Accessory use.
(ii)	<sup>3</sup> DELETED

**2. Direct Control District No. 2 Regulations**

- (a) Notwithstanding any provision of this Bylaw, all development within this District shall be in accordance with the following regulations in Table 8.2:

Regulations	Requirements
Floor Area Maximum	46% of site area
Building Height Maximum	2 storeys
Front Yard	9.0 m
Side Yard	4.0 m
Rear Yard	3.0 m
Landscaped Area	15% of site area
Parking Spaces	3 spaces per 93.0 m <sup>2</sup>
Loading Spaces	1 space opposite each loading door with a minimum of 1 space/1860.0 m <sup>2</sup> of floor area
Site Area Minimum	0.4 ha
Site Area Maximum	1.2 ha
Frontage Minimum	30.0 m

- (b) Any outdoor storage must be screened to the satisfaction of the Development Authority.
- (c) The site plan, the relationship between buildings, structures and open space, the architectural treatment of buildings, the provision and architecture of landscaped open space, and the parking layout, shall be subject to approval by the Commission.

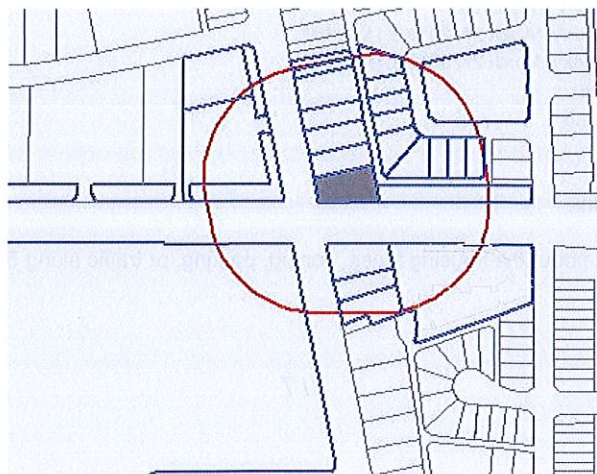
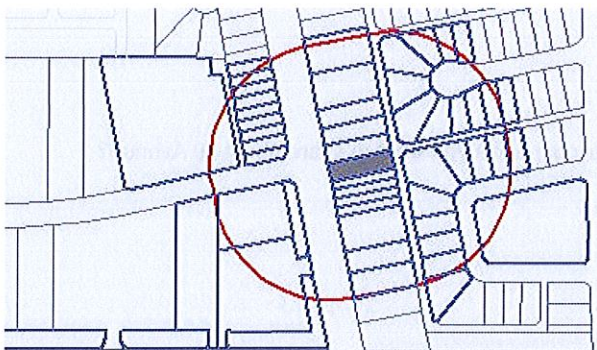
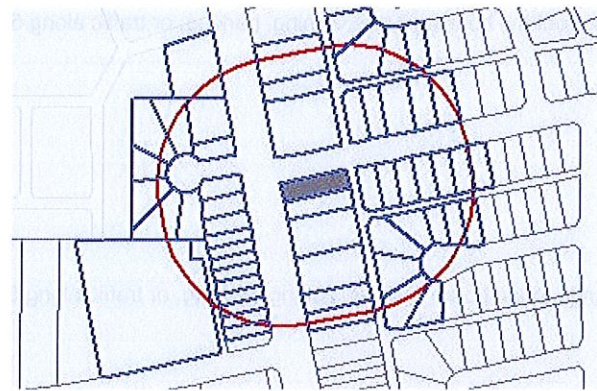
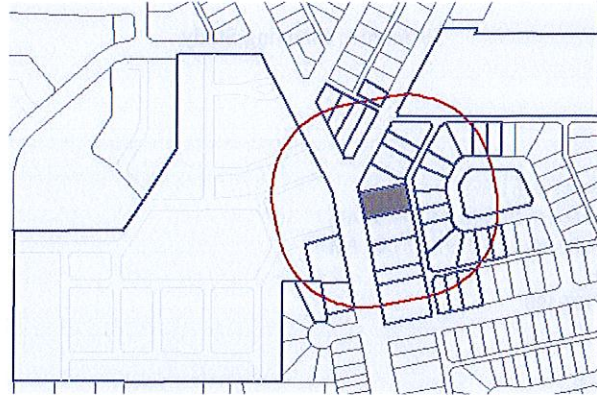
## Appendix E

### Landowner Referral Area and Feedback

March 2019

September 2019





## 59 Avenue Planning Study

#1

**COMPLETE**

Collector: Web Link 1 (Web Link)  
Started: Monday, March 25, 2019 10:29:59 AM  
Last Modified: Monday, March 25, 2019 10:31:00 AM  
Time Spent: 00:01:01  
IP Address: 207.34.102.196

Page 1: Tell us what you think

Q1 What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

Test

Q2 Why?

Test

Q3 If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be?

Test

Q4 Why?

Test

Q5 Do you have any additional comments you want to share about 59 Avenue?

Test

#2

**COMPLETE**

Collector: Web Link 1 (Web Link)  
Started: Wednesday, March 27, 2019 2:11:08 PM  
Last Modified: Wednesday, March 27, 2019 2:19:14 PM  
Time Spent: 00:08:06  
IP Address: 75.159.1.5

Page 1: Tell us what you think

Q1 What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

nothing

## 59 Avenue Planning Study

## Q2 Why?

to many apartments to much garbage, alley is full of garbage most of the time never should have been so many multi family dwellings 4-plex buildings run down and look awful. a lot of renters don't care

## Q3 If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be?

never allow so many multi family rental units

## Q4 Why?

like duh?

## Q5 Do you have any additional comments you want to share about 59 Avenue?

no

## #3

**COMPLETE**

Collector: Web Link 1 (Web Link)  
Started: Tuesday, April 02, 2019 10:19:39 PM  
Last Modified: Tuesday, April 02, 2019 10:26:06 PM  
Time Spent: 00:06:27  
IP Address: 70.65.37.142

Page 1: Tell us what you think

## Q1 What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

LIKE THE DUPLEXES ON WEST SIDE OF 59TH AVENUE

## Q2 Why?

Neat and fitting for area

## Q3 If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be?

backing out of driveway on west side of road always difficult due to high volume of traffic.....so an extra lane would help for people backing out.

## Q4 Why?

stated above

## 59 Avenue Planning Study

Q5 Do you have any additional comments you want to share about 59 Avenue?

Respondent skipped this question

#4

COMPLETE

Collector: Web Link 1 (Web Link)  
Started: Wednesday, April 03, 2019 6:28:17 AM  
Last Modified: Wednesday, April 03, 2019 7:07:45 AM  
Time Spent: 00:39:28  
IP Address: 199.126.120.207

Page 1: Tell us what you think

Q1 What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

They are not "cookie cutter houses".

Q2 Why?

Allows individuality that is not dictated by some developer and approved by the city

Q3 If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be?

Reduce traffic, leave housing as is, limit new development in the area and replace parking. Oh yes, reduce traffic ( Did I mention that ?)

Q4 Why?

Within 500 feet of my house is;  
a postal sorting plant, a gas station, Tim Horton's, four plexes, duplexes, apartment blocks, a convenience store, mini shopping mall.  
The fire hall and Police are about 700 feet away. Enough.

Q5 Do you have any additional comments you want to share about 59 Avenue?

Yes: This has been our home for over 35 years. It is sad to see the erosion of a once great neighborhood with all the new development and associated problems that come with it. The transient nature of multiple family units bring noise, crime and an "I don't give a damn" attitude about the property, or anybody else attitude to the neighborhood. Too much more info to give you. If you need more information please call Daryle at 403-347-9322.



## 59 Avenue Planning Study

#5

**COMPLETE**

Collector: Web Link 1 (Web Link)  
Started: Wednesday, April 03, 2019 2:37:29 PM  
Last Modified: Wednesday, April 03, 2019 2:41:58 PM  
Time Spent: 00:04:29  
IP Address: 24.66.24.120

Page 1: Tell us what you think

Q1 What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

They are ok

Q2 Why?

Most are kept neat

Q3 If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be?

Just keep parking at the rear

Q4 Why?

More room to drive

Q5 Do you have any additional comments you want to share about 59 Avenue?

The alleys need to be paved higher volumes of cars in our area creates a lot of dust

#6

**COMPLETE**

Collector: Web Link 1 (Web Link)  
Started: Thursday, April 04, 2019 8:23:54 AM  
Last Modified: Thursday, April 04, 2019 8:28:11 AM  
Time Spent: 00:04:17  
IP Address: 24.66.24.139

Page 1: Tell us what you think

Q1 What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

All good

Q2 Why?

nice diversification

Q3 If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be?

Widen the east side to allow better parking, taxi pickup, safer shared space for bicycle traffic, etc.

Q4 Why?

convenience

Q5 Do you have any additional comments you want to share about 59 Avenue?

City property lines already allow for 1 more lane!

