

# **CITY COUNCIL**

## **AGENDA**

Monday, July 22, 2019 – Council Chambers, City Hall

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

### **1. IN CAMERA MEETING (to last approximately 45 minutes)**

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

1.1.a. Legal Matter - FOIP 23(1)(a) - Local Public Body Confidences

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

### **2. MINUTES**

2.1. Confirmation of the Minutes of the July 8, 2019 Council Meeting  
(Agenda Pages 1 – 9)

### **3. POINTS OF INTEREST**

### **4. REPORTS**

4.1. APP Update / Q2 Crime Stats  
(Agenda Pages 10 – 10)

4.2. IPSOS Survey Results  
(Agenda Pages 11 – 11)

- 4.3. Approval of Council Meeting Dates for 2020  
(Agenda Pages 12 – 15)
- 4.4. Allocation of RCMP Additional Resources  
(Agenda Pages 16 – 19)
- 4.5. Request Regarding Havoc Fighting Championship Event - November 22, 2019  
(Agenda Pages 20 – 21)
- 4.6. 59 Avenue Planning Study  
(Agenda Pages 22 – 120)

**5. ADJOURNMENT**



## **UNAPPROVED - MINUTES**

### **of the Red Deer City Council Regular Meeting held on, Monday, July 8, 2019 commenced at 2:30 P.M.**

**Present:** Deputy Mayor Tanya Handley  
Councillor Buck Buchanan  
Councillor Michael Dawe  
Councillor Vesna Higham  
Councillor Ken Johnston  
Councillor Lawrence Lee  
Councillor Frank Wong  
Councillor Dianne Wyntjes

City Manager, Allan Seabrooke  
Director of Communications & Strategic Planning, Julia Harvie-Shemko  
Acting Director of Community Services, George Penny  
Director of Corporate Services, Lisa Perkins  
Director of Development Services, Kelly Kloss  
Director of Human Resources, Kristy Svoboda  
Director of Planning Services, Tara Lodewyk (arrived at 6:00 p.m.)  
Acting Director of Planning Services, David Girardin  
Director of Protective Services, Paul Goranson  
City Clerk, Frieda McDougall  
Deputy City Clerk, Samantha Rodwell  
Corporate Meeting Administrator, Amber Senuk  
Emergency Services Manager, Ken McMullen  
Parks Superintendent, Trevor Poth  
Environmental Initiatives Supervisor, Nancy Hackett  
Waste Management Superintendent, Janet Whitesell

**Absent:** Mayor Tara Veer



## **I. IN CAMERA MEETING**

### **I.1. Motion to In Camera**

Moved by Councillor Dianne Wyntjes, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer hereby agrees to enter into an In-Camera meeting of Council on Monday, July 8, 2019 at 2:30 p.m. and hereby agrees to exclude the following:

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

to discuss 2019/2020 Citizen Representative Appointment to Committees – FOIP 17(1) Disclosure harmful to personal privacy and FOIP 24(1)(a) Advice from officials.

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

**MOTION CARRIED**

#### **I.1.a. 2019/2020 Citizen Representative Appointment to Committees - FOIP 17(1) Disclosure harmful to personal privacy and FOIP 24(1)(a) - Advice from officials**

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

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





City Manager Allan Seabrooke, Director of Communications & Strategic Planning Julia Harvie-Shemko, Acting Director of Community Services George Penny, Director of Corporate Services Lisa Perkins, Director of Development Services Kelly Kloss, Director of Human Resources Kristy Svoboda, Acting Director of Planning Services David Girardin, Director of Protective Services Paul Goranson (arrived at 2:31 p.m.), City Clerk Frieda McDougall, Deputy City Clerk, Samantha Rodwell, Corporate Meeting Administrator Amber Senuk

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

Moved by Councillor Lawrence Lee, seconded by Councillor Buck Buchanan

Resolved that Council of The City of Red Deer hereby agrees to enter into an open meeting of Council on Monday, July 8, 2019 at 3:02 p.m.

#### **IN FAVOUR:**

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

**MOTION CARRIED**

## **2. MINUTES**

### **2.1. Confirmation of the Minutes of the June 24, 2019 Council Meeting**

Moved by Councillor Lawrence Lee, seconded by Councillor Frank Wong

Resolved that Council of The City of Red Deer hereby approves the Minutes of the June 24, 2019 Regular Council Meeting as transcribed.

#### **IN FAVOUR:**

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

**MOTION CARRIED**



### **3. BYLAWS**

#### **3.1. Loan Bylaw 3627/2019 – Red Deer Pickleball Club**

This item was withdrawn at the request of Administration.

### **4. REPORTS**

#### **4.1. 2019/2020 Citizen Representative Appointments to Committees**

Moved by Councillor Ken Johnston, seconded by Councillor Michael Dawe

Resolved that Council of The City of Red Deer having considered the report from Legislative Services dated June 26, 2019 re: 2019/2020 Citizen Representative Appointments to Committees hereby appoints the following to serve on the Community Housing and Homelessness Integrated Plan (CHHIP) Ad Hoc Committee:

Colleen Bredo	Business Representative (with terms of these appointments to conclude at the completion of this work)
Michael Sinclair	Business Representative (with terms of these appointments to conclude at the completion of this work)

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

**MOTION CARRIED**

**4.2. 2019 Environmental Master Plan: Our Environment, Our Future**

Councillor Wong left Council Chambers at 3:39 p.m. and returned at 3:43 p.m.

Moved by Councillor Lawrence Lee, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer having considered the report from Environmental Services dated July 8, 2019 re: 2019 Environmental Master Plan Our Environment, Our Future hereby approves the 2019 Environmental Master Plan Our Environment, Our Future, as a guiding document.

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

MOTION CARRIED

**5. BYLAWS - continued****5.1. Commercial and Multi-family Garbage Contract  
Utility Bylaw Amendment 3606/C-2019**

Moved by Councillor Ken Johnston, seconded by Councillor Michael Dawe

**FIRST READING:** That Bylaw 3606/C-2019 (an amendment to the Utility Bylaw to address changes to multi-family and commercial waste/garbage collection) be read a first time.

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

MOTION CARRIED

**6. REPORTS - continued****6.1. Lane Closure Request (Vincent Close/Voisin Close) - Request to Table**

Moved by Councillor Buck Buchanan, seconded by Councillor Michael Dawe

Resolved that Council of The City of Red Deer having considered the report from Legislative Services dated June 24, 2019 re: Lane Closure Request (Vincent Close/Voisin Close) – Request to Table hereby agrees to table consideration of this matter to Q3 to allow Administration time to facilitate neighbourhood input.

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

MOTION TO TABLE CARRIED

Council recessed at 5:01 p.m. and reconvened at 6:00 p.m.

**7. PUBLIC HEARINGS****7.1. Land Use Bylaw Amendment - Omnibus Bylaw 3357/S-2019**

Haley Mountstephen, Contracted Planning Services presented this item.

Prior to the Public Hearing, the following motion to amend was introduced.

Moved by Councillor Vesna Higham, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer having considered the report from the Planning Department dated June 19, 2019 re: Supplementary Report Land Use Bylaw Amendment – Omnibus Bylaw 3357/S-2019 hereby agrees to amend the bylaw as follows:

- Section 5(a)(ii) delete the word “principle” and replacing with the word “principal”



- Section 1.3 definition for Low Impact Commercial Use is deleted in its entirety and replaced with the following:

**Low Impact Commercial Use** means the conducting of merchandise sales, the operation of an office and/or the provision of personal services and/or commercial services from a detached dwelling form in a residential district. Low Impact Commercial Use does not include Cannabis Retail Sales.

**IN FAVOUR:**

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

MOTION TO AMEND CARRIED

Deputy Mayor Tanya Handley declared open the Public Hearing for Bylaw 3357/S-2019, an amendment to the Land Use Bylaw to improve clarity and application of the Land Use Bylaw. As there was no one present to speak to the bylaw, Deputy Mayor Tanya Handley declared the Public Hearing closed.

Moved by Councillor Vesna Higham, seconded by Councillor Ken Johnston

**SECOND READING:** That Bylaw 3357/S-2019 (an amendment to the Land Use Bylaw to improve the clarity and application of the Land Use Bylaw) be read a second time, as amended.

**IN FAVOUR:**

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

MOTION CARRIED

Moved by Councillor Vesna Higham, seconded by Councillor Ken Johnston

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



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

MOTION CARRIED

## 8. REPORTS - continued

### 8.1. Regulating Fireworks in Red Deer Discussion and Request for Direction from Council

Moved by Councillor Lawrence Lee, seconded by Councillor Buck Buchanan

Resolved that Council of The City of Red Deer having considered the report from Emergency Services dated June 24, 2019 re: Regulating Fireworks in Red Deer Discussion and Request for Direction from Council hereby endorses Option 3 and directs Administration to prepare a bylaw that supports the intent of that option.

**IN FAVOUR:** Deputy Mayor Tanya Handley, Councillor Michael Dawe, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

**OPPOSED:** Councillor Buck Buchanan, Councillor Vesna Higham, Councillor Dianne Wyntjes

MOTION CARRIED

## 9. ADJOURNMENT

Moved by Councillor Buck Buchanan, seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer hereby agrees to adjourn the Monday, July 8, 2019 Regular Council Meeting of Red Deer City Council at 7:02 p.m.

**IN FAVOUR:** Deputy Mayor Tanya Handley, Councillor Buck Buchanan, Councillor Michael Dawe, 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



July 9, 2019

## Annual Policing Plan (APP) Update / Q2 Crime Stats

Protective Services

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

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Protective Services provides Council with information on the Annual Policing Plan and Crime Stats on a quarterly basis.

Director Paul Goranson and OIC Gerald Grobmeier will be in attendance to provide a verbal update.

It is recommended that Council accept this report for information.

### **City Manager Comments:**

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That City Council receives the report for information.

Allan Seabrooke  
City Manager

### **Proposed Resolution**

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That the report be received as information





Council Decision – July 22, 2019

**DATE:** July 24, 2019  
**TO:** Paul Goranson, Director of Protective Services  
**FROM:** Frieda McDougall, Legislative Services Manager  
**SUBJECT:** Annual Policing Plan (APP) Update / Q2 Crime Stats

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**Reference Report:**

Protective Services, dated July 9, 2019

**Resolution:**

At the Monday, July 22, 2019 Regular Council Meeting, Council accepted this report as information.

**Report back to Council:**

No.

**Comments/Further Action:**

None.

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

Frieda McDougall  
Manager



July 10, 2019

## IPSOS Survey Results

Communications & Strategic Planning

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

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The results of the 2019 Citizen Satisfaction Survey will be available at the July 22, 2019 meeting of Red Deer City Council.

