



# MUNICIPAL DEVELOPMENT PLAN

Prepared by:

ARMIN A. PREIKSAITIS  
& ASSOCIATES LTD.



RKP Consulting

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## 1.0 INTRODUCTION

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### 1.1 Role of the Plan

The Municipal Development Plan (MDP) is a statutory plan adopted pursuant to the Municipal Government Act. As such, other statutory plans such as area structure plans and area redevelopment plans must be consistent with the MDP and its policies. All statutory plans adopted by The City must also be consistent with each other. Additionally, the development and subdivision authorities must have regard to the MDP policies as one of the factors considered in making a decision on an application. Prior to making any amendments to the MDP, City Council must hold a public hearing pursuant to the provisions of the Municipal Government Act.

The MDP guides and directs future growth and development for Red Deer, ensuring orderly, economical and beneficial development while balancing the environmental, social and economic needs and desires of the community. It is visionary, strategic and long-term in its outlook and application. The Plan reflects the kind of community residents wish to see in the future and identifies ways to achieve this future.

The MDP is primarily a policy document that serves as a framework for the physical development of the community. It is a guide within which both public and private sector decision making and investment can occur. Not only does the Plan address land use and development it addresses matters related to the health of the environment, vitality of the local economy and social and cultural well-being of residents. In this regard the Plan recognizes the interrelationship between the use of space and physical patterns and the resulting social, environmental and economic implications.

As a policy document the MDP is, for the most part, general in nature and long range in its outlook. The Plan is intended to guide growth and development of Red Deer over the next 25+ years during which the population is anticipated to increase to approximately 150,000 to 185,000 people. It provides the means whereby Council, other decision makers, and the community can evaluate immediate situations or proposals in the context of a long range plan. From time to time, the MDP will be reviewed and updated.

### 1.2 Relationship to Other City Plans

The MDP is part of an overall set of plans used by The City of Red Deer to guide and manage future change within the community. Its primary focus is on the physical layout and design of Red Deer, with consideration for the social, environmental, cultural and economic implications stemming from the community's land use pattern. The MDP obtains direction from The City of Red Deer Strategic Plan and, in turn, provides direction for the preparation of more detailed land use plans for various segments of Red Deer. It also provides the underlying philosophy and guidance for the Land Use Bylaw.

Many of the fundamental principles and directions of the MDP flow from, and are consistent with, The City's Strategic Plan. The MDP integrates, and where appropriate, provides more specific policies based on the direction set by the Strategic Plan. It also incorporates key elements related to physical growth and change from other plans and studies that have been undertaken and guided by the Strategic Plan to ensure consistency and continuity.

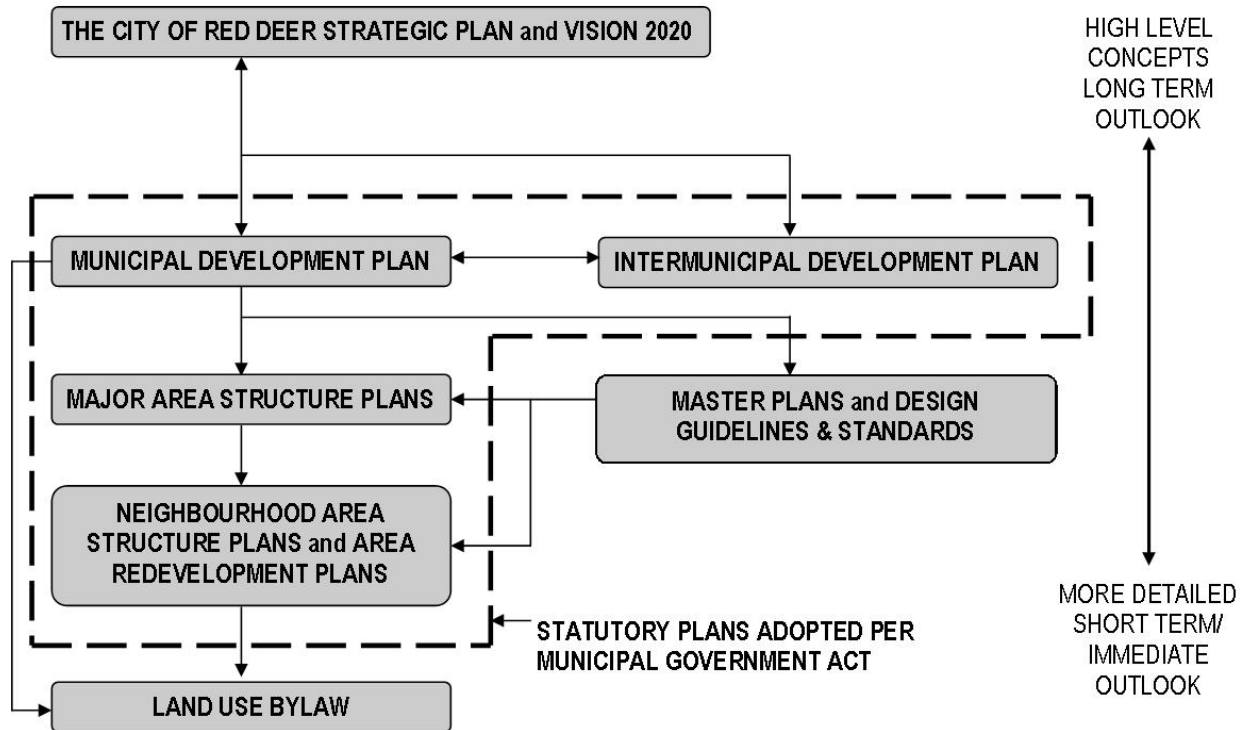
Some of the other City plans and studies that provide guidance for, are reflected by, and/or implement the MDP include:

- Vision 2020
- The Red Deer County and City of Red Deer Intermunicipal Development Plan (2007)
- City of Red Deer Growth Study (2004)
- Neighbourhood Planning Guidelines & Standards
- Industrial Area Planning Guidelines & Standards
- East Hill Major Area Structure Plan
- Northwest Area Structure Plan
- Various Neighbourhood Area Structure Plans
- Greater Downtown Action Plan (2004)
- Riverlands Community Plan, Area Redevelopment Plan & Development Design Criteria (2004)
- Riverside Meadows Revitalization and Action Plan (2000)
- Red Deer Growing Smarter: Design Elements and Ideas for New Residential Neighbourhoods (2002)
- Community Services Division, Services Action Plan 2008-2010 (2008)
- Community Services Division, Facilities and Open Space Action Plan
- Red Deer Community Housing Plan Update 2003-2006
- The City of Red Deer Affordable Housing Strategy
- The City of Red Deer Discussion Paper on Environmental Initiatives (2004)
- Red Deer Community Culture Master Plan (2001)
- Transportation Plan Update (2004)
- Transit and Special Transportation Study (2004)
- Future Directions: Red Deer at 300,000 - A Growth Strategy (2006) as amended by the Intermunicipal Development Plan to reflect the revised growth areas for The City and Red Deer County
- Crime Prevention and Policing Strategy

The key document related to future growth directions beyond the current city boundaries is the Red Deer County and City of Red Deer Intermunicipal Development Plan, which identifies future growth areas for The City and the County. It establishes policies for the coordination of planning activities between the County and The City. It also sets out policies and procedures for annexation of city growth areas, the preparation of major area structure plans, the control of development and resolution of disputes.

Finally, the MDP provides direction and a city-wide framework to guide more detailed plans and policies. The overall goals and objectives of this Plan will be incorporated in a more detailed manner in local area plans, specific policy documents and programs. In this way, the broad general concepts of the MDP, such as those shown on the accompanying map, are expected to be refined and made more precise as more detailed plans are prepared and adopted. While these plans must be consistent with the MDP, the precise application of the MDP direction must be sensitive to the location, timing and other conditions of the more specific and local context.

## RELATIONS BETWEEN CITY LAND USE PLANS AND DOCUMENTS



Note: The above diagram does not reflect all plans used by The City. Additional information is available in the Neighbourhood Planning Guidelines & Standards and from City staff.

### 1.3 Organization of the Plan

The MDP is divided into a series of sections and topics for ease of reference and use. Sections 1.0 and 2.0 provide introductory and background information about the role of the plan, Red Deer's regional context, and recent growth and development trends influencing the future development of the community. These parts are presented for background and information only and are not to be interpreted as policy statements.

Section 3.0 of the MDP provides a vision of the type of community that Red Deer aims to be in the future. A broad set of goals identify the key directions that will be pursued in order to achieve this vision for each major topic area covered by the plan. Section 4.0 provides an overview of the major planning concepts and elements reflected in the Generalized Land Use Concept map. It sets out the overall context for the policies identified for each major topic area covered by the plan.

Section 5.0 and subsequent sections contain a mix of background and descriptive information, goals, objectives and policies organized by major topic. Each section contains specific statements that are intended as policy to guide municipal decision making.

## 1.4 Interpretation and Implementation of the Plan

In interpreting and implementing the MDP it is important to recognize that the Plan is a long-term document and that it will take many years to reach the vision it sets out. While the MDP provides a long-term context for day-to-day decision making it is not intended to be used as a rule book or regulatory instrument like the Land Use Bylaw. Interpretation and implementation of the MDP requires the exercise of judgment and discretion. This means balancing the achievement of long-term aims with the specific circumstances of particular issues and availability of community resources.

It is also important to bear in mind that the MDP works best as a comprehensive whole and should be interpreted as a package of interrelated policies. While the Plan is structured by topic area it is important to view all of the policy directions in context with one another rather than as individual parts. In this way, the several policy statements are intended to contribute towards moving Red Deer closer to the vision described in Section 3.0.

Section 4.0 sets out the overall land use and urban growth concepts, including an explanation of the role of the map. The land uses identified are based on the predominant or main type of land use to be located in an area. More specific boundaries and information on the precise land uses is intended to be provided through more detailed statutory plans and the Land Use Bylaw. Similarly, other items shown on the map, such as the location of major roads, are subject to refinement as more detailed planning is undertaken.

Sections 5.0 through 18.0 provide direction for a variety of broad topic areas. Within each section, the preamble, the goals and objectives are not to be interpreted as policy, but serve to provide clarification of what result the policies individually and collectively are intended to achieve. Also, the headings in the left hand margin are intended to assist in locating relevant policies and are not meant to be interpreted as part of the policy or as policy statements themselves.

Section 19 provides direction on key elements needed for successful implementation of the plan. This includes process guidance on amending the MDP and undertaking more detailed planning.

The MDP contains “shall”, “should” and “may” policy statements and their significance is set out in Policy 19.1. “Shall” policies are those which are mandatory and must be complied with. “Should” policies mean compliance to the principle is required but the method and level of compliance is subject to the discretion of the applicable authority on a case by case basis. “May” policies are discretionary with the level of compliance determined on a case by case basis by the applicable authority.



## 2.0 COMMUNITY CONTEXT AND TRENDS

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### 2.1. Regional Context

Red Deer is located in Central Alberta mid-way between Edmonton and Calgary on The Queen Elizabeth (QE II) Highway/Highway 2 approximately 150 km from both cities; it is a 90-minute drive from over 2 million people. Red Deer is the major distribution and service centre for the surrounding rural area, including a number of smaller towns and rural developments, in a regional economy based upon agriculture, (primarily cattle and grains) and oil field production/processing.

Red Deer is the third largest city located in the Edmonton/Calgary growth corridor. The City has a population of approximately 85,000 people and a service area in excess of 200,000 people; both are growing rapidly. Between 2000 and 2007 the population of Red Deer grew by 30.4%, while the surrounding region also experienced significant growth in villages, towns and rural areas. A recent report by the TD Bank Financial Group identified the Edmonton/Calgary corridor's enormous potential for economic growth and to become one of the best places to live in North America.

The Red Deer River is part of the natural systems which support and sustain Red Deer. It is the source of water for households and businesses in Red Deer and the means of disposing of treated waste water. These systems transcend municipal boundaries and are not under the direct influence of The City. Working with neighbouring municipalities, government authorities and others is an important part of ensuring the long term health of these vital support systems.

As a major regional service centre, Red Deer provides the full range of urban services including retail, office, medical, institutional and industrial activities to residents of the region. Daily interaction between Red Deer and the region is especially evident in the number of jobs located in the city and commuting between Red Deer and smaller urban centres. The major industrial activities include oil and gas production, petrochemical processing, agriculture and food and beverage processing. In the service sector, tourism, wholesale and retail services are most significant. Newly-emerging sectors, such as communications, biotechnology and value added activities related to agricultural products, offer the potential to diversify the regional economy.

As a municipality, The City of Red Deer provides a full range of services to its citizens. Through inter-municipal agreements, The City currently provides some regional sanitary sewer services, regional water services, a 911 emergency call system, social, community and protective services to parts of the surrounding areas.

Regional transportation initiatives and linkages are important aspects of Red Deer's past and future significance as a regional service centre. The partnership around the Red Deer Regional Airport is one such example. Another is the potential for developing a high speed railway connection between downtown Edmonton and downtown Calgary, with a stop serving the city and surrounding communities. This can significantly impact the rate and location of growth. Continued improvement of the regional road network also contributes to Red Deer's success.

## 2.2. Historic and Projected Population

The Red Deer River was important to the early settlers and native people of central Alberta. The Old Red Deer Crossing was part of an early north-south trade trail. As traffic increased with the establishment of Fort Calgary and with the coming of the CPR, a trading post and settlement developed seven kilometres upstream from the present location of downtown Red Deer. When the Calgary and Edmonton Railway bypassed the Crossing in the late 1890s, settlers moved east to the present-day Red Deer.

Fertile lands began to attract farmer's interest in growing grain crops, ranching and dairy farming. At the turn of the 20th century, the community experienced a surge of growth as settlers moved into the area and took up homesteads. When Red Deer was incorporated as a town in 1901 its population was 343 and by 1913, when Red Deer was incorporated as a city, the population had increased to nearly 2,800.