#7

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, April 09, 2019 9:12:29 AM
Last Modified:	Tuesday, April 09, 2019 10:04:17 AM
Time Spent:	00:51:48
IP Address:	75.159.239.182

Page 1: Tell us what you think

Q1 What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

We like that 59av is paved and no street parking is allowed. We like that the apartments do not exceed four stories.

Q2 Why?

Paved street 59 av is maintained quite well.

Q3 If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be?

Where 67A street joins into 59 av. We would like to see controled crosswalks,even painted lines. By adding a south bound lane onto 59 av. North of 67A street would make a much safer intersection for traffic and pedestrians.

Q4 Why?

Where 67A street and 59 ave make an intersection, it is very dangerous for pedestrians and vehicle traffic. Our house is directly in line with 67A street and the amount of pedestrian and vehicle traffic use at this intersection has increased exponentially in last 4 years.

**Q5** Do you have any additional comments you want to share about 59 Avenue?

- Tim Hortons drive thru traffic backs up onto 59 av. Which becomes a major driving hazard. - traffic or 67A street going east stops at 59 av. Either has to turn left or right, when making a left hand turn, the vehicle has to pull out into southbound lane to see any traffic coming from the north. - because of no street parking on 59 av the residents must use the back alley to access their. Residence ( house, apartment, or four plex), and the alley is not being maintained for that type of traffic use.
- I would suggest that you look at the satellite image of this intersection to see what I am trying to explain.

#8

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, April 10, 2019 3:06:25 PM  
**Last Modified:** Wednesday, April 10, 2019 3:21:44 PM  
**Time Spent:** 00:15:19  
**IP Address:** 50.66.201.183

Page 1: Tell us what you think

**Q1** What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

I like that there is no parking along 59 Avenue.

**Q2** Why?

There is not enough room for traffic when cars are parked.

**Q3** If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be

1. Change or eliminate the left turn into the Esso/Tim Horton's for north bound traffic on 59 Ave.
2. Heading north on 59 Avenue the painted triangle boulevards do nothing to improve traffic flow.
3. There should be left turn signals on 59 Avenue to 67 Street from both directions.
4. There should be a free flow lane to turn into when going from south on 59 Ave. to west on 67 Street.

**Q4** Why?

Respondent skipped this question

**Q5** Do you have any additional comments you want to share about 59 Avenue?

There are quite often large household items beside the apartment garbage bins in the back alley.

#9

**COMPLETE**

Collector: Web Link 1 (Web Link)  
Started: Thursday, April 11, 2019 2:17:30 PM  
Last Modified: Thursday, April 11, 2019 2:31:59 PM  
Time Spent: 00:14:29  
IP Address: 199.126.122.203

Page 1: Tell us what you think

**Q1** What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

Housing, zoning and parking is good

**Q2** Why?

The area is not high density populated and most people park in the rear of their homes.

**Q3** If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be?

59 ave entrance to the Esso station and also from 67 st commercial onto 59 ave. Need some kind of control there.

**Q4** Why?

Traffic gets backed up in both spots and that increases the hazard of trying to make turns.

**Q5** Do you have any additional comments you want to share about 59 Avenue?

Respondent skipped this question





## Comment Sheet

We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very important to us.

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### Contact Information

Your contact information allows administration to respond as needed.

Name: David Graham

Mailing Address: [REDACTED]

Postal Code: [REDACTED]

Phone #: [REDACTED]

E-mail Address: [REDACTED]

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

Please respond by April 15, 2019.

For your consideration, administration has summarized comments received for past applications along 59 Avenue. Some comments related to planning while others were related to other municipal services or regulations.

### Planning Related

- Parking
- Zoning/Housing Type
- Number of units
- Building Height
- Exterior Building Appearance/Curb Appeal
- Lot Size

### Other

- Traffic
- Condition of Back Alley
- Dust
- Crime/Trespassing
- Garbage
- Property Value
- Construction

1. What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

Nothing - too many apartments to much garbage  
Alley is full of garbage most of the time.  
Neighbours should have allowed so many multi family  
4-plex Bldg. run down and look awful dwelling?





## Comment Sheet

We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very important to us.

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### Contact Information

Your contact information allows administration to respond as needed.

Name: KATHERINE HANZ GEISSLER

Mailing Address: [REDACTED] Postal Code: [REDACTED]

Phone #: [REDACTED] E-mail Address: [REDACTED]

### 59 Avenue Planning Survey

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

Please respond by April 15, 2019.

For your consideration, administration has summarized comments received for past applications along 59 Avenue. Some comments related to planning while others were related to other municipal services or regulations.

#### Planning Related

- Parking
- Zoning/Housing Type
- Number of units
- Building Height
- Exterior Building Appearance/Curb Appeal
- Lot Size

#### Other

- Traffic
- Condition of Back Alley
- Dust
- Crime/Trespassing
- Garbage
- Property Value
- Construction

1. What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

We like that 59th is paved and no street parking is allowed. We like that the apartments are not to exceed 4 stories.



2 Why? paved street (59 AVE) is maintained quite well.

3 If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be?

Where 67A street joins into 59 Ave we would like to see controlled crosswalks even painted lines. By adding a south bound lane onto 59AV north of 67A street would make a much safer intersection for traffic and pedestrians.

4 Why?

Where 67A street and 59 ave make an intersection, it is very dangerous for pedestrians and vehicle traffic. Our house is directly in line with 67A street and the amount of pedestrian and vehicle traffic use at this intersection has increased ~~greatly~~ exponentially in the last 4 years.

3. Do you have any additional comments you want to share about 59 Avenue?

- Tim Hortons drive thru traffic backs up onto 59 Ave which becomes a ~~major~~ major driving hazard.
- traffic on 67A street going east stops at 59AV either has to turn left or right. When making a left hand turn, the vehicle has to pull out into southbound lane to see any traffic coming from the north.
- Because of no street parking on 59AV the residents must use the back alley to access their residence (house, apt, or 4plex) and the alley is not being maintained for that type of traffic use.

Survey may be submitted using the following options:

- Return, by mail to: City of Red Deer Planning Department, Box 5008, Red Deer, Alberta, T4N 3T4; or
- Drop off at the Planning Department counter on the 3rd floor of City Hall at 4914 – 48 Avenue; or
- Fax to the Planning Department at 403.342.8200; or
- Email to [Davna.Facca@reddeer.ca](mailto:Davna.Facca@reddeer.ca)
- Fill out the online version using the following link [www.reddeer.ca/surveys](http://www.reddeer.ca/surveys)

Thank you for your input!





## Comment Sheet

We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very important to us.

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### Contact Information

Your contact information allows administration to respond as needed.

Name: TASMAN RICHARDSON

Mailing Address: [REDACTED] Postal Code: [REDACTED]

Phone #: [REDACTED] E-mail Address: [REDACTED]

### 59 Avenue Planning Survey

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

Please respond by April 15, 2019.

For your consideration, administration has summarized comments received for past applications along 59 Avenue. Some comments related to planning while others were related to other municipal services or regulations.

#### Planning Related

- Parking
- Zoning/Housing Type
- Number of units
- Building Height
- Exterior Building Appearance/Curb Appeal
- Lot Size

#### Other

- Traffic
- Condition of Back Alley
- Dust
- Crime/Trespassing
- Garbage
- Property Value
- Construction

1. What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

THE VARIETY - I FIND THE TRAFFIC IS NOT  
OVERLY BUSY - CANT COMMENT ON PARKING  
AS I NEVER PARK ALONG 59 AVE.

Why? ?

---

---

---

2. If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be?

I DO THINK A CROSS-WALK COULD BE PLACED  
SOME WHERE NEAR 68 ST CLOSE ACROSS 59 AVE.

---

---

Why? SO I WOULD FEEL SAFER WALKING  
MY DOG ACROSS 59 AVE.

---

---

3. Do you have any additional comments you want to share about 59 Avenue?

I HAVE NOTICED THAT QUITE A NUMBER  
OF MOTORISTS DRIVE INTO 68 ST. CLOSE  
AND THEN HAVE TO TURN AROUND AND  
DRIVE BACK OUT, NOT REALIZING IT IS  
A CLOSE. PERHAPS SIGNAGE COULD  
BE IMPROVED, BUT NOT A REAL  
PROBLEM FOR ME.

---

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- Return, by mail to: City of Red Deer Planning Department, Box 5008, Red Deer, Alberta, T4N 3T4; or
- Drop off at the Planning Department counter on the 3rd floor of City Hall at 4914 – 48 Avenue; or
- Fax to the Planning Department at 403.342.8200; or
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Thank you for your input!





## Comment Sheet

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### Contact Information

Your contact information allows administration to respond as needed.

Name: GEORGE T. HALISKY

Mailing Address: [REDACTED] Postal Code: [REDACTED]

Phone #: [REDACTED] E-mail Address: [REDACTED]

### 59 Avenue Planning Survey

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

Please respond by April 15, 2019.

For your consideration, administration has summarized comments received for past applications along 59 Avenue. Some comments related to planning while others were related to other municipal services or regulations.

