Coventry Neighbourhood Area Structure Plan
City of Red Deer

Bylaw No. 3217/A-2018
Date of Adoption September 17th 2018

Planning Protocol 3 Inc.
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1. Introduction

1.1. Overview
The Coventry Neighbourhood Area Structure Plan (“CNASP”) has been prepared by Planning Protocol 3 Inc. on behalf of 1625183 Alberta Ltd. The CNASP provides a comprehensive land use rationale, based on guiding policy including but not limited to existing statutory plans, Council Policy, Neighbourhood Planning and Design Standards, East Hill Major Area Structure Plan, and the Municipal Development Plan (MDP). Section 633(2) of the MGA states that an Area Structure Plan:

(a) must describe:
   (i) the sequence of development proposed for the area,
   (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,
   (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
   (iv) the general location of major transportation routes and public utilities, and
   (v) may contain any other matters the council considers necessary.

In 2011, CNASP was acquired by 1625183 Alberta Ltd for the purposes of residential land development. The CNASP has historically been used for agricultural cultivation with limited oil & gas industry presence in the form of underground transmission pipelines and well. The agricultural history of the CNASP will be reflected in the proposed landscaping, park amenities, infrastructure features and other urban design elements outlined in this document. The overall design of the CNASP will feature the following key highlights:

- A compact community with a mix of housing types and higher densities.
- Presence of District Commercial Services.
- Prominent natural open space and recreational features.
- An interconnected street network to promote walkability within the neighbourhood.
- Multiple opportunities for residents to live, work & play.

The existing natural area and intermittent seasonal water course to the north will be preserved as part of the CNASP neighbourhood. The north natural area with the seasonal stream will be protected from development impacts and be utilized as both a recreational amenity and trail corridor. Similarly, the existing oil & gas pipelines will provide part of the surface land necessary for another leg of the trail system.

The CNASP will welcome approximately 1300 new people1 to Red Deer at full build out, with approximately 24,000 m2 of commercial floor space. This commercial floor space will be introduced when servicing becomes available with development proceeding in a logical manner. The CNASP will feature several key destinations for residents including a mixed-use commercial/residential area, district commercial services, a regional natural area and parkland containing storm water management facilities (SWMF’s) that also serve as a recreational amenity. Combined with an integrated trail system, residents will have abundant opportunities to live, work & play within The CNASP.

The municipal water, sewer and service infrastructure will need to be extended to service development within the CNASP. The neighbourhood will not be developed until the City deems appropriate timing for extension of services based on the capital budget, Council’s decision for growth sequencing and the development of infrastructure through the SW 35-38-27-W4M and NE 26-38-27-W4M quarters. The CNASP will provide road access for land development that will occur within the southwest of section 35. The planning of new infrastructure will take into account impacts on the environment, particularly from a storm water management perspective.

1 Based on average of 2.33 residents per unit (Source: City of Red Deer Economic Development Strategy, July 2013, Urbanics Consulting Ltd.) and an anticipated 547 units
Figure 1 City Context

Subject Property

The map shows the location of the subject property within the city context, indicating its proximity to various landmarks and infrastructure.
1.2. Planning Context & Conditions
The Coventry Neighbourhood Area Structure Plan (CNASP) aligns with key municipal statutory and non-statutory policy documents affecting land within the City of Red Deer.

1.2.1. Municipal Development Plan
The City of Red Deer Municipal Development Plan (MDP) (Bylaw 3404/A-2013) provides a generalized framework for growth and development within the City over a 25 year period of time. All other statutory plans, such as Major/Neighbourhood Area Structure Plans and Area Redevelopment Plans should be consistent with the goals and policies set out by the MDP. The MDP sets out many policies but the some of the relevant policies of neighbourhood design considerations are:

- Density in new neighbourhoods shall ensure a minimum of 17.0 dwelling units per net developable hectare. (MDP Policy 10.2)
- The City shall continue to require a mix of housing types and forms in all residential neighbourhoods. (MDP Policy 10.3)

(The adoption by a council of a statutory plan does not require the municipality to undertake any of the projects referred to in it. Municipal Government Act s.637)

1.2.2. Intermunicipal Development Plan
- This CNASP will be consistent with the Intermunicipal Development Plan (IMDP) between Red Deer and the County of Red Deer.
1.2.3. East Hill Major Area Structure Plan

The East Hill MASP (Bylaw 3499/C-2016) provides a framework that describes proposed land uses, density of population, sequence of development, general location of major roadways and public utilities within the area. The East Hill MASP includes the majority of east Red Deer, identifying predominantly residential land uses with commercial uses serving the surrounding neighbourhoods. Relevant policies are as follows:

**General**
- The East Hill MASP shall be implemented through the preparation of neighbourhood area structure plans for all undeveloped land. (See East Hill MASP Section 6.3)

**Commercial**
- A “District Commercial Centre” is to be located within the CNASP and is described as a local-oriented shopping centre, generally 4-6 hectares (10-15 acres) in size anchored by a grocery store and containing a mix of retail, service, and locally-oriented office uses, and serving as a focal point for multifamily housing and civic uses. The intent is that a district commercial centre be within a ten minute walking distance from the majority of residential dwellings. (See East Hill MASP Section 4.2)

**Parks**
- A portion of the City regional trail system will span the northern and southern boundary of the CNASP. (See East Hill MASP Section 4.4)

**Northland Drive Expressway:**
- Detailed design of intersections will include investigation of roundabouts. (See East Hill MASP Section 4.5.4)
- Any construction is subject to approval in the Capital Budget by City Council. (Also see East Hill MASP Section 4.5.4)

**Water & Sanitary & Storm Water Servicing:**
- Trunks/mains should align with the preliminary designs included within the MASP. (See East Hill MASP Section 5.1-3)

**Development Sequencing:**
- The CNASP is located within the “Phase 2” area.
1.2.4. Section 35 Multi Neighbourhood Plan

The purpose of a Multi-Neighbourhood Plan (MNP) is to establish a high level conceptual plan that achieves the nine Neighbourhood Planning Principles, identifies key features and creates distinct neighbourhood character. A MNP outlines broad land uses, including environmental reserve, open space, arterial and collector road patterns.

The completion of a MNP does not mean the land is development ready. Development readiness will be determined by the overall city servicing context and approved by the capital expenditures of Council.
1.2.5. Neighbourhood Planning & Design Standards

The “Neighbourhood Planning & Design Standards” (NPDS) is a corporate administrative policy that outlines 9 Neighbourhood Planning Principles intend to guide the creation of great neighbourhoods. Neighbourhood Area Structure Plan’s (NASPs) are evaluated against the NPDS using a “performance-based approach” so as to allow for some flexibility in how they satisfy this policy. Various design standards are outlined under each principle. A sample is reflected below:

<table>
<thead>
<tr>
<th>NPDS Principals</th>
<th>How Principle Could Be Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Areas</td>
<td>• Conservation/ restoration and enhancement of natural features including environmentally sensitive and significant areas</td>
</tr>
<tr>
<td></td>
<td>• Escarpments or floodplains or other buffer lands</td>
</tr>
<tr>
<td>Mixed Land Uses</td>
<td>• Type of land uses- mix and integration</td>
</tr>
<tr>
<td></td>
<td>• Transition between land uses</td>
</tr>
<tr>
<td></td>
<td>• Creating nodes of activity</td>
</tr>
<tr>
<td></td>
<td>• Access to services</td>
</tr>
<tr>
<td>Multi Modal Choice</td>
<td>• Street &amp; Trail network layout</td>
</tr>
<tr>
<td></td>
<td>• Connectivity &amp; Design of Streets &amp; Trails</td>
</tr>
<tr>
<td></td>
<td>• Parking &amp; Access</td>
</tr>
<tr>
<td></td>
<td>• Active transportation</td>
</tr>
<tr>
<td>Compact Urban Form and Density</td>
<td>• Density &amp; Block size</td>
</tr>
<tr>
<td></td>
<td>• Built form and development types</td>
</tr>
<tr>
<td></td>
<td>• Scale and massing of buildings</td>
</tr>
<tr>
<td></td>
<td>• Transition of density and form within a neighbourhood</td>
</tr>
<tr>
<td>Integrated Parks &amp; Community Spaces</td>
<td>• Park types, mix, connectivity and integration</td>
</tr>
<tr>
<td></td>
<td>• Parks amenities and facilities</td>
</tr>
<tr>
<td></td>
<td>• Formal/informal social gathering spaces</td>
</tr>
<tr>
<td></td>
<td>• Active &amp; passive recreation needs and spaces</td>
</tr>
<tr>
<td>Housing Opportunity &amp; Choice</td>
<td>• Housing types</td>
</tr>
<tr>
<td></td>
<td>• Housing mix</td>
</tr>
<tr>
<td></td>
<td>• Affordable/supported housing</td>
</tr>
<tr>
<td>Resilient &amp; Low Impact Neighbourhoods</td>
<td>• Low impact development &amp; Green buildings</td>
</tr>
<tr>
<td></td>
<td>• Urban agriculture &amp; agricultural land preservation</td>
</tr>
<tr>
<td></td>
<td>• Storm water management</td>
</tr>
<tr>
<td></td>
<td>• Energy efficiency</td>
</tr>
<tr>
<td>Safe &amp; Secure Neighbourhoods</td>
<td>• CPTED (Crime Prevention Through Environmental Design)</td>
</tr>
<tr>
<td></td>
<td>• Social and community gathering spaces and design</td>
</tr>
<tr>
<td></td>
<td>• Traffic calming</td>
</tr>
<tr>
<td></td>
<td>• Emergency planning</td>
</tr>
<tr>
<td></td>
<td>• ‘Eyes on the street’</td>
</tr>
<tr>
<td>Unique Neighbourhood Identity</td>
<td>• Integration of existing features &amp; land forms</td>
</tr>
<tr>
<td></td>
<td>• Preservation of history or heritage features</td>
</tr>
<tr>
<td></td>
<td>• Building design and layout</td>
</tr>
<tr>
<td></td>
<td>• Neighbourhood branding</td>
</tr>
<tr>
<td></td>
<td>• Wayfinding (signage, banners, etc.)</td>
</tr>
<tr>
<td></td>
<td>• Focal points, neighbourhood features (natural areas, views, etc.)</td>
</tr>
<tr>
<td></td>
<td>• Public art</td>
</tr>
</tbody>
</table>

Table 1 NDP Design Principles
1.2.6. City of Red Deer Land Use Bylaw (3357/2006)

The City of Red Deer Land Use Bylaw (LUB) describes all of the available land use districts that can be utilized within the City and the applicable guidelines for development within these areas. The CNASP identifies the different land uses that are planned for development and conforms to the districts and regulations identified in the Bylaw.

