

TOWN OF RAYMOND

CHINOOK INTERMUNICIPAL SUBDIVISION & DEVELOPMENT APPEAL BOARD

July 23, 2026; 5:30 pm

Hearing No. DA2026-11

Appellants: Chad & Jesika Rodeback, Gordon & Nancy Coppieters, Jesse Depew, Brett & Meghan Holt, Whitney Davis, Cheri Depew, Nancy Schneider, Tim Kaupp, Randy & Wendy Cahoon, Lynne Edwards

Applicant: Haven Oak Inc.

LIST OF EXHIBITS

- A. Notice of Hearing and Location Sketch Map
- B. List of Persons Notified
- C. Notice of Appeal
- D. Development Permit DA2026-11
- E. Notice of decision of Development Permit Application DA2026-11
- F. Municipal Planning Commission (MPC) Development Permit Report + Referral Comments
- G. Notice of Development Permit Application DP2026-11
- H. Development Permit Application DA2026-11
- I. Excerpts from Town of Raymond Land Use Bylaw No. 987-11 (June 2011)

TOWN OF RAYMOND

NOTICE OF CHINOOK INTERMUNICIPAL SUBDIVISION AND DEVELOPMENT APPEAL BOARD HEARING

Development Application DA2026-11

THIS IS TO NOTIFY YOU THAT IN ACCORDANCE WITH SECTION 686 OF THE MUNICIPAL GOVERNMENT ACT, REVISED STATUTES OF ALBERTA, 2000, CHAPTER M-26, AS AMENDED, A PANEL OF THE CHINOOK INTERMUNICIPAL SUBDIVISION AND DEVELOPMENT APPEAL BOARD WILL HEAR AN APPEAL OF A DECISION BY THE:

Municipal Planning Commission of the Town of Raymond with respect to Development Application DA2026-11

APPELLANTS: Chad & Jesika Rodeback, Gordon & Nancy Coppieters, Jesse Depew, Brett & Meghan Holt, Whitney Davis, Cheri Depew, Nancy Schneider, Tim Kaupp, Randy & Wendy Cahoon, Lynne Edwards

APPLICANT: Haven Oak Inc.

LEGAL DESCRIPTION: Lots 20 & 21, Block 39, Plan 2510613
(SUBJECT PROPERTY) 296s, 300e, Raymond, AB

PROPOSAL: 3 Multi-unit Buildings – 20 Unit Total (Dwelling Group)

DECISION: Approved with conditions

PLACE OF HEARING: **Town of Raymond**
Council Chambers
210N 200W, Raymond, Alberta

DATE OF HEARING: **Thursday, July 23, 2026**

TIME OF HEARING: **5:30 p.m.**

PROCEDURES PRIOR TO THE HEARING FOR DA2026-11:

1. **Provide Written Submissions** - The Appeal Board is encouraging all hearing participants to submit presentations, letters, and comments to the Board prior to the hearing. It is preferred that written material is emailed to the Board Clerk, ideally in a PDF format. Please contact the Clerk with your written submissions which will be accepted until **12:00 p.m. July 21, 2026**.

EMAIL: kattieschlamp@orrs.com

MAIL: **Kattie Schlamp, Board Clerk**
Oldman River Regional Services Commission
3105 – 16th Avenue N., Lethbridge, Alberta T1H 5E8

If do not submit your information by the deadline, you may bring information to the hearing for submission and are expected to supply 12 copies.

2. **Exhibit Viewing** - The initial appeal exhibit package will be posted on the ORRSC website at www.orrs.com.

DATE: July 3, 2026



Kattie Schlamp, Clerk
Subdivision & Development Appeal Board

TOWN OF RAYMOND
CHINOOK INTERMUNICIPAL SUBDIVISION AND DEVELOPMENT APPEAL BOARD

Land Subject of Appeal DA2026-11

Lots 20 & 21, Block 39, Plan 2510613 (296s, 300e)



LOCATION SKETCH

LOTS 20 & 21, BLOCK 39, PLAN 2510613
WITHIN SE 1/4 SEC 8, TWP 6, RGE 20, W 4 M

MUNICIPALITY: TOWN OF RAYMOND

DATE: JULY 2, 2026



TOWN OF RAYMOND
CHINOOK INTERMUNICIPAL SUBDIVISION & DEVELOPMENT
APPEAL BOARD

Development Application DA2026-11

List of Persons Notified

Municipality:

Town of Raymond MPC (7)
Town of Raymond, CAO
Town of Raymond, Development Officer
ORRSC Planner, Bonnie Brunner

SDAB Members:

Karla Mather-Cocks
Joanne Koegler
Raymond Smith

Appellants:

Chad & Jesika Rodeback
Gordon & Nancy Coppieters
Jesse Depew
Brett & Meghan Holt
Whitney Davis
Cheri Depew
Nancy Schneider
Tim Kaupp
Randy & Wendy Cahoon
Lynne Edwards

Applicant:

Haven Oak Inc.

Adjacent Landowners Notified:

Daylyn Wynder
Richard Schneider
Cayle & Kelley Bohmer
Mv Brothers Inc.
Claudia Sugai
William & Antoinette Nykiel
Stacey L. & Shane D.Hillmer
Duane & Margo Kesler

The undersigned are homeowners who wish to appeal the approval of a multi dwelling complex on 300 east. The reasons are attached to this form.

NAME	ADDRESS
Chad & Jesika Rodeback	222 S 300 E
Gordon & Nancy Coppeters Rental.	260 S 300 E. 272 S 300 E.
Jesse Depew	293 E 350 S.
Brett and Meghan Holt	263 E 350 S
Whitney Davis	374 S 300 E
Cheri Depew	238 E. 200 S.
NANCY SEITNEIDER	217 A 300 E
Tom Kraupp	237 S 300 E
Randy + Wendy Cahoon	227 S 300 E

Regarding:

Application number DA2026-11

Legal Land Description - Lot 20&21, Block 39, Plan 2510613

Land Use District - Residential (R-1 General Residential)

Proposed Development - 3 Multiunit Buildings - 20 Units Total (Dwelling Group)

I, along with the residents of the surrounding blocks of the proposed development site, would like to formally oppose and appeal the decision made by the Town of Raymond Municipal Planning Commission.

As a resident of Raymond, I value responsible growth and understand the need for a variety of housing options within our community. However, I believe this proposed development is not appropriate for its location within an established low-density residential neighborhood comprising primarily single-family homes.

The surrounding area has long been characterized by quiet streets, family-oriented housing, and a residential character that many homeowners specifically chose when deciding where to live. The proposed development would introduce a level of density and scale that is inconsistent with the existing neighborhood and would significantly alter its character.

I am concerned about the impacts this development will have on myself and the surrounding community. Some of my reasons for opposing this development include:

- Increased traffic and congestion on local streets
- Insufficient parking for residents and visitors, leading to overflow parking in neighboring areas
- Additional strain on existing infrastructure and municipal services
- Reduced privacy and enjoyment of adjacent properties and green space
- Compatibility with the existing homes and overall neighborhood character
- Compatibility with the current Municipal Development Plan and Land Use Bylaws for the Town of Raymond.

While growth is important, it should be planned in a manner that respects the character and expectations of existing residential communities.

Included is our full submission for appeal.

We respectfully submit that the approved development is not consistent with several key policies contained within the Town of Raymond's Municipal Development Plan (MDP) and Land Use Bylaw (LUB).

This appeal is not an objection to growth or housing development. Rather, it is a concern that the approved project represents a significant departure from the planning vision established by the Town through its adopted statutory plans.

The Municipal Government Act establishes a hierarchy of planning documents in which the Municipal Development Plan (MDP) serves as the municipality's primary statutory planning document. Alberta Municipal Affairs states that statutory plans must be consistent with one another and that the Land Use Bylaw (LUB) is the tool municipalities use to implement those plans. Many Alberta municipalities summarize this requirement by stating that each level of planning must be consistent with the levels above and below it.

The Town of Raymond's MDP contains clear policies regarding the preservation of small-town character, neighbourhood compatibility, appropriate density, traffic and parking management, and ensuring development occurs at a scale that fits within existing communities. The MDP also identifies Raymond's unique character, neighbourhood relationships, large lots, wide streets, and close-knit community atmosphere as qualities residents wished to preserve through the public consultation process that shaped the Plan.

We submit that the proposed development does not satisfy these statutory plans. While the development may comply with certain technical requirements of the Land Use Bylaw, the Municipal Planning Commission has not demonstrated how the proposal remains consistent with the broader goals, policies, and vision established in the MDP. Municipalities should be able to explain how approved developments advance or remain consistent with their adopted planning policies. In this case, that explanation has not been provided.

Approving a development that conflicts with the MDP creates an inconsistency within the municipality's planning framework and undermines the purpose of the MDP as the Town's primary statutory planning document. It also weakens the integrity of the long-term planning framework and the public consultation process that established the community's vision for future growth.

If Council or the Municipal Planning Commission wishes to pursue a different planning direction, the appropriate course is to first amend the MDP and, if necessary, the LUB through a public process. A proposed development should be evaluated on whether it supports or undermines the objectives of the MDP. Where a development significantly alters the character envisioned by the Plan or conflicts with its stated policies, those inconsistencies should be addressed through a formal amendment process before approval is granted.

The following sections identify specific policies from the Town of Raymond Municipal Development Plan (MDP) and Land Use Bylaw (LUB) that are relevant to this appeal. They are included to show the intent of the Town's own planning framework and to demonstrate where, in

our view, the proposed development does not adequately align with those policies. These references are provided to assist the SDAB in considering not only zoning compliance, but also consistency with the broader statutory planning documents that guide long-term growth and neighbourhood development in the town of Raymond. The sections are numbered for ease of discussion and reference.

1. Part 4 – Land Use Districts

Part 4, Section 3 of the Land Use Bylaw states:

“3. GENERAL DEVELOPMENT STANDARDS

The General Development Standards contained in Part 2 are applicable, unless otherwise specified in the sections of this district.”

The meeting agenda confirms that the subject property is zoned R-1 – General Residential. As a result, the provisions of the R-1 district apply, along with the general development standards unless a specific exemption is clearly stated.

However, during the review process, it was stated by the Town’s planning advisor from the Oldman River Regional Services Commission (ORRSC) that Section 15(8) would “traditionally” not apply in this case because it refers to examples such as duplexes or semi-detached dwellings. This interpretation is not supported by direction from a Municipal Affairs advisor that was consulted. Municipal Affairs indicates that where a bylaw does not explicitly exclude a use, the relevant provisions of the district apply. Since the R-1 district does not state that Section 15(8) is excluded for multi-unit or higher-density residential developments, it is reasonable to conclude that the section applies to this proposal.

Part 4, Section 15(8) – General Residential (R-1) states:

“Any residential (single-detached, duplex or semi-detached use) hard surfaced or gravel driveway, parking pad not supporting a garage or carport, walkway, and/or paving stones or similar impervious ground cover is limited to a maximum of 25% lot coverage unless approved otherwise by a development permit. For all other uses, the lot coverage for driveways, parking pads/lots walkways and other similar impervious surfaces is as required by the Development Authority.”

Based on the submitted site plan, the proposed parking area appears to significantly exceed the intended limits for impervious surface coverage. Using the dimensions provided in the parking layout, the estimated hard-surfaced parking area alone covers approximately 45.8% of the total site area.

When additional elements are included—such as access driveways, entrances and exits, curbing, internal circulation areas, maneuvering space, and walkways—the total impervious surface coverage is likely closer to 48–50% of the site.

This means the parking and associated hard surfaces occupy nearly half of the entire property. This exceeds the 25% limitation referenced in the bylaw for residential uses by a substantial margin. Even if a variance or discretionary approval is considered, the scale of the increase would be significant and would represent a major departure from the bylaw's stated intent to limit impervious coverage in residential districts.

The parking area alone appears to be one of the dominant land uses on the site and may occupy an area comparable to, or larger than, the combined building footprints.

Concerns regarding this level of impervious surface coverage were raised with the Municipal Planning Commission. However, no clear response was provided, and the issue does not appear to have been substantively addressed in the decision rationale. The reliance on a "traditional" interpretation by ORRSC does not resolve the underlying bylaw requirement or the question of applicability.

This also highlights a broader concern that the current Land Use Bylaw may not adequately address higher-density developments within low-density residential districts. For this reason it reinforces the need for caution in proceeding with approval before the bylaw and the Municipal Development Plan are reviewed and updated with meaningful public input.

2. LUB Part 2, Section 3(1) states:

"The design, character and appearance of buildings, structures or signs shall be consistent with the intent of the land use district in which the building is located and compatible with other buildings in the vicinity."

LUB Part 4, Section 19 (Dwellings), Apartment and Multi-unit dwellings (a) and (e)(i) and (e)(iv) states:

(a) "Design of an apartment or multi-unit dwelling shall consider the height, building design and nature of surrounding residential development."

(e) "The Development Authority may regulate the maximum density of apartments and multi-unit dwellings within a block or subdivision based on the policies of the Municipal Development Plan and consideration of:

- (i) density of existing development within the block
- (iv) impacts on future land uses and the street system"

The street for the proposed development is comprised of single-detached residential development. The street currently contains nine occupied homes. This proposal would increase the density of the street by over 200%. Such a significant increase represents an abrupt transition that does not reflect the existing neighbourhood context.

While technical compliance with zoning may exist, the scale, density, massing, and site design must also be assessed for compatibility with the surrounding area. The MPC has not clearly explained how the proposed development considers the height, design, and nature of the existing residential homes, as required by the LUB. It has also not explained how density at this level is appropriate for this specific block or how it aligns with the policies of the MDP that guide those decisions.

The LUB also requires consideration of impacts on the street system. This issue has not been adequately addressed. A development of this size will significantly increase traffic volumes on a small residential street that functions as a local access road. Because the site is located on a cul-de-sac, all additional traffic will be concentrated at a single access point. This raises concerns about congestion, vehicle turning movements, emergency vehicle access, and on-street parking spillover during peak times or special events.

The increased traffic will not only affect residents on the cul-de-sac itself, but also surrounding streets and the broader neighbourhood as vehicles move in and out of the area. These cumulative impacts have not been fully assessed or explained in the approval decision.

In addition, the development backs onto public green space and a walking path. This area currently serves as an open community amenity. A high-density development immediately adjacent to this space will change how it functions, as it effectively becomes the "backyard" for a large number of additional residents. This raises concerns about privacy, noise, increased foot traffic, and the overall use and enjoyment of this public space by existing residents.

For these reasons, the proposed development does not appear to fully meet the intent of the LUB when read together with the policies of the MDP, particularly in relation to neighbourhood compatibility, density, traffic impacts, and protection of existing community character.

3. LUB Part 4, Section 15(3) states:

"Off-street parking spaces and driveways shall be constructed in a manner which will permit adequate drainage, snow removal and maintenance."

The proposed development raises serious concerns regarding whether this requirement can realistically be met on this site.

The development is located on a dead-end street with a single entrance and exit. This already creates limitations for movement, turning, and service access. The Town's garbage truck has previously experienced difficulty accessing and maneuvering within the existing street layout. Adding a high-density development will further increase these challenges.

Emergency access is also a concern. Fire trucks and ambulances require clear, reliable access at all times. With increased density and limited turning space, it is unclear how emergency

vehicles will safely and efficiently access all units, particularly during peak times, snow events, or when vehicles are parked along the street.

Snow removal is another significant issue. With only one entrance and exit serving both the street and the development parking areas, snow storage and removal will be difficult to manage. There is a real risk that snow will accumulate in the cul-de-sac during clearing operations, reducing usable road width and further restricting access for residents and emergency vehicles.

Drainage is already a known issue in this area. The street and the street directly to the south experience recurring problems with water accumulation and localized flooding during rain events. The existing stormwater system is already under strain and does not consistently manage peak runoff conditions. The nearest storm drain is located at the corner of 200 S and 300 E, at the entrance to the cul-de-sac, while the proposed development is located at the opposite end of the street. This increases the likelihood that surface water will need to travel the full length of the street before reaching drainage infrastructure.

The addition of a high-density development will significantly increase impervious surface area through buildings, parking lots, and driveways. This will increase stormwater runoff and place additional pressure on an already challenged drainage system. It is not clear how this additional runoff will be managed or whether the existing infrastructure has sufficient capacity to handle it.

It is also not clear whether the Municipal Planning Commission has considered or planned for necessary upgrades to the stormwater system to accommodate this level of increased density. If upgrades are required, the cost and responsibility for such improvements have not been identified or addressed as part of the approval process.

For these reasons, there are serious unanswered questions about whether the proposed development can meet the requirements of the LUB with respect to drainage, snow removal, maintenance, and safe year-round access.

4. MDP Section 2, Point 5 states:

“Multi-use housing is to be dispersed throughout residential neighbourhoods and will generally not be permitted in dense concentrations.”

This policy clearly indicates that multi-unit housing should be distributed across residential areas of the Town and not concentrated in a single location.

The proposed development does not align with this direction. Based on the submitted information, the project would create a significant concentration of multi-unit housing in a single block rather than contributing to a dispersed pattern of development across the community.

Using the Housing Density Scale developed by the Neighbourhoods Lab at the University of British Columbia, the density can be calculated as follows:

Density (units per acre) = Number of units ÷ Site area
 20 units ÷ 0.87 acres = approximately 22.99 units per acre

This results in a density of approximately 23 dwelling units per acre.

To put this into context, this level of density equates to nearly one dwelling unit for every 0.044 acres of land. This calculation does not account for additional space required for roads, parking areas, setbacks, landscaping, utilities, and shared outdoor space, which further intensifies the effective use of the site.

At approximately 23 dwelling units per acre, the proposed development falls within what is considered a high-density residential form under commonly used housing density classifications, including the Housing Density Scale referenced above. This supports the conclusion that the development represents a concentrated form of multi-unit housing.

The MDP specifically discourages this type of concentrated development pattern. Instead, it directs that multi-use housing should be dispersed throughout residential neighbourhoods. In this case, the surrounding area already contains a relatively higher proportion of multi-unit housing (duplex and fourplexes) compared to other parts of the town, further contributing to an existing concentration rather than a balanced distribution across neighbourhoods.

For these reasons, the proposed development appears inconsistent with both the intent and the specific wording of MDP Section 2, Point 5, as it contributes to a localized concentration of high-density multi-unit housing rather than supporting a dispersed and balanced approach to residential development across the community.

5. MDP Section 1B, Point 3 states:

“The preferred road design within an infill block is a through-street created by widening the existing laneway. The approved road design within an infill block will be based on site specific considerations.”

While the MDP allows for site-specific considerations, the intent of this policy is to promote safe and functional access within infill developments, with a preference for through-street connectivity where possible.

In this case, the subject site is located on a cul-de-sac, which is a dead-end street with a single entrance and exit. The proposed development would also rely entirely on this single access point for all residents, visitors, service vehicles, and emergency access.

Given these conditions, site-specific considerations should place strong emphasis on the limitations created by a dead-end street configuration. A single access point increases vulnerability in terms of traffic congestion, emergency access, and overall safety. Any

obstruction—whether due to parking, snow accumulation, construction activity, or emergency response—could restrict access to the entire development and surrounding properties.

This concern is heightened by the absence of sidewalks on the street, which creates additional challenges for pedestrian safety and movement, particularly in a higher-density development. Increased pedestrian activity without dedicated pedestrian infrastructure may also increase conflict between vehicles and pedestrians.

While the MDP provides flexibility for site-specific design, that flexibility is intended to ensure appropriate adaptation to local conditions, not to overlook inherent safety and access constraints. In this case, the combination of a dead-end street, a single access point, and the lack of pedestrian infrastructure raises serious questions about whether the proposed design is appropriate for this location.

For these reasons, the site-specific considerations identified in the MDP should weigh heavily against approving a high-density development that relies entirely on a single access point within a cul-de-sac environment.

6. MDP Part 2, Table 1 – Multi-Unit Parking Requirements

MDP Part 2, Table 1 sets out the minimum parking requirements for multi-use developments as follows:

“Multi-use – requires 2 spaces per dwelling unit plus 0.5 space per unit for visitor parking.”

Based on the proposed 20 dwelling units, this results in a requirement of 50 total parking spaces.

A variance of approximately 16% (8 spaces) has been approved, reducing the required on-site parking supply below the standard set out in the MDP.

In addition, the MPC has included a condition requiring that the developer enter into a development agreement with the Town of Raymond to construct a hard-surfaced parking area at the south end of the 300E cul-de-sac bulb.

However, it is not clear how this requirement can be practically achieved given the physical constraints of the site. The area in question is a cul-de-sac with limited available land, no sidewalk infrastructure, and existing constraints related to traffic circulation and snow storage. The parcel of land in question has 31 meters street frontage, and of that approximately 11 meters is reserved for the entry/exit driveway. The 20 remaining meters of street frontage will only supply enough space for around 4 cars to park. Or are the developers being provided additional land by the municipality on which to construct parking? This opens a new set of questions and concerns about whether the usage of that land for parking would comply with the MDP and LUB.

One can see there has not been sufficient information provided regarding what land would be used for this additional parking area, whether that land is additional land owned by the municipality or is part of the original land being purchased by the developer, and how it would be legally secured and maintained over time.

If the proposed parking area is intended to extend into existing green space, this raises further concerns about the loss of public amenity land and the reduction of separation between the development's parking area and the adjacent public walking path. This also relates back to a point expressed previously about impervious land cover far exceeding the LUB.

At present, the details of this condition are not sufficiently defined to allow for a clear assessment of whether it complies with the intent of the LUB and MDP. Without clarity on land ownership, design, access, and long-term maintenance responsibilities, it is difficult to determine whether the parking requirement can be realistically or safely implemented.

For these reasons, further information and clarification are required before it can be concluded that the parking provisions for this development are appropriate and consistent with the applicable statutory planning documents.

7. MDP Section 2, Point 4 states:

"Multi-unit housing such as duplexes and triplexes will be considered within all residential neighbourhoods subject to enhanced development standards."

This policy indicates that while certain forms of multi-unit housing may be appropriate within residential neighbourhoods, they are subject to "enhanced development standards." However, it is not clear what specific enhanced standards were applied in this case, or how they were used to evaluate and justify the approval of this much larger multi-unit development.

This lack of clarity raises concern about how the policy has been interpreted and applied. If enhanced standards exist to ensure compatibility, scale, and appropriate integration within established neighbourhoods, then those standards should be clearly identified and demonstrated in the decision-making process.

It is also notable that this section specifically references duplexes and triplexes as examples of multi-unit housing considered within residential neighbourhoods. This further suggests that the MDP was primarily written with lower-scale infill development in mind, rather than larger high-density apartment-style developments such as the one proposed.

This raises a broader concern that the current Municipal Development Plan and Land Use Bylaw may not have been designed to adequately address higher-density development of this scale within established low-density residential areas. As a result, there is uncertainty as to whether the existing policy framework provides sufficient guidance for evaluating this type of proposal.

For these reasons, we question whether the appropriate enhanced development standards have been applied in this case, and whether the current planning framework is sufficient to properly assess a development of this scale.

Given these concerns, it is our position that consideration should be given to pausing approval of developments of this nature until the MDP and LUB have been reviewed and, if necessary, amended through a full public process to reflect the Town's current planning goals and community capacity.

8. MDP – Growth Management Policies (Section 1), Policy 10 states:

“When evaluating subdivision, development, redesignation, annexation, or infrastructure proposals, the potential impacts on existing and future development in the area and the cumulative impact on the town will be considered.”

This policy clearly requires the Municipal Planning Commission to assess not only whether a proposal complies with zoning, but also its broader impacts on existing neighbourhoods and the Town as a whole.

In this case, that broader assessment does not appear to have been fully completed or clearly demonstrated. As outlined in the previous sections of this submission, the proposed development raises multiple concerns related to neighbourhood compatibility, density, traffic, parking, drainage, emergency access, and overall infrastructure capacity.

These are not isolated issues. When considered together, they represent a cumulative impact on the surrounding neighbourhood that goes beyond what would typically be expected in a low-density residential area. This includes increased traffic on a cul-de-sac, strain on existing drainage systems, reduced compatibility with surrounding single-detached homes, and increased pressure on local infrastructure.

Policy 10 specifically directs that these cumulative effects must be considered in the decision-making process. It is not sufficient to rely solely on zoning compliance without also evaluating how the development will affect the character, function, and livability of the existing community.

For these reasons, it is our position that the cumulative impacts of this development on the surrounding neighbourhood have not been adequately addressed in accordance with MDP Policy 10.

Conclusion

The issue before the SDAB is not whether additional housing is needed, but whether this particular development is consistent with the Town's adopted planning policies.

We respectfully submit that the approved development conflicts with several provisions of the Municipal Development Plan and Land Use Bylaw relating to neighbourhood compatibility, density, traffic impacts, infrastructure capacity, parking, and preservation of community character. These issues also create cumulative impacts on the surrounding neighbourhood that have not been adequately addressed in the approval decision.

Planning decisions must be consistent with the Town's statutory planning framework, including both the Municipal Development Plan and the Land Use Bylaw, and should not rely on zoning compliance alone where broader policy conflicts exist.

For these reasons, we request that the approval be overturned and that any future consideration of this type of development occur only after the Town has reviewed and, if necessary, amended its MDP and LUB through a transparent public process.

DEVELOPMENT PERMIT

Issued under the authority of the Town of Raymond Land Use Bylaw No. 987-11

Application/Permit No: DA2026-11

Applicant/Developer/Permit Holder: HavenOak Inc.

Development Address: 296s 300e

Legal Description: Lots 21&22 Block39 Plan2510613

Mailing Address (Box): PO Box 395 Coalhurst AB T0L0V0

Phone: [REDACTED]

Email: homes@havenoak.ca

Variances/Waivers: (MPC Granted)

42 Off-Street Parking Spaces permitted
(8 spaces from the LUB required 50)

This *Development Permit* is hereby issued to **HavenOak Inc.** for the building of three Multi-Unit Dwellings (Dwelling Group) at the above address, subject to the following conditions:

Conditions of Approval

1. That all outstanding development and permit fees related to this development are to be paid in full.
2. A variance of 16% (8 Spaces) off-street parking is to be granted. 42 off-street parking spaces are required. All parking spaces and driveways onto 300e will be hard surfaced to built to industry standards (Asphalt or Concrete).
3. The building setbacks are to conform to the site plan submitted and approved as part of the application in compliance with Town of Raymond Land Use Bylaw No. 987-11.
4. The developer shall, prior to construction, have the lot and foundation excavation staked out/surveyed by a qualified registered Alberta Land Surveyor (ALS) or Engineer registered with APEGA.
5. The nature of development must comply with the BUILDING PLANS and principles set forth in the application.
6. The design, character, and appearance of external aesthetics will be consistent and compatible with the neighbourhood.
7. The developer must contact Utility Safety Partners (<https://utilityafety.ca>) to locate any utility lines prior to construction.
8. An engineered site grading and drainage plan are submitted to the Town for approval before construction commences.
9. A site servicing plan is submitted and approved acceptable by the Town of Raymond before construction commences.
10. A lighting plan is submitted and approved acceptable by the Town of Raymond before construction commences.
11. A snow removal plan will be submitted and approved by the Town of Raymond before construction commences.
12. Solid fencing as indicated on the plans will be constructed to provide privacy and separation from neighbouring lots and parks space to the south. This fencing will be done to the satisfaction of the Town of



Raymond Development Office. Specifically, if the south fencing will be built with chain-linked materials, privacy slating must be used.

13. Waste collection will be coordinated with the Town of Raymond Operations Department. Any private collection and disposal of waste and/or recycling will require approval of the Town of Raymond Operations Director.

14. The consolidation of Lots 20 and 21 by plan to be registered with Land Titles prior to issuance of occupancy permits.

15. In the interest of public safety and as required by the Safety Codes Act, the developer is responsible for obtaining a Building Permit and all applicable safety code permits (electrical, plumbing, gas) through Park Enterprises Ltd.

16. The developer shall enter into a development agreement with the Town of Raymond requiring the construction of a hard-surfaced parking area at the south end of the 300E cul-de-sac bulb. The parking area shall be constructed to the satisfaction of the Town of Raymond Operations Department, at the sole cost of the developer, and shall be available for public use. Construction must be completed prior to the issuance of any occupancy permit.

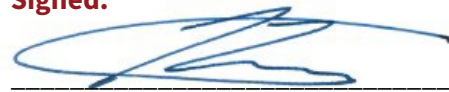
IMPORTANT NOTE: Those who are found in violation of any of these conditions risk having this permit made null and void, thereby causing this development to be deemed illegal. All illegal developments may be subject to a stop work order, a development fine, demolition of said development at the developer's expense, or any combination thereof.

After the 21-day appeal period, or **June 30, 2026**, if no appeal is made (see accompanying terms), you are hereby authorized to proceed with the development as specified, provided that a) any stated conditions are complied with, b) the development is in accordance with the application and plans as approved, and c) a building permit is obtained if construction is involved.

It is understood that starting construction before the appeal period has expired is a risk placed solely on the applicant/developer/permit holder, and any construction progress, permanent or temporary, may be required to be removed solely at the cost of the applicant/developer/permit holder.