#### Planning Related

- Parking
- Zoning/Housing Type
- Number of units
- Building Height
- Exterior Building Appearance/Curb Appeal
- Lot Size

#### Other

- Traffic
- Condition of Back Alley
- Dust
- Crime/Trespassing
- Garbage
- Property Value
- Construction

1. What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

*Housing & Apt. blocks <sup>same</sup> on block does not work!!  
No front street parking there for increases use of back  
alley!! Also decreases value of residential property!*

Why? No front street parking! TRAFFIC flow off 6th St  
& 6th Ave is horrendous.

2. If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be?

Do not allow over capacity Apts to build and increase  
parking problems and use of back alleys!

Why? Noise - dust - pot holes -  
Apt. owners should pay for paving upgrades! (back alleys)

3. Do you have any additional comments you want to share about 59 Avenue?

TAKE A Traffic count!  
Include pedestrian crosswalks on 6th Ave!!

Perhaps widen 59 Ave!

Survey may be submitted using the following options:

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### Contact Information

Your contact information allows administration to respond as needed.

Name:

James & Kendel Ryan

Mailing Address:

[REDACTED]

Postal Code:

[REDACTED]

Phone #:

[REDACTED]

E-mail Address:

[REDACTED]

### 59 Avenue Planning Survey

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

Please respond by April 15, 2019.

For your consideration, administration has summarized comments received for past applications along 59 Avenue. Some comments related to planning while others were related to other municipal services or regulations.

#### Planning Related

- Parking
- Zoning/Housing Type
- Number of units
- Building Height
- Exterior Building Appearance/Curb Appeal
- Lot Size

#### Other

- Traffic
- Condition of Back Alley
- Dust
- Crime/Trespassing
- Garbage
- Property Value
- Construction

1. What do you like the most about the housing types, zoning, parking, or traffic along 59 Avenue right now?

Not liking Apartments (so many) that aren't kept up.

Why? \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

2. If you could make any change to the housing types, zoning, parking, or traffic along 59 Avenue, what would it be?

Not so many apartments  
 \_\_\_\_\_  
 \_\_\_\_\_

Why? Its busy, garbage bins are always a mess. People are in the bins at all hours. The garbage trucks make a lot of dust + they are noisy

3. Do you have any additional comments you want to share about 59 Avenue?

The back alleys along 59 and apartments are dirty + messy.

Due to the amount of traffic there is so much dust, would be nice if they were paved or at least calceum.

Backing onto all those apartments brings our property value down.

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Thank you for your input!



We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very important to us.

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**Contact Information**

Your contact information allows administration to respond as needed.

Name: [REDACTED]

Mailing Address: [REDACTED]

Postal Code: [REDACTED]

Phone #: [REDACTED]

E-mail Address: [REDACTED]

**59 Avenue Planning Survey – Attention Planning Department**

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

Please respond by October 4, 2019.

Please reference the map below to answer the following questions:

1. Please state your address ownership and/or residence on 59 Avenue: \_\_\_\_\_  
 OWN [REDACTED]
2. Your lot is currently zoned R1A Duplex which would allow for the lot to be developed as a duplex in the future. Do you wish to continue with the current zoning and ability to construct a duplex or would you prefer the zoning reflect the existing building (if applicable) of R1 Single Family and not have duplex construction opportunity in the future?  
 Please leave as is R1A  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Thank you for your input!





We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very important to us.

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**Contact Information**

Your contact information allows administration to respond as needed.

Name: KATHERINE + HANZ GEISLER

Mailing Address: [REDACTED] Postal Code: [REDACTED]

Phone #: [REDACTED] E-mail Address: [REDACTED]

**59 Avenue Planning Survey – Attention Planning Department**

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

Please respond by October 4, 2019.

Please reference the map below to answer the following questions:

1. Please state your address ownership and/or residence on 59 Avenue: [REDACTED]
2. Your lot is currently zoned R1A Duplex which would allow for the lot to be developed as a duplex in the future. Do you wish to continue with the current zoning and ability to construct a duplex or would you prefer the zoning reflect the existing building (if applicable) of R1 Single Family and not have duplex construction opportunity in the future?

We wish to continue to be zoned as R1A

Thank you for your input!



We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very important to us.

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**Contact Information**

Your contact information allows administration to respond as needed.

Name: GEORGE T. HALISKY

Mailing Address: [REDACTED] Postal Code: [REDACTED]

Phone #: [REDACTED] E-mail Address: [REDACTED]

**59 Avenue Planning Survey – Attention Planning Department**

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

Please respond by October 4, 2019.

Please reference the map below to answer the following questions:

1. Do you have any feedback on potentially rezoning the existing apartment/or fourplex buildings at 6759, 6755, 6727, 6719, 6715 and 6711 - 59 Avenue to R2 medium density zoning to allow them to be legal and conforming building?

NO WAY!!

2. Administration is proposing the number of units at the existing apartments and fourplex buildings be capped at their current number of units. If any new buildings were constructed in the future they would not be able to build any more units then what is already existing. If you have feedback on this proposal please provide below.

VERY GOOD DECISION! QUALITY OF LIFE IS IMPORTANT TO PRESENT OCCUPANTS.

3. Do you have any feedback to share on if the lots zoned R1A should continue to have the ability to replace existing homes or vacant lots with a duplex at 6771, 6767, 6749, 6743, 6739, 6735, 6733, and 6731 – 59 Avenue?

AT PRESENT - NOISE POLLUTION ON 59th and - DUST " BACK ALLEY

Thank you for your input!





We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very important to us.

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**Contact Information**

Your contact information allows administration to respond as needed.

Name: Frank Thomas

Mailing Address: [REDACTED] Postal Code: [REDACTED]

Phone #: [REDACTED] E-mail Address: [REDACTED]

**59 Avenue Planning Survey – Attention Planning Department**

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Please respond by October 4, 2019.

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1. Do you have any feedback on potentially rezoning the existing apartment/or fourplex buildings at 6759, 6755, 6727, 6719, 6715 and 6711 - 59 Avenue to R2 medium density zoning to allow them to be legal and conforming building?

I Don't Like the idea of Rezoning To R2 medium density, Traffic and Congestion is thick enough already, I have had near misses with Jay walkers crossing directly behind me while Backing out of my yard!

2. Administration is proposing the number of units at the existing apartments and fourplex buildings be capped at their current number of units. If any new buildings were constructed in the future they would not be able to build any more units then what is already existing. If you have feedback on this proposal please provide below.

I agree with the cap but obviously would like to see less units offered

3. Do you have any feedback to share on if the lots zoned R1A should continue to have the ability to replace existing homes or vacant lots with a duplex at 6771, 6767, 6749, 6743, 6739, 6735, 6733, and 6731 - 59 Avenue?

I just ask that you KEEP IN MIND Traffic and Congestion issues as well as criminal elements (I have had issues, Bikes stolen, SHED BROKE INTO AND LICENSE PLATES STOLEN)

Thank you for your input!



RECEIVED

OCT 04 2019

We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very important to us.

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#### Contact Information

Your contact information allows administration to respond as needed.

Name:

DARLE W WEBER

Mailing Address:

Postal Code:

Phone #:

E-mail Address:

### 59 Avenue Planning Survey – Attention Planning Department

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

Please respond by October 4, 2019.

Please reference the map below to answer the following questions:

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2. Administration is proposing the number of units at the existing apartments and fourplex buildings be capped at their current number of units. If any new buildings were constructed in the future they would not be able to build any more units then what is already existing. If you have feedback on this proposal please provide below.

Please cap at current number of units.

3. Do you have any feedback to share on if the lots zoned R1A should continue to have the ability to replace existing homes or vacant lots with a duplex at 6771, 6767, 6749, 6743, 6739, 6735, 6733, and 6731 - 59 Avenue?

No not allow. Density in area is more than enough. Rentals only bring in problems due to transient nature of clients. Thank you for your input! Crime is high as it is. We don't need more people to deal with. Ruled at this address for 30+ years. Seen neighborhood change. More people; more crimes.



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**Contact Information**

Your contact information allows administration to respond as needed.

Name: Weisman INC

Mailing Address: [REDACTED] Postal Code: [REDACTED]

Phone #: [REDACTED] E-mail Address: [REDACTED]

**59 Avenue Planning Survey – Attention Planning Department**

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

Please respond by October 4, 2019.

Please reference the map below to answer the following questions:

1. Do you have any feedback on potentially rezoning the existing apartment/or fourplex buildings at 6759, 6755, 6727, 6719, 6715 and 6711 - 59 Avenue to R2 medium density zoning to allow them to be legal and conforming building?

No objection to Rezoning

2. Administration is proposing the number of units at the existing apartments and fourplex buildings be capped at their current number of units. If any new buildings were constructed in the future they would not be able to build any more units then what is already existing. If you have feedback on this proposal please provide below.

