

Neighbourhood Redevelopment Strategy

February 2017




Sylvan Lake

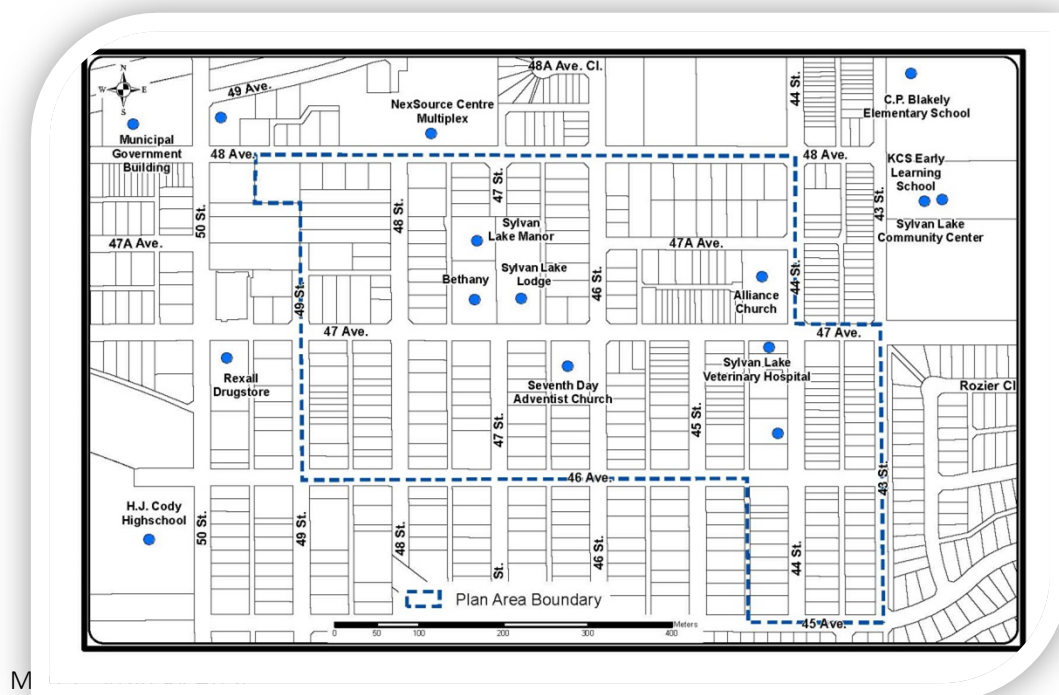
NEIGHBOURHOOD REDEVELOPMENT STRATEGY

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1.0 BACKGROUND

- 1.1 The Neighbourhood Redevelopment Strategy (NRS) is a community-based planning process designed to develop policy and recommendations to improve the mature neighbourhood, as shown in Map 1 and below, as it evolves and experiences redevelopment challenges.
- 1.2 Residential redevelopment, or infill, projects are becoming increasingly common within the neighbourhood, and residents and decision makers have recognized a lack of clear policy and intent for the Strategy area. Infill development describes the process of replacing existing development with new and often more intense development. Infill includes the demolition and replacement of an existing home, the creation of a secondary (basement) suite or garage suite, or the construction of multiple new units.
- 1.3 The Neighbourhood Redevelopment Strategy focuses on the lands between 48th and 46th Avenues from 49th to 44th Street (Map 1 below). This area has been identified as it has experienced the most infill development pressure. In addition, large portions of the area are designated for medium density development (Appendix C - R2 Land Use District) resulting in the potential for a significant shift in the neighbourhood character from a predominantly single family area (See Map 2 Current Land Use, Map 3 Current Land Use Designation, Map 4 Development Age), to a more diverse urban neighbourhood.



2.0 OBJECTIVES

The Neighbourhood Redevelopment Strategy is intended to achieve several objectives, including those outlined in the supporting policy documents discussed in Section 3.0, as well as to support the views expressed by community members. The Strategy aims to fulfil the objectives outlined below as a means of creating the most vibrant and enduring neighbourhoods possible for the Town of Sylvan Lake.

- 2.1 To support the visions and policies outlined in the Municipal Development Plan (MDP) and other community policy documents.
- 2.2 To ensure redevelopment is supportive of and supported by the existing community.
- 2.3 To establish general design, density and development guidelines which emphasize respect for the existing community context and streetscape.
- 2.4 To create a clear and inclusive development application and approval process complete with evaluation tools to direct and support decision makers, while providing the community with continuity and consistency.
- 2.5 Educate and engage citizens on development process, considerations and regulation.

3.0 POLICY FRAMEWORK

The Neighbourhood Redevelopment Strategy (NRS) has been developed under the guidance of various higher level comprehensive planning documents and development requirements. The NRS seeks to implement many of the goals identified to achieve the long term vision of Sylvan Lake.

The NRS refines the policies outlined in the MDP and other supporting studies to create a clear and consistent framework for evaluating redevelopment proposals. The policies outlined below, along with public feedback form the basis for requirements and regulations put forth in this document. The Strategy provides regulation and design guidelines for new development along with policy recommendations addressing various neighbourhood challenges not directly related to the redevelopment of individual properties.

3.1 Municipal Development Plan 2015

The Town's Municipal Development Plan (MDP) provides high-level policy direction based on the core principles of:

- *Conservation of natural resources and integration of nature into the Town,*
- *Economic prosperity,*
- *Growth as a compact, complete community,*
- *Housing affordability and diversity,*
- *Coordination of land use and transportation, and*
- *An engaged and involved citizenry.*

The MDP provides focussed policy on land use; neighbourhoods and housing; and mobility. Many of these policies support the aim of the NRS to enhance and promote quality design. A collection of relevant MDP policies are included as Appendix 2.

3.2 Land Use Bylaw

The Town's Land Use Bylaw (LUB) establishes the regulations for the building and development of private lands. The LUB is the primary document regulating where and how development takes place throughout the community. The Strategy area includes lands designated R1 – Large Lot Residential, R2 – Medium Density Residential, R4 – Manufactured Home, CN – Neighbourhood Convenience Commercial, and DC1 – Direct Control. In addition, the LUB contains specific regulations with respect to the development of secondary suites, garage suites, parking, landscaping, garbage storage, driveways and fencing among other site development features.

3.3 Municipal Sustainability Plan 2010

The Municipal Sustainability Plan (MSP) organizes the community's long term vision under five pillars of sustainability: Environmental, Social, Governance, Culture, and Economic.

The MSP offers specific goals including:

- *Promote aesthetically pleasing development,*
- *Incorporate complete street design guidelines,*
- *Reduce urban sprawl through Smart Growth Principles,*
- *Integrate green spaces into the built environment,*
- *Promote active transportation,*
- *Provide diverse housing options that meet the needs of residents today and in the future, and*
- *Neighbourhoods are vibrant and feature mixed uses allowing for a variety of housing forms and options.*

Many actions identified in the NRS are supported in the MSP including:

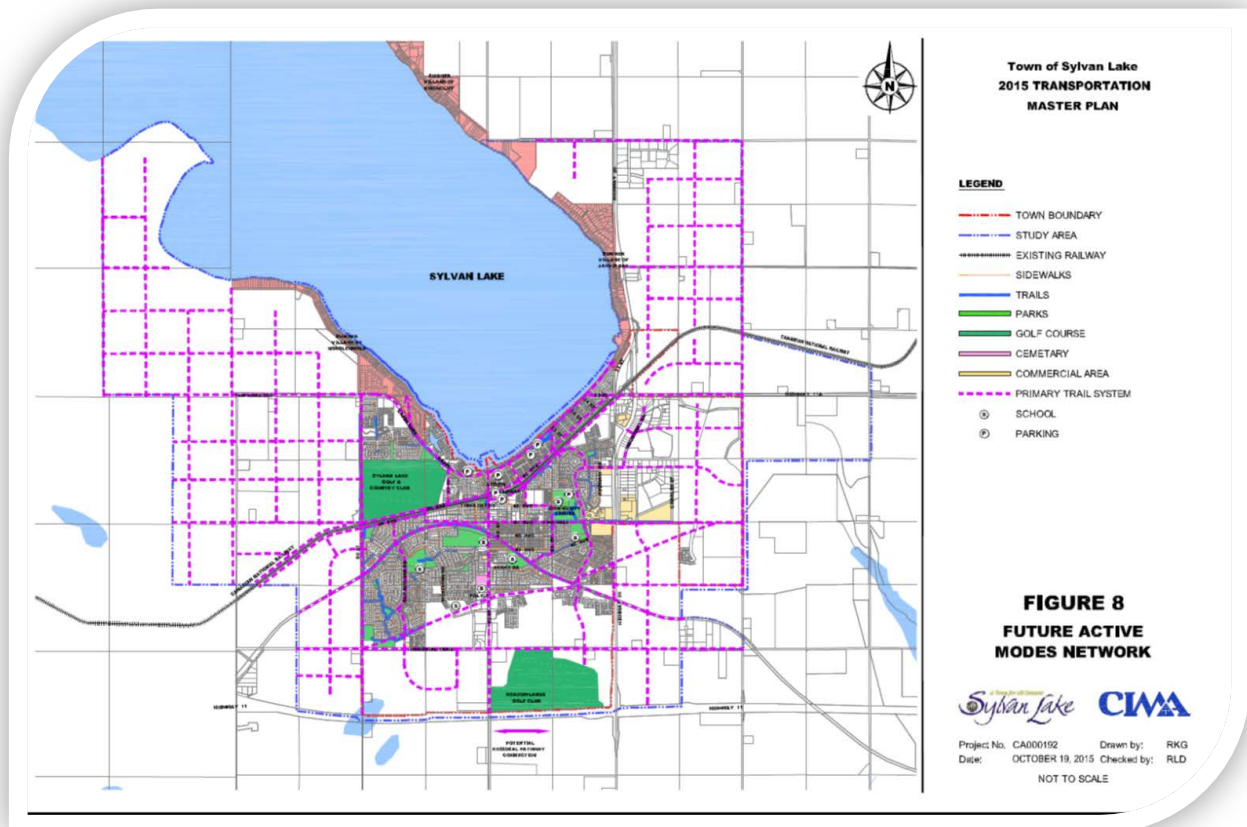
- *Sidewalk intensification – ensure sidewalks are located on both sides of main streets and are adequately lit and designed for accessibility.*
- *Implement a tree retention program.*
- *Ensure the design of new streets or redesign of existing streets takes into account uses other than vehicles to allow for the safe use of alternate modes of transportation.*
- *Encourage higher densities in key areas with connectivity to nearby amenities.*

3.4 Transportation Master Plan

The Transportation Master Plan (TMP) sets out the long range transportation planning goals of the community and identifies strategies to achieve them, including a framework for decision making and investment. The TMP outlines specific objectives, including the development of complete streets, pedestrian and cyclists accommodation, a potential future transit system, and traffic calming. Specifically, the plan provides comments with respect to streets within the Plan area, including the identification of primary trail development.

