

# C1 Downtown Commercial District

## Development Design Criteria



*Aerial Photo  
showing extent of C1 district.  
North is to the top.*

Prepared for:



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*Ross Street*

*49th Street*

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City of Red Deer  
**C1 Downtown Development Design Criteria**

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**PART 1**

*This section describes the vision of the Red Deer downtown core and references policies from the Greater Downtown Action Plan. These trigger a range of development design criteria and initiatives for future development.*

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**PART 2**

*This section contains an implementation strategy process to ensure that development design criteria and initiatives contained in this document are managed in a manner that results in a high quality Downtown C1 District built environment.*

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## PART 1

**INTRODUCTION****VISION**

*The ongoing development of Red Deer's Commercial core will create a pedestrian-oriented environment which provides a high quality backdrop for day to day life in the Downtown. The historic urban patterns and traditions which make Red Deer's downtown unique, will be enhanced and protected. The public and private realms will combine to create an environment which favours creative and safe social interaction between Red Deer citizens and visitors at all times of the day, and each season of the year.*

**THE GREATER DOWNTOWN ACTION PLAN**

“Greater Downtown is a clearly defined area at the centre of Red Deer, made up of distinct interrelated districts. The citizens of Red Deer recognize the greater Downtown as a critically important part of their city. It is the focus of civic history, civic pride and community celebration.”

*The Greater Downtown and its Neighbourhoods*

“Downtown Red Deer is a thoughtfully designed blend of urban and natural environments. The streetscapes of Greater Downtown Red Deer offer pedestrians of all ages and physical ability a wide range of well designed, richly landscaped and colorful furnished surroundings.”

*The Pedestrian Environment*

“Greater Downtown is a good place to live and work, and features a healthy mix of services and support for a diverse Downtown urban community. It is safe and convenient, and is accessible to people of all economic means.”

*Living Downtown – Residential Options*

**OVERVIEW**

Development design criteria for Red Deer's downtown C1 Commercial District as contained in this document, describe the manner by which development, both private and public, will be designed to satisfy the objectives identified in the “Greater Downtown Action Plan”. Development design criteria are set out to apply to all of the downtown's C1 Commercial area with specific attention given to commercial and residential buildings, heritage buildings, and the public realm.

They address considerations such as building fronts, street edge, landscaping and street furniture.

These development design criteria enhance the unique role played by Downtown Red Deer's traditional grid of streets, blocks and lanes.

- Streets are places for social contact and circulation.
- Blocks accommodate development, and their perimeter edges make up building frontage and addresses.
- Lanes provide site servicing, pedestrian links, and access to parking.



*An example of life on a vibrant pedestrian oriented Downtown street: the goal of urban design criteria.*

## 1. BUILDING FRONTS

### VISION

*The most vital, animated and successful urban streets feature well designed buildings which create a strong edge to a pedestrian-orientated public realm.*

### RELEVANT POLICIES from the GREATER DOWNTOWN ACTION PLAN

<b>Policy 6.6</b>	Red Deer's Primary Office Centre
<b>Policy 6.7</b>	A Special Focus on 'the Core'
<b>Policy 9.5</b>	Residential Redevelopment in the Commercial Core
<b>Policy 9.6</b>	Housing and Live/Work Space on the Second Floor in the Core

#### Part 5: Special Regulations:

##### General Design Criteria for Downtown

- Street oriented design elements for all elevations
- Street level windows
- Appropriately designed entrances
- Street oriented signage
- Pedestrian scale design
- Building material which complement other buildings in the downtown

### BUILDING FRONTS DESIGN CRITERIA

#### (General - all Development)

**Design Criteria 1.1** The street edge will be defined by continuous development comprised of building faces, doorways, windows, activity zones (i.e. outdoor café), public sidewalks, landscaping, balconies and building entry ways.

**Design Criteria 1.2** New buildings will be situated parallel to the street including, corner lots and parcels with multiple street frontages.

**Design Criteria 1.3** The height of the building elevation facing the street will be a minimum of two storeys or 8.5 metres (28 feet) from grade to the cornice (eave) line.

**Design Criteria 1.4** Buildings on corner lots will address both street frontages with equal quality architectural treatment given to both elevations.