Date Written Decision Given: June 8, 2026

Signed:



Tyler Nelson

Planning and Development Director



TERMS APPLICABLE TO DEVELOPMENT PERMIT

CONDITIONS OF DECISION	<p>The decision on this application applies only to the use and development described in the decision. A separate application is required for the extension or amendment of a development permit, or any other development (e.g. signs) not included in this application.</p>
APPEALS	<p>The Municipal Government Act provides that any person affected by the issuance of a development permit may appeal the decision or any conditions of the development permit within 21 days after the date on which the written decision is given, to the following appeal board:</p> <p>Clerk of the SDAB Town of Raymond 210 N 200 W, P.O. Box 629 Raymond, Alberta T0K 2S0</p> <p>IMPORTANT NOTES: A development may be appealed within 21 days after the date the written decision is given, by submitting written notice, containing reasons, to the applicable Appeal Board (refer to Fees and Charges Bylaw for any applicable fees). Note, no appeal lies in respect of the issuance of a development permit for a permitted use unless the provisions of the Land Use Bylaw were relaxed, varied, misinterpreted, or the application for the development permit was refused or deemed to be refused.</p>
PERMIT EXPIRY	<p>A development for which a permit has been issued must be commenced or carried out with reasonable diligence within 12 months from the date of its issuance and completed within 24 months.</p>
PERMIT NOT TRANSFERABLE	<p>A development permit is valid only for the location and project for which it was issued.</p>
PERMIT AUTHORITY	<p>A development permit indicates that only the development to which it relates is authorized in accordance with the provisions of the Land Use Bylaw, and in no way relieves or excuses the developer from complying with the Land Use Bylaw or any other bylaw of the municipality, or any applicable provincial or federal legislation.</p>
OTHER PERMITS AND LICENCES	<p>A development permit is not a building permit, plumbing permit, electrical permit, a permit to install underground or above-ground fuel tanks, a permit issued by a Public Health Inspector, or a business licence. Other separate permits or licences may be required by municipal, provincial, or federal authorities.</p>





TOWN OF RAYMOND, IN THE PROVINCE OF ALBERTA

Box 629, 210N 200W, Raymond, AB, T0K 2S0,

Phone: 403.752.3322, FAX: 403.752.4379

NOTICE OF DECISION

APPLICATION NO. DA2026-11 was Approved with conditions

at a Meeting of the Municipal Planning Commission, held at 6:00 p.m. June 08, 2026

Town of Raymond Council Chambers, Town Office

The above application was APPROVED for 3 Multiunit Buildings – 20 Unit Total (Dwelling Group)

➤ Land Description: Lot 20&21 Block 39 Plan2510613

NOTICE IS HEREBY GIVEN that at a meeting of the Municipal Planning Commission (MPC) on June 8, 2026, that the above-noted application for a 3 Multiunit Buildings – 20 Unit Total (Dwelling Group) on a residential lot in the R-1 Land Use District was approved with conditions.

Any person affected by this decision wishing to APPEAL the granting of this permit, or any of the conditions placed thereon, or the granting of the waivers or variances, must make an official APPEAL to the Subdivision and Development Appeal Board (SDAB) in writing, to the following:

Clerk of SDAB
Town of Raymond
210N 200W
P.O. Box 629
Raymond, AB, T0K 2S0

Your written NOTICE OF APPEAL MUST be received to the above by NO LATER than: 4:00PM on June 30, 2026, and be accompanied by the Appeal Fee*

(*A Notice of Appeal will not be accepted WITHOUT payment of the \$300 Appeal Fee, which is non-refundable.)

➔ NOTE: A Written Notice of Appeal MUST include in detail, the following:

- a) How you are affected by this decision
- b) In detail, your reasons for appeal
- c) If you did not do so, the reasons why you did not make your opposition to this application known at the time it was considered.

If you have any questions, please do not hesitate to contact 403-752-3322 ext. 1010.

Tyler Nelson
Development Officer
tylernelson@raymond.ca

Date: June 9, 2026





Conditions of Approval

1. That all outstanding development and permit fees related to this development are to be paid in full.
2. A variance of 16% (8 Spaces) off-street parking is to be granted. 42 off-street parking spaces are required. All parking spaces and driveways onto 300e will be hard surfaced to built to industry standards (Asphalt or Concrete).
3. The building setbacks are to conform to the site plan submitted and approved as part of the application in compliance with Town of Raymond Land Use Bylaw No. 987-11.
4. The developer shall, prior to construction, have the lot and foundation excavation staked out/surveyed by a qualified registered Alberta Land Surveyor (ALS) or Engineer registered with APEGA.
5. The nature of development must comply with the BUILDING PLANS and principles set forth in the application.
6. The design, character, and appearance of external aesthetics will be consistent and compatible with the neighbourhood.
7. The developer must contact Utility Safety Partners (<https://utilitiesafety.ca>) to locate any utility lines prior to construction.
8. An engineered site grading and drainage plan are submitted to the Town for approval before construction commences.
9. A site servicing plan is submitted and approved acceptable by the Town of Raymond before construction commences.
10. A lighting plan is submitted and approved acceptable by the Town of Raymond before construction commences.
11. A snow removal plan will be submitted and approved by the Town of Raymond before construction commences.
12. Solid fencing as indicated on the plans will be constructed to provide privacy and separation from neighbouring lots and parks space to the south. This fencing will be done to the satisfaction of the Town of Raymond Development Office. Specifically, if the south fencing will if built with chain-linked materials, privacy slating must be used.
13. Waste collection will be coordinated with the Town of Raymond Operations Department. Any private collection and disposal of waste and/or recycling will require approval of the Town of Raymond Operations Director.
14. The consolidation of Lots 20 and 21 by plan to be registered with Land Titles prior to issuance of occupancy permits.
15. In the interest of public safety and as required by the Safety Codes Act, the developer is responsible for obtaining a Building Permit and all applicable safety code permits (electrical, plumbing, gas) through Park Enterprises Ltd.
16. The developer shall enter into a development agreement with the Town of Raymond requiring the construction of a hard-surfaced parking area at the south end of the 300E cul-de-sac bulb. The parking area shall be constructed to the satisfaction of the Town of Raymond Operations Department, at the sole cost of the developer, and shall be available for public use. Construction must be completed prior to the issuance of any occupancy permit.

MUNICIPAL PLANNING COMMISSION

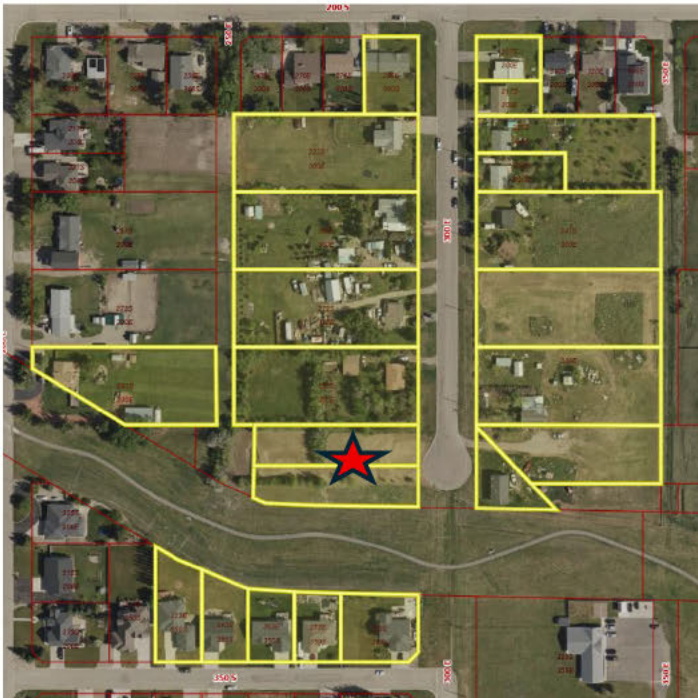
Development Permit Report

Town of Raymond, Alberta

Application No.	DA2026-11
Date of Application	May 6, 2026
Municipal Address	NA
Legal Description	Lot 20&21, Block 39, Plan 2510613
Land Use District	Residential (R-1 General Residential)
Proposed Development	3 Multiunit Buildings - 20 Units Total (Dwelling Group)
Estimated Start Date	May 20, 2026

AFFECTED PERSONS CONTACTED

Adjacent and nearby property owners have been contacted in accordance with the notification requirements of the *Town of Raymond Land Use Bylaw No. 987-11*, Section 7. To date, there have been several formal written responses received. They are included in this package.



TYPE OF DEVELOPMENT

THE PURPOSE of the Proposed Development is to will be to establish three new Multiunit buildings with 20 total dwelling units (Dwelling Group). Details are included below.

BUILDING INFORMATION

PROPOSED AMOUNT OF DWELLING UNITS:

BUILDING A = 8 DWELLING UNITS

4 - BASEMENT UNITS 1 LEVEL W/ 1 BEDROOM
 4 - UPPER UNIT 2 LEVEL W/ 3 BEDROOMS

BUILDING B = 4 DWELLING UNITS

2 - MAIN UNIT 1 LEVEL W/ 2 BEDROOMS
 2 - UPPER UNIT 1 LEVEL W/ 2 BEDROOMS + DEN

BUILDING C = 8 DWELLING UNITS

4 - BASEMENT UNITS 1 LEVEL W/ 1 BEDROOM
 4 - UPPER UNIT 2 LEVEL W/ 3 BEDROOMS

CUMULATIVE SITE AMOUNT OF DWELLING UNITS = 20

8 - BASEMENT UNITS 1 LEVEL W/ 1 BEDROOM
 2 - MAIN UNITS 1 LEVEL W/ 2 BEDROOMS
 8 - UPPER UNITS 2 LEVEL W/ 3 BEDROOMS
 2 - UPPER UNITS 1 LEVEL W/ 2 BEDROOMS + DEN

GROSS FLOOR AREAS

BUILDING A GROSS MAIN FLOOR AREA
 = 3,068.12 ft² (285.04 m²)

BUILDING B GROSS MAIN FLOOR AREA
 = 2,136.00 ft² (198.44 m²)

BUILDING C GROSS MAIN FLOOR AREA
 = 3,068.12 ft² (285.04 m²)

CUMULATIVE SITE BUILDING GROSS MAIN FLOOR AREA

= 8,272.24 ft² (768.52 m²)

PROPOSED BUILDING HEIGHT:

BUILDING A = ± 9.74 m (32' - 0")

BUILDING B = ± 8.60 m (28' - 3")

BUILDING C = ± 9.74 m (32' - 0")

Component	Proposed	LUB Minimum / Requirement
Minimum Lot Width	42.7m (140')	As required by the Development Authority
Minimum Building Width	20'-28'	As required by the Development Authority
Front Setback	20 ft	As required by the Development Authority
Side Setback (each)	12 ft	As required by the Development Authority
Rear Setback	14' ft	As required by the Development Authority
Lot Coverage	22%	As required by the Development Authority
Off-Street Parking	42	2 spaces per dwelling unit; plus .5 spaces for visitor parking (50) ***Variance Required***



CONSIDERATIONS

Definition: A multi-unit dwelling means a building other than an apartment that contains three or more dwelling units. Per the Town of Raymond Land Use Bylaw No. 987-11, Multi-Unit dwellings are a discretionary use in the R-1 General Residential District.

Dwelling group means two or more buildings each containing one or more dwelling units, located on a lot or a number of adjoining lots where all buildings, recreation areas, vehicular areas, landscaping and all other features have been planned as an integrated development. Accessory dwelling is a separate use.

1. Land Use & Zoning Compliance (LUB No. 987-11 – R-1 District)

The subject property is zoned **R-1 – General Residential**. A Multi-Unit Dwelling (Dwelling Group) is a **discretionary use** requiring MPC approval.

2. Parking (LUB R-1, s.15) ***Variance Required***

The LUB requires 2 off-street parking spaces per dwelling unit plus 0.5 spaces per unit for a total minimum of 50 spaces for this Duplex (LUB R-1, s.15(1)). The applicant is proposing to provide **42 off-street parking spaces**, representing a deficiency of 8 spaces, or **16% below the required minimum**.

Considerations for MPC

In evaluating this variance request, MPC may wish to consider the following:

1. **Unit mix** - Whether the proposed unit sizes (percentage of 1-bedroom units) may support a reduced parking demand relative to the bylaw standard.
2. **On-street parking availability** — Whether adjacent street parking could reasonably absorb overflow demand without impact to neighbouring properties or traffic flow
3. **Applicant justification** — Whether the applicant has provided justification for reduced number of off-street parking spaces.

3. Neighbourhood Compatibility & Density

The R-1 district is intended to accommodate primarily single-detached residences while allowing a variety of housing types on a discretionary basis (LUB R-1, s.1).

Statutory Document Considerations:

Municipal Development Plan

2A. Pg25 “Residential development is the predominant land use within Town but presently, there is very little variety in housing type. Based on the population and income profile of the community and public comment received as part of the preparation of this plan, there is a need to provide alternatives to the traditional single detached house on a large lot. Acknowledging this, the Town endeavours to achieve a wider range of housing options that better meet the needs of the community.”

Cont...The Town is committed to: Encouraging more housing variety throughout town.

Cont... The Town will continue to monitor vacancy rates, development and subdivision activity, land supply, and population and income profiles, so that the needs for serviced residential land can be anticipated.

2A Pg26.

- Housing diversity*
4. Multi-unit housing such as duplexes and triplexes will be considered within all residential neighbourhoods subject to enhanced development standards.
 5. Multi-unit housing is to be dispersed throughout residential neighbourhoods and will generally not be permitted in dense concentrations.
 6. Developers are encouraged to design subdivisions that provide diversity in housing type, accessibility, tenure, and cost.
- Higher-density housing*
7. Higher density development such as apartments and senior housing complexes is encouraged to locate near the centralized commercial area and in areas which are within close walking distance to facilities, services, and amenities.

The surrounding neighbourhood consists primarily of single-detached residential development. MPC should assess the dwelling groups compatibility with the character of the block and whether density objectives are met.

Land Use Bylaw

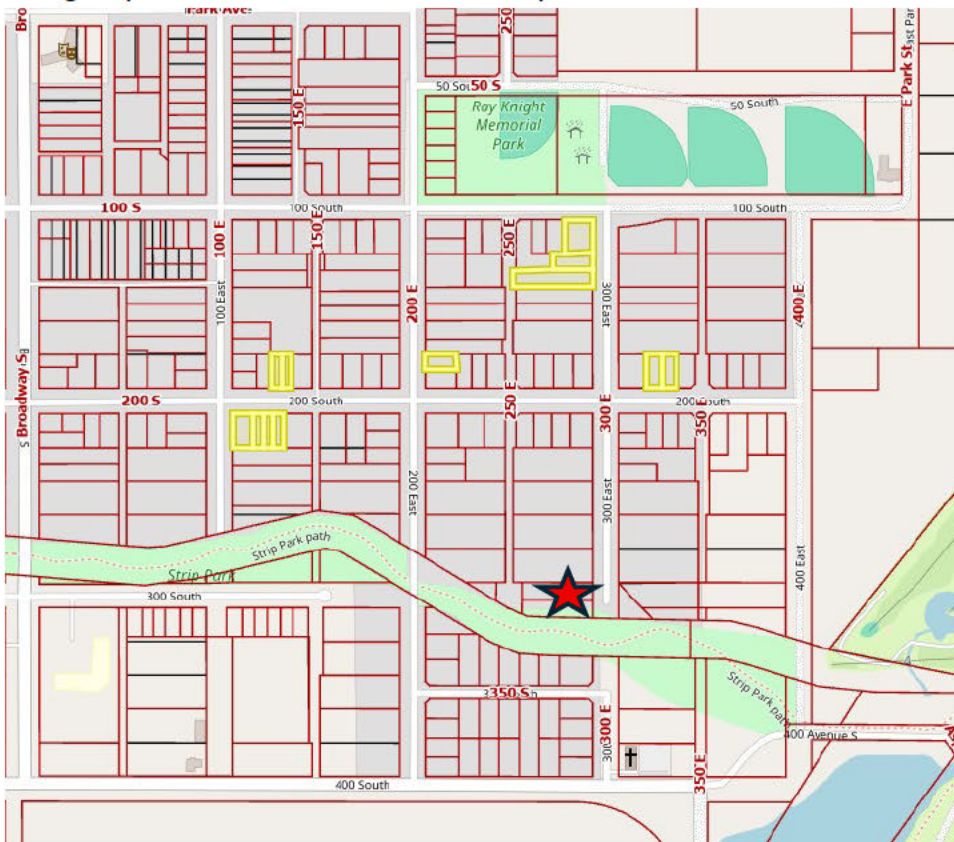
R1-Section20 Pg.60

20. DWELLING GROUP

- (1) Dwelling groups are subject to the following additional standards:
 - (a) Design of the dwelling group shall consider the height, building design and nature of surrounding residential development.
 - (b) The arrangement of the structures in a dwelling group is subject to the approval of the Municipal Planning Commission and the requirements of the Alberta Building Code, as amended.
 - (c) A landscaping plan shall be submitted with the development permit application. The Development Authority may require that a landscape plan be prepared by a professional. An irrigation plan may also be required.

- (d) A minimum of 10% of the lot area is to be provided for common open space and on-site amenities such as playground equipment, barbeque areas, recreation areas or other similar features. The minimum open space requirement may be increased as required by the Development Authority dependent upon the density of the proposed development.
- (e) A minimum 1.5 m (5 ft) wide landscaped buffer strip is required between the parking lot and an adjacent residential lot. The Development Authority, depending on the intensity of the development, may increase the minimum required width of the landscaped buffer strip.
- (f) The Development Authority may regulate the maximum density of apartments and multi-unit dwellings within a block or subdivision based on the policies of the Municipal Development Plan and consideration of:
 - (i) density of existing development within the block;
 - (ii) adequacy and proximity of community facilities such as schools, shopping, recreational facilities and open space;
 - (iii) adequacy of utilities to accommodate the proposed use;
 - (iv) impacts on future land uses and the street system;
 - (v) any other matters deemed pertinent by the Development Authority.

Existing Duplex and other Multi-Unit developments



4. Traffic Considerations

The subject site is located at the terminus of 300e at a cul-de-sac, with a single proposed driveway access serving all 20 units and 42 parking spaces across three buildings. A development of this density will generate a notable increase in daily vehicle movements through what is currently a low-volume residential street. MPC should be satisfied that the existing road network on 300e has sufficient capacity and to safely absorb this increase.

RECOMMENDATIONS

If MPC is to grant an approval to this application, it is recommended that at a minimum the following conditions be attached:

Payment of Fees

1. That all outstanding development and permit fees related to this development are to be paid in full.

Parking Spaces Variance (if granted by MPC)

2. MPC, in granting approval of this application, is exercising its authority to issue a variance of a 16% variance to off-street parking requirements (8 spaces). All parking spaces and driveways onto 300e will be hard surfaced to built to industry standards (Asphalt or Concrete).

Location on Lot & Nature of Development

3. The building setbacks are to conform to the SITE PLAN submitted and approved as part of the application in compliance with Town of Raymond Land Use Bylaw No. 987-11.
4. The developer shall, prior to construction, have the lot and FOUNDATION EXCAVATION staked out/surveyed by a qualified registered Alberta Land Surveyor (ALS) or Engineer registered with APEGA.
5. The nature of development must comply with the BUILDING PLANS and principles set forth in the application.
6. The design, character, and appearance of external aesthetics will be consistent and compatible with the neighbourhood.
7. The developer must contact Utility Safety Partners (<https://utilityafety.ca>) to locate any utility lines prior to construction.
8. An engineered site grading and drainage plan are submitted to the Town for approval before construction commences.
9. A site servicing plan is submitted and approved acceptable by the Town of Raymond before construction commences.
10. A lighting plan is submitted and approved acceptable by the Town of Raymond before construction commences.
11. A snow removal plan will be submitted and approved by the Town of Raymond before construction commences.

12. Solid fencing as indicated on the plans will be constructed to provide privacy and separation from neighbouring lots and parks space to the south. This fencing will be done to the satisfaction of the Town of Raymond Development Office.
13. Waste collection will be coordinated with the Town of Raymond Operations Department. Any private collection and disposal of waste and/or recycling will require approval of the Town of Raymond Operations Director.

Consolidation of Lots

14. The consolidation of Lots 20 and 21 by plan to be registered with Land Titles prior to issuance of occupancy permits.

Safety Code Permits

15. In the interest of public safety and as required by the Safety Codes Act, the developer is responsible for obtaining a Building Permit and all applicable safety code permits (electrical, plumbing, gas) through *Park Enterprises Ltd.*

Any denial to this application must provide clear planning reasons for the denial and must include reasons why the stated planning concerns are a factor in this specific case.

RAYMOND

DEVELOPMENT PERMIT APPLICATION

Date of Application: 5/4/2026
 Estimated Start Date: 10/1/2026
 Estimated Value of Construction: 4 million

Development Permit Application DA	DA2026-11
Date Application Deemed Complete	May 6, 2026
Development Application Fee:	\$170 + 200 MPC

IMPORTANT NOTICE: This application does not permit you to commence construction until such time as a permit has been issued by the Development Authority. If approval has not been received within 40 days of the date the application is deemed complete, you have the right to file an appeal to the Subdivision and Development Appeal Board.

**THIS DOES NOT CONSTITUTE A BUILDING PERMIT.
 A SEPARATE BUILDING PERMIT MUST BE OBTAINED BEFORE CONSTRUCTION BEGINS.**

PROPERTY INFORMATION

Municipal Address: N/A
 Legal Description: Lot(s) 20 & 21 Block 39 Plan 251 0613
 Land Use District: _____ Existing Use: Vacant Lot

Describe Proposed Development:
2 - 8 units buildings and 1 - 4 unit building.

APPLICANT INFORMATION

Applicant's Name: _____
 Mailing Address: _____
 City/Town: _____
 Email: _____

Is the applicant the owner of the property? Yes No If "NO" please complete the information below No

Owner's Name: _____ Mailing Address: _____ Owner Signature: _____	Applicant's Interest in the property: <input type="checkbox"/> Agent <input type="checkbox"/> Contractor <input type="checkbox"/> Tenant Purchaser <input checked="" type="checkbox"/> Other _____
---	---





DEVELOPMENT INFORMATION

The purpose of this application is to: (check all that apply)

- Construct a new
 - Single Detached Dwelling
 - 2-Unit Dwelling
 - Multi-Unit – Please specify the number of dwelling units - 20
 - Accessory Structure
 - Other _____
- Alter/Renovate the existing building
The renovation is a:
 - Interior Renovation
 - Addition
 - Other: _____
 - Basement Development
 - Deck
- Demolish existing building
- Other _____

BUILDING REQUIREMENTS

	Principal Building		Accessory Building / Addition / Deck		Renovation / Basement Development	Office Use
Square Footage	8173.57	ft ²	160	ft ²	ft ²	
Height	31' 6"	ft		ft		
Proposed Setbacks from Property Lines						
Front	20	ft		ft		
Secondary Front		ft		ft		
Rear	14' 2 5/8"	ft		ft		
Side	78'6"	ft		ft		
Side	12'3"	ft		ft		
Parcel Type: <input checked="" type="checkbox"/> Interior Lot <input type="checkbox"/> Corner Lot						

Total Square Feet of Principal Structure: 8173.57 Total Square Feet of Accessory Structures: _____
(all accessory structures combined)

Combined total % of lot occupied by buildings (Principal & Accessory Structures): 21.35%

I hereby understand that development of a principal building or dwelling I must apply for and receive a Construction Compliance Certificate **PRIOR** to occupancy (including moving in belongings). Failure to do so will result in a \$500.00 late application fee and possible order to vacate the home. _____ (please initial)

I hereby certify that the information contained in this application, including any further information contained in attached materials, is full and complete and is, to the best of my knowledge, a true statement of the facts in relation to the application for a Development Permit. I further certify that the owner of the land described above is aware of this application and that no work shall be done until a valid development permit is issued.

Signature of Applicant: _____


Date: 5/4/2026







RAYMOND MULTI-RESIDENTIAL

Raymond, AB

Lots 20 & 21, Block 39, Plan 251 0613



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY, SITE ITEMS MAY VARY AS PER SITE DEVELOPMENT. ACTUAL COLOURS AND FINISHES MAY VARY AS PER FINAL SELECTION BY CONTRACTOR AND / OR OWNER.

BUILDING C



BUILDING B



BUILDING A

ISSUED FOR: DEVELOPMENT PERMIT - REVISION 2

DATE: MAY 26, 2026

DRAWING LIST	
SHEET	SHEET NAME
DP000	COVERSHEET
DP101	SITE PLAN
DP102	LANDSCAPE PLAN
DP201A	BUILDING A BASEMENT & MAIN FLOOR PLANS
DP201B	BUILDING B MAIN FLOOR PLAN
DP202A	BUILDING A SECOND FLOOR & ROOF PLANS
DP202B	BUILDING B SECOND FLOOR & ROOF PLANS
DP211A	BUILDING A UNIT #7 & #8 - ENLARGED PLANS
DP212A	BUILDING A UNIT #5 & #6 - ENLARGED PLANS
DP300A	BUILDING A 3D EXTERIOR PERSPECTIVES
DP300B	BUILDING B 3D EXTERIOR PERSPECTIVES
DP301A	BUILDING A ELEVATIONS
DP301B	BUILDING B ELEVATIONS
DP401A	BUILDING A SECTIONS
DP401B	BUILDING B SECTIONS

ARCHITECTURAL CONSULTANT

VAN ROEKEL ARCHITECTURE

Van Roekel Architecture Ltd.
Calgary, Alberta
Contact: Frazer Van Roekel, Architect
403 404 5257
frazer@vanroekel.ca

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CONTRACTOR AND / OR OWNER IS RESPONSIBLE FOR ALL PERMITS AND INSPECTIONS.

ALL ENGINEERED AND MANUFACTURED FLOOR AND ROOF SYSTEMS (INCLUDING BEAMS) MUST BE DESIGNED & PROVIDED BY THE SUPPLIER.

CONSTRUCTION TO CONFORM TO NATIONAL BUILDING CODE - 2023 ALBERTA EDITION PART 9 AND ALL APPLICABLE BUILDING CODES AND STANDARDS.

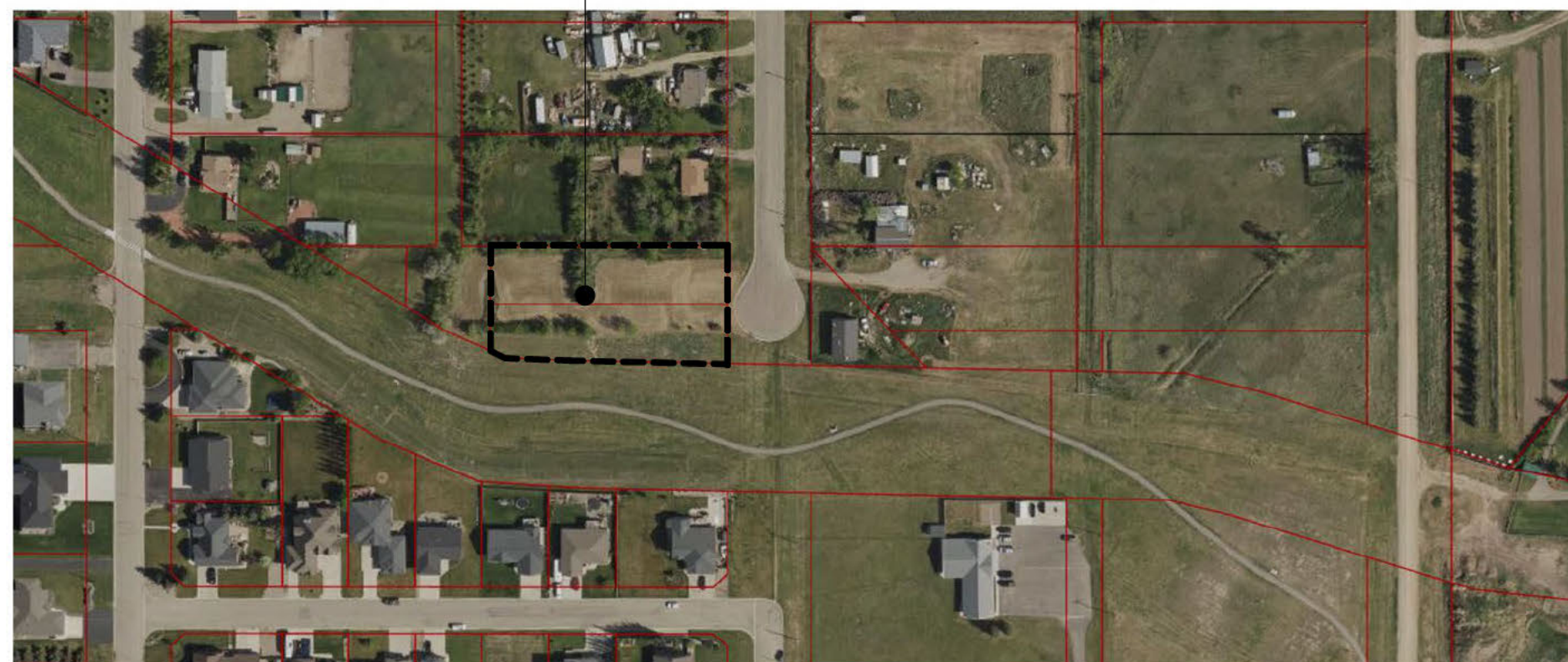
PLANS ARE DESIGN / BUILD PLANS AND ANY TENDERS OR CLARIFICATIONS ARE THE RESPONSIBILITY OF THE OWNER AND / OR CONTRACTOR.

WINDOW AND DOOR SIZES ARE APPROXIMATE. ROUGH OPENING SIZES MAY VARY. CONTACT WINDOW / DOOR SUPPLIER PRIOR TO FRAMING TO CONFIRM OPENING SIZES.

CONTRACTOR AND / OR OWNER IS RESPONSIBLE TO REVIEW ALL DIMENSIONS AND SPECIFICATIONS PRIOR TO STARTING CONSTRUCTION.

DO NOT SCALE DRAWINGS.