47th Avenue

There is potential for 47th Avenue to become a cross town arterial spine between residential expansion on the west and commercial/employment areas. 47th Avenue is already one of the busiest roads in Sylvan Lake and carries over 10,000 vehicles per day east of 50th Street. This east-west traffic carrying role needs to be balanced with the local context along the route, including active modes accommodation, parking and abutting land use characteristics. Further study of this corridor is recommended to develop a conceptual plan.



Pedestrian and Cyclist Recommendations (Figure 8) – major active transportation routes along 47th and 48th Avenues.

3.5 2014 Infrastructure Study

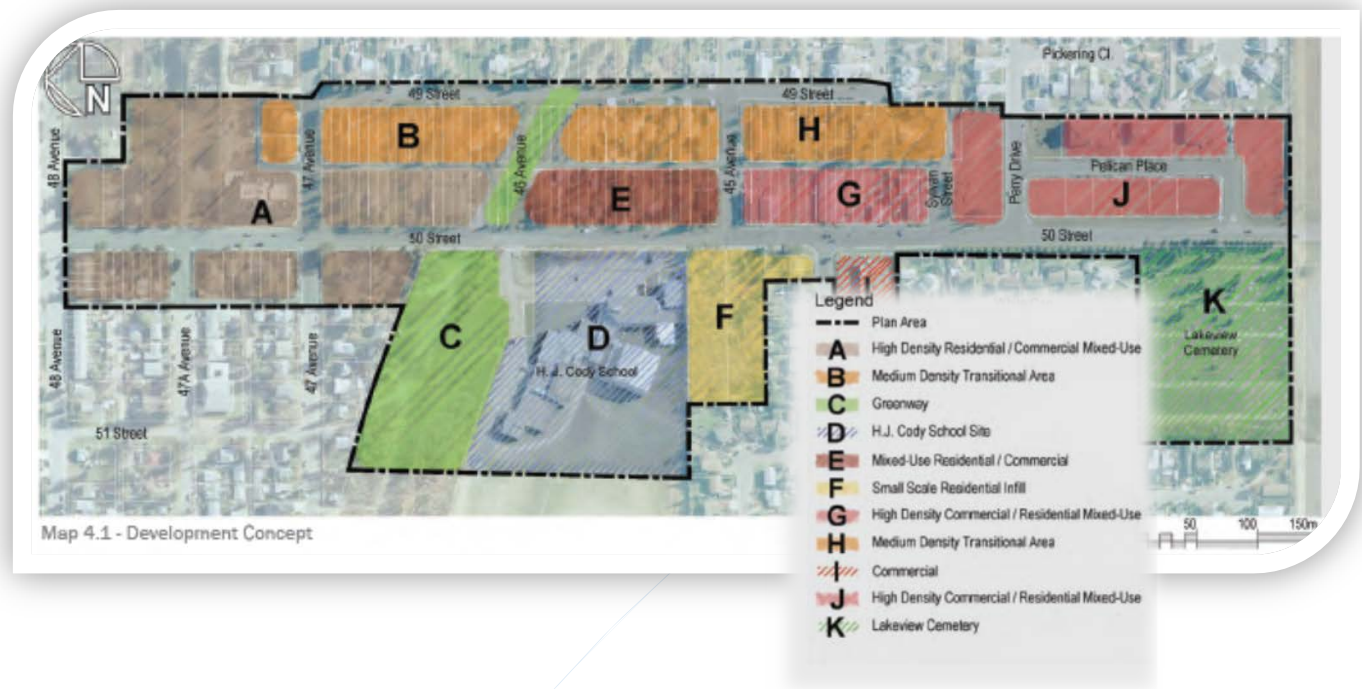
The 2014 Infrastructure Study outlines the capacity and condition of existing infrastructure and will serve as the basis for any required upgrades within the Town. The Study identifies 48th Avenue as a collector roadway and 47th Avenue as an arterial.

3.6 Waterfront Area Redevelopment Plan

The Waterfront ARP focuses on the redevelopment of the waterfront, Centennial Street and the surrounding areas. The WARP addresses lands directly north of 48th Avenue and the strategy area.

3.7 50th Street Area Redevelopment Plan

The 50th Street ARP addresses future land use and development along the 50th Street corridor directly west of the plan area. The ARP outlines a vision for a mixed commercial residential street with higher density development along 50th Street transitioning lower density moving eastward into the surrounding neighbourhoods.



4.0 STRATEGY PROCESS

4.1 Community Engagement

The Neighbourhood Redevelopment Strategy was envisioned as a means to ensure that community voices could be heard and their comments addressed in an open and collaborative forum. Recent redevelopment projects have caused significant public discontent, and it was recognized that public hearings and appeals are not the forums for constructive discourse. As a result, the NRS aims to provide opportunities for true discussion and education of the community members to develop a sense of the perceived threats and opportunities redevelopment may present. Public consultation took the form of an online survey and two public discussion sessions. In addition, the community will be invited to provide feedback on the draft Strategy.

4.2 Policy Development

The regulations, recommendations, and requirements set out in this Strategy are based on existing policy framework, public feedback, and best practices of other comparable communities. This Strategy aims to provide thoughtful, pragmatic regulation that is easy to understand and implement.

Town staff has worked together to ensure that the requirements of this Strategy are cohesive and easily considered in relation to relevant municipal plans and bylaws. The Strategy seeks to strike a balance between neighbourhood sensitivity, development facilitation and administrative practicality.

4.3 Strategy Creation

The NRS is intended to be a land use and development focussed document targeting the improvement of redevelopment projects on a project by project basis. However, through the community conversation and policy development phases of this project it became apparent that factors outside the realm of typical land use documents were the source of much apprehension for residents potentially leading to misplaced opposition to redevelopment. Thus, this Strategy includes not only the policy guidelines and implementation recommendations relating to land use and development regulation, but also offers recommendations for Council consideration with respect to other projects and priorities.

The recommendations are intended to ensure that opportunities for neighbourhood improvement are not missed simply because they fall outside the scope of the NRS project.

4.4 Implementation

This document will provide policy direction and specific guidelines for decision-makers with respect to permitted and discretionary development permits, subdivision, and rezoning applications. Design requirements are presented within Section 6.0 with many of these requirements being restated in the Neighbourhood Redevelopment Overlay District (Section 8). The Neighbourhood Redevelopment Overlay District is intended as an amendment to be included within the Land Use Bylaw. This document will be used along with the Land Use Bylaw in the evaluation of development proposals. The Overlay district

provides concrete regulation of development while the remaining policies contained within the NRS highlight minimum design guidelines that can be utilized in a more flexible fashion to ensure a high quality of development is achieved.

In addition, the recommendations provided within Section 5.0 highlights items for consideration of Council for immediate or future implementation.

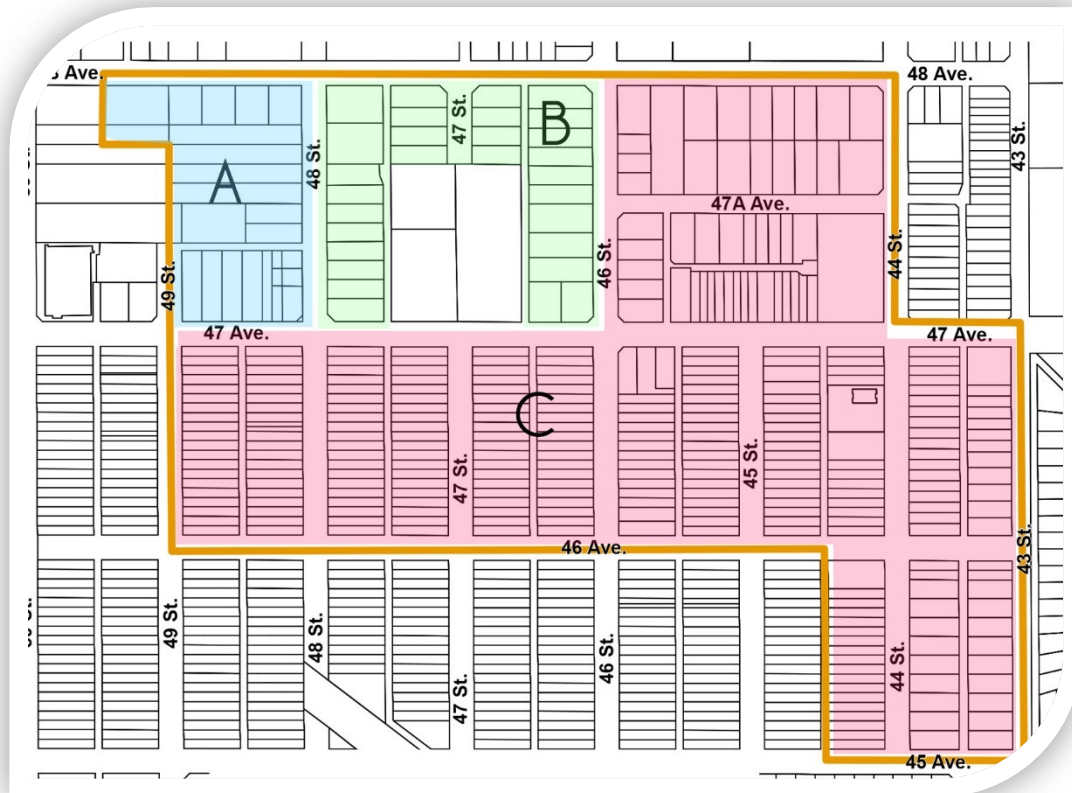
4.5 Monitoring, evaluating and updating

This document is intended to be reviewed periodically to ensure that it is achieving the identified objectives. As factors change and evolve within the neighbourhood, the strategy may need to be updated and its objectives reviewed. This document may need to be updated in conjunction with reviews or updates to the Municipal Development Plan, Land Use Bylaw, and adjacent Area Redevelopment Plans.