*An example of a residential development where front doors face the street and stairways lead from the sidewalk to the front entrance. (Design Criteria 1.1)*



*An example of a bay window and front entrances along the street edge. (Design Criteria 1.1)*



*An example of a retail corner shop that addresses both street frontages at an intersection. (Design Criteria 1.4. 1.11)*

**Design Criteria 1.5** Large flat wall surfaces on any building elevation facing a street will not have any single horizontal wall length greater than 5 metres (16 feet) unless it contains distinct architectural elements such as projections, recesses, jogs or windows to provide visual variety and rhythm on the building face.

**Design Criteria 1.6** Where rear lanes exist, access to building loading and delivery zones and to any on-site parking that is being provided, will be from the lane.

**Design Criteria 1.7** Any area between a building edge and a public sidewalk will be developed in a manner that provides a visual amenity from the public sidewalk.

**Design Criteria 1.8** No on-site parking for new developments will be allowed between any street facing building elevation and the property line, including corner lots. For parcels having street frontage along 3 or more sides, no on-site parking will be allowed between a minimum of 2 street facing building elevations and the property line.

**Design Criteria 1.9** Fencing along the street fronts of vacant sites, construction sites, and around garbage compounds, will be constructed with weather proof materials and/or finishes and where applicable, be coordinated with the look and finish of adjoining development.

**Design Criteria 1.10** No existing separate boulevards or, boulevard or sidewalk trees, will be removed for new development, including access driveways.



*An example of parking access for a residential building from the rear lane. (Design Criteria 1.6)*

## BUILDING FRONTS DESIGN CRITERIA (Commercial Development)

**Design Criteria 1.11** Building elevations facing a street, including both elevations on corner sites, will be built to the property line unless a setback provides an amenity to the pedestrian environment of downtown (i.e.; art display, café/patio, landscaped sitting area, etc.).

**Design Criteria 1.12** The flankage side of commercial buildings on corner lots will extend along the street to the minimum rear yard setback line.

**Design Criteria 1.13** To create diversity in street level store frontages, at least half of any large commercial retail/office building will be developed with individual store front modules of 7.5 - 10.0 metres (25 - 33 feet) in width.

**Design Criteria 1.14** Commercial and retail building fronts will have a minimum of 50% of their ground floor street frontage provided with transparent windows.

**Design Criteria 1.15** Display windows will be provided adjacent to each retail front entrance.

**Design Criteria 1.16** The minimum ground floor to second floor height for commercial retail is to be 3.6 metres (12 feet).

**Design Criteria 1.17** Weather protection for pedestrians will be provided along the sidewalk, as a minimum at each building entry but, preferably along the full face of the building. Design of weather protection must be architecturally integrated with the building and must not impact safety of the sidewalk environment.

**Design Criteria 1.18** Storefront entrances will be angled and recessed no less than 0.9 metres (3 feet) and no more than 1.5 metres (5 feet) from the face of the storefront.



*An example of separate commercial retail stores each having its own front to the street. (Design Criteria 1.13)*



*An example of a large mixed-use development with individual shop fronts along the street and apartments above. (Design Criteria 1.13, 1.16)*



*An example of commercial retail along the street with display windows provided in association with front entrances. (Design Criteria 1.15)*



*An example of a canopy along a sidewalk and recessed entrance that provides weather protection. (Design Criteria 1.17; 1.18)*

**BUILDING FRONTS DESIGN CRITERIA  
(Residential Development)**

**Design Criteria 1.19** All main floor dwelling units, fronting onto a public street with sidewalk, will have an individual front entry that can be accessed directly from the street, through a private front yard. Windows from the residential units will maintain a view to the street.

**Design Criteria 1.20** The main floor of residential ground units will not be located higher than 1.5 metres (5.0 ft.) above the grade of the front public sidewalk/curb.

**Design Criteria 1.21** Front yards for residential units will provide separation from the street/sidewalk. Vertical walls, railings, hedges, gateways or fence elements will not exceed 1.0 metre (3 feet) in height unless of an open design.

**Design Criteria 1.22** Architectural and design elements such as balconies, verandas, canopies, projecting windows will be incorporated into the front building face.

**Design Criteria 1.23** Shade or specimen trees will be planted within residential front set-back areas at a minimum of one tree per 7.5 metres (25 feet) of lot frontage.