PROJECT LOCATION



LOCATION PLAN: TOWN OF RAYMOND
SCALE: NOT TO SCALE

NOT FOR CONSTRUCTION

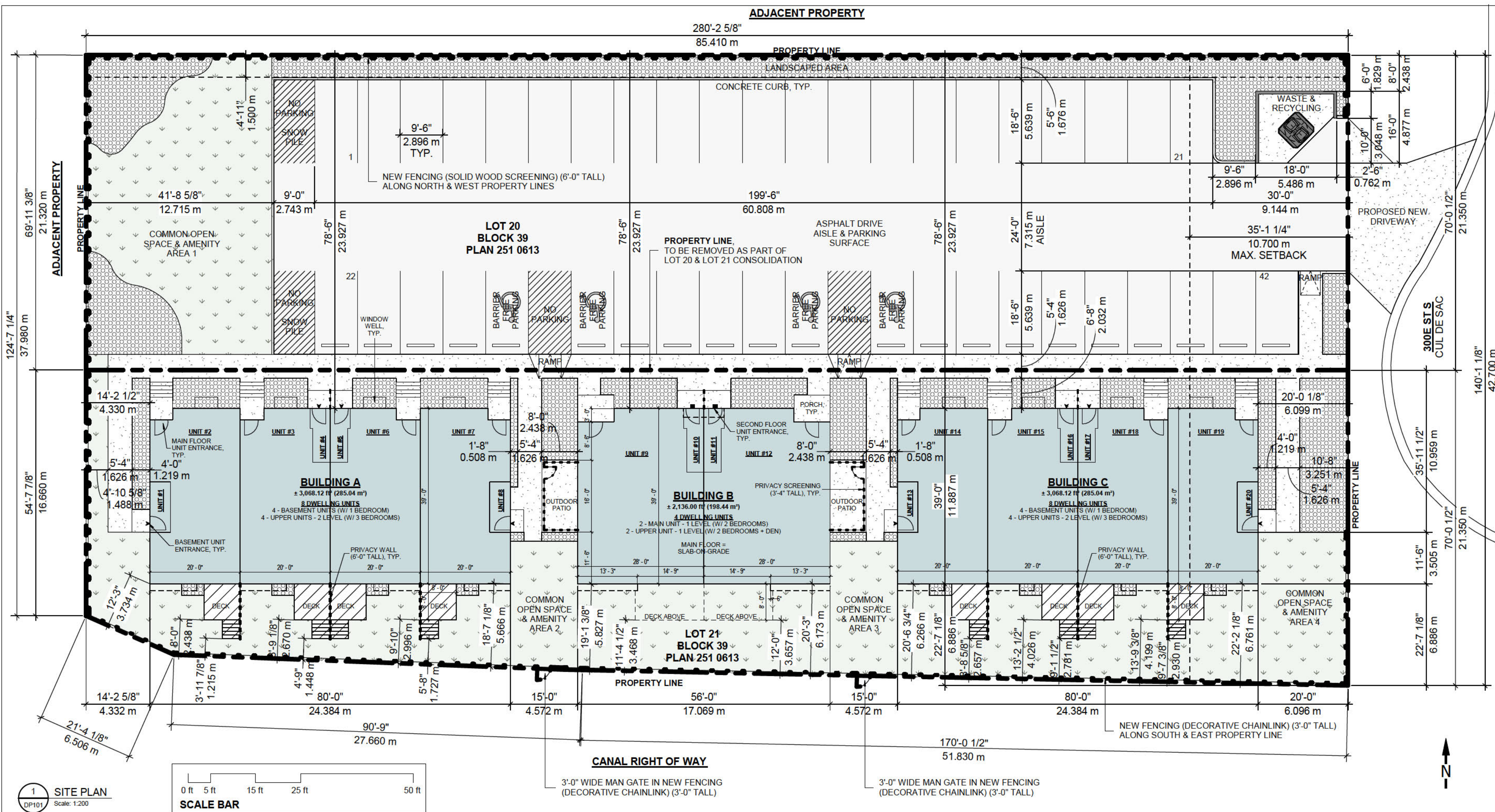
PROJECT
Raymond Multi-Residential
Raymond, AB
Lots 20 & 21, Block 39, Plan 251 0613

DATE May 26, 2026
SCALE
PROJECT NO. 3357

SHEET NAME
COVERSHEET

PRELIMINARY, NOT FOR CONSTRUCTION

DP000



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ISSUES

#	DATE	ISSUED FOR
1	May 1, 2026	Development Permit
2	May 8, 2026	Development Permit Rev. 1
3	May 26, 2026	Development Permit Rev. 2

LAND USE BYLAW REVIEW:
 IN REFERENCE TO TOWN OF RAYMOND LAND USE BYLAW 987-11 June 2011, CONSOLIDATED TO BYLAW 1153-25 September 2025

LAND USE DISTRICT:
 R-1 GENERAL RESIDENTIAL
 PROPOSED DISCRETIONARY USE: MULTI-UNIT DWELLING

REQUIRED SETBACKS:
 AS REQUIRED BY THE DEVELOPMENT AUTHORITY
 MAXIMUM FRONT SETBACK FOR PRINCIPAL STRUCTURE: 10.7 m (35'-0")

MAXIMUM SITE COVERAGE:
 45% INCLUSIVE OF ALL BUILDINGS & STRUCTURES
 PROPOSED = 21.6%
 3,068.12 ft² + 2,136.00 ft² + 3,068.12 ft² = 8,272.24 ft² (768.52 m²)

MAXIMUM BUILDING HEIGHT:
 AS REQUIRED BY THE DEVELOPMENT AUTHORITY

SITE INFORMATION

LEGAL LOT DESCRIPTION:
 Lot 20 Block 39 Plan 2510613
 Lot 21 Block 39 Plan 2510613
 Lot 20 & Lot 21 to be consolidated

SITE AREA:
 = ± 38,283.46 ft² (3,556.65 m²) (0.879 ac)
 LOT 20 (1817.83 m²) + LOT 21 (1738.82 m²)

PARKING:

REQUIRED PARKING SPACES:	SPACES
2.0 SPACES PER DWELLING UNIT =	40 SPACES
0.5 SPACES PER UNIT FOR VISITOR PARKING =	10 SPACES
TOTAL REQUIRED =	50 SPACES
PROPOSED PARKING SPACES:	
2.5 SPACES PER DWELLING UNIT (W/ 2+ BEDROOMS) =	30 SPACES
12 UNITS x 2.5 SPACES =	30 SPACES
1.5 SPACES PER DWELLING UNIT (W/ 1 BEDROOM) =	12 SPACES
8 UNITS x 1.5 SPACES =	12 SPACES
TOTAL SPACES PROPOSED =	42 SPACES

RELAXATION REQUESTED FOR 8 VISITOR PARKING SPACES

BARRIER-FREE PARKING:

BARRIER FREE PARKING SPACE REQUIREMENTS:
 REQUIRED: 3 SPACES PER 26 - 50 STALLS REQUIRED
 PROPOSED: 4 SPACES

BUILDING INFORMATION

PROPOSED AMOUNT OF DWELLING UNITS:

BUILDING A = 8 DWELLING UNITS
 4 - BASEMENT UNITS 1 LEVEL W/ 1 BEDROOM
 4 - UPPER UNIT 2 LEVEL W/ 3 BEDROOMS

BUILDING B = 4 DWELLING UNITS
 2 - MAIN UNIT 1 LEVEL W/ 2 BEDROOMS
 2 - UPPER UNIT 1 LEVEL W/ 2 BEDROOMS + DEN

BUILDING C = 8 DWELLING UNITS
 4 - BASEMENT UNITS 1 LEVEL W/ 1 BEDROOM
 4 - UPPER UNIT 2 LEVEL W/ 3 BEDROOMS

CUMULATIVE SITE AMOUNT OF DWELLING UNITS = 20

8 - BASEMENT UNITS	1 LEVEL	W/ 1 BEDROOM
2 - MAIN UNITS	1 LEVEL	W/ 2 BEDROOMS
8 - UPPER UNITS	2 LEVEL	W/ 3 BEDROOMS
2 - UPPER UNITS	1 LEVEL	W/ 2 BEDROOMS + DEN

GROSS FLOOR AREAS

BUILDING A GROSS MAIN FLOOR AREA
 = 3,068.12 ft² (285.04 m²)

BUILDING B GROSS MAIN FLOOR AREA
 = 2,136.00 ft² (198.44 m²)

BUILDING C GROSS MAIN FLOOR AREA
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CUMULATIVE SITE BUILDING GROSS MAIN FLOOR AREA
 = 8,272.24 ft² (768.52 m²)

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BUILDING A = ± 9.74 m (32' - 0")

BUILDING B = ± 8.60 m (28' - 3")

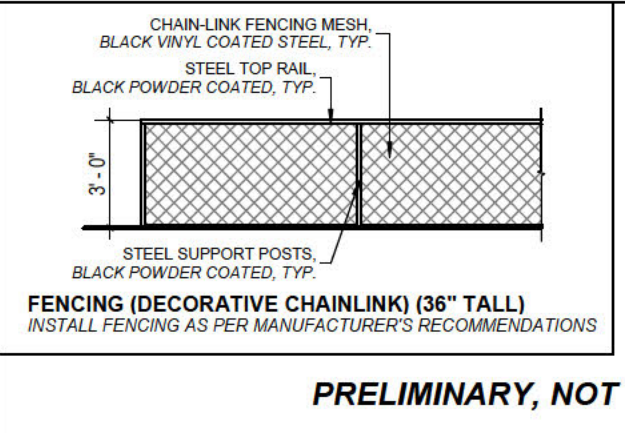
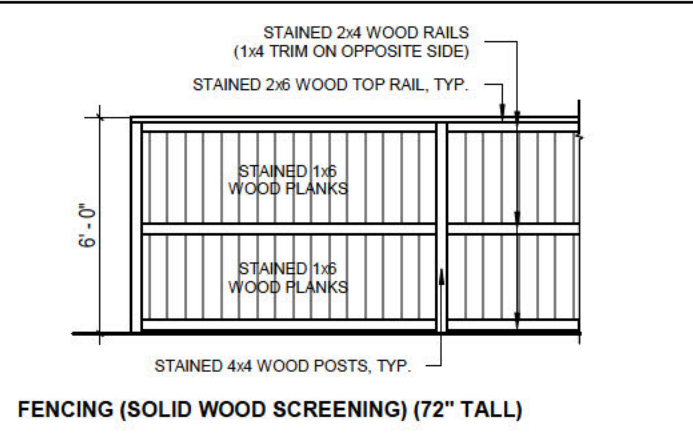
BUILDING C = ± 9.74 m (32' - 0")

NOT FOR CONSTRUCTION

PROJECT
Raymond Multi-Residential
 Raymond, AB
 Lots 20 & 21, Block 39, Plan 251 0613

DATE May 26, 2026
 SCALE As indicated
 PROJECT NO. 3357

SHEET NAME
SITE PLAN

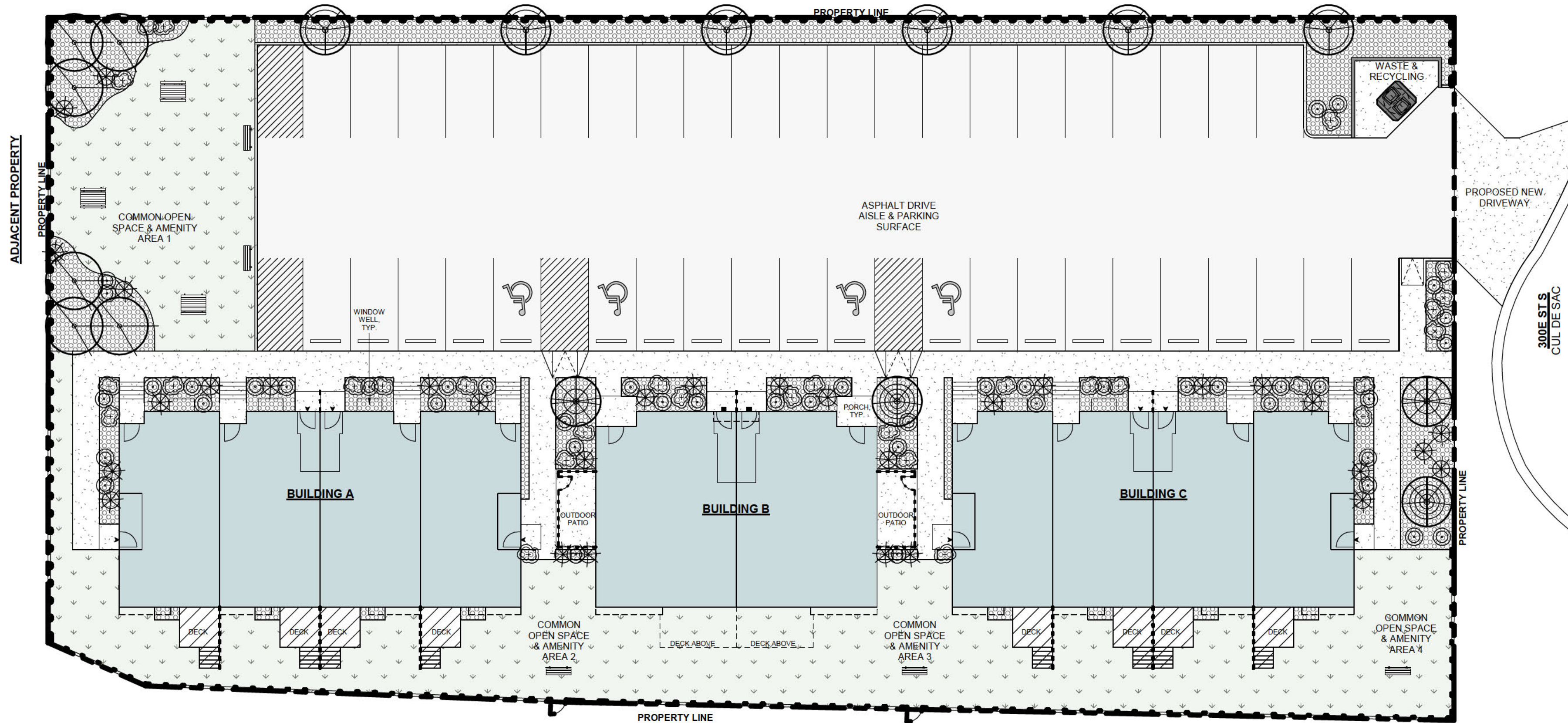


PRELIMINARY, NOT FOR CONSTRUCTION

DP101
F13

ARCH C

ADJACENT PROPERTY



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DO NOT SCALE DRAWINGS.

ISSUES

#	DATE	ISSUED FOR
1	May 1, 2026	Development Permit
2	May 8, 2026	Development Permit Rev. 1
3	May 26, 2026	Development Permit Rev. 2

1 LANDSCAPE PLAN
Scale: 1:200

LAND USE BYLAW REVIEW:

IN REFERENCE TO TOWN OF RAYMOND LAND USE BYLAW 987-11 June 2011, CONSOLIDATED TO BYLAW 1153-25 September 2025

LANDSCAPING:

AS PER APPROVED LANDSCAPING PLAN AND DEVELOPMENT OFFICER

A MINIMUM 1.5 m (5'-0") WIDE LANDSCAPED BUFFER STRIP IS REQUIRED BETWEEN A PARKING LOT AND AN ADJACENT RESIDENTIAL LOT.

A MINIMUM OF 10% OF THE TOTAL LOT AREA SHALL BE PROVIDED FOR COMMON OPEN SPACE AND ON-SITE AMENITIES.

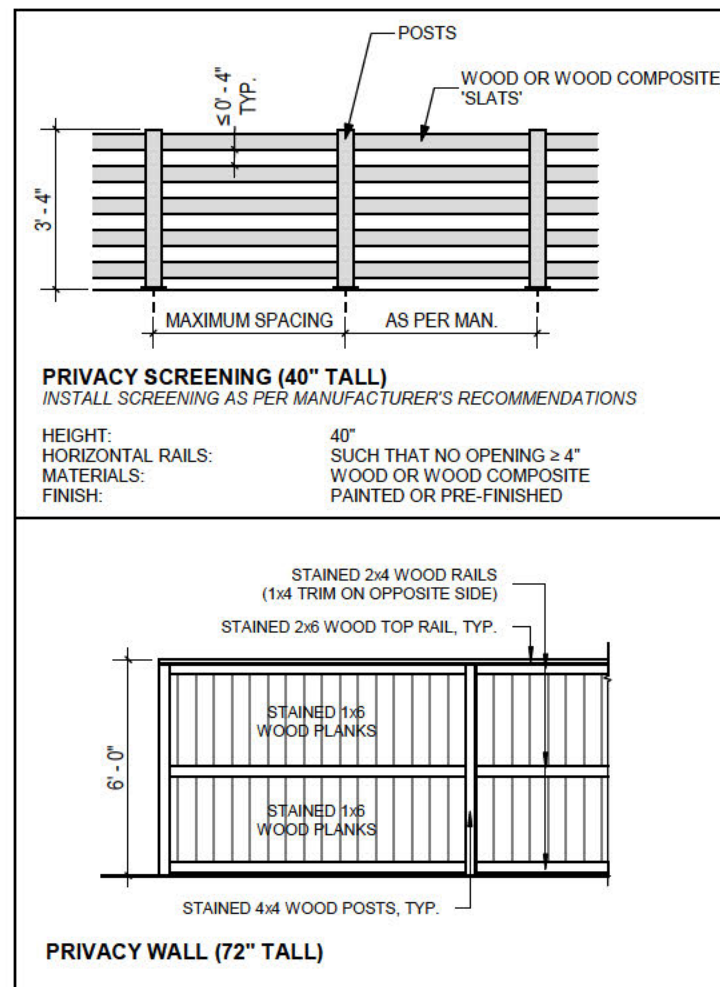
TOTAL LOT AREA (± 38,283.46 ft² (3,556.65 m²))
x 10% = ± 3,828.35 ft² (355.67 m²) MINIMUM AREA REQUIRED

PROPOSED COMMON OPEN SPACE & AMENITY AREA =
± 4,300.00 ft² = 11.2% OF TOTAL LOT AREA

- AREA 1 = ± 2,750.00 ft²
- AREA 2 = ± 425.00 ft²
- AREA 3 = ± 450.00 ft²
- AREA 4 = ± 675.00 ft²

PROPOSED PLANTING:

- (21) TREES
- (122) SHRUBS



LANDSCAPE NOTES:

- AREAS NOTED ARE AREAS WITHIN THE PROPERTY BOUNDARY
- PERCENTAGES NOTED ARE PERCENTAGES OF COVERAGES OF THE PARCEL AREA
- PLANTING LOCATIONS ARE APPROXIMATE, TO BE CONFIRMED WITH OWNER PRIOR TO INSTALLATION. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR ALL PLANTING TYPES, PLANTING LOCATIONS & LANDSCAPING LOCATIONS (GRASS / MULCH AREAS) PRIOR TO INSTALLATION.
 - SHRUBS TO BE PLANTED IN LANDSCAPED MULCH / DECORATIVE ROCK BEDS
 - PROPOSED SHRUBS TO BE 0.61 m HEIGHT OR SPREAD
 - PROPOSED TREE SIZES & TYPES TO BE AS PER TOWN STANDARDS
- LOW WATER UNDERGROUND IRRIGATION TO BE PROVIDED FOR ALL LANDSCAPED AREAS & PLANTING

SHOP DRAWINGS MUST BE SUBMITTED TO THE GENERAL CONTRACTOR OR CONSTRUCTION MANAGER FOR REVIEW. REVIEWED SHOP DRAWINGS ARE TO BE DISTRIBUTED TO TRADES BY THE GENERAL CONTRACTOR OR CONSTRUCTION MANAGER.

LANDSCAPE LEGEND

- PROPERTY BOUNDARY = ± 38,283.46 ft² (3,556.65 m²) (0.879 ac)
- EARTH BIN (x1)
- FENCING (DECORATIVE CHAINLINK) (3'-0" TALL) ALONG SOUTH & EAST PROPERTY LINE ONLY
- FENCING (SOLID WOOD SCREENING) (6'-0" TALL) ALONG NORTH & WEST PROPERTY LINE ONLY
- PRIVACY SCREENING (3'-4" TALL) AROUND PATIOS ONLY
- PRIVACY WALL (6'-0" TALL) BETWEEN DECKS & ENTRANCES ONLY
- BUILDINGS = 8,272.24 ft² (768.52 m²) = ± 21.6%
- RAISED BUILDING DECKS = 512.00 ft² (47.57 m²) = ± 1.3%
- ASPHALT = 13,875.87 ft² (1,289.11 m²) = ± 36.3%
- CONCRETE = 3,722.69 ft² (345.85 m²) = ± 9.7%
- GRASS = 7,642.35 ft² (710.00 m²) = ± 20.0%
- DECORATIVE ROCK = 4,230.56 ft² (393.03 m²) = ± 11.1%
- PARK BENCH (x5)
- PICNIC TABLE (x3)

PLANTING LEGEND

- TREE - TYPE 1 (x6) = SWEDISH COLUMNAR ASPEN
- TREE - TYPE 2 (x6) = COLORADO BLUE SPRUCE
- TREE - TYPE 3 (x2) = SPRING SNOW CRABAPPLE
- TREE - TYPE 3 (x2) = AMUR CHERRY
- SHRUB - TYPE 1 (x45) = SPEC. T.B.D.
- SHRUB - TYPE 2 (x31) = SPEC. T.B.D.
- SHRUB - TYPE 3 (x30) = SPEC. T.B.D.

NOT FOR CONSTRUCTION

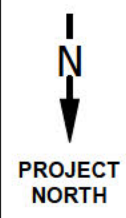
PROJECT
Raymond Multi-Residential
Raymond, AB
Lots 20 & 21, Block 39, Plan 251 0613

DATE May 26, 2026
SCALE As indicated
PROJECT NO. 3357

SHEET NAME
LANDSCAPE PLAN

PRELIMINARY, NOT FOR CONSTRUCTION

DP102



TRUE BUILDING A DESIGN SHOWN
BUILDING C DESIGN SIMILAR

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PROJECT
Raymond Multi-Residential
Raymond, AB
Lots 20 & 21, Block 39, Plan 251 0613

DATE May 8, 2026
SCALE 1/8" = 1'-0"
PROJECT NO. 3357

SHEET NAME
BUILDING A BASEMENT & MAIN FLOOR PLANS

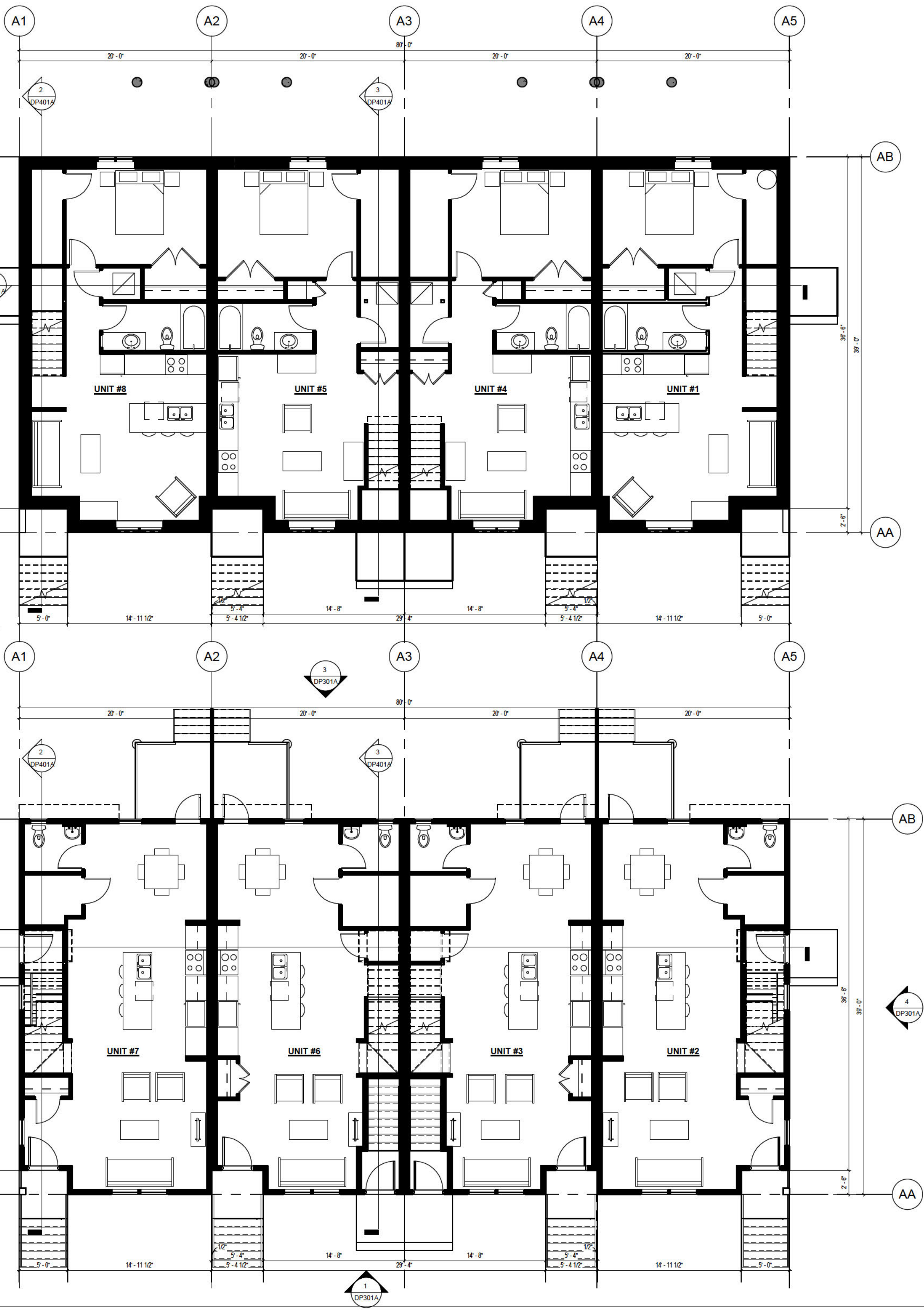
DP201A
F15

1 BASEMENT FLOOR PLAN (BLDG A)
Scale: 1/8" = 1'-0"

2 MAIN FLOOR PLAN (BLDG A)
Scale: 1/8" = 1'-0"

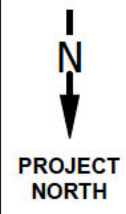
BASEMENT GROSS FLOOR AREA:
3,068.12 ft² (285.04 m²)

MAIN FLOOR GROSS FLOOR AREA:
3,068.12 ft² (285.04 m²)



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ARCH C



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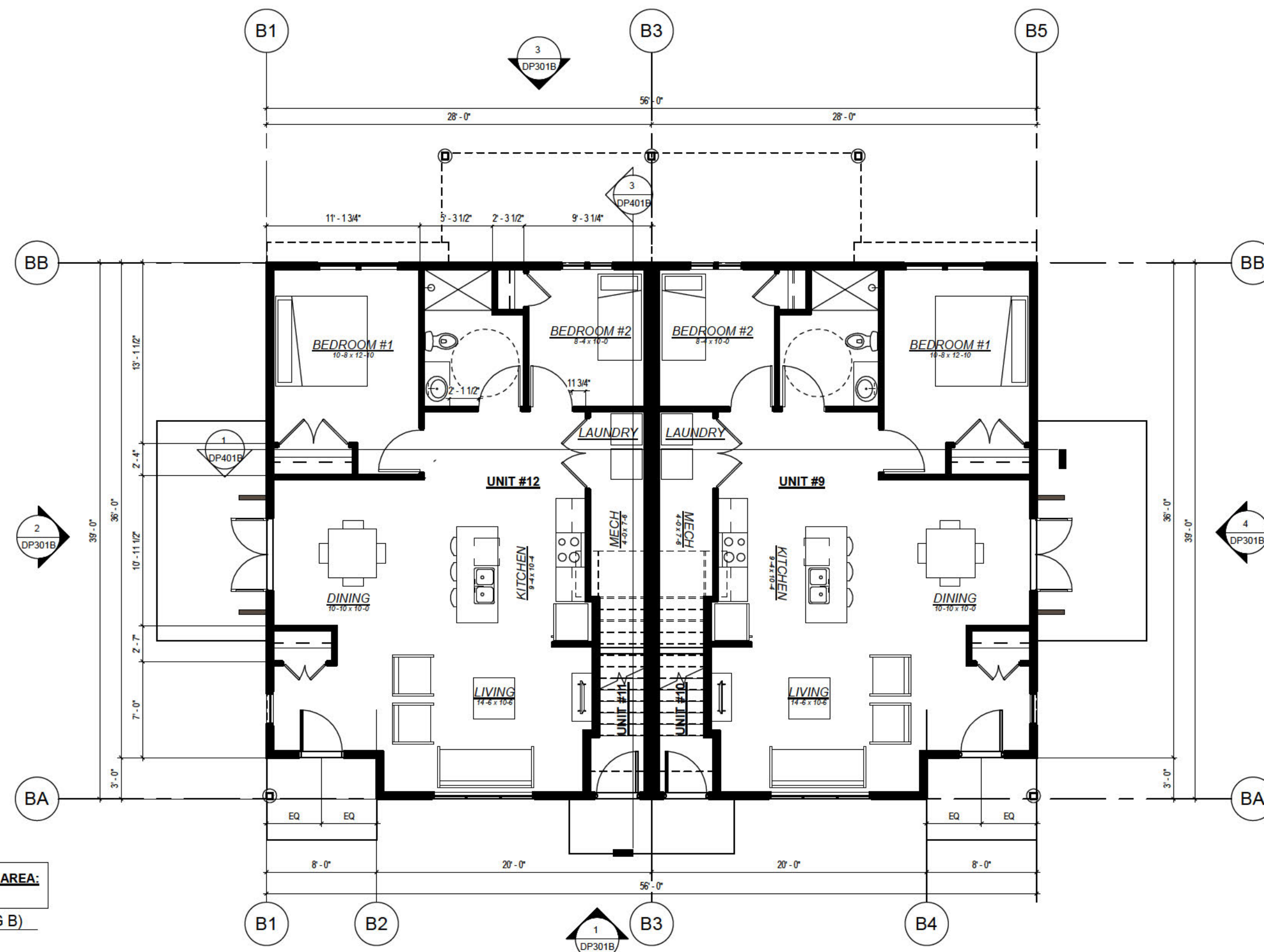
PROJECT
Raymond Multi-Residential

Raymond, AB
Lots 20 & 21, Block 39, Plan 251 0613

DATE May 8, 2026
SCALE 1/8" = 1'-0"
PROJECT NO. 3357

SHEET NAME
**BUILDING B
MAIN FLOOR PLAN**

DP201B



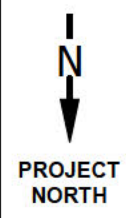
MAIN FLOOR GROSS FLOOR AREA:
2,136.00 ft² (198.44 m²)