The Municipal Planning Commission and Development staff will evaluate the performance of the Strategy in relation to how the strategy is able to assist and guide their decision making processes.

5.0 POLICY AREA PLANNING

Specific planning direction has been established with respect to lots within the Strategy area that are unique due to lot size, lot configuration, adjacent development or current use. The following policy statements are meant to assist in directing the redevelopment, subdivision and/or consolidation of these



areas.

5.1 Policy Area A | 49th Street

5.1.1 49th Street, between 47th and 48th Avenues, is currently an undeveloped potential future roadway. The lots in Policy Area A are some of the largest lots in Town, but have limited development potential due to their long narrow configuration and lack of rear lane access.

The subdivision of any lots adjacent to this portion of the potential 49th Street shall provide a 10 m road dedication to provide sufficient access to the newly created parcels. Any redevelopment taking place will require the construction of portions of 49th Street in accordance with Town standards at the developer's cost. This would include the installation of water and wastewater mains, and road and sidewalk construction. The Town will work with developers to endeavour to assist in the recovery of costs benefitting neighbouring properties.

5.1.2 The creation of temporary turnarounds or a cul-de-sac may be considered to facilitate the progression of redevelopment in this area.

5.1.3 The Transportation Master Plan identifies the need for a corridor study to be undertaken to identify options to improve the transition between 47th Avenue and 48th Avenue to provide efficient east/west connection through Town. This could potentially involve the diversion of traffic from the junction of 47th Avenue and 50th Street through the creation of a roadway through the north western portion of the Strategy area connecting to 48th Avenue. The completion of a corridor study will explore and evaluate various options.

5.2 Policy Area B | 48th Avenue

5.2.1 This block is currently designated R1 – Large Lot Residential District. The R1 district only allows detached dwellings, and secondary and garage suites (discretionary uses). However, due to the evolving nature of 48th Avenue, Nexsource Centre and the higher density development existing in the seniors' housing facilities on this block, increased residential density may be suitable on this block. The Town should consider future planning for this area and a cohesive plan should be developed indicating how this increased residential density may be achieved.

5.2.2 Additional planning will be required for this block as the future of the Bethany Centre, the Sylvan Lake Lodge and the Manor are considered.

5.3 Policy Area C | 47th Avenue

5.3.1 As discussed in 5.2.1 above, parcels located along 48th Avenue may be considered for re-designation to a higher density land use district (ie. R2 Medium Density Residential).

5.3.2 Parcel consolidation

Where numerous adjacent lots have been amassed by a single landowner, innovative options for lot development that support the principles of this strategy may be considered.

5.3.3 Manufactured Homes

The Town should consider working collaboratively with land owners within the R4 Manufactured Home District to determine an approach for the redevelopment of the parcels. This may include the consideration of re-designation from R4 Manufactured Home District to R2 Medium Density Residential District.

5.3.4 Commercial development

The current bottle depot is a non-conforming use. The current use should not be expanded on the current property. Upon redevelopment this parcel should be redeveloped in conformance with the R3 High Density Residential District.

6.0 NEIGHBOURHOOD REDEVELOPMENT GUIDELINES

These guidelines are intended to be utilized in the evaluation of all residential development proposals for:

- a) new residential development; including detached, duplex and accessory dwellings units; unless indicated as specifically for discretionary use applications; and
- b) subdivision or consolidation of existing parcels.

In addition, renovations and upgrades that impact the exterior of a structure shall be encouraged to implement the policies contained within these guidelines.

...guidelines establish minimum criteria for neighbourhood compatibility, not the maximum expectation for good design (San Francisco Planning Department-Introduction to Residential Design Guidelines)

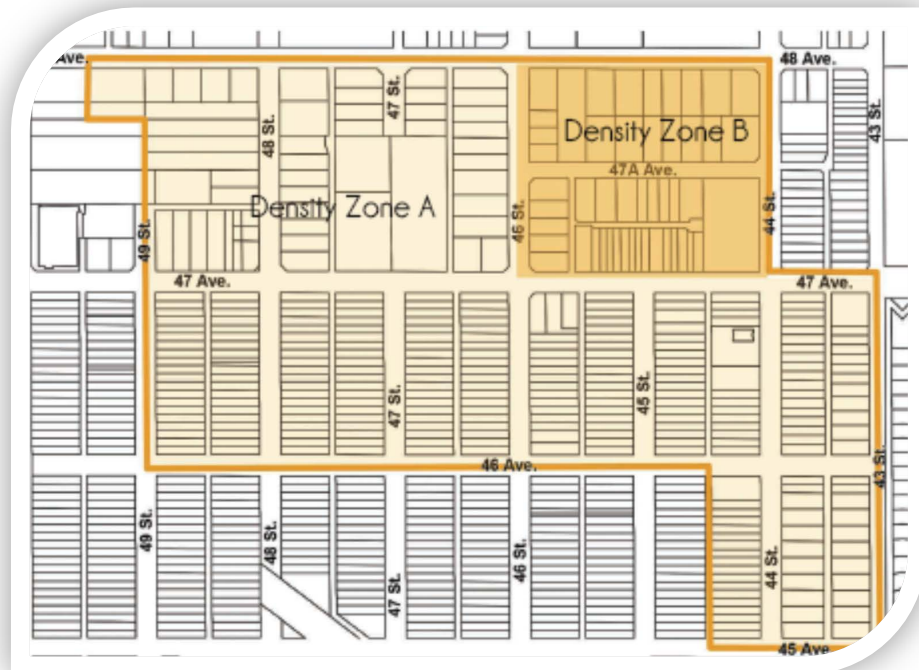
Many of the lot, building and landscaping provisions described form part of the Neighbourhood Redevelopment Overlay District in Section 8.1 and being included in Part 9 of the Land Use Bylaw. However, this section is structured to provide additional context to the regulations and a rationale for inclusion in the Strategy. In addition, a Redevelopment Assessment Sheet has been developed and included as Appendix 1 to support development staff in evaluating proposals within the Strategy area.

6.1 USE & DENSITY

6.1.1 Density

Two distinct areas exist within the subject neighbourhood. Namely, the 47A Avenue blocks that are characterized by existing multi-family development in the form of four-plexes, small apartments and row housing (Zone B); and the balance of the neighbourhood consisting of primarily single family homes interspersed with duplexes and four-plexes (Zone A). To reflect the current residential densities and to place limits on how future development may occur, two density zones have been identified.

- a. The number of residential dwelling units that may be developed on a parcel shall be



limited to:

Density Zone A – Maximum 40 dwelling units/ha

Density Zone B – Maximum 75 dwelling units/ha

The above noted density limitations are provided to guide the redevelopment of the R2 Medium Density District within the Strategy area. Density limitations shall not apply to those parcels designated R1 Large Lot Residential District, R3 – High Density Residential District, R4 Manufactured Home District or DC2 – Direct Control.

Zone A density limits the number of dwelling units that can be developed on a single 7.62 m x 45.72 m (25' x 150') wide parcel to one. Most of the parcels in the neighbourhood are approx. 45 m (150') in depth and are titled in 25' widths. This could, for example, take the form of a narrow single family dwelling or half of a duplex dwelling. A 15.24 m (50') lot could potentially accommodate a detached dwelling with a secondary suite OR garage suite or a duplex dwelling. A 75' x 150' lot could potentially accommodate a four-unit development.

Zone B will permit development of a similar intensity as currently exists, with density primarily limited by the ability of adequate parking to be provided.

These densities are to be calculated based on the total parcel area. Dwelling units include secondary and garage suites, and the maximum site density shall be rounded down to the nearest whole number in all cases.

6.1.2 Secondary Suites & Garage Suites

Secondary suites and garage suites, are effective options that support the creation of affordable housing stock with minimal impact on the look, character and function of a neighbourhood. The development of accessory dwelling units is supported in many locations within the Strategy area to encourage the preservation of the existing housing stock through reinvestment while supporting a more gradual increase in residential density.

- a. The Land Use Bylaw currently provides for the consideration of garage suites on lots that have rear lane access AND have a side or rear lot line abutting a higher density development (ie. fourplex, row house or apartment) OR land zoned R3 – High Density Residential, PF – Public Facility or a commercial district.

In addition to the sites permitted by section 7.20.3 of the Land Use Bylaw, garage suites may be considered on parcels:

- i. Where no rear access is available, provided the parcel area is more than 557.4 m² (6000 ft²) and access satisfies the Alberta Fire Code;
- ii. With rear lane access and two street frontages (ie. corner parcels); or



- iii. With rear lane access and are located across a rear lane from a parcel designated Direct Control (DC1/2) designation.
- b. Notwithstanding section 7.20.4 and 7.39.4 of the Land Use Bylaw, a secondary suite and garage suite may be considered on the same parcel provided the parcel is more than 1403 m² (approx. 15,100 ft²) and all other provisions of the LUB and this document are satisfied.