*An example of street facing units that enable individual front entries and street edge landscaped front yards. Note raised residential main floor.  
(Design Criteria 1.1, 1.19, 1.20)*



*Example of a display garden and terrace that offers both privacy and street presence. (Design Criteria 1.21)*



*Example of main floor residential units that achieve a balance of privacy with the integration of plantings and low street edge open fencing. (Design Criteria 1.21)*



*Residential development examples with main floor dwelling units fronting onto a public street. Each individual front entry is accessed directly from the street.  
(Design Criteria 1.19-1.22)*

## 2. HERITAGE BUILDINGS

### VISION

*The built heritage of downtown Red Deer is an irreplaceable resource that helps the residents and visitors understand and appreciate their history and accomplishments.*

### CONTEXT

Applicable heritage buildings are those located in the Downtown C1 District and identified within the *Inventory of Historically Significant Resources* and *Historical Preservation Buildings and Sites* in the City of Red Deer Land Use Bylaw. A separate listing of the applicable heritage buildings will be compiled as part of the Land Use Bylaw amendment for implementation of this document.

Red Deer's heritage buildings provide tangible evidence of significant periods in Red Deer's history. The buildings display many different building styles reflecting the City's evolution from a frontier community in the late 1800s, through the early brick and sandstone structures of the pre and post war years up to the 'modern' stucco and brick buildings of the 1950s.

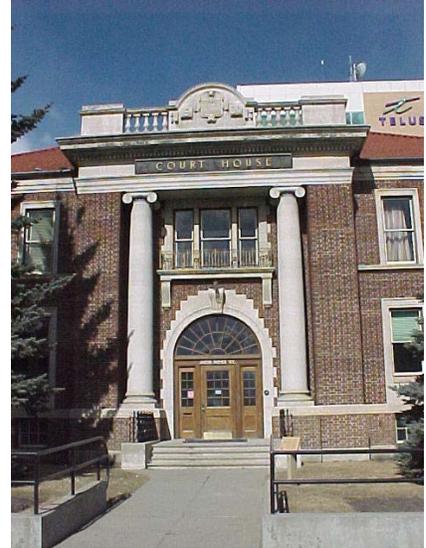
Owners wishing to redevelop heritage buildings should be required to demonstrate to the Heritage Preservation Committee, the Main Street Board and the City's Municipal Planning Commission how their project adheres to established conservation Principles as contained in Appendix 1. Owners are required to critically examine preservation and adaptive re-use of heritage buildings when considering redevelopment of these sites.

### HERITAGE BUILDING DESIGN CRITERIA

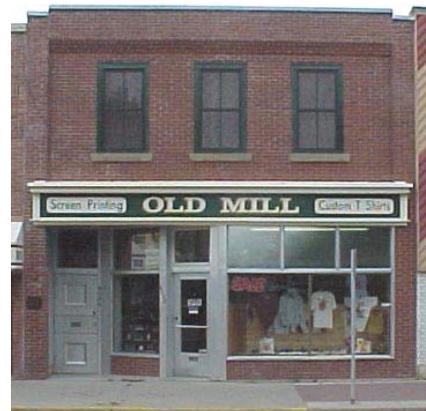
**Design Criteria 2.1** The Heritage Preservation Committee and if applicable, the Main Street Board, will be consulted respecting any development proposal affecting a heritage property or a property adjacent to a heritage site.

**Design Criteria 2.2** A representative of the Heritage Preservation Committee will be asked to be present and provide comments at any Municipal Planning Commission meeting or Subdivision Development Appeal Board hearing involving a development proposal affecting a heritage property or a property adjacent to a heritage site.

**Design Criteria 2.3** Any major renovation or redevelopment of a heritage building will be carried out using sound principles of restoration and rehabilitation as contained in Appendix 1.



*The Old Courthouse, protected as a Designated Provincial Heritage property.*



*The Old Mill was restored in 2002 as part of the Main Street Programme. (Design Criteria 2.3)*

### 3. GAETZ-ROSS HERITAGE AREA

#### VISION

*A distinct heritage area will be created in Downtown Red Deer which guides new construction to recreate the scale and proportion of the historic town centre.*

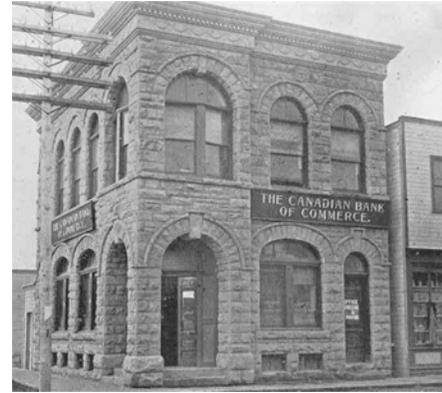
#### CONTEXT

The buildings of downtown Red Deer tell stories of the past, of adaptations of the community, of changing lifestyles, aesthetic expression and social values. Many of Red Deer's early buildings have disappeared. The buildings and special places that remain are, therefore, more valuable assets for Red Deer.