1 MAIN FLOOR PLAN (BLDG B)
Scale: 1/8" = 1'-0"

F16

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TRUE BUILDING A DESIGN SHOWN
BUILDING C DESIGN SIMILAR

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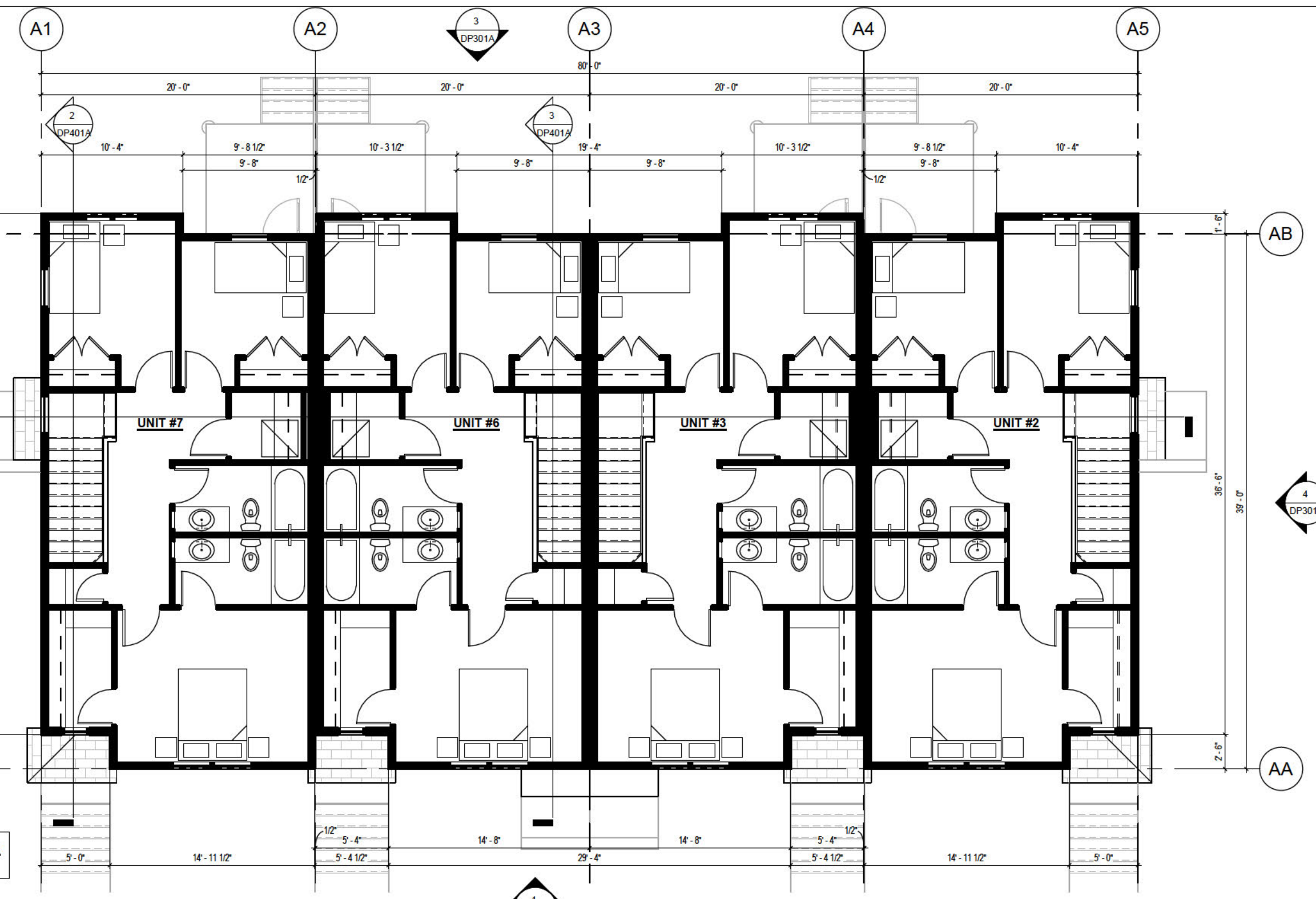
NOT FOR CONSTRUCTION

PROJECT
Raymond Multi-Residential
Raymond, AB
Lots 20 & 21, Block 39, Plan 251 0613

DATE May 8, 2026
SCALE 1/8" = 1'-0"
PROJECT NO. 3357

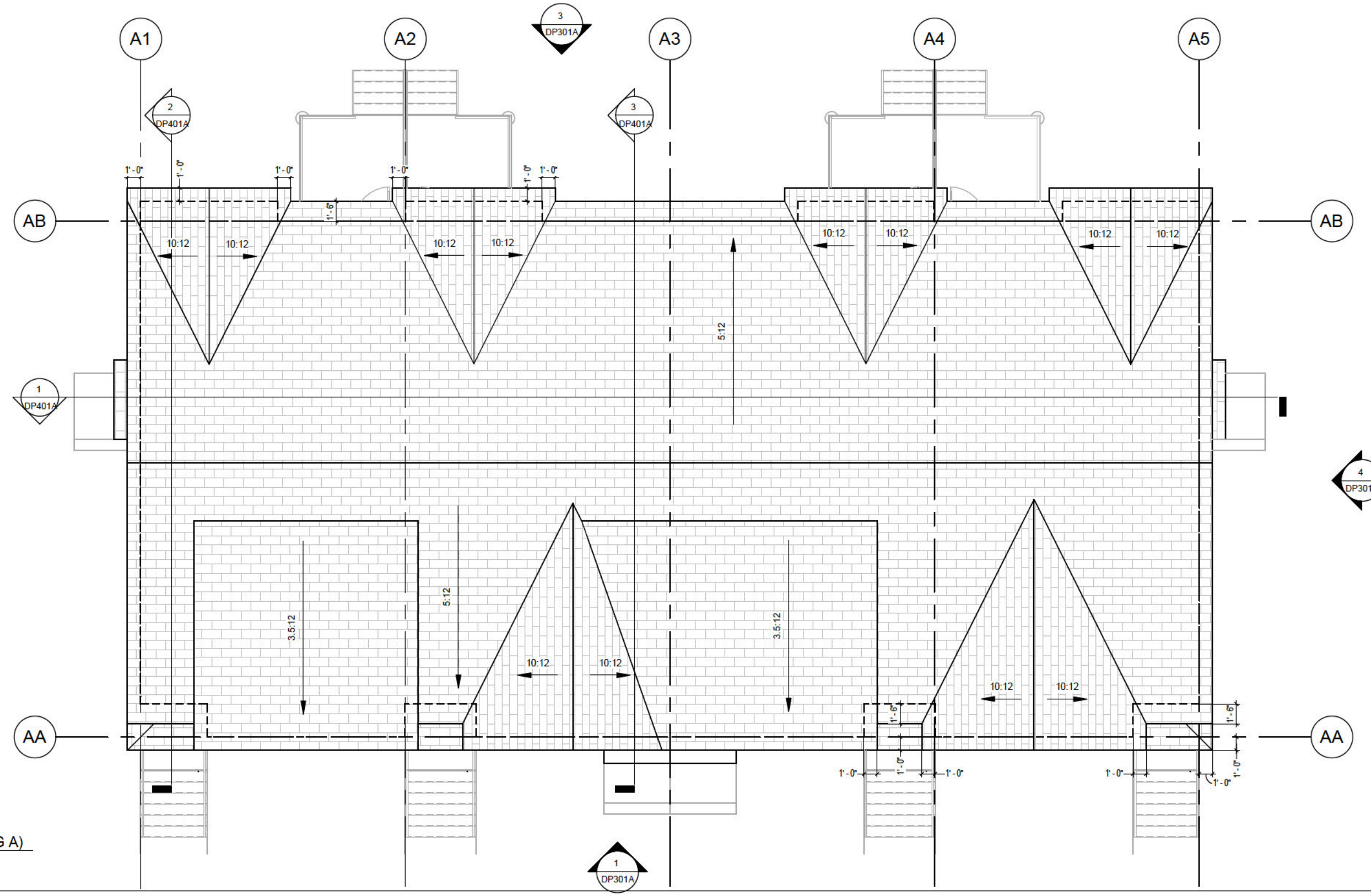
SHEET NAME
BUILDING A SECOND FLOOR & ROOF PLANS

DP202A
F17



SECOND FLOOR GROSS FLOOR AREA:
3,130.00 ft² (290.79 m²)

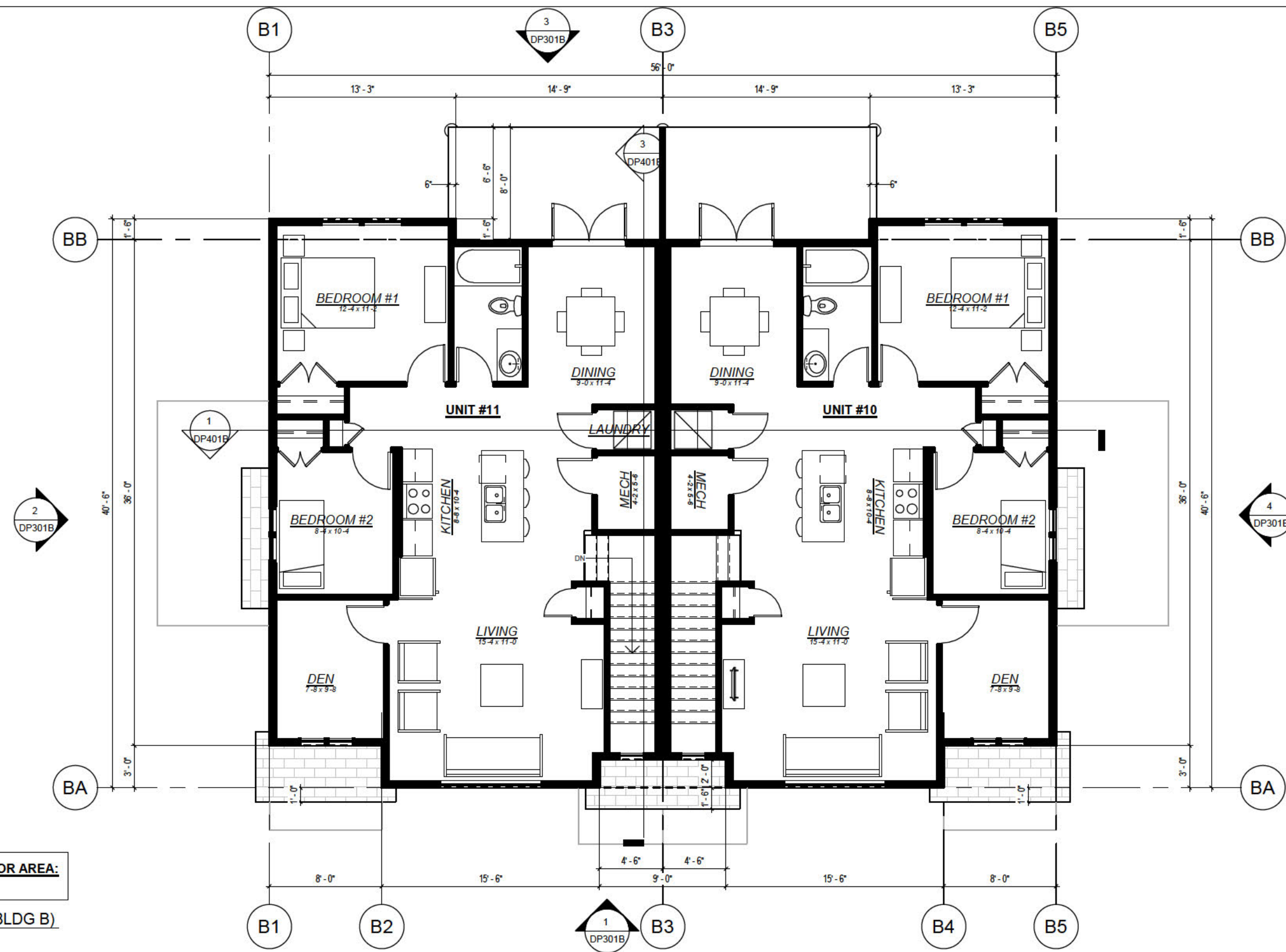
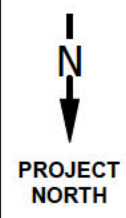
1 SECOND FLOOR PLAN (BLDG A)
Scale: 1/8" = 1'-0"



2 ROOF PLAN (BLDG A)
Scale: 1/8" = 1'-0"

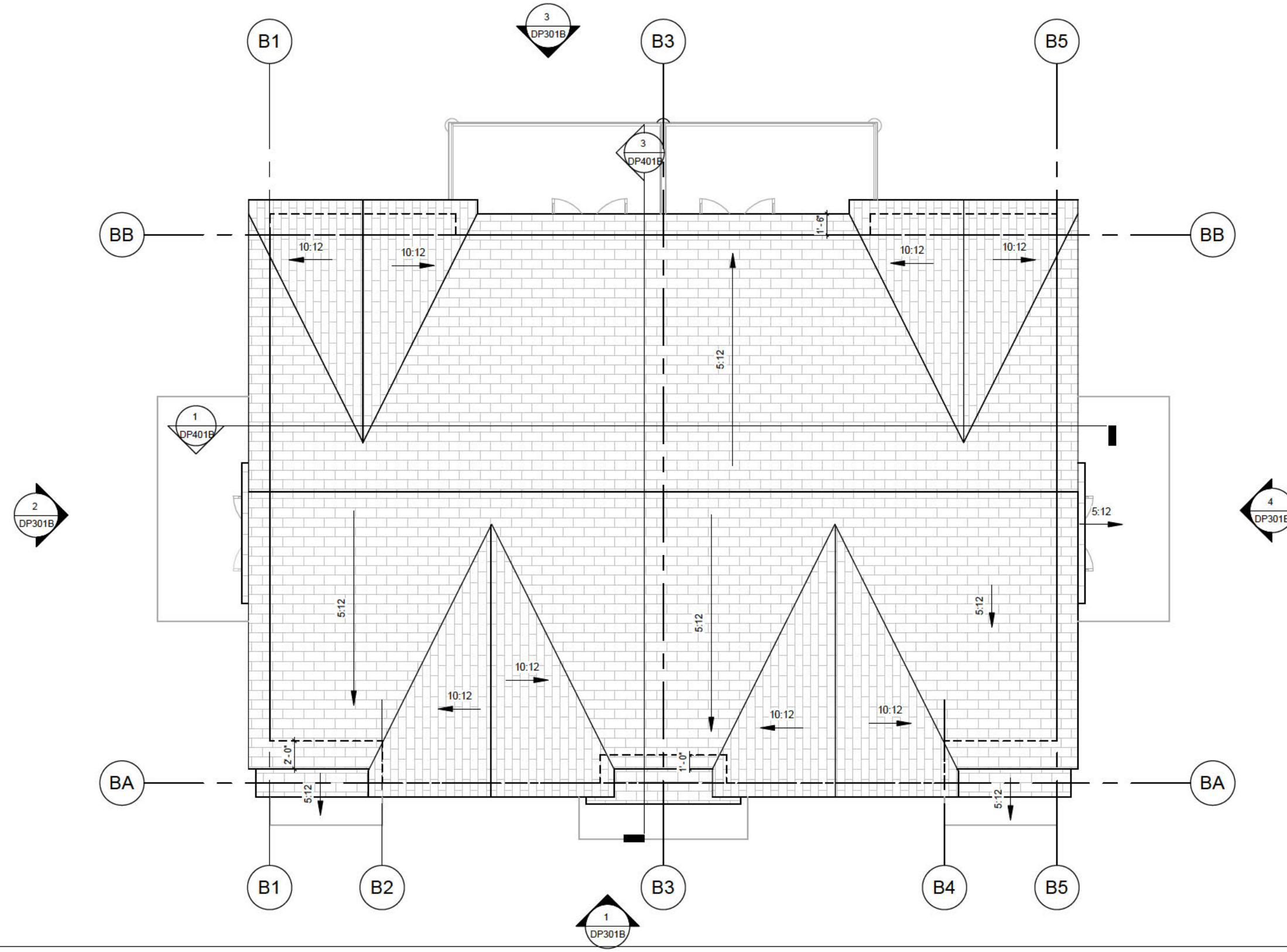
PRELIMINARY, NOT FOR CONSTRUCTION

ARCH C



SECOND FLOOR GROSS FLOOR AREA:
2,157.75 ft² (200.46 m²)

1 SECOND FLOOR PLAN (BLDG B)
Scale: 1/8" = 1'-0"



2 ROOF PLAN (BLDG B)
Scale: 1/8" = 1'-0"

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PROJECT
Raymond Multi-Residential
Raymond, AB
Lots 20 & 21, Block 39, Plan 251 0613

DATE May 8, 2026
SCALE 1/8" = 1'-0"
PROJECT NO. 3357

SHEET NAME
BUILDING B SECOND FLOOR & ROOF PLANS

DP202B

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1 ENLARGED PLAN - UNIT #8 - BASEMENT (ENDS)
 Scale: 1/4" = 1'-0"

2 ENLARGED PLAN - UNIT #7 - MAIN FLOOR (ENDS)
 Scale: 1/4" = 1'-0"

3 ENLARGED PLAN - UNIT #7 - SECOND FLOOR (ENDS)
 Scale: 1/4" = 1'-0"

UNIT #8 & UNIT #7 SHOWN,
 UNIT #1 & UNIT #2 SIMILAR

TRUE BUILDING A DESIGN SHOWN
 BUILDING C DESIGN SIMILAR

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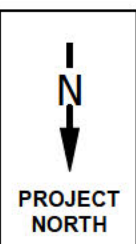
PROJECT
Raymond Multi-Residential
 Raymond, AB
 Lots 20 & 21, Block 39, Plan 251 0613

DATE May 8, 2026
 SCALE 1/4" = 1'-0"
 PROJECT NO. 3357

SHEET NAME
BUILDING A UNIT #7 & #8 - ENLARGED PLANS

DP211A
F19

ARCH C



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Raymond Multi-Residential
 Raymond, AB
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DATE May 8, 2026
 SCALE 1/4" = 1'-0"
 PROJECT NO. 3357

SHEET NAME
BUILDING A UNIT #5 & #6 - ENLARGED PLANS

UNIT #5 & UNIT #6 SHOWN,
 UNIT #4 & UNIT #3 SIMILAR

TRUE BUILDING A DESIGN SHOWN
 BUILDING C DESIGN SIMILAR

PRELIMINARY, NOT FOR CONSTRUCTION

1 ENLARGED PLAN - UNIT #5 - BASEMENT (MIDDLE)
 Scale: 1/4" = 1'-0"

2 ENLARGED PLAN - UNIT #6 - MAIN FLOOR (MIDDLE)
 Scale: 1/4" = 1'-0"

3 ENLARGED PLAN - UNIT #6 - SECOND FLOOR (MIDDLE)
 Scale: 1/4" = 1'-0"

ARCH C



NORTHEAST PERSPECTIVE (BLDG A)



NORTHWEST PERSPECTIVE (BLDG A)



SOUTHWEST PERSPECTIVE (BLDG A)



SOUTHEAST PERSPECTIVE (BLDG A)

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PROJECT

Raymond Multi-Residential

Raymond, AB
Lots 20 & 21, Block 39, Plan 251 0613

DATE May 8, 2026

SCALE

PROJECT NO. 3357

SHEET NAME

BUILDING A 3D EXTERIOR PERSPECTIVES

**DP300A
F21**

FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY, SITE ITEMS MAY VARY AS PER SITE DEVELOPMENT. ACTUAL COLOURS AND FINISHES MAY VARY AS PER FINAL SELECTION BY CONTRACTOR AND / OR OWNER.

PRELIMINARY, NOT FOR CONSTRUCTION



NORTHEAST PERSPECTIVE (BLDG B)



NORTHWEST PERSPECTIVE (BLDG B)



SOUTHWEST PERSPECTIVE (BLDG B)



SOUTHEAST PERSPECTIVE (BLDG B)

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Raymond, AB
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DATE May 8, 2026

SCALE

PROJECT NO. 3357

SHEET NAME
BUILDING B 3D EXTERIOR PERSPECTIVES

DP300B

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MATERIAL LEGEND

- 1 ASPHALT ARCHITECTURAL SHINGLES
- 2 FIBRE CEMENT SIDING - TYPE 1
- VERTICAL - COBBLESTONE
- 3 FIBRE CEMENT SIDING - TYPE 2
- VERTICAL - AGED PEWTER
- 4 FIBRE CEMENT SIDING - TYPE 3
- HORIZONTAL - COBBLESTONE
- 5 FIBRE CEMENT SIDING - TYPE 4
- HORIZONTAL - AGED PEWTER

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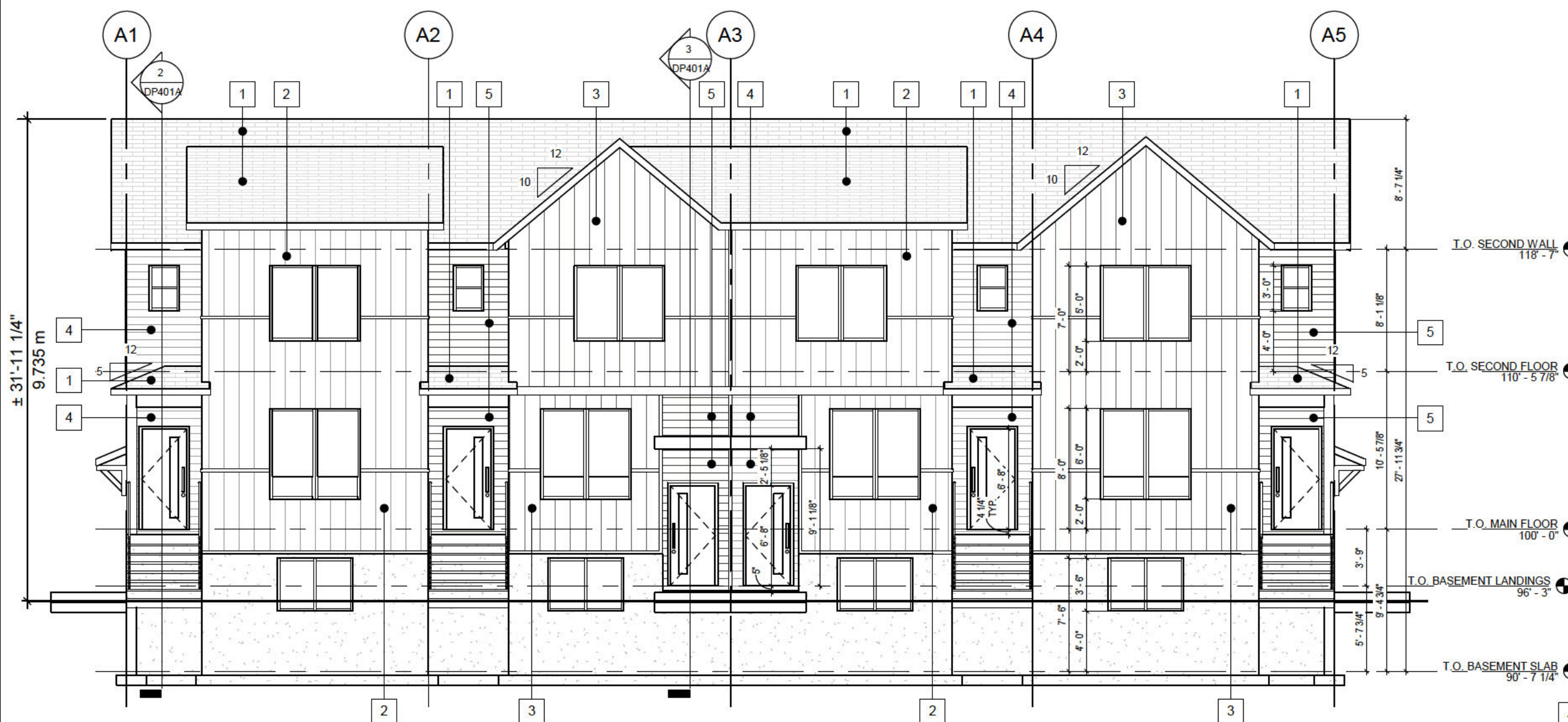
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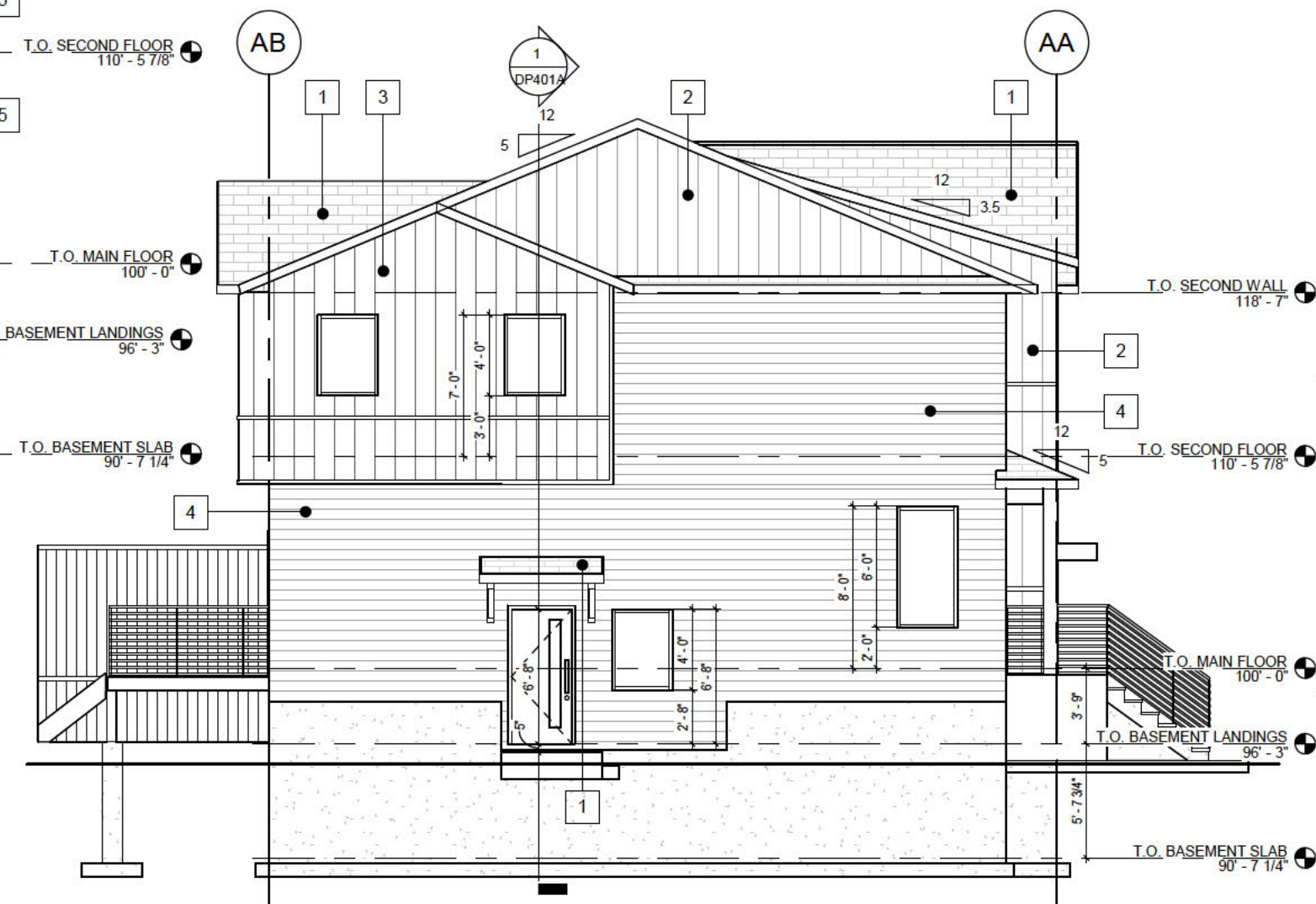
DO NOT SCALE DRAWINGS.