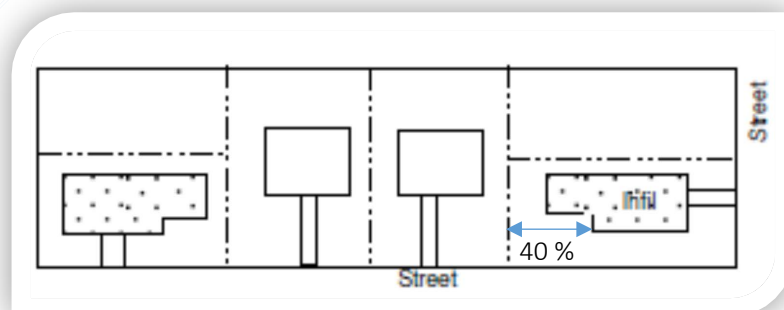
6.2 ORIENTATION

Current development within much of the neighbourhood follows a traditional block pattern with dwellings being oriented towards the street. This style of development creates a pattern in the neighbourhood that contributes to the character and overall aesthetic. Street orientation is achieved by having features such as windows, main entrances and porches oriented toward the street.

Street orientation also contributes to an improved pedestrian environment, providing an interesting streetscape and contributes to safety by providing 'eyes on the street'.

- a) Street-oriented development shall be encouraged. This includes the creation of easily identifiable entrances facing the street, as opposed to rear and side parcel boundaries. Where primary access is provided along a side yard an increased setback may be required. In all cases, the location of all accesses should be clearly indicated with hard surfaced access provided from the sidewalk to the entrance.
- b) Multi-unit development should be directed toward block ends wherever possible. Corner lots provide additional street frontage for parking and reduce impacts to interior parcels and rear lanes.
- c) Corner lot development shall respond to the fact that they are characterized by two primary contexts – the front street and the flanking street. The design should respond to this dual frontage by incorporating elements such as corner bay windows, wrap-around verandas, and gables and dormers with equal treatment being given to each elevation.
- d) Rear corner lot subdivisions and/or redevelopment may be considered where access and privacy requirements can be addressed. In addition, development will be required to be 'stepped back' or staggered along the flanking street to transition to the required front setback of adjacent lots.

This 'stepping back' will require development to meet a setback 1.5 m greater than the minimum side yard setback on the rear 40% of the lot (see diagram below).



- e) Outdoor amenity space shall be provided for all dwellings units, including secondary suites, garage suites, and multi-unit development. This space shall be clearly delineated and may include balconies, decks and patios. Outdoor amenity space shall be no less than 4.5 m² (48.43 ft²).

6.3 PARKING & ACCESS

The prominence and extent of parking in the front of residential development should be minimized. Many parcels within the Strategy area have access to a rear lane. Utilizing rear lanes to accommodate most residential parking improves street aesthetics, increases availability of on street parking and reduces hazards to both pedestrians and on-street traffic.

- a) Parking shall be provided in accordance with the LUB. Due to significant parking concerns within the Strategy area, parking variances will not be considered, unless the development provides justification demonstrating unique circumstances for the parcel or the development. Parking reductions shall not be considered for secondary or garage suites.
- b) Parking for all development is encouraged to be located in the rear yard accessed via a lane or side driveway. For development consisting of more than two (2) dwelling units, a front driveway providing parking and garage access for no more than two (2) units may be considered.
- c) Required parking for all developments shall be hard surfaced (paved).
- d) Hard surfaced (paved) walkways shall be provided from required parking areas to each associated dwelling access.
- e) Where a front garage is proposed, it shall be integrated into the front façade of the building, and shall not protrude more than 5.0 m beyond the front of the building.
- f) To preserve available street parking and to support the current neighbourhood character front access widths shall be limited to 8.0 m at property line. In the case of duplex or multi-unit development, one 8.0 m driveway servicing more than one is permitted.
- g) Site redevelopment of existing multi-unit parcels involving building expansion or replacement shall require a reconsideration of parking configurations. Front parking will not be permitted, and parking areas shall be hard surfaced with a minimum (3.3') fence and landscaping shall be required.

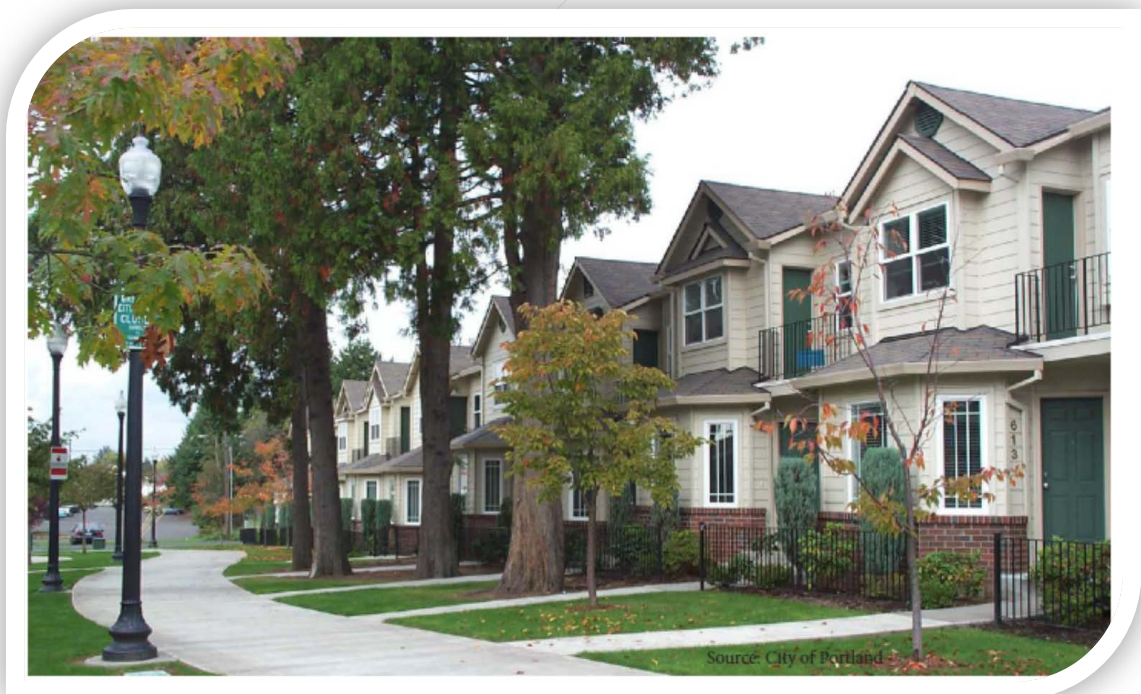
6.4 LANDSCAPING

Neighbourhood amenity space is enhanced through the maintenance of healthy trees and plantings which reflect the mature streetscape of the Strategy area and soften the visual impact of redevelopment projects. It is important that redevelopment enhance the character of the street through the preservation of existing landscaping or, where not possible through the replacement of comparable specimens.

Mature trees located in front yards are an integral part of mature neighbourhood character and streetscapes. Mature trees can provide privacy to the dwelling and neighbours and greatly reduce the

visual impact of new developments. Redevelopment projects are expected to consider the existing vegetation on site as part of the design process.

- a) Landscaping shall be provided in accordance with section 7.24, and in addition shall consist of a minimum of one tree per dwelling unit located in the front yard for developments of three units or less. This shall include the consideration of any mature trees that are lost as a result of the project. For larger multi-unit developments, a portion of the required trees may be considered in the side or rear yards.
- b) No existing trees located within the front yard of a parcel may be removed to accommodate new development or driveways unless approved as part of a development permit application.
- c) Hard surfacing (concrete/asphalt) may not cover more than 40% of the front yard setback area.
- d) To further minimize privacy and other impacts on adjacent parcels the requirement for solid perimeter fencing or hedging as part of a development permit approval may be considered. Landscaping and screening within the rear yard of developments shall also be considered.
- e) Development consisting of more than four (4) dwelling units shall require a landscape plan, as described in the Land Use Bylaw, to be submitted as part of the development permit



application.

6.5 BUILDING DESIGN

Building design can markedly reduce the perceived impact of a new development by ensuring that new development relates to the surrounding housing and streetscape. While new developments must respect the character of their surroundings, they need not mimic existing development.

6.5.1 Building Mass

Massing refers to the combined effect of the arrangement, size and shape of a building on a parcel and its visual impact in relation to adjacent buildings.

- a. All development shall be massed to respect the existing street pattern, and should be designed to resemble a single detached dwelling regardless of the number of units.
- b. Roof lines that minimize the mass of the development and are compatible with those of the surrounding developments shall be required. Flat roofs and those with gables oriented toward side property lines should be avoided. Gable end, hip and other roof constructions that reduce the perceived mass of new developments shall be encouraged.

6.5.2 Privacy

- a. The site configuration shall, in concert with the design and placement of the building, optimize access to sunlight, and minimize overlook and loss of privacy on adjacent parcels.
- b. To ensure privacy of the abutting parcels, and in the case of garage suites the principal dwelling, all new development should:
 - i. Place windows in offset locations from those of adjacent structures,
 - ii. Utilize clerestory windows and sight obscuring glass or window film where placement concerns cannot be avoided,
 - iii. Place larger windows facing a lane, flanking street or the larger of any side yard,
 - iv. Strategically place trees and plantings to screen views, and
 - v. Orient balconies and decks towards a lane or flanking street as opposed to side parcel boundaries.
- c. To maintain the privacy of neighbouring yards, balconies and decks provided above the ground floor shall be inset or recessed into the building façade and be designed as an integral part of the building. For rear decks above the main floor, screening shall be utilized if the deck is not recessed.