The Gaetz-Ross Heritage Area includes a representative cross-section of the evolution of Red Deer's built history. Red Deer's downtown has long been characterized by a pattern of 2 storey storefronts generally reflecting the rhythm of 25 foot wide lots. The storefronts historically followed a pattern of stores with high ceilings, recessed entries and generous display windows all enlivened by awnings, signage, materials and colours of the period. The second storey above the store usually accommodated residential or commercial space. The objective of establishing the Gaetz-Ross Heritage Area is to preserve what remains of Red Deer's past and complement it with new buildings and development that enhance the historic character of these two important streets.

The Gaetz-Ross Heritage Area offers a unique opportunity to:

- celebrate Red Deer's heritage buildings and streets,
- preserve the historic environment of downtown Red Deer,
- enhance the heritage character of the downtown with the addition of new buildings and improvements, and,
- provide a welcoming pedestrian oriented downtown experience.



*The Greene Block, on Ross and Gaetz. A landmark building from 1901.*

*Historic Ross Street looking west.*





**EXTENT OF GAETZ & ROSS HERITAGE AREA**

*Dark building footprints indicate buildings of Heritage Significance (local, Provincial or Main Street Programme) as of May 2004.*

**RELEVANT POLICIES from the GREATER DOWNTOWN ACTION PLAN**

- Policy 6.6** Red Deer’s Primary Office Centre
- Policy 6.7** A Special Focus on ‘the Core’
- Policy 7.7** Retain Original Building Setbacks on Main Downtown Streets
- Policy 9.5** Residential Redevelopment in the Commercial Core
- Policy 9.6** Housing and Live/Work Space on the Second Floor in the Core

**Part 5: Special Regulations: General Design Guidelines for Downtown**

- Street oriented design elements for all elevations
- Street level windows
- Appropriately designed entrances
- Street oriented signage
- Pedestrian scale design
- Building materials which complement other buildings in the downtown.

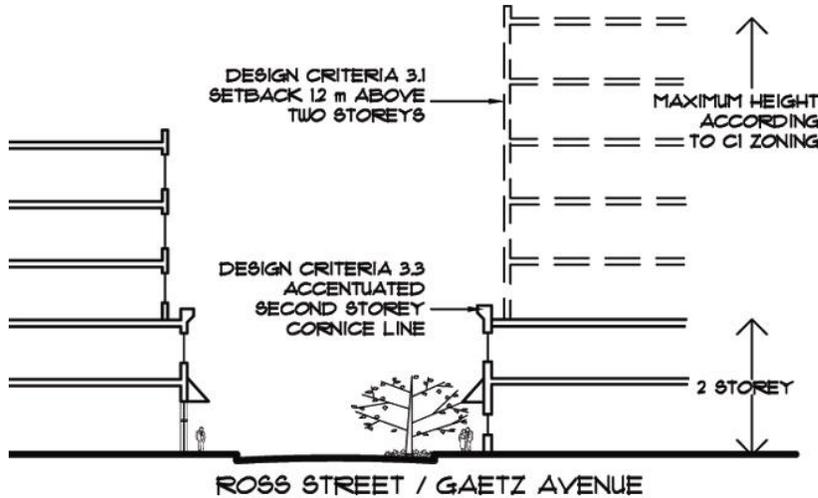


*The Train Station: a focus of the Gaetz-Ross Heritage Area.*

**GAETZ- ROSS HERITAGE AREA DESIGN CRITERIA**

All development design criteria in Section 1: Building Fronts apply to the Gaetz- Ross Heritage Area unless modified by the following design criteria.

**Design Criteria 3.1** Any addition or portion of a new building higher than 2 storeys will be stepped/set back a minimum of 1.2 metres (4 feet) from the front building façade of the lower 2 storeys.



Schematic cross-section showing massing criteria for development in the Gaetz-Ross Historic area. (Design Criteria 3.1, 3.3)

**Design Criteria 3.2** New development will express Red Deer’s historic architectural rhythm of downtown store fronts by providing elevations along the street frontage that contain or duplicate individual store front modules of 7.5 - 10 metres (25 - 33 feet) wide, each containing separate design elements such as entrances, windows, canopies, projections, roof lines, signage etc.