The community developed primarily as an agricultural service and distribution centre, enhanced by its location midway between Edmonton and Calgary in an area of profitable mixed farming and the location of three railways. Growth slowed with the First World War and the Depression, but returned after the Second World War. With the discovery of oil and natural gas fields in central Alberta, the petroleum industry became an important part of the local economy. The community has grown steadily in the last 50 years. Since 2000, Red Deer's average annual growth has exceeded 3.5% resulting in a 2007 population figure of 85,705.

The City of Red Deer Population Projections 2007-2031 provides population projections for Red Deer to the year 2031. It projects a baseline growth scenario where the population reaches 151,182 by 2031. The high growth scenario results in a population of 184,945 by 2031. Significant growth is also anticipated in the region, especially in towns, villages and hamlets in close proximity to the city.

## 2.3. Demographic Trends and Considerations

Red Deer, like many Canadian communities, is facing significant changes in the demographic make up of the community. This influences the way land is used and the patterns needed to respond to the needs and desires of a changing population. These trends include:

- The number of persons per housing unit is declining because family size is decreasing (couples are having fewer children or no children at all, marital breakdown) and single parent families are increasing.
- The proportion of the population over the age of 50 will continue to increase, which will impact the need for neighbourhoods with opportunities for aging-in-place and 'adult lifestyle' housing that is lower maintenance.
- Because life expectancy has dramatically increased in recent decades, providing a range of housing options from independent living to nursing homes for the aging will be a housing necessity.
- The de-institutionalization of special need populations means that the elderly and other special needs groups prefer to live in their own homes.

- New migrants in the Edmonton-Calgary corridor, of which Red Deer forms a part, tend to be young (an average age of 22 years) and hold a post-secondary degree or diploma, which will help mitigate labour shortages. However, the need to educate skilled workers will be increasingly important to the changing economy of Red Deer.
- Red Deer is developing a younger and more transient population as more people move to the city in response to labour needs and employment opportunities. This can pose challenges in terms of integration into established community networks and norms.
- Ethnic diversity is expected to rise due to immigration in response to employment opportunities and the tendency for immigrant families to be larger than the average for Red Deer.

## 2.4. Emerging Trends in Development and Built Form

Broader continent wide trends and changing approaches to urban development may impact Red Deer's future and the physical make up of the city. Some of the key trends relating to built form or the physical elements of an urban area are briefly described below.

### Sustainable Development and Smart Growth

Sustainable development, when specifically applied to planning and developing communities, is referred to as Smart Growth. Smart Growth aims to create integrated communities that are able to meet economic, social and environmental requirements over the long-term. Building a sustainable community involves a more holistic approach compared to traditional development practices, and focuses on the interplay between design, construction and operations. A sustainable community is characterized by:

- Higher density development so land and existing infrastructure is used efficiently and public transit can be supported.
- A mix of land uses, including residential, commercial and industrial uses.
- A range of housing types to accommodate a mix of age and income groups.
- Less emphasis on the private automobile – the street pattern is a grid or modified grid, street widths and parking are reduced, and transit, walking and cycling is promoted.
- A pathway/trail system for use by pedestrians and cyclists for both recreational and transportation purposes.
- A dispersed network of parks, open spaces and public squares, with linkages to a trail system, to meet a diverse range of recreational needs and facilitate informal social interaction.
- The preservation and conservation of natural resources (storm ponds, drainage courses, tree stands, agricultural land, etc.) and, when feasible, the incorporation of alternative and innovative design solutions.
- The minimization of adverse climatic effects by taking advantage of local conditions and incorporating landscaping and properly orienting buildings.

### Downtown Development

Downtown, as the traditional hub of activity and commerce, is regaining importance. This coincides with planning and development initiatives to create more walkable, compact and sustainable urban environments.

A growing segment of society finds residing downtown desirable again. People who work downtown, affluent singles with no children and empty-nesters, young professionals, students, seniors, artists and people who seek nearby amenities and services are likely to prefer living downtown or in nearby neighbourhoods, making downtown residential space in high demand. The development industry responds to this demand with proposals for development in downtown areas.

The downtown has active spaces to live, work, learn and play. It offers a solution to the big-box retail areas, which have failed to generate on-street pedestrian traffic. The mixture of uses downtown creates opportunities to reside, attend cultural events and other recreation/entertainment activities, shop and work in one area and takes people out of their cars and promotes walking and use of transit. It is to be the centre and heart of the region and the primary office location.

### **Town Centres**

The town centre concept of compact development in a series of identifiable nodes has emerged in response to increasing sprawling patterns of development, the need to travel increasingly long distances for basic services and amenities and the impact of private automobiles on the environment. Town centres are also seen as one possible design solution to the monotony and lack of true community life characteristic of many low density suburban neighbourhoods. They mirror the characteristics of early 20th Century suburbs, which were communities clustered around train or trolley stations and main streets. They are typically designed around central communal spaces and services including transit nodes, and incorporate a mix of land uses as well as new urbanist design principles (e.g. "traditional" design with front porches and rear garages). Densities are generally higher than typical suburban areas. Services like corner stores, schools and cafes located within walking distances of homes, provide important opportunities for informal social interactions and helps foster a sense of community;

### **Intensification and Redevelopment**

Land intensification and redevelopment initiatives are increasingly being regarded as necessary planning and development measures. In order to contend with a dwindling supply of developable land (i.e. exurban and rural greenfields) and rising infrastructure and site servicing costs, intensification and redevelopment initiatives can encourage innovation in site design and architecture, encourage the use of transit as well as help revitalize neighbourhoods, increase the tax base and stimulate investment and redevelopment on adjacent properties. Redevelopment can offer new commercial, office, residential and, recreational opportunities to the community. Whether such initiatives are urban or suburban, land intensification is an important planning and development measure for fostering a compact, efficient and sustainable urban form. Two examples of intensification and redevelopment measures are greyfield and brownfield redevelopment.

Greyfields are older, economically obsolete commercial areas. The aging malls in central urban areas and inner-ring suburbs are prime candidates for greyfield redevelopment. Greyfields are the result of several factors: population moving to and shopping in the suburbs (in mega-malls, big box and factory outlet stores), which weakens the competitive ability of more central urban and older suburban commercial areas; changes in the retail market and consumer behaviour; as well as physical deterioration of inner city malls and first-ring suburban mall, which drives away local and surrounding shoppers. At the same time, saturated suburban markets create opportunities to redevelop existing strip malls.

Brownfield sites are the result of industrial activities such as railroads, gas stations, oil refineries, truck terminals, wood treatment facilities, dry cleaners, liquid/chemical storage facilities, steel and heavy manufacturing plants, etc. Brownfield redevelopment creates jobs, utilizes existing infrastructure,

encourage inner city investment, reduces suburban sprawl and cleans up any contaminants that may be present on the site.

### **Regional Growth Patterns**

While the city of Red Deer will remain the major urban centre in the region, increasing growth in the surrounding towns, villages and rural areas will lead to increased interaction between these activity centres and the city (e.g. increased commuting for both jobs and services).

The magnitude and range of uses contemplated for surrounding areas will influence the urban structure of the city. Of particular significance is the growth proposed in the Gasoline Alley/Liberty Crossing area immediately south of the city limits. Under the provisions of the Intermunicipal Development Plan this area is anticipated to grow to accommodate up to 8,000 people and significant amounts of commercial and industrial development. Details of these plans may be found in the relevant County documents.

## 3.0 VISION AND GUIDING PRINCIPLES

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The City of Red Deer Municipal Development Plan advances a vision based on broad community consultation initially undertaken as part of Vision 2020. This statement provides an indication of the type of community residents wish Red Deer to become over time. The vision statement in the Vision 2020 document continues to be relevant and is set out below. In combination with the set of guiding principles listed below, the vision helps interpret the intent of the MDP policies and make decisions on issues and developments that may not be specifically addressed in the policies.

### 3.1 A Vision for the Future

"Red Deer is a city of opportunity with a strong emphasis on the quality of life in the community. It is:

- a community with a unique natural environment preserved and enhanced by careful community planning;
- a community which reflects high standards in terms of quality of life;
- a caring community with a strong volunteer ethic;
- a community which offers a wide range of opportunities for employment, education, recreation, and culture"

### 3.2 Guiding Principles

The 16 principles below are an expansion of the ideas and values contained in Vision 2020.

1. **Promote a vision focused on the quality of life for residents and the sustainability of Red Deer** through the use of land use policies, development guidelines and procedures.
2. **Effectively manage, in a sustainable manner, issues associated with growth**, such as infrastructure, urban expansion, intensification/ infill, and increased traffic, through sound planning practices and consultation with citizens.
3. **Ensure the efficient use of land for urban purposes** by encouraging integration of uses, increased densities and innovative designs
4. **Sustain the natural environment and protect natural systems** by paying attention to site resources (hydrology, terrain, geology, biodiversity of vegetation and wildlife) while providing a climate for community and economic growth.
5. **Promote the conservation of heritage resources** as an expression of community identity and pride and to promote tourism.

6. **Provide leadership in the promotion of sound land use practices and in building a strong regional economy in Central Alberta** when working with other orders of Government, neighbouring municipalities and other stakeholders.
7. **Foster local economic development and business retention and attract diverse, long-term economic growth**, by a variety of mechanisms including partnerships appropriate to marketing Red Deer and Central Alberta.
8. **Support the development of the Greater Downtown** as a vibrant, inclusive and attractive focal point for the community to access services, live, work, shop and play.
9. **Ensure an adequate supply of residential, industrial and commercial areas** to serve the growing needs of the city.
10. **Build vibrant, attractive and safe neighbourhoods** that provide for a range of housing choices, access to services, local employment, recreation, and open space.
11. **Foster a strong sense of community** based upon caring for neighbours, pride in private property and public spaces, enhancement of the built environment and creating a safe environment through design, community engagement and protective services.
12. **Provide a diversity of connected parks and open spaces** that facilitate both active and passive community activities.
13. **Utilize sustainable development and operational practices** that promote energy efficiency, water conservation and the reduction of solid waste and other environmental initiatives.
14. **Ensure a balanced, diverse and accessible range of social, education, health, recreation and cultural opportunities.**
15. **Create a safe, accessible and effective transportation system** that accommodates several modes of transportation (e.g. auto, transit, pedestrian and bicycle) for travel within and between neighbourhoods, and other parts of the city.
16. **Ensure safe, adequate, sustainable and reliable utility systems, including smart infrastructure and wired neighbourhoods** to meet on-going community needs, while supporting environmentally sound alternatives.

## 4.0 LAND USE AND FUTURE URBAN GROWTH CONCEPTS

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The main purpose of this section is to describe the long term land use patterns and urban form of Red Deer. It establishes the overall context for the more specific, topic area policies that are contained in each of the subsequent sections of the plan. The Generalized Land Use Concept map communicates the general intent and direction for future and long-term land use patterns and ways to accommodate and manage urban growth. In this manner, it gives a graphic representation of what Red Deer may look like many years into the future.

Balanced Growth is one of the core underlying concepts for the land use patterns put forward in this Plan. It relates to the creation of a functional mix of residential and non-residential land uses. This contributes to balancing The City's tax base, a significant source of funding for municipal services and programs, and providing opportunities to live and work in Red Deer. Balanced growth shares many common ideas with the concepts of sustainable development and smart growth.

In general, sustainable development and smart growth refers to creating communities that are capable of being sustained far into the future. These communities reflect and balance:

- Fiscal responsibility – the costs of building and maintaining services and infrastructure are affordable and will not become an undue burden on future generations.
- Social responsibility – diverse communities with accessibility to affordable housing, education, health care and public amenities for all citizens.
- Environmental responsibility – communities and development designed to minimize air, water and soil pollution, reduce land consumption and waste, as well as protect natural systems.
- Cultural responsibility – communities and development respect and enhance the cultural capital of the community in terms of its traditions, values, heritage, sense of place, arts, diversity and social history

In the recent past, the application of the balanced growth concept has focused on the city-wide balance of employment related land uses, most notably industrial areas, and major residential areas. Achieving balance between, and within, the areas north and south of the Red Deer River has been the main goal. In part this relates to the number of bridges that would be needed to accommodate work related travel. It also relates to the amenities and services accessible to residents north and south of the river and in general proximity to their preferred place of residence. In more recent years, the question of balance has been raised in terms of east-west travel patterns as residents seek to access the QEII Highway and the major commercial/employment areas.

The completion of the Red Deer Growing Smarter study in 2002 represented a significant review of the way Red Deer's residential areas are planned and developed measured against the concepts of balanced growth, sustainable development and smart growth. The study concluded that there are some areas where improvement that would move Red Deer closer to the ideal of sustainable development can be made. This study was used in formulating the proposals of Future Directions: Red Deer at 300,000 - A Growth



Strategy, which was adopted by City Council in December 2006. This report, which looks at the physical form Red Deer may take when it reaches 300,000 people at some point in the future, has taken the principles of Red Deer Growing Smarter and applied them to future city growth patterns.

Achieving more balanced or smarter growth will take time and effort. The MDP is intended to guide this achievement over the long-term. This entails:

- Recognizing that Red Deer is part of a dynamic region and interacts with both rural and urban uses outside of the city limits, including towns, villages and hamlets and designated growth areas such as Springbrook and Gasoline Alley/Liberty Park.
- Focusing on smaller scale balance with a greater mixture of land uses within each major sector of Red Deer. This includes providing more employment opportunities, basic commercial services, social services and uses that encourage people to interact in closer proximity to all residential areas or incorporated into the residential areas themselves.
- Continuing to acknowledge and plan around the relationship between land use patterns and major transportation facilities. This involves making the most use of infrastructure investment, encouraging the use of transit and minimizing or reducing vehicle trips as much as possible.

The **Generalized Land Use Concept** map identifies the long term land use pattern for the lands within current boundaries of the city of Red Deer. The land uses identified are based on the predominant or main type of land use to be located in an area. More specific boundaries and information on the precise land uses is intended to be provided through area structure plans, area redevelopment plans and the Land Use Bylaw.