Agree

3. Do you have any feedback to share on if the lots zoned R1A should continue to have the ability to replace existing homes or vacant lots with a duplex at 6771, 6767, 6749, 6743, 6739, 6735, 6733, and 6731 - 59 Avenue?

changing single family to duplex will increase back lane traffic. Vehicles speed on our back alley. increased vehicle traffic  
 Thank you for your input! Will also create more rules and degrade the alley. Suggest paving & speed bumps



We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very 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.

**Contact Information**

Your contact information allows administration to respond as needed.

Name: Henry & Nad Hauserson

Mailing Address: [REDACTED] Postal Code: [REDACTED]

Phone #: [REDACTED] E-mail Address: [REDACTED]

**59 Avenue Planning Survey – Attention Planning Department**

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

Please respond by October 4, 2019.

Please reference the map below to answer the following questions:

1. Do you have any feedback on potentially rezoning the existing apartment/or fourplex buildings at 6759, 6755, 6727, 6719, 6715 and 6711 - 59 Avenue to R2 medium density zoning to allow them to be legal and conforming building?

They stay the same

2. Administration is proposing the number of units at the existing apartments and fourplex buildings be capped at their current number of units. If any new buildings were constructed in the future they would not be able to build any more units then what is already existing. If you have feedback on this proposal please provide below.

Capped

3. Do you have any feedback to share on if the lots zoned R1A should continue to have the ability to replace existing homes or vacant lots with a duplex at 6771, 6767, 6749, 6743, 6739, 6735, 6733, and 6731 - 59 Avenue?

duplexes or single family dwellings

Thank you for your input!



We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very 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.*

**Contact Information**

Your contact information allows administration to respond as needed.

Name: Don Adams

Mailing Address: [REDACTED] Postal Code: [REDACTED]

Phone #: [REDACTED] E-mail Address: \_\_\_\_\_

**59 Avenue Planning Survey – Attention Planning Department**

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

Please respond by October 4, 2019.

Please reference the map below to answer the following questions:

1. Do you have any feedback on potentially rezoning the existing apartment/or fourplex buildings at 6759, 6755, 6727, 6719, 6715 and 6711 - 59 Avenue to R2 medium density zoning to allow them to be legal and conforming building?

they stay the same

2. Administration is proposing the number of units at the existing apartments and fourplex buildings be capped at their current number of units. If any new buildings were constructed in the future they would not be able to build any more units then what is already existing. If you have feedback on this proposal please provide below.

Capped

3. Do you have any feedback to share on if the lots zoned R1A should continue to have the ability to replace existing homes or vacant lots with a duplex at 6771, 6767, 6749, 6743, 6739, 6735, 6733, and 6731 - 59 Avenue?

duplex's or single family dwellings

Thank you for your input!





**Emily Damberger**

---

**From:** Emily Damberger  
**Sent:** September 23, 2019 11:19 AM  
**To:** 'nick cook'  
**Subject:** RE: 59th ave

Hi Nick,

Thank you for taking the time to provide feedback, your response will be included with the report to Council for their consideration.

Take care,

Emily

**From:** nick cook  
**Sent:** September 19, 2019 5:08 PM  
**To:** Emily Damberger  
**Subject:** Re: 59th ave

Emily I would like to provide you with my input on 59th Ave and Area, if you would be so kind to pass it on.

I'm not sure how to answer the first question, I don't approve of 4plex or apartments under 4 stories. The building code for them is lax, walls are always thin and it packs a lot of people into poorly made housing that is common of noise complaints and sub par living conditions. If the re zoning would allow apartments 5 stories and up I would approve.

Infact the police and ambulance are often parked on 59th Ave in these buildings currently.

#2 again my answer is complex, I approve of more units if the buildings are 5 stories or taller but otherwise I disapprove of adding more units to anything under 4 stories. At 5 stories and taller building codes change and this means concrete walls and better units to be built. Anything from a duplex to a 4plex to a 5 store apartment building is built as an investors cheapest way to make income properties. We want communities with people who own or feel they own their houses as much as possible, if a true apartment building is built then at least it will be built with quality and modern design / living spaces.

#3 Again I disapprove of attached housing, I approve of up down legal suites and apartment buildings over 5 stories.

4plex and apartments under 4 stories are by far the worst type of buildings to have in our city as they are simply income properties. Next worse would be duplexes and semi detached, the center wall these units share is merely 2x4 or 2x6 walls and often without insulation let alone a solid brick/concrete or even sound denting insulation. Our city should be focused on single detached houses and quality apartments 5 stories or more.

To booth parking on 59th Ave is a hazard and should be removed but houses should by-law be required to have a driveway be it in the front or back.

We need to make new builders responsible for their occupants parking and not force it to fill out streets.

On Tue., Sep. 17, 2019, 3:14 p.m. Emily Damberger, <[Emily.Damberger@reddeer.ca](mailto:Emily.Damberger@reddeer.ca)> wrote:

Hi Nick,

Thanks for connecting, here is the letter that was sent to your place with the details, if you have any additional comments you can respond by email to me if easier then filling out the form.

Take care and thanks for your feedback,

Emily

Emily Damberger

Planning Manager

City of Red Deer

[emily.damberger@reddeer.ca](mailto:emily.damberger@reddeer.ca)

403.406.8708

**From:** nick cook [REDACTED]  
**Sent:** September 16, 2019 7:34 PM  
**To:** Emily Damberger <[Emily.Damberger@reddeer.ca](mailto:Emily.Damberger@reddeer.ca)>  
**Subject:** 59th ave

Hello Emily

My girlfriend said a counsel proposal was sent to our house, unfortunately I'm away working and she's swamped with school so I was wondering if you could email me the information and exactly what type of input you are looking for.

We both agree we would like to see as few duplexes and small apartments as possible (anything 5 stories and taller we are fine with but due to the lax building codes for 4 stories and under we are against small apartments)

Also limit street parking as much as possible, all new builds should have driveways.

**Emily Damberger**

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**From:** Melvin Heinrichs [REDACTED]  
**Sent:** July 26, 2019 1:54 PM  
**To:** Emily Damberger  
**Subject:** RE: Melvin 403-598-6644 - 6744 59th Avenue July 26, 2019 phone call summary

**Categories:** Decision Needed

Thanks Emily,  
 I feel like you listened and caught the essence of what I was saying.  
 One other thing, if there was consistency in building fences separating playgrounds/schoolyards and roadways ie. Dawe Centre, then there would be no need for reduction in speed ie. 67St.  
 Melvin Heinrichs

**From:** Emily Damberger [mailto:Emily.Damberger@reddeer.ca]  
**Sent:** July 26, 2019 1:34 PM  
**To:** [REDACTED]  
**Subject:** Melvin 403-598-6644 - 6744 59th Avenue July 26, 2019 phone call summary

Hi Melvin,

Thanks for the great conversation this morning, it's always good to hear different perspectives and new ideas.

I hope below I have captured the essence of your feedback and please let me know if there is anything to be correct before I submit them for feedback to Council. The 59<sup>th</sup> Ave study will be coming back to Council within the next 6 months and your feedback will be included for both Council and City Administration consideration.

**Summary:**

- Calling as relates to 59<sup>th</sup> Avenue Planning Study, landowner in the area
- Calling regarding a few topics – rezoning and parking along 59<sup>th</sup> Avenue, speed limits along school zone and in residential areas, bike lanes leading to and from 59<sup>th</sup> Avenue, lane condition 59<sup>th</sup> Avenue
- Parking along 59<sup>th</sup> Avenue:
  - o Own apartment building at 6744 59<sup>th</sup> Avenue and it is difficult to park in front, there is partial parking to the north but no parking south, is not safe to park, would be good to have front parking for residents and taxis, currently not practical for taxis
  - o Potential to increase parking by construction of an additional lane with parking and providing a wide sidewalk along 50<sup>th</sup> Avenue to accommodate bikes, as bike traffic is difficult along this busy road.
  - o Is a location with lots of bike traffic and good north south connection for bikes from north Grant Street south to 59<sup>th</sup> Avenue
  - o There is an existing wide road allowance on 59<sup>th</sup> Avenue that could be used for extension and bike trail/wide sidewalk
- Understand that existing building is legal non conforming and that if wanted to rebuild could not do so and the impact to property value
- Rezoning:
  - o Understand that some surrounding single family homes would like there to be less density, however the existing single family on 59<sup>th</sup> Avenue would be able to be rezoned and would increase property value and is a good location for some additional density
- Speed limits:

- o Concerns with getting traffic tickets in 30 km zones where no children are present and typically are not present, and inconsistency with use of 30 km zones, are many areas where many children are (intersections, daycare centres) where there is no 30km zone, feel that some of the locations are cash cows where typically no children are present
- o Feel a solution to the situation is to have all areas in residential district 40km, logical solution, no change within a residential neighbourhood, people should still be ticketed if going over 40km, believe there may be some Edmonton areas that are trying this route to learn from.
- Lane:
  - o Is a heavy traffic area, would support paying extra improvement levy to have lane paved

Thanks again Melvin and please let me know of any changes needed to what I have captured above.