**Design Criteria 3.3** Development will accentuate the second storey cornice line.



Respect historic pattern of storefronts (Design Criteria 3.2)

## 4. SURFACE PARKING LOTS

### VISION

*Off-street parking lot design will provide a high quality environment integrating elements required for a defined sidewalk edge, quality landscaping, user safety, and pedestrian movement.*

### RELEVANT POLICIES FROM THE GREATER DOWNTOWN ACTION PLAN

**Policy 7.1** High quality streetscapes in the Commercial Core

**Policy 7.10** Barrier free pedestrian access

**Policy 8.6** Maintain the supply of surface parking spaces

**Policy 8.10** Parking lot design and safety standards

**Part 5: Special Regulations: General Design Guidelines for Downtown:** Street oriented design elements for all elevations; pedestrian scale design

### SURFACE PARKING DESIGN CRITERIA

*These development design criteria are intended to complement the City of Red Deer document "Guidelines for Greater Downtown Parking Areas".*

**Design Criteria 4.1** All off-street surface parking areas will provide elements required for a defined sidewalk edge, quality landscaping, user safety, and pedestrian movement.

**Design Criteria 4.2** Parking access will be from the rear lane. Where no lane exists, front street access may be permitted. No boulevard trees will be removed for access.

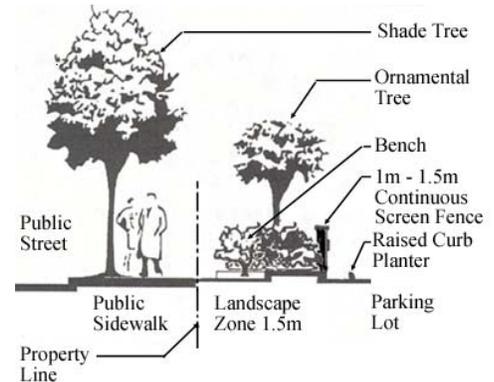
**Design Criteria 4.3** All off-street surface parking areas will be paved.

**Design Criteria 4.4** Defined walkways will provide clear pedestrian connections between vehicle parking areas and adjacent public sidewalks and/or building entrances.

**Design Criteria 4.5** Pedestrian-scale lighting will identify pedestrian routes and entrances to parking lots and buildings.

**Design Criteria 4.6** The street edge of any off-street parking area will contribute to the visual continuity of the street by featuring plantings (shade trees), low open fences, gateways, decorative railings, and street furniture.

**Design Criteria 4.7** Fences, railings, etc., will not exceed 1.0m (3.0 ft) in height unless of an open design.



*Typical Parking lot sidewalk cross-section (Design Criteria 4.6, 4.7)*



*An example of a parking lot using a combination of plantings, special gateway feature and seating area. (Design Criteria 4.6)*

## 5. THE PUBLIC REALM

### VISION

*Public initiatives in the C1 district will enhance the historic nature of the downtown nature of the downtown. Visitors to the downtown will know they are in a unique section of the city.*

### CONTEXT

To provide general direction for development of public spaces in the C1 Commercial District.

### RELEVANT POLICIES from the GREATER DOWNTOWN ACTION PLAN

- Policy 2.1**      Develop links between Downtown neighbourhoods
- Policy 2.32**    Develop distinct identities for Downtown neighbourhoods
- Policy 2.4**      Improvements to special places in the core
- Policy 2.6**      Develop a Downtown lighting programme
- Policy 7.1**      Provide high quality streetscapes in the downtown core
- Policy 7.2**      Develop the 48<sup>th</sup> Street Promenade
- Policy 7.5**      Upgrade existing laneways as pedestrian routes
- Policy 7.11**     Traffic calming on 51<sup>st</sup> Avenue
- Policy 7.12**     Streetscaping and traffic calming on 49<sup>th</sup> Avenue
- Policy 7.14**     Enhance distinctive streets



*An example of a mid block sidewalk from street to street, to enhance the variety and convenience for pedestrian movement. (Initiative 5.2)*

### PUBLIC REALM DESIGN INITIATIVES

#### GENERAL

The following public realm improvements take the form of initiatives rather than development design criteria as they deal with public sector sidewalks, streets and/or the street environment which are not normally addressed through the Land Use Bylaw or its development regulations. These types of improvements are often dealt with in accordance with City and/or City Departmental policies, City design standards, implementation of special studies or through funding initiatives and/or Local Improvement Bylaws.