Director Julia Harvie-Shemko will introduce Erin Roulston of Ipsos Public Affairs who will provide a verbal presentation.

It is recommended that Council accept this report for information.

### **City Manager Comments:**

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That City Council receives the report for information.

Allan Seabrooke  
City Manager

### **Proposed Resolution**

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That the report be received as information.



Council Decision – July 22, 2019

**DATE:** July 24, 2019

**TO:** Julia Harvie-Shemko, Director of Communications & Strategic Planning

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

**SUBJECT:** IPSOS Survey Results

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**Reference Report:**

Communications & Strategic Planning, dated July 10, 2019

**Resolution:**

At the Monday, July 22, 2019 Regular Council Meeting, Council accepted this report as information.

**Report back to Council:**

No.

**Comments/Further Action:**

None.

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

Frieda McDougall  
Manager



July 10, 2019

## Approval of Council Meeting Dates for 2020

Legislative Services

### Report Summary & Recommendation:

That Council pass a resolution to adopt the 2020 Schedule of Council Meeting dates.

Note that Operating Budget meeting dates for 2020, as previously adopted are included for Council to adopt start times for those meetings.

### City Manager Comments:

I support the recommendation of Administration.

Allan Seabrooke  
City Manager

### Proposed Resolution

Resolved that Council of The City of Red Deer having considered the report from Legislative Services dated July 10, 2019 hereby approves the Council meeting dates for 2020 as follows:

#### Council Meeting Dates

Monday	January 6, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	January 7, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Wednesday	January 8, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Thursday	January 9, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Friday	January 10, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Monday	January 13, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Monday	January 20, 2020	Regular Council Meeting	1:30 P.M.
Monday	February 3, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	February 18, 2020	Regular Council Meeting	1:30 P.M.
Monday	March 2, 2020	Regular Council Meeting	1:30 P.M.



Monday	March 16, 2020	Regular Council Meeting	1:30 P.M.
Monday	March 30, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	April 14, 2020	Regular Council Meeting	1:30 P.M.
Monday	April 27, 2020	Regular Council Meeting	1:30 P.M.
Monday	May 11, 2020	Regular Council Meeting	1:30 P.M.
Monday	May 25, 2020	Regular Council Meeting	1:30 P.M.
Monday	June 8, 2020	Regular Council Meeting	1:30 P.M.
Monday	June 22, 2020	Regular Council Meeting	1:30 P.M.
Monday	July 6, 2020	Regular Council Meeting	1:30 P.M.
Monday	July 20, 2020	Regular Council Meeting	1:30 P.M.
Monday	August 17, 2020	Regular Council Meeting	1:30 P.M.
Monday	August 31, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	September 1, 2020	Mid-Year Budget Review	9:00 A.M.
Monday	September 14, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	October 13, 2020	Regular Council Meeting	1:30 P.M.
Monday	October 26, 2020	Regular Council Meeting	1:30 P.M.
Monday	November 9, 2020	Regular Council Meeting	1:30 P.M.
Monday/Tuesday	November 16 & 17, 2020	Capital Budget Meeting	9:00 A.M.
Monday	November 23, 2020	Regular Council Meeting	1:30 P.M.
Monday	December 7, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	December 8, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
Wednesday	December 9, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
Thursday	December 10, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
Friday	December 11, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
Monday	December 14, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.



## Report Details

### Background:

Each year Council sets the dates of the Council meeting, including budget meetings, for the upcoming year. Consideration in the proposed scheduling is given to some of the consistent events Council members attend, as follows:

2020 FCM Convention: June 4 - 7, 2020: Toronto, ON

2020 AUMA Convention: September 23 – 25, 2020: Calgary AB

### Discussion:

A list of the Council meeting dates for 2020, is summarized and includes the Operating Budget dates as set previously by Council resolution.

#### Council Meeting Dates

Monday	January 6, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	January 7, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Wednesday	January 8, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Thursday	January 9, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Friday	January 10, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Monday	January 13, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
<del>Tuesday</del>	<del>January 14, 2020</del>	<del>Operating Budget Meeting</del>	<del>12:00 – 5:00 P.M.</del>
<del>Wednesday</del>	<del>January 15, 2020</del>	<del>Operating Budget Meeting</del>	<del>12:00 – 5:00 P.M.</del>
<del>Thursday</del>	<del>January 16, 2020</del>	<del>Operating Budget Meeting</del>	<del>12:00 – 5:00 P.M.</del>
<del>Friday</del>	<del>January 17, 2020</del>	<del>Operating Budget Meeting</del>	<del>12:00 – 5:00 P.M.</del>
Monday	January 20, 2020	Regular Council Meeting	1:30 P.M.
Monday	February 3, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	February 18, 2020	Regular Council Meeting	1:30 P.M.
Monday	March 2, 2020	Regular Council Meeting	1:30 P.M.
Monday	March 16, 2020	Regular Council Meeting	1:30 P.M.
Monday	March 30, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	April 14, 2020	Regular Council Meeting	1:30 P.M.



Monday	April 27, 2020	Regular Council Meeting	1:30 P.M.
Monday	May 11, 2020	Regular Council Meeting	1:30 P.M.
Monday	May 25, 2020	Regular Council Meeting	1:30 P.M.
Monday	June 8, 2020	Regular Council Meeting	1:30 P.M.
Monday	June 22, 2020	Regular Council Meeting	1:30 P.M.
Monday	July 6, 2020	Regular Council Meeting	1:30 P.M.
Monday	July 20, 2020	Regular Council Meeting	1:30 P.M.
<del>Monday</del>	<del>August 3, 2020</del>	<del>Regular Council Meeting</del> (Cancelled due to Summer Break)	<del>1:30 P.M.</del>
Monday	August 17, 2020	Regular Council Meeting	1:30 P.M.
Monday	August 31, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	September 1, 2020	Mid-Year Budget Review	9:00 A.M.
Monday	September 14, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	October 13, 2020	Regular Council Meeting	1:30 P.M.
Monday	October 26, 2020	Regular Council Meeting	1:30 P.M.
Monday	November 9, 2020	Regular Council Meeting	1:30 P.M.
Monday/Tuesday	November 16 & 17, 2020	Capital Budget Meeting	9:00 A.M.
Monday	November 23, 2020	Regular Council Meeting	1:30 P.M.
Monday	December 7, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	December 8, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
Wednesday	December 9, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
Thursday	December 10, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
Friday	December 11, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
Monday	December 14, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
<del>Monday</del>	<del>December 21, 2020</del>	<del>Regular Council Meeting</del> (Cancelled due to Christmas Break)	<del>1:30 P.M.</del>





Council Decision – July 22, 2019

**DATE:** July 10, 2019

**TO:** Deputy City Clerk, Samantha Rodwell

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

**SUBJECT:** Approval of Council Meeting Dates for 2020

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**Reference Report:**

Legislative Services, dated July 10, 2019

**Resolution:**

At the Monday, July 22, 2019 Regular Council Meeting, Council passed the following Resolutions:

Resolved that Council of The City of Red Deer having considered the report from Legislative Services dated July 10, 2019 hereby approves the Council meeting dates for 2020 as follows:

**Council Meeting Dates**

Monday	January 6, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	January 7, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Wednesday	January 8, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Thursday	January 9, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Friday	January 10, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Monday	January 13, 2020	Operating Budget Meeting	12:00 – 5:00 P.M.
Monday	January 20, 2020	Regular Council Meeting	1:30 P.M.
Monday	February 3, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	February 18, 2020	Regular Council Meeting	1:30 P.M.
Monday	March 2, 2020	Regular Council Meeting	1:30 P.M.
Monday	March 16, 2020	Regular Council Meeting	1:30 P.M.
Monday	March 30, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	April 14, 2020	Regular Council Meeting	1:30 P.M.



		Meeting	
Monday	April 27, 2020	Regular Council Meeting	1:30 P.M.
Monday	May 11, 2020	Regular Council Meeting	1:30 P.M.
Monday	May 25, 2020	Regular Council Meeting	1:30 P.M.
Monday	June 8, 2020	Regular Council Meeting	1:30 P.M.
Monday	June 22, 2020	Regular Council Meeting	1:30 P.M.
Monday	July 6, 2020	Regular Council Meeting	1:30 P.M.
Monday	July 20, 2020	Regular Council Meeting	1:30 P.M.
Monday	August 17, 2020	Regular Council Meeting	1:30 P.M.
Monday	August 31, 2020	Regular Council Meeting	1:30 P.M.
Monday	September 14, 2020	Regular Council Meeting	1:30 P.M.
Monday	September 28, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	October 13, 2020	Regular Council Meeting	1:30 P.M.
Monday	October 26, 2020	Regular Council Meeting	1:30 P.M.
Monday	November 9, 2020	Regular Council Meeting	1:30 P.M.
Monday/Tuesday	November 16 & 17, 2020	Capital Budget Meeting	9:00 A.M.
Monday	November 23, 2020	Regular Council Meeting	1:30 P.M.
Monday	December 7, 2020	Regular Council Meeting	1:30 P.M.
Tuesday	December 8, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
Wednesday	December 9, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
Thursday	December 10, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
Friday	December 11, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.
Monday	December 14, 2020	2021 Operating Budget Meeting	12:00 – 5:00 P.M.

**Report back to Council:**

No.

**Comments/Further Action:**

No.



Frieda McDougall  
Manager

- c. Corporate Meeting Administrator  
Corporate Meeting Support



June 26, 2019

## Allocation of RCMP Additional Resources Approved in 2019 Operating Budget

Protective Services

### Report Summary:

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During the 2019 Operating Budget debate, Council approved ongoing funding of \$40,000 in 2019 and \$ 689,999 in 2020 for Police Member and/or Municipal Employee Resourcing. The funding requirement was based on the cost of three RCMP members and two municipal employees. The premise of the early approval of 2020 budget was to enable a more timely addition of members to the Red Deer detachment, as the RCMP have up to twelve months to fill the positions following written requests from the City. The resolution included a condition that one of the RCMP members be designated as a resource for the Central Alberta Child Advocacy Centre (CACAC) and the other members would be allocated as per the Annual Policing Plan (APP) and Policing Review.

Council determined on May 14, 2018 the Policing Priorities for 2018/19 and 2019/20 as follows:

- Priority 1 – Drug and Property Crime
- Priority 2 – Downtown
- Priority 3 - Level of Service and Responsiveness

Administration has met with the RCMP and has established a method of allocating these three members that continues to addresses these Priorities; the members will be allocated as follows:

- One member to the Alberta Child Advocacy Centre,
- One member to the Community Policing Unit, and
- One member to the Downtown Unit.

### City Manager Comments:

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I support the recommendation of Administration.