The major land use categories shown on the map are residential, commercial, industrial, open space and public service. Within each major category there are more defined types or categories of the same land use. Select sites are identified as mixed use meaning a combination of the major land use type and other land uses are encouraged within that particular area. The City's arterial road system and relation to the Provincial highway system is shown to understand the relation between concentrations of land use and the need to accommodate the movement of people and goods in the city and environs.

Commercial areas identified on the map represent the areas and locations that major concentrations of commercial development are considered appropriate as the predominant use. This includes intense commercial development such as the downtown area, planned town centres and low density commercial development such as the arterial commercial along Gaetz Avenue. District and neighbourhood commercial sites, due to their relatively smaller size, are not shown and will be identified in more detailed plans.

Industrial areas reflect both light and heavy industrial and related uses and show the locations where this type of use is considered appropriate.

Residential areas shown on the map illustrate the location of existing and future neighbourhoods. While residential uses such as detached homes and multi-attached dwellings will be the main types of use, small

scale district and neighbourhood commercial and institutional uses such as schools and religious assemblies may also be located in these areas.

Public service areas on the map are made up of the major institutions that provide services to Red Deer and the surrounding region. It includes facilities managed by The City and facilities managed by others such as the regional hospital and Red Deer College.

Open space areas shown on the map represent the existing and proposed areas that make up the major elements of Red Deer's overall open space system. It includes both private recreation areas like golf courses and public lands managed by The City. Local parks and trail connections are not shown as these facilities are reflected in more detailed plans.

The location of major opportunities for intensification of development and mixed use are also shown. Mixed use refers to areas where the main use may be supplemented with other uses such as a mixed use commercial area that includes higher density residential uses. Major nodes, such as the Greater Downtown and a town centre in the northeast, also involve a mix of uses. Similarly, the opportunity to increase the intensity and mix of uses along major urban corridors is identified.

The Generalized Land Use Concept map identifies the Future City Growth Area that has been jointly identified by The City and the County through the Intermunicipal Development Plan. Broad land use patterns and major road network for this area will be established through the Major Area Structure Plan to be jointly prepared by The City and County in accordance with the Intermunicipal Development Plan.

**Policies:**

- |            |                                    |  |
|------------|------------------------------------|--|
| <b>4.1</b> | <b>Location of Major Land Uses</b> | The City shall direct future residential, commercial, and industrial land uses and developments to the areas conceptually shown for each of these major land uses on the Generalized Land Use Concept map. |
| <b>4.2</b> | <b>Future Growth Areas</b>         | The City shall seek to protect and gain jurisdiction over the future growth areas identified in the Intermunicipal Development Plan.   |

## 5.0 GROWTH MANAGEMENT AND URBAN FORM

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Growth management is the process of accommodating changes and growth in the community, while directing the location and pattern of development. It seeks to ensure that the quality of life in Red Deer is maintained as the size of the community increases. Growth management is also a tool to ensure that development occurs in a manner that contributes to, and works towards, making the community's future vision a reality. A lack of coordinated growth management can lead to land use conflicts and inefficient servicing patterns. This, in turn, can affect the ability of The City to provide municipal services in a cost effective manner and achieve the optimal use of limited funds for capital improvements and upgrades.

Urban form refers to the physical layout and design of Red Deer's urban environment. It includes issues such as location of growth, density, street patterns, major transportation routes and systems, major open space areas and employment centres. Red Deer's future urban form will reflect the concepts of Future Directions: Red Deer at 300,000 - A Growth Strategy, as amended by the Intermunicipal Development Plan to reflect the revised growth areas for The City and Red Deer County, and other City documents all of which seek to achieve more sustainable development practices.

**Goals: Ensure the efficient utilization of lands and infrastructure, while encouraging a greater mix of uses and socio-economic activities in both new and established areas.**

**Identify and secure the land and infrastructure capacity required to meet future growth needs.**

**<sup>1</sup> Strive to achieve safe and orderly co-existence between oil or gas development (e.g. wells, pipelines, and processing facilities, even if suspended or abandoned) and urban development.**

### Objectives:

- (a) Ensure an appropriate supply of land and infrastructure to accommodate future growth;
- (b) Encourage growth in locations and patterns that can utilize existing or planned infrastructure capacity and reduce overall travel demands;
- (c) Ensure the provision of an adequate supply of land appropriately located, and serviced for, residential, industrial and commercial purposes;
- (d) Minimize conflicts between efficient urban growth, the preservation of ecologically important natural areas, and the extraction of natural resources and existing agricultural operations;

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<sup>1</sup> 3404/A-2015

- (e) Encourage a compact and efficient urban form;
- (f) Seek opportunities to increase the overall density of the city; and
- (g) Work with Red Deer County to implement the Intermunicipal Development Plan.
- (h) <sup>1</sup> Prioritize the safety of the public respecting oil or gas development;
- (i) <sup>2</sup> Minimize nuisance and other land conflict respecting oil or gas development (recognizing that oil and gas activities may extend beyond oil and gas facilities);
- (j) <sup>3</sup> Minimize oil or gas interference with The City's ability to undertake timely urban growth and efficiently utilize the land;
- (k) <sup>4</sup> Encourage communication among all parties involved in or affected by oil or gas development and urban development; and
- (l) <sup>5</sup> Affirm and exercise City authority while recognizing legislated requirements related to oil or gas. The oil and gas industry is primarily regulated by federal and provincial authorities. However, The City retains considerable authority to develop policies, bylaws, and regulations directly and indirectly applicable to the oil and gas industry to achieve safe, orderly, economical, and beneficial land use."

**Policies:**

- 5.1 Future Growth Area**      The City shall grow into the City Growth Area in accordance with the Intermunicipal Development Plan, and the policies of the MDP and other planning documents.
- 5.2 Intermunicipal Development Plan Implementation**      The City shall work with Red Deer County in the implementation of the Intermunicipal Development Plan policies.

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<sup>1</sup> 3404/A-2015

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- 5.3 **Growth Study and Land Supply** The City shall monitor the growth of Red Deer and area, update The City of Red Deer Growth Study and take appropriate actions so as to ensure at a minimum:
- 5 year supply of land with major utility services in place; and
  - 15 year supply of land in approved Major Area Structure Plans; for residential, industrial and commercial uses.
- 5.4 **Annexation** The City shall endeavour to annex all lands shown as City Growth Area in the Intermunicipal Development Plan by 2017, subject to resolution of compensation issues, the financial capability of The City and the ability to meet all statutory and Municipal Government Board requirements relating to annexation. The form and timing of development within the annexed areas shall be determined by The City subsequent to the annexation of the land to The City.
- 5.5 **Related City Policies** The City shall identify lands and facilities required for the implementation of Council approved Plans and Studies, as amended from time to time, in the appropriate land use planning documents.
- 5.6 **Efficient Utilization of Infrastructure** The City shall give priority to the efficient utilization of existing and planned capacity in utility and transportation infrastructure in determining appropriate short-term growth directions.
- 5.7 **Contiguous Growth** The City should ensure new development is contiguous to the existing built-up area.
- 5.8 **Protection of Agricultural Lands** The City shall limit the fragmentation of agricultural lands in future growth areas and ensure an orderly progression of development to minimize land use conflicts with, and allow continuation of, existing agricultural operations and agricultural use of land, until it is required for urban development.
- 5.9 **Transportation Demand Management** The City shall seek to reduce travel demands by seeking to locate:
- Appropriate employment opportunities in or adjacent existing and future residential areas;
  - New residential areas adjacent to existing and future employment opportunities;
  - Appropriate commercial and community services in proximity to residential areas.

- 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:
- Greater Downtown
  - Gaetz Avenue Corridor
  - Michener Centre lands
  - Red Deer College area
  - Vacant and under-utilized sites in communities
- 5.11 City Role in Land Banking** The City shall maintain its presence in land banking for residential, commercial and industrial uses and municipal purposes in accordance with Council's policies, as amended from time to time.
- 5.12 Allocation of Costs of Growth** The costs of servicing newly developing areas shall be allocated between The City and Developers in accordance with policies approved by Council from time to time.
- 15.13 Oil and Gas Facilities** "The City shall endeavour to ensure with respect to oil or gas development that:
- Appropriate development setbacks are established and maintained. Development setback requirements from oil or gas development will meet or exceed provincial or federal minimum requirements. The City may require Developers to provide professional risk assessment respecting whether the minimum setback distance should be increased and measures to otherwise mitigate risks and land use conflict. The terms of reference for such study shall be developed in consultation with The City of Red Deer;
  - Developers may be required to submit professional risk assessment for new development within or adjacent to an Emergency Planning Zone (EPZ) unless the application is contained within an area structure plan for which a professional risk assessment was completed;
  - Various planning considerations may result in limits or restrictions on urban development near oil and gas development or within an EPZ. Risk assessment being among those planning considerations, particularly respecting sour or high pressure facilities;
  - Urban development in proximity to oil or gas development should be designed to minimize potential negative impacts to all stakeholders and to accommodate appropriate access to the oil or gas development;
  - The City reviews all referrals respecting oil or gas development

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<sup>1</sup> 3404/A-2015

within the city boundary and within the IDP boundary and reviews sour facilities outside but adjacent to the IDP boundaries and provides a written response to the referring party (e.g. licensee);

- The City encourages new oil or gas development to locate outside the City Growth Area: however, if this is not feasible The City encourages new and existing oil or gas development to locate or relocate to minimize the impact on future urban development (e.g. use existing right-of-way, parallel existing right-of-way, use surface pads, or relocate oil or gas development to bypass urban development);
- The impact on future urban development and public safety will be considered when reviewing a new Emergency Response Plan (ERP). A written response will be provided to the referring party or regulator;
- A referring party (e.g. licensee) may be requested to provide a professional risk assessment to determine the risks associated with proposed oil or gas development and if mitigation measures are recommended to mitigate conflict or integrate with existing and future urban development;
- Abandoned wells shall be located to allow for immediate access if servicing is required. Buildings and roads shall not be located over abandoned wells;
- Applications for ASPs, and subdivisions are referred to identified affected licensees;
- All applications for subdivision or development are referred to the Alberta Energy Regulator (AER) and affected parties in accord with the *Municipal Government Act, the Subdivision and Development Regulations*, and AER policies and directives;
- Developers inform The City of known potential oil or gas contamination and if it is being remedied. An ESA shall be completed with any ASP if oil and gas activity is or has been present. The City shall require professional environmental site assessment prior to soil stripping or grading. The land is to be made suitable for its intended use (including subsurface/infrastructure use) prior to subdivision or development; and
- The City appropriately uses available regulatory measures such as *Land Use Bylaw* amendments, statutory plan development, transportation and utility corridor dedication, registrations on land titles and with the AER, and provincial and federal referral and participation processes to mitigate anticipated off-site impacts from oil or gas development and to limit land use conflicts in proximity to oil or gas development."

- 5.14 **New Oil and Gas Facilities** The City shall monitor proposals for new facilities related to the production, collection and distribution of oil and gas in the city and its proposed growth areas.
- 5.15 **Impact of Oil and Gas Facilities on Urban Development** The City shall indicate its opposition to proposals for new wells and transmission facilities which will adversely impact the efficient utilization of lands for urban intensity development within the city or within the City Growth Areas identified in the Intermunicipal Development Plan to the proponents of the facilities and the Provincial government.
- The City shall encourage the clustering of transmission facilities in locations which minimize their impact on future urban growth patterns.
- The City shall require that emergency response plans and emergency planning zones prepared in accordance to provincial guidelines be submitted to The City to confirm that the emergency plan, communication and education components for impacted residents are adequate.
- 5.16 **Natural Resource Extraction** The City shall encourage the early identification of areas where natural resource extraction should be the primary land use and work with the appropriate authorities to develop measures to mitigate safety or nuisance factors associated with the retrieval of that resource.
- 5.17 **Efficiency of Land Use** The City should promote intensification of the urban areas by ensuring its design guidelines and specifications encourage the efficient use of land.
- 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.



## 6.0 ECONOMIC DEVELOPMENT AND TOURISM

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In order to make Red Deer more economically sustainable, and an attractive place to reside, it is important to attract and retain business investment, create employment opportunities, and expand the local tax base. Economic development entails attracting new businesses seeking to enter the regional and provincial market, as well as providing an environment where existing businesses can thrive and expand. Creating an attractive community with high quality amenities and services is a vital component in attracting and keeping the skilled labour force that local businesses, including the tourism sector, require for success.

**Goal: To foster local business retention and to attract diverse, long term economic growth, including tourism, by a partnered approach to marketing Red Deer and Central Alberta.**

### Objectives:

- (a) Develop and maintain regional partnerships for economic development;
- (b) Create a positive and competitive business climate;
- (c) Ensure an adequate supply of residential, commercial and industrial land;
- (d) Evaluate regional market opportunities for innovation and diversification in Red Deer's economy;
- (e) Advocate investment in education and training programs to promote a local skilled labour force;
- (f) Promote Red Deer's assets and high quality of life to increase the attractiveness of Red Deer as a tourism destination and place to live and work; and
- (g) Increase tourism visitation through co-operative marketing, heritage preservation and the development and enhancement of tourism and cultural attractions, parks, services and infrastructure.