Some of these initiatives carry high financial implementation costs and will be evaluated by the City on a case by case basis in accordance with availability of appropriate funding.



*An example of a generous width sidewalk. Its width allows for outdoor display, a clear width for people to easily pass one another and street furniture. ( Initiative 5.3; 5.4)*

**Initiative 5.1** The historic grid of blocks, lots, streets, avenues, and lanes will be preserved throughout the Downtown.

**Initiative 5.2** Pedestrian walkways and bicycle paths will be integrated with large scale commercial or mixed-use developments. Walkways may be connected to Downtown lanes or to the interiors of private developments (through building interior malls, etc.) or as part of the public realm similar to the parkette/pathway between Bishop's Place and the Old Courthouse.

**Initiative 5.3** Maintain and provide generous sidewalk widths as required by City of Red Deer engineering standards including the use of additional setbacks for pedestrian related enhancements and bike travel.

**Initiative 5.4** There is to be a continuity of boulevard and/or sidewalk tree plantings and other landscaping (flower barrels, hanging baskets) along every major street.

**Initiative 5.5** The Downtown sidewalk and streetscaping program (Appendix 2) implemented in the 1980s will be reviewed, refined and continued, and is to be extended to include pedestrianization of some key lanes (see Initiative 5.23). The first priorities will be along Gaetz and 49<sup>th</sup> Avenues between the Red Deer River and 43<sup>rd</sup> Street.

**Initiative 5.6** The City's "Downtown Traffic Initiatives Study" (EarthTech September 2001) be used as the basis for implementation of traffic calming measures along 51<sup>st</sup> Ave (as the first priority) and other downtown locations.

**Initiative 5.7** All public realm development will utilize, and be based on, CPTED (Community Policing Through Environmental Design) design philosophy.

## STREET FURNITURE

**Initiative 5.8** The City will support public and private art displays: sculptures, murals, galleries and sidewalk entertainers (i.e. buskers) and street theatre.

**Initiative 5.9** Recycling containers in the commercial core will be supported.

**Initiative 5.10** A common theme for Downtown streetscaping will be reflected in the design, style, colour and use of materials for benches, garbage/recycle containers, light standards, etc. in a manner that respects the existing downtown built environment and heritage component.



*Continue the Streetscaping Programme (Initiative 5.4; 5.5)*



*One of the "Ghosts" collection of public art along the Downtown's sidewalks. Cultural displays both enhance the pedestrian experience and reinforce a unique character for downtown Red Deer. (Initiative 5.8)*



*An example of a heritage style refuse container. (Initiative 5.10)*

**Initiative 5.11** A uniform and coordinated colour scheme for all downtown streetscape furniture (benches, bike racks, garbage/recycling containers, kiosks, etc.), traffic light standards, street light standards, street name signs and sign and parking meter posts, etc. will be established and coordinated by the City of Red Deer in consultation with applicable City Departments and the Downtown Business Association.

**Initiative 5.12** Where feasible, all public development related to the street environment will utilize colours and design features that are coordinated with the Downtown Logo; it is suggested that all street light and traffic light standards in the commercial core be black in colour.

**Initiative 5.13** No advertising will be permitted on public street furniture with the exception of designated information kiosks and/or other venues approved by the City.

**Initiative 5.14** Information kiosks will be located at major downtown intersections. Maintained by the Downtown Business Association, these will allow for Downtown business advertising and will be designed to allow private application of flyers and bulletins announcing upcoming events in the downtown.

**Initiative 5.15** Street furniture placed on private property adjacent to the public sidewalk will meet the same design, style and colour criteria as those placed on public property.

## LIGHTING

**Initiative 5.16** Street light standards located on all major downtown thoroughfares and developed commercial streets will be pedestrian oriented with flower basket and banner hangers and of a design containing a strong heritage component.

**Initiative 5.17** Modifications to the style, location, and number of street light standards to achieve better pedestrian scale lighting, will be undertaken in a systematic manner. Light fixtures attached to building faces could be used to enhance pedestrian light levels.

**Initiative 5.18** Until applicable light standards are replaced with pedestrian oriented lighting, existing light standards will be modified to allow flower baskets and banners to be installed.



*An example of heritage style benches. (Initiative 5.10)*



*No advertising is to be permitted on public street furniture with the exception of designated information kiosks and venues. (Initiative 5.13)*



*An example of heritage style lighting incorporating banners. (Initiative 5.16)*

## LANDSCAPING

**Initiative 5.19** Trees lining sidewalks and/or boulevards will be expanded throughout the Downtown on an ongoing basis. Appropriate species will be as recommended by the City's Parks Department.