In the event there is a conflict between the CNASP and the Land Use Bylaw, the Land Use Bylaw shall apply.

Subdivision, redesignation and development must conform to The City of Red Deer Land Use Bylaw and not conflict with applicable statutory plans in addition to the informational requirements necessary for each application. Variances are allowed pursuant to the test in the MGA being met.
1.3. CNASP Context
The Subject Property (Figure 6, page 16) is the southern portion of SE-35-38-27-W4M with an area of + 46.4 Ha (+- 114.65 Acres), located in the City of Red Deer, Alberta. The area surrounding the subject lands is almost entirely undeveloped and bounded by:

- North: by the remaining 16.2 Ha (40 Acre) north portion of SE-35-38-27-W4M. The two portions are separated by a dense tree line.
- East: by Range Road 271 (City limits)
- South: by NE-26-38-27-W4M (Northland Expressway right of way)
- West: by SW-35-38-27-W4M

The CNASP and most of the surrounding land has historically been used for agricultural purposes. Although this area has been used for agricultural uses and Alberta Culture and Tourism has issued a Historical Resources Act (see Appendix 3 – HRA Approval), developers are reminded that under Section 31 of the Historical Resources Act, “a person who discovers an historic resource in the course of making an excavation... shall forthwith notify the Minister of the Discovery.” Appendix 3 – HRA Approval contains details on the reporting process. Under the guidance of the Red Deer Municipal Development Plan and the East Hill Red Deer MASP, this region is undergoing a transition towards being a primarily residential area with some district commercial uses. The recent introduction of the Timberland and Evergreen communities into the region is further supporting this transition. Located to the west of the CNASP are a number of recreational amenities including Three Mile Bend Recreation Area, River Bend Golf and Recreation Area, McKenzie Trails, Gaetz Lake Sanctuary and the Red Deer River. There are also a number of existing commercial sites nearby such as Parkland Mall, Clearview Market Square & a Commercial Area within the Community of Timberlands.

1.4. Natural Environment
A substantial treeline with a seasonal drainage course is adjacent to the northern boundary of the CNASP and has been identified as a natural area within the East Hill MASP. This riparian area will constrain the space available for development but in turn will be an important link within the regional natural park network. This riparian area will be protected by a naturalized development buffer that also acts as wildlife habitat. Portions of this area are to be dedicated as Environmental Reserve as it is undevelopable. Residents will be able to enjoy this area for years to come.

1.5. Building Environment - Oil & Gas
The CNASP contains the total of four pipelines, one gas well, one powerline and one Utility right of way (Table 2, Page 10)

- Two of these pipelines are active, containing sweet natural gas. (CNRL, #26012) and freshwater (Canadian Oil and Gas International Inc., #55836)
- The other two pipelines within the CNASP previously contained oil (Conserve Oil #14669) and (Conserve Oil #16704), they are suspended and marked to be removed.
- The well and facility (CNRL #10014662 & #26012) previously provided natural gas and has been suspended for many years. The well and facility within the lease area will be reclaimed prior to development.
- The powerline (AltaLink #832 0928) runs along the southside of the CNASP with a 100m notification area.
- The utility right of way contains sweet natural gas (Utility #162 0093)

Conserve Oil has confirmed that no development (buildings or roads) may be constructed within the pipeline right of ways and that there is no additional development setbacks required. A Phase I ESA for the suspended well site was completed by Hemisphere Land & Resource Consulting Limited in October 2016. CNRL has previously confirmed that this well is currently “suspended” (still open but not currently producing.) They have advised that it is likely this well could be abandoned since it has not been in production for many years. As such, a 5 metre permanent setback from the wellhead (100m temporary until abandoned) would be required for a development setback. CNRL has been contacted during this CNASP process and the exact location of the suspended well confirmed. This well will be abandoned & reclaimed, prior to any stripping and grading occurring within the setback area. Top soil stripping, grading, or development shall not be permitted within the CNASP, including areas outside of the 100m setback, until the well and facility’s (CNRL #10014662 & #26012) contamination area has been confirmed and outlined by a Phase II ESA that has been accepted by the City.
Just outside and inside of the subject property limits in the SE and SW corners of the quarter section are test holes that have been unused since the drilling date. These were used for test purposes and were not be used for any other purposes. (Test hole locations shown on Ballast Phase I Environmental and are included in Table 2) The test hole in the SE corner of the CNASP has a 5m setback; this setback complies with Directive 79. Test holes off our site are included in the Phase I ESA and is referenced in Table 3 (pg 10).

Some of the suspended facilities contain sour gas. The Alberta Energy Regulator (AER) requires facilities containing sour gas to establish emergency response plans to assist in managing the risk to public safety associated with a potential release of sour gas to the environment. These plans are developed to assist in contacting and potentially evacuating residents living within predetermined Emergency Planning Zones (EPZ). An EPZ is an area surrounding a facility, pipeline, or well where residents or other members of the public may be at risk during an uncontrolled sour gas release, explosion or fire and the area for which the operator of the facility must have a specific emergency response plan. The size of the EPZ surrounding sour gas facilities is established based on the magnitude of the maximum anticipated potential volume or rate of sour gas release in the event of an uncontrolled release. The oil and gas operator is responsible for providing information and education to the public within the EPZ regarding the correct procedures in case of an uncontrolled release. During an emergency, the oil and gas operator and the Emergency Services Department will coordinate the emergency response. Currently the CNASP falls outside of the EPZ boundary, however should the suspended sour gas facilities become active it may change the emergency planning zone boundary and development requirements within the CNASP boundary.

On the south end of the CNASP there is a 100m Notification area for the AltaLink Powerline. AltaLink Consultation/Potential Constraints Area means the area has a 100 m Notification Area from the high voltage transmission lines where any development applications shall be sent, at the discretion of the Development Officer, to AltaLink Management Limited to determine if there are any concerns from the Alberta Electrical Utility Code perspective.

No ground disturbance will be allowed within a registered pipeline right of way or the controlled area without written consent from the licensee. Similarly, no ground disturbance will be allowed within the wellhead setback area without written consent from the Licensee and any activity that may occur within or adjacent to the suspended well setback will be temporarily marked. Just as with the pipeline right of ways, development is restricted within 5m of a suspended well. For previously active wellsite(s) a 100 metre setback will need to be maintained prior to the successful completion of a phase II ESA (Figure 3, Page 11.) Prior to a subdivision or development of pipeline and well site areas the developer will be required to provided confirmation that the suspended pipe(s) and facilities have been removed, the AER database has been updated, the caveat removed from the land title, and the land has been made suitable for the intended use. These areas can only be developed once the gas well has been properly decommissioned and any soil contamination and remediation addressed by the well-site Licensee. The developer will not proceed with development until contamination has been remediated to Provincial standards and City Standards.

Table 2 Onsite Oil & Gas Facilities

<table>
<thead>
<tr>
<th>Licensee</th>
<th>ID</th>
<th>Type</th>
<th>Containing</th>
<th>ROW Width</th>
<th>Setback from ROW (m)</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canadian Natural Resources Ltd. (CNRL)</td>
<td>26012</td>
<td>Pipeline</td>
<td>Natural Gas (non-H2S)</td>
<td>15m</td>
<td>0</td>
<td>Active</td>
</tr>
<tr>
<td>Canadian Natural Resources Ltd. (CNRL)</td>
<td>26012</td>
<td>Facility</td>
<td>Natural Gas (non-H2S)</td>
<td>15m</td>
<td>Not known</td>
<td>Suspended</td>
</tr>
<tr>
<td>Canadian Natural Resources Ltd. (CNRL)</td>
<td>0014662</td>
<td>Well</td>
<td>Natural Gas (non-H2S)</td>
<td>-</td>
<td>100m temporary, 5m permanent</td>
<td>Suspended</td>
</tr>
<tr>
<td>Conserve Oil</td>
<td>14669</td>
<td>Pipeline</td>
<td>Oil (non-H2S)</td>
<td>0m (not on title)</td>
<td>0</td>
<td>Suspended – to be removed</td>
</tr>
<tr>
<td>Conserve Oil</td>
<td>14669</td>
<td>Pipeline</td>
<td>Oil (non-H2S)</td>
<td>0m (not on title)</td>
<td>0</td>
<td>Suspended – to be removed</td>
</tr>
<tr>
<td>Conserve Oil</td>
<td>14669</td>
<td>Pipeline</td>
<td>Fresh Water</td>
<td>15m</td>
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<td>Active</td>
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<tr>
<td>Canadian Oil &amp; Gas International Inc.</td>
<td>55836</td>
<td>Pipeline</td>
<td>Fresh Water</td>
<td>15m</td>
<td>0</td>
<td>Active</td>
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<tr>
<td>AltaLink R-O-W</td>
<td>832 0928</td>
<td>Powerline</td>
<td>Electricity</td>
<td>4m</td>
<td>0</td>
<td>Active</td>
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<tr>
<td>Licensee</td>
<td>ID</td>
<td>Type</td>
<td>Containing</td>
<td>ROW Width</td>
<td>Setback from ROW (m)</td>
<td>Status</td>
</tr>
<tr>
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<td>------------------</td>
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<tr>
<td>Conserve Oil 8th Corporation</td>
<td>16704</td>
<td>Pipeline</td>
<td>Oil-Well Effluent</td>
<td>-NA-</td>
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<td>Suspended</td>
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<td>Chevron Canada Ltd.</td>
<td>0006954W</td>
<td>Well</td>
<td>Null</td>
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<td>Reclamation Exempt</td>
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<td>Jayhawk Resources Ltd.</td>
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<td>Pipeline</td>
<td>Natural Gas</td>
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<tr>
<td>Canadian Natural Resources Ltd.</td>
<td>22970</td>
<td>Compressor Station (Facility)</td>
<td>Natural Gas</td>
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<td>0</td>
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<tr>
<td>ATCO Gas and Pipeline Ltd.</td>
<td>2526-(80-81)</td>
<td>Pipeline</td>
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<td>-</td>
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<td>Canadian Oil and Gas4</td>
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<td>5m</td>
<td>Reclamation Exempt</td>
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<td>Satellite (Facility)</td>
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<td>Canadian Oil &amp; Gas International Inc.</td>
<td>55826</td>
<td>Pipeline</td>
<td>Natural Gas</td>
<td>-</td>
<td>-</td>
<td>Suspended</td>
</tr>
</tbody>
</table>

Table 3 Offsite Oil & Gas Facilities
1.6. Environmental Site Assessment
A Phase I ESA was completed by Ballast Environmental in March 2016 for the CNASP subject site. This ESA excluded the CNRL leased wellsite. The Phase I ESA by Ballast Environmental made recommendation that the lease holder of the wellsite complete the Phase I ESA and any subsequent subsurface investigation (Phase II ESA) and/or remediation/reclamation if required.