Allan Seabrooke  
City Manager

### Proposed Resolution

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Resolved that Council of The City of Red Deer having considered the report from the Protective Services Division dated June 26, 2019 re: Allocation of RCMP Additional Resources Approved in the 2019 Operating Budget hereby accepts this as an appropriate mechanism to direct the ongoing allocation of the 3 additional RCMP members approved in the 2019 Operating Budget in accordance with the priorities outlined in the Annual Policing Plan (APP) approved by Council.



## Report Details

### Background:

During the 2019 Operating Budget debate, Council approved ongoing funding of \$40,000 in 2019 and \$ 689,999 in 2020 for Police Member and/or Municipal Employee Resourcing. The funding requirement was based on the cost of three RCMP members and two municipal employees. The premise of the early approval of 2020 budget was to enable a more timely addition of members to the Red Deer detachment, as the RCMP have up to twelve months to fill the positions following written requests from the City. The resolution included a condition that one of the RCMP members be designated as a resource for the Central Alberta Child Advocacy Centre (CACAC) and the other members would be allocated as per the Annual Policing Plan (APP) and Policing Review.

Resolved that Council of The City of Red Deer, having considered the 2019 Interim Operating Budget, hereby approves the following Tax Supported Funding Adjustment Recommendations as part of the 2019 Interim Operating Budget:

Item	Dept	Initiative Title	2019 Total	2019 Salary INC.	2019 Ongoing INC.	2019 One Time REQ'D	2020 Ongoing INC.	2020 One Time REQ'D	2021 Ongoing REQ'D	2021 One Time REQ'D	2022 Ongoing REQ'D	2022 One Time REQ'D
82.0	POL	Police Member and/or Municipal Employee Resourcing 2020	40,000		40,000		689,999					

Item 66 (Police Resourcing for Central Alberta Child Advocacy Centre) is funded at zero as this position is being resourced as part of Item 82. This position would start in October 2019.

The remaining positions in Item 82 (officers and/or municipal employees) would be allocated as per the APP & Policing Review as directed by Council.

Council approved the following Policing Priorities for 2018/19 and 2019/20 at the May 14, 2018 Council Meeting:

### Priority I – Drug and Property Crime

#### Objectives:

- I. A reduction in the negative impact of repeat and prolific offenders in our community.



2. A reduction in our community in the number of crimes and activities that are driven by or support the illicit drug trade.
3. Our citizens participate actively in crime prevention.
4. Proactive approaches to policing continue to deliver favourable results.

### **Priority 2 – Downtown**

#### **Objectives:**

1. More legitimate uses of downtown through increased visibility and police presence.
2. Improved relationships between social agencies and people in downtown.
3. Improved perceptions of safety in downtown.
4. Our downtown has a decrease in property crime and criminal activity.

### **Priority 3 - Level of Service and Responsiveness**

#### **Objectives:**

1. Citizens (that are victims of crime or customers) and community groups/partners that interact with the police services have a positive customer service experience.
2. Citizens report crimes with the confidence that it will be acted on appropriately.

### **Discussion:**

---

The Municipal Police Services Agreement (MPA) between The City of Red Deer and the RCMP includes conditions that enable the RCMP to manage the administration of their Members. The intent of this is to enable an arms length relationship with the RCMP and the City, to ensure that we adequately uphold the principle of independence of policing, which is a fundamental requirement of effective policing. The interest of the City is that, when funding for additional members are approved, we have some certainty of where those members will be allocated.

In discussions with the Officer In Charge, (OIC Superintendent Grobmeier) we have agreed on a method that meets the interest of the City and respects the integrity of the MPA. The Superintendent and Administration have met and discussed the Policing Priorities the operational needs of the detachment, and have a written agreement on the allocation of the three new funded positions as follows:

- One member to CACAC, Council directed this as part of the 2019 Operating Budget.
- One member to Community Policing. Red Deer has a robust Community Safety Strategy built on four pillars: education, prevention, intervention and enforcement. The Systems Leadership Team (SLT) is an initiative from the Safety Strategy that brings key partners together. One of the goals of this team is early intervention



with youth. This position will increase the capacity of the Community Policing Unit and allow them to focus on youth and support the Community Safety Strategy.

- One member to the Downtown Unit. In 2018 the four member Downtown Unit was fully implemented. The Unit has had a positive impact on the Downtown in both presence and in enforcement. The Unit has successfully built positive relationships with the business community, identified areas of concern, focused on known offenders, provided a visible presence and improved service delivery in the Downtown. This additional member would further increase the capacity and ability to support the Downtown.

These resources would be dedicated to these areas unless critical acute priorities required a temporary reallocation. The MPA requires the RCMP to provide the City with current organizational chart and resource allocation information and to gain approval on the number of Members required. The MPA also allows the City to obtain information related to human resources and organizational planning. As part the agreement with the OIC, any long term need to change the allocation of these resources would be discussed and communicated to Administration and in turn to Council.



Council Decision – July 22, 2019

**DATE:** July 24, 2019  
**TO:** Paul Goranson, Director of Protective Services  
**FROM:** Frieda McDougall, Legislative Services Manager  
**SUBJECT:** Allocation of RCMP Additional Resources Approved in 2019 Operating Budget

---

**Reference Report:**

Protective Services, dated June 26, 2019

**Resolution:**

At the Monday, July 22, 2019 Regular Council Meeting, Council passed the following Resolutions:

Resolved that Council of The City of Red Deer having considered the report from the Protective Services Division dated June 26, 2019 re: Allocation of RCMP Additional Resources Approved in the 2019 Operating Budget, hereby accepts this as an appropriate mechanism to direct the ongoing allocation of the 3 additional RCMP members approved in the 2019 Operating Budget in accordance with the priorities outlined in the Annual Policing Plan (APP) approved by Council and further directs that a report related to the remaining budget allocation be brought to the Mid-Year Budget meeting.

**Report back to Council:**

Yes.

**Comments/Further Action:**

A report is to be brought back to the Mid-Year Budget meeting.

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

Frieda McDougall  
Manager

- c. Chief Financial Officer  
Director of Corporate Services  
Corporate Meeting Administrator



July 8, 2019

## Request Regarding Havoc Fighting Championship Event – November 22, 2019

Legislative Services

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

---

In the absence of a Red Deer Combative Sports Commission, any promoters wishing to host events within the city must obtain Council approval and have an approved Commission attend to oversee their event. Council's approval is being requested for a combative sport event scheduled for November 22, 2019 with oversight by the Central Combative Sports Commission (CCSC).

The Town of Penhold endorsed the CCSC's oversight of this event and provided approval for any events occurring in this calendar year.

### **City Manager Comments:**

---

I support the recommendation of Administration

Allan Seabrooke  
City Manager

### **Proposed Resolution**

---

Resolved that Council of The City of Red Deer, having considered the report from Legislative Services, dated July 8, 2019 re: Request Regarding Havoc Fighting Championship Event – November 22, 2019 hereby provides no objection to the Central Combative Sports Commission oversight of the Havoc Fighting Championship event in the city of Red Deer on November 22, 2019.



Request for Approval of Havoc Fighting Championship Event  
Page 2

### **Background:**

---

The City of Red Deer does not have a bylaw establishing a Boxing & Wrestling/Combative Sports Commission. The result of this is that Council must pass a resolution each time an event is requested to be held within the city of Red Deer.

### **Discussion:**

---

Council is currently being asked to consider approval of an event which the Central Combative Sports Commission will act as the sanctioning body. The proposed date is as follows:

November 22, 2019: Havoc Fighting Championship Event

### **Analysis:**

---

The Central Combative Sports Commission is permitted, by bylaw, to oversee events outside of its local jurisdiction.



Council Decision – July 22, 2019

**DATE:** July 24, 2019

**TO:** Samantha Rodwell, Deputy City Clerk

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

**SUBJECT:** Request Regarding Havoc Fighting Championship Event – November 22, 2019

---

**Reference Report:**

Legislative Services, dated July 8, 2019

**Resolution:**

At the Monday, July 22, 2019 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer, having considered the report from Legislative Services, dated July 8, 2019 re: Request Regarding Havoc Fighting Championship Event – November 22, 2019 hereby provides no objection to the Central Combative Sports Commission oversight of the Havoc Fighting Championship event in the city of Red Deer on November 22, 2019.

**Report back to Council:**

No.

**Comments/Further Action:**

No.

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

Frieda McDougall  
Manager



July 24, 2019

Mr. Michael Szewczuk

Email: [michaels@townofpenhold.ca](mailto:michaels@townofpenhold.ca)

Dear Mr. Michael Szewczuk,

**Re: Request Regarding Havoc Fighting Championship Event**

At the Monday, July 22, 2019 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer, having considered the report from Legislative Services, dated July 8, 2019 re: Request Regarding Havoc Fighting Championship Event – November 22, 2019 hereby provides no objection to the Central Combative Sports Commission oversight of the Havoc Fighting Championship event in the city of Red Deer on November 22, 2019.

If you have any questions, please do not hesitate to contact me.

Sincerely,

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

Frieda McDougall  
Legislative Services Manager

c. Deputy City Clerk



July 8, 2019

## 59<sup>th</sup> Avenue Planning Study

Planning Services

### **Report Summary & Recommendation**

---

On July 23, 2018, Council passed a resolution requesting that administration conduct a planning review of 59<sup>th</sup> Avenue. The review will consider the overall zoning, parking, and traffic, and be completed within 18 months of the Council resolution (i.e. January 2020).

In response to the resolution passed in July 2018, Planning administration has completed the initial review of 59<sup>th</sup> Avenue and would like to present these findings to Council. Four options are considered. Administration is requesting that Council provide direction on the preferred option to guide the long term direction for 59<sup>th</sup> Avenue.

The Planning department recommends Council accept the 59<sup>th</sup> Avenue Planning Study as information and select Option 3 at the July 22, 2019 Council meeting as the preferred option moving forward.

### **City Manager Comments**

---

I support the recommendation of Administration. If Council endorses Option 3, Administration will bring back the related Land Use Bylaw.

Allan Seabrooke  
City Manager

### **Proposed Resolution**

---

Resolved that Council of The City of Red Deer having considered the report from Planning Services dated July 8, 2019 RE: 59<sup>th</sup> Avenue Planning Study hereby endorses Option 3 to rezone six legal non-conforming properties into compliance from R1A Residential (Semi Detached Dwelling) District to R2 Residential (Medium Density) District.

## **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 the overall zoning, parking, and traffic along 59<sup>th</sup> Avenue.