### Policies:

- |   |   |
|---|---|
| <b>6.1 Adequate Land Supply and Infrastructure</b>  | The City shall ensure an adequate supply of serviced industrial, commercial and residential land by annexing additional lands in accordance with the proposals of the Intermunicipal Development Plan and designating lands for these purposes in the MDP and through more detailed area structure plans. |
| <b>6.2 Creating a Positive Business Environment</b> | The City should foster a competitive business climate through policies and actions that help maintain competitive operating costs and streamline approval processes and timelines.  |

- 6.3 **Economic Diversification** The City should pursue opportunities to diversify the local and regional economic base by promoting and attracting value-added industries.
- 6.4 **Maintaining a Skilled Labour Force** The City should support attracting a local skilled labour force to meet the expanding needs of industry and commerce by:
- Maintaining a good quality of life with such things as parks and open spaces; recreation, and cultural opportunities; affordable housing and other community amenities and
  - Encouraging Red Deer College and other educational institutions to provide necessary education and training.
- 6.5 **Development Opportunities at the Red Deer Regional Airport** The City should continue to work with the Red Deer Regional Airport Authority and Red Deer County to enhance air services, aviation related development and commercial and industrial development opportunities at the Red Deer Regional Airport.
- 6.6 **Marketing and Image-Building** The City should continue to work with stakeholders, such as the Central Alberta Economic Partnership (CAEP), Red Deer Regional Economic Development (RDRED), Tourism Red Deer, and the Red Deer Chamber of Commerce, in promoting business and tourism development for Red Deer.
- 6.7 **Tourism Development** The City should aim to increase tourism visitation through promotions, development and enhancement of local tourism products (e.g. local history and culture), services and infrastructure.
- 6.8 **Community Economic Development** The City should pursue community economic development, which emphasizes community self-reliance and fosters growth from within the community, with emphasis on nurturing small business, supporting skills training, and entrepreneurship.

## 7.0 URBAN DESIGN

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Urban design deals with the layout and visual quality of the built environment. High quality urban design can enhance the distinctiveness of parts of the community and promote social objectives such as creating a strong sense of place and belonging and interaction amongst community members. It creates character and interest through such elements as the design of public parks, attractive streetscapes, and the contribution of individual buildings towards creating attractive outdoor spaces. Urban design can also influence the safety of the urban environment through the establishment of highly visible and lively spaces.

**Goals: To create a physical environment that is attractive, safe, functional, vibrant and a source of community pride, where residents and visitors experience a strong sense of place.**

**<sup>1</sup>To design neighbourhoods focused on the human scale while maintaining a high level of attractiveness. Site design and architecture goes beyond function and addresses creativity, aesthetics and form.**

### Objectives:

- (a) Promote a high quality of architecture and urban design in commercial, industrial, institutional and residential development;
- (b) Support and encourage innovative neighbourhood and building designs; and
- (c) Ensure public spaces are designed to encourage their use, while ensuring community safety.

### Policies:

- |  |   |
|--|---|
| <b>7.1 Requirements for Design Guidelines</b>          | In addition to the Neighbourhood and Industrial Area Planning Guidelines & Standards, The City should prepare and adopt design guidelines for areas with special characteristics, opportunities and problems to exercise greater design controls. Areas where design guidelines may be needed could include older neighbourhoods experiencing development pressures, the Gaetz Avenue Corridor, QE II Highway, and major entries and gateways to the city and Downtown. |
| <b>7.2 Promoting Downtown as a Central Focal Point</b> | The City shall support the ongoing redevelopment and revitalization of the Greater Downtown and encourage high quality urban design that emphasizes and reinforces the importance of the downtown to the overall urban fabric of Red Deer.  |

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<sup>1</sup> 3404/A-2013

7.3	<b>Promoting the Development of Town Centres</b>	The City shall promote the development of town centres in strategic locations on the transit network, as indicated on the Generalized Land Use Concept map, as mixed use focal points with higher density housing, schools, institutional uses and other community facilities, including appropriate commercial uses.
7.4	<b>Promote Urban Design That Encourages Pedestrian Accessibility</b>	The City shall promote urban design that encourages pedestrian accessibility by providing functional and attractive pedestrian linkages connecting: <ul style="list-style-type: none"> <li>• residential neighbourhoods with the trails system and adjacent community services and</li> <li>• commercial developments with the public sidewalk system.</li> </ul>
7.5	<b>Physical Accessibility of Public and Private Facilities</b>	The City should investigate incentives and policy options to ensure that facilities that serve the public are physically accessible to all sectors of the population.
7.6	<b>Encouraging Transit Oriented Development (TOD)</b>	The City shall encourage Transit Oriented Development by promoting higher density development in proximity to transit stops and along transit corridors, managing parking to encourage walking and transit use, making appropriate provision for both vehicular and pedestrian circulation and creating a sense of place.
17.7	<b>Innovative Neighbourhood Designs</b>	The City shall encourage innovative neighbourhood designs that respond to environmental, economic, demographic and market conditions; and align with the goals, objectives and policies in this Plan. Neighbourhood design shall consider the relationship between the built form and human environment including but not limited to: scale, type of streets, blocks, and buildings.
7.8	<b>Crime Prevention Through Environmental Design (CPTED)</b>	The City should use Crime Prevention Through Environmental Design (CPTED) as one of the considerations in the design of developments to avoid the creation of areas hidden from view and isolated spaces, as well as provide clear sightlines, sufficient lighting and promote natural surveillance.
7.9	<b>Major Urban Corridor Urban Design Studies</b>	The City shall undertake urban design studies of the private and public lands along the major urban corridors shown, on the Generalized Land Use Concept map, to more precisely determine the future form and role of these areas. The studies shall address, among other relevant items: <ul style="list-style-type: none"> <li>• The mix and intensification of land uses and development, including residential uses;</li> </ul>

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<sup>1</sup> 3404/A-2013

- Building form, style, orientation, massing and placement;
- Views, vistas, open space and streetscape treatments; and
- Improved access for all modes of transportation, including the ability to function as a key public transit corridor.

These studies shall establish the planning framework for use as the basis for area redevelopment plans and for the evaluation of private development proposals and public improvements along the corridors.

## 8.0 HERITAGE CONSERVATION

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Heritage conservation helps provide links between present day life and past events in the creation and evolution of a community. Retaining physical evidence of Red Deer's past is part of instilling a sense of community and belonging. This includes historic buildings reflecting past practices in architecture and craftsmanship, such as the Old Court House, and landscape features that have cultural significance. Heritage conservation is also about respecting the past and the efforts of earlier generations in making Red Deer the beautiful and attractive community it is today.

**Goal: To preserve and interpret heritage resources as an expression of community identity and pride, and to provide tools and practices whereby identified resources may be preserved.**

### Objectives:

- (a) Conserve and retain resources such as buildings of historic or architectural significance;
- (b) Recognize the importance of Red Deer's heritage in creating a unique sense of place and strategic advantage;
- (c) Promote heritage conservation to foster community identity; and
- (d) Ensure compatible development with, and adaptive reuse of, heritage resources and properties.

### Policies:

- 8.1 Heritage Management Plan** The City shall maintain and implement a Heritage Management Plan to provide a strategy for ensuring Red Deer's heritage resources and sites are protected well into the future and to compliment other City initiatives.
- 8.2 Heritage Conservation** The City shall continue to implement policies for achieving heritage conservation, utilizing such tools as The City of Red Deer Greater Downtown Action Plan, the Land Use Bylaw, Heritage Management Plan and an inventory of historical, architectural and culturally significant resources and, where appropriate, shall consider the protection of these resources with municipal and/or provincial historic designation.

**8.3 Community Awareness**

The City shall continue to promote community awareness about the importance and value of heritage conservation through heritage interpretation programs like the plaque program and fostering cooperation with other orders of government, private agencies, non-profit groups and individuals in the conservation of heritage resources.

## 9.0 ENVIRONMENTAL AND ECOLOGICAL MANAGEMENT

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Environmental and ecological management and the development of Red Deer as an environmentally sustainable and responsible community is a priority. Preservation of significant natural features is an important contributor to the high quality of life enjoyed by Red Deer residents. Integrating these features into the open space system helps create an attractive and desirable community. It reinforces the interrelationships and linkages between urban dwellers, their surroundings and the natural systems that residents depend upon.

Environmental and ecological management also entails consideration of how urban development can impact environmental and ecological systems. Efficient use of land, reduction of air pollution, protecting water quality, management and enhancement of open space natural features (natural capital), and efficient use of resources are important elements in Red Deer's efforts to be environmentally sustainable.

Environmental and ecological management also considers a variety of environmental sustainability initiatives and trends in land development that is both current and emerging nationwide. These include programs such as measuring the ecological footprint of growth and development.

**Goals: To preserve and integrate significant natural areas into the open space system.**

**To foster the creation and maintenance of attractive, clean and ecologically responsible natural and built environments.**

**To recognize and promote environmental sustainability initiatives and trends in land development.**

### **Objectives:**

- (a) Promote environmental sustainability principles in land use planning decisions and development practices;
- (b) Recognize the value and contribution that natural areas and functions make towards quality of life in an urban setting;
- (c) Wherever possible, conserve and incorporate environmentally significant features into the open space, utility and transportation systems;
- (d) Support environmental and ecological management programs and procedures that facilitate the maintenance of attractive, clean and ecologically responsible natural and built environments;
- (e) Support initiatives that increase awareness and public involvement in environmental management and conservation; and



- (f) Investigate and incorporate, where appropriate, environmental sustainability initiatives and trends in land development.

## Policies:

- 9.1 Ecological Profiles and Conservation** The City shall continue to use the Natural Area/Ecospace Classification and Prioritization System as one of the key elements in land use planning for Red Deer as it pertains to:
- significant natural features – decisions on how to treat these features shall be made in more detailed plans,
  - working with Red Deer County, Lacombe County and other interested parties in creating and implementing a regional approach to the conservation of key natural areas and functions,
  - expanding the Natural Area/Ecospace Classification and Prioritization System to identify continuous wildlife corridors and key wildlife habitat and greenways in and around Red Deer that should be protected as growth and development occurs, and
  - the timing of conservation planning and efforts – ensure that planning efforts to conserve natural features in and around Red Deer are initiated in advance of urban expansion or development of the surrounding lands.
- 9.2 Environmental Reserve Dedication of Lands Unsuitable for Development** Through the subdivision process, The City shall require that lands considered unsuitable for development (e.g. due to steep slopes or being subject to flooding or consisting of a natural drainage course or wetland) are dedicated as environmental reserve in accordance with the provisions of the Municipal Government Act.
- 9.3 Environmental Reserve Dedication of Lands Adjacent Water Bodies and Water Courses** When lands adjacent to water bodies or water courses are subdivided, a strip of land shall be dedicated as environmental reserve to provide a buffer and provide public access. The width of the required dedication shall be established by the Subdivision Authority.
- 9.4 Use of Environmental Reserve** Lands dedicated as environmental reserve shall remain in their natural state and/or be used as part of the public park and trail system. Major municipal infrastructure may cross environmental reserve lands in the least intrusive manner possible by minimizing the impact of the crossing and taking into consideration sensitive environmental features in the vicinity of the crossing.

- 9.5 Environmental Reserve Easements** Notwithstanding Policy 9.2 and Policy 9.3, The City may use an environmental reserve easement in place of the dedication of an environmental reserve parcel where public access is not desirable. The Neighbourhood Area Structure Plan shall identify which approach is to be used.
- 9.6 Conservation Tools** In addition to environmental reserve dedication, The City should use tools such as land purchase, land swaps, tax incentives, reserve dedication, leasing and conservation agreements or easements, and other similar mechanisms as a means of conserving natural features both within, and in the areas surrounding, Red Deer.
- 9.7 Green Infrastructure** The City should incorporate significant natural features as part of the overall infrastructure systems. This should include using existing wetlands as storm water management facilities and planting and preserving shrubs and trees to improve air quality.
- 9.8 Ecological Management System** The City shall develop and refine an ecological management system that is incorporated into a citywide geographic information system (GIS) to help plan for, manage and establish the values of natural capital features with a view towards:
- providing an integrated and sustainable approach to manage ecological features in established and new growth areas, and
  - developing tools to better analyze information such as natural habitat features in areas of projected growth.
- 9.9 Urban Forestry** The City shall structure its urban forestry initiatives to ensure that it continues to play a significant role in the future landscape and form of the urban forest in new land developments. The City shall require:
- landscaping and/or revegetation of open spaces, including natural areas, formal parks and boulevards,
  - adequate tree protection in planted and natural areas in new open space developments, and
  - Incorporation of wildfire management practices within natural areas and management of the risk to adjacent areas used for human habitation and activity in accordance with the wildfire management plan.

- 9.10 **Integrated Pest Management** The City shall enhance its integrated pest management (IPM) program to help reduce the use and reliance on pesticides, fertilizers and other chemicals. This approach shall be encouraged in public and private developments as the city expands in new growth areas, helping to create a healthier environment.
- 9.11 **Environmental Education and Awareness Initiatives and Partnerships** The City should establish a stewardship program to, among other things, provide education, promote awareness and encourage residents to value biodiversity, plant native vegetation, naturalize their property and assist in monitoring the health of the city's natural areas (e.g. invasive plants).
- 9.12 **Environmental Sustainability Initiatives and Trends** The City should investigate and incorporate environmental sustainability initiatives and trends such as eco-friendly retrofit building programs to help ensure long-term land use and sustainable development in Red Deer.
- 9.13 **City Owned Buildings** The City shall develop a policy regarding the environmental standards (e.g. LEED) which future buildings constructed or renovated for City use shall be required to achieve.
- 9.14 **Air Quality** The City shall promote efforts to improve air quality and may work with other stakeholders to monitor air quality and establish stewardship programs that promote improved air quality.

## 10.0 HOUSING AND NEIGHBOURHOOD DESIGN

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Neighbourhoods are living entities which undergo demographic, social, economic and physical change over time. These changes include such things as altering preferences and needs in housing and changing views on the types of uses that should be within or close to the neighbourhood. Neighbourhoods experience life cycle effects such as population gain, peak and loss. More sustainable neighbourhoods are those that are able to adapt over time, due in large part, to the variety of housing types that are available. The Red Deer Growing Smarter Study suggests several ways to make Red Deer's future neighbourhoods inclusive and more sustainable. It recognizes that strong, well designed and sustainable neighbourhoods are a critical building block in making Red Deer a more sustainable city overall.