Take care,

Emily

Emily Damberger  
Planning Manager  
City of Red Deer  
[emily.damberger@reddeer.ca](mailto:emily.damberger@reddeer.ca)  
403.406.8708

**Emily Damberger**

---

**To:** James Ryan  
**Cc:** Niki Burkinshaw  
**Subject:** RE: Phone call question re 59 Ave Study

Hi James,

Thank you for providing your feedback, I will share this with our engineering department and your comments will be included with the Council report for their consideration.

Take care,

Emily

**From:** James Ryan  
**Sent:** September 19, 2019 5:11 PM  
**To:** Emily Damberger  
**Subject:** Re: Phone call question re 59 Ave Study

Thank you. You should put a traffic counter in both alleys on a school day and how much traffic there is. We don't need more!

Sent from my iPad

On Sep 18, 2019, at 6:06 PM, Emily Damberger <[Emily.Damberger@reddeer.ca](mailto:Emily.Damberger@reddeer.ca)> wrote:

Hi ,

The zoning is proposed to change to medium density where it already exists with no increase in density, they would be capped at their existing number of units.

Thanks for further clarification.

Emily

Emily Damberger  
Planning Manager  
City of Red Deer  
403-406-8708  
[emily.damberger@reddeer.ca](mailto:emily.damberger@reddeer.ca)

On Sep 18, 2019, at 5:16 PM, James Ryan [REDACTED] wrote:

I was wondering about # 1. What is this area considered now, high or med. what do they want to redone it to?

Sent from my iPad

On Sep 18, 2019, at 4:11 PM, Emily Damberger <[Emily.Damberger@reddeer.ca](mailto:Emily.Damberger@reddeer.ca)> wrote:



Hi Kendall,

Thanks for calling to clarify. I believe the question you are referring to is the following and you were wondering the impact on density:

"3. Do you have any feedback to share on if the lots zoned R1A should continue to have the ability to replace existing homes or vacant lots with a duplex at 6771, 6767, 6749, 6743, 6739, 6735, 6733, and 6731 – 59 Avenue? "

Response – Currently the single family houses on 59 Ave (in the study area) and the vacant lots have zoning (R1A duplex) which would allow for density to be increased by taking down a single family home and replacing it with a duplex or the vacant lots being able to construct duplexes. Only one duplex per lot could be constructed.

I hope this clarifies the existing situation and better allows you to provide feedback. Thanks for taking the time to ask questions and provide feedback.

Take care,

Emily

Emily Damberger  
Planning Manager  
City of Red Deer  
[emily.damberger@reddeer.ca](mailto:emily.damberger@reddeer.ca)  
403.406.8708

Hi Kendall,

Thanks for calling to clarify. I believe the question you are referring to is the following and you were wondering the impact on density:

“3. Do you have any feedback to share on if the lots zoned R1A should continue to have the ability to replace existing homes or vacant lots with a duplex at 6771, 6767, 6749, 6743, 6739, 6735, 6733, and 6731 – 59 Avenue? “

Response – Currently the single family houses on 59 Ave (in the study area) and the vacant lots have zoning (R1A duplex) which would allow for density to be increased by taking down a single family home and replacing it with a duplex or the vacant lots being able to construct duplexes. Only one duplex per lot could be constructed.

I hope this clarifies the existing situation and better allows you to provide feedback. Thanks for taking the time to ask questions and provide feedback.

Take care,

Emily

Emily Damberger  
Planning Manager  
City of Red Deer  
[emily.damberger@reddeer.ca](mailto:emily.damberger@reddeer.ca)  
403.406.8708

## Appendix F

### Landowner Referral Letter Information

March 2019

September 2019



**Date:** March 25, 2019

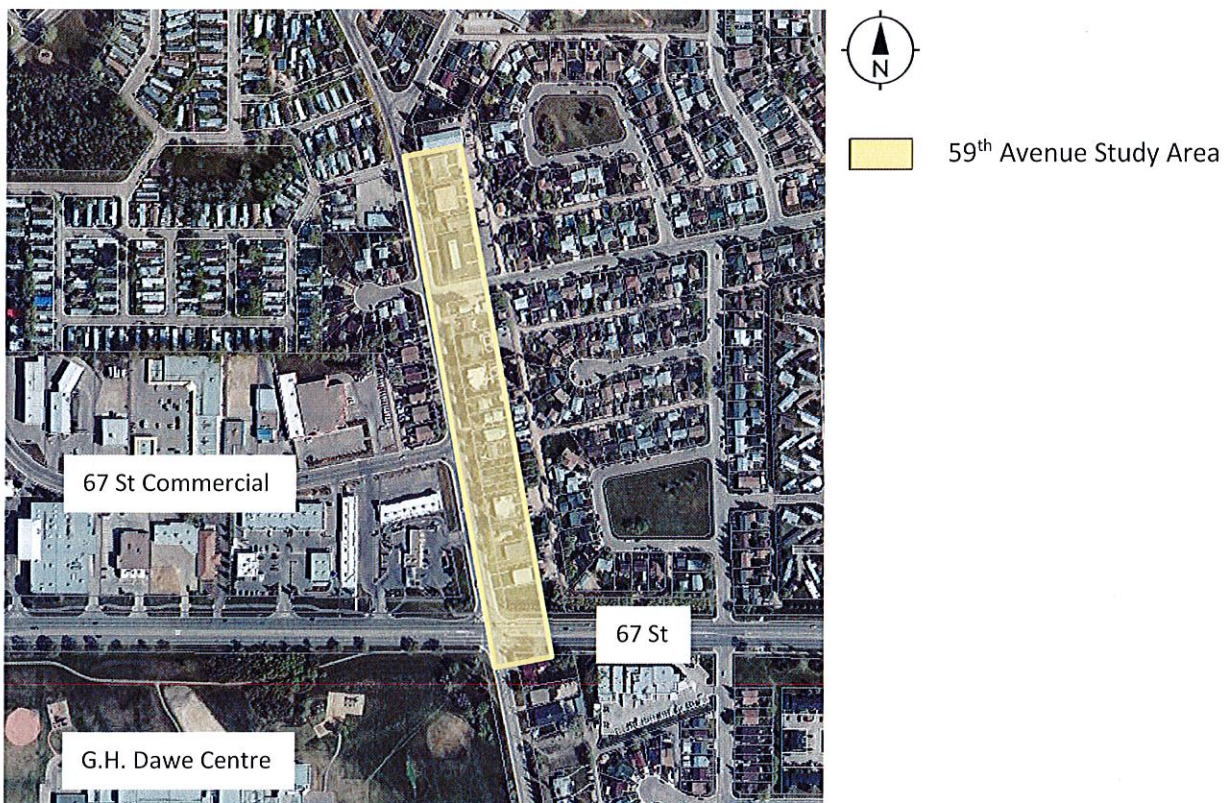
**To:** Landowners within 100 m of 59 Avenue Study Area

**Re:** 59 Avenue Planning Study

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**Why have you received this letter?**

You are a landowner with 100 m of the 59 Avenue Planning Study. City Council has requested that the Planning department examine 59 Avenue from 67 Street to 69 Street Drive. We're looking at housing types (single family homes, apartments, duplexes) and zoning, parking, and traffic to understand what is working and what is not. Please share this information with tenants if you wish to have their perspective included in the information submitted for consideration.



A survey is attached and available on The City's website using the following link [www.reddeer.ca/surveys](http://www.reddeer.ca/surveys). Please take a moment to fill out the survey and submit by **April 15, 2019**. Your participation is appreciated. Your feedback will help to inform the study as it evolves over the next several months.

**What is being proposed?**

At this time, administration is simply looking to collect feedback from the community. No new development or neighbourhood plan is being proposed. The goal is to provide City Council with options recommending change or no change to the housing types, zoning, parking, and traffic within the study area.

**Do you have to provide comments?**

It is optional to participate; however, your feedback will help administration prepare a recommendation on the future of 59 Avenue.

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

Any survey responses received will be reviewed by Planning administration, summarized, and incorporated into the planning report for City Council. If more input is needed, administration may reach out to the community again with more detailed questions.

**What is the next step?**

Once the planning report is complete, it will go forward to City Council to help them understand the existing housing types (single family homes, apartments, duplexes) and zoning, parking, and traffic along 59 Avenue and evaluate if any change should occur.

Thank you for your consideration. Please contact me if you have any questions.