### **ANALYSIS**

Administration has completed the initial phase of review 59<sup>th</sup> Avenue by analyzing the following topics:

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

Through this analysis, administration was able to propose four 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 entire east block of 59<sup>th</sup> Avenue (67th St to Nash St) from R1A to R2

### **DIALOGUE**

City department and landowner input was gathered to inform the initial phase of the 59<sup>th</sup> Avenue Planning Study.

Feedback was collected from landowners within 100 m of the study area. 166 referral letters were sent and 13 responses were received. Landowners had the option to fill out a comment sheet or respond to an online survey. Each method contained the same information. A summary of the landowner feedback is outlined in section 12.0 of the study. A full copy of the landowner feedback is outlined in Appendix E of the study.

## **Recommendation**

---

Planning administration recommends Council consider Option 3.

- Option 3 – Rezone six legal non-conforming properties into compliance (R1A to R2)
  - 6759 59th Ave – 9 unit apartment
  - 6755 59th Ave – 12 unit apartment
  - 6727 59th Ave – 12 unit apartment
  - 6719 59th Ave – Four plex
  - 6715 59th Ave – Four plex
  - 6711 59th Ave – Four plex

Option 3 is recommended for the following reasons:

#### General

- This option aligns with past rezoning applications (R1A to R2) which were supported by Council (6821, 6817, and 6801 59th Avenue). Refer to Table 2 - History of Applications.
- Option 3 aligns with administrative and public feedback
- Option 3 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
- Option 3 is supported by statutory policy. Refer to section 9.0 Applicable Policy and Guiding Documents Analysis.
- Option 3 protects landowner investment because 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. Otherwise, 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.
- Option 3 would require a Land Use Bylaw amendment which would include further public consultation. This gives other landowners the opportunity to come forward and request that their property be included in the proposal to rezone to R2.
- Option 3 has no budget implications

#### Land Use

- Option 3 does not propose any change to the existing development but creates opportunity for an increase in density if these properties were to redevelop in the future
- If these properties redeveloped to R2 standards, the increase in the number of units would be approximately 15 units. Refer to Table 4 - Estimated Density Possible.
- Select properties identified under Option 3 have previously requested to be rezoned to R2. Refer to Figure 3 - Properties with Previous Applications.
- The parcel size for each property under Option 3 meets R2 requirements
- The existing developments under Option 3 are currently discretionary under the R2 District
- 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 and subject to the approval of the Development Authority

#### Parking and Access

- The parking and access would remain the same
- 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

#### Traffic

- The traffic would remain the same
- If properties redeveloped in the long term, the anticipated increase in traffic is considered to be negligible
- Both of the key intersections are currently operating acceptably based on current performance thresholds

#### **NEXT STEPS**

If Council approves Option 3, Planning administration will begin working on a Land Use Bylaw amendment to reflect this option. Further public consultation will be done as part of the amendment process.

A Land Use Bylaw amendment reflecting Option 3 could be brought forward to Council in Q1 (Jan-Mar) of 2020.

#### **Appendices**

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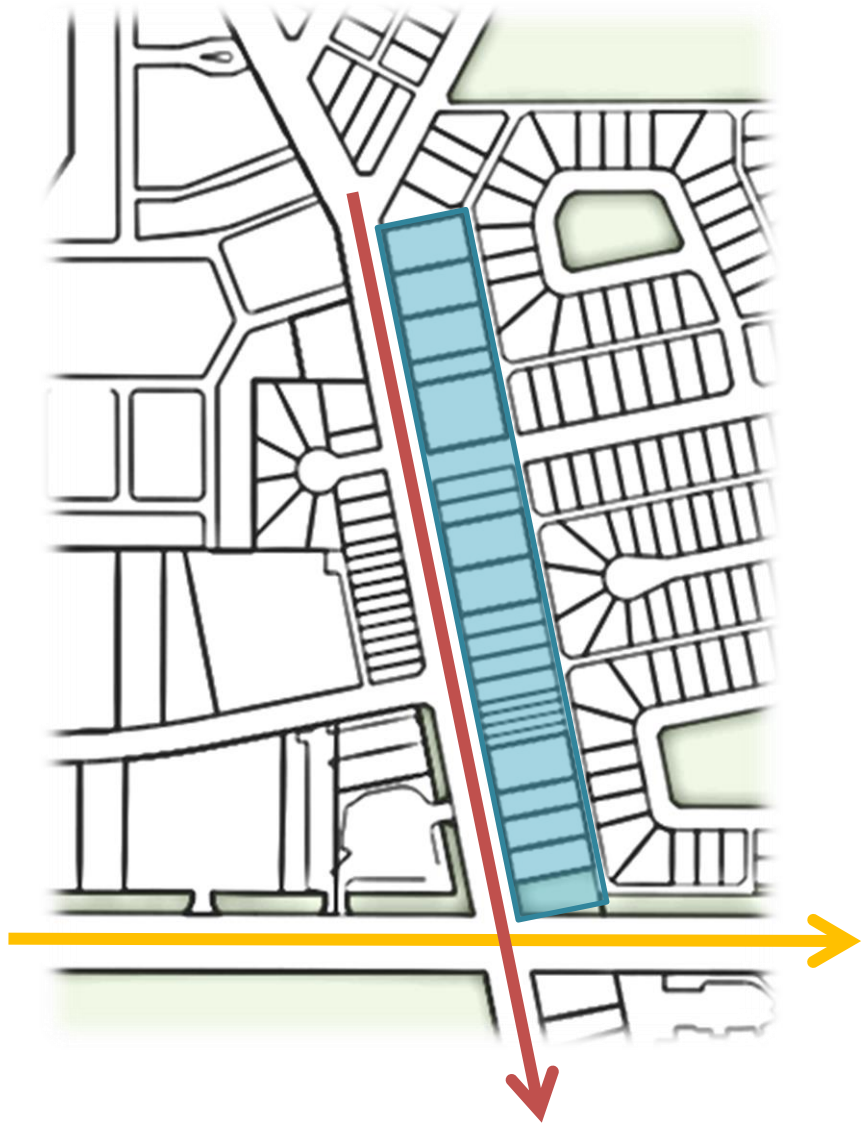
Appendix A – Final 59<sup>th</sup> Avenue Planning Study

## **Appendix A**

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



# 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 four 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 (67th St to Nash St) from R1A to R2

Out of these four possible options, administration is recommending Council pursue Option 3 for the following reasons:

### General

- This option aligns with past rezoning applications (R1A to R2) which were supported by Council (6821, 6817, and 6801 59th Avenue). Refer to Table 2 - History of Applications.
- Option 3 aligns with administrative and public feedback
- Option 3 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
- Option 3 is supported by statutory policy. Refer to section 9.0 Applicable Policy and Guiding Documents Analysis.
- Option 3 protects landowner investment because 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. Otherwise, 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.
- Option 3 would require a Land Use Bylaw amendment which would include further public consultation. This gives other landowners the opportunity to come forward and request that their property be included in the proposal to rezone to R2.
- Option 3 has no budget implications

### Land Use

- Option 3 does not propose any change to the existing development but creates opportunity for an increase in density if these properties were to redevelop in the future
- If these properties redeveloped to R2 standards, the increase in the number of units would be approximately 15 units. Refer to Table 4 - Estimated Density Possible.
- Select properties identified under Option 3 have previously requested to be rezoned to R2. Refer to Figure 3 - Properties with Previous Applications.
- The parcel size for each property under Option 3 meets R2 requirements
- The existing developments under Option 3 are currently discretionary under the R2 District
- 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 and subject to the approval of the Development Authority

### Parking and Access

- The parking and access would remain the same
- 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

### Traffic

- The traffic would remain the same
- If properties redeveloped in the long term, the anticipated increase in traffic is considered to be negligible
- Both of the key intersections are currently operating acceptably based on current performance thresholds

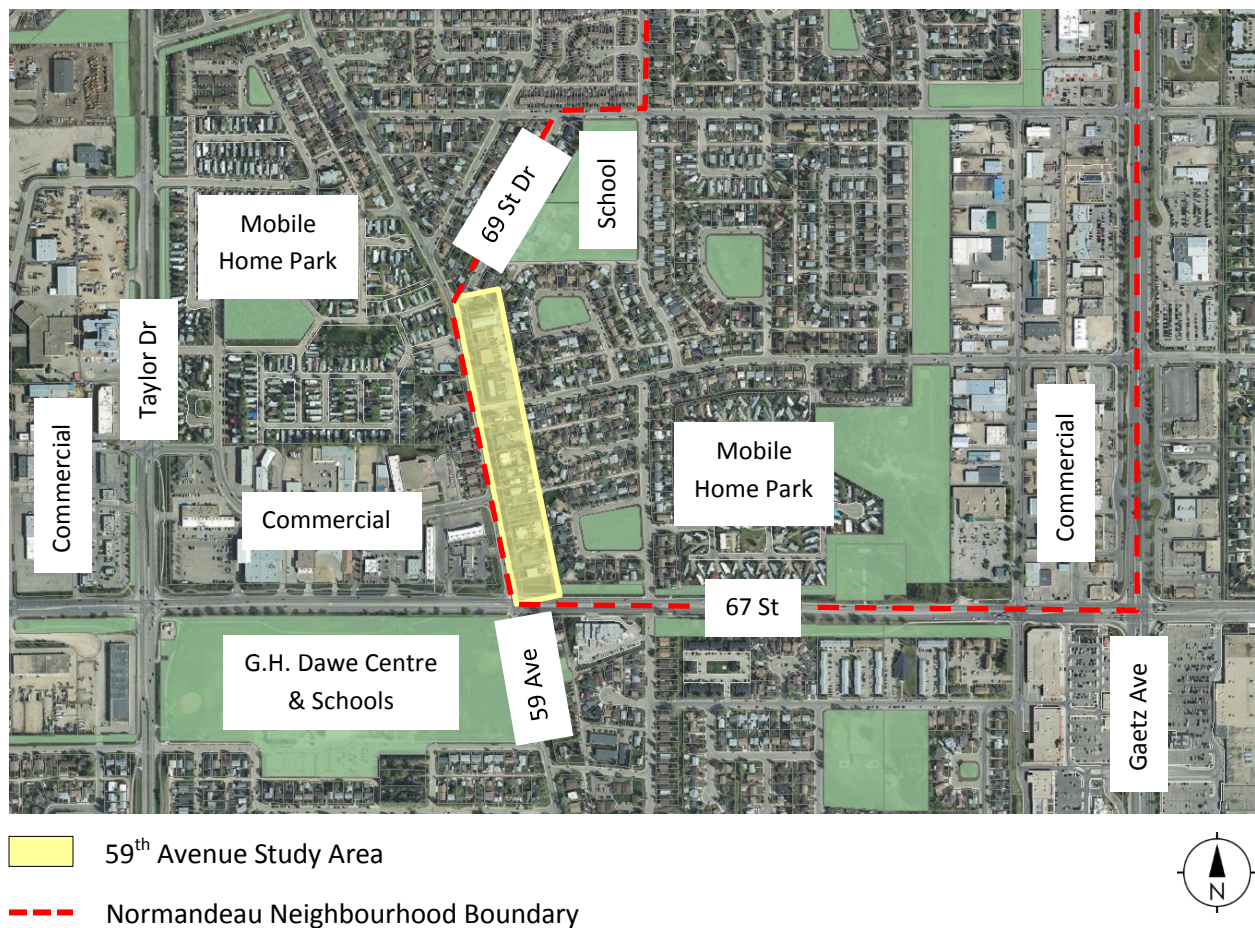
## 1.0 Purpose of the Study

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.