**Goals: To facilitate the creation of inclusive neighbourhoods, containing a range of housing options and related compatible uses, supporting the needs and preferences of a variety of household types and income levels.**

**<sup>1</sup>To facilitate the design of neighbourhoods that can adapt to global and local trends including an aging demographic, intensifying climate change, economics, local growth projections and traditional neighbourhood lifecycle.**

### Objectives:

- (a) Promote the establishment of neighbourhoods that are designed based on the principles of social, environmental and economic sustainability through implementation of the Red Deer Growing Smarter Study;
- (b) Provide for a mix of housing types to meet a variety of lifestyles, special needs, life cycle demands and market preferences;
- (c) Encourage re-investment and infill in older neighbourhoods;
- (d) Promote the creation of affordable housing and housing for special needs; and
- (e) Promote the efficient utilization of land by achieving increased residential densities
- (f) <sup>2</sup>Encourage neighbourhood design that accommodates a variety of future uses that will allow buildings, public spaces and neighbourhood amenities to be converted, salvaged or reused.

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<sup>1</sup> 3404/A-2013

<sup>2</sup> 3404/A-2013

- (g) <sup>1</sup>To build community resiliency, neighbourhood design should consider climate change adaptation including, but not limited to, the impacts of predicted changes in temperature, precipitation, and increase in the frequency of severe weather events.

## Policies:

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|--------------|--|---|
| <b>10.1</b>  | <b>Neighbourhood Planning Guidelines and Standards</b> | The City shall continue to use the Neighbourhood Planning Guidelines and Standards, as amended from time to time, to provide detailed guidance on the creation of sustainable neighbourhoods. These guidelines and standards shall be reviewed on an ongoing basis in consultation with all stakeholders such as the Canadian Home Builders Association – Central Alberta, and Urban Development Institute – Red Deer Chapter, and school authorities when appropriate. |
| <b>210.2</b> | <b>Residential Density for New Neighbourhoods</b>      | The residential density for new neighbourhoods shall be a minimum of 17.0 dwelling units per net developable hectare. Encourage higher densities to encourage transit oriented development (TOD) at trail, street and arterial nodes, as well as commercial and amenity areas.  |
| <b>10.3</b>  | <b>Housing Mix</b>                                     | The City shall continue to require a mix of housing types and forms in all residential neighbourhoods. The Neighbourhood Planning Guidelines and Standards shall provide direction on the mix of housing within new neighbourhoods. This mix shall identify targets for each major type of housing and ways to avoid excessive concentration of any single type of housing.   |
| <b>10.4</b>  | <b>Housing Forms</b>                                   | The City shall encourage the creation of a wide variety of housing forms. This may include dwelling units in combination with compatible non-residential uses, live-work units and secondary suites.  |
| <b>10.5</b>  | <b>Innovative Housing Forms</b>                        | The City shall encourage innovative or alternative forms of housing which broaden the range of housing choice, as well as address the issues of affordability consistent with the policies of this Plan.  |

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<sup>1</sup> 3404/A-2013

<sup>2</sup> 3404/A-2015

- 10.6 Affordable Housing and Special Needs Housing** The City shall partner with other orders of government and private, public and non-profit organizations in the creation of affordable housing and special needs housing as described in the Community Housing Plan, as amended from time to time. For this purpose, affordable housing shall be defined as dwelling units that are designed to be both adequate in meeting the size and safety needs of individuals and families, and affordable to households with income at or below Red Deer's median income, without spending more than 30% of their income on housing.
- 10.7 Inclusion of Non-residential Land Uses** The design of new neighbourhoods shall be encouraged to include compatible non-residential uses, such as local commercial services that serve the needs of area residents, to help create neighbourhood identity and bring basic services closer to residents.
- 10.8 Home Occupations** The City shall support the development of home occupations and bed and breakfast establishments in residential neighbourhoods as a secondary use of a dwelling unit where compatible with residential uses, and in accordance with City policy.
- 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.
- 10.10 Infill Planning Guidelines and Standards** The City shall prepare and maintain planning guidelines and standards for infill development with the intent of ensuring that infill development and intensification of established areas occurs in an appropriate manner.
- 10.11 Neighbourhood Resilience** Neighbourhood design considers the full lifecycle of a neighbourhood including consideration of building and public realm and how they will transition based on resident's needs. Neighbourhood design will achieve economic sustainability through innovative design solutions.

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<sup>1</sup> 3404/A-2013

## 11.0 GREATER DOWNTOWN

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Greater Downtown Red Deer functions as the business, administrative and cultural centre of Red Deer. It is a mixed use area that includes commercial, industrial and residential uses. A significant amount of Red Deer's total number of jobs is located within this area along with many services. Greater Downtown is an important element of Red Deer's image in the eyes of residents, investors and visitors. Its vitality and health is a reflection on the city as a whole. Diversity, intense development and linkages to other parts of the community are key elements in revitalizing and maintaining a strong and vibrant city core. Continuing efforts and support are needed to make Red Deer's Greater Downtown a source of pride and major focal point of community activity.

**Goal:** Continued growth and intensification of Greater Downtown Red Deer as an active, mixed use centre that acts as a focal point for the community and is an inclusive and attractive place to shop, work, live and play.

### Objectives:

- (a) Continue to implement The City of Red Deer Greater Downtown Action Plan, the Riverlands Area Redevelopment Plan, and the Riverlands Community Plan;
- (b) Reinforce the Downtown core as the civic business, administrative, social services and cultural centre of the city;
- (c) Continue to promote and encourage higher-density residential development in or near the downtown;
- (d) Revitalize and maintain an active downtown by promoting diversity, intensity and linked development; and
- (e) Develop and implement strong economic development strategies to support business retention and the attraction of new businesses.

### Policies:

#### 11.1 Role of Downtown

The City shall support the ongoing redevelopment and revitalization of the Greater Downtown as the centre and heart of the city and region and as a unique mixed use area for administrative, civic, retail, office, residential, institutional, and cultural and entertainment facilities. In acting on this policy, The City acknowledges that Greater Downtown provides opportunities to accommodate a variety of social and cultural services and facilities that can serve the needs of the community and provision should be made to accommodate such activities in suitable locations.

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| 11.2 | <b>Implementation of City of Red Deer Greater Downtown Action Plan</b> | The City shall encourage investment and attract residents and tourists by marketing the Greater Downtown as the heart of Red Deer and continuing to implement The City of Red Deer Greater Downtown Action Plan.  |
| 11.3 | <b>Location of Office Development</b>                                  | The City shall continue to promote Greater Downtown Red Deer as the primary location for office space, subject to policy 12.6, including actively encouraging other orders of government to regard Greater Downtown as the focus of their activities.   |
| 11.4 | <b>Infill and Intensification Opportunities</b>                        | The City shall continue to promote opportunities for infill and intensification within the Greater Downtown in order to facilitate a mixed use and compact urban form; utilize existing infrastructure efficiently and increase the range of services and amenities available to workers, residents and visitors in the Greater Downtown area.  |
| 11.5 | <b>Downtown Housing Strategy</b>                                       | The City shall support the development of higher density housing in or near the Greater Downtown area, including the conversion of commercial and industrial uses to residential uses where appropriate. As part of this strategy, services that meet the day-to-day needs of residents (e.g. grocery stores) and support more intense residential use shall be promoted in the Greater Downtown area.  |
| 11.6 | <b>Promoting a Safe Environment</b>                                    | The City shall promote a safe and inviting environment in Greater Downtown using a variety of techniques including; Crime Prevention Through Environmental Design (CPTED); and joint action plans involving businesses and social and law enforcement agencies.   |
| 11.7 | <b>Riverfront Development</b>  | The City shall support better integration of development and pedestrian access to the Red Deer River's edge in Greater Downtown.  |
| 11.8 | <b>Business Revitalization Zone</b>                                    | <p>The City shall continue to work with, and support, the Business Revitalization Zone to:</p> <ul style="list-style-type: none"> <li>• promote the zone as a mixed use area;</li> <li>• improve and maintain public parking;</li> <li>• improve, beautify and maintain property in the zone;</li> <li>• promote the Greater Downtown as a unique shopping experience through the development of effective marketing techniques; and</li> <li>• develop strong economic development strategies to support business retention and the attraction of new businesses.</li> </ul> |



**11.9 Mixed Use  
Development – Nature  
of Residential  
Environment**

The City shall encourage mixed use development in the Greater Downtown area that includes complementary land uses such as community, cultural, recreational, entertainment, public uses and residential. In acting on this policy, The City and residents shall recognize that residential uses in the Greater Downtown area may be subjected to more noise and traffic than is typically considered acceptable in a predominantly residential area, and that this is one of the trade-offs associated with creating residential opportunities in the downtown area.

**11.10 Downtown Access**

The City shall plan for, and provide multiple means of, moving through and within Greater Downtown and provide multiple means of accessing Greater Downtown from the rest of the city using walking, cycling, public transit and private vehicles.

## 12.0 COMMERCIAL DEVELOPMENT

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Commercial development serves many purposes and is a vital component of Red Deer. It provides local and regional goods and services, acts as employment areas and contributes to the health and vitality of the local economy. Concepts for commercial development evolve and there are a variety of forms that may occur in Red Deer. Local convenience stores, plazas, malls, large format retailers and power centres are among the types of commercial development possible.

**Goal: Support a vibrant and cohesive commercial sector that supports both local residents and the regional market.**

### Objectives:

- (a) Identify locations and policies for long term commercial development;
- (b) Ensure the quality and aesthetics of development along major commercial corridors;
- (c) Recognize emerging trends in retailing and commercial land use, including the creation of mixed use town centres where appropriate;
- (d) Promote commercial development that generates opportunities for local employment; and
- (e) Allow opportunities for home occupations and bed and breakfast establishments.

### Policies:

- 12.1 Commercial Planning Guidelines and Standards** The City shall create and apply planning guidelines and standards for all forms of commercial development covering issues of siting and design of buildings, landscaping and screening (of buildings and refuse containers, for example), parking, vehicle and pedestrian circulation, signage and intensity of development, mixing with residential uses and other matters as deemed appropriate by The City.

- 12.2 Hierarchy of Commercial Places** The City shall employ a hierarchy of commercial development and places as follows:
1. Greater Downtown – consisting of commercial uses, residential uses, mixed uses and other uses developed at relatively high density and serving the city and region as the dominant commercial centre;
  2. Town centres – consisting of commercial, residential and mixed uses developed in the form of a dense node and serving a large sector of the city and region;
  3. Arterial commercial – consisting of mainly vehicle oriented commercial uses developed at relatively low density and serving the city and region;
  4. District commercial – consisting of commercial uses and serving several neighbourhoods; and
  5. Neighbourhood commercial – consisting of small scale commercial uses and serving one or two neighbourhoods.
- The City shall review and update the commercial zones and regulations in the Land Use Bylaw to reflect this hierarchy.
- 12.3 Location of Commercial Development** The City shall direct future major commercial development, in the form of greater downtown commercial, town centres and arterial commercial, to the areas conceptually shown for commercial land uses on the Generalised Land Use Concept map. District and neighbourhood commercial may be included in residential areas shown on the map and locations shall be identified in Major Area Structure Plans.
- 12.4 Location of Office Development – Downtown** The City shall continue to promote Greater Downtown as the primary location for office space, including actively encouraging other orders of government to regard Greater Downtown as the focus of their activities.
- 12.5 Town Centres** The City shall promote town centres as shown on the Generalized Land Use Concept map. These town centres, located strategically at major transportation nodes, are envisioned to be large scale mixed use focal points serving a large sector of the city and region in the midst of significant surrounding and integrated residential development. These town centres shall have significant amounts of higher density housing and commercial development, shall have strong pedestrian oriented streetscape elements, and shall be well served by public transit. They may also include mixed use commercial/residential buildings, institutional uses and community elements such as gathering places.

- 12.6 Location of Office Development – Planned Major Nodes** Notwithstanding policy 11.3 and policy 12.4, office space/use shall be allowed outside of the Greater Downtown in the town centres as shown on the Generalized Land Use Concept map subject to the following:
- (a) The maximum amount of office space which may be allowed in each town centre shall be 125,000 square feet of gross leasable area;
  - (b) Office use shall be limited to a total of four floors in any single building; and
  - (c) The floor area of office use within any single building shall not exceed 50,000 square feet of gross leasable area.
- 12.7 Location of District and Neighbourhood Convenience Commercial Sites** The City should support the development of neighbourhood convenience commercial sites in select locations on major arterial and collector streets. Care shall be taken to choose sites which will minimize land use conflicts with nearby residential properties but at the same time, provide convenient access to neighbourhood patrons.
- 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.
- 12.9 Quality of Arterial Commercial Development** The City shall ensure, through performance standards contained in the Land Use Bylaw, that the landscaping, siting, form and unified architectural treatment of arterial commercial development, such as along Gaetz Avenue and the QE II Highway, improves the visual quality of the arterial roadway. Parking and loading and storage areas shall be paved, screened and provided with signage where appropriate.
- 12.10 Revitalization of Older Commercial Centres** The City should encourage the revitalization and adaptive reuse of underutilized or vacant commercial centres for future mixed use developments.

## 13.0 INDUSTRIAL DEVELOPMENT

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Land for industrial development opportunities, in locations that meet the needs of a broad range of industrial activities, is a vital part of overall city planning. Industrial uses and locations serve as major employment areas, contribute to the standard of living enjoyed by residents and supplement the residential tax base to fund services provided to residents. Successful industrial areas rely on ready access to regional and provincial transportation infrastructure, support services, and skilled labour. Locations for a range of industrial activities should be free of potential constraints so as to not hinder future industrial expansion. The ability to expand Red Deer's industrial land base is key to the community's long-term economic success and sustainability.

**Goal:** To ensure that there is sufficient, suitably located and serviced industrial land available to attract and facilitate a wide range of industrial development in the future.

### Objectives:

- (a) Maintain an adequate supply of serviced industrial lots;
- (b) In locating new industrial and residential areas, seek opportunities to reduce the journey to work for Red Deer residents; and
- (c) Avoid and/or mitigate conflict between industrial uses and other land uses.