Once a Phase II ESA has been completed at the wellsite, the client must obtain the completed report from the lease holder. The Phase II ESA must be reviewed to determine if there are impacts at the wellsite. If it is determined that there are impacts at the wellsite, further delineation will need to be completed to define the boundaries and the extent of impacts potentially on and off the wellsite. A Phase II ESA will be required prior to a Clearing and Grading Permit, being issued. Affected areas can only be developed once the gas well and facilities have been properly decommissioned and any soil contamination and remediation addressed by the well-site Licensee. The developer will not proceed with development until contamination has been remediated to Provincial standards and City Standards.

During the redevelopment of the site in the vicinity of any oil pipeline right-of-way, a qualified environmental consultant should be contacted should subsurface impacts be identified.

1.7. Slope Analysis
A Slope Stability / Geotechnical Assessment were also prepared by Soil & Environ Consultants Inc. in May 2013. The purpose of this assessment was to determine soil, groundwater conditions and slope stability related to construction of a residential subdivision including underground utility and roadway construction. For the purpose of interpreting the information below, the crest is defined as the line where there is a distinct break in the grade at the top of the slope as determined by the intersection of the slope angle with the extension of upland surface grade. This is otherwise known as top of bank.

Sloped Areas - Regarding the potential for slumping and a recommended development stability setback, the report recommends:

- The most likely form of failure is a shallow translation slab-type slide. To ensure a minimum factor-of-safety of 1.50, a stability line is necessary. For translational slides, a 5H:1V slope with ru=0.1, will have a factor of safety of over 1.50. Thus, a stability limit set back line of 5 metres was established adjacent to the top of the bank. Shown on Opportunities & Constraints Figure 4 page 13

The slopes and environmental reserve area has been buffered through the allocation of a linear strip of municipal reserve land. The municipal reserve will prove additional buffering between private lots and environmental reserve while also providing public access. A more complete and detailed geotechnical and slope stability report will be completed as part of the Development Agreement process.

1.8. Opportunities & Constraints
The CNASP is constrained by two pipeline right of ways that cannot be developed. As such, the right of ways provide an opportunity for a variety of open space connections within both the CNASP as well as the surrounding open space network. The topographic low area within the southwest portion of the site is not ideal developable land as it may be prone to gathering surface water. This low area would provide an excellent location for Storm Water Management Facilities that will be incorporated as part of surrounding recreational amenities, provided it includes appropriate public safety measures. Edges around SWMF’s could be naturalized so as to create wildlife habitats. A listing of the identified constraints and opportunities are shown in Table #3 (pg 14) and Figure 4 (page 13).
<table>
<thead>
<tr>
<th>Feature</th>
<th>Constraint</th>
<th>Opportunity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Riparian area</td>
<td>Intermittent seasonal water course</td>
<td>Provides natural drainage for the area</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provide wildlife corridor</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provide regional east/west regional pathway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provides abundant open natural area across north boundary</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Naturalized recreational park</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Flood Mitigation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Regional Trail linkage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Attractive views for adjacent development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Open Space / Flood Mitigation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Potential shared amenity with future development west of CNASP</td>
</tr>
<tr>
<td>Active Pipeline &amp; Electrical</td>
<td>Licensees will not permit buildings to be constructed</td>
<td>Abundant, uninterrupted north/south and east/west multi-use trail connections</td>
</tr>
<tr>
<td>Transmission Right of ways</td>
<td>within them</td>
<td>Additional green space</td>
</tr>
<tr>
<td>Natural Topographic Low</td>
<td>AltaLink Setback (see Table 2 (ID#832 0928)</td>
<td>Storm water management facility (SWMF)</td>
</tr>
<tr>
<td>North Highway Connector Study</td>
<td>Limited access points to the surrounding area</td>
<td>Open Space / Flood Mitigation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Potential shared amenity with future development west of CNASP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Comprehensive planning of surrounding area ensures access points are most efficient location</td>
</tr>
</tbody>
</table>

Table 4 Development Opportunities & Constraints
Figure 6 Aerial Photograph of Surrounding Area (Aerial Photograph taken 2015)
2. Plan Vision

2.1. Overview

The Plan envisions an estimated population of 1600 people\(^2\) at full build out, with approximately 24,000 m\(^2\) of commercial floor space that will be introduced when servicing becomes available. The agricultural history of the site is reflected in proposed landscaping, park amenities, infrastructure features and other urban design elements. Key highlights include:

- A compact community with a mix of densities and housing types
- District commercial services
- Prominent natural open space and recreational features
- An interconnected street network to promote walkability within the neighbourhood

\(^2\) Based on average of 2.33 residents per unit (Source: City of Red Deer Economic Development Strategy, July 2013, Urbanics Consulting Ltd.) and an anticipated 686 units
2.2. Illustrated Neighbourhood concept plan

The proposed neighbourhood plan design is focused on facilitating active transportation connections both within and adjacent to the neighbourhood. Refer to (Figure 10, Page 40.)

A district commercial area provides for the shopping & employment needs of residents, both locally and in the surrounding region.

A Mixed Use Commercial/Residential area is envisioned, allowing for ground-floor, locally orientated retail services and above-ground apartment-style residential unit. Separate freestanding residential and/or commercial buildings may also be allowed for as described in the Land Use Bylaw.

Single-family residential areas are a significant portion of the overall housing mix, allowing future opportunities for home-based businesses and secondary suites.

Preservation of existing natural areas provides a unique neighbourhood character.

Collector road will offer multi-modal connectivity for pedestrians, cyclists and automobiles.
### 2.3. Sustainability & Neighbourhood Planning Principles

The CNASP aligns with the overarching principles in the City of Red Deer’s Neighbourhood Planning and Design Standards. The below list outlines how the CNASP is achieving these principles:

<table>
<thead>
<tr>
<th>Principle 1: Natural Systems and Ecosystem Enhancement</th>
</tr>
</thead>
<tbody>
<tr>
<td>• The proposed neighbourhood preserves a large existing natural area and the small watercourse contained within it.</td>
</tr>
<tr>
<td>• A naturalized development buffer will protect the existing natural area from the negative impacts associated with land development.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Principle 2: Mixed Land Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• A mixed ground-floor retail commercial / above-ground residential land use district is located in the south area of the CNASP.</td>
</tr>
<tr>
<td>• This district co-locates with a potential community amenity site and multi-family residential, alongside of commercial services.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Principle 3: Multi Modal Choice</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Multi-use trail network connecting parks, buffer areas and regional trail system.</td>
</tr>
<tr>
<td>• Residents will be within a max 5 minute walk (&lt;400m) of key neighbourhood destinations via sidewalks and multi-purpose trails.</td>
</tr>
<tr>
<td>• Inclusion of bicycle facilities within Commercial areas will be encouraged so as to facilitate non-automobile travel choices.</td>
</tr>
<tr>
<td>• For 95% of residents, public transit stops are within 400m &amp; community amenity sites are within 250m.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Principle 4: Compact Urban Form &amp; Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Achieves an overall housing density of 17.45 dwelling units per net developable hectare or 7.1 dwelling units per net developable acre.</td>
</tr>
</tbody>
</table>
### Principle 5: Integrated Parks & Community Spaces
- A variety of park sizes and types that are distributed throughout the neighbourhood. These parks range in size from the larger neighbourhood/community parks with amenities, to smaller parkettes that provide casual social “bumping” spaces and passive enjoyment of green space.
- Many green spaces are accessible by way of a public street on two or more sides and are integrated into the neighbourhood trail system.

### Principle 6: Housing Opportunity & Choice
- A mix of single-family housing including compact to large lot, ground orientated, and multi-family options offer diversity and choice.

### Principle 7: Resilient & Low Impact Neighbourhoods
- Optimized use of hard infrastructure requirements though efficient street & block design.
- Majority of lots allow for southern facing building orientation so as to utilize passive solar heating.
- Green infrastructure and building materials will be encouraged.
- Efficient use of infrastructure through exploring possibilities of shared water facilities with adjacent developments.

### Principle 8: Safe & Secure Neighbourhoods
- Variety of community gathering spaces for social interaction within parks.
- Residential areas either directly or in close proximity to outdoor space via multi-use trails.
- “Eyes on the Streets” through provision of ground-orientated dwellings, multi-family balconies facing the street and well lit streets and parks.
- Emergency Services has rapid access to most destinations using inter-connected streets & minimal cul-de-sacs.

### Principle 9: Unique Neighbourhoods
- The agricultural history of the site may be reflected in the street signage, interpretive signage within trails, and themed entrance features to the neighbourhood park.
- All of these elements will have a consistent theme that provides a sense of community identity and pride.
3. Land Use & Housing

3.1. Overview

The East Hill MASP identifies the land use in the CNASP as primarily residential. In addition to residential development, the neighbourhood will feature:

- A mixed use commercial/residential area,
- A district commercial area,
- A significant natural area,
- A large amount of parkland.

Commercial and higher density land use districts are organized and located adjacent to a neighbourhood node so as to encourage and facilitate increased active transportation options.
3.2. Land Use Plan

3.2.1. Residential – Low Density (R1)

DESCRIPTION

The R1 district features single detached dwellings situated on lots that vary in size, and will meet minimum requirements. Most lots will allow for either front or rear facing garages.

RATIONALE

Provides a “traditional” single-detached housing product that is a typical housing choice within the City of Red Deer. The close proximity to park spaces and commercial services provides residents with opportunities to enjoy alternative transportation choices to their local destinations or to other inter-community destinations via the regional pathway system.
3.2.2. **Residential – Small Lots (R1G)**

**DESCRIPTION**

The R1G district provides a transition between higher density housing and low density housing. The R1G district reflects low density single family development; however, it also incorporates a smaller lot size which accommodates an increased density.

**RATIONALE**

This land use provides an affordable alternative to those seeking the living space associated with low density, providing a greater variety of single-detached options. This will further the diversity of housing stock within the CNASP, encouraging opportunities for economically diverse lifestyles families and life phases.
3.2.3. Residential - Semi Detached (R1A)

DESCRIPTION

Accommodation for a more flexible range in housing density, consisting of single-detached or semi-detached dwellings.