**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.

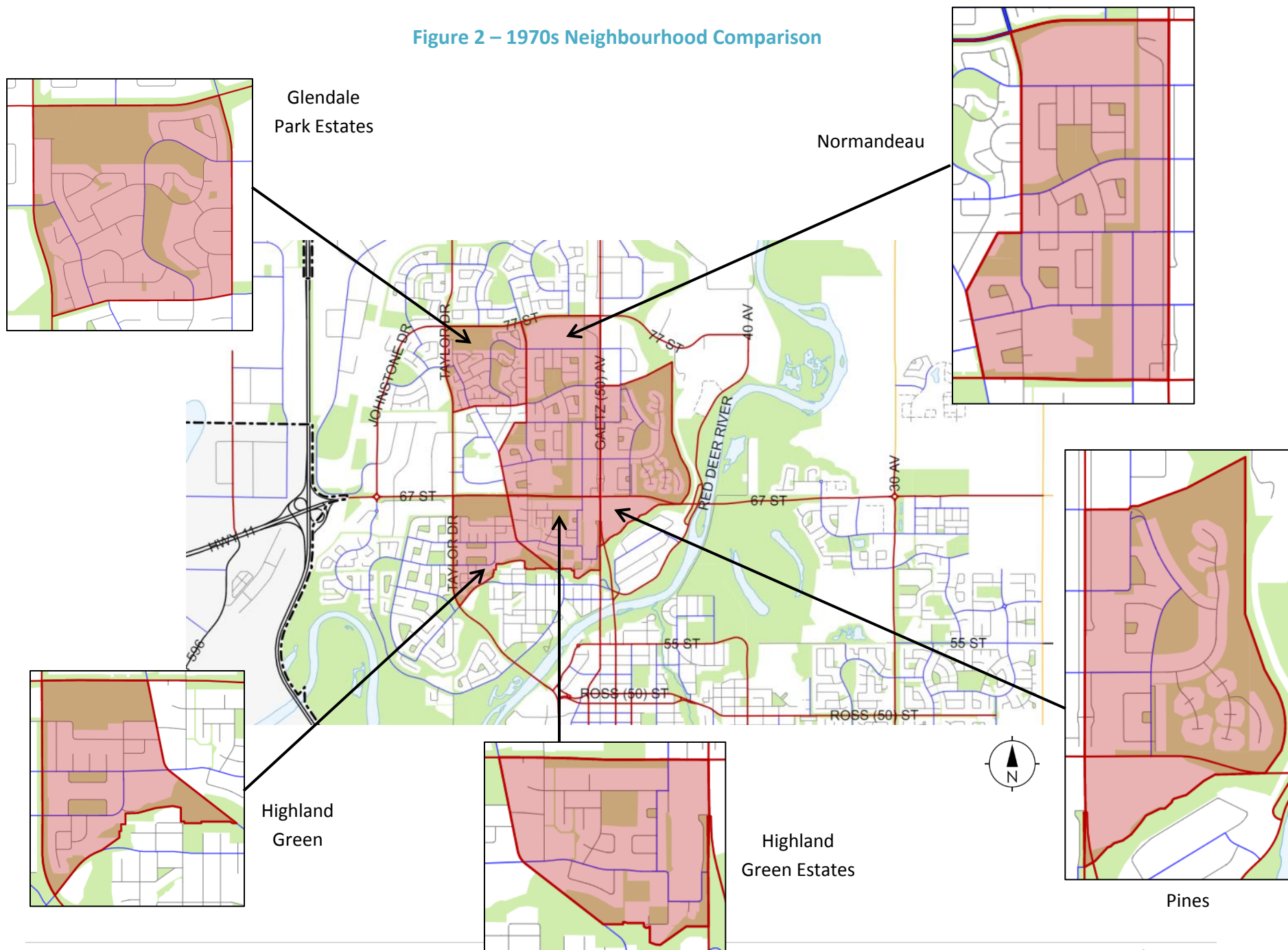
**Table 1: 1970s Neighbourhood Dwelling Unit and Density Comparison**

<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.