ISSUES

#	DATE	ISSUED FOR
1	May 1, 2026	Development Permit
2	May 8, 2026	Development Permit Rev. 1



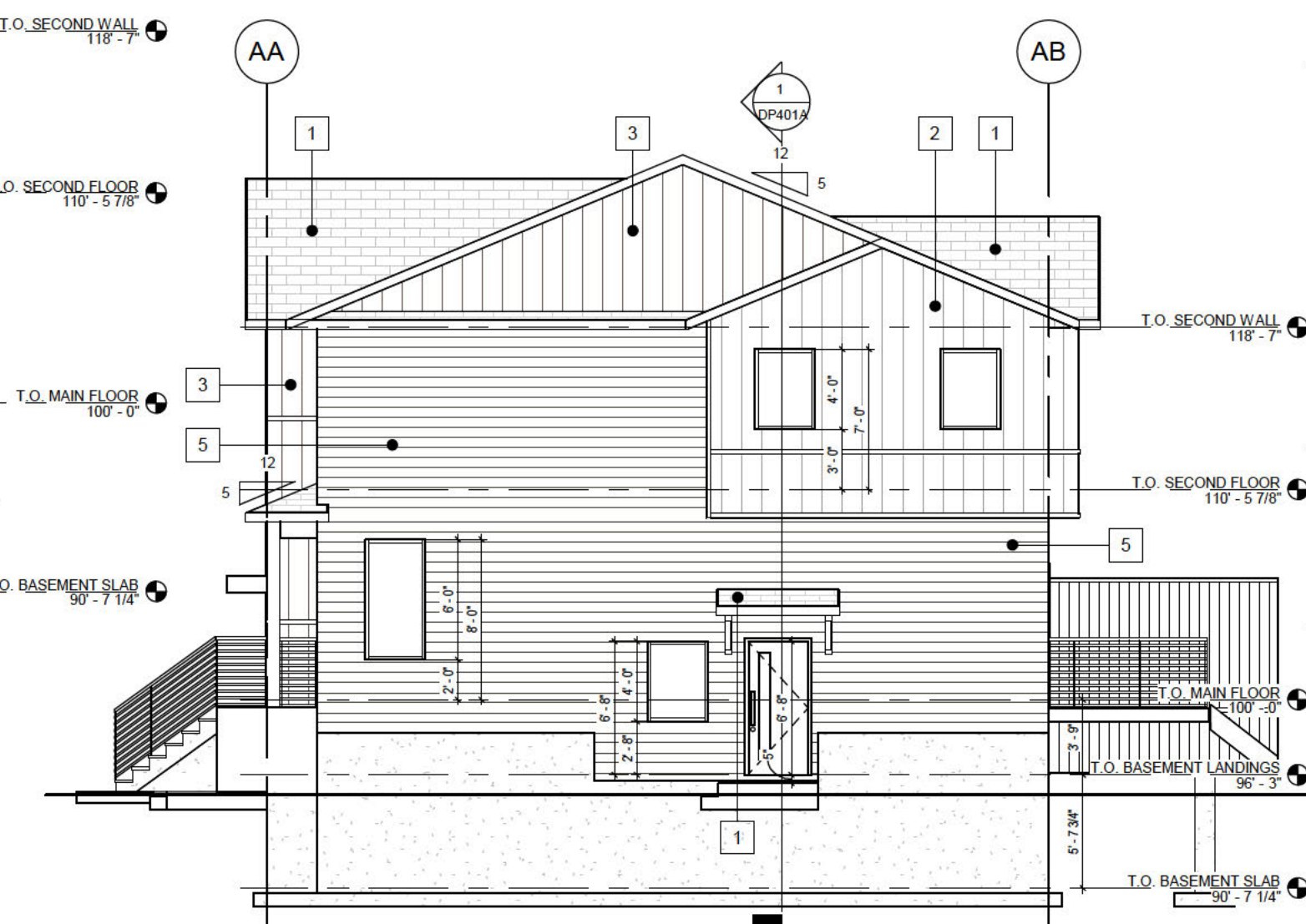
1 FRONT (NORTH) ELEVATION (BLDG A)
Scale: 1/8" = 1'-0"



2 LEFT (EAST) ELEVATION (BLDG A)
Scale: 1/8" = 1'-0"



3 REAR (SOUTH) ELEVATION (BLDG A)
Scale: 1/8" = 1'-0"



4 RIGHT (WEST) ELEVATION (BLDG A)
Scale: 1/8" = 1'-0"

NOT FOR CONSTRUCTION

PROJECT
Raymond Multi-Residential

Raymond, AB
Lots 20 & 21, Block 39, Plan 251 0613

DATE May 8, 2026
SCALE As indicated
PROJECT NO. 3357

SHEET NAME
BUILDING A ELEVATIONS

DP301A
F23

PRELIMINARY, NOT FOR CONSTRUCTION

MATERIAL LEGEND

- 1 ASPHALT ARCHITECTURAL SHINGLES
- 2 FIBRE CEMENT SIDING - TYPE 1
- VERTICAL -
- 3 FIBRE CEMENT SIDING - TYPE 2
- HORIZONTAL -

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PROJECT
Raymond Multi-Residential

Raymond, AB
Lots 20 & 21, Block 39, Plan 251 0613

DATE May 8, 2026

SCALE As indicated

PROJECT NO. 3357

SHEET NAME
BUILDING B ELEVATIONS

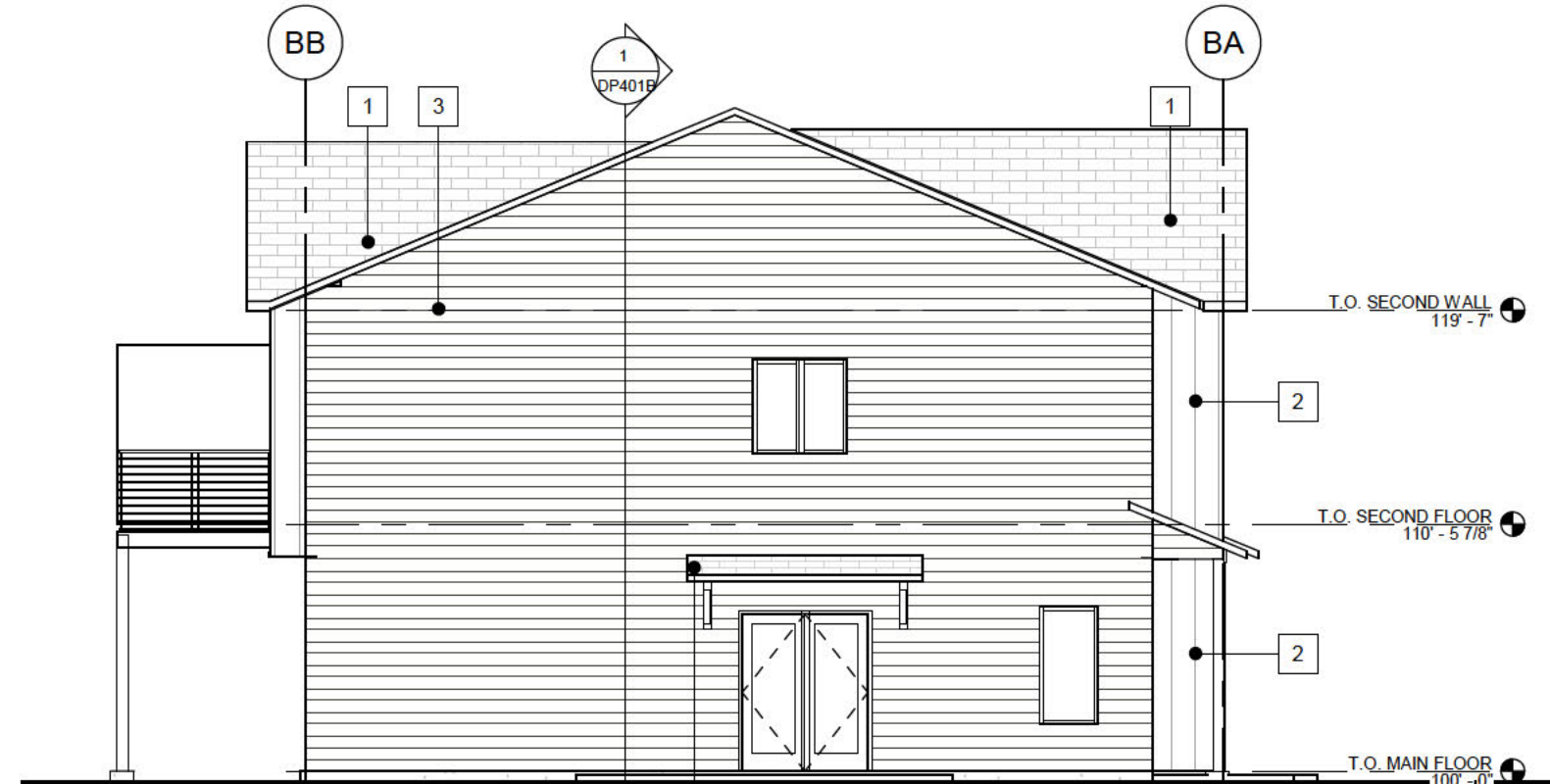
DP301B



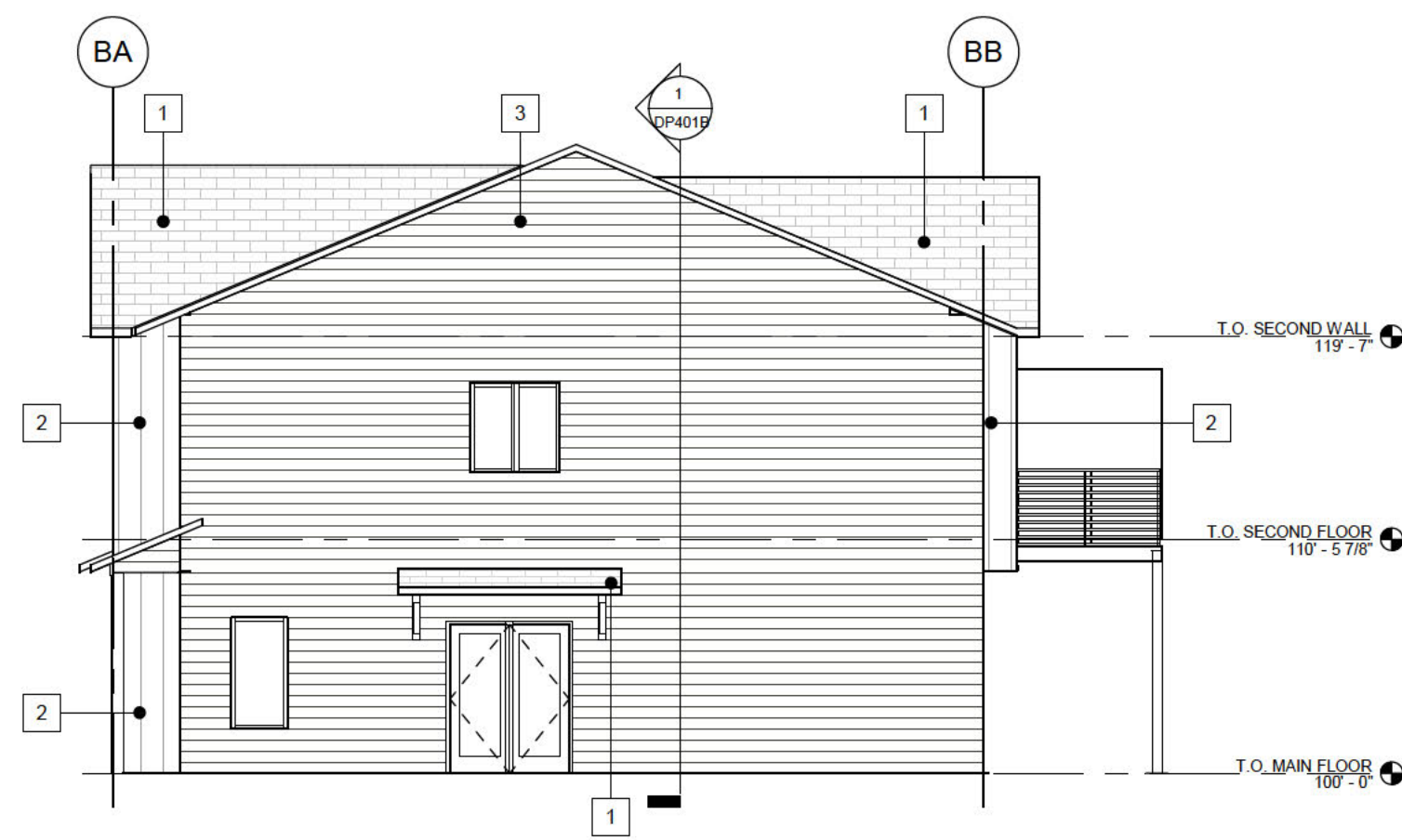
1 FRONT (NORTH) ELEVATION (BLDG B)
Scale: 1/8" = 1'-0"



3 REAR (SOUTH) ELEVATION (BLDG B)
Scale: 1/8" = 1'-0"



2 LEFT (EAST) ELEVATION (BLDG B)
Scale: 1/8" = 1'-0"



4 RIGHT (WEST) ELEVATION (BLDG B)
Scale: 1/8" = 1'-0"

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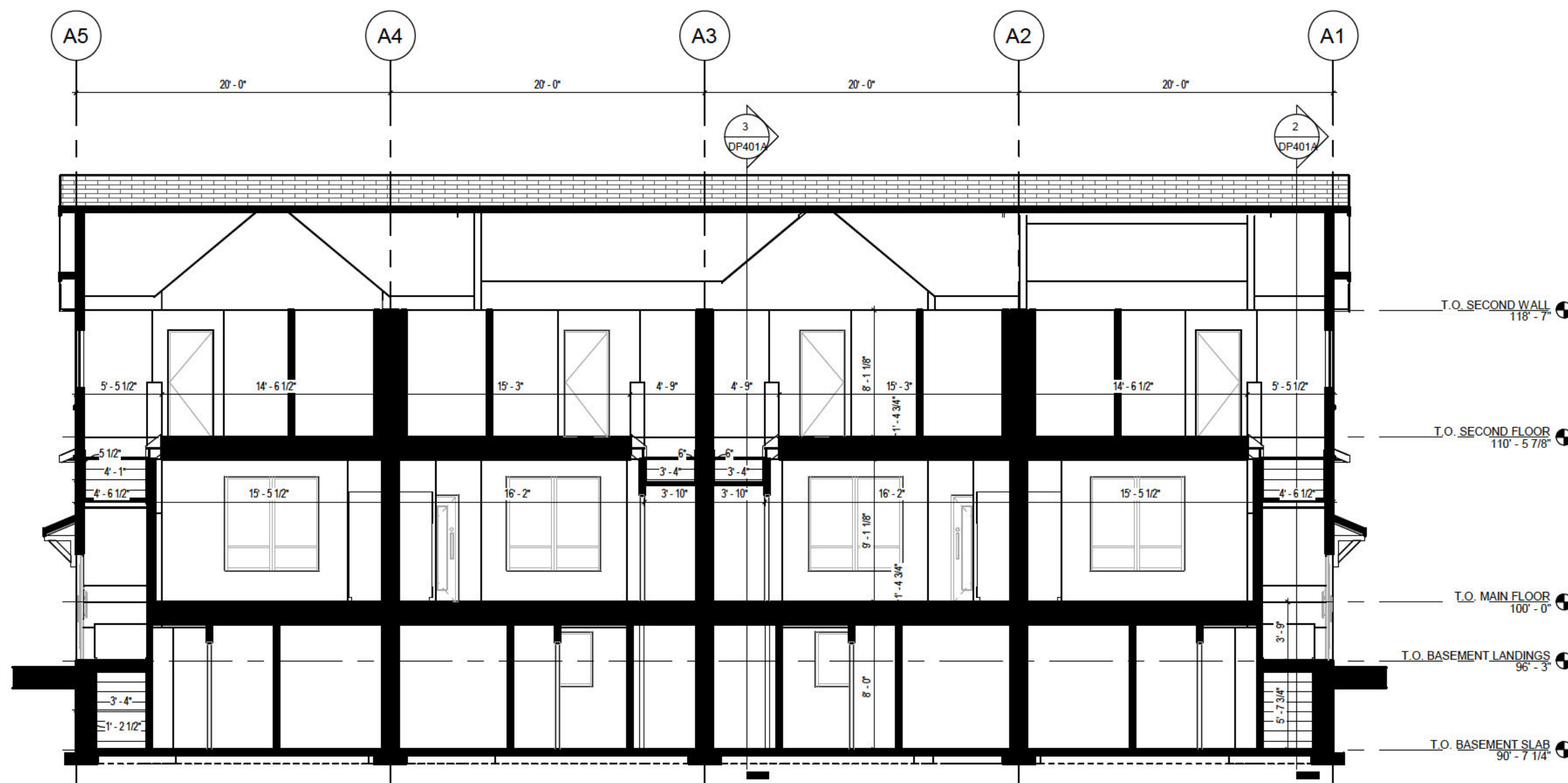
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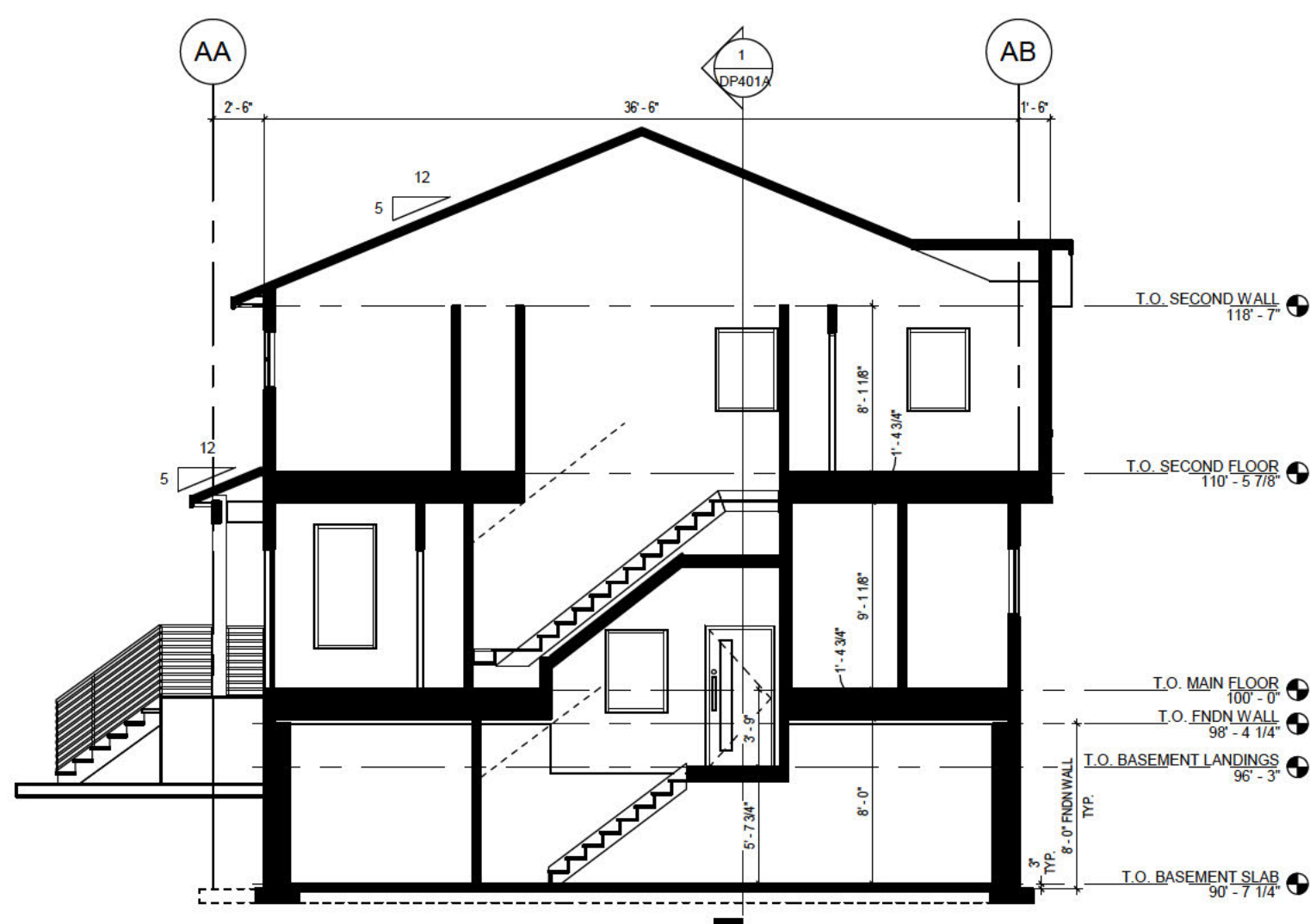
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ISSUES

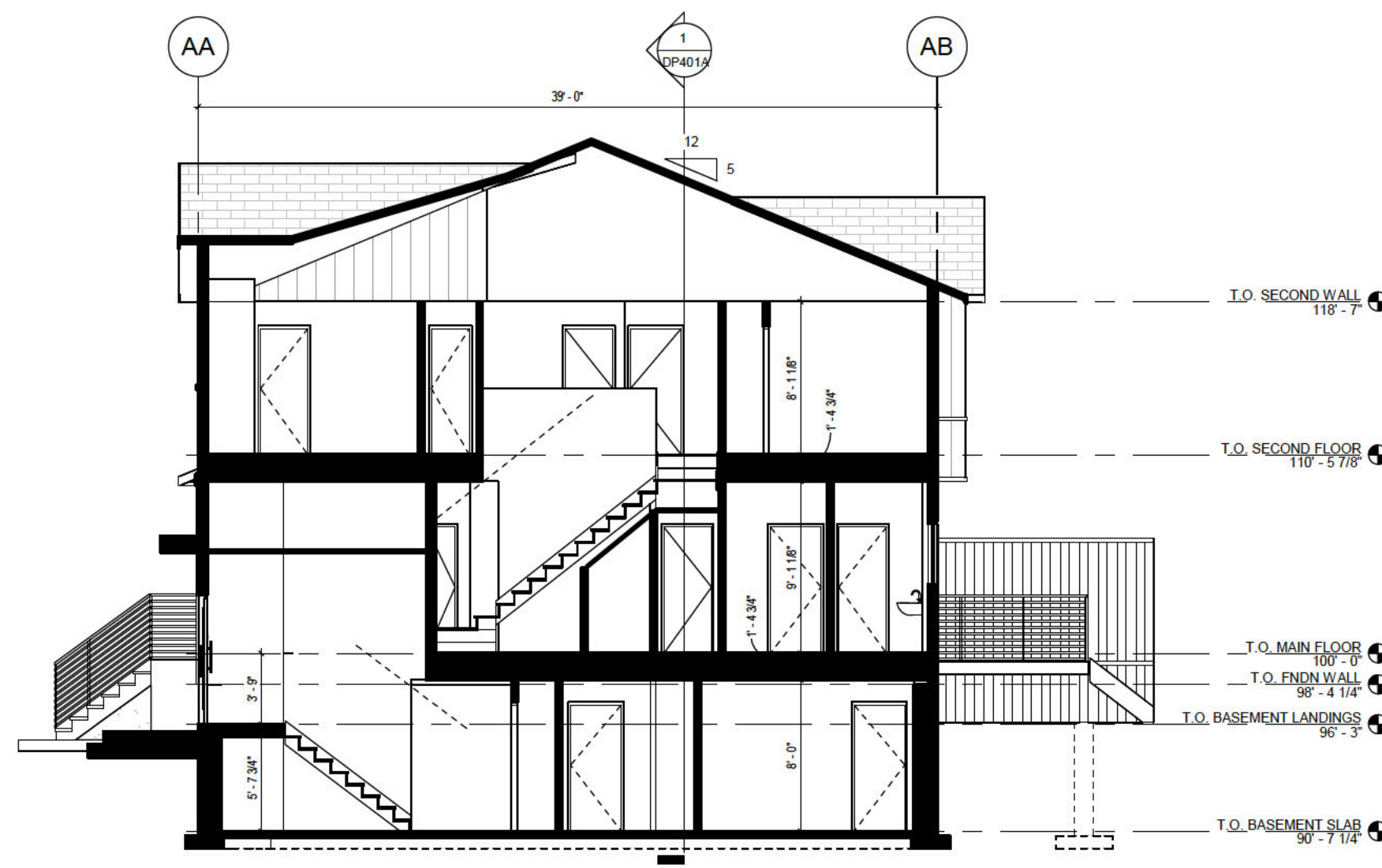
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1	May 1, 2026	Development Permit
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1 BUILDING SECTION (LONG)
Scale: 1/8" = 1'-0"



2 BUILDING SECTION (END UNITS)
Scale: 1/8" = 1'-0"



3 BUILDING SECTION (MIDDLE UNITS)
Scale: 1/8" = 1'-0"

NOT FOR CONSTRUCTION

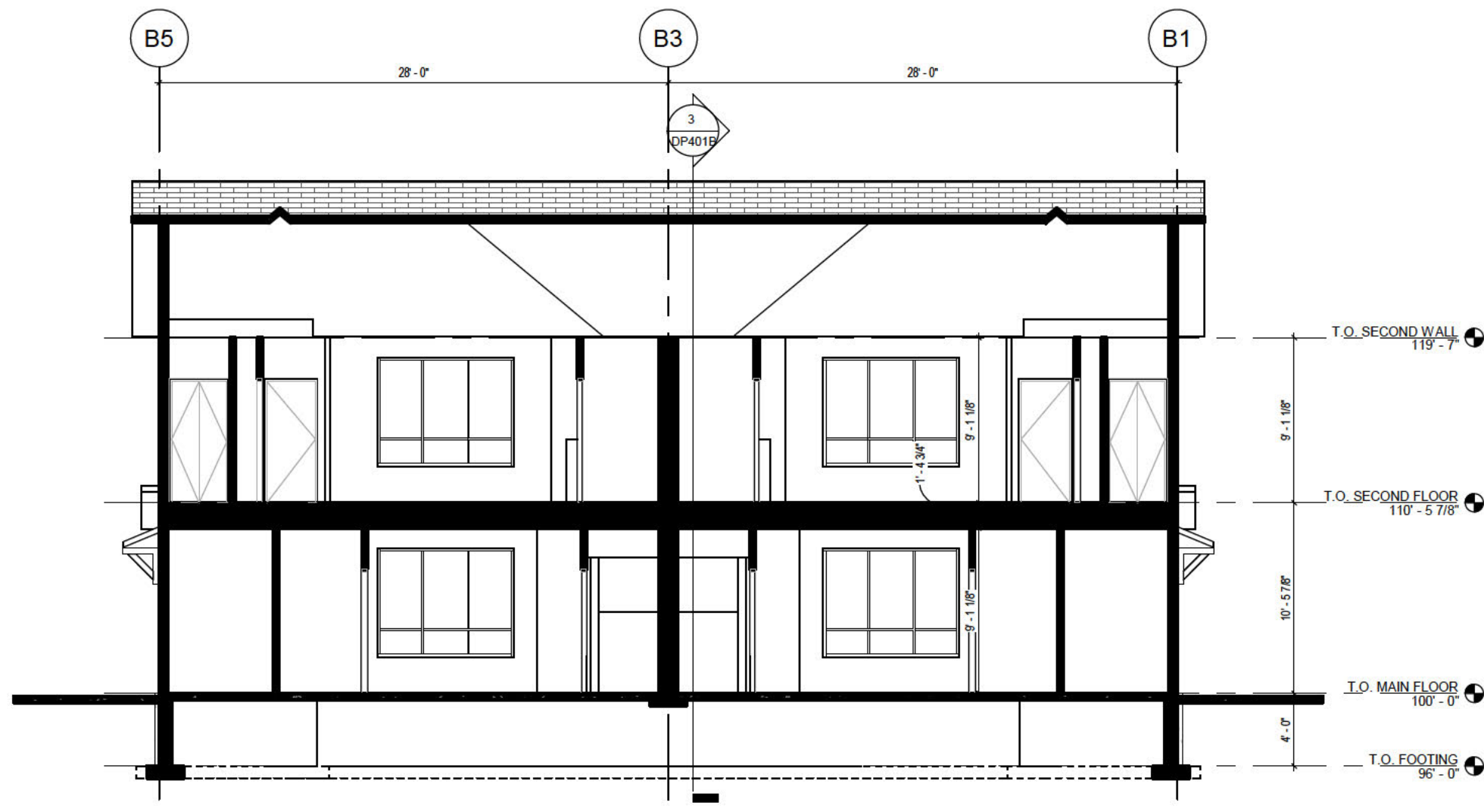
PROJECT
Raymond Multi-Residential
Raymond, AB
Lots 20 & 21, Block 39, Plan 251 0613

DATE May 8, 2026
SCALE 1/8" = 1'-0"
PROJECT NO. 3357

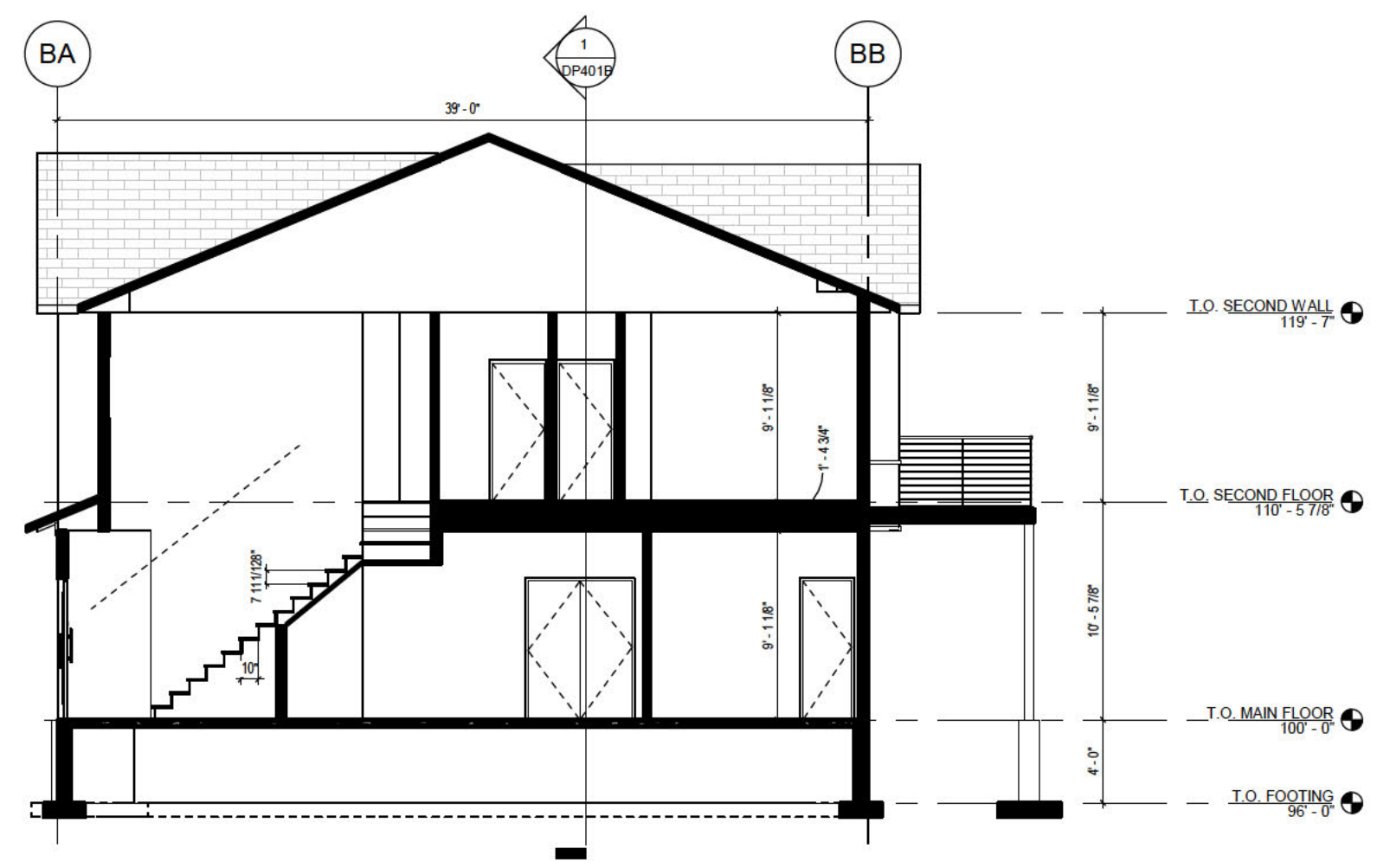
SHEET NAME
BUILDING A SECTIONS

DP401A
F25

PRELIMINARY, NOT FOR CONSTRUCTION



1 BUILDING SECTION (LONG)
Scale: 1/8" = 1'-0"



3 BUILDING SECTION (STAIRS)
Scale: 1/8" = 1'-0"

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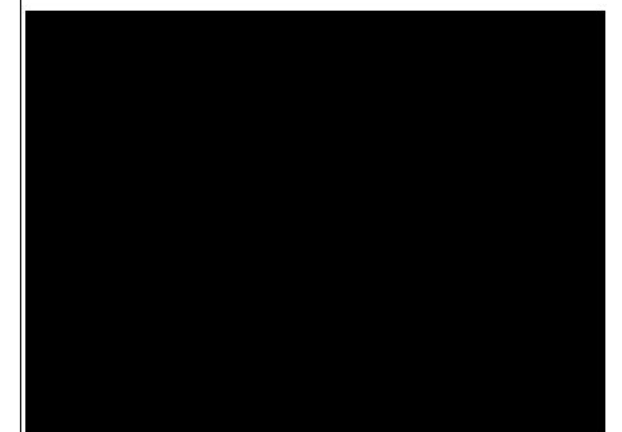
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NOT FOR CONSTRUCTION

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Raymond Multi-Residential
Raymond, AB
Lots 20 & 21, Block 39, Plan 251 0613

DATE May 8, 2026
SCALE 1/8" = 1'-0"
PROJECT NO. 3357

SHEET NAME
BUILDING B SECTIONS

DP401B

PRELIMINARY, NOT FOR CONSTRUCTION

ARCH C



tylernelson@raymond.ca

From: Chad Rodeback <[REDACTED]>
Sent: May 25, 2026 1:20 PM
To: tylernelson@raymond.ca
Subject: Proposed development

Chad Rodeback
222s 300 St E, Raymond, AB T0K 2S0
May 25, 2026

To Whom It May Concern,

Re: Opposition to Proposed 20-Unit Residential Development in Raymond

I am writing to respectfully oppose the proposed 20-unit residential development.