### Policies:

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| 13.1 | <b>Location of Industrial Land Uses</b>                   | The City shall direct industrial development to areas designated for this purpose on the Generalized Land Use Concept map.  |
| 13.2 | <b>Maintaining an Adequate Supply of Industrial Land</b>  | The City should maintain and/or facilitate an adequate inventory of serviced industrial sites of various lot sizes and type (light and heavy) to meet the needs of business and industry.   |
| 13.3 | <b>Development Standards</b>                              | The City's Land Use Bylaw and Industrial Area Planning Guidelines and Standards shall contain development standards for industrial sites, including siting and design of buildings, landscaping and screening of storage and parking areas, signage and intensity of development, while recognizing the industrial nature of these areas. |
| 13.4 | <b>Land Use Compatibility with Industrial Development</b> | The City, through provisions in the Land Use Bylaw and other planning documents, shall ensure that appropriate separation distances and transition between industrial and non-industrial uses are maintained.   |

**13.5 Planning of Industrial Areas**

The City shall prepare area structure plans for future industrial areas which incorporate strategies relating to utility services, environmental preservation and innovative land use patterns/concepts such as eco-industrial parks.

## 14.0 PARKS, RECREATION AND CULTURE

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Red Deer's parks and open space system is a highly valued aspect of the city. The recreational and cultural opportunities provided in the city contribute greatly to the satisfaction of residents. Individuals and groups are able to pursue a wide range of activities based on their differing interests and abilities. Major open space, recreation and cultural facilities foster and encourage interaction among community members, as well as providing venues for individual development. Health and wellness in an urban setting can be significantly influenced through the provision of easily accessible recreation and cultural experiences in both indoor and outdoor settings. Planning for, and expanding, these necessities and amenities is part of ensuring that Red Deer remains a community offering a high quality of life.

**Goal:** To create an integrated, accessible and well-planned system of open space, recreational and cultural facilities and parks that supports a broad range of recreation and cultural opportunities catering to diverse age groups, income levels and skill levels.

### Objectives:

- (a) Provide and expand open spaces and park areas that are functional, protect natural areas and are effective in satisfying the needs of residents and visitors to Red Deer;
- (b) Ensure a continuous system of pathways with linkages to parks and natural areas as Red Deer grows;
- (c) Encourage sharing and multiple use of parks and open space areas among a variety of user groups and activities;
- (d) Provide or support the provision of a range of recreation and culture facilities that reflects the variety of recreational and cultural pursuits and interests for Red Deer residents and visitors; and
- (e) Encourage the provision of safe, convenient pedestrian connections to open space and recreational activities from neighbouring uses.

### Policies:

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| <b>14.1 Neighbourhood Planning Guidelines and Standards</b> | The City shall continue to use the Neighbourhood Planning Guidelines and Standards, as amended from time to time, to provide detailed guidance on the creation of parks and open space areas as new residential areas are planned and developed. |
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- 14.2 Planning for Recreation and Culture Facilities** The City shall continue to use the Facilities and Open Space Action Plan and the Red Deer Community Culture Master Plan, as amended from time to time, to provide detailed guidance on the creation of recreation and culture facilities serving existing residents and future residents as the city grows.
- 14.3 Trail and Pathways** Trails and pathways shall be designed and constructed in accordance with the direction provided through the Trails Master Plan, as amended from time to time.
- 14.4 Open Space Connections** As new areas are planned and developed, The City shall ensure the design of the parks and open space system provides:
- linkages to the major open space, including along the Red Deer River and its tributaries,
  - linear corridors and pedestrian connections within and between neighbourhoods; and
  - consideration of continuous wildlife corridors and key wildlife habitat as identified in the Natural Area/Ecospace Classification Prioritization System referred to in Policy 9.1.
- 14.5 Variety of Types of Parks** The City shall ensure that a wide variety of park types are incorporated into the design of new areas, based on opportunities and the wants and needs of the community.
- 14.6 School Sites and Joint Use Sites** The City shall work with school authorities in the planning and location of school sites and joint use sites. Joint use of these sites between the City, School Authorities and community organizations shall be encouraged and pursued wherever practical.
- 14.7 Arts and Culture** When planning parks and outdoor public spaces, The City shall investigate opportunities to create and include performance/display space or activity space for arts and culture events.
- 14.8 Gathering Spaces** In conjunction with streetscapes and other public realm areas, parks and open space shall be designed to be easily accessible to pedestrians and create opportunities for area residents to gather and interact wherever possible.



- 14.9 Amount of Reserve Dedication** The City shall require 10 percent of the total parcel being subdivided less any land dedicated as environmental reserve to be dedicated as Reserve (municipal reserve, school reserve and/or municipal and school reserve) in accordance with the provisions of the Municipal Government Act. The City shall encourage dedication of Reserve above 10 percent where the additional dedication supports the provision of recreation sites and preservation of natural areas that do not meet the definition of environmental reserve.
- 14.10 Form of Reserve Dedication** In residential areas, Reserve dedication shall be provided in the form of land. In non-residential areas it may be provided in the form of land, cash-in-lieu or a combination of land and cash-in-lieu as determined by the Subdivision Authority.
- 14.11 Allocation of Reserve** Reserve lands shall be allocated between City and school authority purposes in conformance with the Reserve Agreement between The City and the School Authorities, as amended from time to time.

## 15.0 COMMUNITY SERVICES

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Community services encompass a broad range of protective and support services provided to the whole community, neighbourhoods and individuals. These services help make Red Deer a safe community in which to live and work and create an environment where all residents have the opportunity to enjoy a high quality of life. A key focus is to ensure that individuals, families and communities in need are able to access a range of support services and that all community members are able to participate in and feel part of the larger Red Deer community. Related to this is the physical environment's ability to encourage interaction through formal and informal contact with neighbours and other community members.

**Goal: To build a safe, healthy and inclusive community through the provision of a variety of community services and sustainable neighbourhoods.**

### Objectives:

- (a) Ensure opportunities are available for all residents to enjoy a high quality of life and participate in the community;
- (b) Support the ability to develop an adequate range of social gathering spaces and social service facilities to meet the needs of the community;
- (c) Facilitate the planning and delivery of social programs that support and enhance individuals, families, neighbourhoods and the community; and
- (d) Provide residents with a safe living environment through the effective provision of protective and emergency services.

### Policies:

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| <b>15.1</b> | <b>Emergency Services</b>  | The City shall continue to provide emergency services, either directly or in cooperation with service providers, based on the Emergency Services Master Plan and the Emergency Services Review, as amended from time to time.   |
| <b>15.2</b> | <b>Protective Services</b> | The City shall continue to provide protective services, either directly or in cooperation with the community and service providers, based on the Crime Prevention and Policing Strategy, as amended from time to time.  |
| <b>15.3</b> | <b>Crime Prevention</b>    | The City shall promote crime prevention through strategies such as community education and the use of crime prevention through environmental design (CPTED) principles in site planning for private and public properties and neighbourhood design, as a means of enhancing security and safety in the community. |

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| 15.4 | <b>Location of Social Service Facilities</b>          | The City shall develop land use plans and policies to accommodate the development of facilities that house social services and programs within the community.  |
| 15.5 | <b>Red Deer Regional Hospital</b>                     | Uses and development near and adjacent the hospital should be managed to avoid the creation of conflicts with the hospital or to place limitations on future operations and expansion of the existing hospital.  |
| 15.6 | <b>Inclusive Community – Social Interaction</b>       | The City shall promote and favour building forms, site layouts and neighbourhood designs that facilitate a high degree of social interaction possibilities among residents. This includes establishing formal and informal gathering spaces through such concepts as pedestrian friendly streetscapes and through amenities such as community gardens.       |
| 15.7 | <b>Inclusive Community – Programs and Initiatives</b> | The City shall continue to work with community agencies in the provision of social and support services to Red Deer residents. This includes coordinating and facilitating the provision of preventative social services to meet the community's needs.  |
| 15.8 | <b>Inclusive Community – Community Associations</b>   | The City shall work with community associations in exploring ways that strong and active community associations may foster a greater sense of belonging and ways to increase interaction among neighbourhood residents. To achieve this, The City should ensure that every neighbourhood contains a space suitable for community gatherings and interaction. |
| 15.9 | <b>Social Impact Assessment</b>                       | The City shall recognize that development and land use may impact the health and social well-being of a community. To understand these impacts, The City may either undertake or require social impact assessments on plans for new areas and development proposals.   |

## 16.0 TRANSPORTATION

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Facilities related to travel within, and through, Red Deer occupy a considerable amount of land and represent a significant investment of public resources. Ensuring the efficient movement of people and goods to various parts of Red Deer is a key planning consideration. It is important to recognize and seek balance between the implications land use patterns have on transportation needs and vice versa. Equally important is the fact that personal mobility in Red Deer takes many forms and a diverse range of transportation modes needs to be considered. This includes use of private vehicles, cycling, walking and public transit. In planning for growth and change in Red Deer, appropriate attention must be paid to the provision of facilities for all modes of transportation.

**Goals: Provide for the safe and efficient movement of people and goods within and through Red Deer.**

**Encourage the use of alternative means of transportation to the private automobile.**

**Coordinate the planning of land use and transportation.**

### Objectives:

- (a) Ensure the coordination and construction of safe and efficient road, transit, bicycling and pedestrian facilities;
- (b) Seek opportunities to reduce travel demands and promote alternatives to the private automobile;
- (c) Coordinate the planning and construction of transportation facilities within the city, with the Provincial and County Authorities responsible for connecting routes outside of the city; and
- (d) Promote the development and enhancement of regional transportation facilities.

### Policies:

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| <b>16.1</b> | <b>Coordination of Land Use and Transportation</b> | 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. |
| <b>16.2</b> | <b>Overall Transportation Plan</b>                 | The City shall prepare and maintain transportation plans for Red Deer incorporating policies, standards and proposals related to the movement of private and commercial vehicles, transit (including special needs), parking, bicycling and walking.      |

<b>16.3 Utilization of Available Infrastructure Capacity</b>	The City shall coordinate the planning and construction of transportation infrastructure and development, so as to maximize the utilization of available and planned transportation capacity.
<b>16.4 Coordination of Community Connections</b>	The City shall coordinate the provision of road, transit and pathway connections, between and through communities, through the local area planning process.
<b>16.5 Transportation Needs in Industrial and Commercial Areas</b>	The City shall ensure the provision of appropriate transportation facilities in commercial and industrial areas to accommodate the travel needs of customers and employees in a variety of modes of travel and the needs of truck traffic.
<b>16.6 Mitigation of Impacts</b>	The City shall endeavour to mitigate negative social and environmental impacts in the planning, construction and operation of transportation facilities.
<b>16.7 Transit Service</b>	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.
<b>16.8 Use of Public Transit</b>	<p>The City shall encourage the use of public transit by:</p> <ul style="list-style-type: none"> <li>• Providing transit service in accordance with standards and policies established in the Transit/Special Transportation Study, Neighbourhood Planning Guidelines and Standards and Industrial Area Planning Guidelines and Standards as amended from time to time</li> <li>• Integrating transit with other modes of travel</li> <li>• Facilitating access to transit for persons with special needs</li> <li>• Providing comfortable and safe environments in transit vehicles and facilities</li> <li>• Ensuring the provision of appropriate year round pedestrian linkages between activity generators and transit stops</li> <li>• Giving priority to the location and operation of transit facilities in major destinations.</li> </ul>
<b>16.9 Bus Rapid Transit</b>	The City shall identify key corridors as potential long term Bus Rapid Transit routes and undertake studies to determine the appropriate right-of-way requirements and configuration of roadways and land use and built form that would be supported by, and would encourage use of, a Bus Rapid Transit service. The first study should focus on Gaetz Avenue with subsequent investigation of other corridors.

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| 16.10 | <b>Bicycle and Pedestrian Facilities</b>                                 | The City shall plan for and coordinate bicycle and pedestrian facilities throughout the city, as integral parts of the transportation system, serving both recreation and transportation needs.  |
| 16.11 | <b>Pedestrian Links</b>  | The City shall require the provision of appropriate pedestrian linkages between building entrances, and public sidewalks and pathways within and adjacent the site in all developments, including safe roadway crossings.  |
| 16.12 | <b>Provision for Alternative Transportation Modes</b>                    | The City shall encourage alternatives to the single occupant private automobile trip by requiring that all new transportation projects investigate, and where practical include, provisions that encourage the use of transit, walking, cycling and car pooling.   |
| 16.13 | <b>Provisions for Pedestrians</b>  | The City shall encourage walking by requiring appropriate provision for pedestrians in all new developments, in all redevelopment of existing properties, and in all changes to existing or proposed roads and transit facilities.   |
| 16.14 | <b>Right of Way Protection</b>   | The City shall protect the required rights-of-way to allow for the implementation of proposals contained in the Transportation and Trails Master Plans, as amended from time to time.  |
| 16.15 | <b>Transportation Demand Management</b>                                  | The City shall investigate and implement appropriate Transportation Demand Management techniques to moderate growth in single occupancy automobile traffic, including use of parking controls to limit demand and strategically managing congestion in the system to encourage alternative modes of travel, including transit, car pooling, walking and cycling. |
| 16.16 | <b>Transportation Systems Management</b>                                 | The City shall investigate and implement appropriate Transportation System Management techniques to mitigate the impact of traffic on residential areas, (e.g. traffic calming) and to ensure the efficient utilization of the major road network, (e.g. traffic signal synchronization).  |
| 16.17 | <b>Coordination with Provincial and County Transportation Facilities</b> | The City shall work with Alberta Infrastructure and Transportation and Red Deer County to ensure coordination in the planning and construction of connections with the Provincial and County road and trail systems.   |
| 16.18 | <b>Regional Transportation Systems</b>                                   | The City shall support the provision of effective inter-modal regional transportation systems including bus, rail and air service and the development of a high speed passenger rail service with a stop in or near Red Deer.  |

## 17.0 UTILITIES

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The utility systems that support Red Deer include the municipal water system, sanitary sewer system, storm water management system, solid waste management system, electricity distributed by The City and franchise utilities (gas, cable, telecommunications) provided by others. These services are essential for the day-to-day health, safety and convenience of Red Deer residents. Environmental protection, health, safety and convenience are all safeguarded through quality management and maintenance of these systems.