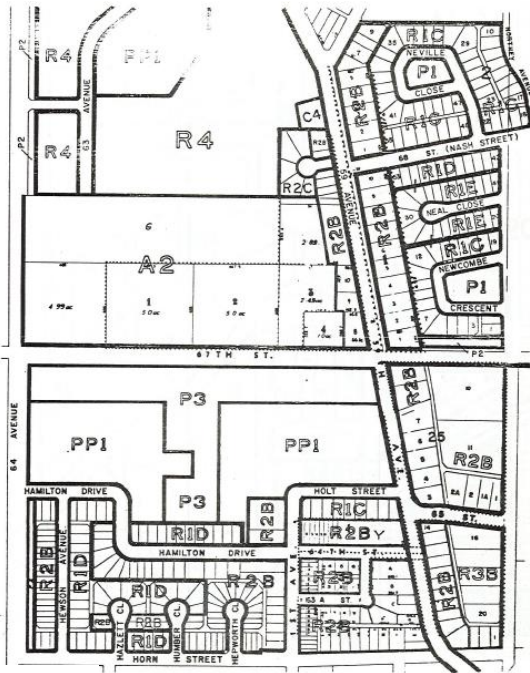


Historical Aerial Image, Northwest Red Deer, 1975

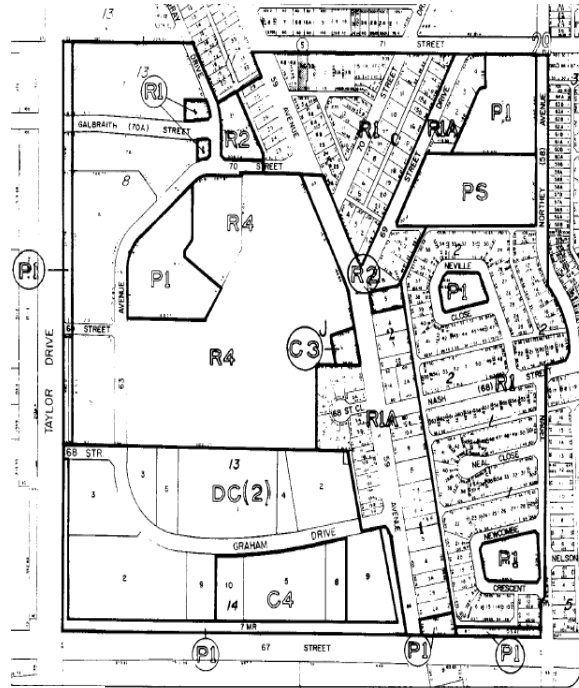


Historical Aerial Image Looking East to Normandeau, 1978

## 4.0 History of Zoning



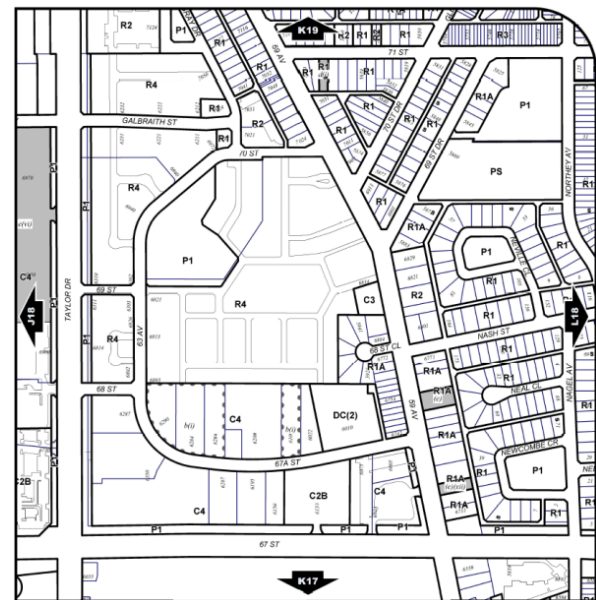
1970s



1980s



1990s



Today - 2019



## 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.

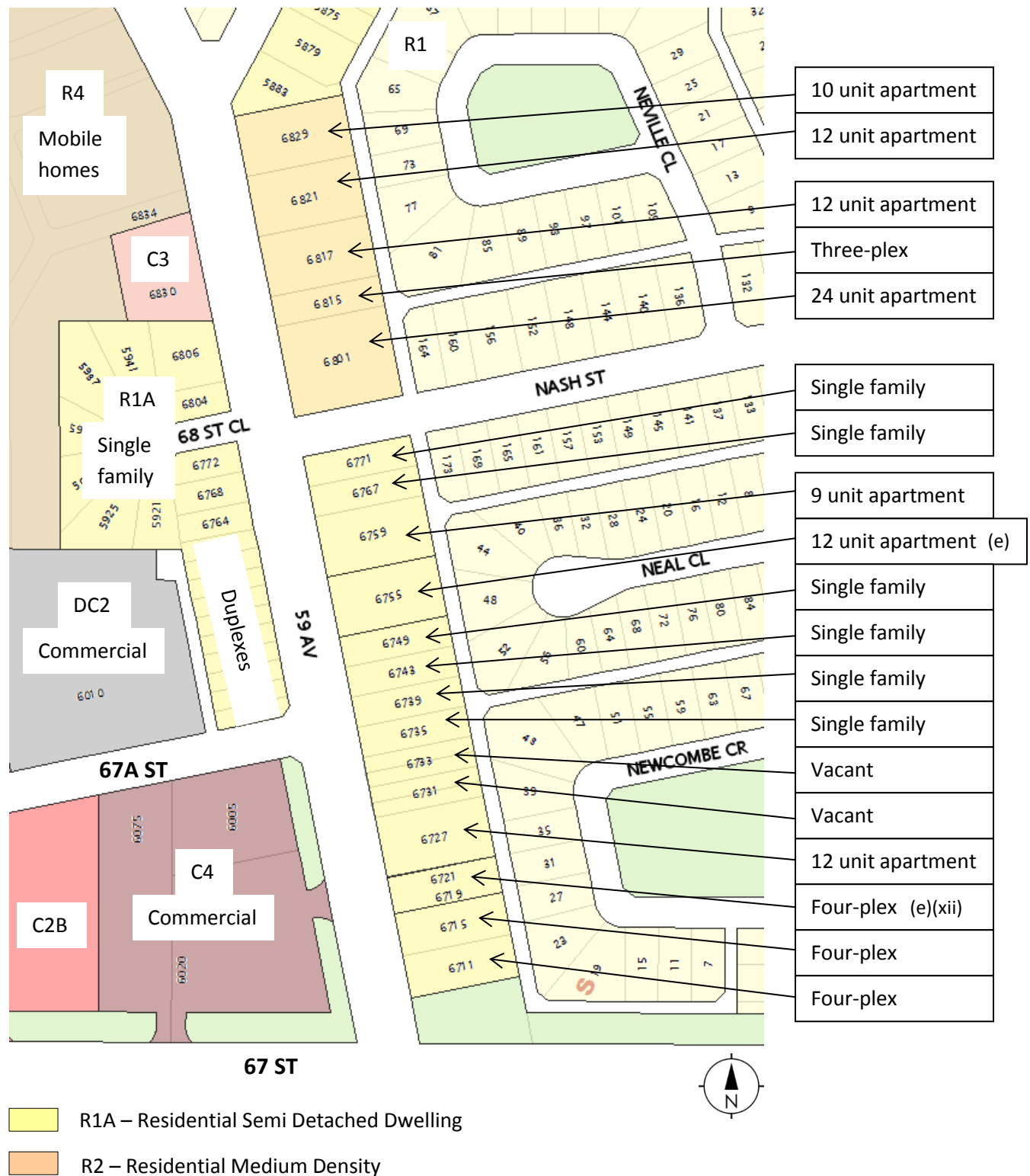
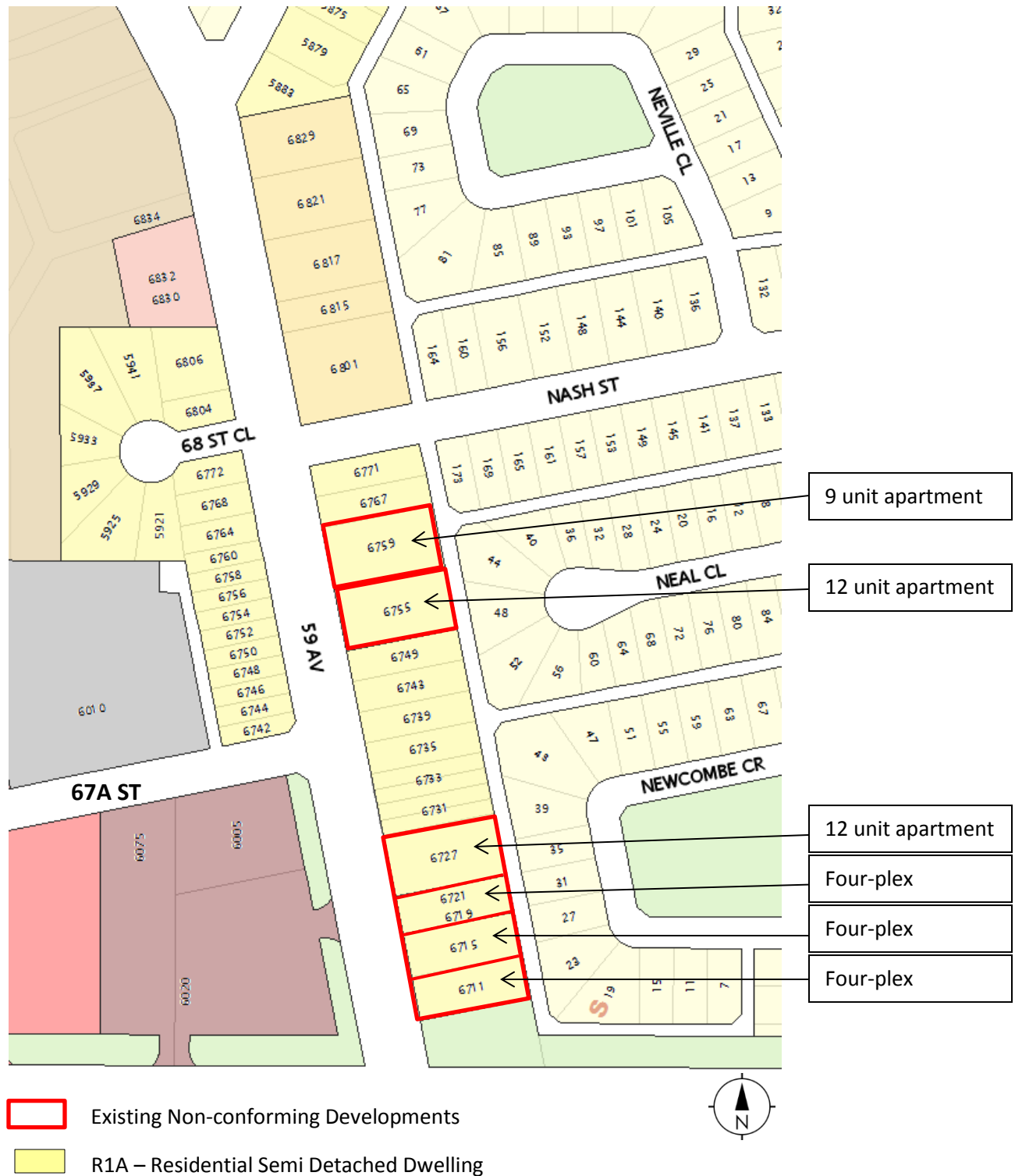


Figure 4 - 59<sup>th</sup> Avenue Land Use and Existing Development Types





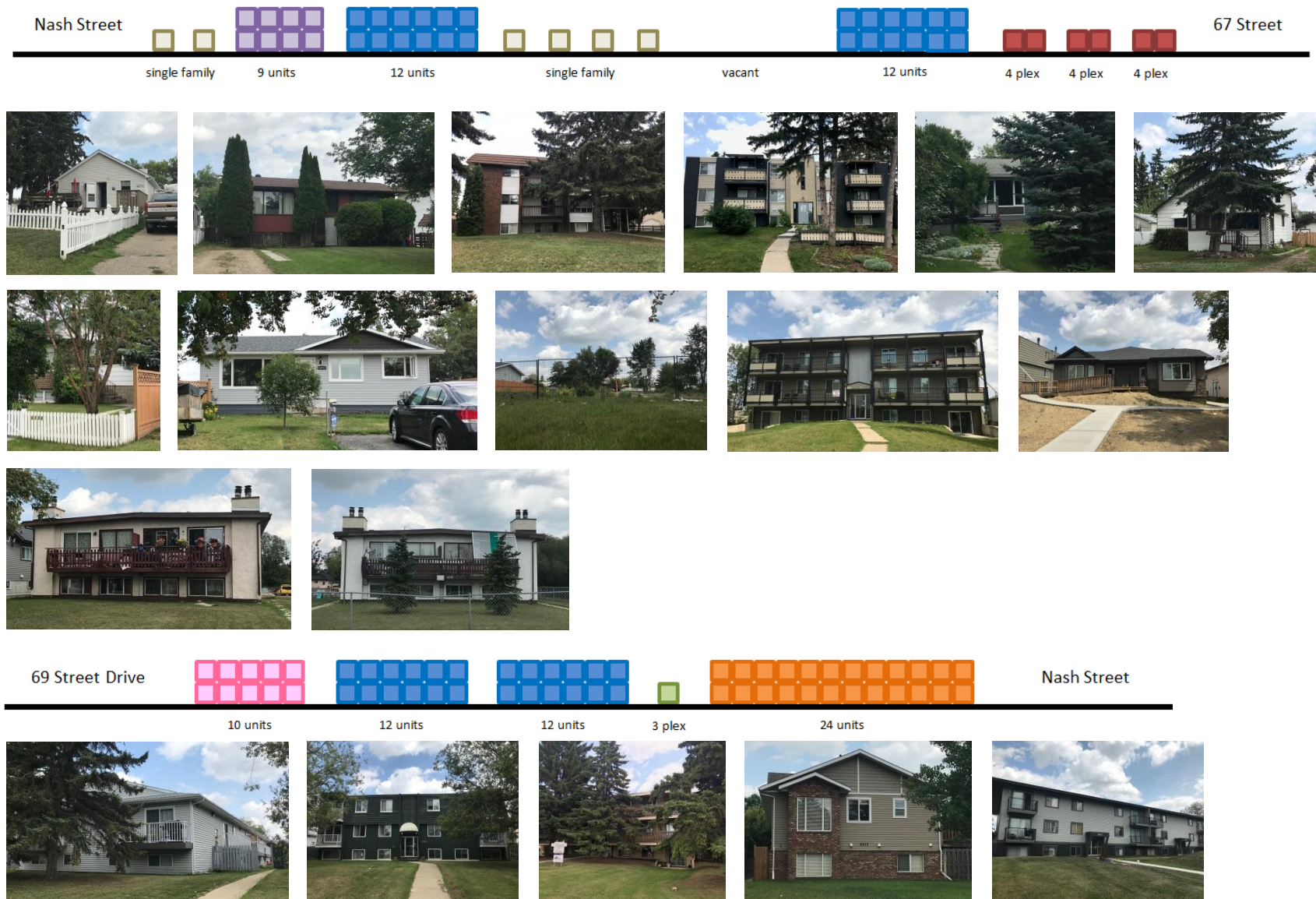


Figure 6 – 59<sup>th</sup> Avenue Street View: Looking East

\*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.