While I understand the need for growth and housing, I believe this development is too large for the surrounding area and does not fit the character of the existing neighborhood. I am concerned about increased traffic, parking congestion, noise, and additional pressure on local infrastructure and services.

I also believe the proposal may negatively impact nearby residents and the overall feel of the community. A development of this size should be carefully reconsidered to ensure it is compatible with the area and reflects the concerns of local residents.

I respectfully ask Council and Planning Authorities to deny or reconsider this application until these concerns are properly addressed.

Thank you for your time and consideration.

Sincerely,
Chad Rodeback

RECEIVED

MAY 25 2026

TN

tylernelson@raymond.ca

From: Jesika Rodeback <[REDACTED]>
Sent: May 25, 2026 11:52 AM
To: tylernelson@raymond.ca
Subject: Opposition to Multi-Unit Development Application DA2026-11 at 296s 300e

Dear Tyler,

I am a resident/property owner at 222 S 300 E.

I recently received the Notice of Application regarding DA2026-11 for the construction of 3 multi-unit buildings (20 units total) on the property located at 296s 300e (Lot 20 & 21, Block 39, Plan 2510613) in an R-1 General Residential district.

I am writing to formally express my strong opposition to this proposed development.

I am concerned that introducing this level of density into a quiet, established residential neighbourhood will negatively impact the character of the area. Specifically, I am worried about:

- Significantly increased traffic and safety issues on our local streets. This culdesac is not built for the amount of traffic that will come from 20 units. A 20 unit development needs to have a street that has access from multiple directions.
- Strain on existing municipal infrastructure (water, sewer, etc.).
- Reduced privacy and enjoyment of our properties due to higher density
- Potential negative effect on property values in the surrounding single-family residential area.

This proposal appears to be incompatible with the current R-1 zoning and the expectations of residents who chose to live in this neighbourhood. I believe the Town should protect the low-density residential nature of this area.

This development would be in violation of the Towns MDP, as stated in your MDP, which I have attached here..

JR Jesika Rodeback
To: tylenelson@raymond.ca
You replied to this message on 2026-05-25 2:34 PM.

Dear Tyler,

I am a resident/property owner at 222 S 300 E.

I recently received the Notice of Application regarding DA2026-11 for the construction of 3 multi-unit buildings (20 units total) on the property located at 296s 300e (Lot 20 & 21, Block 39, Plan 2510613) in an R-1 General Residential district.

I am writing to formally express my strong opposition to this proposed development.

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- Strain on existing municipal infrastructure (water, sewer, etc.).
- Reduced privacy and enjoyment of our properties due to higher density
- Potential negative effect on property values in the surrounding single-family residential area.

This proposal appears to be incompatible with the current R-1 zoning and the expectations of residents who chose to live in this neighbourhood. I believe the Town should protect the low-density residential nature of this area. This development would be in violation of the Towns MDP, as stated in your MDP, which I have attached here..

3. Subdivision design should be in keeping with the historical grid pattern where possible. Variations may be considered to accommodate topographical, environmental, or other site-specific considerations.

4. Multi-unit housing such as duplexes and triplexes will be considered within all residential neighbourhoods subject to enhanced development standards.

5. Multi-unit housing is to be dispersed throughout residential neighbourhoods and will generally not be permitted in dense concentrations.

6. Developers are encouraged to design subdivisions that provide diversity in housing type, accessibility, tenure, and cost.

7. Higher density development such as apartments and senior housing complexes is encouraged to locate near the centralized commercial area and in areas which are within close walking distance to facilities, services, and amenities.

I am available to discuss this further and plan to attend the public meeting. Please feel free to reply to this email.

Thank you for your time and for representing our community.

Sincerely,
Jesika Rodeback
222 S 300 E, Raymond, AB



Town of Raymond
Development Office
P.O. Box 629
Raymond, Alberta

Attn: Tyler Nelson

Re: Application No. DA 2026-11

With reference to the notice dated, May 14, 2026, we are requesting an opportunity to meet with you to view the details of the application prior to June 8, 2026. Because we will not be available to attend the public meeting, we respectfully submit the following comments and questions regarding this application:

1. We acknowledge the need for affordable housing in Raymond and are not opposed to such developments.
2. We question the suitability of the proposed location because of the restricted access and potential for traffic congestion.
3. Who will be the owner(s) of the development and how will the properties be maintained following the completion of the project?
4. Who will have the responsibility for building maintenance, grounds keeping, irrigation and snow removal?
5. Will that person be required to live in one of the apartments or will it be someone that lives off site?
6. Who will have the authority to enforce standards so the facility will not become an eyesore to the surrounding area in the years to come?

Thank you for considering this request. We will make ourselves available to meet with you at your convenience and look forward to hearing from you soon.

Sincerely,

Randy Broadhead

George Bohne

RECEIVED
MAY 27 2026
TN

tylernelson@raymond.ca

From: tylernelson@raymond.ca
Sent: May 27, 2026 9:01 AM
To: Tyler Nelson
Subject: DA2026-11 opposition

Lynn Edwards called at 9:00 May 27th, 2026, to express and have put on the record that she is in opposition and that she would like more time to gather information to give a response.



Tyler Nelson
Planning and Development Director, Town of Raymond

(403) 752-3322 Ext.1010 www.raymond.ca | tylernelson@raymond.ca
210 N 200 W, Box 629, Raymond, AB, T0K 2S0



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tylernelson@raymond.ca



From: michelle powelson <[REDACTED]>
Sent: May 28, 2026 9:01 PM
To: tylernelson@raymond.ca
Subject: Re: Application No. DA2026-11

I'd prefer not to present but I have some questions and concerns I'd like to have submitted to the file.
Thanks!

1 who is the builder? Do they have a good reputation for taking care of their properties? Holding their tenants to a high standard?

2 where do they propose all of the vehicles will park? How do they think the 30-40 vehicles (probably more realistically) won't impact the increasingly congested roads and increased traffic from the new school?

3 the fact is that lot is only 1 acre and it's on a dead end road. There is simply no room for that many units. There's nowhere for the traffic to go. There is nowhere for the vehicles to park.

4 do they think a different location that isn't backed into a dead end would be more efficient?for instance the lots behind the fire hall has plenty of room, with through traffic.

I truly feel like the ramifications of a project of this size have not been thought through, I can't see one conceivable way that this does not result in utter chaos.

Thank you for taking the time to really understand what this would look like in the real world. And how the surrounding areas would be gravely impacted by a tremendous increase of traffic and multi unit housing that is crammed into a tight space at the end of a dead end road.

Thank you

Michelle Powelson

> On May 28, 2026, at 11:53 AM, tylernelson@raymond.ca wrote:
> Hi Michelle,
>
> I don't have the authority to give extensions to files that appear
> before the planning commission. Residents can come in person or sent
> written notification that they feel like they don't have time to
> respond at the meeting where MPC may choose to recess for a certain
> time. If you wish to present that night or submit something in
> writing you can email me and I will add it to the file.
>
> Tyler
>
>
> Tyler Nelson
> Planning and Development Director, Town of Raymond
>

> (403) 752-3322 Ext.1010 www.raymond.ca | tylernelson@raymond.ca

> 210 N 200 W, Box 629, Raymond, AB, T0K 2S0

>

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>

>

> -----Original Message-----

> From: michelle powelson <[REDACTED]>

> Sent: May 28, 2026 9:35 AM

> To: tylernelson@raymond.ca

> Subject: Application No. DA2026-11

>

>

> Good morning Tyler, I'm writing to request an extension of time for
> the deadline opposing this proposal.

> If there will not be an extension provided I can submit a multitude of
> questions and concerns for this application.

> Thanks for all you do, I look forward to hearing from you.

> Michelle

tylernelson@raymond.ca

From: michelle powelson <[REDACTED]>
Sent: May 28, 2026 9:35 AM
To: tylernelson@raymond.ca
Subject: Application No. DA2026-11

Good morning Tyler, I'm writing to request an extension of time for the deadline opposing this proposal. If there will not be an extension provided I can submit a multitude of questions and concerns for this application. Thanks for all you do, I look forward to hearing from you.
Michelle

tylernelson@raymond.ca

From: Megan Depew <[REDACTED]>
Sent: May 31, 2026 9:18 PM
To: tylernelson@raymond.ca
Subject: Purposed 300st Culdesac



To who it may concern,

Want to be on the record that we are against the multi building units that are being considered for the 300st culdesac.

Thank you,

Meg and Mason Depew

RECEIVED

JUN 02 2026

TN

tylernelson@raymond.ca

From: B West <[REDACTED]>
Sent: June 2, 2026 5:54 PM
To: tylernelson@raymond.ca
Subject: Multi unit buildings

** Outside notification area **

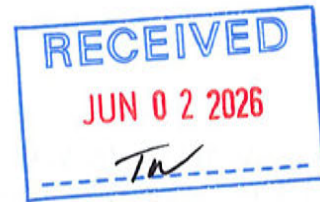
Hey Tyler!

Just wanted to let you know that Rob and I do have a couple concerns about the multi unit building being proposed. We live on 200 south and are worried that a 20 unit building with a 40-50 vehicle parking lot would cause a significant increase to the traffic in our neighborhood. One of the reasons we chose to buy our home was because of the neighbourhood that it's in. We enjoy living on a quiet street that is safe for our children. Also the end of that cul de sac isn't very big. It doesn't seem like there would be enough space to fit 3 units and a parking lot. It would be very congested.

Thank for you taking the time to read our letter! We appreciate it

Bailey and Rob West

Sent from my iPhone



June 2, 2026

Town of Raymond Municipal Planning Commission

Re: Written Comment - Development Application DA2026-11

Dear Mr. Nelson and Members of the Commission,

My father, Dudley Godoy, lived in the single-family home directly north of this proposed development. He passed away in May of 2024 after years of living with Parkinson's disease. During those final years, it was his neighbours on that block who looked out for him - his friends of roughly three decades. I am writing as a beneficiary of his estate, and in solidarity with those neighbours, several of whom I have known since I was a teenager visiting my father throughout the years he lived in that home.

I write from two perspectives. As the primary beneficiary of his estate, the proceeds from the sale of his home are part of what my father left for me, and I believe this development as designed will meaningfully reduce that property's value and make it harder to sell. But more than that - I know my father. He would be writing this himself if he were still alive. He loved that neighbourhood and he would want me to speak for the people still living in it... and for the potential future family that might one day choose to purchase the home and live there for its beauty, neighborly connection, and solitude.

I am not here to oppose housing in Raymond - I am asking this Commission to ensure it is built in the right place and the right way. In deliberating this application, I ask the Commission one question: does this development need to be built here? Or is there a better location and design that achieves the same housing growth purpose without permanently damaging the character and liveability of an established residential street and community?

The site design places every impact on the family home side

In its current location and design, the parking lot - 42 stalls, asphalt, running the full length of the proposed site - sits directly against the north property line shared with my father's home. The garbage enclosure is also positioned at the north boundary. The single driveway cuts into 300 E St S, the quiet residential dead-end that serves this block. The buildings themselves sit in the middle and south of the site.

In short: everything that generates noise, light pollution, odour, pests, and traffic has been placed on the side facing the family home and the existing neighbourhood. Is there another location or design that does not place all of the impact on an established quiet residential neighbourhood?

The current orientation destroys the privacy of the adjacent home

Three-storey buildings placed directly on the north boundary will tower over my father's property. Residents on the upper floors of Buildings A and C will have an unobstructed

- **Construction hours:** Limited hours must be set and strictly enforced to protect the neighbours during the construction period.

My father spent nearly thirty years on that street. The people who helped him through the hardest years of his life still live there. This Commission has the authority - and I would suggest the responsibility - to require an applicant to show that their chosen location and design is the best available option for this project, not simply the most convenient one. I ask the Commission to use that authority before approving a development that overlooks private yards, fills a quiet residential street with traffic it was never designed to carry, and upends the peace of a quiet close-knit community of neighbors.

I will be attending the June 8 meeting remotely and welcome the opportunity to speak further.

Yours truly,

John Godoy

RECEIVED

JUN 02 2026

TN

tylernelson@raymond.ca

* outside notification area *

From: Saray Salmon <[REDACTED]>
Sent: June 2, 2026 9:04 PM
To: tylernelson@raymond.ca
Subject: Application No. DA2026-11

Hello Mr. Nelson,

Saray Salmon here. I hope you have not floated away in all the rain we've been having!

While I wish this was an email purely to talk about the crazy weather, it isn't.

I'm writing because I love Raymond, and while I appreciate the growth and development occurring in our community - including the benefits of increased diversity, potential tax relief, and greater support for local businesses - I do have concerns about the proposed 20-unit multi-family residential development situated directly behind our property across the green-strip.

My concerns relate specifically to the off-street parking requirements established in the Land Use Bylaw which this project appears not to meet.

Under Part 2 – General Development Standards, Section 14 – Off-Street Parking, Point 2(a), the bylaw states that the minimum required off-street parking shall be calculated using Table 1, Minimum Required Off-Street Parking.

According to Table 1, multi-unit residential developments are required to provide:

- Two (2) parking spaces per dwelling unit; and
- An additional 0.5 parking spaces per dwelling unit for visitor parking.

For a proposed 20-unit development, the minimum parking requirement would be:

- 20 units × 2 spaces = 40 resident parking spaces
- 20 units × 0.5 spaces = 10 visitor parking spaces

This results in a total minimum requirement of 50 off-street parking spaces.

Section 14(3) regarding Barrier-Free Parking is also applicable to this development. Based on the total parking count, the development would be required to provide three barrier-free parking spaces.

The submitted site plan proposes a total of 42 parking spaces, which includes four barrier-free spaces. While the barrier-free parking provision exceeds the minimum requirement, the overall parking supply remains deficient. The proposal falls short of the Land Use Bylaw requirements by eight parking spaces when compared to the required 50. If the barrier-free spaces are considered additional to the standard parking requirement, the shortfall would be even greater at a shortage of 12 spots.

Regardless of the interpretation, the proposed development does not meet the minimum off-street parking requirements established by the Land Use Bylaw.

This deficiency is particularly concerning because the proposed development is located within a small cul-de-sac where on-street parking opportunities are extremely limited. Unlike developments situated along regular roadways, there is no ability for overflow parking to be accommodated on surrounding streets without negatively affecting existing residents.

The inevitable result of an under-supplied parking lot will be:

- Increased congestion within the cul-de-sac;
- Vehicles parked along roadways, reducing sightlines and safety;
- Difficulty for emergency vehicles, service vehicles, and snow removal equipment to access the area;

As we do not live in the cul-de-sac, you may wonder why I would care if there is an over-abundance of on-street parking. The reason is that this cul-de-sac is regularly used by my family, including my children, as we walk to visit Grandparents. There are no sidewalks in the cul-de-sac, and we walk on the road. I often see others use the road in the same way. If the cul-de-sac is lined with cars the safety of our children, or anyone else using the cul-de-sac to connect to and from the green-strip, will be compromised.

The purpose of the off-street parking standards is to ensure that developments accommodate their own parking demands rather than transferring those impacts onto neighbouring properties, public roadways or pedestrian safety. The proposed development does not meet the minimum parking requirements established in the Land Use Bylaw, thereby undermining the intent of the bylaw and creating foreseeable parking shortages and safety concerns for the surrounding community.

I'm certain that reading this lengthy email was not part of your plan for today. However, I appreciate your time and respectfully request that this development application is denied, or require the applicant to revise the site plan before approval is considered.

Thank you,

Saray Salmon

RECEIVED

JUN 02 2026

TN

tylernelson@raymond.ca

** Outside notification area **

From: Whitney Davis <[REDACTED]>
Sent: June 2, 2026 10:50 PM
To: Tyler Nelson
Subject: RE: Opposition to Proposed 20-Unit Multi-Family Residential Development

To Mayor and Council,

I am writing to express my opposition to the proposed 20-unit multi-family residential development on the 0.87-acre site.

While I recognize the need for additional housing opportunities within the Town of Raymond, growth should occur in a manner that is consistent with the Town's Municipal Development Plan (MDP), Land Use Bylaws, and the expectations of residents. In its current form this proposal does not meet those objectives.

The Town of Raymond Municipal Development Plan, Section 2A – Land Uses, Point 5 states:

"Multi-unit housing is to be dispersed throughout residential neighbourhoods and will generally not be permitted in dense concentrations."

This policy is clear in its intent. Multi-unit housing is supported when it is distributed throughout the community, but the MDP specifically discourages dense concentrations of development. The proposed project would place 20 dwelling units on a single 0.87-acre parcel, creating exactly the type of concentrated multi-unit development that the MDP seeks to avoid.

Using the Housing Density Scale developed by the Neighbourhoods Lab at the University of British Columbia, the density of this proposal can be calculated as follows:

Density (units per acre) = Number of Units ÷ Site Area

20 units ÷ 0.87 acres = 22.99 units per acre

This results in a density of approximately **23 dwelling units per acre**.

To put this into perspective, nearly **one dwelling unit would be located on every 0.044 acres of land**, or approximately **1,900 square feet per unit** before accounting for roads, parking areas, landscaping, setbacks, utilities, and other common spaces. This represents a significant concentration of residential development on a relatively small parcel and it falls within the high-density residential category according to the Housing Density Scale.

When converted to metric measurements:

0.87 acres = 0.352 hectares

20 units ÷ 0.352 hectares = 56.8 units per hectare

This results in a density of approximately 57 dwelling units per hectare, which falls within the high-density residential category according to the Housing Density Scale.

At approximately **23 dwelling units per acre**, the proposed development constitutes a high-density form of housing and represents a concentrated multi-unit development. Approving this project contradicts the wording and intent of the Municipal Development Plan.

The MDP serves as the Town's long-term vision for growth and development. Residents rely on this document to understand how future development will occur and to ensure that growth is balanced with the preservation of neighbourhood and town character. If a proposal that creates a high-density concentration of 20 units on less than one acre is approved, despite the MDP's direction against dense concentrations of multi-unit housing, it raises concerns about the consistency and effectiveness of the Town's planning policies.

I respectfully request that Council carefully consider whether this proposal complies with Section 2A, Point 5 of the Municipal Development Plan. If the Town wishes to pursue higher-density housing developments of this nature that discussion should occur through a transparent review and amendment of the MDP, rather than through approvals that appear inconsistent with existing policy.

In addition to Section 2A Point 5 of the MDP I urge council to consider how this proposal may contradict other areas of the MDP and Land Use Bylaw such as:

- MDP Section 2 point 4
- MDP Section 1B point 3
- MDP Section 2 point 6 (e)
- MDP Part 2 Table 1, multi-unit minimum parking space requirement
- LUB Part 4 Section 2 (a) and (e)(i) and (e)(iv)
- LUB Part 4 Section 15 (3)
- LUB Part 4 Section 18 (8)

The issue before us is not whether housing should be built, but whether this particular proposal is appropriate for this location and whether it complies with the Municipal Development Plan (MDP) and Land Use Bylaw. For these reasons, I urge Council to deny the application in its current form.

Thank you for your consideration.

Sincerely,

Whitney Davis
374 South 300 East
Town of Raymond Resident

RECEIVED

JUN 02 2026

TN

tylernelson@raymond.ca

From: stacey hillmer <[REDACTED]>
Sent: June 2, 2026 11:21 PM
To: tylernelson@raymond.ca
Subject: Formal Objection to Development Application No. DA2026-11

Dear Tyler and Members of the Municipal Planning Commission,

We are writing to formally express our strong objections and concerns regarding Application No. DA2026-11, which proposes the construction of 3 multiunit buildings totaling 20 units at 296s 300e. As homeowners residing directly adjacent to this site, we are deeply concerned about the severe, disproportionate impacts this high-density project will have on our property and our immediate neighborhood.

While the notification states this property will continue to meet the requirements of the R-1 General Residential Land use District, a 20-unit development in a single cul-de-sac location represents a radical departure from the established neighborhood character. The following are the major concerns we have with this project.

1. Severe Impacts on the Street System and Cul-de-sac traffic

Placing 20 multi-family units at the throat or bulb of a residential cul-de-sac introduces an unprecedented volume of daily vehicle trips. Cul-de-sacs are structurally engineered for low volume, single family traffic. The sudden influx of potentially 30-50 additional vehicles trying to enter, exit and turn around in a confined residential dead end creates a severe bottleneck that the local existing street system was never designed to handle.

2. Inadequate Off-Street Parking and Visual Blight

With 20 separate units, the demand for parking will inevitably overflow out of the complex and spill directly onto the narrow cul-de-sac. A residential cul-de-sac has incredibly limited street frontage for curbside parking. Overflow visitor parking and multi vehicle households will clog up the roadway, making it difficult for delivery vehicles, moving trucks, emergency vehicles and local residents to safely navigate the area. Since we are located directly behind the proposed buildings and will be within walking distance from these units - it is not unreasonable to think that the excess vehicles will also use our street as well as others in close proximity to park their cars. This proposed development will also ruin the open view we currently have. Instead of looking at open space with trees and green grass, our view will be the back of 2 story buildings with dozens of windows destroying the visual peace and privacy of our outdoor space.

3. Pedestrian and Child Safety Risks

Cul-de-sacs are primary spaces where neighborhood children play safely precisely because there is no through traffic. Compounding the traffic flow by dropping a high density 20-unit complex directly behind our home poses an immediate safety risk to neighborhood children. Increased vehicle blind spots, high frequency tenant turnover, and delivery vehicles reversing in tight cul-de-sac bulb heavily compromise pedestrian safety.

4. Excessive Noise and Loss of Residential Privacy

Transitioning a low-density R-1 interior block space into a 20-unit multi family zone introduces a massive spike in ambient noise. The concentrated noise from shared outdoor spaces, constant vehicle idling, and mechanical HVAC units right behind our fence line will severely degrade our quiet enjoyment of our property. The berm behind our house creates a tunnel effect when it comes to sound making even the people passing by sound like they are in our backyard. So, we cannot imagine how disruptive and loud the noise from a 20-unit complex will sound in our backyard. With the units being 2 story units, we will lose the privacy we have been able to have in our backyard.

With all that being said, we respectfully urge the Commission to reject Application No. DA2026-11 in it's current form to preserve the safety, character, and livability of the surrounding neighborhoods.

Thank you for your time, consideration, and dedication to protecting our community's residents.

Sincerely,

Shane & Stacey Hillmer
273e 350s



tylernelson@raymond.ca

From: Brett Holt <[REDACTED]>
Sent: June 2, 2026 11:18 PM
To: tylernelson@raymond.ca
Subject: Objection Letter for Development Application DA2026-11

I oppose Development Application DA2026-11 for the proposed 20-unit multi-residential development in the R-1 General Residential District.

Part 4 of the Raymond Land Use Bylaw states that the purpose of the R-1 district is “to accommodate primarily single-detached residences while allowing for a variety of housing types and complementary development on a discretionary basis.”

While multi-unit housing may be considered as a discretionary use, the scale and intensity of this proposal are incompatible with the established low-density residential character of the surrounding neighbourhood. A 20-unit, three-building project that approaches the maximum building height and lot coverage in the Land Use Bylaw for R-1 is not a complementary development in a neighborhood of single-detached single-family homes with one access. It exceeds what residents reasonably expect in an R-1 neighbourhood. There aren’t 20 units on our entire street, needless to say on one lot. This development resembles more apartment-style density, which the Municipal Development Plan recommends locating “near the centralized commercial area of town or in areas which are within close walking distance to facilities, services, and amenities.” (MDP Section 2A, point 7, p. 26)

The proposed buildings are significantly taller and bulkier than the surrounding homes that they are incompatible with the neighborhood. Even with the green strip path separating my home from this proposed development, the privacy of my home will be impacted and reduced by more than 15 upper-floor windows with views directly overlooking my fenced backyard and able to see into my home.

The balconies and entrances back closely to the adjacent green strip space that there is no buffer. My concern, as these units have no yard, is that people who have been walking past the established low-density residential character of the neighborhood will now have to avoid toys and property from so many new residents packed into a small area with no lawn except the green strip.

The current Municipal Development Plan, Section 2A – Residential Land Uses, states in point 4 that Multi-unit housing such as duplexes and triplexes will be considered within all residential neighbourhoods subject to enhanced development standards. This octaplex, fourplex, and octaplex proposal fails to meet the required parking standards identified in the Land Use Bylaw, let alone any enhanced standards. The application proposes only 42 parking stalls where 50 stalls are required, including a requested relaxation of 8 visitor parking spaces. This request for substantial variance is a glaring deficiency because this is high density housing crammed into a cul-de-sac. This creates reasonable concerns about congestion, emergency access, snow clearing, overflow parking, and visibility and pedestrian safety. Visitor parking shortages are predictable in 20-unit developments. I worry that overflow parking from these structures will likely spill all the way onto our

street, particularly during winter conditions when snow storage further reduces available parking and maneuvering space.

Approval of a 20-unit multi-residential development in the R-1 district establishes a precedent for apartment-style density in areas intended primarily for single detached residential housing. This will deteriorate what was a large part of what attracted my wife and I to move here to raise our family. We love the neighbourhood our house is in because it did not resemble the high-density residential area we left in Lethbridge before moving here.

For these reasons, I respectfully request that the Municipal Planning Commission deny the application or require substantial revisions to reduce the scale and impacts of the proposed development.

Brett Holt

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JUN 03 2026

TN

tylernelson@raymond.ca

From: Meghan Holt <[REDACTED]>
Sent: June 3, 2026 11:13 AM
To: tylernelson@raymond.ca
Subject: Opposing Development Application DA2026-11

I oppose Development Application DA2026-11 for the proposed 20-unit multi-residential development in the R-1 General Residential District.

Part 4 of the Raymond Land Use Bylaw states that the purpose of the R-1 district is “to accommodate primarily single-detached residences while allowing for a variety of housing types and complementary development on a discretionary basis.”

While multi-unit housing may be considered as a discretionary use, the scale and intensity of this proposal are incompatible with the established low-density residential character of the surrounding neighbourhood. A 20-unit, three-building development that approaches the maximum permitted building height and lot coverage for an R-1 district is not complementary to a neighbourhood made up almost entirely of single-family homes. In fact, there are not even 20 homes on our entire street, let alone on a single lot. This proposal more closely resembles apartment-style density, which the Municipal Development Plan recommends locating near the centralized commercial area of town or within walking distance of services, facilities, and amenities.

The proposed buildings are significantly taller and larger than the surrounding homes, making them out of character with the neighbourhood. Although a green strip separates my property from the proposed development, my family's privacy will still be substantially impacted. More than 15 upper-floor windows would overlook my fenced backyard and provide direct sightlines into my home.

I am also concerned about the lack of buffering between the buildings and the adjacent green strip. Because the development provides little private outdoor space for residents, it is reasonable to expect increased use of the green strip by a large number of residents. This shared space currently serves nearby families in a low-density neighbourhood and was not designed to accommodate the demands of a 20-unit development.

The Municipal Development Plan states that multi-unit housing, such as duplexes and triplexes, may be considered within residential neighbourhoods subject to enhanced development standards. This proposal, consisting of an octaplex, fourplex, and octaplex, does not even meet the parking standards already required under the Land Use Bylaw. The application proposes only 42 parking stalls where 50 are required and requests a relaxation of eight visitor parking spaces.

This significant parking shortfall is particularly concerning given the density of the project and its location within a cul-de-sac. It raises legitimate concerns about traffic congestion, emergency vehicle access, snow clearing, pedestrian safety, visibility, and overflow parking. Visitor parking shortages are predictable in a 20-unit development, and I am concerned that excess vehicles will spill into surrounding streets, especially during winter when snow storage further reduces available parking and maneuvering space.

Approving a 20-unit multi-residential development in the R-1 district would set a precedent for apartment-style density in areas intended primarily for single-detached housing. Preserving the character of this neighbourhood was a significant reason my husband and I chose to move to Raymond and raise our family here. We value the quiet, low-density nature of this area, which stands in contrast to the higher-density neighbourhood we left in Lethbridge.

For these reasons, I respectfully request that the Municipal Planning Commission deny this application or require substantial revisions to reduce the scale and impacts of the proposed development.