**Goal: Provide environmentally responsible, safe, efficient and reliable utility systems to serve the city.**

### Objectives:

- (a) Ensure the utility infrastructure and capacity is available, when required, to accommodate growth in Red Deer;
- (b) Ensure utilities are maintained and operated in an efficient manner that minimizes their impact on the environment; and
- (c) Ensure utilities are maintained and operated in a manner that protects the health and safety of consumers.

### Policies:

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| <b>17.1 Quality of Utility Services</b>    | The City shall provide or facilitate the provision of high quality utility services to residents and businesses in Red Deer.  |
| <b>17.2 Timing of Utility Provision</b>    | The City shall provide or facilitate the provision of utility services as development of land occurs and in advance of anticipated development in accordance with Policy 5.3. In so doing, utility services shall be extended in a logical and economically practical manner and in a manner having regard to the available capacity in the overall system or portions of the system. |
| <b>17.3 Utility Infrastructure Funding</b> | The City shall maintain, fund and implement a comprehensive long-term plan for its utility infrastructure and establish budget priorities based on the premise that investment in infrastructure maintenance is a necessary annual investment rather than a discretionary cost.   |
| <b>17.4 Utility Improvements</b>           | The City shall investigate opportunities and technologies that provide cost effective improvements in the efficiency and/or environmental impacts of the provision of utility services.   |

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| 17.5  | <b>Solid Waste Reduction and Recycling</b> | The City shall promote the principles of reduce, reuse and recycle materials with its own operations and with businesses and residents.  |
| 17.6  | <b>Water Supply from Red Deer River</b>    | The City shall seek to ensure future growth does not exceed the availability of the water supply from the Red Deer River and shall implement a water conservation strategy to make the best use of available water supplies.   |
| 17.7  | <b>Capacity of Red Deer River</b>          | Recognizing that the Province is responsible for allocations of water drawn from the Red Deer River, The City shall collaborate with other municipalities and other major stakeholders within the Red Deer River basin such as the Red Deer Municipal Users Group to ensure that at least 38% of the median annual flow of the Red Deer River is committed for allocation (i.e. use) within the Red Deer River basin in a manner that observes water conservation objectives to maintain the aquatic health of the Red Deer River. |
| 17.8  | <b>Regional Utility Systems</b>            | The City may cooperate in regional water and wastewater service systems to support and respond to the needs of the Region without being detrimental to The City. The City's cooperation shall be in accordance with its "Water and Wastewater Utility Extensions Beyond City Boundaries" policy.   |
| 17.9  | <b>Energy Efficiency</b>                   | The City shall promote the efficient use of energy within its own operations and with businesses and residents.  |
| 17.10 | <b>Innovative Technologies</b>             | The City may cooperate with service providers to ensure the provision of innovative technologies such as fibre optic cable in an efficient and compatible manner for all potential users.  |



## 18.0 REGIONAL INITIATIVES AND INTERMUNICIPAL PLANNING

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It is important to recognize that Red Deer is part of a region and that many issues and factors that can impact the community, its economic vibrancy and the quality of life of its citizens occur beyond and transcend the city's boundaries. It is for this reason that the Province encourages and expects cooperation between municipalities, provincial departments and other agencies to address planning issues.

**Goals: Secure the City's long-term growth needs.**

**Cooperate with municipalities and other government agencies to achieve mutual objectives that benefit residents and businesses in Central Alberta.**

### Objectives:

- (a) Work with Red Deer County to ensure the protection, and timely incorporation into the city of, the lands identified in the Intermunicipal Development Plan as City Growth Areas;
- (b) Work with the Government of Alberta, its agencies, and other municipalities, in the provision of programs and services that are of benefit to the residents and businesses in the region; and
- (c) Maintain Red Deer's position as the major urban service centre in Central Alberta and a major growth centre in the Calgary/Edmonton corridor.

### Policies:

- |                                       |   |
|---------------------------------------|---|
| <b>18.1 Regional Cooperation</b>      | The City shall investigate opportunities to obtain mutual benefits in the provision of transit, protective and emergency services and social, recreational, environmental and cultural programs and facilities through cooperation with other municipalities and agencies.  |
| <b>18.2 Watershed Protection</b>      | The City shall participate in the activities of the Red Deer River Watershed Alliance in order to promote the effective integration of the management and use of land and water resources to ensure a legacy of ecological integrity and economic sustainability throughout the Red Deer River watershed. A key objective in watershed management will be to maintain the water quality in the Red Deer River at, or above, provincial standards. |
| <b>18.3 Calgary/Edmonton Corridor</b> | The City shall work with the Provincial Government and other municipalities and agencies in the Calgary/Edmonton Corridor to ensure a coordinated approach to the encouragement and direction of growth in the corridor.  |

- 18.4 Regional Partnerships** The City shall explore options for the creation of regional partnerships with the Province, municipalities and agencies in the planning and co-ordination of land use patterns, transportation, utility and other service delivery systems in Central Alberta.
- 18.5 Regional Park System** The City shall work with Red Deer County, Lacombe County, other municipalities and stakeholders to plan for and establish a regional park system, focused on the floodways and flood fringes and natural areas along watercourses, including creating a continuous linear park system connecting a series of larger open space areas.
- 18.6 Intermunicipal Planning** The City shall work with Red Deer County in the implementation of the proposals and policies set out in the Intermunicipal Development Plan. To help fulfil the intent of Policy 3.4.3(a)(ii) of the Intermunicipal Development Plan The City and Red Deer County shall jointly undertake a study to look at ways to achieve higher densities.
- 18.7 Future Annexation** The City shall actively pursue the annexation to the city of the City Growth Areas identified in the Intermunicipal Development Plan.

## 19.0 IMPLEMENTATION

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The success of any plan depends on the degree to which efforts are made to implement and integrate the plan's directions into decision making. The MDP provides the means whereby Council, the Municipal Planning Commission, City staff and members of the community can evaluate situations or proposals in the context of a long range plan for Red Deer.

**Goal: To promote the implementation and use of the Municipal Development Plan.**

### Objectives:

- (a) Implement the MDP through other statutory and non-statutory plans and ensure consistency between these plans and the MDP;
- (b) Provide guidance on interpreting and applying the MDP policies and directions;
- (c) Foster awareness of land use planning policies, and participation in planning processes, by stakeholders and the general public; and
- (d) Provide for periodic review and amendment of the MDP and monitoring of effort to achieve the MDP goals.

### Policies:

- |   |   |
|---|---|
| <b>19.1 Interpretation of Key Words</b> | As indicated in Section 1.4 of the Plan the MDP contains "shall", "should" and "may" policies which are interpreted as follows: <ul style="list-style-type: none"><li>• "Shall" policies are mandatory and must be complied with,</li><li>• "Should" policies mean compliance to the principle is required but the method and level of compliance is subject to the discretion of the applicable authority on a case by case basis,</li><li>• "May" policies are discretionary with the level of compliance determined on a case by case basis by the applicable authority.</li></ul> |
| <b>19.2 Plan Amendments</b>             | The City or a landowner may initiate an amendment to this Plan. The City shall assemble or require the submission of such background information as is considered necessary to support the amendment prior to the start of the bylaw amendment process. Amendment of the MDP shall follow the appropriate procedures as outlined in the Municipal Government Act.   |

- 19.3 Amendment following Annexation** The City shall amend this Plan immediately following any annexation of land to the city.
- 19.4 Relation to Other Statutory Plans** All statutory plans adopted by The City shall be consistent with the Municipal Development Plan.
- 19.5 Preparation of More Detailed Land Use Plans** The policies of the MDP shall be further refined and implemented through the preparation, adoption and day-to-day application of major area structure plans, neighbourhood area structure plans, area redevelopment plans and the Land Use Bylaw. The City shall continue to ensure that appropriate stakeholders (e.g. landowners, School Authorities, neighbouring municipalities) and the general public are consulted and have input into all area structure and area redevelopment plans as these plans are being prepared. The requirements for these plans are generally described in the Neighbourhood and Industrial Planning Guidelines and Standards.
- 19.6 Public Engagement** As part of the process of managing physical growth and changes in the community, The City shall facilitate public input on matters of general or specific planning interest, wherever possible.

Public input may be obtained using a variety of techniques such as open houses, public meetings, focus groups, citizen advisory groups, workshops and surveys. The techniques and processes used may vary, based on the nature of the plan or matter being considered. Public input may be sought at any or all levels of decision making including concept development, detailed design and implementation. Input should be facilitated as early in the decision making process as possible.

In making a decision on a planning matter, City Council shall consider, but not be bound by, the input received from the public and shall balance the input received with other considerations relating to the long term land use planning interests of the broader community.

The City shall also continue to make existing planning policies available to the public and advise residents of the outcome of key planning decisions.

- 19.7 Planning for New Multi-Neighbourhood Areas** As new neighbourhood area structure plans are being prepared, The City shall emphasize planning on a multi-neighbourhood basis. Multi-neighbourhood communities should be formed by integrating the plans for two or more adjacent neighbourhoods ranging in size from 120+ to 250+ hectares where possible as described in the Neighbourhood and Industrial Area Planning Guidelines and Standards.
- 19.8 Preparation of Area Redevelopment Plans** The City should prepare and adopt area redevelopment plans for areas that could benefit from the direction of such plans. In preparing area redevelopment plans, the following considerations should be taken into account:
- area residents and other stakeholders should be as active as possible in the planning process;
  - recognize and plan for the role the area, for which the plan is being prepared, plays or could play within the greater community;
  - input should be provided from key resource personnel and professional expertise related to land use planning; and
  - sufficient time and information should be provided to allow a full understanding of the implications of the proposed plan.
- As a general guide, the statutory component of an area redevelopment plan should address the following:
- proposed land uses for the area, including the planned densities and building forms;
  - proposals for acquiring land for parks, schools or similar community facilities;
  - status and any required upgrades of utility systems; and
  - the existing and future transportation systems serving the area.
- The area redevelopment plan may also contain a non-statutory community plan that addresses plan process, background information, planning concepts and possible action plan items.
- 19.9 Plan Review** In order to ensure that the MDP is current, the plan should be reviewed every five years.
- 19.10 Plan Monitoring** A process and mechanism should be established to allow the tracking of the impact and effectiveness of select core policy directions established in the MDP.

**19.11 Relation to City  
Funding and  
Budgeting Process**

Various policies in this Plan suggest spending by The City in order to achieve successful implementation. Pursuant to the Municipal Government Act, it is not the intention of this Plan to commit City Council to funding decisions. The funding for any proposals of this Plan shall be considered on an annual basis during The City's budget process along with other city-wide funding priorities.

## GLOSSARY OF TERMS

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The definitions provided below are for use in understanding the concepts and ideas discussed in the context of the Municipal Development Plan. Where a definition listed below is different than the one provided in the Land Use Bylaw, the Land Use Bylaw definition shall be used in processing a development or subdivision application.

<b>Adaptive Reuse</b>	A process whereby buildings are adapted for new uses, while retaining their original architectural features.
<b>Affordable Housing</b>	Dwelling units that are designed to be both adequate in meeting the size and safety needs of individuals and families, and affordable to households with income at or below Red Deer's median income, without spending more than 30% of their income on housing.
<b>Arterial Commercial</b>	Commercial areas intended for trade and service(s) 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.
<b>Area Redevelopment Plan (ARP)</b>	A plan adopted as an area redevelopment plan pursuant to the Municipal Government Act, which provides a framework for future development in an already developed area.
<b>Area Structure Plan (ASP)</b>	A plan adopted as an area structure plan pursuant to the Municipal Government Act, which provides a framework for future subdivision and development in an area.
<b>Biodiversity</b>	Biological diversity is the variety of life and its processes; and it includes the variety of living organisms, the genetic differences among them, and the communities and ecosystems in which they occur. Diversity is the key to ensuring the continuance of life on Earth. It is also a fundamental requirement for adaptation and survival and continued evolution of species.
<b>Brownfield Site</b>	Brownfield sites are the result of industrial activities such as railroads, gas stations, oil refineries, truck terminals, wood treatment facilities, dry cleaners, liquid/chemical storage facilities, steel and heavy manufacturing plants, etc. Often these sites are contaminated and require remediation before redevelopment can occur.

**Bus Rapid Transit**

A variety of transportation techniques that, through improvements to roads, transit infrastructure, vehicle types and scheduling, use buses to provide a level of service that is of higher quality than an ordinary bus transit route. The techniques used may include bus priority lanes on roads, bus activated traffic signals, less frequent stops along a route, and less time between buses at the designated stops.

**Business Revitalization Zone (BRZ)**

Established under the authority of the Municipal Government Act, a BRZ deals with issues such as cleanliness, parking, promotions/marketing and safety and is responsible for one or more of the following initiatives:

- Improving, beautifying and maintaining property in the zone.
- Developing, improving and maintaining public parking.
- Promoting the zone as a business or shopping area.

**Community Economic Development**

A community-based and community-directed process that explicitly combines social and economic development to foster the economic, social, ecological and cultural well being of communities on a sustainable and inclusive basis.

**Conservation Agreement or Easement**

An agreement registered against title whereby a landowner grants to another person or organization provisions for the protection, conservation and enhancement of the environment, including the protection, conservation and enhancement of biological diversity and natural scenic or aesthetic values. A conservation agreement may provide for recreational use, open space use, environmental education use, and research and scientific studies of natural ecosystems.

**Eco-industrial Park**

A type of industrial park in which businesses cooperate with one another and the local community in an attempt to reduce waste, efficiently share resources (such as information, materials, water, energy, infrastructure and natural resources), and produce sustainable development, with the intention of increasing economic gains and improving environmental quality.