Sincerely,

Dayna Facca, Senior Planner  
403-406-8703  
Dayna.Facca@reddeer.ca







**Date: September 13, 2019**

«Prime\_Owner\_Name»

«Owner\_Address\_1»

«Owner\_Address\_2»

**To: Landowners within 100 m of 59 Avenue Study Area**

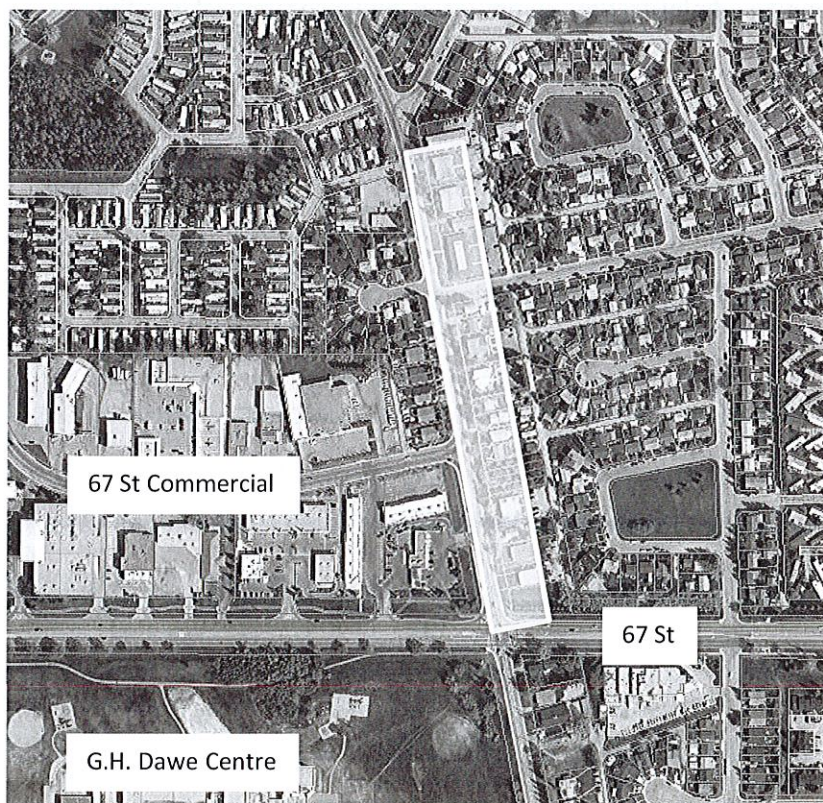
**Re: 59 Avenue Planning Study**

---

**Why have you received this letter?**

You are a landowner with 100 m of the 59 Avenue Planning Study. City Council has requested that the Planning department examine 59 Avenue from 67 Street to 69 Street Drive.

In March of 2019 we asked for your feedback regarding housing types (single family homes, apartments, duplexes) and zoning, parking, and traffic to understand what is working and what is not.



 59<sup>th</sup> Avenue Study Area

Your feedback was reviewed and included in consideration of the 59<sup>th</sup> Avenue Planning Study reviewed by Council on July 22, 2019. When reviewing the study on July 22, 2019, Council directed administration to do additional review of the area.

**What is being proposed?**

At this time, administration is looking to collect additional feedback from the community. No new development or neighbourhood plan is being proposed. The goal is to provide City Council with options recommending change or no change to the housing types, zoning, parking, and traffic within the study area.

Specifically a new option is being proposed for Council consideration that will look to:

- rezone properties to ensure the existing development is legal and conforming;
- limit the number of units to the current number developed on apartment and fourplex sites ; and
- explore if properties with duplex zoning (R1A) want to continue to have the ability to redevelop or develop future duplexes on their properties, as currently the R1A zoning allows duplexes on these sites.

See map on the comment sheet for location specifics.

**Do you have to provide comments?**

It is optional to participate; however, your feedback will help administration prepare a recommendation on the future of 59 Avenue. Please share this letter with tenants if you would like them to participate in the consultation process.

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

Any feedback received will be reviewed by Planning administration, summarized, and incorporated into the planning report for City Council consideration.

**What is the next step?**

Once the planning report is complete, it will go forward to City Council to help them understand the existing housing types (single family homes, apartments, duplexes) and zoning, parking, and traffic along 59 Avenue and evaluate if any change should occur.

Thank you for your consideration. Please contact me if you have any questions.

Sincerely,

*Emily Damberger*

Emily Damberger,  
Planning Manager  
403-406-8708  
emily.damberger@reddeer.ca





**We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very 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.*

**Contact Information**

Your contact information allows administration to respond as needed.

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

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

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

## 59 Avenue Planning Survey – Attention Planning Department

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

**Please respond by October 4, 2019.**

Please reference the map below to answer the following questions:

1. Do you have any feedback on potentially rezoning the existing apartment/or fourplex buildings at 6759, 6755, 6727, 6719, 6715 and 6711 - 59 Avenue to R2 medium density zoning to allow them to be legal and conforming building?

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2. Administration is proposing the number of units at the existing apartments and fourplex buildings be capped at their current number of units. If any new buildings were constructed in the future they would not be able to build any more units then what is already existing. If you have feedback on this proposal please provide below.

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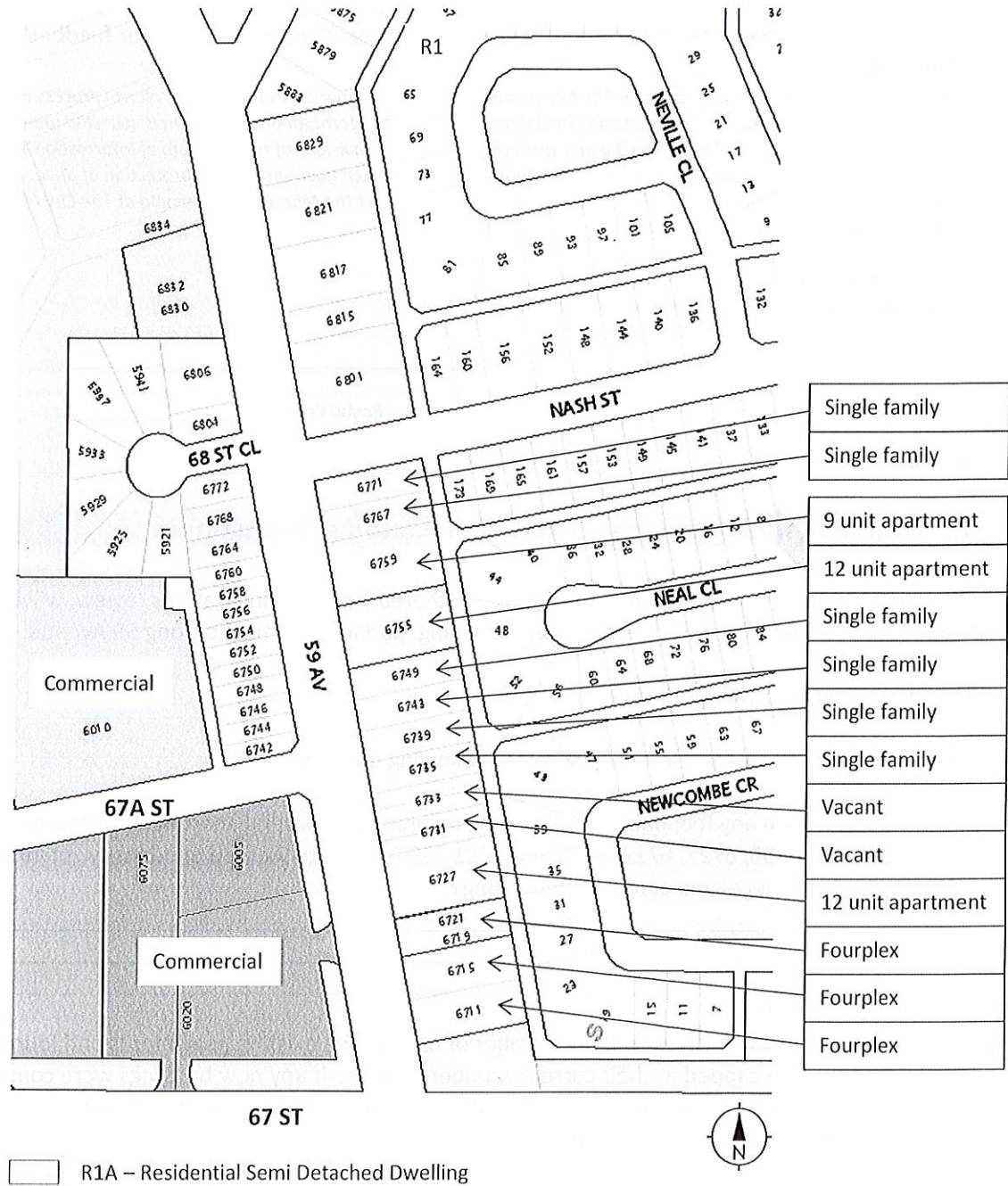
3. Do you have any feedback to share on if the lots zoned R1A should continue to have the ability to replace existing homes or vacant lots with a duplex at 6771, 6767, 6749, 6743, 6739, 6735, 6733, and 6731 – 59 Avenue?

---



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**Thank you for your input!**



59<sup>th</sup> Avenue Land Use and Existing Development Types





**Date: September 13, 2019**

«Prime\_Owner\_Name»

«Owner\_Address\_1»

«Owner\_Address\_2»

**To: Landowners of Apartment and Fourplex buildings -59 Avenue**

**Re: 59 Avenue Planning Study**

---

**Why have you received this letter?**

You are an owner of a legal but non-conforming (the zoning does not match the existing building) on 59 Avenue, within the 59 Avenue Planning Study. City Council has requested that the Planning department examine 59 Avenue from 67 Street to 69 Street Drive. This is the second letter you will receive regarding this study. This first letter is to all landowners in the area and this letter is directed specifically to you as a legal but non-conforming building landowner.