Meghan Holt

RECEIVED

JUN 03 2026

TN

tylernelson@raymond.ca

** Outside notification area **

From: Stephanie Salmon <[REDACTED]>
Sent: June 3, 2026 11:13 AM
To: tylernelson@raymond.ca
Subject: 3 Multiunit buildings

Hi Tyler,

I'm writing to express my concerns and opposition to the multi unit building being proposed to be built at 296s 300e. I'm concerned about the impact on traffic that this will create. It will significantly increase the amount of traffic on that road and the area nearby.

I'm also concerned that the size of the development doesn't comply with the land use bylaw and the municipal development plan.

Thanks for your time.

Stephanie Salmon



tylernelson@raymond.ca

* Outside notification area *

From: Angela Tollestrup <[redacted]>
Sent: June 3, 2026 7:19 AM
To: tylernelson@raymond.ca
Subject: 20 unit housing complex

Tyler,
Would you please forward this on to the town councillors and mayor for me?
Thanks,
Angie

Dear Mayor and Councillors,

I am writing today as a concerned resident regarding the proposed 20 unit housing development planned for the block behind my home.

While I strongly support efforts to increase affordable housing and attract young families to our community, I have some concerns about the scale of this particular project. I would be much more supportive of a development with a smaller number of units that would be better suited for the surrounding neighborhood.

My primary concern is the increase in traffic that this development is likely to generate. A 20 unit complex could add 20-50 extra vehicles to a narrow cul-de-sac with no sidewalks. This raises concern with traffic, congestion, and pedestrian safety.

I respectfully ask council to carefully consider the size of the proposed development and its potential impact on the existing neighbourhood.

Thank you for taking the time to consider my concerns, and all the service you do for our community.

Sincerely,
Angie Tollestrup



tylernelson@raymond.ca

From: Jesse Depew <[redacted]>
Sent: June 3, 2026 10:16 AM
To: tylernelson@raymond.ca
Cc: [redacted]
Subject: 3 Multiunit Buildings Application No DA2026-11

Hi Tyler,

I **do not agree** with the proposal for the 3 multi unit buildings being proposed at 296s 300e.

I have two primary concerns regarding the proposed three-building, 20-unit apartment development.

1. Is This the Right Type of Growth for Raymond?

My first concern relates to the broader vision for growth within Raymond. While I understand that a 20-unit apartment complex would increase the town's tax base and provide a source of revenue, I question whether this type of development aligns with the long-term direction that has previously been established for our community.

In the past, proposals for commercial development have been denied, with the rationale that Raymond should remain primarily a small residential bedroom community to Lethbridge. Those decisions came with trade-offs, including the loss of potential jobs, commercial tax revenue, and opportunities to attract new residents who would support local businesses. In effect, Council determined that not all growth was beneficial or necessary for Raymond.

Given those past decisions, I believe it is reasonable to ask why a significant increase in residential density is now being pursued. If commercial growth was deemed inconsistent with the community's vision, should we not apply the same careful consideration to residential growth? If the decision was made that we were not looking for an increase in hourly jobs the commercial development would have brought, why are we looking to bring in housing for more individuals that will need to work or go to school in Lethbridge. How does this benefit the small town feel you are trying to establish?

I do not believe a development of this scale is currently needed. Raymond has already seen a substantial amount of new housing construction in recent years, including numerous duplex developments throughout town and several in close proximity to the proposed site. These developments have provided additional housing options while maintaining compatibility with existing neighborhoods.

Raymond's greatest strength is its appeal as a family-oriented community. Developments such as Stone Gate and Bridge Crossing have successfully attracted families by offering quality single-family housing that integrates well into the community while contributing positively to the municipal tax base. Rather than concentrating a large number of rental units in one location, I believe Raymond should continue to focus on attracting long-term homeowners and families. Higher-density housing options, such as

duplexes, can continue to be developed throughout the community in a balanced manner without overwhelming individual neighborhoods.

2. The Proposed Development Is Not Compatible with the Site or Surrounding Neighborhood

My second concern is that the proposed three-building, 20-unit apartment complex is simply not an appropriate fit for this particular site.

The lot is relatively small and located at the end of a cul-de-sac within an established residential neighborhood. The proposed density is significantly greater than that of the surrounding area and would represent a substantial departure from the existing character of the neighborhood. Placing 20 residential units on a single parcel raises concerns regarding building mass, loss of open space, reduced privacy, and the overall intensity of development.

Traffic and parking impacts are also a major concern. A development of this size could reasonably generate dozens of additional vehicle trips each day, along with increased visitor traffic, deliveries, and on-street parking demand. With potentially 40 or more resident vehicles associated with the development, the amount of traffic entering and leaving a dead-end road would increase dramatically. Because the site is located at the end of a cul-de-sac, there is limited capacity to accommodate this level of activity and overflow parking. Increased traffic may create congestion, reduce safety for pedestrians, and negatively affect children and residents who currently enjoy a quiet residential environment.

The scale of the project may also place additional pressure on local infrastructure and municipal services, including utilities, stormwater management, waste collection, snow removal and storage, and nearby recreational amenities. Concentrating 20 units on a constrained lot raises legitimate questions about site functionality and whether the property can comfortably accommodate the demands of such an intensive use.

In addition, the height, massing, and proximity of the buildings could negatively affect neighboring properties through reduced privacy, increased noise, and visual impacts. Residents who purchased homes in a low-density neighborhood had a reasonable expectation that future development would be generally compatible with the established character and development pattern of the area.

While I support responsible growth and recognize the need for a variety of housing options, development should occur in a manner that respects both the surrounding community and the physical limitations of the site. Apartment complexes of this scale are more appropriately incorporated into the planning of new neighborhoods where roads, parking, infrastructure, and lot configurations are designed to accommodate them from the outset. They should not be inserted onto what was originally a single lot within an established 80-year-old residential neighborhood.

For these reasons, I respectfully request that Council carefully evaluate whether a three-building, 20-unit apartment development on this small cul-de-sac lot is compatible with the surrounding neighborhood and consider lower-density alternatives that would better align with the character, capacity, and long-term vision of the community.

Thanks,

Jesse Depew

293E 350 South

tylernelson@raymond.ca



* Outside Notification Area *

From: Whitney Davis <[redacted]>
Sent: June 3, 2026 10:23 AM
To: Tyler Nelson
Subject: Opposition to proposed residential development - further supporting documents in addition to my other email.

To Mayor and Council,

I am not opposed to housing development or growth within our community. However, growth should occur in a manner that is consistent with the character, infrastructure capacity, and planning objectives of our town.

Research has identified concerns associated with higher-density residential developments when introduced into areas not designed to accommodate them, including increased traffic, parking shortages, pressure on municipal infrastructure, reduced neighborhood compatibility, and impacts on community character. Studies have also found that residents of small towns value traditional development patterns, open space, and neighborhood cohesion. Please see below for additional details and supporting research citations.

The issue before us is not whether housing should be built, but whether this particular proposal is appropriate for this location and whether it complies with the Municipal Development Plan (MDP) and Land Use Bylaw.

Our Municipal Development Plan and Land Use Bylaw exist to ensure growth occurs in a thoughtful and responsible manner. When the current MDP was developed residents consistently identified preserving the Town's small-town character as a key priority. While additional housing opportunities are needed, development should complement existing neighborhoods, minimize impacts on traffic and infrastructure, and integrate appropriately with surrounding residential properties. For these reasons I ask that this proposal be denied or significantly revised to ensure it is compatible with the existing community and consistent with the intent of our planning policies.

Please see below for supporting research and how it relates to a small town.

1. Parking Demand and Overflow Parking

Research has found that higher-density developments can create significant parking management challenges, particularly in smaller cities and towns where road networks and parking infrastructure were originally designed for lower densities.

A study published in *Transportation Research Record* examined parking in smaller cities and found that parking supply and demand become critical issues in dense, mixed-use environments. The authors noted that municipalities must carefully evaluate whether parking demand will exceed available capacity and negatively affect surrounding neighborhoods.

Another study examining dense residential areas found that developers often provide fewer parking spaces because of the cost and space requirements associated with parking construction, potentially increasing pressure on nearby streets.

How this applies to a small town:

- Increased street parking
- Reduced emergency vehicle access
- Snow removal difficulties
- Traffic conflicts in cul-de-sacs and local residential roads
- Spillover parking onto neighboring properties

Source Information

- Marshall, W.E. & Garrick, N.W. (2006). *Parking at Mixed-Use Centers in Small Cities*. Transportation Research Record.
 - Liu, Q., Wang, J., Chen, P., & Xiao, Z. (2017). *How does parking interplay with the built environment and affect automobile commuting in high-density cities?* Urban Studies.
-

2. Increased Traffic and Road Safety Concerns

Research consistently shows that increasing development intensity increases traffic generation and access demands on roads.

A transportation safety study found that increased development density and access density along roadways were associated with higher crash frequencies and greater transportation conflicts. The researchers concluded that higher-density development can increase pressure on transportation infrastructure when road systems are not designed for that intensity of use.

Studies examining parking behavior also found that parking shortages can contribute to traffic congestion, circulation issues, and unsafe vehicle movements.

How this applies to a small town:

- More vehicle trips on local streets
- Increased congestion at intersections
- Safety concerns for pedestrians and children
- Increased pressure on roads designed for low-density neighborhoods

Source Information

- Yuan, J. & Wang, X. (2018). *Modeling the Safety Effect of Access and Signal Density on Suburban Arterials*.
 - Gao, J., Ozbay, K., & Marsico, M. (2020). *Area-wide Impacts of Double Parking*.
-

3. Loss of Small-Town or Rural Character

One of the most directly relevant studies for small-town development examined how residents perceive rural character in communities experiencing growth pressure.

Researchers found that residents strongly associated rural and small-town character with:

- Community identity

- Traditional development patterns
- Open space
- Limited signs of intensive development

The study concluded that visible development intensity and physical change can significantly alter how residents perceive community character. The authors recommended matching new development to existing neighborhood patterns and involving local residents in planning decisions.

How this applies to a small town:

- Large multi-unit developments may appear visually inconsistent with surrounding homes.
- Dense development may alter the established appearance of residential neighborhoods.
- Residents may perceive a loss of neighborhood identity.

Source Information

- Stedman, R.C. (2007). *Understanding Rural Character: Cognitive and Visual Perceptions*. Landscape and Urban Planning.
-

4. Compatibility with Existing Neighborhoods

A planning study focused specifically on residential developments in small-town America found that municipalities should evaluate developments based on:

- Neighborhood connectivity
- Open space
- Architectural compatibility
- Community character
- Scale relative to surrounding development

The researchers developed assessment tools because poorly integrated developments can create conflicts with existing neighborhoods. They argued that growth should occur through a framework that respects local context rather than simply maximizing unit counts.

How this applies to a small town:

- A multi-unit project may be out of scale with nearby single-family homes.
- Building mass and density may exceed neighborhood expectations.
- The development may conflict with municipal planning objectives regarding compatibility.

Source Information

- Kashef, M. (2017). *Residential Developments in Small-Town America: Assessment and Regulations*. City, Territory and Architecture.
-

5. Social Cohesion and Sense of Community

Research examining residential density and social interaction found that higher perceived density can reduce residents' sense of safety and negatively affect social interaction.

The study found measurable differences in neighborhood social outcomes even where actual density levels were similar, suggesting that design and layout matter significantly. Higher perceived density was associated with weaker social interaction and lower feelings of security.

How this applies to a small town:

- Residents may feel the neighborhood is becoming more crowded.
- Increased density may reduce perceived privacy.
- Community interaction can be affected if development design does not integrate well with the surrounding area.

Source Information

- Abasszadeh Shahri, A. et al. (2019). *Housing Layout, Perceived Density and Social Interactions in Gated Communities*. Sustainable Cities and Society.
-

6. Strain on Municipal Services

Research on rural settlement patterns has found that residential density and development patterns influence how municipalities deliver services and infrastructure.

Studies examining rural and small-community planning note that growth often requires corresponding investments in:

- Water systems
- Sewer systems
- Roads
- Emergency services
- Public facilities

Without infrastructure upgrades, municipalities can face service pressures as population density increases.

How this applies to a small town:

- Sewer and water capacity may be limited.
- Fire and emergency access requirements may increase.
- Municipal maintenance costs may rise.

Source Information

Owens, P.M. et al. (2010). *Smart Density: A More Accurate Method of Measuring Rural Residential Density*. International Journal of Health Geographics.

tylernelson@raymond.ca

From: Cheri Depew <[REDACTED]>
Sent: June 3, 2026 10:20 AM
To: tylernelson@raymond.ca
Subject: Proposed 3 Multiunit Buildings at 296s 300e

Good morning Tyler, this is a written comment regarding the application for the 20 Unit proposal coming before Town Council. I would like my objection to be filed with all others in regards to this development. There will be a spokesperson for the neighborhood group who have submitted their objections and will be bringing researched information to the Council. Thank you.

A concerned neighbor, and a Raymond citizen.

Cheri Depew



** Outside Notification Area **

Attention of Tyler Nelson
tylernelson@raymond.ca

RECEIVED
JUN 03 2026
TN

Tim Krupp - 237 s 300E (property owner)

The #one reason I purchased on this particular street is because it is a dead end, quiet street with low volume of traffic.

That being said I am strongly opposed to the proposal Development of 20 units on lot at end of cul-de-sac. I think this is very unreasonable to allow potentially up to three times more vehicles into our neighborhood than already exist, where no street parking is available for that high volume at the cul-de-sac.

My view is this is a very unreasonable proposal. Disappointed to this ridiculous, nonsensical proposal to our satisfyingly quiet neighborhood.

Sincerely

Mr. Timmy

RECEIVED
JUN 02 2026
JA

tylernelson@raymond.ca

From: Rolf Michel <[REDACTED]>
Sent: June 2, 2026 11:36 AM
To: tylernelson@raymond.ca
Subject: Re: files for review

Just to make sure that I will be put on the agenda at the June 8th Municipal Planning Commission meeting. I would like to make a verbal presentation. I will be representing the

Dear Mr. Nelson,

We are owner residents on the 300 SE cul de sac with the application for a 20 unit development on our block. We oppose this development and agree to have Mr. Rolf Michel represent us in presenting our case.

PRINTED NAME	SIGNATURE	STREET ADDRESS
Wendy Cahoon	[REDACTED]	227 S 300 E
Randy Cahoon	[REDACTED]	227 S 300 E
Jesika Rodeback	[REDACTED]	222 S 300 E
Chad Rodeback	[REDACTED]	222 S 300 E
NANCY SCHNEIDER	[REDACTED]	217 S 300 E
Tim Kaupp	[REDACTED]	237 S 300 E
Richard Schneider	[REDACTED]	280 E 200 S
Nancy Coppicete	[REDACTED]	260 S 300 E
Gordon Coppicete	[REDACTED]	272 S 300 E (Landlord)
	[REDACTED]	260 S 300 E
	[REDACTED]	272 S 300 E

following people.
thanks Tyler

Rolf

On Fri, May 29, 2026 at 7:26 AM Rolf Michel <[REDACTED]> wrote:

Thank you very much Tyler

Rolf

On Thu, May 28, 2026 at 3:07 PM <tylernelson@raymond.ca> wrote:

Hello,

RAYMOND

NOTICE OF APPLICATION & PUBLIC MEETING 3 Multiunit Buildings – 20 Units Total Application No. DA2026-11

To be considered at a Meeting of the Municipal Planning Commission
Held at 6:00pm, June 8, 2026; Town of Raymond Council Chambers; Town Office
Box 629, 210N 200W, Raymond, AB [Phone: 403.752.3322] [Fax: 403.752.4379]

PURSUANT to the Town of Raymond Land Use Bylaw No. 987-11 the Municipal Planning Commission of the Town of Raymond in the Province of Alberta hereby gives notice that an application has been made to establish 3 multiunit Buildings – 20 Units Total on a residential lot in the R-1 General Residential Land Use District.

The proposed development LOCATION:

- Civic Address: 296s 300e
- Land Description: Lot 20&21 Block 39 Plan2510613

THE PURPOSE of the proposed application will be to construct 3 Multiunit Buildings – 20 Units Total. This property will continue to meet the requirements of the R-1 General Residential

- Multi-Unit means a building other than an apartment that contains three or more dwelling units.



THEREFORE, TAKE NOTICE THAT this application for a new Multi-Unit Dwellings will be considered at a public meeting of the Municipal Planning Commission held in the Town of Raymond Council Chambers at: 6:00pm on Tuesday, June 8, 2026.

TAKE NOTICE THAT any person affected by this application may attend and make comment or submit a written comment regarding this application. If you have any questions or wish to view the details of the application prior to the meeting, please contact Tyler Nelson (tylernelson@raymond.ca) or (403)752-3322 during business hours.

AND FURTHER TAKE NOTICE THAT both written and verbal presentations may be made at this meeting. If you have any questions related to this application or would like to submit a comment regarding this application in writing or verbally, please do so to the attention of Tyler Nelson (tylernelson@raymond.ca) by no later than 12:00pm, Wednesday June 3, 2026



RAYMOND

Anyone wishing to participate and/or attend the public hearing by electronic means must register in advance by contacting the Town of Raymond Legislative Services Coordinator, Cassidy Stevens, by email at kassidystevens@raymond.ca or phone at 403-752-3322 on or before 12:00pm, Wednesday June 3, 2026.

DATED at the Town of Raymond in the Province of Alberta this 14th day of May 2026.



RAYMOND

DEVELOPMENT PERMIT APPLICATION

Date of Application: 5/4/2026
Estimated Start Date: 10/1/2026
Estimated Value of Construction: 4 million

Development Permit Application DA	DA2026-11
Date Application Deemed Complete	May 6, 2026
Development Application Fee:	\$170 + 200 MPC

IMPORTANT NOTICE: This application does not permit you to commence construction until such time as a permit has been issued by the Development Authority. If approval has not been received within 40 days of the date the application is deemed complete, you have the right to file an appeal to the Subdivision and Development Appeal Board.

**THIS DOES NOT CONSTITUTE A BUILDING PERMIT.
A SEPARATE BUILDING PERMIT MUST BE OBTAINED BEFORE CONSTRUCTION BEGINS.**

PROPERTY INFORMATION

Municipal Address: N/A
Legal Description: Lot(s) 20 & 21 Block 39 Plan 251 0613
Land Use District: _____ Existing Use: Vacant Lot
Describe Proposed Development:
2 - 8 units buildings and 1 - 4 unit building.

APPLICANT INFORMATION

Applicant's Name: _____
Mailing Address: _____
City/Town: _____
Email: _____

Is the applicant the owner of the property? Yes



If "NO" please complete the information below **No**

Owner's Name: _____
Mailing Address: _____
Owner Signature: _____

Applicant's Interest in the property:

- Agent
 Contractor
 Tenant Purchaser
 Other _____





DEVELOPMENT INFORMATION

The purpose of this application is to: (check all that apply)

- Construct a new
 - Single Detached Dwelling
 - 2-Unit Dwelling
 - Multi-Unit – Please specify the number of dwelling units - 20
 - Accessory Structure
 - Other _____
- Alter/Renovate the existing building

The renovation is a:

 - Interior Renovation
 - Addition
 - Other: _____
 - Basement Development
 - Deck
- Demolish existing building
- Other _____

BUILDING REQUIREMENTS

	Principal Building		Accessory Building / Addition / Deck		Renovation / Basement Development	Office Use
Square Footage	8173.57	ft ²	160	ft ²	ft ²	
Height	31' 6"	ft		ft		
Proposed Setbacks from Property Lines						
Front	20	ft		ft		
Secondary Front		ft		ft		
Rear	14' 2 5/8"	ft		ft		
Side	78'6"	ft		ft		
Side	12'3"	ft		ft		
Parcel Type: <input checked="" type="checkbox"/> Interior Lot <input type="checkbox"/> Corner Lot						

Total Square Feet of Principal Structure: 8173.57 Total Square Feet of Accessory Structures: _____
(all accessory structures combined)

Combined total % of lot occupied by buildings (Principal & Accessory Structures): 21.35%

I hereby understand that development of a principal building or dwelling I must apply for and receive a Construction Compliance Certificate **PRIOR** to occupancy (including moving in belongings). Failure to do so will result in a \$500.00 late application fee and possible order to vacate the home. _____ (please initial)

I hereby certify that the information contained in this application, including any further information contained in attached materials, is full and complete and is, to the best of my knowledge, a true statement of the facts in relation to the application for a Development Permit. I further certify that the owner of the land described above is aware of this application and that no work shall be undertaken until a valid development permit is issued.

Signature of Applicant _____

Date: 5/4/2026

210 N 200 W · Box 629
Raymond, AB T0K 2S0

P (403) 752-3322 · F (403) 752-4379





GENERAL RESIDENTIAL – R-1

1. INTENT

To accommodate primarily single-detached residences while allowing for a variety of housing types and complementary development on a discretionary basis.

2. USES

(1) Permitted Uses

- Accessory structure:
49 m² (528 ft²) or less
- Dwelling:
Single-detached site-built
Home Occupation 1

(2) Discretionary Uses - Development Officer

- Accessory structure:
greater than 49 m² (528 ft²)
- Accessory use
Shipping container, temporary
Show homes

(3) Prohibited Uses

- Dwelling, manufactured
- Dwelling, moved-in
- Travel Trailers, Motor Homes or other
Recreational Vehicles used as dwellings

- Any use not listed as either a permitted or
discretionary use or deemed a similar use in
accordance with Part 1, section 33 (Similar
Use)

(4) Discretionary Uses - Municipal Planning Commission

- Bed and breakfast
- Boarding home
- Child care facility
- Clubs and organizations
- Communal facility
- Construction camp
- Dwelling:
Accessory
Apartment
Duplex
Multi-unit
Semi-detached
Single-detached, prefabricated
- Dwelling group
- Excavation
- Home occupation 2
- Natural area
- Parks and playgrounds
- Senior citizen housing
- Signs, type 4, 9
- Stockpile
- Utilities

3. GENERAL DEVELOPMENT STANDARDS

The General Development Standards contained in Part 2 are applicable, unless otherwise specified in the sections of this district.

4. MINIMUM LOT SIZE

Use	Width		Length		Area	
	m	ft	m	ft	m	ft
Dwelling, single-detached (all types)	15.2	50	33.5	110	511.0	5500
Dwelling, duplex	20.1	66	33.5	110	674.5	7260
Dwelling, semi-detached (each unit)	10.1	33	33.5	110	338.4	3630
All other uses	As required by the Development Authority					



5. MINIMUM SETBACK REQUIREMENTS – Principal Structure

Use	Front		Secondary Front (Corner Lots)		Side		Rear	
	m	ft	m	ft	m	ft	m	ft
Dwelling, single-detached (all types)	7.6	25	3.8	12.5	1.5	5	7.6	25
Dwelling, semi-detached	7.6	25	3.8	12.5	1.5	5	7.6	25
Dwelling, duplex	7.6	25	3.8	12.5	1.5	5	7.6	25
All other uses	As required by the Development Authority							

- (1) Permanent structures must be placed a minimum of 12.2 m (40 ft) from the property line adjacent to a lane in an infill block where road right-of-way has not been dedicated. This area shall be reserved for future road widening and front yard requirements when these blocks are resubdivided.
- (2) The Development Authority may determine which front yard will be deemed the secondary front depending on the orientation of existing dwellings within a block.
- (3) Development adjacent to highways is also subject to requirements of Alberta Transportation.
- (4) Structures that are attached to a principal structure are subject to the principal setbacks, excepting the permitted projections in Part 2, section 13.
- (5) Also refer to Part 2, sections 6 and 12 for corner lot sight triangle requirements and setbacks from easements.

6. MAXIMUM FRONT SETBACK REQUIREMENTS – Principal Structure

Principal structures: 10.7 m (35 ft)

7. MINIMUM SETBACK REQUIREMENTS – Accessory Structure

Use	Front		Secondary Front (Corner Lots)		Side		Rear	
	m	ft	m	ft	m	ft	m	ft
Accessory structure	Same as principal structure		Same as principal structure		1.5	5	1.5	5

- (1) The front setback and secondary front setback of an accessory structure shall not be less than the front setback, and as applicable, the secondary front setback of the approved principal structure.
- (2) Permanent structures must be placed a minimum of 12.2 m (40 ft) from the property line adjacent to a lane in an infill block where road right-of-way has not been dedicated. This area shall be reserved for future road widening and front yard requirements when these blocks are resubdivided.





- (3) Accessory structures shall be constructed such that eaves shall be no closer than 0.6 m (2 ft) from a side lot line or rear lot line and all drainage is conducted to the appropriate storm drain via the applicant's property.
- (4) Also refer to Part 2, sections 6 and 12 for corner lot sight triangle requirements and setbacks from easements.

8. MAXIMUM LOT COVERAGE

Principal and accessory structures:	45% (combined total of principal and all accessory structures)
Accessory structure:	The combined total of all accessory structures not to exceed 83.6 m ² (900 ft ²)
All other uses:	As required by the Development Authority

9. MINIMUM FLOOR AREA

Dwelling, single-detached (all types):	83.6 m ² (900 ft ²)
Dwelling, semi-detached/duplex:	74.3 m ² (800 ft ²), per dwelling unit
All other uses:	As required by the Development Authority

10. MINIMUM BUILDING WIDTH

Dwelling, single-detached (all types):	7.3 m (24 ft)*
Dwelling, semi-detached/duplex:	7.3 m (24 ft), per dwelling unit*
All other uses:	As required by the Development Authority*

*Applicable to new development

11. MAXIMUM BUILDING HEIGHT

Dwelling, single-detached (all types):	10.1 m (33 ft)
Dwelling, semi-detached/duplex:	10.1 m (33 ft)
Accessory structure:	6.1 m (20 ft)
All other uses:	As required by the Development Authority

12. PREFABRICATED DWELLING STANDARDS

- (1) Prefabricated dwellings shall be:
 - (a) new factory built construction that has not been previously lived in, CSA certified, and built to the Alberta Building Code; or
 - (b) in the case of ready-to-move dwellings, new construction that has not been previously lived in and built to the current Alberta Building Code.
- (2) Colour photographs illustrating the exterior of the dwelling and a set of professional building plans illustrating the exterior design, floor plan, elevations, and foundation type of the home must accompany any development permit for a prefabricated dwelling.
- (3) Prefabricated dwellings shall be placed on a conventional, permanent concrete foundation (either a basement foundation, slab-on-grade or crawl space).



- (4) The design, character and appearance of the home shall be consistent with the intent of the land use district.
- (5) The minimum roof pitch shall be at least 4/12.
- (6) The Development Authority may impose conditions regulating the exterior finish and roofline to ensure compatibility of housing types within the land use district.

13. LANDSCAPING AND SCREENING

- (1) The front yard and secondary front yard of a lot must be comprehensively landscaped, except those areas occupied by sidewalks or driveways, to the satisfaction of the Development Authority.
- (2) Landscaping shall consist of any or all of the following:
 - (a) vegetation (e.g. trees, shrubs, lawn, flowers);
 - (b) ground cover such as large feature rocks, bark chip, field stone, crushed rock, or other similar features (approval by the Development Officer is required if this type of landscaping exceeds 25% of the total landscaped area);
 - (c) innovative landscaping features, as approved by the Development Officer.
- (3) No cottonwood tree of any specie or variety shall be planted in the municipality.
- (4) Parking lots shall be landscaped and/or screened as required by the Development Authority.
- (5) The Development Authority may impose additional landscaping or screening requirements on a development approval for a permitted or discretionary use to improve the quality or compatibility of the proposed development.

14. FENCING

- (1) No fence, wall, gate, hedge or other means of enclosure shall extend more than 0.9 m (3 ft) above the ground in any front yard or secondary front yard without an approved development permit.
- (2) Fences in the rear and side yards must not exceed 2 m (6.6 ft) in height without an approved development permit.
- (3) Fencing shall not be permitted to be constructed within any developed or undeveloped roadway or laneway right-of-way. Removal of such fencing will be at the property owner's expense.
- (4) Subdivision perimeter fencing is subject to the approval of the Municipal Planning Commission.
- (5) Where a permit is required for fencing, the Development Authority may regulate the material types and colours used for the fence. Regardless of fence height, barbed wire fencing is prohibited.
- (6) Refer also to Part 2, section 6, for corner lot sight triangle requirements.





15. OFF-STREET PARKING AND DRIVEWAY REQUIREMENTS

(1) Minimum off-street parking requirements are as follows:

Use	Minimum No. of Off-Street Parking Spaces
Dwelling:	
Accessory.....	1 per dwelling unit
Single-detached (all types).....	2 per dwelling unit
Semi-detached.....	2 per dwelling unit
Duplex	2 per dwelling unit
All other uses.....	As required in Part 2, section 14, (Off-Street Parking and Loading Requirements and Design Standards)

(2) The Development Authority may require any off-street parking space or driveway to be paved as a condition of approval.

(3) Off-street parking spaces and driveways shall be constructed in a manner which will permit adequate drainage, snow removal and maintenance.

(4) Vehicular access for corner lots will be limited to locations along the minor street unless site specific considerations require otherwise.

(5) Only one driveway per lot is permitted for accessory, single-detached, semi-detached and duplex residential development.

(6) The maximum number of driveways per lot for all other uses shall be as required by the Development Authority.

(7) Driveway standards for residential uses are as follows:

(a) Minimum driveway width: 3.0 m (10 ft)

(b) Maximum driveway width:

If lot width is 18.3 m (60 ft) or less: 7.3 m (24 ft)

If lot width is greater than 18.3 m (60 ft): 9.1 m (30 ft)

(c) Setback from lane: 3.0 m (10 ft)

(d) Setback from intersection
of public roadways: 6.1 m (20 ft)

(8) Any residential (single-detached, duplex or semi-detached use) hard surfaced or gravel driveway, parking pad not supporting a garage or carport, walkway, and/or paving stones or similar impervious ground cover is limited to a maximum of 25% lot coverage unless approved otherwise by a development permit. For all other uses, the lot coverage for driveways, parking pads/lots walkways and other similar impervious surfaces is as required by the Development Authority.

(9) Parking and loading standards for all other uses are as stipulated in Part 2, section 14, (Off-Street Parking and Loading Requirements and Design Standards).