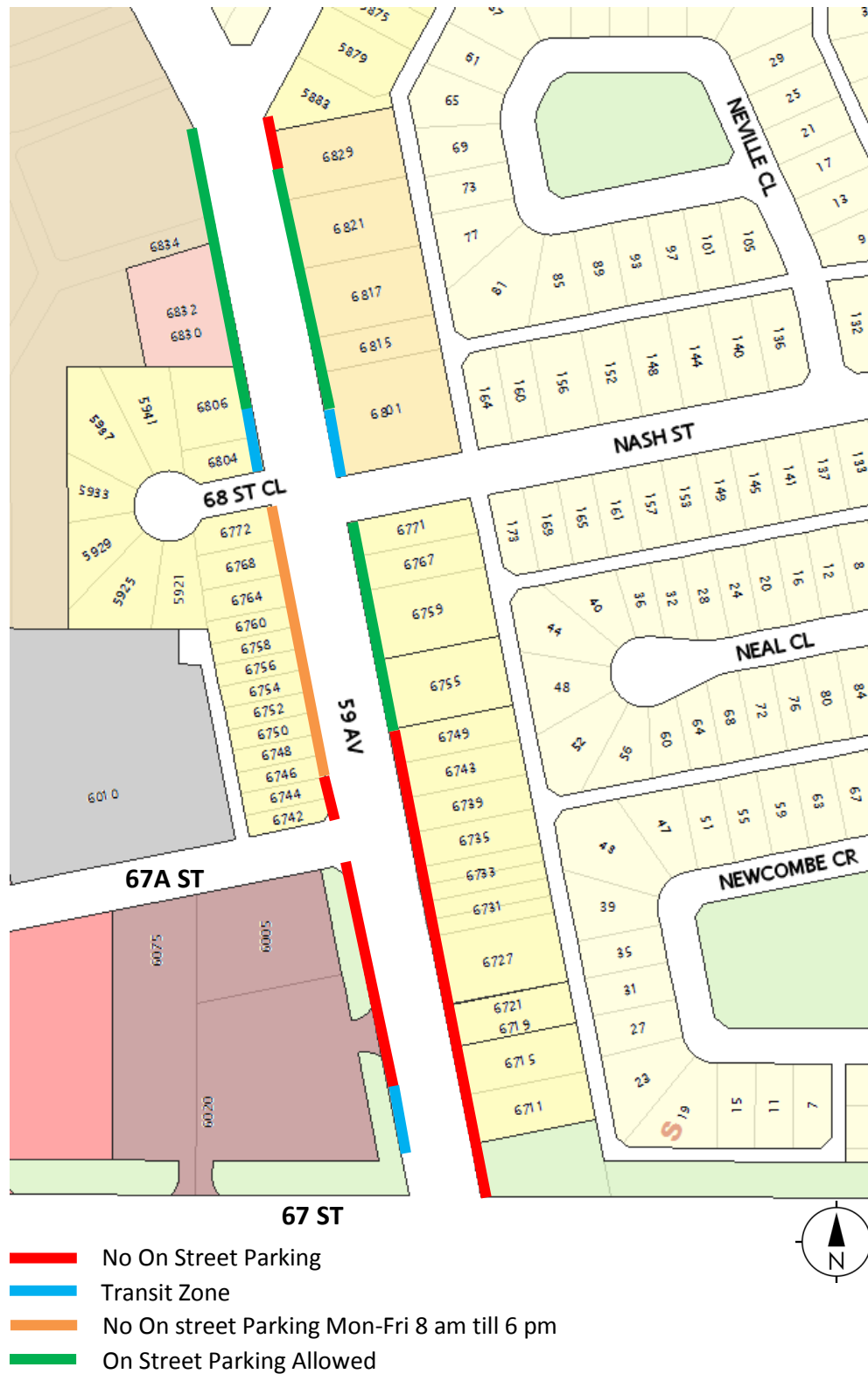
The rear lane is a gravel standard which is similar to the majority of lanes in Red Deer. Refer to Figure 7C for a visual representation of the current condition of the lane. Over the years, the question has been raised as to whether or not the lane could be upgraded to a paved standard. This is possible 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

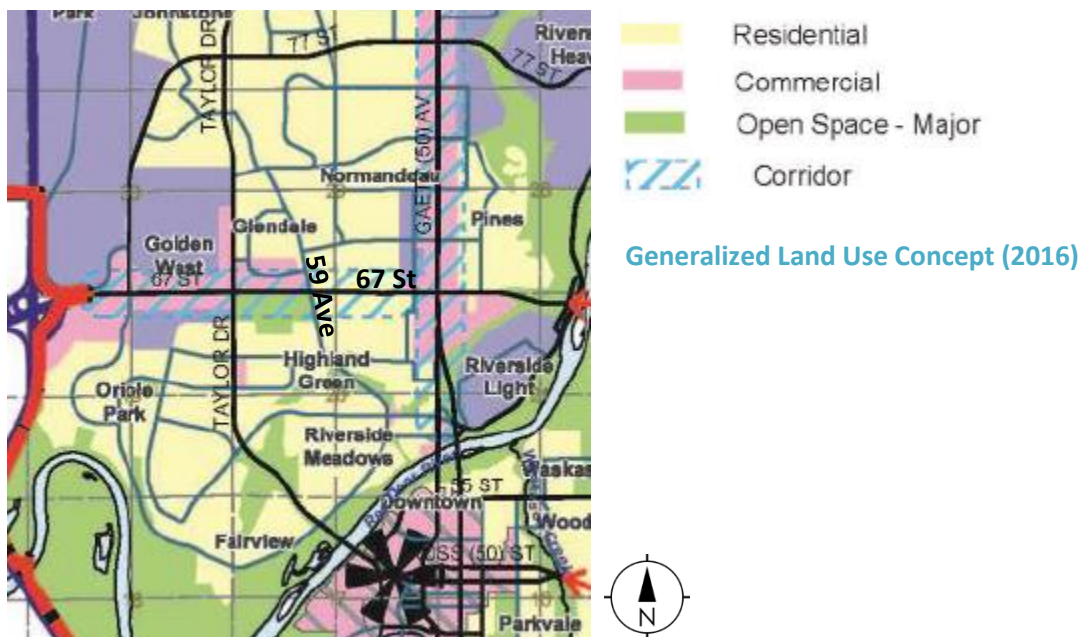
The following section reviews and considers applicable policy and guiding standards which inform the overall zoning, parking, and traffic along 59<sup>th</sup> Avenue. Documents which were consulted include the:

- 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.

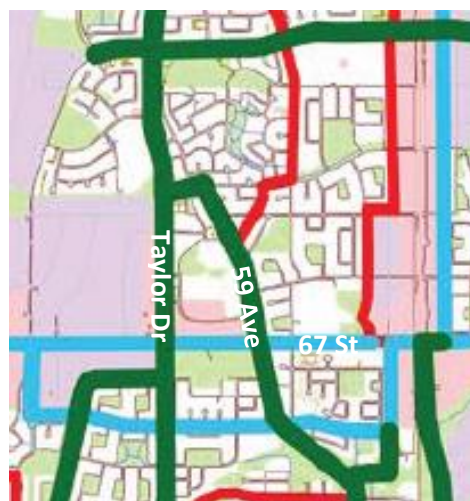
### 16.7 Transit Service

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.

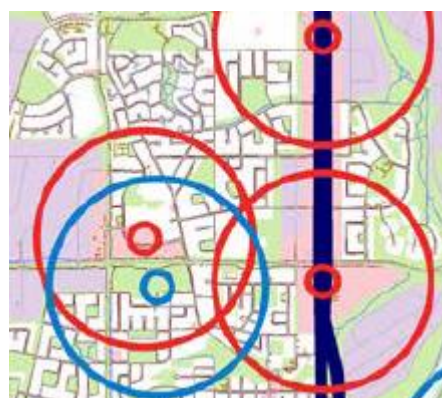
### Multi-Modal Transportation Plan (2017)

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.

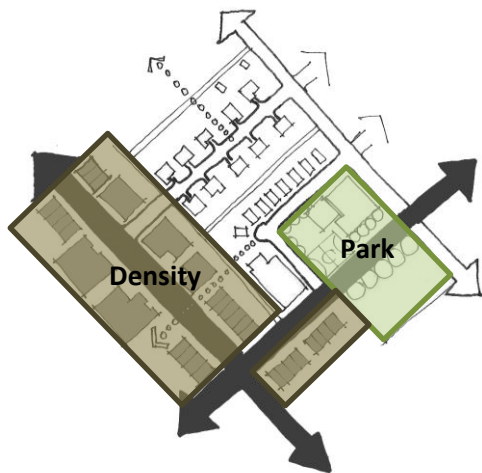
The Bus Rapid Transit and Destinations Map identifies key destinations for administration to consider when planning and routing transit. Transit will have changes to many of the current routes to increase frequency, reliability, and ridership. These routes will rely more on arterial roads.

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

Cluster higher density and mixed use development along key transit corridors and near parks

**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





## 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.

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 Lot Area Minimum	Subject to sections 3.1 & 3.2 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> 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.  In all cases the minimum side yard requirement is subject to sections 3.19 and 5.7(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	<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

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

## 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 four 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

Based on the options available, administration is recommending Option 3. Council will be the deciding authority. 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 59th Avenue).

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

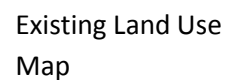
- |                                     |                             |
|-------------------------------------|-----------------------------|
| ○ 6759 59th Ave – 9 unit apartment  | ○ 6719 59th Ave – Four plex |
| ○ 6755 59th Ave – 12 unit apartment | ○ 6715 59th Ave – Four plex |
| ○ 6727 59th Ave –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