 59<sup>th</sup> Avenue Study Area

In March of 2019 we asked for your feedback regarding housing types (single family homes, apartments, duplexes) and zoning, parking, and traffic to understand what is working and what is not.

Your feedback was reviewed and included in the 59<sup>th</sup> Avenue Planning Study reviewed by Council on July 22, 2019. When reviewing the study on July 22, 2019, Council directed administration to do additional review of the area.

**What is being proposed?**

At this time, administration is looking to collect additional feedback from the community. No new development or neighbourhood plan is being proposed. The goal is to provide City Council with options recommending change or no change to the housing types, zoning, parking, and traffic within the study area.

Specifically a new option is being proposed for Council consideration that will look to:

- rezone properties to ensure the existing development is legal and conforming;
- limit the number of units to the current number developed on apartment and fourplex sites ; and
- explore if properties with duplex zoning (R1A) want to continue to have the ability to redevelop or develop future duplexes on their properties, as currently the R1A zoning allows duplexes on these sites.

See map on the comment sheet for location specifics.

**Do you have to provide comments?**

It is optional to participate; however, your feedback will help administration prepare a recommendation on the future of 59 Avenue. Please share this letter with tenants if you would like them to participate in the consultation process.

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

Any feedback received will be reviewed by Planning administration, summarized, and incorporated into the planning report for City Council consideration.

**What is the next step?**

Once the planning report is complete, it will go forward to City Council to help them understand the existing housing types (single family homes, apartments, duplexes) and zoning, parking, and traffic along 59 Avenue and evaluate if any change should occur.

Thank you for your consideration. Please contact me if you have any questions.

Sincerely,

*Emily Damberger*  
Emily Damberger,  
Planning Manager  
403-406-8708  
emily.damberger@reddeer.ca





**We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very 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.*

**Contact Information**

Your contact information allows administration to respond as needed.

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

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

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

## 59 Avenue Planning Survey – Attention Planning Department

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

**Please respond by October 4, 2019.**

Please reference the map below to answer the following questions:

1. Please state your address ownership and/or residence on 59 Avenue: \_\_\_\_\_

2. Do you have any feedback on rezoning your existing apartment/or fourplex buildings to R2 medium density zoning to allow the building to be legal and conforming building?

---



---



---

3. Administration is proposing the number of units at the existing apartments and fourplex buildings be capped at their current number of units. If any new buildings were constructed in the future they would not be able to build any more units then what is already existing. If you have feedback on this proposal please provide below.

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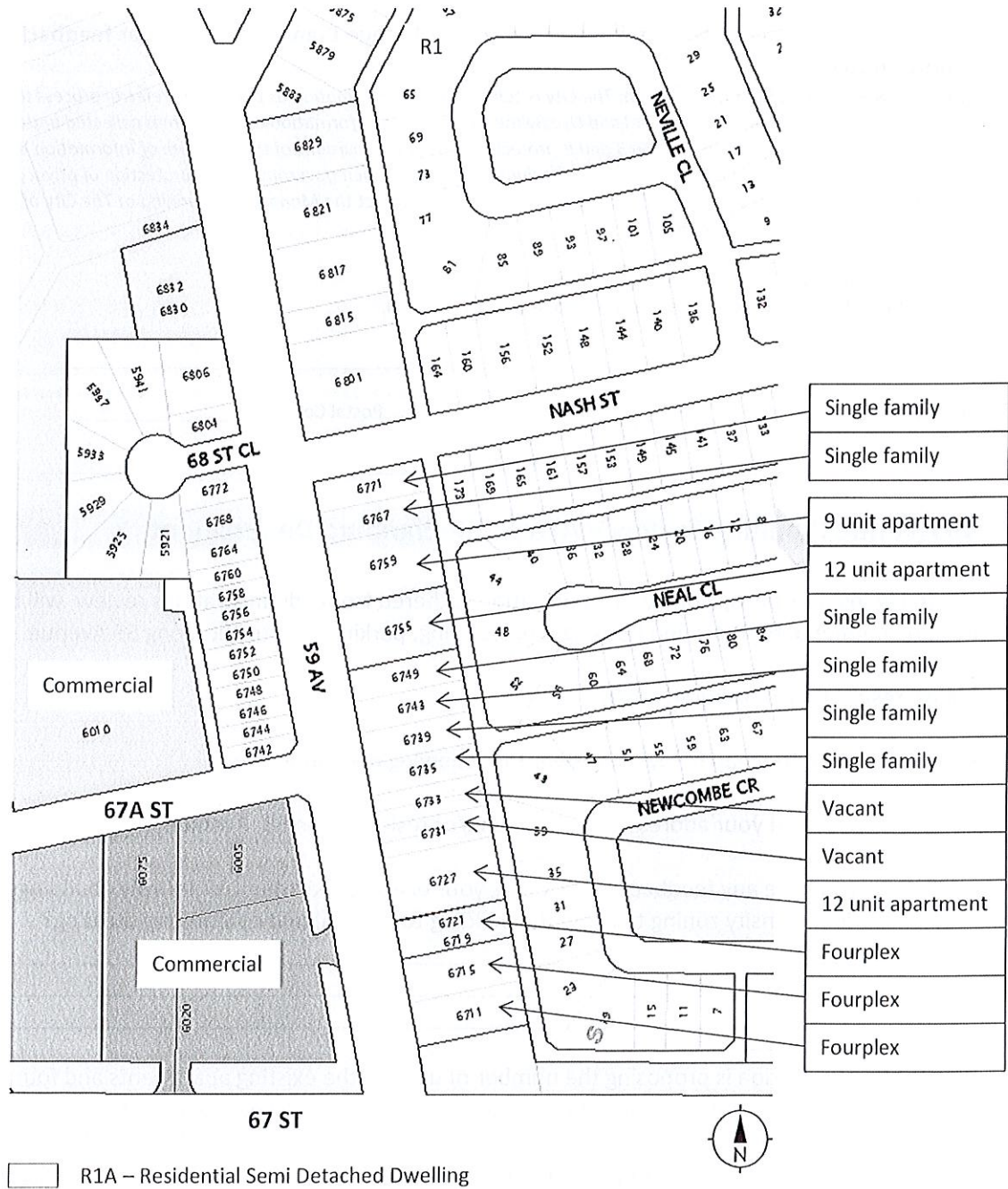


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**Thank you for your input!**



59th Avenue Land Use and Existing Development Types





**Date: September 19, 2019**

«Prime\_Owner\_Name»

«Owner\_Address\_1»

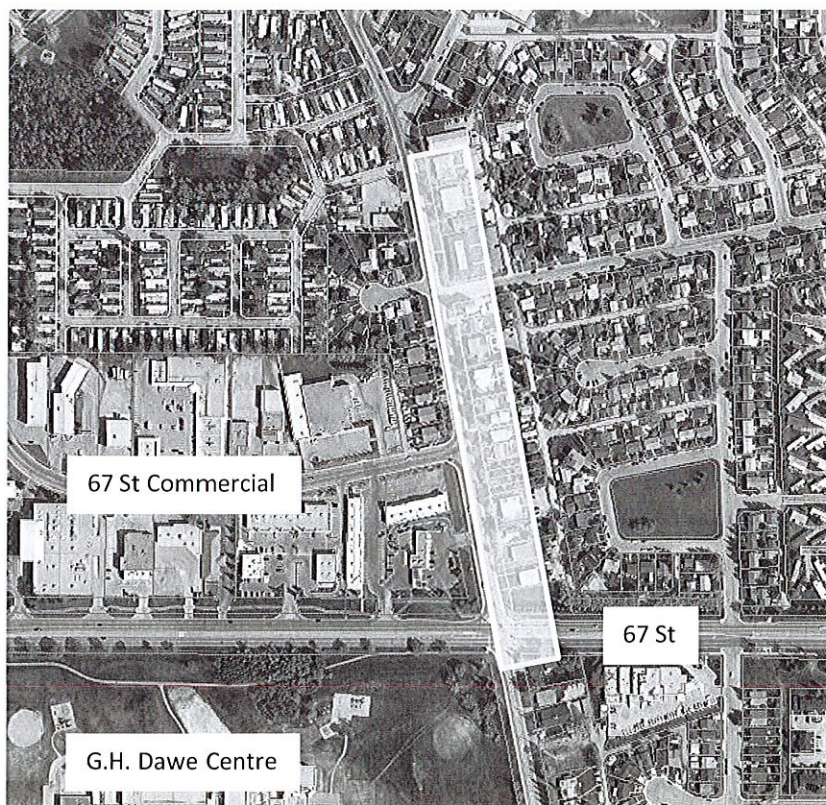
«Owner\_Address\_2»

**To: Single Family and Vacant Lot Landowners – 59 Avenue**

**Re: 59 Avenue Planning Study**

**Why have you received this letter?**

You are an owner of a single family home or a vacant lot on 59 Avenue, within the 59 Avenue Planning Study. City Council has requested that the Planning department examine 59 Avenue from 67 Street to 69 Street Drive. This is the second letter you will receive. This first letter is to all landowners in the area and this letter is directed specifically to you as a single family home or a vacant lot landowner.