6.5.3 Façades

- a. Apart from apartments, all developments shall display distinct entrances for each unit, and should not be symmetrical. Each unit shall display significant architectural features, such as varying rooflines, entrances, window placement and design details.
- b. To minimize visual impact and maximize integration with the existing neighbourhood, new development should use durable, quality building materials, including accent materials such as wood and stone, that are similar or complimentary to those found within the neighbourhood.
- c. All development, including multiple narrow lot homes adjacent to each other, shall be designed to be architecturally distinct using different rooflines and facades, including type and placement of windows, doors and entryways.
- d. Front porches and verandas are encouraged as a design feature on all new development. Front porches improve the aesthetic of the streetscape and encourage interaction between the private space of the dwelling and public space of the street.



6.6 SERVICING

6.6.1 Garbage & Recycling

- a. Garbage collection for all developments of three or more dwelling units shall be required to meet the requirements of commercial garbage removal. This includes sufficient manoeuvring space for a commercial garbage truck to access bins. Confirmation from a waste management company shall be required as part of the development application.

6.6.2 Stormwater Management

- a. Maintaining a consistent lot elevation is important in the preservation of neighbourhood character. Lot grades will be required to reflect those of adjacent lots, and retaining walls will only be permitted if deemed unavoidable by the Town of Sylvan Lake. This may limit the ability of developments to include walkout basements.
- b. Any new development or subdivision shall require the submission of professionally prepared lot grading and drainage plan to be approved by the Town of Sylvan Lake.

6.6.3 Water & Wastewater

- a. Any new development will require complete replacement of servicing connections from the development of the main line, unless otherwise approved by the Town of Sylvan Lake.

6.7 SUSTAINABILITY

6.7.1 Water

- a. Waste water management, water use reduction and wastewater technology is encouraged. Rain barrels or cisterns can be design into new buildings to accommodate stormwater irrigation.
- b. Water efficient landscaping and drought tolerant species should be used where new landscaping is proposed.
- c. Impermeable surfaces on the site should be minimized, and only utilized in required parking areas and amenity space. Innovative options for hard surfacing may be considered.

6.7.2 Energy Efficiency

- a. Trees and vegetation, openable windows, treated glass, roof coverings and other building elements should be selected to take advantage of natural means of regulating interior temperature, lighting and other environmental variables.
- b. Achievement of Leadership in Energy & Environmental Design (LEED) or Built Green certification is encouraged for all developments.

- c. Installation of alternative energy infrastructure (ie. solar, wind, etc) is encouraged in accordance with the Land Use Bylaw.
- d. Outdoor lighting systems should incorporate LED technology to reduce energy usage and maintenance.

6.8 ADMINISTRATION

6.8.1 Neighbourhood Notification and Consultation

The role of the surrounding community in the development permit process is advisory in nature. There are no provisions in the Municipal Government Act or any other legislation requiring participation of citizens in the development process; however, the Town views community involvement as a positive contribution to development decision making. Timely and constructive input from the community can provide the approving authority with an understanding of the unique factors and neighbourhood concerns affecting a site.

- a. The Town's current Land Use Bylaw provides for the notification of neighbouring property owners, within 50m of the subject site, of applications received for discretionary use development permits. Section 4.4 of the LUB provides the Development Officer with the ability to increase the notification area if they feel that additional properties may be impacted by the development.

7.0 GENERAL POLICY RECOMMENDATIONS

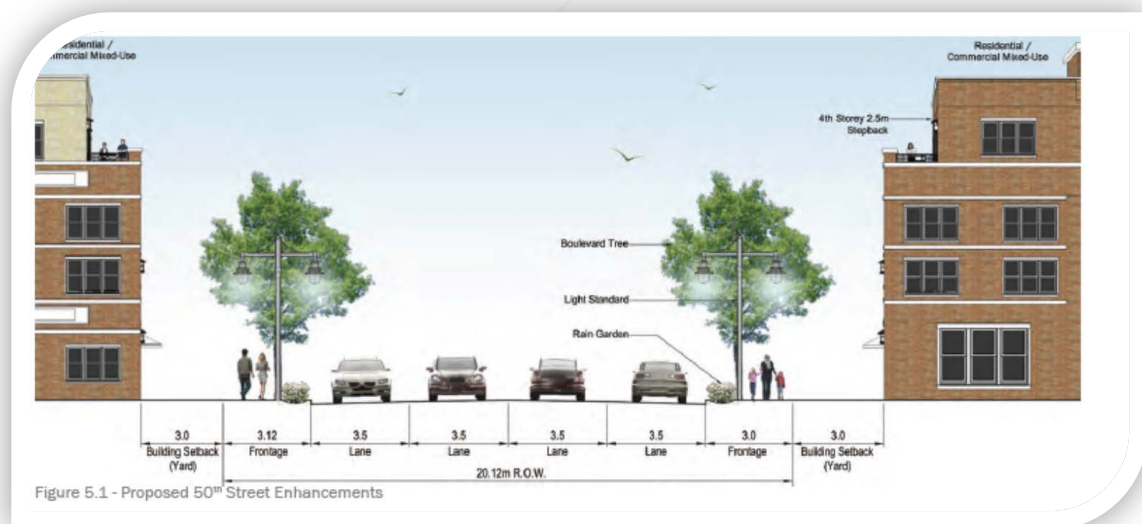
7.1 Vehicular & Pedestrian Connectivity

A. 47th Avenue

Rapid community development in Sylvan Lake has resulted in large changes to the nature and traffic volumes experienced on many roadways. 47th Avenue has become a primary artery for vehicular traffic as well as pedestrian traffic, including many school children. Safety concerns along the streets were heavily cited by residents. It is anticipated that the parking lanes along 47th Avenue will be closed providing for two travel lanes in each direction within the next three (3) to five (5) years.

{Recommendation}

47th Avenue redevelopment be considered with the upgrade and inclusion of formal crosswalks, traffic calming measures and improved pedestrian sidewalks along both sides of the street. A road cross section like that proposed to 50th Avenue would create a more aesthetic streetscape within the limited road right of way. Easements on private lands may need to be considered to allow for adequate sidewalks and boulevards.



B. 48th Avenue

48th Avenue is currently transitioning because of the redevelopment of the pool and arenas. The Nexsource Centre, and its impacts on the surrounding neighbourhood cannot be fully predicted now. However, it is likely that 48th Avenue and the side streets south of the complex will experience increased traffic and parking impacts. Upgrades to 48th Avenue are currently in the design stages, and will include a trail on the north side of the street and sidewalk on the south.

{Recommendation}

48th Avenue redesign process should provide opportunities for meaningful engagement of area residents.

Following the completion of the Nexsource Centre, street parking should be monitored to ensure that significant impacts are not being observed within the adjacent streets. If street parking is being heavily used by Nexsource users the Town may consider parking control options such as parking permits, or time restricted parking.

C. 46th Avenue

46th Avenue within the Strategy Area is currently a non-standard roadway with open ditches and no sidewalks.

{Recommendation}

46th Avenue be upgraded to a local road standard as part of the Town's long-term road maintenance program.

D. Rear Lanes

Rear lanes are a vital part of the community transportation system, and are crucial to the ability of a neighbourhood to support increasing densities. Rear lanes allow for parking and storage to be accommodated on a property without impacting the amount of available street parking or changing the streetscape. However, to be useful and able to accommodate increased usage lanes must be in suitable condition and adequately maintained.

{Recommendation}

Develop a baseline lane standard for lane condition and consider requiring development to pay for any upgrades that may be required to bring the lane to a required standard and support the anticipated increase in usage. This may include the requirement on lane paving for certain development projects.

E. Sidewalks

Pedestrian sidewalks and trails are identified in many Town policies as a priority in the creation of a healthy, walkable and attractive community. The lack of adequate and continual sidewalks through the Strategy area has been identified as an area of concern for residents, particularly along the major corridors of 47th and 48th Avenues and 46 Street.

{Recommendation}

Ensure that all street improvements include considerations of pedestrian sidewalks and trails. In addition, an inventory of existing sidewalks and condition of sidewalks should be compiled to assist in the identification of capital projects or required upgrades as part of redevelopment projects.

F. Bethany/Sylvan Lake Lodge Parking

Bethany Care Centre and the Sylvan Lake Lodge generate significant parking demand for both visitors and staff that cannot be accommodated on site. This creates increased on street parking congestion on nearby streets which will be further exacerbated by the removal of street parking along 47th Avenue. The lack of on street parking is often cited as an opposition to redevelopment, as the neighbourhood is already carrying an additional parking load.

{Recommendation}

Options for the accommodation of parking generated by the seniors' facilities in the area need to be explored. This may include the development of additional private parking areas or on street parking restrictions (ie. time restrictions, resident permitting).

7.2 Infrastructure & Servicing

Power utilities in many parts of the Strategy area are currently provided through above ground lines. New power lines are provided for underground in new neighbourhoods. Above ground powerlines detract from the aesthetics of the streetscape and place greater limitations on where landscaping can be placed.

{Recommendation}

Consideration should be given to a program to systematically move power lines underground. This may include development charges to be applied to new development.

8.0 IMPLEMENTATION

8.1 Land Use Bylaw Amendments

The Neighbourhood Redevelopment Overlay shall be considered for inclusion in the Land Use Bylaw to formalize many of the requirements outlined in this document.

OVERLAY DISTRICT

NEIGHBOURHOOD REDEVELOPMENT OVERLAY DISTRICT

GENERAL PURPOSE:

The purpose of this overlay district is to ensure that, within the Neighbourhood Redevelopment Strategy Area:

- a) New residential development is compatible with the community character and streetscape, and the existing neighbourhood character is maintained; and
- b) New residential development is of high quality design and craftsmanship.