RATIONALE

Provides flexible alternatives for home owners that also allows for greater control over density transition within the CNASP. Located either adjacent or within close proximity to transit stops.
3.2.4. Residential Medium Density (R2)

DESCRIPTION

This land use allows for a range of housing types, ranging from single-detached, to multi-attached and multiple family.

RATIONALE

These areas buffer the denser commercial and multi-family districts from the lower density areas. The range of housing forms that are allowed for with the R2 district will allow for greater flexibility in finding the appropriate density transition both in density and visual transition.
R2 and Commercial Interface:

A portion of the residential medium density land is adjacent to the commercial mixed use land, as such, this area will require special care during the development process. To minimize potential visual impacts of these two land uses there are a number of tools available to developers including but not limited to:

- **Transition of building size and scale:**
  - Development within the R2 and C5 interface should be similar in size and scale. Development within the C5 district can increase in size and scale accordingly the further it is from the R2 district.

- **Enhanced Architectural Standards:**
  - All R2 development backing on to commercial should have rear yard enhancements. These homes will be fronting onto the collector road as well as backing onto the public commercial area. Both front and rear yards must be held to a high architectural standard, providing elements that enhance the small town theme of the CNASP community.
  - Development within the C-5 district adjacent to the residential should also provide a frontage with enhanced architectural and landscape features.
3.2.5. Residential Multiple Family (R3)

DESCRIPTION

Accommodates multi-attached and multiple family housing types that can be anywhere from 2-4 storeys in height and average to 85 dwelling units per net developable hectare. This land use represents the highest density of housing within the CNASP area.

RATIONALE

These more intensive land uses will be located adjacent to the district commercial, mixed use commercial centers, and the residential collector roadway. The intent is to create an intensified activity node that is transit-supportive and encourages alternative modes of transportation.
3.2.6. The Mixed Use Commercial District

Mixed use commercial will be located along the south boundary of the CNASP, north of the Northland Drive Expressway. This area may be anchored by a grocery store and contain or host a mix of retail and commercial services. The area will be a popular destination for business and residence due to the:

- Visibility at the entrance to the neighbourhood,
- Surrounding higher density residential land uses,
- Proximity to transit and pedestrian pathways, and
- Adjacency to the residential collector road

In addition to larger stores, the area will also consist of smaller ground floor retail bays intended to service those living in the above-ground residential units as well as the surrounding neighbourhood. The types of commercial uses available within these bays are those that may be more appropriate within a pedestrian oriented area, including but not limited to smaller restaurants, drinking establishments, or live-work office units. Separate freestanding residential or commercial buildings may also be allowed as described in the Land Use Bylaw.

To ensure compatible and appropriate density transition between the mixed-use commercial zone and the adjacent R2 developments, design considerations outlined in section 3.2.4 should be followed. Site and building design for this area will be guided by the City of Red Deer Land Use Bylaw.
3.2.7. Open Space

**DESCRIPTION**

The CNASP includes a large natural riparian area that extends along the northern boundary of the CNASP and will be protected through an Environmental Reserve (ER) dedication and naturalized development setbacks. Numerous park spaces will be available through Municipal Reserve (MR) dedication, providing a range of small parkettes to large neighbourhood parks for residents to enjoy. The neighbourhood storm water management facility (SWMF) will be a wet pond featuring naturalized edges that will also serve as an additional park amenity. Regional trail linkages will be available on both sides of the arterial road as well as adjacent to Northland Drive and will be contained within the corresponding road right of ways.

**RATIONALE**

The natural area is a development constraint but also an opportunity to extend the regional trail system and provide a valuable recreational amenity to both the CNASP residents and the city as a whole. Similarly, the informal pathways within the active pipeline right of ways to provide safe and readily available pedestrian and cycling access to the Commercial District as well as the multiple family sites to the south.

The SWMF design will provide gradual and relatively shallow slopes. The shallow edges will also allow the bench areas to be naturalized, creating a home for wildlife and a beautiful recreational amenity for residents.
3.2.8. Community Amenity Sites

**DESCRIPTION**

This site will provide an opportunity for potential uses that fall into the categories of temporary care, assisted living, adult day care or day care facility, place of worship and other uses as proposed and approved by the City of Red Deer. Any potential development of the community amenity site will be guided by the City of Red Deer Land Use Bylaw.

The availability of the site shall be advertised through local print media and the City’s web site (public notices) and shall be held by the developer for a minimum of one year.

**RATIONALE**

The site is located adjacent to the neighbourhood park and the commercial district so that it is readily accessible via walking, cycling, transit or automobiles.
4. Land Use Area Calculations

The following table provides detailed information regarding the land use composition that will make up the CNASP neighbourhood. The community amenities identified are approximate in their location and their proposed size is a part of the commercial area calculations shown. The final configuration of individual lots will be determined at the time of subdivision. The SWMF areas (public utility lot) total size is determined through the Preliminary Storm Water Management Plan provided by Civil Engineering Solutions and shown in Figure 20, 21, 22 (pages 61-63). The environmental reserve area is intended to include setback distance from the seasonal intermittent water course and slopes located on the north of the site.

<table>
<thead>
<tr>
<th>Land Use Category / Component</th>
<th>Area (Ha)</th>
<th>% Net Dev. Area</th>
<th># of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Plan Area</td>
<td>46.04</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Less: Environmental Reserve</td>
<td>3.76</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Less: SWMF</td>
<td>1.57</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Less: Major Streets (Arterial Road)</td>
<td>2.46</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Less: Commercial Mixed Use District</td>
<td>4.21</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>South East Parcel</td>
<td>0.85</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>(Net) Developable Plan Area:</td>
<td>33.19</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Residential Land Use

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Area (Ha)</th>
<th>% Net Dev. Area</th>
<th># of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density (R1)</td>
<td>10.02</td>
<td>-</td>
<td>216</td>
</tr>
<tr>
<td>Semi-detached Dwellings (R1A)</td>
<td>.94</td>
<td>-</td>
<td>31</td>
</tr>
<tr>
<td>Small Lots (R1G)</td>
<td>1.65</td>
<td>-</td>
<td>43</td>
</tr>
<tr>
<td>Medium Density (R2)</td>
<td>1.78</td>
<td>-</td>
<td>62</td>
</tr>
<tr>
<td>Multiple family (R3)</td>
<td>2.30</td>
<td>-</td>
<td>195</td>
</tr>
<tr>
<td>Community Amenity Site</td>
<td>0.54</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Subtotal Residential:</strong></td>
<td><strong>17.23</strong></td>
<td>-</td>
<td><strong>547</strong></td>
</tr>
<tr>
<td>15% for secondary suite (R-1) +32</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(If CAS reverts to R3 .54x85 unit per Ha)</td>
<td>+45</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Residential:</strong></td>
<td><strong>624</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Open Space

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Area (Ha)</th>
<th>% Net Dev. Area</th>
<th># of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal Reserve (MR)</td>
<td>4.55</td>
<td>10.8%</td>
<td>-</td>
</tr>
</tbody>
</table>

Public Utility Lot (PUL)                  | 1.80      | 4.7%            | -          |
Environmental Reserve (ER)                | 3.76      | 8.2%            | -          |

Transportation

<table>
<thead>
<tr>
<th>Area Category</th>
<th>Area (Ha)</th>
<th>% Net Dev. Area</th>
<th># of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collector Streets</td>
<td>2.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Streets</td>
<td>6.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lanes</td>
<td>1.2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Roads & PUL

<table>
<thead>
<tr>
<th>Area Category</th>
<th>Area (Ha)</th>
<th>% Net Dev. Area</th>
<th># of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Plan Area</td>
<td>46.04</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less: Environmental Reserve</td>
<td>3.76</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Net Plan Area (Gross-ER) for MGA section compliance</strong></td>
<td><strong>42.27</strong></td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Allowable Area for Roads &amp; PUL</td>
<td>12.68</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Actual Area of Roads &amp; PUL (Exclude Expressway)</strong></td>
<td><strong>11.95</strong></td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

Density

<table>
<thead>
<tr>
<th>Area Category</th>
<th>Area (Ha)</th>
<th>Density (du/ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenario 1 (Base) – Total Residential Less Mixed Use</td>
<td>579</td>
<td>17.45</td>
</tr>
</tbody>
</table>

Table 5 Land Use Calculations
Land Use Calculations

Legend
- Multi-Use Path (Waskasoo)
- Existing Pipeline
- Subject Property
- Potential Transit Stops
- Well

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Ac.</th>
<th>Ha.</th>
<th>%</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1</td>
<td>24.76</td>
<td>10.02</td>
<td>22</td>
<td>266</td>
</tr>
<tr>
<td>R1A</td>
<td>2.31</td>
<td>0.94</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>R2</td>
<td>4.39</td>
<td>1.78</td>
<td>4</td>
<td>62</td>
</tr>
<tr>
<td>CAS</td>
<td>1.54</td>
<td>0.64</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>R2G</td>
<td>4.08</td>
<td>1.61</td>
<td>4</td>
<td>45</td>
</tr>
<tr>
<td>R5</td>
<td>5.68</td>
<td>2.25</td>
<td>6</td>
<td>195</td>
</tr>
<tr>
<td>CB</td>
<td>10.40</td>
<td>4.15</td>
<td>9</td>
<td>0</td>
</tr>
<tr>
<td>M1</td>
<td>8.25</td>
<td>3.28</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>BR</td>
<td>9.28</td>
<td>3.68</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td>PL</td>
<td>4.44</td>
<td>1.75</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>NWP</td>
<td>5.59</td>
<td>2.21</td>
<td>6</td>
<td>0</td>
</tr>
<tr>
<td>Roads</td>
<td>25.41</td>
<td>9.97</td>
<td>21</td>
<td>0</td>
</tr>
<tr>
<td>SE Parcel</td>
<td>1.07</td>
<td>0.43</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Arterial Road</td>
<td>7.07</td>
<td>2.81</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>113.44</td>
<td>45.91</td>
<td>100</td>
<td>547</td>
</tr>
</tbody>
</table>
4.1. Housing Types & Density
The overall intent of the land use designations is to provide a range of options to residents within a neighbourhood. Residents should have access to different housing types, recreation, and commercial or institutional amenities within a neighbourhood. Land use designations also help to regulate the location of uses to ensure compatibility and appropriate transition. This CNASP ensures that future growth will create great communities as well as address key development constraints. In the event of a conflict between the CNASP and the Land Use Bylaw, the Land Use Bylaw shall apply. All development will meet building code requirements.