**Initiative 5.20** The electrification and tree-lighting program will be expanded throughout the Downtown's commercial areas in a systematic manner.

**Initiative 5.21** No existing boulevards or boulevard or sidewalk trees will be removed for new development including access driveways.

## LANE DEVELOPMENT

**Initiative 5.22** As part of Initiative 5.5, a review will be carried out to determine the extent of lane locations to have upgraded paving, landscaping, public signage and lighting. While other locations will be considered in the future, the following lane locations will be initially considered:

1. North of Ross Street between Gaetz - 49<sup>th</sup> Avenues.
2. North of 49<sup>th</sup> Street and connecting to Gaetz Avenue.
3. East of Gaetz Avenue between 48<sup>th</sup> - 49<sup>th</sup> Streets.
4. South of 49<sup>th</sup> Street and running west of 49<sup>th</sup> Avenue.

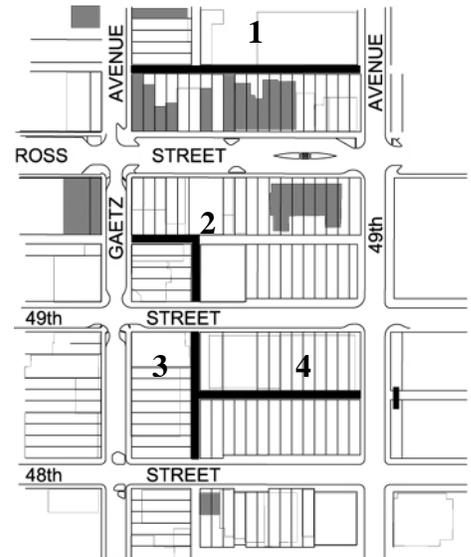
**Initiative 5.23** Lanes will be the primary location for service access and deliveries to street-facing businesses and residences. They will also be developed as attractive pedestrian routes through the Downtown core.

## THE 48<sup>th</sup> STREET PROMENADE

**Initiative 5.24** A continuous connected and enhanced pedestrian environment will be developed and maintained between Barrett Park and the Red Deer River.

**Initiative 5.25** A detailed study will be carried out to design and determine content and location of all applicable streetscaping and street furniture items to be incorporated along the full length of 48<sup>th</sup> Street.

**Initiative 5.26** Streetscaping of 48<sup>th</sup> Street could have its own unique character, while still adhering to the overall Downtown initiatives noted elsewhere in this section.



*Location of initial lane upgrades (Initiative 5.22)*



*An example of a well designed and landscaped lane, which enables servicing and parking as well as pedestrian circulation. (Initiative 5.22)*

## PART 2

**IMPLEMENTATION STRATEGY****VISION**

*To establish implementation mechanisms that will ensure that the Downtown development design criteria and initiatives contained in this document are integrated into the City's development approval process in a manner that ensures new development will be measured against those principles in an orderly, seamless, and systematic manner within the City's existing development approval process including its appeal process.*

**1. DEVELOPMENT DESIGN CRITERIA**

The development design criteria shown in Sections 1 through 3 of this document will be implemented by the City of Red Deer through Land Use Bylaw Amendment 3156/XX-2004 whereby the development design criteria contained in these sections will become **development regulations** added to, or integrated with, the existing development regulations in the C1 Commercial (City Centre) District.

Section 4, Surface Parking Lot design criteria, will be implemented by integrating and consolidating these with the existing parking lot design criteria contained in the City of Red Deer *Guidelines for Greater Downtown Parking Areas* document. The consolidated parking lot design criteria will be added to the C1 Commercial District through a Land Use Bylaw amendment.

**2. PUBLIC REALM IMPROVEMENTS**

Shown as initiatives in Section 5 rather than development design criteria, these proposed public realm improvements form the planning basis for future civic improvements that will require considerable City evaluation in terms of costs, timing and setting of priorities. These initiatives will be implemented by one or more of the following methods:

**a) The City as Developer**

The City of Red Deer will take a pro-active role in the provision, management and construction of new and upgraded public realm streetscape improvements in the Downtown. This could include formation of special committees/task forces, design charettes, design competitions, tendering processes and partnerships with non-profit and/or private sector initiatives.