<b>Ecological Footprint</b>	A measure of the "load" imposed by a given population on nature. It represents the land area necessary to sustain current levels of resource consumption and waste discharge by that population.
<b>Ecological Management System</b>	A database/mapping inventory system that is designed to provide an integrated and sustainable approach to manage ecological features in established and new growth areas.
<b>Economic Development</b>	Creating a positive environment from which local businesses can succeed and grow, and attracting new enterprises to the community.
<b>Environmental Reserve</b>	Land dedicated (given) to a municipality, during the subdivision process, because it is considered undevelopable for environmental reasons in accordance with Section 664 of the Municipal Government Act. This may include areas such as wetlands, ravines, drainage courses, steep slopes, etc.
<b>Environmental Reserve Easement</b>	A caveat registered with Land Titles in favour of the municipality for lands that would be normally taken as environmental reserve in accordance to Section 664 of the Municipal Government Act.
<b>Environmentally Sensitive Area</b>	An undisturbed or relatively undisturbed site, which because of its natural features, has value to society and ecosystems worth preserving.
<b>Geographic Information System (GIS)</b>	A system allowing for the visualization, analysis, use and presentation of location related data and geographic information.
<b>Goal</b>	An idealized end towards which planned action is directed and which provides an indication of what is to be achieved.
<b>Greater Downtown</b>	The area in the approximate centre of Red Deer, bounded by the Red Deer River on the west and north, Waskasoo Creek on the east and the escarpment on the south as shown on Map 2 of the Greater Downtown Action Plan.

**Green Infrastructure**

Green infrastructure is a strategic approach to conservation that addresses the ecological, social and economic impacts of sprawl and the accelerated consumption and fragmentation of open land. It is the network of natural lands, open space, waterways, and smart growth design measures that form the framework for healthy and sustainable communities. With a green infrastructure in place, communities can protect native species and ecological processes, maintain clean air and water, reduce habitat fragmentation, pollution, and other threats to biodiversity, and improve the health and quality of life for people.

**Greyfield Site**

Greyfields are older, economically obsolete commercial areas, often characterized by a large expanse dedicated to surface parking.

**Growth Management**

The process of directing or guiding development in a manner that is consistent with the vision, guiding principles, goals, objectives and policies contained in this MDP.

**Growth Strategy**

A document that establishes high level policy direction for the long term ( 50+ years) growth of the city.

**Growth Study**

A document that evaluates the supply of developable land relative to demand in the 5-30 year time frame and establishes approaches to issues such as annexation of land, timing of major utility extensions etc.

**Heritage Conservation**

All actions or processes that are aimed at safeguarding the character-defining elements of a cultural resource so as to retain its heritage value and extend its physical life. This may involve preservation, rehabilitation, restoration or a combination of these actions or processes.

**Inclusive Communities**

Both a process and a goal, inclusion is the ability to participate effectively in economic, social, political and cultural life of society. It is about having what is needed materially and socially to live comfortably. An inclusive community is one that creates and celebrates the opportunity for full participation for all citizens.

<b>Infill Development</b>	Development in mature or built up areas of the city occurring on vacant or underutilized lands, behind or between existing development, and which is comparable with the characteristics of surrounding development.
<b>Infrastructure</b>	Systems and facilities (e.g. roads, sanitary sewers, water treatment and distribution networks, power lines, and telephone and cable TV systems) that service urban development.
<b>Integrated Pest Management (IPM)</b>	Integrated Pest Management (IPM) is the maintenance of detrimental insects, weeds and other organisms at tolerable levels. A combination of cultural/mechanical, biological and chemical control methods are used to keep environmental impacts to a minimum.
<b>Intermunicipal Development Plan (IDP)</b>	A plan adopted by two or more councils as an Intermunicipal Development Plan pursuant to the Municipal Government Act, which is an overall policy guide for the coordination of land use planning matters between the municipalities. When used in the MDP this phrase refers to the Red Deer County and City of Red Deer Intermunicipal Development Plan (2007), as amended from time to time.
<b>Joint Use Site</b>	A site that houses multiple, but complimentary facilities such as a school, library and recreation centre. Parking and other associated uses can be shared in order to use land efficiently. Facilities may be housed under one roof or in separate buildings.
<b>Land Use Bylaw (LUB)</b>	The bylaw that divides the city into land use districts and establishes procedures for processing and deciding upon development applications. It sets out rules that affect how each parcel of land in the city can be used and developed and includes a zoning map.

<b>Mixed Use</b>	A combination of different uses, such as ,but not limited to, residential, office commercial, retail commercial, public or entertainment, which are horizontally integrated (i.e. uses located on the same site beside one another) and/or vertically integrated (i.e. uses located on different floors in the same building) within a single compact form of urban development. The mixes of uses are to be compatible, mutually beneficial, and integrated into the community, for example, live/work in the same complex. Mixed use also relates to a range of dwelling types that could provide residences to a diversity of living arrangements and incomes.
<b>Municipal Development Plan (MDP)</b>	A plan adopted by Council as a Municipal Development Plan pursuant to the Municipal Government Act, which is an overall policy guide to a municipality's future growth and development.
<b>Municipal Government Act (MGA)</b>	Provincial legislation which outlines the power and obligations of a municipality. Part 17 of the MGA provides the means by which plans and bylaws may be adopted to guide development and the use of land and buildings.
<b>Natural Capital</b>	An extension of the economic notion of capital (manufactured means of production) to environmental 'goods and services'. It refers to a stock (e.g., a forest) which produces a flow of goods (e.g., new trees) and services (e.g., carbon removal, erosion control, and habitat).
<b>Neighbourhood</b>	A mainly residential area designed as a comprehensively planned unit containing a variety of housing types, community services, recreation and culture amenities and parks necessary to meet the needs of the neighbourhood population.
<b>Objective</b>	Directional statements that are usually phrased in measurable terms for given time frames.
<b><sup>15</sup> Oil or Gas Development</b>	Active, suspended, and abandoned wells, pipelines, and processing facilities. It may also include rail and road use for oil or gas development.
<b>Policy</b>	A statement identifying a specific course of action for

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<sup>15</sup> 3404/A-2015

achieving objectives.

**Reserve**

Land provided, as part of a subdivision, by the developer without compensation for park and school purposes in accordance with the provisions of the Municipal Government Act. This includes lands dedicated as municipal reserve (MR), school reserve (SR) and municipal and school reserve (MSR).

**Smart Growth**

A collection of land use and development principles that aim to enhance our quality of life, preserve the natural environment, and save resources over time. These principles ensure that growth is fiscally, environmentally and socially responsible and recognize the connections between development and quality of life. Smart growth enhances and completes communities by placing priority on infill, redevelopment, and densification strategies.

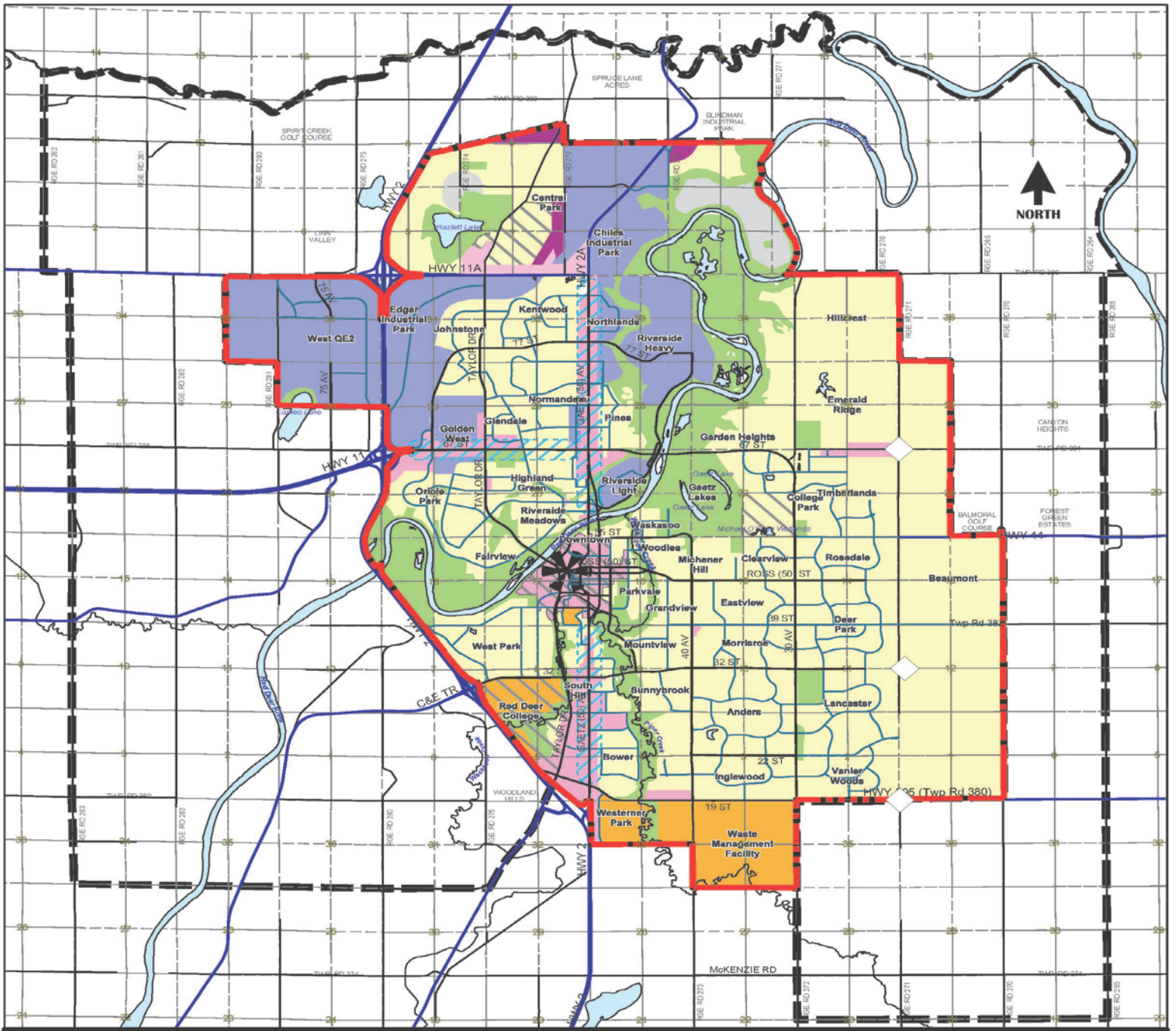
**Sustainable Development**

Development that meets the needs of today without compromising the ability of future generations to meet their own needs. This means the community needs to sustain its quality of life and accommodate growth and change by harmonizing long-term economic, environmental and social needs. It also requires that development respects and enhances the cultural capital of the community in terms of its traditions, values, heritage, sense of place, arts, diversity and social history.

**Town Centre**

Town Centres, located strategically at major transportation nodes, are envisioned to be large scale mixed use focal points serving a large sector of the city and region in the midst of significant surrounding and integrated residential development. These town centres shall have significant amounts of higher density housing and commercial development, shall have strong pedestrian oriented streetscape elements, and shall be well served by public transit. They may also include mixed use commercial/residential buildings, institutional uses and community elements such as gathering places. The mix of uses is to be integrated into the community, for example, live/work in the same complex. The town centre should also provide a range of dwelling types that could provide residences to a diversity of living arrangements and incomes.

<b>Traffic Demand Management (TDM)</b>	Strategies aimed at reducing the number of vehicle trips, shortening trip lengths, and changing the timing of trips so that they occur outside of peak hours. These strategies include use of public transit, car pools, bicycling and walking and typically focus on home-to-work trips.
<b>Transit Oriented Development (TOD)</b>	Mixed use, residential and commercial development designed to maximize the use of transit and non-motorized modes of transportation.
<b>Urban Design</b>	Planning and architecture that contributes to the creation of attractive spaces by having regard to design elements such as building form and style, views and vistas, open space, and streetscape treatments, which provide an urban context that is both functional and aesthetically pleasing.
<b>Urban Forestry</b>	Urban forestry is the practice of maintaining a viable and healthy urban forest for the health, environmental and economic benefits of the community. These benefits include better air quality, cooling and shade, aesthetics, noise buffering and wildlife habitat.
<b>Urban Form</b>	Refers to the design and layout of our urban environment and includes considerations such as density, street layout, transportation, centres of employment, and urban design.



Commercial	Collector	<b>INTENSIFICATION AND MIXED USE OPPORTUNITIES</b>		Corridor
Industrial	Rural Collector			Major Node - Downtown
Residential	Expressway (proposed)	Molly Bannister Alignment	North Highway Connector (non-expressway portion)	Arterial (proposed)
Public Service	North Highway Connector (non-expressway portion)	Arterial (proposed)	Arterial (proposed)	Arterial (proposed)
Open Space - Major	North Highway Connector (non-expressway portion)	Arterial (proposed)	Arterial (proposed)	Arterial (proposed)
General Commercial/Light Industrial	Arterial (proposed)	Arterial (proposed)	Arterial (proposed)	Arterial (proposed)
To Be Determined	Arterial (proposed)	Arterial (proposed)	Arterial (proposed)	Arterial (proposed)
Highway	Arterial (proposed)	Arterial (proposed)	Arterial (proposed)	Arterial (proposed)
Arterial Road	Arterial (proposed)	Arterial (proposed)	Arterial (proposed)	Arterial (proposed)
	City Boundary			

## Generalized Land Use Concept

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# CITY OF RED DEER

### Municipal Development Plan

Amended June 13, 2011 by Bylaw Number 3404/A-2011  
 Amended June 10, 2013 by Bylaw Number 3404/A-2013  
 Amended January 18, 2016 by Bylaw Number 3404/A-2015

**General Notes:**  
 This map shows generalized indications of land use and major roadways and is not intended for scaling or detailed design. The land use patterns and major roadways must be interpreted with the text of this plan. Detailed land use boundaries and road alignments will be identified through area structure plans and/or area redevelopment plans.

January, 2016

1 3404/A-2015