4.1.1. R1 Residential Low Density

These areas focus on lower density residential uses which consist primarily of single-detached dwellings. A multitude of lot configurations will promote efficient site design within each lot and minimize impermeable surfaces. Market conditions and consumer preferences at the time of development will guide the specific mix of residential housing forms.

Appropriate Housing Types:
- Housing types in this district could include bi-level, bungalow or two-storey. Design of any single family homes should consider a high level of architectural detail in particular to minimize the impact of the front garage.
- Walk-Out Basements
  - Homes located on slopes or along open spaces are often designed with walk-out basements. These types of homes are typically designed with a deck off the main floor, and a door to the backyard from the basement. Walk-out basements appeal to a variety of residents for a variety of reasons including an increased amount of natural light in basements making the space more livable, the ability to have bedrooms in the basement with full size windows and increased air quality/reduced moisture.
- Secondary Suites
  - Secondary suites are self-contained dwelling units located inside single detached dwellings. These suites have a separate entrance either from a common area or outside. Secondary suites are increasingly popular and make housing more affordable both for the renter and the home owner.
  - As per the City of Red Deer Land Use Bylaw, the maximum for any neighbourhood is 15% of the total detached dwelling units. All homes with secondary suites will require additional parking as per the Land Use Bylaw.

Height: up to 2 storeys
Access: Collector road, local road and/or lane, as applicable.
Parking: As per the City of Red Deer Land Use Bylaw, a minimum of two on-lot parking spaces will be provided per home and this is likely to be accomplished by use of the garage and/or driveway. Additional parking may be available on-street.
4.1.2. R1A Residential Semi-Detached

This district will accommodate either semi-detached or single-detached housing, depending on market demands. The flexibility of housing types will provide suitable options for those who either prefer a smaller dwelling or those that are seeking affordable alternatives to conventional single family homes.

**Appropriate Housing Types:**
- Housing types in this district could include bungalow, bi-level, or two storey semi-detached housing. These units may or may not include front garages.

**Height:** up to 2 storeys  
**Access:** Collector, Local road & Lane  
**Parking:** As per the City of Red Deer Land Use Bylaw, two on-lot parking spaces will be provided per home and this is likely to be accomplished by use of the garage and/or driveway. Additional parking may be available on-street.

**Secondary Suites:** As per the City of Red Deer Land Use Bylaw, secondary suites are a listed use in this district.

4.1.3. R1G Residential Small Lot

This district will provide smaller single-detached housing with mandatory front-attached garages. The intent is to provide more affordable options for those who desire a traditional single family home, which could include young families seeking “starter” homes or professionals seeking a balance between home size versus time need for upkeep.

**Appropriate Housing Types:**
- Housing types in this district could include Bi-Level or Two Storey.

**Height:** up to 2 storeys  
**Access:** Local road & lane  
**Parking:** As per the City of Red Deer Land Use Bylaw, two on-lot parking spaces may be provided per home and this is likely to be accomplished by use of the garage and/or driveway. Additional parking may be available on-street.

**Secondary Suites:** As per the City of Red Deer Land Use Bylaw, secondary suites are not permitted in these areas.
4.1.4. R2 Residential Medium Density

Appropriate Housing Types:
- Housing types in this area may include single family dwellings, semi-detached structures, multi-attached, or multiple family buildings.

Height: Ranging from 1 to 3 storeys

Access: Collector, Local Road & Lane

Parking: Requirements vary depending on the type of unit constructed. As per the City of Red Deer Land Use Bylaw, all parking must be provided on-site.

Secondary Suites: As per the City of Red Deer Land Use Bylaw, secondary suites are a listed use in this district.

Enhanced Architectural Controls: Enhanced Architectural Controls in the CNASP will be located in areas where houses back on to Municipal Reserve or commercial areas. This housing will have entrance from the public road to the house. In the rear of the house there will be improved architecture controls as the public has visual access to the rear of the home as well. This type of design is commonly used in homes where the home highlights public viewing of the area behind the house. These homes have two front facades in that both the front and rear sides face public areas and as such, both are constructed with a high standard of architectural design. Enhanced architectural controls will be located in areas where a park is adjacent to housing to encourage the use of public park space as well as extend the outdoor amenity area of each home. This style of housing appeals to a variety of residents including those who enjoy the visual access to the open space along their property.
4.1.5. R3 Residential Multiple Family

The R3 district provides a higher density housing type. These multi-storey units would be the most compact and potentially affordable of the housing within the CNASP. Housing units are sited and orientated to front onto the street. These higher density residential areas in conjunction with the pedestrian orientated streetscapes, and adjacent commercial services form a transit-supportive node. This will encourage the use residents active transportation options:

**Appropriate Housing Types:**
- **Apartment Style**
  - Shared entries, hallways, and often building amenities such as fitness centres or hot tubs.
- **Multiplex buildings**
  - Range from 4 to 18 units and share no common spaces: all units have separate entries and utilities.
- **Row housing**
  - Three or more attached units which do not overlap one another and have shared common walls from foundation to roofs.

**Height:** 2 to 4 storeys

**Access:** Collector, local road & lane

**Parking:** All parking will be determined by the types of units constructed; however, all will be located on-site as per the City of Red Deer’s Land Use Bylaw. The primary access to the R3 sites will be via an internal roadway network; however, front street access will be provided for pedestrian and visitor use.

**Secondary Suites:** As per the City of Red Deer Land Use Bylaw, secondary suites are a discretionary use for detached dwelling units within the R3 district.
This land use will have a mix of commercial and residential uses in the context of a sustainable, healthy, and pedestrian focused neighbourhood. Ground floor retail or limited office uses are envisioned with residential uses above. Separate freestanding residential or commercial buildings may also be allowed for as described in the Land Use Bylaw. Residents will benefit from the nearby community orientated commercial uses, the pedestrian-orientated environment, and the other benefits provided by a transit-supported and active transportation-friendly node.

**Access:** Collector road

**Height:** Buildings are envisioned to be 2 to 3 stories to fit the vision of the CNASP.

**Parking:** Parking requirements will be determined at the development permit application stage when details about building(s) become available. Parking requirements will be subject to the Land Use Bylaw.
This figure is conceptual and only for illustrative purposes only.
5. Green Network and Community Facilities

5.1. Overview

The CNASP will feature plentiful open space and green areas that are distributed throughout the CNASP so that they are accessible to all residents. Regional pathway connections will be provided within the natural area along the northern boundary, as well as to the pathway that is to extend along the Northland Drive south boundary. Parks and playgrounds will be designed with universal access principles in mind, ensuring that people with varying abilities can have easy access to them. (Figure 10 (page 41))

Fencing of parks, green space or gathering spaces may be utilized where it is necessary to prevent direct access to sensitive environmental areas or unsafe conditions and to prevent encroachments.

<table>
<thead>
<tr>
<th>Greenspace</th>
<th>Total Parcels</th>
<th>Area (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbourhood Park</td>
<td>1</td>
<td>2.16</td>
</tr>
<tr>
<td>Parkettes</td>
<td>6</td>
<td>1.15</td>
</tr>
<tr>
<td>Natural Area (ER)</td>
<td>1</td>
<td>3.76</td>
</tr>
<tr>
<td>Linear Parks</td>
<td>2</td>
<td>2.57</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10</strong></td>
<td><strong>9.64</strong></td>
</tr>
</tbody>
</table>

**These calculations include (1.4 Ha) of PUL land **small discrepancy due to rounding

Table 6 Greenspace
5.2. Greenspace Types & Amenities

5.2.1. Neighbourhood Park

Definition:
- These parks are intended to provide space for both active and passive recreation. Formal recreational amenities such as sporting & play areas will be provided.

Proposed Amenities:
- Children playground, sitting areas, picnic sites and parking area. Also accommodates informal play and potential gardening site(s), where possible.

Size:
- 2.78 Hectares & (6.9 Acres.)

Location:
- The CNASP features one neighbourhood park.

5.2.2. Parkettes

Definition:
- Small green spaces that provide opportunities for 'bumping spaces' and passive enjoyment of green space.

Proposed Amenities:
- Children's playground/informal play, sitting area, community gardening site.
- Formal recreation amenities will be provided.

Size:
- 1.15 Hectares (2.8 Acres.)

Location:
- The CNASP features 6 parkettes, spread throughout so as to provide all residents with easy access to green space.
5.2.3. Linear Park

Definition:
- Green spaces integrated into street network and trail systems to increase open space and opportunities to gather, play, and recreate within neighbourhoods.
- Linear parks provide connections between large/regional parks or nodes.

Proposed Amenities:
- Paved multi-use trails and pedestrian links allow both pedestrians and recreational cyclists safe connections throughout the park system.

Size:
- The CNASP will contain 1.71 Hectares (4.2 Acres) of linear park.

Location:
- Found in the northern and eastern section of the CNASP.

5.2.4. Natural Environment Area

Definition:
- Green spaces provide conservation of habitat and visual appeal.

Proposed Amenities:
- Trails, benches, & garbage cans.
- Paved multi-use trail allow both pedestrians and recreational cyclists safe connections to the surrounding regional and local trail system. The trail will be built according to the Waskasoo Trail standards.
- Trail amenities may include trail paving, benches or way finding signage. Any amenities within natural area will be designed and constructed so as to minimize disturbance of existing wildlife habitat and sensitive areas.

Size:
- 3.8 Hectares (9.3 Acres)

Location:
- Along the northern boundary of the CNASP.
6. Mobility & Connectivity

6.1. Overview
Transportation within the CNASP is organized around a network of local and lane roadways that connect to tree-lined residential collector roadway. The residential collector roadway provides access to Range Road 271, which the City of Red Deer intends to upgrade to an urban arterial road standard in the future. All destinations within the CNASP are accessible by way of either residential collector, local or lane roadways, including all neighbourhood and pocket parks as well as the commercial areas and community amenity sites.

The transportation network and interconnected streets are intended to encourage non-automobile modes of travel and provide passive recreational opportunities throughout the neighbourhood. With a primary focus on walking and bicycling modes, the Road Plan (Figure 13, Page 50) outlines how such active modes of transport would utilize both on and off street facilities (sidewalks, pedestrian links, multi-use trails and parks) to reach neighbourhood destinations. This plan also includes consideration for other modes of transportation that are more recreational in nature, which might include jogging, in-line skating, skateboarding, cross-county skiing and/or snowshoeing, by utilizing the network of trails and parks. (Figure 12, Page 49) This plan is consistent with the Mobility Playbook of the City of Red Deer.