59<sup>th</sup> Avenue Study Area

In March of 2019 we asked for your feedback regarding housing types (single family homes, apartments, duplexes) and zoning, parking, and traffic to understand what is working and what is not.

Your feedback was reviewed and included in City Council's consideration of the 59<sup>th</sup> Avenue Planning Study reviewed by Council on July 22, 2019. When reviewing the study on July 22, 2019, Council directed administration to do additional review of the area.

**What is being proposed?**

At this time, administration is looking to collect additional feedback from the community. No new development or neighbourhood plan is being proposed. The goal is to provide City Council with options recommending change or no change to the housing types, zoning, parking, and traffic within the study area.

Specifically a new option is being proposed for Council consideration that will look to:

- rezone properties to ensure the existing development is legal and conforming;
- limit the number of units to the current number developed on apartment and fourplex sites ; and
- explore if properties with duplex zoning (R1A) want to continue to have the ability to redevelop or develop future duplexes on their properties, as currently the R1A zoning allows duplexes on these sites.

See map on the comment sheet for location specifics.

**Do you have to provide comments?**

It is optional to participate; however, your feedback will help administration prepare a recommendation on the future of 59 Avenue. Please share this letter with tenants if you would like them to participate in the consultation process.

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

Any feedback received will be reviewed by Planning administration, summarized, and incorporated into the planning report for City Council consideration.

**What is the next step?**

Once the planning report is complete, it will go forward to City Council to help them understand the existing housing types (single family homes, apartments, duplexes) and zoning, parking, and traffic along 59 Avenue and evaluate if any change should occur.

Thank you for your consideration. Please contact me if you have any questions.

Sincerely,

Emily Damberger,  
Planning Manager  
403-406-8708  
emily.damberger@reddeer.ca





**We invite you to provide feedback regarding the 59 Avenue Planning Study. Your feedback is very 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.*

**Contact Information**

Your contact information allows administration to respond as needed.

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

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

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

## 59 Avenue Planning Survey – Attention Planning Department

The following questions, along with information gathered from administrations review, will be used to form recommendations around housing types, zoning, parking, and traffic along 59 Avenue.

**Please respond by October 11, 2019.**

Please reference the map below to answer the following questions:

1. Please state your address ownership and/or residence on 59 Avenue: \_\_\_\_\_
  
2. Your lot is currently zoned R1A Duplex which would allow for the lot to be developed as a duplex in the future. Do you wish to continue with the current zoning and ability to construct a duplex or would you prefer the zoning reflect the existing building (if applicable) of R1 Single Family and not have duplex construction opportunity in the future?

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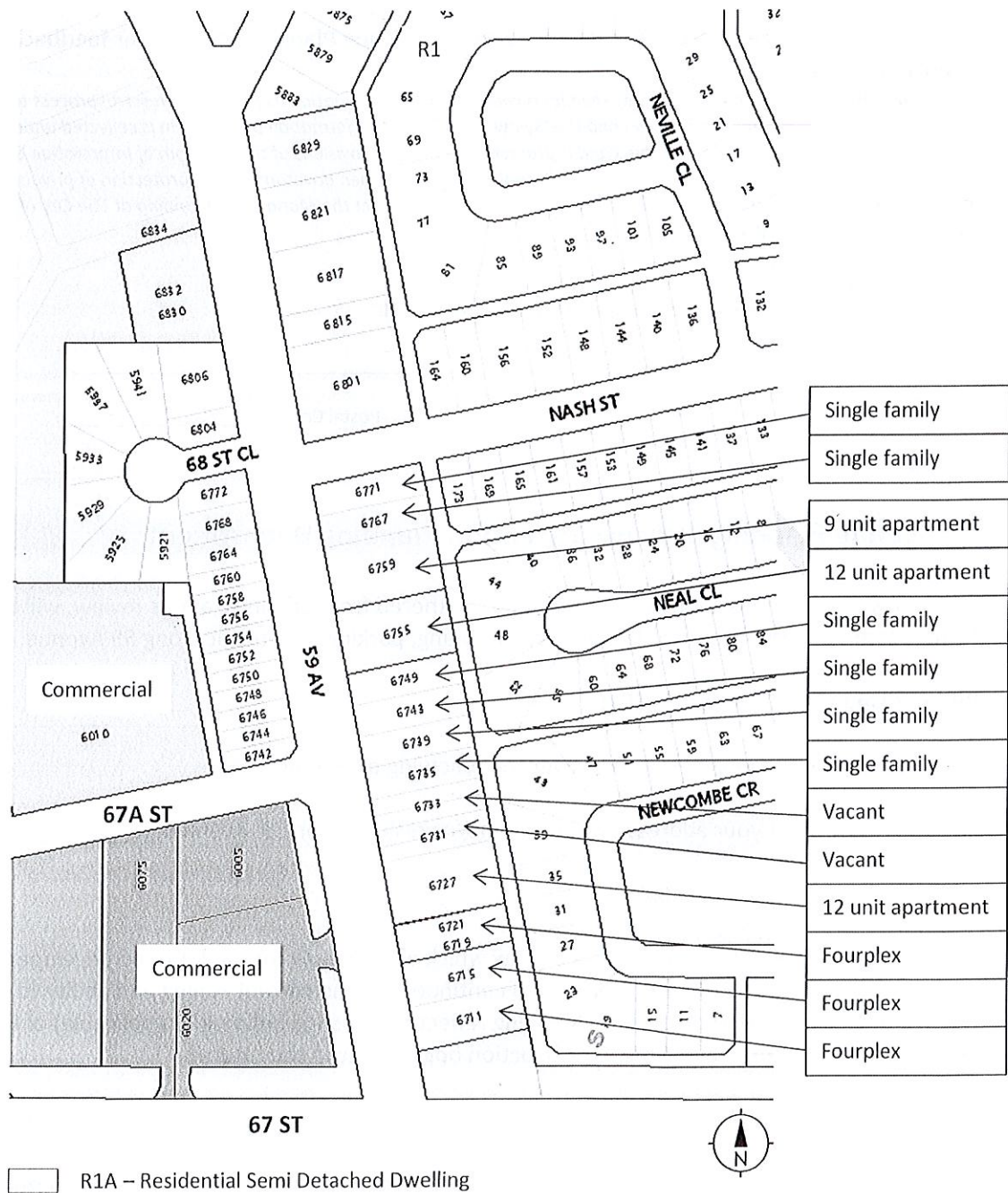


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**Thank you for your input!**



59th Avenue Land Use and Existing Development Types



**DATE:** June 5, 2020

**TO:** Emily Damberger, Manager of Planning

**FROM:** Frieda McDougall, Legislative Services Manager

**SUBJECT:** Land Use Bylaw Amendment - Provide for the rezoning from R1A to R2 and application of Density Overlay - 59th Avenue Planning Study Bylaw 3357/J-2020

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**Reference Report:**

Planning and Development Services, dated June 1, 2020.

**Bylaw Reading:**

At the Monday, June 1, 2020 Regular Council Meeting, Council gave first reading to the following Bylaw:

**Bylaw 3357/J-2020** (an amendment to the Land Use Bylaw to rezone six legal non-conforming properties from R1A to R1 on 59 Avenue with a density cap reflecting existing developments current number of units)

**Report back to Council:**

Yes.

**Comments/Further Action:**

This bylaw will come back for second and third readings at the Monday, June 29, 2020 Council Meeting.

“Frieda McDougall”

Frieda McDougall  
Manager

c. General Manager Planning & Development Services

**DATE:** June 5, 2020  
**TO:** David Girardin, Major Projects Planner  
**FROM:** Frieda McDougall, Legislative Services Manager  
**SUBJECT:** Annexation Exploration

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**Reference Report:**

Planning and Development Services, dated June 1, 2020.

**Resolution:**

At the Monday, June 1, 2020 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer, having considered an In Camera item on June 1, 2020 re: Annexation Exploration, hereby endorses the recommendations as presented and agrees that the contents of the report will remain confidential, as protected by the Freedom of Information and Protection of Privacy Act, Section 23(1)(a) Local public body confidences, FOIP 24(1)(a) Advice from officials and FOIP 25(1)(c) Disclosure harmful to economic and other interests of a public body, until this recommendation has been shared with Red Deer County.

**Report back to Council:**

No.

**Comments/Further Action:**

None.

“Frieda McDougall”

Frieda McDougall  
Manager

- c. General Manager Planning & Development Services  
Manager of Planning  
Planning & Development Services Strategist