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

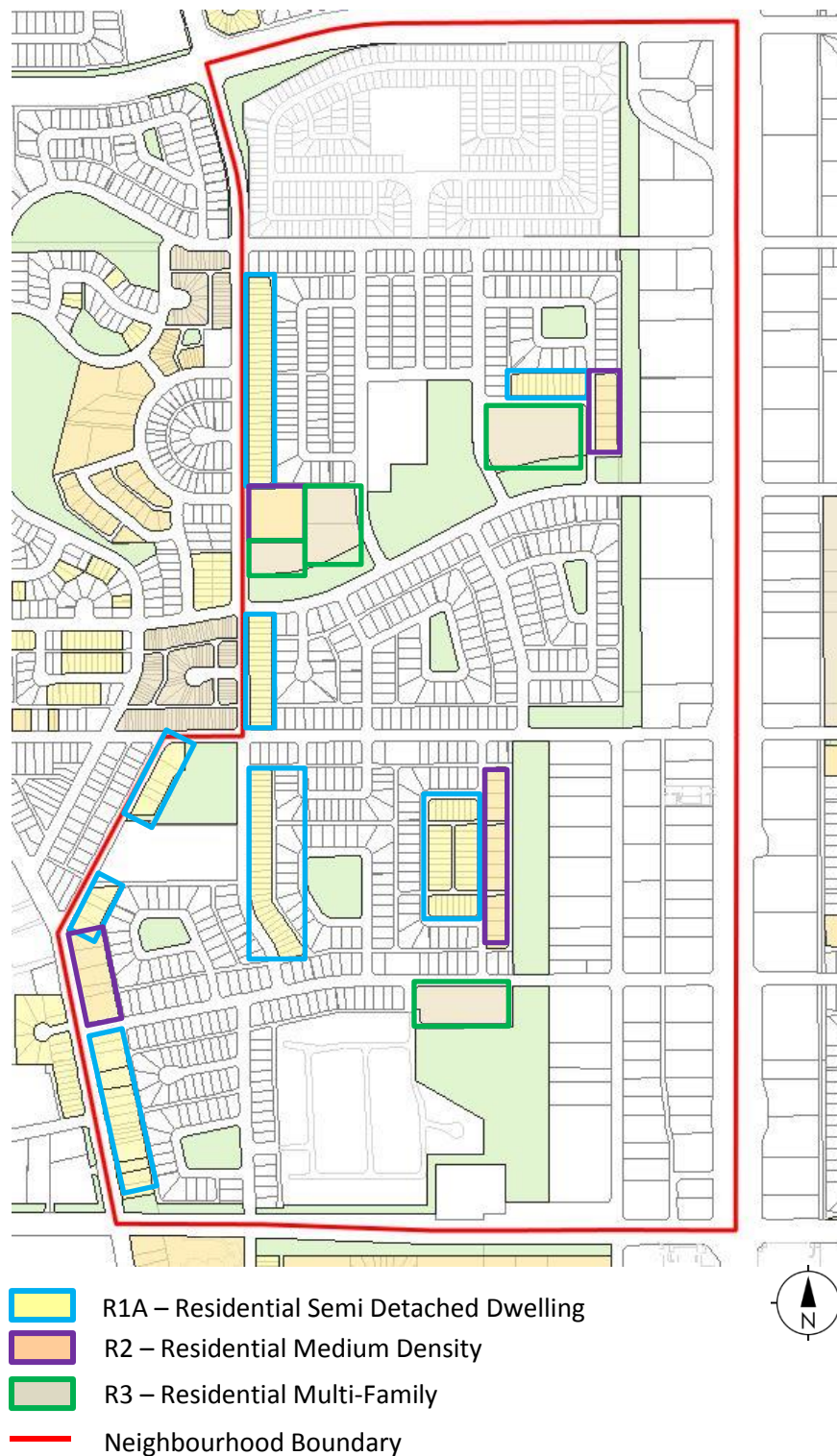
As outlined above, the increase in density with Option 4 proposes the addition of approximately 31 units. This isn't considered a significant increase in density particularly because it would be phased over time. As mentioned in the previous paragraphs, redevelopment would be landowner driven and reviewed 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



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 10 - 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 3.

- Option 3 – Rezone six legal non-conforming properties into compliance (R1A to R2)
  - 6759 59th Ave – 9 unit apartment
  - 6755 59th Ave – 12 unit apartment
  - 6727 59th Ave – 12 unit apartment
  - 6719 59th Ave – Four plex
  - 6715 59th Ave – Four plex
  - 6711 59th Ave – Four plex

Option 3 is recommended for the following reasons:

### General

- This option aligns with past rezoning applications (R1A to R2) which were supported by Council (6821, 6817, and 6801 59th Avenue). Refer to Table 2 - History of Applications.
- Option 3 aligns with administrative and public feedback
- Option 3 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
- Option 3 is supported by statutory policy. Refer to section 9.0 Applicable Policy and Guiding Documents Analysis.
- Option 3 protects landowner investment because 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. Otherwise, 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.

- Option 3 would require a Land Use Bylaw amendment which would include further public consultation. This gives other landowners the opportunity to come forward and request that their property be included in the proposal to rezone to R2.
- Option 3 has no budget implications

#### Land Use

- Option 3 does not propose any change to the existing development but creates opportunity for an increase in density if these properties were to redevelop in the future
- If these properties redeveloped to R2 standards, the increase in the number of units would be approximately 15 units. Refer to Table 4 - Estimated Density Possible.
- Select properties identified under Option 3 have previously requested to be rezoned to R2. Refer to Figure 3 - Properties with Previous Applications.
- The parcel size for each property under Option 3 meets R2 requirements
- The existing developments under Option 3 are currently discretionary under the R2 District
- 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 and subject to the approval of the Development Authority

#### Parking and Access

- The parking and access would remain the same
- 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

#### Traffic

- The traffic would remain the same
- If properties redeveloped in the long term, the anticipated increase in traffic is considered to be negligible
- Both of the key intersections are currently operating acceptably based on current performance thresholds

## 17.0 Conclusion

The Planning department recommends Council consider Option 3. If Council approves this option, Council shall direct administration to pursue a Land Use Bylaw amendment to implement Option 3. Further public consultation will be done as part of the amendment. A Bylaw reflecting Option 3 could be brought forward to Council in Q1 (Jan-Mar) of 2020.

If Option 3 has been successfully implemented and additional inquiries to rezone to R2 continue, Option 4 could be reconsidered in the next 7-10 years.

## 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.

A handwritten signature in blue ink, appearing to read 'F. 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 DISTRICTRESIDENTIAL (GENERAL) DISTRICTPERMITTED USES

One single family dwelling per site

One basement suite per single family dwelling

Private garages to accommodate not more than two motor vehicles

2588/H-78

Nov. 21/78

2588/J-78

Nov. 27/78

Identification signs  
(Restricted Size)

2588/J-78

2588/J-78

2588/H-78

Nov. 21/78

2588/J-78

DISCRETIONARY USES

Regulating stations for public utilities

Home Occupations

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

- 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

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

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

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 &amp; 10 under the heading "Conditions, Qualifications and Exceptions" hereunder

- For exceptions see Section 12 under the heading "Conditions, Qualifications and Exceptions" hereunder

- 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

Regulations	Requirements
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>

<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>	Home music Instructor/Instruction (two students), subject to section 4.7(10)
<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>2</sup> DELETED
<b>(vi)</b>	Secondary suite legally in existence before April 5, 2004
<b>(i)</b>	<sup>3</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>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.
<b>(iv)</b>	<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.
<b>(v)</b>	Bed & Breakfast in a detached or semi-detached dwelling, subject to section 4.7(11).
<b>(vi)</b>	<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



### 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

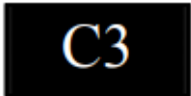
Regulations	Requirements
<sup>7</sup> Floor Area Maximum	One third of site area
Building Height Maximum	Three storeys
Front Yard Minimum	15.0 m
Side Yard Minimum	Nil, when there is a constructed lane 3.8 m on one side when there is no constructed lane 3.0 m when it abuts a street
Rear Yard Minimum	3.0 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



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**

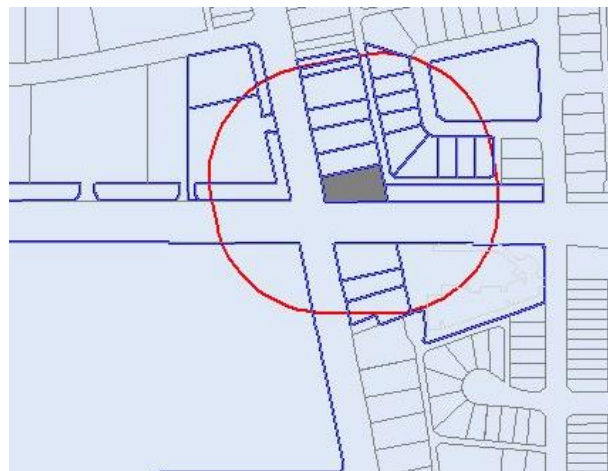
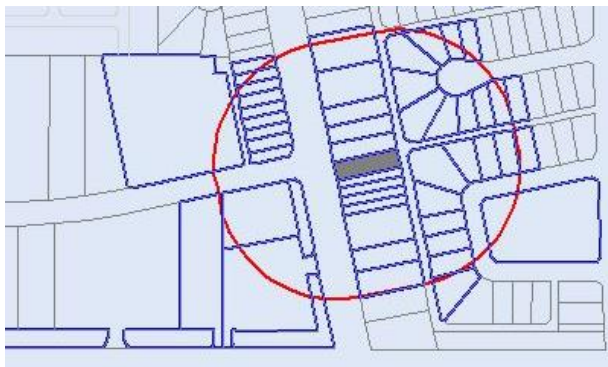
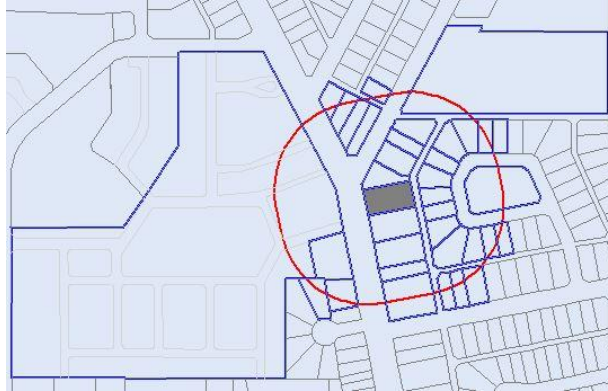
- (a) Notwithstanding any provision of this Bylaw, all development within this District shall be in accordance with the following regulations in Table 8.2:

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





## #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

**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**

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

---

**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.

## #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**

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

**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: David Graham

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

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

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

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

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 & much garbage  
alley is full of garbage most of the time.  
Council should have allowed so many multi-family  
4-plex bldg. run down and look awful*

*David G*



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

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

### 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 59AV is paved and no street parking is allowed. We like that the apartments are not do not 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 [Dayna.Facca@reddeer.ca](mailto:Dayna.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: \_\_\_\_\_ Postal Code: \_\_\_\_\_

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

### 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.  
\_\_\_\_\_  
\_\_\_\_\_

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 [Dayna.Facca@reddeer.ca](mailto:Dayna.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: GEORGE T. HALISKY

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

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

### 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 67th St  
& 67A 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 overcapacity Apts to build and increase  
parking problems and use of back alleys!

Why? Noise - dust - potholes -  
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 67A..!!

Perhaps widen 59 Ave!

Survey may be submitted using the following options:

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- 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 [Dayna.Facca@reddeer.ca](mailto:Dayna.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.

**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: James & Kendel Ryan

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

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

### 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.

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 [Dayna.Facca@reddeer.ca](mailto:Dayna.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!

## Appendix F

### Landowner Referral Letter Information



**Date:** March 25, 2019

**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. 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.



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

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



Council Decision – July 22, 2019

**DATE:** July 24, 2019  
**TO:** Dayna Facca, Senior Planner  
**FROM:** Frieda McDougall, Legislative Services Manager  
**SUBJECT:** 59 Avenue Planning Study

---

**Reference Report:**

Planning Department, dated July 8, 2019

**Resolution:**

At the Monday, July 22, 2019 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of the City of Red Deer hereby agrees to table consideration of the 59 Avenue Planning Study for up to 6 months to allow administration time to explore further details in option 2.

**Report back to Council:**

Yes.

**Comments/Further Action:**

A report is to be brought back to Council in 6 months.

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

Frieda McDougall  
Manager

c. Director of Planning Services  
Planning Services Manager