The Arterial Roadway intersection alignment with Northland Drive is consistent with Option 3 of the North Highway Connector Study (2013). See Appendix 2
6.2. Pedestrian
As part of a broader travel system, walking as a form of travel is important as a way to get around on its own, but it is also an important part of transit use as well. Walking is encouraged through a combination of comfortable sidewalks with street trees and multi-use trails which will provide visual appeal as well as a sense of safety.

6.3. Bicycle
The bicycle is an important part of the neighbourhood transportation system. Cyclists will appreciate the grid-like street pattern that allows them to get to their destination faster. The regional multi-use trail system will provide cyclists not only with another recreational amenity but also the ability to commute over larger distances to city-wide destinations, encouraging a reduction of automobile dependency.

6.4. Transit
As Red Deer’s population continues to grow, the CNASP residents will demand motorized transportation options to reach City-wide destinations. Transit is a strong option for those who are unable or would prefer not to drive an automobile. Future potential transit routes could be located along the main collector and arterial roads. The proposed transit stops will provide residents with a comfortable 5 minute walk (< 400m) to catch a bus. (See Figure 12, Page 49.) The Community Amenity Site is located near a potential bus stop. Street lighting will ensure that pedestrians and vehicle drivers can stay safe by easily seeing each other. This comfortable access to transit will encourage more usage and build ridership in the CNASP.
6.5. **Automobile**

The arterial, collector, local and lane roadways provide connectivity for automobile travel within and outside of the CNASP neighbourhood. Use of automobiles will likely dominate commuter travel to city-wide destinations. In addition to city-wide destinations, residents may also use automobiles for shopping trips to the commercial area given the need to transport potentially large goods back home. Safety on public roads may be increased through various methods to reduce driving speed, such as the use of roundabouts, streets trees, street lighting and pedestrian-traffic signals.
6.6. Traffic Calming

Calming traffic is an important part of a safe, accessible community. The provision of on-street parking along the collector road and placement of street trees will create the perception of a more-narrow road and drivers will react by reducing their speed accordingly. The predominantly short block lengths will create frequent roadway intersections which will also calm traffic. Traffic calming features within the CNASP may include:

- Pedestrian-activated traffic signals could be considered where the multi-use trail intersects with a road.
- “Street trees” to enclose roadways & encourage slower automobile traffic.
- “Bump outs” serve to facilitate street crossing for those with mobility impairments and benefit all residents by increasing neighbourhood walkability.
- Posted speed limit reductions could be considered.
- Appropriate measures to minimize and/or eliminate traffic using local roads to circumvent calming strategies.

Specific traffic calming needs and provisions will be further accessed within subsequent detailed designs.

6.7. Access Restrictions

Residential lots that are adjacent to the collector roundabout (located in the northwest corner of the CNASP) may be restricted from having front access to the road. If a lot is located within this restricted area, a rear laneway would be required to provide the necessary access. Final determination of which lots are within this restricted area will be subject to a detailed design of the roundabout.

Properties that back onto northeast side of the Conserve Pipeline right of way (in the plans NE) may not have access to the lane.

Table 6 Transportation Typologies

<table>
<thead>
<tr>
<th>Typology</th>
<th>Location</th>
<th>User Experience</th>
<th>Accessibility &amp; Integration</th>
<th>Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>Sidewalks, trail, pedestrian links</td>
<td>Local destinations, recreational</td>
<td>Connected with primary destinations and adjacent neighbourhoods &amp; trail systems</td>
<td>Traffic calming measures, crosswalks, street trees</td>
</tr>
<tr>
<td>Bicycle</td>
<td>Regional multi-use trails, bike/automobile lanes on collector &amp; local roads</td>
<td>Local destination, commuter, recreational</td>
<td>Connected with primary destinations and adjacent neighbourhoods &amp; trail systems</td>
<td>Multi-use trail system</td>
</tr>
<tr>
<td>Transit</td>
<td>Stops located along collector road near important locations</td>
<td>Destinations outside the neighbourhood, commuter</td>
<td>To major transportation exchanges</td>
<td>Stops within short proximity to key neighbourhood amenities, lighting, accessible</td>
</tr>
<tr>
<td>Vehicle</td>
<td>Arterials, collectors, local and lanes</td>
<td>Commuter</td>
<td>To arterials and city-wide destinations</td>
<td>Narrow local &amp; collector roads, pedestrian traffic-signalling, street lights</td>
</tr>
</tbody>
</table>
CONSERVE OIL & GAS (#14669) R/W
CNRL (#26012) R/W
SWMF (PUL)
3.825 ACRES/15,479 SQ M
ARTERIAL ROAD
COMMUNITY AMENITY SITE
1.3 ACRES
NORTHLAND DRIVE EXPRESSWAY

ALTA LINK RW 832 8928
A10 HWY 104 0932
COMMUNITY AMENITY SITE 1.3 ACRES

Legend
Potential Transit Stops -
Lanes (7m) -
Local (20m) -
Collector (27m) -
Arterial (60m) -
Express Way -
Subject Property -

Figure 13

Planning Protocol 3 Inc.
2922 3rd Ave NE
Calgary Alberta T2A 6T7
Phone: (403) 230-5522
Fax: (403) 230-0335
Email: rod@planningprotocol2.com
Url: www.planningprotocol2.com
6.8. **Divided Arterial**

Intent:
Carry large volumes of all types of traffic moving at medium to high speeds. These roadways serve the major traffic flows between the principle areas of traffic generation and connect to rural highways and collectors. The urban arterial facilitates connections to city wide destinations.

<table>
<thead>
<tr>
<th>City of Red Deer Standard design featuring:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 60m Right of Way</td>
</tr>
<tr>
<td>• 5m Raised Centre Median</td>
</tr>
<tr>
<td>• 8.4m Carriageway</td>
</tr>
<tr>
<td>• 3m Sidewalk</td>
</tr>
<tr>
<td>• Berm and Trees on both sides (berms not required adjacent to commercial district)</td>
</tr>
<tr>
<td>• Street lights on both sides</td>
</tr>
</tbody>
</table>

6.9. **Berms**

Berms will be built on either side of the Northland Drive and the unnamed Arterial roadways to minimize visual and acoustic impact of traffic from adjacent developments. These berms will be consistent to that found elsewhere along main arterials. Berms may not be required adjacent to non-residential areas.

6.10. **Undivided Residential Collector**

Intent:
Provide vehicle, transit and pedestrian access to residential areas, as well as collect incoming and outgoing traffic from the surrounding local roads, channelling it to specific access points along the arterial road network. All collector roads allow parking lanes and sidewalks available on both sides of the street. Street trees enhance pedestrian comfort and safety.

<table>
<thead>
<tr>
<th>City of Red Deer Standard design featuring:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 24m Right of Way</td>
</tr>
<tr>
<td>• 12m Carriageway</td>
</tr>
<tr>
<td>• Sidewalks on both sides (2.5m &amp; 1.5m, respectively)</td>
</tr>
<tr>
<td>• Street trees within boulevards on both sides</td>
</tr>
<tr>
<td>• Street light on one side only</td>
</tr>
</tbody>
</table>
6.11. 10m Residential Undivided Local

**Intent:**
Provide vehicle, transit and pedestrian access to residential blocks that are not located alongside a collector road. Local road traffic, both incoming and outgoing, is funneled onto collector roads, which provide access to the surrounding transportation network.

**City of Red Deer Standard design featuring:**
- 20m Right of Way
- 10m Carriageway
- 1.5m Sidewalks (both sides)
- Street trees within boulevards on both sides
- Street light on one side only

6.12. Lanes

**Intent:**
Facilitate rear yard servicing without disrupting the sub-surface ground conditions where roadways will be located. Lanes also provide alternative access for residential lots. Lanes are intended to service automobile traffic but, subject to Land Use Bylaw requirements, could also act as the primary access for residential lots if secondary suites were to be introduced in the future.

**City of Red Deer Standard design featuring:**
- 7m Right of Way
- 6.6m Carriageway
- 0.2m Separation between Carriageway and Property Line
6.13. **Waskasoo Trails**

The Multi-Use Trail system shown in (Figure 11 (pg 42) will be constructed to the Waskasoo trail design standard, outlined within the City of Red Deer Trails Master Plan. The Red Deer regional trail system will extend through the CNASP, namely:

- Along the south side of the environmental reserve.

(See Figure 14)

6.14. **Neighbourhood Trail**

In conjunction with the regional trail system, the internal trails within the CNASP provide many pedestrian and cycling opportunities. The internal trail system extends through the neighbourhood park and provides several options for north/south connectivity. As described in the City of Red Deer Trails Master Plan, the internal trail system will be constructed to the neighbourhood trail design standard.

(See Figure 15)
7.0. Neighbourhood Design & Character

7.1 Overview

The CNASP’s overall character is a result of the combination of the existing natural area to the north and the area’s rich agricultural history. The heart of the neighbourhood is located around the neighbourhood node comprised of the district commercial, mixed use commercial, high density residential and park space near the entrances to the CNASP.

To balance the intensity of development densities in the neighbourhood, land uses have been located to provide an appropriate transition from higher to lower densities. Starting with the highest density area near the entrance to the neighbourhood, there is a transition to lower densities associated with medium and semi-detached residential, ending with the lowest densities associated with small lot and low density residential.

The CNASP will feature an “Old Small Town Meets New” theme. The theme’s aesthetic is accomplished through the use of brickwork, cornices and other design choices that capture a feeling of being in a small historic rural town but are otherwise surrounded by more contemporary design features. Use of recycled brick and other building materials in the construction of the more “historic” features will further bolster this theme. Similar patterns, colors and finishes will be used consistently throughout the neighbourhood, providing the connection between the “old” and “new” features, including street signage, interpretive signage along trails, and themed entrance gates to neighbourhood parks. All of these elements will provide a distinct sense of community identity and pride amongst residents.
7.2 Built Form & Public Realm

“The District” – District Commercial

This area is envisioned as a locally orientate, mixed use commercial and residential area with an emphasis on providing attractive, welcoming, pedestrian streetscapes. Buildings will have a “small town” aesthetic, utilizing brickwork, window awnings and cornices to set the scale for the street whenever appropriate. The District will be pedestrian-accessible and be within a maximum of 5 minute walking distance from all residential dwellings within the CNASP.