APPLICATION:

This overlay district applies to all areas designated R2 within the area as shown in the Neighbourhood Redevelopment Overlay District, for which any of the following is proposed:

- a) New residential development resulting in the creation or replacement of one or more dwelling units;
- b) Subdivision or consolidation of existing parcels.

The regulations contained within this district shall be supplementary to those in the Medium Density Residential District (R2) and if a conflict arises between the regulations contained within this overlay district and other parts of the Bylaw, the overlay district shall prevail.

USES:

Permitted Uses: as listed in the underlying district

Discretionary Uses: as listed in the underlying district

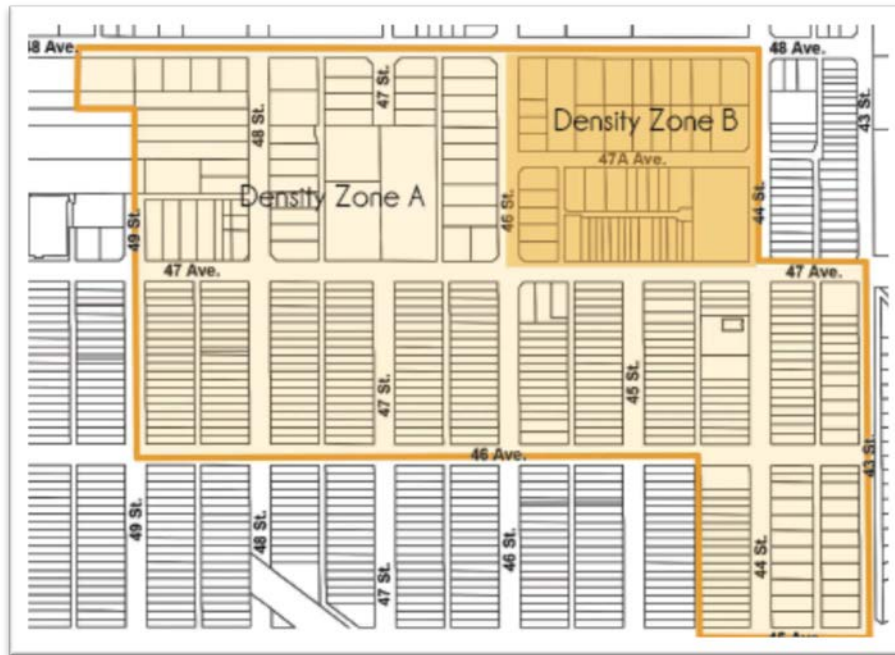
MINIMUM PARCEL AREA:

Detached dwellings: Interior 348.4 m² (3750 ft²) corner 418.1 m² (4500 ft²)

DENSITY:

Density zone A: Maximum 40 dwelling units/ha (calculated based on titled parcel area)

Density zone B: Maximum 75 dwelling units/ha



SECONDARY SUITES & GARAGE SUITES:

1. In addition to the sites permitted by section 7.20.3, garage suites may be considered on parcels:
 - a) Where no rear access is available, provided the parcel area is more than 557.4 m² (6000 ft²) and access satisfies the Alberta Fire Code;
 - b) With rear lane access and two street frontages (ie. corner parcels);
 - c) With rear lane access and are located across a rear lane from a parcel designated DC1 or DC2.
2. Notwithstanding section 7.20.4 and 7.39.4 of the Land Use Bylaw, a secondary suite and garage suite may be considered on the same parcel provided the parcel is more than 930 m² (~10,000 ft²).

PARKING & ACCESS:

1. Parking for all development is encouraged to be located in the rear yard accessed via a lane or side driveway. For development consisting of more than two (2) dwelling units, a front driveway providing parking and garage access for no more than two (2) units may be considered.
2. Required parking for all development shall be hard surfaced.
3. Hard surfaced walkways shall be provided from required parking areas to each associated dwelling access.
4. Where a front garage is proposed, it shall be integrated into the front façade of the building, and shall not protrude more than 5.0 m beyond the front of the building.
5. To preserve available street parking and to support the current neighbourhood character front access widths shall be limited to 8.0 m at property line. In the case of duplex or multi-unit development, one 8.0 m driveway servicing more than one is permitted.

6. Site redevelopment of existing multi-unit parcels shall require parking to be located at the rear or side of the parcel.

BUILDING DESIGN:

1. Corner lot development shall be designed to architecturally address both street frontages. This may include design elements such as corner bay windows, wrap-around verandas, and gables and dormers designed with equal treatment being given to each street fronting elevation.
2. Outdoor amenity space shall be provided for all dwelling units, including secondary suites, garage suites, and multi-unit developments. This space shall be clearly delineated and may include balconies, decks and patios. Outdoor amenity space shall be no less than 4.5 m² (48.43 ft²).
3. All development, including multiple narrow lot homes adjacent to each other, shall be designed to be architecturally distinct using different rooflines, facades, window types and placement, and varying doors and entryways. All developments shall display distinct entrances for each unit and shall not be symmetrical, with the exception of apartment development.
4. All development shall be massed to respect the existing street pattern and should be designed to resemble a single detached dwelling regardless of the number of units. This includes the design of duplexes, triplexes and four-plexes.
5. To minimize visual impact and maximize integration with the existing neighbourhood, new development should use a mix of quality building materials, including accent materials such as wood and stone, that are similar or complimentary to those found within the neighbourhood.
6. Front porches and verandas are encouraged as a design feature on all new development.
7. To ensure privacy of adjacent dwellings, all new development should:
 - a. Place windows in offset locations from those of adjacent structures;
 - b. Utilize clerestory windows and sight obscuring glass or window film where placement concern arises;
 - c. Place larger windows facing a lane, flanking street or the larger of any side yard;
 - d. Strategically place trees and plantings to screen views; and
 - e. Orient balconies and decks towards a lane or flanking street as opposed to side parcel boundaries.
8. To maintain the privacy of neighbouring yards, balconies and decks provided above the ground floor shall be inset or recessed into the building façade and be designed as an integral part of the building. For rear decks above the ground floor, screening shall be utilized if the deck is not recessed.

LANDSCAPING:

1. Landscaping shall be provided in accordance with section 7.24, and in addition shall consist of a minimum of one tree per dwelling unit located in the front yard for developments of three units or less. This shall include the consideration of any mature trees that are lost because of the project. For larger multi-unit developments, a portion of the required trees may be considered in the side or rear yards.
2. No existing trees located within the front yard of a parcel may be removed to accommodate new development or driveways unless approved as part of a development permit application.

3. Hard surfacing shall not cover more than 40% of the front yard setback area.
4. Fencing and landscaping may be required within the rear yard of multi-unit developments to enhance privacy of adjacent parcels.
5. Development consisting of more than four (4) dwelling units shall require a landscape plan, as described in section 7.24.28, to be submitted as part of the development permit application.

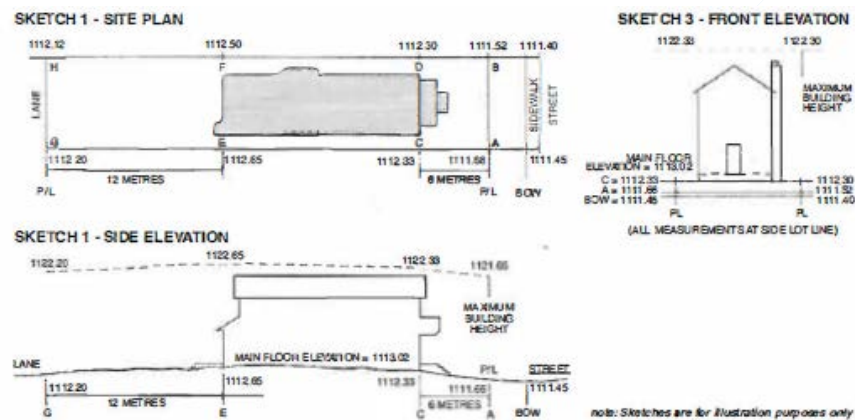
8.2 DEVELOPMENT APPLICATION REQUIREMENTS

In accordance with Section 4.3 of the Land Use Bylaw the following shall be required as part of a Development Permit Application for any development within the NRS area consisting of;

1) New residential development, including detached, duplex and accessory dwellings

- ✓ Development Permit Application Form
- ✓ Certificate of Title, including any registered instruments on title for utility rights of way, easements or Town caveats.
- ✓ Site plan, as detailed in the LUB, and including the location and type of any existing vegetation and the location and dimensions of required parking areas.
- ✓ Grading/Drainage plan prepared by a qualified professional

Example



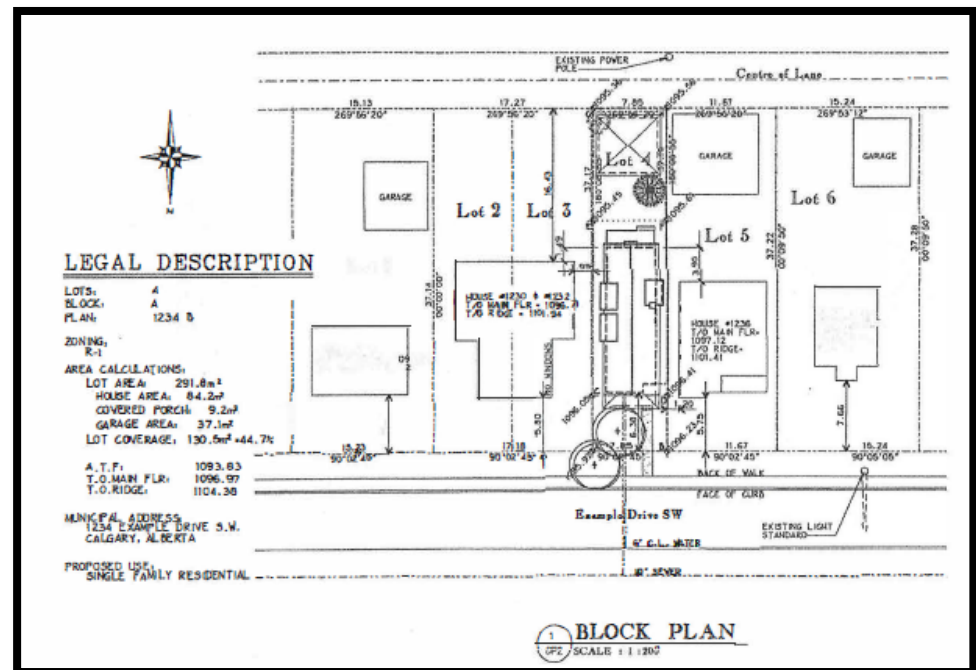
- ✓ Colour photographs of any existing development, at least two existing developments directly adjacent on either side of the development (if applicable), across the street and across the rear lane or rear property boundary
- ✓ Floor plans
- ✓ Elevation drawings
- ✓ Any additional information required pursuant to the LUB

2) In addition to the above, All Discretionary Use Development resulting in the creation of three (3) or more dwellings on a single parcel shall provide.