USE SPECIFIC STANDARDS

16. USE SPECIFIC STANDARDS

(1) Intent

The use specific standards in sections 16-23 of this district are intended to provide additional regulation in accordance with the following objectives:

- (a) to protect the residential character of residential areas and districts;
- (b) to ensure that more intensive residential uses and other non-residential uses that may be permitted within the district do not interfere with the amenities of adjacent residents and/or are incidental and subordinate to the principal residential use on the property.

(2) District Requirements and General Development Standards Applicability

The requirements of this district and the general development standards in Part 2 are applicable to the uses in sections 17-23 of this district.

17. BED AND BREAKFAST ACCOMMODATIONS

(1) Bed and breakfast accommodations are subject to the following additional standards:

- (a) The bed and breakfast shall be operated by a full-time resident of the dwelling.
- (b) The use shall only be permitted within a single-detached, semi-detached or duplex dwelling unit.
- (c) The operation is limited to a maximum of five guest rooms and ten guests at any one time in addition to the full-time residents of the dwelling.
- (d) One off-street parking space is required for each guest room in addition to the off-street parking requirements for the dwelling.
- (e) A maximum of one non-resident employee is permitted.
- (f) The residential character of the dwelling shall be maintained and be consistent with the intent of the district.
- (g) Guest rooms shall not be permitted to contain cooking or kitchen facilities.
- (h) Meals may be provided to registered guests only.
- (i) The maximum length of accommodation for guests is limited to 14 consecutive days.
- (j) Signage may be permitted subject to the requirements in Part 3, section 9 (Signs).
- (k) The applicant shall be responsible for compliance with the Alberta Health Standards and Guidelines and the Alberta Building Code requirements for Bed and Breakfast accommodations.
- (l) The issuance of a development permit in no way exempts the applicant from obtaining a business license from the Town and any other Provincial approvals that may be required.

18. CHILDCARE FACILITIES

(1) Childcare facilities are subject to the following additional standards:

- (a) No exterior alterations shall be undertaken to a dwelling or former dwelling which would be inconsistent with the residential character of the building or property.



- (b) A landscaping plan shall be submitted with the development permit application. The Development Authority may require that a landscaping plan be prepared by a professional. An irrigation plan may also be required.
- (c) A minimum of one off-street parking space per employee at the use at any given time must be provided.
- (d) A minimum of one off-street loading zone for every 10 children must be provided. The location of passenger loading zones for child care facilities may be specified as a condition of approval on the development permit.
- (e) A minimum 1.5 m (5 ft) wide landscaped buffer strip is required between the parking lot and an adjacent residential lot. The Development Authority, depending on the intensity of the development, may increase the minimum required width of the landscaped buffer strip.
- (f) Outdoor play areas shall be screened from adjacent properties to the satisfaction of the Development Authority.
- (g) The applicant shall be responsible for complying with the Child Care Licensing Act and obtaining all necessary approvals required from regulatory agencies.
- (h) The issuance of a development permit in no way exempts the applicant from obtaining a business license from the Town and any other Provincial approvals that may be required.

19. DWELLINGS

(1) Accessory Dwelling

Accessory dwellings are subject to the following additional standards:

- (a) Accessory dwellings shall only be permitted on lots with a developed single-detached or semi-detached dwelling. Accessory dwellings proposed on lots with apartment, duplex or multi-unit dwellings shall be classified as a dwelling group.
- (b) An accessory dwelling may be located within:
 - (i) a principal dwelling; or
 - (ii) an accessory structure.
- (c) No more than one accessory dwelling shall be permitted on any lot.
- (d) Either the principal dwelling or the accessory dwelling must be owner occupied.
- (e) One off-street parking space must be provided for the accessory dwelling in addition to the off-street parking requirements for the principal dwelling.
- (f) An accessory dwelling within an accessory structure must be located a minimum of 3 m (10 ft) from the principal dwelling, and meet the minimum setback requirements and construction standards of the Safety Codes. The front, side and rear setbacks for accessory structures shall apply to the accessory dwelling.
- (g) The maximum square footage of an accessory dwelling within an accessory structure is limited to 74.3 m² (800 ft²).
- (h) Accessory dwellings shall be constructed on permanent foundations.
- (i) Accessory dwellings shall be integrated into the site by appropriate site grading, earthwork and landscaping and be harmonious with the character of the neighbourhood.
- (j) The principal dwelling and any accessory dwelling must share the existing driveway access to a public road.



- (k) The structure containing the accessory dwelling must reflect the design of the principal dwelling, incorporating similar features such as window and door detailing, exterior cladding materials and colours and roof lines.
- (l) In developing an accessory dwelling, the owner shall comply with all applicable requirements of the Safety Codes as amended from time to time, which may include, but is not limited to, fire wall separations, accesses and heating systems for each dwelling unit.

(2) Apartment and Multi-unit dwellings

Apartment and multi-unit dwellings are subject to the following additional standards:

- (a) Design of an apartment or multi-unit dwelling shall consider the height, building design and nature of surrounding residential development.
- (b) A landscaping plan shall be submitted with the development permit application. The Development Authority may require that a landscaping plan be prepared by a professional. An irrigation plan may also be required.
- (c) Apartment dwellings are required to provide a minimum of 10% of the lot area for common open space and on-site amenities such as playground equipment, barbeque areas, recreation areas or other similar features. The minimum open space requirement may be increased as required by the Development Authority dependent upon the density of the proposed development.
- (d) A minimum 1.5 m (5 ft) wide landscaped buffer strip is required between a parking lot and an adjacent residential lot. The Development Authority, depending on the intensity of the development, may increase the minimum required width of the landscaped buffer strip.
- (e) The Development Authority may regulate the maximum density of apartments and multi-unit dwellings within a block or subdivision based on the policies of the Municipal Development Plan and consideration of:
 - (i) density of existing development within the block;
 - (ii) adequacy and proximity of community facilities such as schools, shopping, recreational facilities and open space;
 - (iii) adequacy of utilities to accommodate the proposed use;
 - (iv) impacts on future land uses and the street system;
 - (v) any other matters deemed pertinent by the Development Authority.

20. DWELLING GROUP

- (1) Dwelling groups are subject to the following additional standards:
 - (a) Design of the dwelling group shall consider the height, building design and nature of surrounding residential development.
 - (b) The arrangement of the structures in a dwelling group is subject to the approval of the Municipal Planning Commission and the requirements of the Alberta Building Code, as amended.
 - (c) A landscaping plan shall be submitted with the development permit application. The Development Authority may require that a landscape plan be prepared by a professional. An irrigation plan may also be required.



- (d) A minimum of 10% of the lot area is to be provided for common open space and on-site amenities such as playground equipment, barbeque areas, recreation areas or other similar features. The minimum open space requirement may be increased as required by the Development Authority dependent upon the density of the proposed development.
- (e) A minimum 1.5 m (5 ft) wide landscaped buffer strip is required between the parking lot and an adjacent residential lot. The Development Authority, depending on the intensity of the development, may increase the minimum required width of the landscaped buffer strip.
- (f) The Development Authority may regulate the maximum density of apartments and multi-unit dwellings within a block or subdivision based on the policies of the Municipal Development Plan and consideration of:
 - (i) density of existing development within the block;
 - (ii) adequacy and proximity of community facilities such as schools, shopping, recreational facilities and open space;
 - (iii) adequacy of utilities to accommodate the proposed use;
 - (iv) impacts on future land uses and the street system;
 - (v) any other matters deemed pertinent by the Development Authority.

21. HOME OCCUPATIONS

- (1) Home occupations shall be classified by the Development Officer in accordance with the following:
 - (a) **Home Occupation 1**

A small-scale, home occupation contained within the principal dwelling involving:

 - (i) phone and office use only;
 - (ii) no outdoor storage and/or display of goods; and
 - (iii) no customer/client visits to the residence.
 - (b) **Home Occupation 2**

All other home occupations shall be classified as a home occupation 2 and may involve:

 - (i) the use of a principal structure, garage and/or accessory structure;
 - (ii) limited outdoor storage provided that it is screened from view and/or display of goods within the residence, garage or accessory structure;
 - (iii) limited volume of on-premises sales;
 - (iv) a maximum of one non-resident employee; and
 - (v) limited customer/client visits.
- (2) Home Occupations are subject to the following additional standards:
 - (a) A home occupation shall be incidental and subordinate to the principal residential use of the dwelling and shall not change the external appearance or character of the dwelling. There shall be no business activities associated with the home occupation conducted on the lot outside the dwelling or accessory structure.



- (b) Allowances for home occupations are intended to foster small-scale business. Home occupations will be required to relocate to a suitable commercial or industrial district when they become incompatible with a residential area or become unsuitable as a home occupation.
- (c) A home occupation 2 shall not be permitted, if in the opinion of the Development Authority, the use would be more appropriately located within a commercial or industrial district.
- (d) The business operator shall be a full-time resident of the dwelling.
- (e) Unless otherwise approved by the Municipal Planning Commission, not more than one home occupation is permitted on a lot.
- (f) The use must not generate more vehicular or pedestrian traffic and vehicular parking than normal within the district.
- (g) No offensive noise, vibration, electrical interference, smoke, dust, odours, heat or glare shall be produced by the use.
- (h) No use shall cause an increase in the demand placed on any one or more utilities (water, sewer, garbage, etc.) such that the combined total consumption for a dwelling and its home occupation exceed the normal demand for residences in the area.
- (i) Home occupations shall not include any use that would, in the opinion of the Development Authority, materially interfere with or affect the use or enjoyment of neighbouring properties.
- (j) Signage advertising a **home occupation 1** is limited to one sign located in the structure window up to a maximum of 0.4 m² (4 ft²) in size and must be approved by the Development Authority. Signage for a **home occupation 2** shall be as approved by the Development Authority.
- (k) The Development Authority may regulate the hours of operation, the number of customer visits, outdoor storage and screening and landscaping requirements for outdoor storage.
- (l) Any changes to an approved home occupation require the approval of the Development Authority.
- (m) All permits issued for home occupations shall be subject to the condition that the permit may be revoked at any time, if, in the opinion of the Development Authority, the use is or has become detrimental to the residential character or the amenities of the neighbourhood.
- (n) The development permit for the use shall be valid only for the period of time the property is occupied by the applicant for such approved use and is not transferable to another location or another person.
- (o) The issuance of a development permit in no way exempts the applicant from obtaining a business license from the Town and any other Provincial approvals that may be required.

22. OTHER

Refer to Part 3, Use Specific Standards for the following uses:

1. ACCESSORY STRUCTURES AND USES
2. PRIVATE SWIMMING POOLS
3. SATELLITE DISHES AND RADIO OR TELEVISION ANTENNA





- 4. SHIPPING CONTAINERS
- 5. SHOW HOMES
- 6. SOLAR COLLECTOR
- 7. TELECOMMUNICATION ANTENNA SITING PROTOCOLS
- 9. SIGNS

SUBDIVISION

23. SUBDIVISION CRITERIA

Refer to Part 1, section 55.



- (g) mailboxes;
 - (h) landscaping, fish ponds, ornaments, flagpoles less than 4.6 m (15 ft) in height, or other similar landscaping features in accordance with Part 2, section 6 (Corner Lot Sight Triangle);
 - (i) temporary swimming pools in accordance with the applicable land use district; and
 - (j) signs, in accordance with Part 3, section 9 (Signs).
- (3) The portions of an attachment to a principal structure which may, subject to the relevant provisions of Safety Codes, project over a setback are as follows:
- (a) eaves, fireplaces, belt courses, bay windows, cornices, sills or other similar architectural features may project over a side setback as permitted under the relevant provisions of Safety Codes and over a front or rear setback a distance not to exceed 1.2 m (4 ft);
 - (b) a deck, balcony, porch, veranda, cantilever, or other similar feature may project over a front, rear or side setback a distance not to exceed 1.2 m (4 ft).
- (4) In all cases, projections into any required setback must comply with the requirements of Safety Codes.

14. OFF-STREET PARKING AND LOADING REQUIREMENTS AND DESIGN STANDARDS

(1) Applicability

- (a) The off-street parking and loading requirements and design standards apply to:
 - (i) all new buildings and uses; and
 - (ii) the expansion or enlargement of existing buildings or uses.
- (b) In the case of expansion or enlargement of an existing building or use, additional off-street parking spaces will be required to serve the expanded or enlarged area only, not the entire building or use.

(2) Minimum Required Off-Street Parking

- (a) Table 1, Minimum Required Off-Street Parking, shall be used to calculate the minimum number of off-street parking spaces a use is required to provide.
- (b) Off-street parking requirements based on floor area are to be computed on the gross floor area (GFA) of the building.
- (c) Calculation of off-street parking requirements resulting in a fractional number of 0.5 or greater shall be rounded up and rounded down when resulting in a fractional number of 0.49 or less.
- (d) A multiple use development must provide parking in an amount equal to the number of spaces for all uses, except where a shared parking provision is approved by the Development Authority. A shared parking provision based upon the proposed sharing of parking spaces between two or more uses must include a written agreement between the owners on record. Where such off-site parking is approved, a caveat shall be registered against the lot to guarantee the continuous use of the site for parking.
- (e) Where a use is not listed, minimum required off-street parking shall be provided as required by the Development Authority having regard to the listed use that is most similar to the proposed use. As an alternative, the Development Authority may require a parking study to be prepared by a qualified professional at the applicant's expense to determine the parking requirements for a use not listed in Table 1.



- (f) All required parking spaces shall be provided on the same lot as the building or use, except where the Development Authority may permit off-site parking spaces to be provided on a lot within 152.4 m (500 ft) of the building or use if, in the Development Authority's opinion, it is impractical to provide parking on the same lot as the building or use. Where such off-site parking is approved, a caveat shall be registered against the lot to guarantee the continuous use of the site for parking.

Table 1 – Minimum Required Off-street Parking

USE	MINIMUM PARKING SPACES
COMMERCIAL/INDUSTRIAL	
Accessory structures and uses	As required by the Development Authority
Amusement facility	1 space /27.9 m ² (300 ft ²) of GFA
Animal care facility minor	1 space /46.5 m ² (500 ft ²) of GFA
Animal care facility major	1 space /46.5 m ² (500 ft ²) of GFA
Auctioneering establishment	1 space /65 m ² (700 ft ²) of GFA
Autobody repair/paint shop	1 space /46.5 m ² (500 ft ²) of GFA
Automotive sales and/or service	1 space /46.5 m ² (500 ft ²) of GFA
Bulk fuel station (excluding area of storage facilities and tanks)	1 space /46.5 m ² (500 ft ²) of GFA
Business support service	1 space /46.5 m ² (500 ft ²) of GFA
Car wash	1 space per employee
Construction supply and contractor	1 space /65 m ² (700 ft ²) of GFA
Convenience store	1 space /27.9 m ² (300 ft ²) of GFA
Drive-in/drive-through use	1 space /5.1 m ² (55 ft ²) of seating area plus 1 space per employee
Eating establishments	1 space per 4 seats plus employee parking
Entertainment establishment	1 space /5.1 m ² (55 ft ²) of patron use area plus 1 space per employee
Equipment sales, rental and service	1 space /65 m ² (700 ft ²) of GFA
Farmers market	1 space /37.2 m ² (400 ft ²) of GFA
Financial institution	1 space /37.2 m ² (400 ft ²) of GFA
Funeral facility	1 space/5 seating spaces plus 1 space per employee
Grain elevators/seed cleaning	1 space /65 m ² (700 ft ²) of GFA
Grocery store	1 space /37.2 m ² (400 ft ²) of GFA
Government service	1 space /46.5 m ² (500 ft ²) of GFA
Health service	1 space per staff member and 1 space per examination room
Heavy industry	1 space /92.9 m ² (1000 ft ²) of GFA
Hotel/motel	1 space per guest room
Household repair service	1 space /46.5 m ² (500 ft ²) of GFA
Intensive horticultural service	1 space /65 m ² (700 ft ²) of GFA
Kennel	1 space /46.5 m ² (500 ft ²) of GFA
Landscaping materials sales	1 space /65 m ² (700 ft ²) of GFA
Light industry/manufacturing	1 space /65 m ² (700 ft ²) of GFA
Mini storage	As required by the Development Authority
Office	1 space /46.5 m ² (500 ft ²) of GFA
Outdoor storage	As required by the Development Authority
Personal service	1 space /37.2 m ² (400 ft ²) of GFA
Recreation facility, public	1 space /27.9 m ² (300 ft ²) of GFA
Recreation facility, private	1 space /27.9 m ² (300 ft ²) of GFA



Recycling facility	1 space /65 m ² (700 ft ²) of GFA
Research and development facility	1 space /92.9 m ² (1000 ft ²) of GFA
Retail store	1 space /37.2 m ² (400 ft ²) of GFA
Salvage or wreckage yard	As required by the Development Authority
Service station/gas bar	1 space /37.2 m ² (400 ft ²) of GFA
Shopping centre	1 space /23.2 m ² (250 ft ²) of GFA
Specialty manufacturing/cottage industry	1 space /46.5 m ² (500 ft ²) of GFA
Tourist information	1 space /46.5 m ² (500 ft ²) of GFA
Transportation/delivery service	1 space /46.5 m ² (500 ft ²) of GFA
Truck transportation/dispatch depot	1 space /65 m ² (700 ft ²) of GFA
Truck wash	1 space per employee
Warehousing	1 space /65 m ² (700 ft ²) of GFA
Waste disposal facility	As required by the Development Authority
Wholesale trade	1 space /65 m ² (700 ft ²) of GFA
RESIDENTIAL	
Bed and breakfast	1 space per guest room
Boarding home	1 space per sleeping unit
Child care facility	1 pick-up/drop-off space per 10 children plus 1 space per employee
Communal facility	As required by the Development Authority
Dwellings:	
- Accessory	1 space per dwelling unit
- Apartment	1.5 spaces per dwelling unit plus 0.5 space per unit for visitor parking
- Duplex	2 spaces per dwelling unit
- Multi-unit	2 spaces per dwelling unit plus 0.5 space per unit for visitor parking
- Semi-detached	2 spaces per dwelling unit
- Single-detached, manufactured new	2 spaces per dwelling unit
- Single-detached, manufactured used	2 spaces per dwelling unit
- Single-detached, site built for park operator	2 spaces per dwelling unit
- Single-detached, Prefabricated	2 spaces per dwelling unit
- Single-detached, site built	2 spaces per dwelling unit
Dwelling group	1.5 spaces per dwelling unit
Home occupation 1	N/A
Home occupation 2	1 additional space
Manufactured home community -visitor parking	As required by the Development Authority
Senior citizen housing	1 space per 2.5 dwelling units
PUBLIC	
Cemetery	As required by the Development Authority
Clubs and organizations	1 space /5.1 m ² (55 ft ²) of patron use area plus 1 space per employee
Community hall	1 space/5 seating spaces plus 1 space per employee
Cultural facility	1 space/5 seating spaces plus 1 space per employee
Dormitory	As required by the Development Authority
Educational facility	3 spaces per classroom
Exhibition ground	As required by the Development Authority
Group care facility	1 space per employee



Hospital	1 space per bed
Parks and playgrounds	As required by the Development Authority
Religious assembly	As required by the Development Authority

(3) Barrier-free Parking

- (a) The minimum number of barrier-free parking spaces to be provided for use by persons with disabilities shall be a portion of the total number of off-street parking spaces required, in accordance with Table 2, Barrier-Free Parking Spaces.
- (b) Each barrier-free parking space for the disabled shall be:
 - (i) designed as a 2.4 m (7.9 ft) wide parking stall adjacent to a 2.4 m (7.9 ft) wide access aisle where the access aisle is demarcated to indicate no parking;
 - (ii) have a firm, slip-resistant and level surface;
 - (iii) be clearly marked and identified in accordance with National Building Code – Alberta Edition;
 - (iv) be located near to or adjoining a barrier-free path of travel leading to the nearest barrier-free entrance; and
 - (v) be designed so that parked vehicles shall not obstruct access onto an elevated and level surface.
- (c) There must be a well-lit, distinguishable, barrier-free path of travel from the parking areas to the building entrance.
- (d) It is recommended that an additional number of spaces be considered when the purpose or use of the building facilities may cause an increase in the number of seniors or persons with disabilities who require accessible parking, such as, but not limited to, arenas, grocery stores, medical services and restaurants.

Table 2 – Barrier-Free Parking Spaces

Number of parking spaces required for a use	Number of barrier-free spaces required for use by persons with disabilities
2-10	1
11-25	2
26-50	3
51-100	4
for each additional increment of 100 or part thereof	one additional stall

(4) Loading Space Requirements

- (a) One loading space shall be provided for each loading door.
- (b) The minimum dimensions for a loading space shall be 3.1 m (10 ft) by 9.1 m (30 ft) with an overhead clearance of 4 m (13 ft).
- (c) Each loading area shall provide a doorway into the building sufficient to meet the needs of the use within the building.
- (d) Each loading area shall be designed in such a manner that it will not interfere with convenient and safe pedestrian movement, traffic flow or parking.





- (e) The Development Authority may require additional loading areas or doors if, in the Development Authority's opinion, such additional areas or doors are deemed necessary.
- (f) The Development Authority may consider a joint loading area for two or more uses if, in the Development Authority's opinion, such a loading area would facilitate orderly development or relieve congestion in the immediate area.

(5) Stacking Spaces for Drive-through Uses

- (a) In addition to the off-street parking requirements, a drive-through use is required to provide the following minimum stacking spaces:
 - (i) Restaurant use: 30.5 m (100 ft) from order box to pick-up window
 - (ii) Gas station: 9.1 m (30 ft) from each end on pump island
 - (iii) Bank machine: 22.9 m (75 ft) from bank machine window
 - (iv) Car wash: 15.2 m (50 ft) from car wash entrance
 - (v) Other: As determined by the Development Authority
- (b) The minimum stacking space requirements in subsection (a) may be varied by the Development Authority depending upon the intensity of the proposed development.

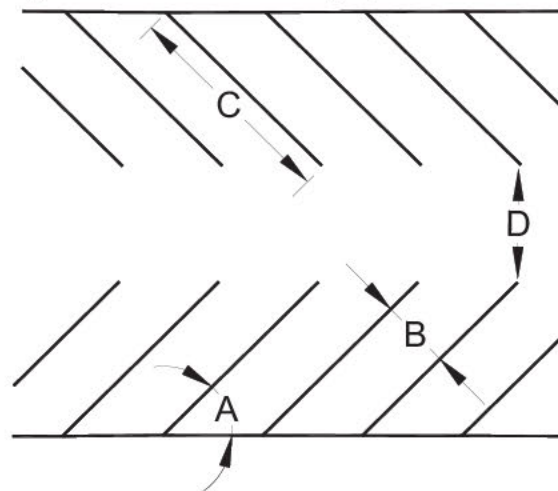
(6) Off-street Parking Design Standards

- (a) Off-street parking areas shall be accessible and designed in a manner which will provide for orderly parking in accordance with the minimum parking space dimensions in Table 3, Minimum Parking Space Dimensions.
- (b) Parking space designs proposing tandem or stacked parking to a maximum of two vehicles per stall may be approved by the Development Authority provided the spaces are for employee parking only.
- (c) The stall width and depth requirements for an off-street parking space may be reduced by the Development Authority where spaces are designed to accommodate compact vehicle parking.
- (d) Where a use or development may need to accommodate over-sized vehicles such as tractor-trailers, large recreational vehicles, buses or other similar vehicles, the Development Authority may require larger parking space and aisle dimensions.
- (e) Off-street parking areas shall be constructed in a manner which will permit adequate drainage, snow removal, and maintenance.
- (f) Off-street parking spaces adjacent to a road right-of-way shall be provided with bumper blocks, curbing or other similar protective feature to ensure public safety and prevent vehicle overhang.
- (g) The Development Authority may require that off-street parking areas or portions thereof be paved as a condition of approval.



A: Parking Angle	B: Stall Width		C: Stall Depth		D: Aisle Width	
	Metres	Feet	Metres	Feet	Metres	Feet
0	2.4	8.0	6.7	22	3.7	12
30	2.7	9.0	5.5	18	3.5	11
45	2.6	8.5	6.1	20	3.9	13
60	2.6	8.5	6.4	21	5.5	18
90	2.9	9.5	5.6	18.5	7.3	24

Figure 1: Minimum Parking Space Dimensions



A: Parking Angle C: Depth Of Stall
B: Width Of Stall D: Width Of Aisle

(7) Driveway Standards

- (a) Driveway standards in the R-2, C-1, NC-1, I-1, POS-1, PI-1, and UR-1 districts shall be as follows:
- (i) The maximum number of driveways shall be as regulated by the Development Authority.
 - (ii) Vehicular access for corner lots will generally be limited to locations along the minor street unless site specific conditions require otherwise.
 - (iii) Driveway standards are as follows:
 - Minimum driveway width: 3.0 m (10 ft)
 - Maximum driveway width: 7.3 m (24 ft)
 - Setback from lane: 3.0 m (10 ft)
 - Setback from intersection of public roadways: 6.1 m (20 ft)
 - (iv) Driveways and maneuvering aisles serving as fire lanes shall be at least 6.1 m (20 ft) wide.
 - (v) The Development Authority may require that driveways be paved as a condition of the approval.





- (d) a change in the intensity of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the intensity of use of the land or building.

Development agreement means a contractual agreement completed between the municipality and an applicant for a development permit or subdivision approval which specifies the roadways, walkways, public utilities, and other services to be provided by the applicant as a condition of a development permit or subdivision approval, in accordance with the Act.

Development authority in accordance with the Act means the person or persons authorized by bylaw to exercise development powers and perform duties on behalf of the municipality. For the purposes of the Town of Raymond Land Use Bylaw, the Development Authority is the Municipal Planning Commission and the Designated Officer acting in the capacity of Development Officer.

Development officer means the person(s) appointed by resolution of Council to the office established by Part 1 section 15 of this bylaw.

Development permit means a permit issued with or without conditions pursuant to this bylaw authorizing a development. A development permit does not constitute a building permit.

Discretionary use means the one or more uses of land or buildings prescribed in Part 4 of this bylaw for which a development permit may be approved at the discretion of the Development Authority or the Subdivision and Development Appeal Board with or without conditions.

District means a land use district as set out in Part 4, Land Use Districts and indicated on the Land Use Districts Map.

Dormitory means a structure intended or used principally for sleeping accommodations where such building is related to educational or public institution, including religious institution. Such use may include kitchen and common gathering facilities.

Drive-in/Drive-through restaurant means an establishment where food is prepared and served on the premises for sale to the public and includes car attendant and/or drive-through, pick-up service.

Dwelling means a building or portion thereof designed for human habitation and which is intended to be used as a residence for one or more individuals but does not include travel trailers, motor homes, recreational vehicles, or other mobile living units, hotel, motel, dormitory, boarding house, or other similar accommodation. Dwelling includes the following:

Accessory means a dwelling unit that is incidental and subordinate to the principal dwelling on the parcel and which may be located within the principal dwelling or in a detached building.

Apartment means a building containing three or more dwelling units sharing a common hall and common entrance at grade.

Duplex means a building containing two dwelling units connected by a common floor/wall or ceiling, but not legally subdivided by a property line.

Moved-in means a conventional, previously occupied building which is physically removed from one site, transported and re-established on another site with a different legal description for use as a residence. Prefabricated dwelling and manufactured dwelling are separate uses and defined as single-detached prefabricated and single-detached manufactured.

Multi-unit means a building other than an apartment that contains three or more dwelling units.



Semi-detached means a building containing two dwelling units connected by a common wall but legally subdivided by a property line.

Single-detached site built means a building constructed on the lot intended for occupancy containing a single dwelling unit which is not attached to any other dwelling by any means.

Single-detached manufactured means a dwelling unit built at an off-site manufacturing facility in conformance with CSA standards. The unit is typically constructed with an integrated frame for placement on a permanent surface foundation in conformance with CSA-Z240.10.1 standards and designed in one or two sections for transport, whether on its own wheels or a transport trailer. The unit arrives at the site where it is to be occupied complete and ready for occupancy, except for incidental operations such as placement on an acceptable foundation and removal of any hitch and/or wheels, and skirting. For the purposes of this bylaw, single-detached manufactured dwelling does not include single-detached prefabricated dwellings.

Double-wide means a single-detached manufactured dwelling unit consisting of two sections, moved separately, that are joined together into one integrated dwelling unit on site.

Single-wide means a single-detached manufactured dwelling unit designed to stand alone as a single dwelling unit.

Single detached prefabricated means a previously unoccupied dwelling unit or portions of a dwelling unit that are built at an off-site manufacturing facility or location other than the lot intended for occupancy. The units are built in conformance with CSA standards and/or Alberta Safety Codes and do not have an integrated frame, hitch, wheels, or chassis or other device allowing for transport of the unit. Single detached prefabricated dwelling include the following:

Modular or modular construction means a dwelling unit built at an off-site manufacturing facility in conformance with CSA standards designed in two or more modules or sections. The dwelling is transported by transport trailer in sections and delivered to the site where it is assembled over a conventional, permanent concrete foundation (either a basement foundation, slab-on-grade or crawl space).

Ready-to-move means a dwelling unit built to the current Alberta Building Code that would normally be constructed on the site intended for occupancy, but for various reasons, is constructed at an off-site manufacturing facility, construction site, plant site or building yard. It is then loaded and transported as one unit onto the proper moving equipment and delivered to the site intended for occupancy and placed on a conventional, permanent concrete foundation (either a basement, slab-on-grade or crawl space).

Panelized means a dwelling unit constructed at the site intended for occupancy using pre-built exterior/interior wall panels and building components that are delivered to the site as a package ready for assembly over a conventional, permanent concrete foundation (either a basement foundation, slab-on-grade or crawl space).

Dwelling group means two or more buildings each containing one or more dwelling units, located on a lot or a number of adjoining lots where all buildings, recreation areas, vehicular areas, landscaping and all other features have been planned as an integrated development. Accessory dwelling is a separate use.

Dwelling unit means a use that contains one or more self-contained rooms designed to be used as a dwelling and that includes sleeping, cooking, living and sanitary facilities and having an independent entrance either directly from the outside of the building or through a common area within the building.