Developers will be encouraged to have the retail and medical office units that front and open up onto the public street through the use of large windows and/or utilize sidewalk patios. Building height will be an important consideration in creating a great pedestrian experience but are ultimately subject to the requirements of the Land Use Bylaw (Figure 16).

Larger stores with adjacent broad parking areas will feature landscaped walkways that allow pedestrians a clear path in which to cross from one end of the development to the other with as little interaction with vehicle traffic as possible (Figure 18.) Development within this area will be visually appealing and encourage pedestrians to enjoy the journey rather than wish they’d brought their car on the shopping trip. Areas for pedestrian circulation will be clearly marked using different paving, concrete curbs, landscaping, and lighting.

Figure 16 Encourage smaller retail and office outlets to front directly onto their parking stalls

Figure 17 Appealing street scape with wider sidewalks so as to make the pedestrian experience a

Figure 18 Pedestrian walkway islands ensure safety & comfort throughout larger parking areas
7.3 General Building Design
To create good street definition and a sense of enclosure, all residential buildings (except commercial dual exposure homes) will be located so that the front of the building faces the street, and entrance is accessible directly from the public sidewalk. Buildings with enhanced height, massing, building projections, architectural elements and/or public space will be integrated at corner lots or key intersections. Residential buildings will incorporate a range of architectural features and design details.

7.4 Entrance features to Natural Area / Regional Trail
All entries into the natural park will have an entrance feature that provides information such as a trail map and any amenities that may be available. The entrance feature will adhere to the Waskasoo Park: Signage Identity Standards (2010). The entrance feature may be decorated and landscaped in such a way to reflect the native environment using landscaping material such as prairie tall grasses, native grasses, trees, and shrubs. Such a prominent entry feature also provides a clear sense of place to the user, differentiating the natural park from the smaller park spaces.
7.5 Neighbourhood Parks & Parkettes

The smaller scale of the neighbourhood parks is reflected in the simplicity of the entry feature signage. Signage that is constructed of wood or painted stone with vibrant colors conveys functional information while also providing a small town aesthetic for the users. A uniform signage design should be consistently used through the CNASP.

Figure 19 Suggested Entrance Feature into Neighbourhood Parks
8.0 Infrastructure & Servicing

8.1 Overview
The City’s servicing infrastructure will need to be extended into the CNASP. This servicing is expected to come from trunks that are adjacent to the Northland Drive Expressway. The planning of new infrastructure will also take into account impacts on the environment, particularly from a storm water management perspective. The CNASP will also provide road access to land southwest of Section 35. The CNASP will comply with the recommendations listed in the City of Red Deer’s Environmental Master Plan (EMP) goals (pages 3-4).

8.2 Water
Water servicing will be provided from the rear of most of the lots that have a rear lane or back onto open space. Lots that do not have a lane or rear-adjacent open space will be serviced from the front side, from the collector or local right of ways. This distribution system will tie into the main trunk line that will be located along the arterial road along the eastern boundary of the CNASP area. All water facilities will be designed in accordance with the City of Red Deer Engineering Design Guidelines and will become the responsibility of the City to maintain after the maintenance period. A preliminary design of the water distribution system needed to service the CNASP is shown in Figure 20 (pg 61). The overall goal of the water servicing plan will be in line with the City of Red Deer’s EMP (Environmental Master Plan) to improve the quality of water resources and decrease water consumption (page 15 of EMP.)

8.3 Sanitary Sewer
The sanitary sewer collection system will be provided by way of underground pipeline laid primarily at the rear of all lots. The collection system will tie into the main trunk lines that will be located along Northland Drive. All sanitary facilities will be designed in accordance with the City of Red Deer Engineering Design Guidelines and will become the responsibility of the City to maintain after the maintenance period. A preliminary design of the sanitary collection system needed to service the CNASP is shown in Figure 21 (pg 62).
8.4 Storm Water Management Facility

This plan will accommodate future land development within the southwest of Section 35 through a shared storm water management facility (SWMF). The SWMF will manage storm water from both a major and minor drainage system. The minor drainage system will consist of a conventional piped drainage system designed with a gravity capacity for flows. The major system will consist of roadways, natural and man-made channels as well as property line easements designed to safely convey runoff accumulated from a 1:100 year event to the municipal storm water system via a wet pond located in the south west corner of the CNASP area. The CNASP's drainage plan will align with the East Hill Master Drainage Plan.

The aforementioned wet pond will be approximately 2.10 Ha (5.2 Acres) in size for 23,600 m3 of storage and would be designed in accordance with the City of Red Deer Engineering Design Guidelines. Inlets to the pond are located along the north and east sides of the pond. The pond outlet is on the north side of the storm pond and overflows are released directly into the intermittent stream in the north of the CNASP.

Prior to release, water quality is improved within the pond by settling suspended solids prior to the water entering the intermittent stream or city storm water system. The pond will be designed with an aquatic shelf, which is a shallow-water zone around the pond edges that will be planted with wetland vegetation. These shelves flood during storms. The aquatic shelf will be shallow to prevent the need for safety fencing as well as create an attractive visual amenity for park users. Combined the NASPs for the CNASP and future development within the southwest of Section 35 will need to provide a pond that is at least 1.05 Ha (2.59 Acres) in size. The SWMF, will become the responsibility of the City to maintain after the maintenance period. The shared SWMF servicing plan will be required during the detailed design stages. The SWMF servicing concept is shown in Figure 22(pg 63). The SWMFs purpose will be in line with the City of Red Deer's EMP to protect and enhance the terrestrial and aquatic health of the natural heritage system (page 15 of EMP.)
8.5 Shallow Utilities
Shallow utility services will be provided by the following companies:
- City of Red Deer Electric, Light and Power Department (Electricity and Streetlights)
- ATCO Gas (Natural Gas)
- TELUS Communications (Telephone)
- Shaw Cable (Cable Television)

Each lot will be serviced by an easement that will allow for various shallow utility servicing connections. The shallow utility alignments will be established by way of the detailed design that will be undertaken as part of the Development Agreement. The CNASP is presently within the Fortis Alberta Service Territory. The City of Red Deer Electric Light & Power will apply to have this service territory transferred to the City prior to new development starting. Power for the CNASP will be distributed underground from future City power lines proposed within the Northland Drive and 20 Avenue right of ways. Underground power distribution is expected to be predominately rear lane. Front street power servicing will be utilized for lots that lack a rear lane or where rear access is otherwise restricted. This servicing will be in line with the City of Red Deer's EMP to create vital compact communities that minimalize negative environmental impacts (page 15 of EMP.)

8.6 Emergency Services
The City of Red Deer has relocated Emergency Services Station #4 to a new location within the Timberlands Neighbourhood to improve response times for residents in the Northeast. The station became operational in January 2017. Being located 4.7 kilometres from the CNASP the estimated response time is 7 minutes.

8.7 Waste
All waste services will be consistent with the City of Red Deer’s Waste Management Master Plan. Commercial sites, multifamily sites, and the community amenity site will have waste collected by private contractors. All waste will be picked up from lanes except where lots are not serviced by a lane in which case front lot waste disposal will be provided. The overall goal of waste services will be in line with the City of Red Deer’s EMP to decrease the amount of waste going to the landfill and increase waste diversion opportunities (page 15 of EMP.)

8.8 Energy Efficient Design Principles
Developers will be encouraged wherever possible to incorporate energy efficient designs such as; Water efficient faucets and toilets, solar panels, energy efficient lighting, energy efficient heating and cooling systems etc. These principles will be in line with the City of Red Deer’s EMP to reduce energy use and move towards using renewable energy sources (page 15 of EMP.)
9.0 Development & Phasing

9.1 Phasing
Infrastructure servicing will be extended into the CNASP from the southern portion of the CNASP, excluding the commercial area and multifamily. The CNASP will be divided into five phases of development and will be implemented as follows:

• Phase 1 starts in the south section of the CNASP. It will introduce a variety of housing, such as R2-Medium Density and R1A Semi Detached housing and R3, commercial, as well as the neighbourhood park and naturalized storm water management facility. The arterial road upgrade and any relevant portions of the regional trail system will also be included as part of Phase 1.
• Phase 2 will include the introduction of R1-Low Density and R1G-Semi Detached lots.
• Phase 3 features predominantly R1-Low Density lots and some R1A.
• Phase 4 provides the remaining R1-Low Density lands and Parkettes, including the community garden space.
• Phase 5 will see R1 primarily and the multi-use trail features. All of the Natural Area along the northern boundary of the site will be included in this phase.
• Phase 6 features predominantly R1-Low Density lots and some R1A.

See Figure 23, Page 66

9.2 Redistricting and Subdividing
Redistricting and subdivision on applications will be undertaken as necessary so as to conform to the land use designations described in this CNASP. Applications must also align with the City of Red Deer MDP, the East Hill MASP, the Section 35 Multi-Neighbourhood Plan and the CNASP, redistricting and subdivision applications to The City of Red Deer Land Use Bylaw and other necessary informational requirements.

Plan Amendments
An amendment to this CNASP is required for any significant changes to the plan, including:

• Major shift in the location of community facilities
• Major shift between general land use categories (i.e. Residential to Commercial.)
• Major shift in infrastructure design or layout (i.e. roads, sanitary, storm and water services)
• Significant changes in other documents affecting planning and land use within the CNASP, such as a major amendment to the Section 35 Multi-Neighbourhood Plan or East Hill MASP
Exceptions

- Provided that the intent of the CNASP is maintained, a minor adjustment to proposed land use boundaries or roadway alignments may be made where necessary without an amendment. This will include the addition or deletion of lands, including public utility lots, which have been reviewed and deemed appropriate by the City.
- No amendments to the servicing concepts are required to reflect changes determined as a result of more detailed design work & servicing.
- No amendments to the overall development sequence are required as long as the overall intent is maintained.
- Minor adjustments to the road cross sections will not require an amendment.
- No amendments will be required to reflect minor changes to the MR & ER parcels.
- No amendment will be required for the changes to intersection design from roundabout to conventional intersection or vice versa.

9.3 Site Design

The site design for all parcels within this CNASP area shall be reviewed and in compliance with the policies of this plan.