✓ Block plan showing:

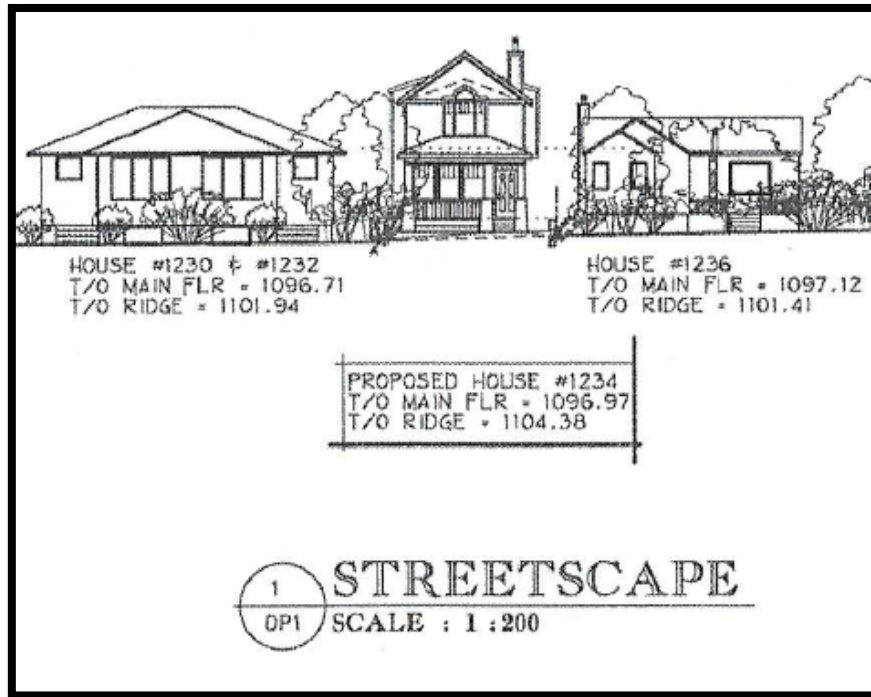
- Outline of one lot and existing structures on either side of the proposed development, indicating setbacks from all property lines;

Example



- o Elevation of one lot and existing structures on either side of the proposed development, including building heights;

Example



- ✓ Statement of garbage collection provisions (3 or more dwelling units to be serviced by a communal garbage receptacle), including a statement from a suitable waste management company confirming ability to service.
- ✓ Development consisting of more than four (4) dwelling units shall require a landscape plan, as described in Section 7.24.28 of the Land Use Bylaw.