**b) A Comprehensive Development Strategy**

The City of Red Deer will prepare a comprehensive development strategy for Downtown public realm improvements that includes:

- i) determination of a common theme for public realm streetscaping items based on an existing Downtown built environment that includes a strong connection to historical

heritage characteristics and elements; the theme is to be reflected through the design, style and materials used for the various streetscape components.

- ii) development of a uniform and coordinated colour scheme for all Downtown streetscape furniture (benches, bike racks, garbage/recycling containers, kiosks, gateways), street light and traffic standards and street sign and meter posts.

**c) Financial Plan**

The City of Red Deer will prepare and implement a multi-year financial plan/forecast for public realm improvements with capital funds to be allocated and approved on an annual basis.

**d) Downtown Revitalization Reserve Fund**

The City's Downtown Revitalization Reserve (Council Policy No. 5318) will be used as a source of funding for some public realm improvements. Funding for eligible projects are approved by City Council upon recommendation from the City's Greater Downtown Riverside Meadows Internal Implementation Committee.

**APPENDIX 1****RESTORATION AND REHABILITATION  
PRINCIPLES FOR HERITAGE BUILDINGS**

*The following restoration principles are based on international standards of heritage conservation and preservation. These well established principles should be applied in conjunction with the Province of Alberta's 'Guidelines for the Rehabilitation of Designated Historic Resources' and the 'Downtown Historic Area Design Guidelines' as produced by the Alberta Main Street Programme.*

**Principle 1.1** Every reasonable effort will be made to provide a compatible use for a heritage building which requires minimal alteration of the building, structure, or site and its immediate environment (streetscape), or to use the property for its originally intended purpose.

**Principle 1.2** The distinguishing original qualities or character of a heritage building and its site will be preserved.

**Principle 1.3** The removal or alteration of any historic material or distinctive architectural features will be avoided.

**Principle 1.4** Distinctive stylistic features or examples of skilled craftsmanship which characterize a heritage building and its site will be carefully conserved and protected.

**Principle 1.5** Alterations to a heritage building will be based on historic fact. Attempt not to recreate a design style of an earlier or later period. Heritage buildings and their sites are each products of their own time.

**Principle 1.6** When a heritage building includes the superimposed work of different times, the exposure of the underlying state will only be justified when what is removed is of no historic value and when the material which is revealed is of significant historic value.

**Principle 1.7** Changes to a heritage building which may have taken place over time are evidence of the history and development of the building and its site. These changes may have acquired historic significance in their own right and, they should be evaluated and restored if appropriate.

**Principle 1.8** Deteriorated or damaged architectural features will be repaired rather than replaced, whenever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, colour, texture and other visual qualities. Replacement of missing architectural features will be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence.

**Principle 1.9** Damage to the heritage character and original materials will be minimized when upgrading the insulation and indoor environmental systems of a heritage building.

**Principle 1.10** The surface cleaning of a heritage building, when determined to be necessary, will be undertaken with the gentlest means possible. Many cleaning methods damage historic buildings and will not be undertaken without thorough testing prior to use. Sandblasting and other cleaning methods that will damage the historic building's materials will not be undertaken.

**Principle 1.11** When missing or severely damaged original architectural elements require replacement, the reconstruction should be based on sound evidence of the original characteristics.

**Principle 1.12** Contemporary renovations and additions to existing heritage building including upgrades to windows and doors will be permitted only when they do not destroy significant elements, and when the design is compatible with the size, scale, colour, material, and character of the heritage building.

**Principle 1.13** Changes to a heritage building will be reversible. Whenever possible, new additions or alterations to a heritage building will be done in such a manner that if such additions or alterations were removed in the future, the essential form and integrity of the original historic building would be unimpaired.

**Principle 1.14** The restoration and rehabilitation of a heritage building will be based on archival photographs and records where available. The Red Deer Archives is an important resource to be consulted.

**Principle 1.15** In some heritage buildings, poor original construction methods have resulted in rapid deterioration of certain elements. Reconstruction, therefore, will be undertaken in such a fashion as to duplicate the original as closely as possible while using sound construction practices.

**Principle 1.16** The impact on the heritage character of the building will be minimized when making changes required to meet building codes. Where the essential character of a heritage building is threatened by changes for building code reasons, every effort shall be made, in consultation with municipal and provincial authorities, to find an equivalent safety standard by alternative means.

**Principle 1.17** Every reasonable effort will be made to protect and preserve archeological resources affected by, or adjacent to any heritage building project.