10.0 Plan Interpretation

This plan guides development within the CNASP area. Development applications will be required to align with applicable statutory plans and adhere to The City of Red Deer’s Land Use Bylaw and the informational requirements necessary for such applications. Images shown in the CNASP have been incorporated for visioning purposes and are conceptual only and should not be used to identify exact locations or be considered an indication of what will be constructed.
Appendix 1 – Section 35 Multi-Neighbourhood Design

The purpose of multi-neighbourhood planning is to explore synergies within a large land mass while providing an overall framework for how an area could develop in the future. Specific topics discussed include: Connectivity and road patterns, natural features for preservation, and the general location of land uses.
Appendix 2 - North Highway Connector Study, Intersection Location Review (Stantec, September 2013)
Appendix 3 – HRA Approval

**Historical Resources Act Approval**

| Proponent: | 1625183 Alberta Ltd. |
| Contact: | Ms. Rodney Pobie |
| Agent: | Planning Protocol 3 Inc. |
| Contact: | Angelina Winkler |
| Project Name: | Coventry ASP |
| Project Components: | Residential Subdivision |
| | Area Structure Plan / Outline Plan |
| Application Purpose: | Notification of Change within Previously Approved Footprint |
| | Update to Project Name and/or Ownership |

*Historical Resources Act approval is granted for the activities described in this application and its attached plan(s)/sketch(es) subject to Section 3.1, “a person who discovers an historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery.” The chance discovery of historical resources is to be reported to the contacts identified within Standard Requirements under the Historical Resources Act: Reporting the Discovery of Historic Resources.*

**Rebecca Traquair**
Regulatory Approvals Coordinator

| Lands Affected: | No New Lands |
| Proposed Development Area: | |

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Documents Attached:

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<tbody>
<tr>
<td>Land Use Plan</td>
<td>Illustrative Material</td>
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STANDARD REQUIREMENTS UNDER THE HISTORICAL RESOURCES ACT:
REPORTING THE DISCOVERY OF HISTORIC RESOURCES

If development proponents and/or their agents become aware of historic resources during the course of development activities, they are required, under Section 31 of the Historical Resources Act, to report these discoveries to the Heritage Division of Alberta Culture and Tourism. This requirement applies to all activities in the Province of Alberta.

1.0 REPORTING THE DISCOVERY OF ARCHAEOLOGICAL RESOURCES

The discovery of archaeological resources is to be reported to Eric Damkjar, Head, Archaeology, at 780-431-2846 (toll-free by first dialing 310-0000) or eric.damkjar@gov.ab.ca.

2.0 REPORTING THE DISCOVERY OF PALAEOONTOLOGICAL RESOURCES

The discovery of palaeontological resources is to be reported to Dan Spivak, Head, Resource Management, Royal Tyrrell Museum of Palaeontology, at 403-820-6210 (toll-free by first dialing 310-0000) or dan.spivak@gov.ab.ca.

3.0 REPORTING THE DISCOVERY OF HISTORIC PERIOD SITES

The discovery of historic structures to be reported to Ronald Kettand, Acting Manager, Historic Places Research and Designation Program, at 780-431-2334 (toll-free by first dialing 310-0000) or ronald.kettand@gov.ab.ca. Please note that some historic structure sites may also be considered Aboriginal traditional use sites.

4.0 REPORTING THE DISCOVERY OF ABORIGINAL TRADITIONAL USE SITES

The discovery of any Aboriginal traditional use site that is of a type listed below is to be reported to Valerie Knaga, Director, Aboriginal Heritage Section, at 780-431-2371 (toll-free by first dialing 310-0000) or valerie.k.knaga@gov.ab.ca.

Aboriginal Traditional Use sites considered by Alberta Culture and Tourism to be historic resources under the Historical Resources Act include:

- Historic cabin remains;
- Historic cabins (unoccupied);
- Cultural or historical community camp sites;

5.0 FURTHER SALVAGE, PRESERVATIVE OR PROTECTIVE MEASURES

If previously unrecorded historic resources are discovered, proponents may be ordered to undertake further salvage, preservative or protective measures or take any other actions that the Minister of Alberta Culture and Tourism considers necessary.
Development Checklist

General Purpose

The purpose of the Development Checklist is to highlight conditions associated with future stages of development. The checklist is an internal administrative tool created to assist City Administration when reviewing the various applications within the subject property. The checklist does not form part of the bylaw for the approved area structure plan.

Servicing Study and Detailed Design

- A more complete and detailed geotechnical and slope stability report will be completed as part of the Development Agreement process.
- Residential lots that are adjacent to the collector roundabout may be restricted from having front access to the road. If a lot is located within this restricted area, a rear laneway would be required to provide the necessary access.
- Properties that back onto the Conserve Pipeline right of way may not have access to the lane.
- The shared SWMF servicing plan will be required during the detailed design stages.
- The shallow utility alignments will be established by way of the detailed design that will be undertaken as part of the Development Agreement.
- The PUL in the west of the commercial area for the deep utility connections will likely be aligned with the centre of the roadway. This adjustment does not require an amendment.
- The CNASP is presently within the Fortis Alberta Service Territory. The City of Red Deer Electric Light & Power will apply to have this service territory transferred to the City prior to new development starting.
- Ensure road access is provided for future road connections in the South East corner leaving the plan area eastward.
- Ensure temporary access is provided through the SE of the plan to the triangular remnants of NE26-38-27 of that is bisected by Northlands Drive.
- Top soil stripping, grading, or development shall not be permitted within the CNASP, including areas outside of the 100m setback, until all wells and facilities (including reclamation exempt) contamination areas have been confirmed and outlined by a Phase II ESA that has been accepted by the City. Please contact the Environmental Report Review Team for more information.
- The requirements outlined in 1.5 Building Environment – Oil & Gas for pipelines and well site areas also applies to the reclamation exempt test located within and adjacent to the CNASP boundary. These areas can only be developed once the gas well has been properly decommissioned and any soil contamination and remediation addressed by the well-site Licensee. The developer will not proceed with development until contamination has been remediated to Provincial standards and City Standards. It is the developer’s responsibility to contact the licensee and evidence of notification will have to be provided to The City. A Phase 1 ESA conducted by CNRL for their facilities has been previously received by The City. Phase 1 ESAs from the licensee will be required for all other well sites, including those that are reclamation exempt.
- Ensure the sour gas pipelines have been abandoned, removed, and reclaimed and that the EPZ does not apply to the plan area. Take the appropriate actions if any sour gas facilities return to an active status.
Top Soil Stripping and Grading

- The well and facility (CNRL #10014662 & #26012) will need to be abandoned and reclaimed (if required), prior to any stripping and grading occurring within the setback area.
- The exact location of the well site will need to be confirmed prior to any stripping and grading occurring within the setback area.
- No ground disturbance will be allowed within a registered pipeline right of way or the wellhead setback without written consent from the licensee.
- Any activity that may occur within or adjacent to the suspended well will be temporarily marked.
- Residential lots that are adjacent to the collector roundabout may be restricted from having front access to the road. If a lot is located within this restricted area, a rear laneway would be required to provide the necessary access.
- Top soil stripping, grading, or development shall not be permitted within the CNASP, including areas outside of the 100m setback, until all wells and facilities (including reclamation exempt) contamination areas have been confirmed and outlined by a Phase II ESA that has been accepted by the City. Please contact the Environmental Report Review Team for more information.
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- Ensure the sour gas pipelines have been abandoned, removed, and reclaimed and that the EPZ does not apply to the plan area. Take the appropriate actions if any sour gas facilities return to an active status.

Development

- Any activity that may occur within or adjacent to the suspended well will be temporarily marked.
- Prior to the issuance of a development permit, confirmation is required that the suspended pipe(s) have been removed, the AER database has been updated, and the caveat removed from the land title.
- Development within the R2 and C5 interface should be similar in size and scale.
- Development within the C5 district can increase in size and scale accordingly the further it is from the R2 district.
- All R2 development backing on to commercial should have rear yard enhancements. These homes will be fronting onto the collector road as well as backing onto the public commercial area. Both front and rear yards must be held to a high architectural standard, providing elements that enhance the small town theme of the CNASP community.
- Development within the C-5 district adjacent to the residential should also provide a frontage with enhanced architectural and landscape features.
- Enhanced architectural controls (implemented by the developer) will be located in areas where a park is adjacent to housing.
- R3 housing units are sited and orientated to front onto the street.
- Residential lots that are adjacent to the collector roundabout may be restricted from having front access to the road. If a lot is located within this restricted area, a rear laneway would be required to provide the necessary access.
- Properties that back onto the Conserve Pipeline right of way may not have access to the lane.
- The CNASP will feature an “Old Small Town Meets New” theme. The theme’s aesthetic is accomplished through the use of brickwork, cornices and other design choices that capture a feeling of being in a small historic rural town but are otherwise surrounded by more contemporary design features.
- District commercial design policies outlined on page 54.
- Top soil stripping, grading, or development shall not be permitted within the CNASP, including areas outside of the 100m setback, until all wells and facilities (including reclamation exempt) contamination areas have been confirmed and outlined by a Phase II ESA that has been accepted by the City. Please contact the Environmental Report Review Team for more information.
- The requirements outlined in 1.5 Building Environment – Oil & Gas for pipelines and well site areas also applies to the reclamation exempt test located within and adjacent to the CNASP boundary. These areas can only be developed once the gas well has been properly decommissioned and any soil contamination and remediation addressed by the well-site Licensee. The developer will not proceed with development until contamination has been remediated to Provincial standards and City Standards. It is the developer’s responsibility to contact the licensee and evidence of notification will have to be provided to The City. A Phase 1 ESA conducted by CNRL for their facilities has been previously received by The City. Phase 1 ESAs from the licensee will be required for all other well sites, including those that are reclamation exempt.
- Ensure the sour gas pipelines have been abandoned, removed, and reclaimed and that the EPZ does not apply to the plan area. Take the appropriate actions if any sour gas facilities return to an active status.
- At the time that a Civil Engineering Consultant is retained by the Developer (e.g. At the time the Servicing Study is completed), the Developer will provide The City of Red Deer’s Engineering Services Department with a Conceptual Design of a roundabout of the intersection of the East-West Collector Roadway and the East Commercial Access for their consideration. At that time it will be determined what the most appropriate configuration is for that intersection.

**South East Parcel – Plan Amendment**

- On Monday September 17, 2018 When Council adopted the Coventry NASP the following resolution was also passed – “Resolved that Council of The City of Red Deer, having considered the Coventry Neighbourhood Area Structure Plan Bylaw 3217/A-2018, hereby agrees to amend the plan by removing the R3 zoning from the entire area southeast of the arterial roadway, to be designated by an amendment at a future date. This change will be reflected in all figures and relevant text throughout the Coventry Neighbourhood Area Structure Plan.
- When a plan amendment comes forward to designate the uses for the land in the southeast corner of the plan area, the density implications for the plan area should be recalculated and included for Council’s consideration.