9.0 MAPS & APPENDICES

Map 1 – Strategy Area

Map 2 – Current Land Use

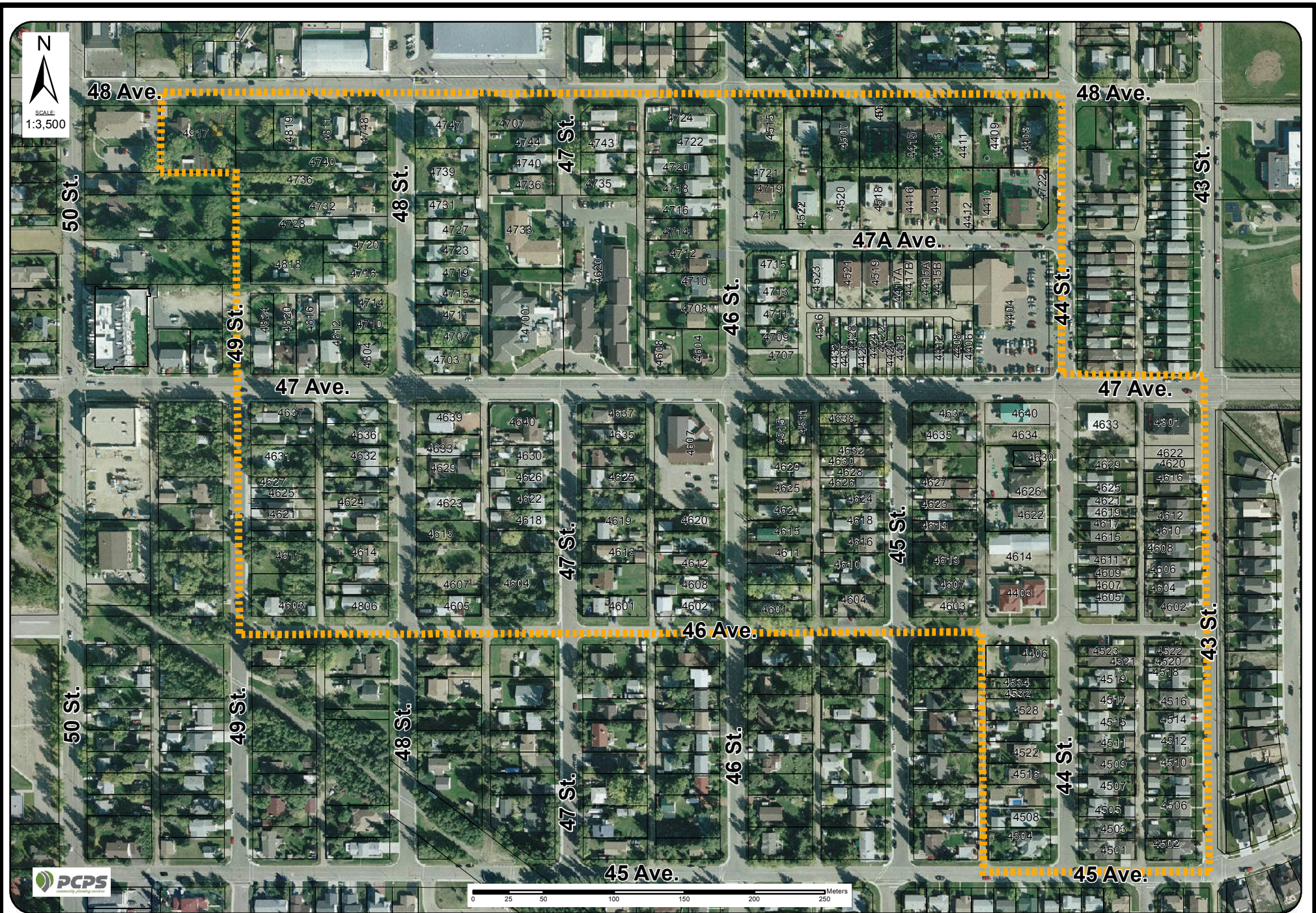
Map 3 – Current Land Use Designation

Map 4 – Existing Development Age

Map 5 – Existing Lot Density

Appendix 1 – Redevelopment Assessment Sheet

Appendix 2 – Municipal Development Plan excerpts

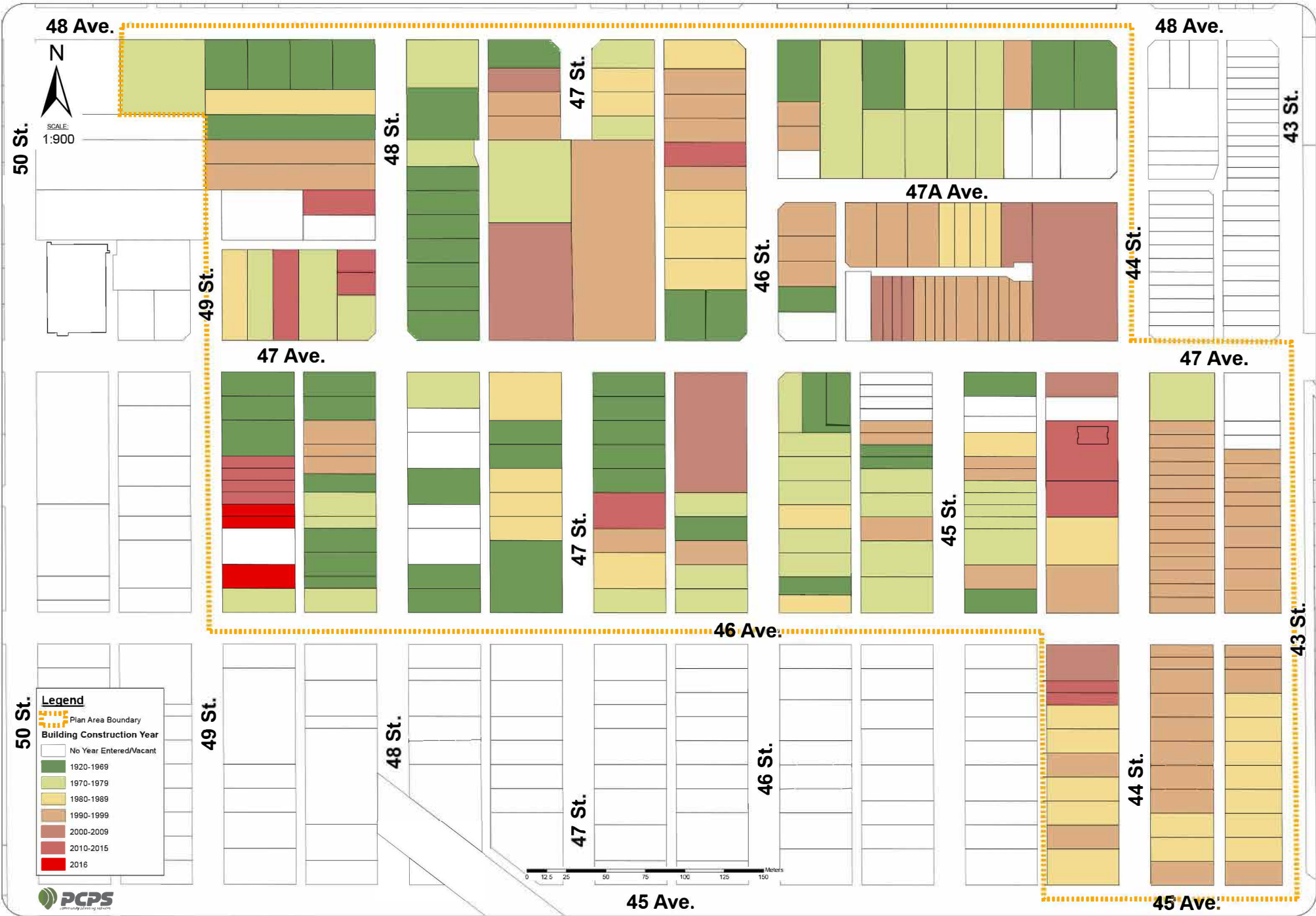


Map 1:
PLAN AREA

Neighbourhood Redevelopment Strategy 2017







Map 4:

DWELLING AGE

Neighbourhood Redevelopment Strategy 2017



Map 5:

CURRENT RESIDENTIAL DENSITY

Neighbourhood Redevelopment Strategy 2017

APPENDIX 2 - REDEVELOPMENT ASSESSMENT SHEET

This checklist may be used to assess the planning merits of a redevelopment project.

Applicant:
Development Permit Application:
Proposed Development:
Address:

		YES/NO/NOT APPLICABLE	COMMENTS/REQUIRED CHANGES
USE	Does the proposed use meet the requirements of the LUB and Design Guidelines ?		
DENSITY	Does the proposed development comply with the maximum density for the parcel ?		
OUTDOOR AMENITY	Does the development provide adequate outdoor amenity space ?		
	Does the site design seek to maximize available open space ?		
STREET ORIENTATION	Does the proposed development provide primary access for as many units as possible to the front street ?		

PARKING	<p>Does the development meet the required parking?</p> <p>Is the parking proposed to be hardsurfaced?</p> <p>Are access walkways from parking areas to dwelling entrances provided?</p>		
ACCESS	<p>Does the development propose front vehicle access? Front Garage?</p> <p>If so, is the width of the driveway in accordance with the DG?</p> <p>If so, does the front garage protrude from the front face of the building?</p>		
LANDSCAPING	<p>Will existing vegetation be lost as a result of the new development?</p> <p>Does the proposal make provisions for screening the development from neighbouring properties?</p>		
MASSING	<p>Is the development of a similar scale of other development on the block?</p> <p>Have design considerations been included to reduce the perceived mass of the building or to improve</p>		

	the transition between neighbouring parcels?		
PRIVACY	Does the development take into account adjacent development? Are second (or higher) storey decks or balconies recessed or adequately screened?		
ENTRANCES	Are all primary dwelling units accesses distinct and easily identifiable?		
FAÇADE TREATMENTS	Does the development include a variety of quality building materials and design features, creating visual interest on all street frontages? If the development contains multiple units, are a variety of roof lines and projections utilized?		
PORCHES, DECKS & VERANDAS	Does the development include a front porch or veranda?		
GARBAGE**	Has confirmation been received that the site design provides sufficient space for required garbage and recycling collection?		
LOT GRADING	Has the proposed grading been approved?		
SUSTAINABILITY	Does the development propose any innovative, efficient or environmentally friendly practices?		

	Does the development propose to achieve any LEED of Built Green certification?		
NEIGHBOURHOOD CONSULTATION**	Have neighbourhood notices been sent/comments reviewed?		

APPENDIX 2 - MDP Policy excerpts

The MDP provides more detailed policy direction focused on Land Use, Neighbourhoods & Housing and Mobility.

{Land Use Policy 1.2 Intensification}

Identify site specific opportunities for residential intensification, redevelopment of infill that help respond to changing housing needs, reduce infrastructure and servicing costs, make better use of available land supply and have consideration for the existing character of the neighbourhood.

{Land Use Policy Objective 2 Protect and Enhance Neighbourhoods}

Growth policies seek to guide development and redevelopment and promote more compact and walkable neighbourhoods to use land more efficiently, increase connectivity and lower vehicle miles travelled. Infill development in existing neighbourhoods will be evaluated for any potential unintended consequences on adjacent land uses due to inappropriate height, bulk, intensity or transitions between land uses of differing intensity.

{Land Use Policy 2.8 Infill Development}

Encourage infill development on vacant land within Town, particularly in areas where there are vacant lots that create 'gaps' in the urban fabric and detract from the character of the street. New and redevelopment should complement the established character of the area and should not create sharp changes in the physical development pattern

{Land Use Policy 3.4 Connectivity}

Require new development and redevelopment to provide pedestrian and vehicular connectivity to provide alternative means of access along corridors.

{Land Use Policy 2.3 Healthy Communities}

Promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access and safety.

{Land Use Policy 2.5 Reinforce the Urban Pattern}

Encourage new development of visually integrate with adjacent buildings and, more generally with the surrounding area.

{Land Use Policy 2.6 Buffering Requirements}

Require new development adjacent to areas of lower intensity to provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs and other architectural and site planning measures that avoid potential conflicts.

{Land Use Policy 4.1 Economic Value of Quality Design}

Recognize and emphasize the economic value of quality design in redevelopment, infill, adaptive use of existing structures and development of public spaces.

{Land Use Policy 4.2 Promoting Quality Design}

Promote quality urban design through the use of design standards, land use regulations and design awards and programs.

{Land Use Policy 4.3 Community Gateways}

Create more distance and memorable gateways at points of entry to the Town and points of entry to individual neighbourhoods and neighbourhood

centres, providing a sense of locational identity and designed to make a strong positive visual impact.

Protect and preserve significant stands of existing trees and explore opportunities to increase tree cover throughout the Town.

{Land Use Policy 4.4 Tree Planting & Preservation}

Urban Neighbourhood General Development Guidelines

- *These neighbourhoods are not intended to accommodate significant new growth. There are opportunities for some infill development and building replacement with similar densities.*
- *Key focus is on retaining and conserving the existing housing stock to ensure the longevity of neighbourhoods.*
- *As part of efforts to create a complete community the Plan supports opportunities for redevelopment of residential and other compatible urban uses as demand warrants and service capabilities permit.*
- *Redevelopment proposals must serve to stabilize and/or protect key characteristics of neighbourhoods, including any natural features.*

{Neighbourhoods & Housing Policy 1.3 Housing Mix}

Encourage a mix of housing types and forms in all residential neighbourhoods and avoid concentration of any single type of housing.

{Neighbourhoods & Housing Policy 1.5 Connected Network}

Design street layouts to maximize connectivity and provide safe spaces for all users, including, pedestrians, cyclists, vehicles and emergency response services.

{Neighbourhood & Housing Policy 2.2 Affordable Housing Incentives}

Explore the creation of development incentives that facilitate new proposals containing an affordable housing component.

{Neighbourhood & Housing Policy 3.1 Context Sensitive Infill}

Encourage infill development on vacant or underutilized parcels of land, provided the development is sensitive to the existing character

of the neighbourhood having consideration for the following:

- Compatibility in height, scale and design of adjacent buildings in the area;*
- Continuity with nearby streetscape and lot patterns;*
- Compatibility with surrounding land uses;*
- Appropriate landscaping, provisions for parking/loading, and preservation of existing vegetation;*
- Integration and preservation of buildings considered to have historical and/or architectural significance; and*
- Capacity of municipal utilities and infrastructure unless otherwise directed in an area redevelopment plan*

{Neighbourhood & Housing Policy 3.2 Neighbourhood Redevelopment Plans}

Identify and prioritize existing neighbourhoods that have a high level of planning needs and facilitate the creation of new planning tools for future redevelopment. This may include statutory planning documents such as area redevelopment plans or non-statutory documents such as development guidelines.

{Neighbourhood & Housing Policy 4.1 Promote Sustainability and Energy Efficiency}

Promote the sustainable features of retaining the existing housing stock and explore partnership opportunities to provide programs that improve energy efficiency and encourage the use of sustainable principles in new construction.

{Mobility Policy 1.1 Multi-Modal Street Network}

Promote Complete Streets that include features such as traffic calming, street trees, wide sidewalks and multi-modal access throughout the Town, considering the needs of people of all ages and abilities.

{Mobility Policy 2.1 Bicycle & Pedestrian Mobility}

Maintain and construct safe and convenient pedestrian and bicycle facilities and networks that are universally accessible, adequately illuminated and properly designed to reduce conflicts among motor vehicle, bicycles and pedestrians.

{Mobility Policy 2.4 Sidewalk Management}

Continually update the sidewalk inventory to prioritize locations for new sidewalks, repairs and improvements, prioritizing areas near schools, parks, mixed residential and commercial areas.

{Mobility Policy 2.5 Pedestrian Crossing Standards}

Establish standards for maximum distances between pedestrian crossings that are associated with roadway classification to enhance walking.